



Midpeninsula Regional
Open Space District

April 24, 2024
Board Meeting 24-11

SPECIAL AND REGULAR MEETING

BOARD OF DIRECTORS MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

Wednesday, April 24, 2024

*The Board of Directors conducted this meeting in accordance with
California Government Code section 54953.*

DRAFT MINUTES

SPECIAL MEETING OF THE BOARD OF DIRECTORS OF THE MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

President MacNiven called the special meeting of the Midpeninsula Regional Open Space District to order at 3:00 p.m.

ROLL CALL

Members Present: Jed Cyr, Craig Gleason, Karen Holman, Yoriko Kishimoto, Margaret MacNiven, and Curt Riffle

Director Cyr announced that he is participating in the meeting via teleconference using the AB 2449 “just cause” exemption due to illness and disclosed that no one over 18 is present at his remote location.

Members Absent: Zoe Kersteen-Tucker

Staff Present –
Closed Session General Manager Ana Ruiz, General Counsel Hilary Stevenson,
Assistant General Manager Brian Malone, Chief Financial
Officer/Director of Administrative Services Stefan Jaskulak, District
Clerk/Assistant to the General Manager Maria Soria

Staff Present –
Study Session General Manager Ana Ruiz, General Counsel Hilary Stevenson,
Assistant General Manager Susanna Chan, Assistant General Manager
Brian Malone, Chief Financial Officer/Director of Administrative
Services Stefan Jaskulak, District Clerk/Assistant to the General
Manager Maria Soria, Executive Assistant/Deputy District Clerk
Shaylynn Nelson, Planner II Tyler Smith, Senior Planner, Gretchen
Lausten, Planner II Melissa Borgesi, Senior Planner Tina Hugg, and
Planning Manager Jane Mark

President MacNiven announced that the public has the opportunity to comment on the agenda, and the opportunity to listen to this meeting through the internet or via telephone. This

information can be found on the meeting agenda, which was physically posted at the District's Administrative Office, and on the District website.

1. CLOSED SESSION CONFERENCE WITH LABOR NEGOTIATORS (Government Code Section 54957.6)

Agency designated representatives: Ana Ruiz, General Manager, Brian Malone, Assistant General Manager, and Jack Hughes, Liebert Cassidy Whitmore
Employee Organization: Field Employees Association

Public comment opened at 3:00 p.m.

District Clerk Maria Soria reported no public comments were submitted for the closed session item.

Public comment closed at 3:00 p.m.

The Board convened into closed session at 3:00 p.m.

President MacNiven reconvened the special meeting of the Board of Directors of the Midpeninsula Regional Open Space District at 5:03 p.m.

2. Shuttle and Ride Hail Program Studies at Rancho San Antonio Open Space Preserve (R-24-47)

Assistant General Manager Susanna Chan and Planner II Tyler Smith presented the final report on the shuttle and ride hail program studies at Rancho San Antonio (RSA) Open Space Preserve. Ms. Chan introduced consultants Brian Lavery of Mead & Hunt and Steve Wilks of Arcadis. She provided background of the study that started in 2020, aimed to address RSA's significant parking and traffic congestion challenges. Through a robust public and stakeholder process, 15 Transportation Demand Management Strategies (TDMs) were identified and prioritized into 3 tiers. In April 2021, the Board approved the implementation of 6 strategies, including improving bike facilities, new and improved bike access, exploring ride-hail and shuttle programs, implementing carpool-restricted lots, and using dynamic signage. In 2023, the Board provided feedback and guidance on the studies. Guidance included evaluating an optimized Lucky Supermarket concept and evaluating partnership opportunities with the City of Cupertino for the ride hail program, further evaluating companion TDMs, and returning with a potential visitor capacity study scope, timeline and costs to confirm whether such study would provide information to aid the Board decision on program implementation.

Mr. Smith presented the preferred concept, Lucky Supermarket, for the shuttle program, as well as the combined concept. The total operating cost (program operation and District support and oversight) ranges from \$282,000 to \$375,000 for the Lucky Supermarket concept and \$372,000 to \$465,000 for the expanded concept. He shared key information to be included in a Request for Proposals (RFP) process and the three phases of the branding and marketing framework, and provided an overview of the ride-hail preferred concept findings. To manage the program, the District would require 0.2 to 0.25 full-time equivalent positions, with an estimated annual staffing cost ranging from \$37,000 to \$46,000. Furthermore, he shared research on potential funding opportunities for the programs. He explained the TDM's priorities and recommendations

along with engagement and outreach efforts. Ms. Chan concluded the presentation by providing context for the General Manager's recommendation, which includes the high costs for the shuttle and ride hail programs, lack of funding opportunities, and that the shuttle requires a TDM program to ensure the program's success while the ride hail program has partnership constraints. She shared a visitor capacity study is part of the 3-year Capital Improvement and Action Plan (CIAP), which will consider visitor use management and carrying capacity. The project is slated to begin in FY26.

Director Kishimoto inquired if staff spoke with Lucky Supermarket about a long-term contract.

Mr. Smith stated there were initial conversations with the store and interest was expressed for a partnership. Outreach was also made to corporate, but further communication is on hold until a decision is made to pursue implementation.

Director Kishimoto inquired if the District would guarantee a ride back to shuttle riders if the shuttle was delayed.

Mr. Smith explained the envisioned approach if both the shuttle and ride hail programs were pursued, the riders who missed the last shuttle could opt for the subsidized ride-hail program.

Director Kishimoto asked if the District would offer guaranteed return rides if the shuttle program proceeded without the ride hail program.

Mr. Smith responded if the shuttle was stand-alone program, staff could explore options with vendors.

Director Kishimoto inquired about offering a perk or direct access exclusive to shuttle riders, and asked if there was any consideration to allow the shuttle to get closer to Deer Hollow Farm.

Mr. Smith explained that staff had evaluated the option, however, based on the recommendation from the Visitor Services department, it was decided not to be pursued due to potential conflicts with visitors using the service road as part of the trail network.

Director Kishimoto inquired if the trails are being renovated, would there be an opportunity for a shuttle to use the service road and encourage hikers to use the trail.

Senior Planner Gretchen Laustsen reported there is a project underway to improve access along portions of the service road. The goal will be to minimize the vehicle traffic on the service road to allow for an accessible pathway along the service road.

Director Gleason inquired if staff considered partnering with an agency with an established weekday only shuttle who could expand their program during weekends and holidays to visit RSA.

Mr. Smith replied staff has not met with an agency but it is a resource that could be leveraged as it seems underutilized.

Director Riffle confirmed that the District is not anticipating closing the parking and requiring the public to use a shuttle as the sole means of accessing RSA.

Director Riffle noted that looking at successful shuttle programs such as those in Muir Woods and Yosemite it is evident that for a shuttle system to be effective, mandating its use is a key component. He inquired if the shuttle service could expect to be successful if the parking lot was not closed.

Ms. Chan agreed that additional measures will be needed to support a successful shuttle program. It is hard to overcome the convenience of being able to drive to the preserve. Closing the parking area when it is full will encourage people to use the shuttle, but it could potentially affect the public's experience when they visit the preserve.

Director Holman expressed concern that closing the parking lots when full could greatly frustrate visitors. She inquired if it is possible to allow visitors to drive during non-peak hours and for the District to widely publicize that shuttles would be required during peak hours when the parking lot generally reaches capacity. She stressed it needs to be marketed very well and far in advance of implementation.

Ms. Chan reported that the shuttle program hours are limited to weekend and morning hours which coincides with peak visiting hours within the preserve. With a shuttle program, staff also had to consider a corresponding procedure to return visitors to their original location if they stayed in the preserve past the shuttle operating hours.

Director Riffle noted that he is not advocating for the closure of the parking. Because he believes that for a shuttle to succeed, the parking lot would need to be closed, a shuttle program at RSA is therefore impractical. However, he suggested that the insights gained could be applied to Purisima Creek Redwoods, where the possibility of closing parking might exist.

Director Kishimoto noted that the data in the report reflected that 14% of preserve users would take the shuttle. It is a subsection of people who may need to drive a significant distance and prefer a guaranteed place to park. It is more nuanced than having the only option be to close the parking lot.

Director Cyr expressed appreciation for moving forward with the visitor capacity study since more than one preserve has capacity issues, which impacts the visitor experience, along with the environment and wildlife that reside in the preserves.

General Manager Ana Ruiz highlighted the importance of understanding the rationale behind the recommendations and the value of the process and study. She emphasized that the study resulted in significant improvements for the preserve, including the addition of bike lanes on Cristo Rey Drive, and bike facilities within the preserve. Additionally, the implementation of dynamic signage, a concept not previously considered, has been successful. The learnings from the shuttle ride-hail program can be carried to other locations, which would be more appropriate for these types of programs.

President MacNiven extended her gratitude to staff for the incredibly detailed project. She noted the project is not likely to succeed due to prevailing attitudes about driving. Despite this, she expressed optimism that the report would prove valuable in the future, when its implementation will be appropriate.

Director Kishimoto shared her differing conclusion, indicating a potential vote against the proposal. She proposed aligning the implementation with the opening of a carpool lot. Ideally, she suggested revisiting the proposal with the Board to assess any changes in the data, particularly given uncertainties about space availability at Lucky Supermarket and not knowing if the lot may be redeveloped. Despite these concerns, she acknowledged the zero upfront costs and reasonable operating costs, leading her to consider moving forward with the shuttle program alongside the carpool lot relocation.

Ms. Chan responded an option is for staff to pursue conversations with the Lucky corporation and see if they are interested in a partnership while the carpool lot is developed, and the capacity study moves forward. This proactive approach would allow staff to gather data and confirm whether Lucky is interested in such a partnership.

Director Riffle expressed that he had hoped the shuttle program could work but believes it will not reduce the capacity issue enough to be successful. He would like to continue searching for ways to alleviate capacity issues and appreciated the idea of moving a carpool lot closer to the trailhead to incentivize carpooling. He also suggested educating visitors of RSA that there are other preserves to visit which would hopefully reduce demand at RSA.

Ms. Chan mentioned that the dynamic signage at RSA has been very successful and stated that staff has added a project to the District's proposed three-year CIAP to evaluate implementing similar systems at other preserves to provide real-time parking information to visitors through an app, allowing them to make informed decisions about which preserves to visit based on available parking spaces and will educate the public about all the other preserves. While not directly related to RSA, it aligns with efforts to improve the visitor experience and spread visitation across multiple preserves.

Director Gleason noted that attitudes towards public transportation and ride hails are changing so it is important to remain aware of visitor sentiments to know if they become amenable to using these services. He suggested ongoing monitoring of initiatives like the Silicon Valley Hopper and potential partnerships with specific companies to leverage underutilized capacity. He inquired if the shuttle program should be revisited during the time the carpool lot is being developed for the Board to assess whether adjustments or additional initiatives are warranted.

Ms. Chan responded that it is the Board's discretion whether staff should continue exploring options and potential operators who could provide services during the week with additional capacity on weekends while awaiting the implementation of the permanent carpool lot.

Ms. Ruiz stated that she is first interested in understanding whether the implementation of the permanent carpool lot would result in a significant shift in usage patterns. She suggested that observing any such shift could inform the need to reevaluate or reconsider the shuttle program. However, she acknowledged that this evaluation would not yield immediate results and would require allowing time for the use of the carpool lot to become established before assessing its impact.

Director Kishimoto spoke about the recommendation of the consultant that implementing the shuttle program would need to coincide in conjunction with other simultaneous programs, such as

permit parking or metered access, parking reservations or other parking restrictions are key to shuttle program success. She suggested to continue exploring the shuttle program and bring back any data in time to implement in conjunction with the permanent carpool lot.

Ms. Ruiz stated that she recollects the information gathered from the surveys indicating that there were many meetups happening at the preserve for hikes. She expressed interest in exploring how to leverage this trend to reduce individual vehicle trips to the preserve by encouraging people to carpool to someone's home and then collectively drive to the preserve, it could potentially substantially free up parking spaces.

Mr. Laverty clarified that his focus was not solely on the carpool lot but rather on how both the carpool lot and the shuttle could facilitate meetups. He suggested that the carpool lot could encourage people to meet elsewhere and arrive together, while the shuttle could also serve this purpose by allowing meetups at designated locations like Lucky or the expanded shuttle at the Mountain View Transit Center. Regarding TDM coordination, he highlighted the importance of providing real-time parking information, which helps deter people from driving all the way to the preserve only to find the lot full, reducing the behavior of circling or waiting for spots to open up.

Director Kishimoto moved to continue exploring the shuttle program and bring back any new data in time to implement in conjunction with the opening of the permanent carpool lot. Director Holman seconded the motion.

Ms. Ruiz advised modifying the revised motion to say, “to bring any new data for Board reconsideration of the shuttle” so the Board can later reevaluate whether to pursue shuttle implementation. She noted the carpool lot would likely still be implemented first depending on how quickly the elements for a shuttle program could be mobilized. She recommended the change to avoid a delay with implementing the carpool lot and also to give the Board an opportunity to see the success of the carpool lot before implementing a new program.

President MacNiven asked if staff could increase marketing to encourage visitors to meet outside the preserve.

Ms. Ruiz stated that staff implements different tactics, and the latest is the preserve brochure that was recently published, informing the public of the dynamic signage enabling them to plan their visits accordingly. Additionally, they encourage visitors to explore other preserves, diversifying the options available to them.

Director Riffle inquired if Director Kishimoto’s motion is specific to RSA or if it could be applied more broadly, perhaps to the Purisima Creek Redwoods parking lot where it may be more suitable. Furthermore, he emphasized the importance of maintaining the project so that when the time is right, it can be quickly implemented. While acknowledging the staff cost associated with this approach, he expressed reluctance to completely shelf the project while also recognizing the need to balance staff resources appropriately.

Ms. Chan requested clarification on the data the Board is requesting. Staff has a clear direction to focus on attaining confirmation with Lucky Corporation that the site is viable for a shuttle program and to seek potential operators who can operate during the week and have weekend capacity. She emphasized the importance of having multimodal access tools like shuttles to

address increasing visitation demand across preserves but feels that it is not the right time for RSA.

Ms. Ruiz stated that there is not much more data for staff to gather. She suggested implementing the carpool lot, promoting it aggressively, and educating the public, particularly targeting meetup groups at tabling events. After a year, staff could evaluate its success. If the impact isn't significant, the District can then consider other options. She emphasized that shuttle and ride-hail programs are major steps with a real uncertainty of success.

President MacNiven suggested focusing on a permanent carpool lot and to keep the report on the back burner.

Director Cyr noted the impetus for the study was to ease the parking issues at RSA and since the shuttle program does not appear to solve the problem, the District should proceed with options which can improve the situation. He stated that he does not want to tie staff's hands to this particular solution.

Ms. Ruiz offered language for the Board to consider that addresses Director Kishimoto's comments: Direct the General Manager to move ahead with a permanent carpool lot at Rancho San Antonio Preserve and continue to explore shuttle and/or ride hail programs at appropriate preserves. Direct the General Manager to return with findings from the carpool lot at the appropriate time to determine if any other steps are recommended for Rancho San Antonio Preserve.

Director Kishimoto stated as the maker of the motion and that the seconder (Director Holman) both agree with the proposed language of the motion.

Public comment opened at 6:49 p.m.

District Clerk Soria reported there were no public speakers for this item.

Public comment closed at 6:49 p.m.

Motion: Director Kishimoto moved, and Director Holman seconded the motion to direct the General Manager to move ahead with a permanent carpool lot at Rancho San Antonio Preserve and continue to explore shuttle and/or ride hail programs at appropriate preserves. Direct the General Manager to return with findings from the carpool lot at the appropriate time to determine if any other steps are recommended for Rancho San Antonio Preserve.

ROLL CALL VOTE: 6-0-0 (Director Kersteen-Tucker – Absent)

ADJOURNMENT

President MacNiven adjourned the special meeting of the Board of Directors of the Midpeninsula Regional Open Space District at 6:57 p.m.

REGULAR MEETING OF THE BOARD OF DIRECTORS OF THE MIDPENINSULA REGIONAL OPEN SPACE DISTRICT

President MacNiven called the regular meeting of the Midpeninsula Regional Open Space District to order at 7:01 p.m.

ROLL CALL

Members Present: Jed Cyr, Craig Gleason, Karen Holman, Yoriko Kishimoto, Margaret MacNiven, and Curt Riffle

Director Cyr announced that he is participating in the meeting via teleconference using the AB 2449 “just cause” exemption due to illness and disclosed that no one over 18 is present at his remote location.

Members Absent: Zoe Kersteen-Tucker

Staff Present: General Manager Ana Ruiz, General Counsel Hilary Stevenson, Assistant General Manager Susanna Chan, Assistant General Manager Brian Malone, Chief Financial Officer/Director of Administrative Services Stefan Jaskulak, District Clerk/Assistant to the General Manager Maria Soria, Executive Assistant/Deputy District Clerk Shaylynn Nelson, Natural Resources Manager Kirk Lenington, Water Resources Technician Kylie Kammerer, Planning Manager Jane Mark, Senior Planner Tina Hugg, Planner II Melissa Borgesi, Engineering & Construction Manager Jason Lin, and Chief Ranger Matt Anderson

President MacNiven announced that the public has the opportunity to comment on the agenda, and the opportunity to listen to this meeting through the internet or via telephone. This information can be found on the meeting agenda, which was physically posted at the District’s Administrative Office, and on the District website.

REPORT OUT OF CLOSED SESSION

President MacNiven reported the Board met in closed session, and no reportable action was taken.

ORAL COMMUNICATIONS

Public comment opened at 7:02 p.m.

District Clerk Soria reported there were no public speakers for this item.

Public comment closed at 7:02 p.m.

ADOPTION OF AGENDA

Motion: Director Kishimoto moved, and Director Holman seconded the motion to adopt the agenda.

ROLL CALL VOTE: 6-0-0 (Director Kersteen-Tucker – Absent)

SPECIAL ORDERS OF THE DAY

Introduction of Staff

- Kylie Kammerer, Water Resources Technician

CONSENT CALENDAR

Director Holman requested clarification for agenda item 5 since she recalls previous Board discussion of not just rebuilding, but also relocating and utilizing existing buildings.

Planner III Galli Basson reported that relocating and reusing the existing buildings will be considered as part of the assessment and was included in the RFP.

Public comment opened at 7:09 p.m.

District Clerk Soria reported there were no public speakers for this item.

Public comment closed at 7:09 p.m.

Motion: Director Cyr moved, and Director Kishimoto seconded the motion to approve the Consent Calendar.

ROLL CALL VOTE: 6-0-0 (Director Kersteen-Tucker – Absent)

1. **Approve the April 10, 2024 Board meeting minutes**
2. **Approve Claims Report**
3. **Contract Amendment for Temporary Administrative Staffing Services (R-24-48)**
Staff Contact: Candice Basnight, Human Resources Manager, Human Resources Department
General Manager’s Recommendation: Authorize the General Manager to amend a professional services contract with Robert Half International Inc., increasing the contract amount by \$22,500 to a total of \$72,500, to convert a temporary outsourced employee position to an internal limited term contingent position for the front desk at the Administrative Office.
4. **Award of Contract for Detail Design and Engineering Services for the Bear Creek Redwoods North Parking Area Project at Bear Creek Redwoods Open Space Preserve (R-24-49)**

Staff Contact: Alex Harker, Capital Project Manager II, Construction & Engineering

General Manager’s Recommendation:

1. Award a contract to BKF Engineers of Redwood City, California, to complete the design, engineering, permitting, and construction administration for the Bear Creek Redwoods North Parking Area Project for a not-to-exceed base contract amount of \$194,211.
2. Authorize a 15% contingency of \$29,132 to cover unforeseen tasks beyond the current scope.

3. Authorize a separate contract allowance of \$20,000 for additional professional services that may be required, bringing the total not-to-exceed contract amount to \$243,343.

5. Award of Contract with Siegel & Strain to provide Architectural and Landscape Architecture/ Site Design Services for the Skyline Field Office Renovation Project and Coastal Field Office Project (R-24-50)

Staff Contact: Skyline Field Office Renovation: Galli Basson, Planner III, Planning Department; Coastal Field Office: Paul Kvam, Senior Capital Project Manager, Engineering & Construction Department

General Manager's Recommendation:

1. For the Skyline Field Office Renovation project:
 - a. Authorize the General Manager to enter into a contract with Siegel & Strain to provide architectural and landscape architecture/site design services to renovate the Skyline Field Office for a base amount not to exceed \$464,590.
 - b. Authorize a 15% contingency of \$69,688 to be awarded, if necessary, to cover unforeseen additional tasks to complete the scope.
 - c. Authorize a separate contract allowance of \$97,878 for additional technical studies, if deemed necessary to inform feasibility and design of the Skyline Field Office, for a total contract amount not-to-exceed \$632,156.
2. For the Coastal Field Office project, if the opportunity arises:
 - a. Authorize a separate contract of \$88,726 for a due diligence rapid assessment for site feasibility and constructability of a full-service Coastal Field Office once a suitable and viable location is confirmed.
 - b. Authorize a 15% contingency of \$13,309 to be awarded, if necessary, to cover unforeseen additional tasks to complete the scope, for a total contract amount not-to-exceed \$102,035.

6. Five-Year Contract with the San Mateo Resource Conservation District for Administration of the United States Geological Survey San Gregorio Creek and Butano Creek Streamgages (R-24-51)

Staff Contacts: David Liefert, Water Resources Specialist, Natural Resources Department

General Manager's Recommendation: Authorize the General Manager to execute a contract with the San Mateo Resource Conservation District for an amount not to exceed \$86,640 for the operation and administration of the United States Geological Survey San Gregorio Creek and Butano Creek streamgages over a five-year period.

BOARD BUSINESS

7. Resolution Authorizing the Issuance of the 2024 Series General Obligation Bonds and Approving Related Documents and Associated Actions (R-24-52)

Chief Financial Officer Stefan Jaskulak presented on the 2024 Series General Obligation Bonds. He described the District's history of issuing Measure AA bonds, reviewed the General Obligation financing estimates and discussed the preliminary financing schedule. Mr. Jaskulak stated that this is the third tranche of bonds, which will be issued in the aggregate principal amount not to exceed \$40 million and is planned to go on sale in June 2024. Based on current

rates and calculations, the sale of the proposed 2024 Series General Obligation Bonds is currently estimated to have a \$2.5 to \$2.7 million annual debt service for 30 years.

Director Riffle inquired about the amount and timing.

Mr. Jaskulak responded that the District is pursuing the issuance now because all the tax-exempt funds have been expended and additional funds are needed for upcoming acquisitions and to fund Measure AA CIAP projects for the next three years.

Director Kishimoto inquired if the District would stay at \$2 per \$100,000.

Mr. Jaskulak reported that the capped tax rate is \$3.18, and while the projected tax rate is \$2.01, the graph does not account for the continual increase of assessed value, which over time reduces the tax rate. As new bonds are issued, it increases again. In Controller Mike Foster's 30-year forecast, the District will barely reach \$3 in the future.

Public comment opened at 7:22 p.m.

District Clerk Soria reported there were no public speakers for this item.

Public comment closed at 7:22 p.m.

Motion: Director Riffle moved, and Director Cyr seconded the motion to adopt a Resolution authorizing issuance of not to exceed \$40 million in 2024 Series General Obligation Bonds (Green Bonds), approve the Fiscal Agent Agreement and the Bond Purchase Contract, and authorize execution of related documents, such as supplemental indentures and escrow agreements.

ROLL CALL VOTE: 6-0-0 (Director Kersteen-Tucker – Absent)

8. Informational Report on the La Honda Creek Parking and Trailhead Access Feasibility Study Feasibility Study Report and Conceptual Designs (R-24-53)

Ms. Ruiz provided opening remarks and stated that the various parking and trailhead sites that will be presented all stemmed from the work of the Public Access Working Group (PAWG), which commenced in 2019 and was comprised of 3 La Honda residents, 2 additional La Honda residents representing the affected Ward, and 6 residents each representing the other Wards. The PAWG was formed to address community concerns regarding access to La Honda Creek Open Space Preserve and the initial 2019 concept of a general use parking area at the Red Barn. As part of their work, the PAWG identified 12 potential sites. After thorough discussions and site visits, 8 sites were eliminated from consideration. The remaining sites, including B2, B3, D, and E3, were forwarded to the Planning and Natural Resources Committee. A voting procedure using a gradient of agreement assisted the PAWG in reaching a majority consensus. Ms. Ruiz stated that each of the sites received at least a majority-level support or willingness to move forward to the next phase from the PAWG, and tonight the Board will hear about the findings of those studies.

Melissa Borgesi Planner II presented on the La Honda Creek Parking and Trailhead Access (Project) Feasibility Study, which is analyzing three potential sites for expanded parking and

trailhead access to La Honda Creek Open Space Preserve. Ms. Borgesi shared the project background and history and reviewed the La Honda PAWG project goals and objectives. The PAWG found one site could not accomplish all the uses proposed as part of the 2019 Red Barn site, so therefore they recommended multiple sites with different uses. The sites evaluated within the Feasibility Study were recommended by the La Honda PAWG and approved by the Board on October 21, 2020 to move forward into feasibility studies. Sites C1 and C2 had minor visitor amenity upgrades, which staff were able to install in 2023. Ms. Borgesi reviewed the project phases and the completed technical studies.

LSA Traffic Consultant Arthur Black presented the traffic findings and considerations along State Route-84. He also provided site specific traffic analysis for all three sites.

RHAA Landscape Architects (RHAA) Senior Associate Landscape Architect Megan Dale reviewed the design characteristics, opportunities and constraints, conceptual design, project goals, cost estimates and feasibility studies for sites B2, D, and E3.

Comments for Site B2

Director Riffle inquired if the site will be a gravel or a paved lot.

Ms. Borgesi stated that it was studied as a gravel lot because that is what the PAWG recommended, and staff is currently working on parking design standards and a different material may be selected depending on the outcome of the guidelines.

Director Riffle expressed a preference to paved surfaces due to their lower maintenance requirements and capacity for accommodating more vehicles.

Director Holman inquired about the location of tree removal.

Ms. Dale stated a total of 18 trees would need to be removed along Sears Ranch Road for the driveway widening, 2 of which are significant per San Mateo County, and they are a mix of native and non-native.

Director Holman inquired about adding trees to the parking site.

Ms. Borgesi responded the Natural Resources Department preference is to not add trees to avoid disrupting the natural grasslands. There is also a preference to protect the visual aesthetic and views to the barn and pond from the existing parking lot.

Director Holman expressed a preference for gravel because it is more consistent with the landscape and confirmed that the parking will be adhering to the design guidelines.

Director Holman left the dais at 8:17 p.m. and returned at 8:26 p.m.

President MacNiven proposed removing equestrian parking from Site B2 to avoid widening Sears Ranch Road and disturbing a larger area of the grassland. Instead, she suggested using Driscoll for equestrian parking, noting that the distance would not be too far. While expressing her liking for Site B2, she acknowledged her concerns about the site being too large and advocated for greater protection of the environment.

Ms. Dale pointed out a distinction between Driscoll parking and Site B2, stating that Driscoll is permit-only.

Ms. Borgesi explained Driscoll was removed from consideration by the PAWG and therefore was not part of the feasibility study.

Director Gleason stated there are not currently many cars at the Sears Ranch Road parking lot but believes the need for another parking lot will grow as the trail system expands.

Director Kishimoto noted in relation to the gravel road, there are new materials that match the preferred aesthetic that also provide durability as well as color. She inquired why Driscoll is only by permit and why the PAWG removed it from consideration.

Senior Planner Tina Hugg explained that the PAWG removed Driscoll from consideration because it does not provide access to the central area of preserve. Driscoll is permit only due to County land use restrictions.

Director Riffle noted it is a long, steep ride on a horse just to reach the southern portion of the central area. Equestrians would then need to continue a long way to access the Allen Road (upper) area. Sears Ranch Road is the area of opportunity given the constraints the other access points have.

Comments on Site D

Director Riffle expressed concern about the traffic as well as the speed and line of sight. He asked for further detail on the safety of the area.

Mr. Black stated that there have been discussions with Caltrans regarding the feasibility of the various parking area sites. Sight distance constraints and the proposal to install warning light beacons were also discussed. The conceptual design does meet the Caltrans standard for stopping sight distance. Formal approval from Caltrans will be part of future conversations, and they have not indicated an objection to any proposed safety measures.

President MacNiven expressed her concern with the site is that it comes up suddenly and there are many curves. She suggests adding signs to warn drivers they are approaching a parking lot.

Ms. Borgesi stated Caltrans does have standard signing, but the District would need to obtain an encroachment permit and approval to place signs along the highway.

Director Holman suggested markings on the pavement itself to enhance safety.

Ms. Borgesi explained signage and roadway striping had not been explored in the conceptual design phase, but it could be researched during design development.

Comments on Site E

Director Gleason inquired about illegal parking on HWY 84 and asked if District rangers have the authority to issue tickets to those parked outside of the preserve.

Ms. Dale stated that the District will work with Caltrans to provide ticketing for illegal parking. In addition, Ms. Borgesi reported that in order for rangers to issue tickets, a sign needs to be posted.

Director Kishimoto expressed her concern about traffic safety and noted that she feels confident that maintaining limited and permit-only parking, along with the warning beacons, should significantly improve safety on the road.

Director Riffle suggested that if it is a concern to pull permits on the weekends, it is possible to state “no permits on the weekends.”

Director Riffle commented on the popularity of stopping at the barn for pictures due to its picturesque nature and questioned whether implementing no parking regulations would eliminate the ability for visitors to stop and take photos at that spot.

Ms. Borgesi mentioned that implementing no stopping signage at the barn location would prevent visitors from stopping there, although it is currently a turnout, but she indicated that staff would need to work with Caltrans. She stated that it would likely be a “no stopping” sign rather than a “no parking” sign.

Director Riffle raised the concern that there were many public comments received about preserving the view of the red barn. He inquired if having a driveway in that location would impact the view of the barn from the road.

Ms. Borgesi stated that the visual aesthetic will not look any different than it does now, because it is using the existing interior roads.

Director Gleason noted that the site is a really high value site for interpretation and wondered if it could be docent-only rather than permit-only, drawing a comparison to Cherry Springs.

Ms. Hugg stated that if docent-led tours occurred once a quarter, the site would not need to be changed. If they were weekly tours, further information will be needed.

Ms. Ruiz emphasized the difference between Cherry Springs and Site E, noting that Cherry Springs is entirely closed to the public, with extremely limited access due to its closed status. In contrast, the current project aims to open up the central area of the preserve and establish connections to other areas.

Public comment opened at 9:31 p.m.

Bob Dooley voiced his concerns about maintenance, fire hazards, and traffic safety. He urged the Board to consider rehabilitating the pond and of significance are also the corrals around the area, which would be great for interpretation. He appreciates the Board’s general feeling that it is a very special area and that the proposal for the Red Barn site has been downsized. He also appreciated the idea of only docent-led tours and stated his concerned about the traffic. He suggests proper shielding for any blinking beacons to mitigate disturbance to neighboring properties.

Sandy Summer, a member of the La Honda PAWG representing Ward 4, expressed appreciation for the feasibility study reports and technical reviews. She highlighted concerns about the high cost per parking stall at site E3, suggesting it is around \$150K per stall. Ms. Summer believes the overall footprint of the site is too big, especially if it ends up as a permit lot. She leans towards continuing studies for both site D and site B2 and encouraged the District to explore additional measures like pavement striping, markings, or speed meters. She noted the land is large and needs to have one substantial parking lot in the preserve. For that reason, she supports site B2.

Lynette Vega expressed concern about the potential danger of adding a parking area at the Red Barn site. She highlighted the experiences of local firefighters and emergency responders who witness frequent traffic fatalities on the road, indicating that adding a parking area would worsen the situation. She commented on a letter from an emergency physician, who opposed the parking area due to the accidents they have seen in the emergency room. She hopes that the Board would reconsider, urging the preservation of the area's beauty and iconic status.

Barbara Hooper expressed her long-term involvement with the project and the community's concerns about traffic safety. She highlighted the historical opposition to parking at the Red Barn site and emphasized the need for updated collision data. She suggested permit-only access with docents at the Red Barn site and LH07 to mitigate overflow parking and racing cars on Highway 84. She urged the Board to visit the sites during peak traffic times to assess proposed solutions. Additionally, she proposed additional safety measures, such as District docent buses, expanded trails, and improved parking at Sears Ranch Road. She highlighted the importance of aligning project decisions with the District's mission and goals.

Melissa K. commented on site B2, pointing out that the current provision for horse trailer parking may not be practical, as it assumes trailers will line up directly behind each other. She suggested widening the parking area to allow trailers to park at a slant, enabling easier access and exit for vehicles towing trailers. She pointed out that facilitating equestrian access improves the overall rural experience for visitors and enhances the opportunity to interact with horses.

Mike Bushue from the Equestrian Trail Riders' Action Committee expressed gratitude for the efforts to open La Honda and commended the PAWG and multiple teams for their work. He mentioned concerns and suggestions for site B2, emphasizing the need for traffic patterns to accommodate longer trailers like three-horse goosenecks. He stressed the importance of ensuring parking spaces are long enough for trailers up to 60 feet. Regarding site D, he suggested adding a pit or vault toilet and amenities like a tie racks, mounting blocks, or a rock if trailers are not allowed there so equestrian riders can use the restroom. He preferred paved roads on steep inclines. He raised concerns about the potential impact of four flashing lights as he turns a dangerous corner, he suggests against placing them at the south entrance to minimize traffic issues.

Public comment closed at 9:54 p.m.

Ms. Borgesi concluded the presentation and stated that each site is feasible and has its own unique set of challenges. The main goal is to provide access to the central area of the preserve. To meet all project goals, multiple sites can be considered to achieve different goals. Site D provides general public access to the central area of the preserve and has a good location for a restroom. Site E3 will allow access to the central area and the historic Red Barn, where there is a

desire for people to access the area to set up their easels and paint the barn. Site B2 allows for equestrian parking further north in the preserve as well as additional standard parking.

No board action required.

INFORMATIONAL MEMORANDA

- Ranger Public Safety Report for Calendar Year 2023

Director Riffle expressed gratitude for staff's effort in putting together the Ranger Public Safety Report and inquired what software was being used. He inquired about the potential of the software to streamline the process and reduce the time staff spend preparing similar reports in the future.

Matt Anderson, Chief Ranger explained they use Omnigo software. Staff is finding that some of the design elements are not yielding the desired data accuracy, leading to tweaking and ongoing adjustments. Management Analyst Deborah Bazar has become an expert in navigating the software and is continually finding ways to improve its use. Staff is working with the vendor to address limitations and ensure that data is being inputted into the system consistently to help reflect accurate reporting.

Director Holman excused herself from the meeting at 10:00 p.m.

INFORMATIONAL REPORTS

A. Committee Reports

Director Gleason provided an update of the April 16, 2024, Hawthorns Historic Complex meeting.

B. Staff Reports

None

C. Director Reports

Director Kishimoto reported she attended the San Francisco Bay Conservation and Development Commissioners meeting on April 18.

Director Riffle reported he attended the Wildflower training and attended the 100th anniversary of Stevens Creek County Park, the first park in Santa Clara County. He expressed appreciation for the recognition of the District during the event.

Director Gleason mentioned his attendance at the Spring into Green event in Los Gatos. He volunteered at the District booth alongside Public Affairs Intern Talia Klein, who impressed him with her enthusiasm and knowledge despite being with the District for only three weeks.

ADJOURNMENT

President MacNiven adjourned the regular meeting of the Board of Directors of the Midpeninsula Regional Open Space District meeting at 10:10 p.m.

Minutes prepared by: Shaylynn Nelson, Deputy District Clerk and Maria Soria, District Clerk