



Hawthorns Area of Windy Hill Preserve Public Access Working Group



Photo Credit: Midpen Staff

**Meeting #5 – Design Discussion
(Continuation of Meeting #4)
February 2024**



Hawthorns Area Public Access Working Group
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Hawthorns Area Plan

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Midpeninsula Regional
Open Space District

Hawthorns Area Public Access Working Group Meeting

MEETING SUMMARY

December 16, 2023
9:00 AM – 1:00 PM

Administrative Office
5050 El Camino Real
Los Altos, CA 94022

ROLL CALL

Co-Chair Helen Quinn to officially called the meeting to order at 9:00 a.m. Tina Hugg, Senior Planner, provided welcoming remarks and introductions before turning the meeting to Cathy Garrett, Facilitator.

PAWG Members Present (✓) or Absent (x):

Board Director	✓ Margaret MacNiven, Ward 6
Town Liaison	✓ Sarah Wernikoff
Interest Area Representative	✓ Bryna Chang ✓ Tyler Feld ✓ Charlie Krenz ✓ Rachel Oslund x David Smernoff ✓ Karen Vahtra
Ward stakeholders	✓ Ward 1: Scott Mosher ✓ Ward 2: Vivian Neou ✓ Ward 3: Willie Wool ✓ Ward 4: Sandy Sommer ✓ Ward 5: Jeff Greenfield ✓ Ward 6: Helen Quinn ✓ Ward 7: Kerry De Benedetti

- | | |
|---|---|
| ✓ Susanna Chan, Assistant General Manager | ✓ Marie Lanka, Administrative Assistant |
| ✓ Jane Mark, Planning Manager | ✓ Galli Basson, Planner III |
| ✓ Tina Hugg, Senior Planner | ✓ Chris Barresi, Area Superintendent |
| ✓ Bryan Apple, Capital Projects Field Manager | ✓ Bill Dornbach, Planning Intern |
| ✓ Ashely Mac, Planner III | ✓ Rachel Frost, Planning Intern |
| ✓ Kirk Lenington, Natural Resources Manager | |
| ✓ Arianna Camponuri, Ecologist | |
| ✓ Coty Sifuentes-Winter, Senior Resources Management Specialist | |

PGAdesign Facilitator: Cathy Garrett

WORKING GROUP BUSINESS

1. PUBLIC COMMENT

In addition to the several detailed comments received prior to the PAWG meeting #4 that were shared with the PAWG members, there were eight commentors in the first Public Comment period of this meeting. Topics are expanded upon below as all were discussed later in the meeting. Topics included:

- Desire to have an equitably designed multi-use trail that particularly provides for use by children.
- Request for potential impacts outside the Hawthorns site to be considered particularly along Alpine Road, a fire evacuation route.
- Desire to place parking area out of sight of the Alpine Road scenic corridor.
- Request that the PAWG consider the Town of Portola Valley's General Plan.
- Desire for vehicle and bicycle data to be as complete as possible to inform the process.
- Excited about the prospect of regional trail connections, especially from Arastradero to Windy Hill and Coal Mine Ridge.
- Desire to consider parking along Los Trancos Road so that people can walk in from there.
- Request for current traffic data that reflects a comprehensive picture of Alpine Road users.
- Opposed to Parking Lot Option 4 due to concerns about ingress and egress.

2. REVIEW AND APPROVAL OF OCTOBER 26, 2023 MEETING SUMMARY

One clarification was requested, to include a comment about the use of a possible High Intensity Activation light, (HAWK) at the traffic light at Alpine Road at the eastern section of the preserve. A motion to approve with the amendment was received from Willie Wool, seconded by Charlie Krenz. The voting members of the PAWG approved the October 26, 2023 Meeting #3 Summary, all in favor with David Smirnoff absent.

3. REVIEW OF TRAILS

Bryan Apple, Capital Projects Field Manager with Midpen, described the approach of Midpen's trail crew to lay out trails within the Hawthorns Area property and to assess relocation of the Alpine Trail.

Alpine Trail:

- The goal is to build trails in a sustainable way with minimum infrastructure, which requires ongoing maintenance, and by utilizing the Midpen's trail design standards. According to the Midpen's design standards, trails are typically built on a cross slope.
- Based these trail design standards, the trail crew assessed the existing location of the Alpine Trail and recommended against relocating the Alpine trail into the disced fire break, where the flatter terrain would cause drainage issues and the need for additional stormwater management infrastructure. They concluded that the most suitable option is to widen the trail within its existing general location, avoiding trees wherever feasible and allowing it to continue draining naturally towards Alpine Road.
- The realigned portion of the Alpine Trail would be from the intersection of Portola Road and Alpine Road to the northeast corner of the Hawthorns property.
- Widening of the current alignment of the Alpine Trail for this portion would also minimize impacts to natural resources, especially oak trees in the scenic corridor.
- The Alpine Trail and any drainage infrastructure associated with its relocation is expected to be designed, built and maintained by the Town of Portola Valley. As the trail will partially encroach the Midpen's property, the Midpen plans to collaborate with the Town on an easement agreement in a subsequent phase of the project.

- The trails crew recommended keeping the Midpen trail separate from the Town's trails because they offer different experiences and have different hours of operation (the preserve is closed at night while the Town trails are open 24/7/365).
- Widening of the trail was considered infeasible in the past by the Town possibly because the extant fence line that is along the property boundary was an impediment. The proposed widening would remove, relocate and redesign the boundary demarcation.

Internal Loop Trail:

- The proposed alignment of the internal loop is guided by site constraints as described in the Public Access Framework, including terrain, protecting assets on the site, and maintaining a sustainable grade for the trail as it winds through various habitats to create a loop trail.
- The proposed loop trail is set minimally 120 feet from the Alpine Trail with connections between the loop and Alpine Trail in two locations.
- For a trail to accommodate multiple types of users, it should be 5-6 feet wide. Additional allowances may be needed for people with disabilities (see Easy Use Trail below). As a Class B trail, it would have a target grade of 8% to 10%, with possible short lengths of 12% due to the site's terrain.

Spur Connections:

- In response to feedback from the PAWG and community, all spur trails connecting to and from the loop trail have been added to the conceptual trail map. Proposed spur trail options include the following: one connection from Sweet Springs Trail on the southwest side of the property, two connections from the Alpine Trail to the internal loop trail, and to three localized high points where bench seating might be installed.
- Additionally, in response to the PAWG's desire to expand the trail network overall, a new potential trail alignment through the grassy hillside was depicted on the trail map as Option 2. Option 2 is a feasible alignment based on existing grades. However, part of this trail falls within the viewshed of residences facing the preserves, potentially making it visible from those locations at times. PAWG members also brought up the desire to bring a second loop trail through the olive groves. The trail crew assessed this but determined that a trail would be infeasible due to excessively steep slopes and an abundance of dusky footed woodrat nests throughout.
- The intent is that there are spur trail connections to each of the parking options from the loop trail.

Regional Connections:

- There is a desire to connect to Arastradero Preserve but currently there are private properties that interrupt that link.
- A question arose about whether the Hawthorns property would contribute towards the Palo Alto to the Sea Trail, which is a desired regional trail conceptualized to connect the City of Palo Alto to the coast. Although the Hawthorns property connects to Town's trail system and other regional trails, Hawthorns is not currently expected to facilitate realization of the Palo Alto to the Sea Trail, which is envisioned pass further to the south. A PAWG member familiar with this conceptual regional trail shared that an important segment would connect to Arastradero Preserve but access rights across private property are currently a barrier.

Historic Complex:

- As the historic complex is not open to the public and is not part of the scope of the PAWG planning effort, it is not possible to identify specific trails through or connecting to it at the current time. Midpen acknowledges the community's interest in a potential future connection to and through the historic complex.

Easy Access Trail:

- Trails that meet the Americans with Disabilities Act (ADA), the Architectural Barriers Act (ABA) or which are defined by Midpen as Easy Access Trails require gentler slopes than Midpen's trail crew are able to achieve on trails within a hilly site like Hawthorns. Gentler slopes translate to longer runs to reach elevated locations. Because there is more length of trail, this can potentially impact protected natural resources and thus limit where an

accessible trail can be feasibly built.

- Easy access trails are usually proximate to parking and other amenities.

Fire Breaks and Trails:

- The trail crew recommend keeping trails separate from fire breaks.
- Bryan Apple noted that Midpen's design parameters for trails (e.g. slopes, width, walkable surface, etc.) are different to those established for fire breaks. Trails and fire breaks serve two different purposes.
- The current fire breaks meet the standards established by Woodside Fire Protection District. They do not have trails in their purview.
- Midpen routinely manages fire breaks to prevent them from becoming de facto trails on a case-by-case basis, through public education, signage, and making fire breaks less appealing for use compared to designated trails.

4. REVIEW OF PARKING OPTIONS 4, 5 AND 6

- Paul Stevenson, landscape architect with CSW, provided an overview on the parking concepts.
- For operational reasons, a hardened paving material is being considered for all parking options.
- Midpen's analysis for parking at the Hawthorns property was for 25 to 68 cars. For planning purposes 50 cars have been used to date.
- Some options include retaining walls. In most cases a slope could be graded back rather than a retaining wall constructed, but this would entail greater volumes of soil to be moved/removed and is likely to have a greater impact on natural resources.
- Option 4 (brought forward from the last meeting relatively unchanged) and two new schemes, Options 5 and 6, were presented. These build upon the comments received previously. To each a comparison chart was added.

Option 4 – Using historic entry, parking near Alpine Road at north corner of the site

- Pros: shorter driveway, fewer impacts to natural resources and the site as a whole, as the parking and drive are sited near the perimeter of the property.
- Cons: concern about possible reduced safety of vehicular point of entry into the parking area, concern about lying in and/or near the Alpine Road scenic corridor, grading on uphill side would either impact grassland or require a retaining wall.

Comments: The parking area is approximately 10 feet above the level of Alpine Road. The natural grade and trees will contribute to the screen of cars in the parking area, even with reduction of vegetation for fire or bicycling safety. See fire break requirements below under item 6.

Option 5 – Using existing entry opposite Robert's Market, parking in the vale between Hawthorns and North Meadows

- Pros: Efficient parking with double loaded layout, amount of cut and fill soils closely balanced.
- Cons: Driveway goes through Hawthorns Meadow, tree removal is required in several locations due to drive realignment, retaining walls needed for parking area and driveway realignment, the overall square footage of impacted area is the highest of the options due to the length of the drive, most expensive of the options because of drive realignment and retaining walls, significant impact to the site because it traverses Hawthorns Meadow.

Option 6 – Using existing entry opposite Robert's Market, parking in both vale between meadows and along south edge of Hawthorns Meadow (like Option 5 but with less impact on the land)

- Pros: Can be phased with half the parking installed initially, more added over time as needed, driveway is narrower for first phase of parking in Hawthorns Meadow so needs less grading, less drive realignment results in fewer retaining walls and associated cost compared with Option 5.

- Cons: More length of the existing steep drive would be traversed by the public before turning towards Hawthorn Meadow, costly, significant impact to the site because it drives through Hawthorns Meadow.
- Comments: Though this option can be phased, the full build-out will be submitted during the permitting stage of the project.

Access Driveway Options (presented by Andrew Lee, traffic engineer with Parametrix)

- The existing driveway was compared with the historic driveway located further northeast along Alpine Road.
- The existing entry has the following in its favor: relatively flat, light tree cover and is located 500 feet from an intersection with stop signs.
- The historic entry has the following characteristics: it is sloping northward at a 3%-4% slope, has dense overhead tree canopy, is located 1500 feet from an intersection with stop signs which allows bicyclists to pick up speed. It also lies 150 feet from the adjacent Nathhorst Avenue intersection with Alpine Road.
- On site traffic engineering testing data supplements the data sources and seasonal trail user data from Strava, Caltrans and County data that is seasonally adjusted.
- Strategies to improve safety conditions includes implementing traffic calming measures, such as signage, striping, and speed feedback devices, to enhance the safety and awareness of drivers and bicyclists on Alpine Road.
- There are tradeoffs for each of the driveway locations. Improvement strategies are recommended, particularly for the historic driveway location.
- Alpine Road is recommended as the primary site access for the Hawthorns Area, as it provides adequate sight distance to oncoming vehicle and bicycle traffic, and has sufficient roadway width to accommodate a driveway entrance. The Los Trancos Road entry of the property is not under consideration because it has line of sight constraints that make it unsuitable for a public driveway.

5. REVIEW OF NATURAL RESOURCES ISSUES

- Relevant information about natural resources management and conservation was shared by Kirk Lenington and Arianna Camponuri, Natural Resources Department Manager and Ecologist, respectively.
- They reviewed the impacts of people on the natural environment and touched upon Midpen's mission statement, the Basic Policy and Midpen's Resource Management Policies. The Board-approved policies provide the following guidance:
 - Favor protection of resources
 - Protect and enhance natural and cultural resources
 - Prevent or minimize human-caused and accelerated impacts
 - Protect and restore known rare, endangered, special status species and sensitive habitats and give priority to sensitive habitats.
 - Manage open space as a composite resource, maintaining ecological processes and favoring long term goals over short term benefits
 - Support low intensity use that is consistent with resource protection
 - Balance efforts to protect and restore resources with efforts to acquire and provide public access
 - Increase public knowledge, understanding and appreciation of natural and cultural resources and support for their conservation.
- General guidelines to help minimize adverse human impacts to the natural and cultural resources at Hawthorns property include:
 - Avoid or minimize soil loss
 - Protect riparian areas
 - Cluster new facilities near existing development
 - Design facilities to harmonize with natural landscape features, colors and materials
 - Prevent or reduce unnatural sounds that adversely impact preserve resources or

- visitors' enjoyment of them
 - Promote ecological resilience to climate change impacts.
- With the above context, Arianna Camponuri provided the Natural Resources Department's assessment of Options 4, 5 and 6 through the lens of natural resources conservation.

Option 4:

- Pros: smallest footprint, shortest driveway that minimizes human impacts on the site. Option 4 does not cut into the meadows and so the integrity of those habitats, wildlife connectivity and climate resilience is maintained.
- Cons: Tree removal is required for Option 4 plus an additional 200 feet of vegetation clearance for fire management.

Option 5:

- Pros: it is sited away from the riparian area.
- Cons: deviates from Resource Management Policies by being the most intensive human impact of the three options, potentially impacts geologic and cultural resources, increases meadow fragmentation thereby compromising resilience. This option is least aligned with Midpen policies.

Option 6:

- Pros: it is sited away from the riparian area, somewhat more aligned with Midpen policies than Option 5.
- Cons: dHuman impacts are more extensive, but less intensive than in Option 5; increases meadow fragmentation, thereby compromising resilience.

6. PAWG COMMENTS, QUESTIONS AND DISCUSSION WITH CONSULTANTS AND NATURAL RESOURCES STAFF

- Widening the Alpine Trail onto Midpen land is subject to future negotiation between the Town of Portola Valley and Midpen.
- Once the Alpine Trail alignment is identified, the Town would need to go through their own environmental review process.
- The topic of fire safety was raised by several speakers including Coty Sifuentes-Winter, Senior Resources Management Specialist. Comments included:
 - Fire is managed under the Midpen's Wildland Fire Resiliency Program and the parameters set by Woodside Fire Protection District.
 - A 25-foot to 200-foot buffer from parking areas is usually required. The larger buffer amount is usually employed for woodland areas with steeper slopes and a large number of cars.
 - Along roads the buffer is typically 25 feet to 100 feet.
 - Strategic removal of trees for fire safety is likely to entail reducing the tree density from approximately 200 trees per acre to 100 trees per acre.
 - Option 4 would likely require a 200-foot shaded fuel break which entails removing smaller trees or limbing up larger canopy trees. The goal is lift the bottom of the canopy to 15 feet or 1/3 of the height of the tree, whichever is less.
 - Midpen currently maintains a 100-foot shaded fuel break on the staff residence drive.
 - Woodside Fire considers shrubs to be fuel ladders, by which fire can reach the canopies of the trees.
- Regarding drainage, any new work will be cognizant of possible changes to existing drainage patterns, which will be addressed as required.
- PAWG inquired about the amount of grading and associated quantity of cut and fill soils for the parking options, the locations where retaining walls may be needed, their size and the possibility of instead grading slopes back to native grade.

- In relation to Option 4, the PAWG asked about potential impacts on the Alpine Road scenic corridor and the potential visibility of parking infrastructure. Suggestions to reduce visibility of the parking area included a staggered retaining wall. The consultants observed that the angle of the viewer from the lower elevation of Alpine Road would obscure some/much of the parking and grading. The nature and extent of clearing needed at ground level for improved fire safety was also raised.
- The PAWG asked about Option 4's potential impacts on the Alpine Road scenic corridor. The vault toilet, classified as a structure, would be located outside the required scenic corridor setback and the parking lot is not considered a structure.

7. PUBLIC COMMENT

During the second public comment period, written comments were received in addition to comments from two people, one virtually and one who was present at the meeting. Topics included:

- Opposition to Option 4 due to its location partially within the scenic corridor
- Concern over possible impacts of proposed new housing along Alpine Road and cumulative impacts relating to traffic
- Concern about safety, and the ingress/egress of Option 4 being more challenging
- Desire to look at bicycling uses in all seasons
- Desire for expense to not be the main decision-driver
- Request for a delay in the process so that the Historic Complex can be considered simultaneously with public access
- Thinning trees to reduce fire issues would likely increase visibility of parking in Option 4

8. PAWG DISCUSSION AND FEEDBACK FOLLOWING PUBLIC COMMENT

PAWG comments that supplement those integrated above included:

- Consider removing the staff residence and placing parking in that location.
- Safety and potential liability concerns were raised related to the driveway entry location of the proposed parking lot options.
- All options have a vault toilet that will be located accessibly from the proposed parking area.
- A couple of PAWG members suggested there may be efficiencies in using fire breaks for trails. This is a potential recommendation to be considered by the PAWG in the context of all the information provided.

9. PAWG INITIAL PREFERENCES

Because the options raise different competing goals and concerns, the PAWG may ultimately not find a single option that addresses all the issues. Instead, the PAWG can forward more than one alternative with the PAWG's opinions on each option's benefits and tradeoffs to the Planning & Natural Resources Committee (PNR) and ultimately to the Board.

In the context of bicyclist and motorist safety, Andrew Lee observed that the residential roads entering Alpine Road have been widened to facilitate vehicular ingress and egress. He noted that it can be challenging to quantify safety levels or eliminate collision risks. The collision rate on Alpine Road is slightly higher than the statewide average for similar facilities. The records do not reflect close calls or unreported collisions. Parametrix and CSW will continue to work to identify another location for the driveway entry, noting that topography is a limiting factor.

PAWG Preferences/Opinions:

- Trails:
 - Supported widening Alpine Trail as described. A question was raised; can the Alpine Trail installation be accelerated before other work?
 - Liked the loop trail, and Trail Option 2 as well as connections to other trails
 - Preference for a spur trail into the olive grove with interpretive materials about the

- olive groves and wildlife in the area
 - Encouraged connecting Los Trancos Road to Valley Oak Road and to siting a trail through or around the Historic Complex when that space is planned.
 - The disced fire line along the fence is not a feasible option for the loop trail
 - Concerned about potential impacts on the viewshed of Portola Valley Ranch residents from the Trail Option 2.
- Parking location promoted the debate between safety and environmental concerns.
- A suggestion was made to inquire with Robert's Market to lease land for parking for the preserve.
- Disliked the driveway entering deeply into the preserve. For this reason, the PAWG did not broadly support Options 5 or 6, though they acknowledged that Option 6 is the better of the two. If Option 6 is advanced, switch the proposed order of the phases of parking to be developed.
- Interest was expressed in developing accessible parking spots near the top of the site. Consider adding accessible parking near the staff residence to provide access to the hilltop.
- Assuming a safe point of entry can be provided, there was a broad preference for Option 4 for ecological reasons. However, safety remained a serious concern. Consider reducing the number of cars parked in Option 4 to reduce grading impacts. Concern that there may be a backlash from the Town of Portola Valley for Option 4's safety and aesthetic reasons. PAWG members expressed a desire to better understand the views from Alpine Road towards the parking in Option 4.
- Regarding safety along Alpine Road, a PAWG member suggested working with the Town of Portola Valley to locate a stop sign, roundabout, or other traffic slowing device, at Nathhorst or Willowbrook to slow down traffic and make the corridor safer.
- If the question of safety cannot be resolved, some PAWG members repeated the possibility of removing or relocating the staff residence and placing parking there. Removal of this residence would be a Board decision. In that context, the Board has historically valued strategically placed housing stock especially in urban areas for site safety and 24/7 presence. A PAWG member asked if this option would be a non-starter for Midpen. Though staff cannot opine on how the full Board may vote, based on prior Board decisions, staff's opinion is that the Board will not be supportive of removing the staff residence. Board liaison Margaret MacNiven concurred that it would be challenging to persuade the Board to approve tearing down the house. Coty Sifuentes-Winter added that the location of the staff residence is a sensitive natural community of oak woodland. If parking were added here, Midpen would need to mitigate tree removal at a rate of 6:1 for each removed oak tree.
- A further suggestion for Option 4 was to consider entering the preserve at the existing drive opposite Robert's Market, and turn to follow the property boundary line on the disc line to avoid driving deeply into the preserve. The consultants commented that this was considered but there is considerable topography and vegetation between the existing drive and the Option 4 parking area. Other points of entry will be considered by the consultants.
- In the view of the PAWG, grading, slopes and potential retaining walls are not major concerns. They are solvable.
- The PAWG will continue to consider if 50 is the correct number of parking spaces. If the PAWG does not support providing 50 spaces, the PAWG can forward an alternative recommendation.
- Bench locations #1, #2 and #3 and their associated spur trails are supported. There were initial concerns about views from benches #2 and #3 but the benches were confirmed to be separated sufficiently. No existing mowed disc lines connect these proposed bench locations.
- There was concern about people potentially parking on Saddleback Drive to access the preserve; this may become a problem for nearby residents.
- All proposed connector trails to Alpine Trail were supported.
- Concerns expressed about the viewshed impact of Trail Option 2 which traverses the

- grassy hillside across from the Portola Valley Ranch community.
- Consider a connector to Los Trancos Trail during future discussions related to the historic complex.
 - Consider allowing children to have bicycle access to the segment of the internal loop that parallels the Alpine Trail.
 - For future PAWG meetings, spend more time discussing trails and trail uses and less on parking.
 - For Option 4, visibility and safety are issues. Consider a smaller size to lessen impacts.
 - For Option 6, natural resources issues. Could use historic driveway to access Option 6 but would need safety measures on Alpine Road.

Even with generally held preferences, some PAWG members voiced opinions that differed:

- Strong concern about safety and how to effectively mitigate bicycle speed is a crux issue.

10. PLANNING PROCESS

Though there were some shared perspectives, the PAWG was observed to be struggling with prioritizing competing goals and there are a few technical issues, such as detailed driveway entrance designs, that are not part of the PAWG's scope of work. In balancing the myriad options and site constraints, it is not the intention of Midpen to put the PAWG in a difficult decision-making position. If the PAWG does not feel it has enough information to make only one recommendation, as occurred with the previous La Honda PAWG, the Hawthorns PAWG is encouraged to provide a suite of options or recommendations to present to the PNR and the Board. The PAWG can identify the preferred elements or approaches, and describe the considerations and tradeoffs of the alternatives.

11. MEETING HOMEWORK

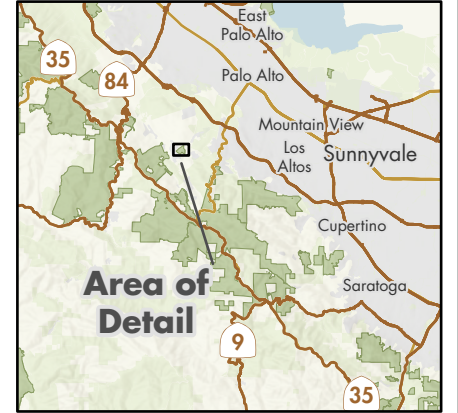
- Read the materials provided to date.
- Prepare to share observations and reflections at Meeting 5.
- Consider how conceptual design alternatives meet goals and objectives.
- Begin thinking about forming PAWG recommendations, noting that there may be more than one to forward to the PNR.

12. CLOSING COMMENTS

The schedule going forward was discussed. The PAWG discussed the format and schedule for the next meetings and confirmed the approach to hold the next meeting at Midpen's Administrative Office to continue their discussions and then hold a public meeting on site to receive public feedback. The project team will coordinate with PAWG members on their availability and finalize future meeting schedule.

13. ADJOURNMENT

The meeting of the Hawthorns Are Public Access Working Group was adjourned at 1:19 p.m.



**Hawthorns Trail
Exploratory Ideas**

- Hawthorns area property line
- Closed area*
- Town trail
- Fire road
- Conceptual Loop Trail
- Option 1
- Option 2
- Proposed bench
- Proposed parking lot
- Alpine Rd Trail Improvement Corridor
- Fuel break
- PAWG desired future connections
- Trail junction

*Closed Area encompasses Hawthorns Historic Complex Project Area.



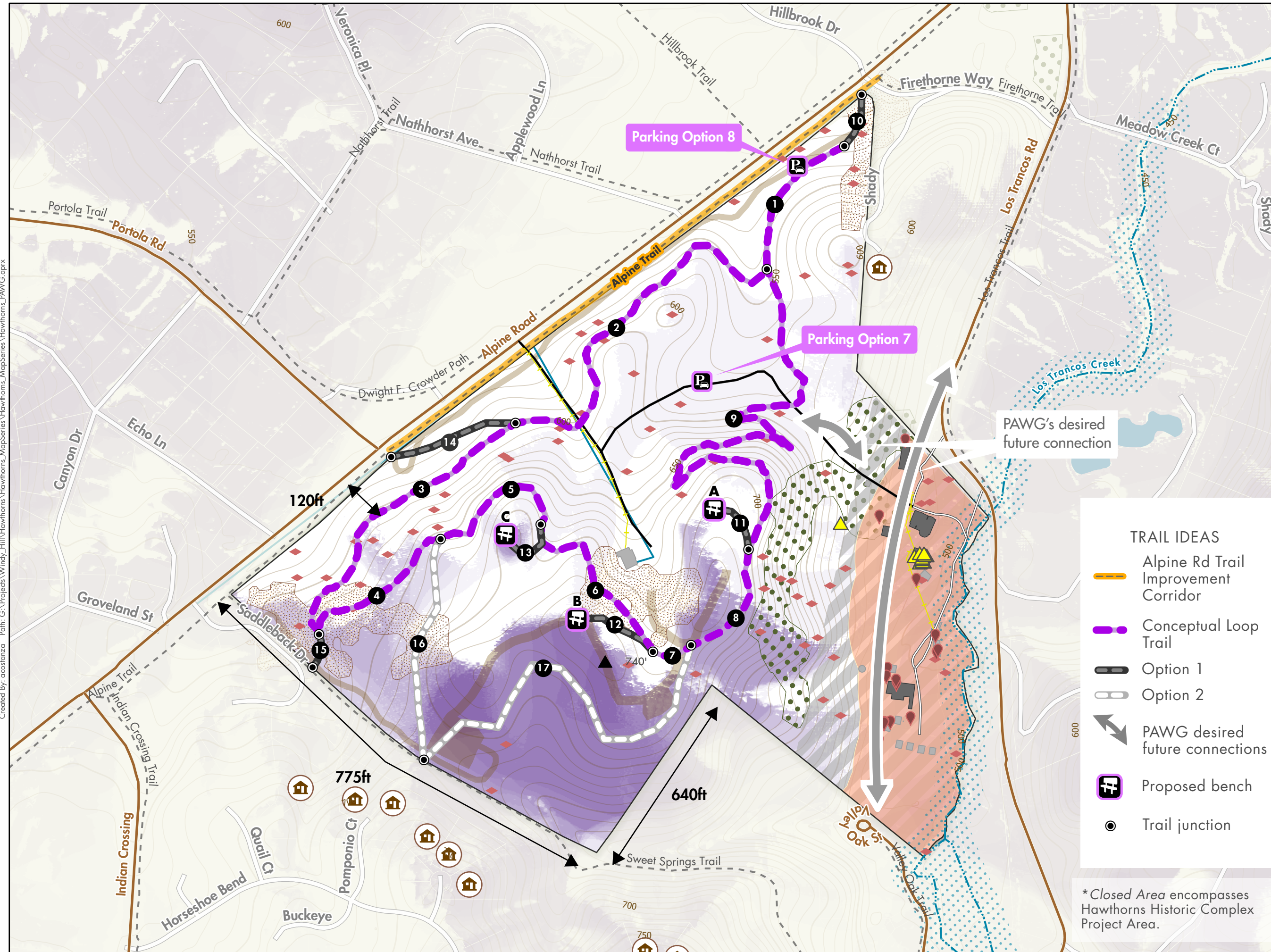
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While the District strives to use the best available digital data, these data do not represent a legal survey and are merely a graphic illustration of geographic features.



Hawthorns Concept Trail and Constraints Overlay

- Hawthorns Area
 - Structure
 - Electrical line
 - Waterline
 - Closed area*
 - Subsurface soil contaminants
 - Townsend's bat occupied structure
 - SF Dusky-footed woodrat middens
 - SF Dusky-footed woodrat nests
 - Riparian buffer 75 ft
 - Area of Archaeological Sensitivity
 - Valley Oak woodland
 - Olive orchard
 - Residence
 - Fire road
 - Fuel break
-
- TRAIL IDEAS**
 - Alpine Rd Trail Improvement Corridor
 - Conceptual Loop Trail
 - Option 1
 - Option 2
 - PAWG desired future connections
 - Proposed bench
 - Trail junction
-
- Areas visible from residences
 - All 15 residences
 - 0



120ft

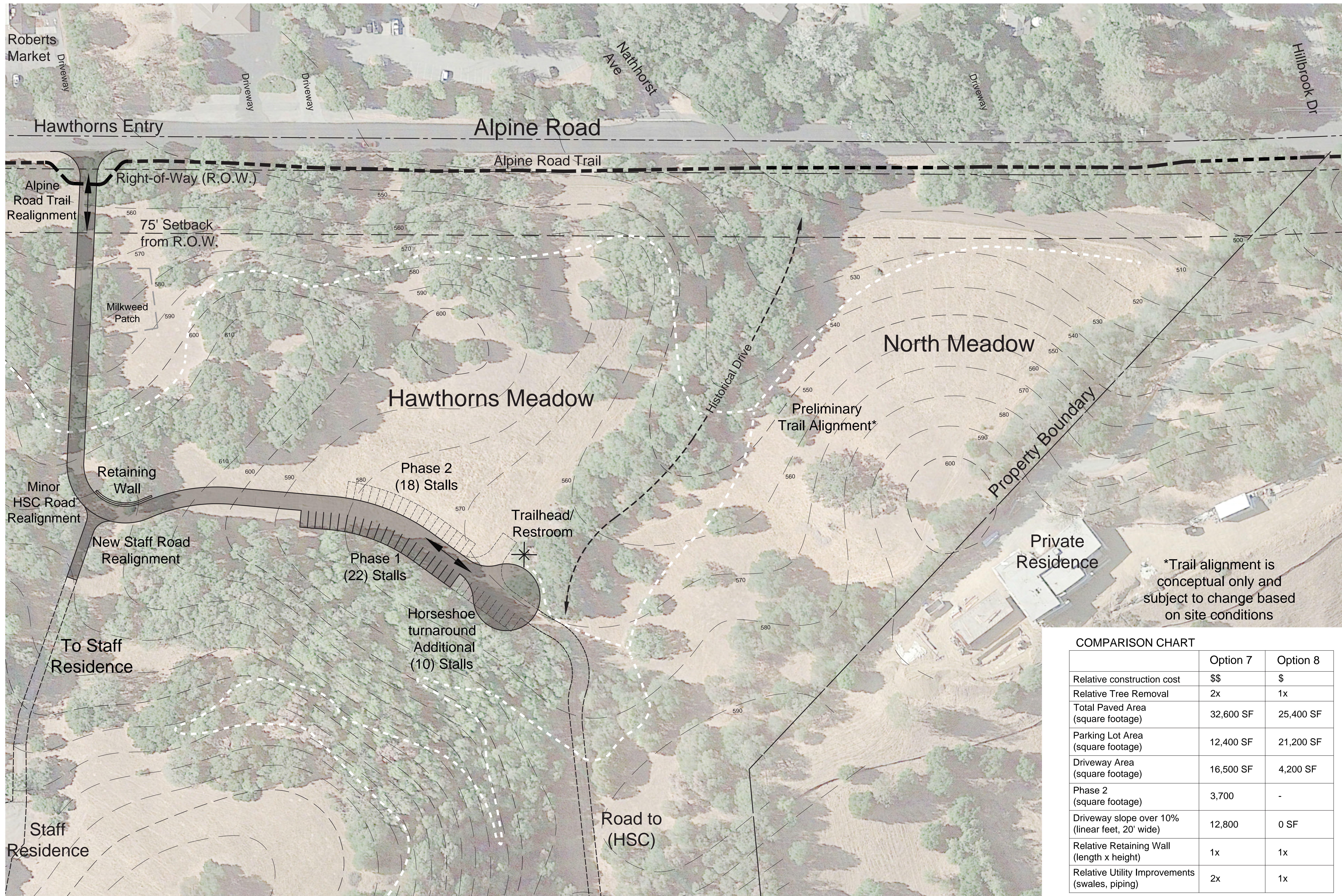
775ft

640ft

PAWG's desired future connection

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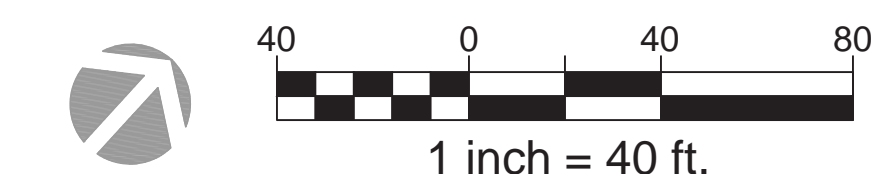


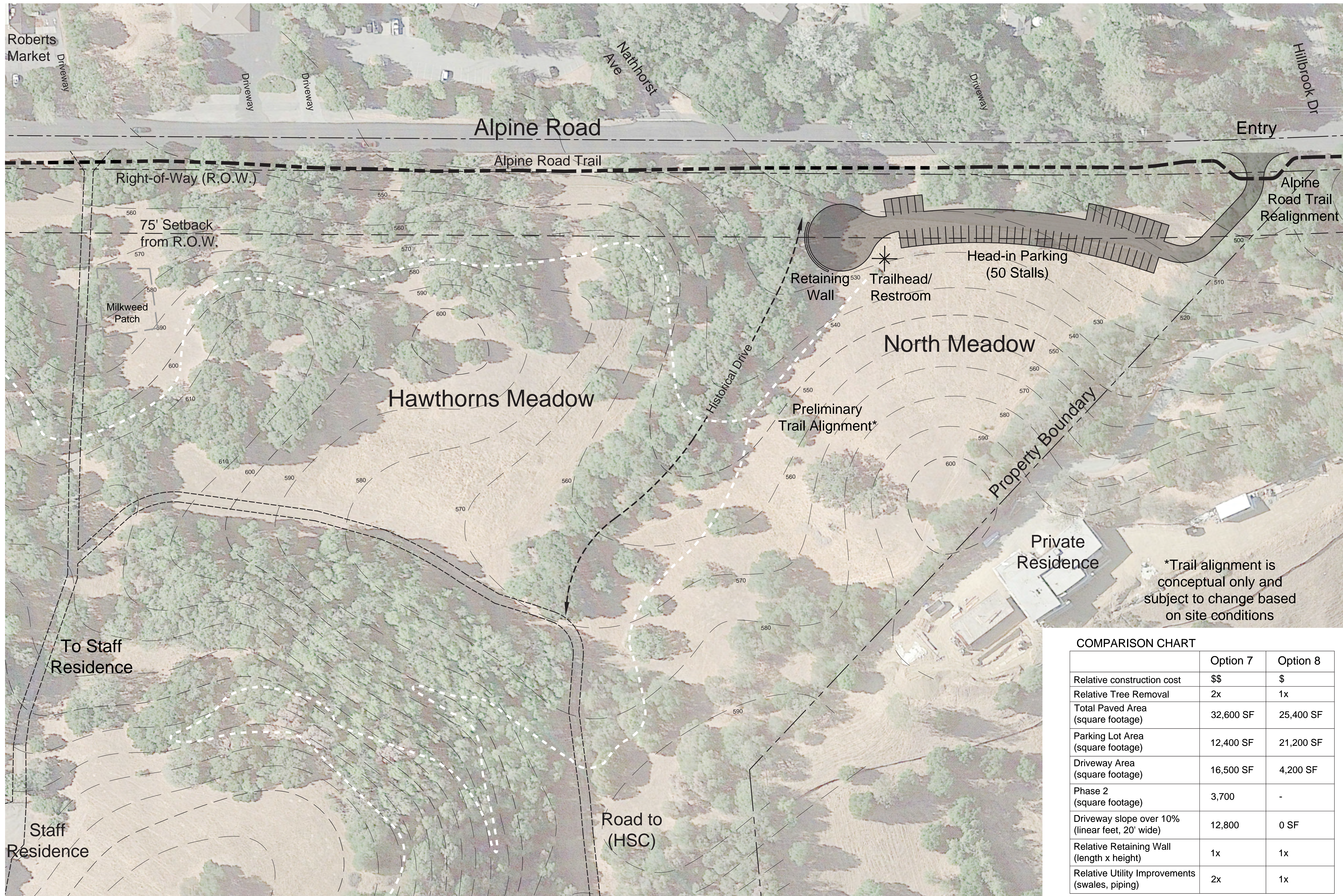
*Trail alignment is conceptual only and subject to change based on site conditions

COMPARISON CHART

	Option 7	Option 8
Relative construction cost	\$\$	\$
Relative Tree Removal	2x	1x
Total Paved Area (square footage)	32,600 SF	25,400 SF
Parking Lot Area (square footage)	12,400 SF	21,200 SF
Driveway Area (square footage)	16,500 SF	4,200 SF
Phase 2 (square footage)	3,700	-
Driveway slope over 10% (linear feet, 20' wide)	12,800	0 SF
Relative Retaining Wall (length x height)	1x	1x
Relative Utility Improvements (swales, piping)	2x	1x

HAWTHORNS AREA - OPTION 7

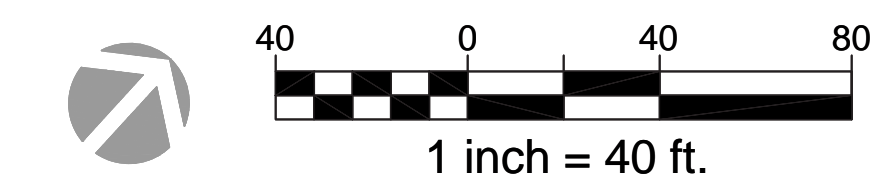


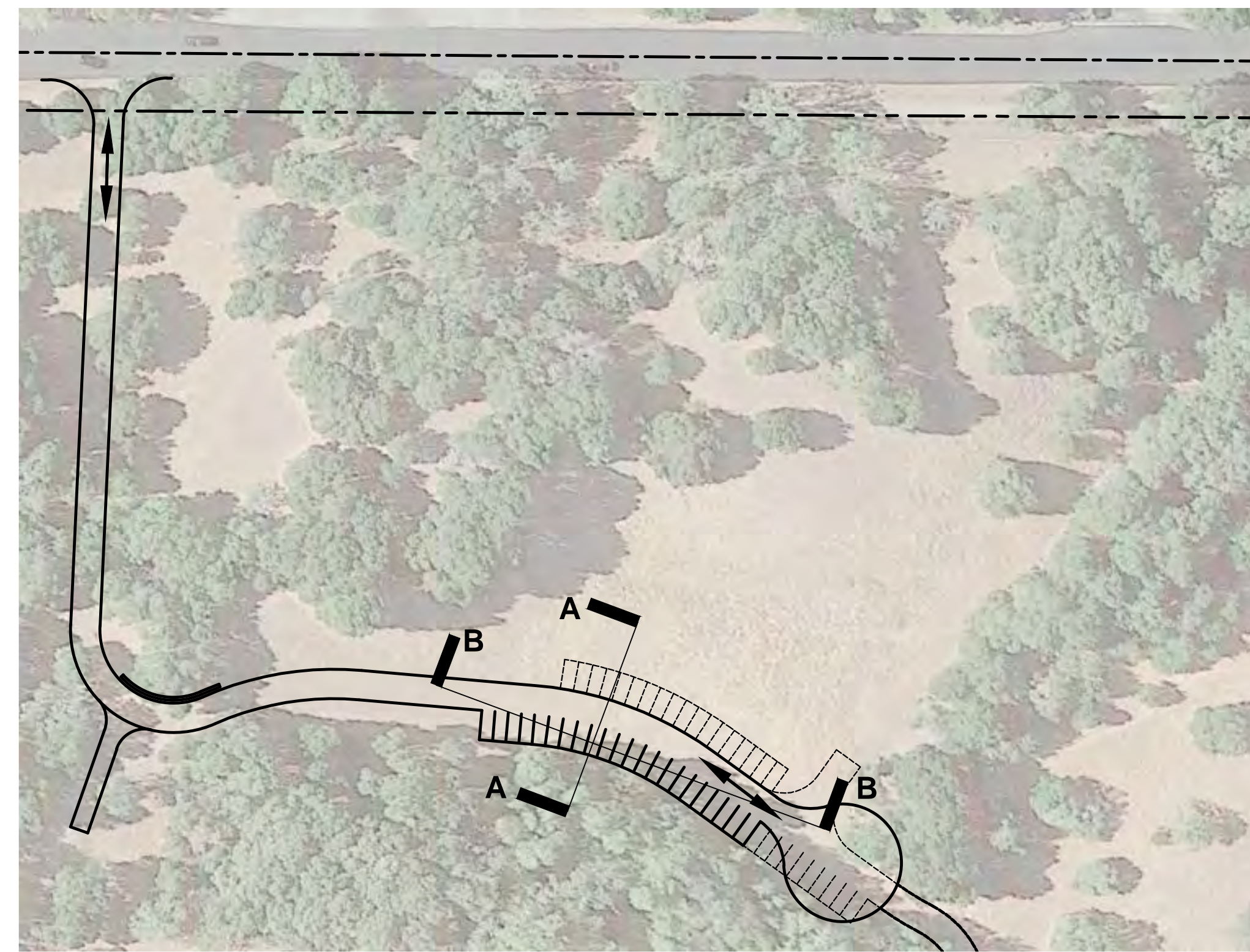


COMPARISON CHART

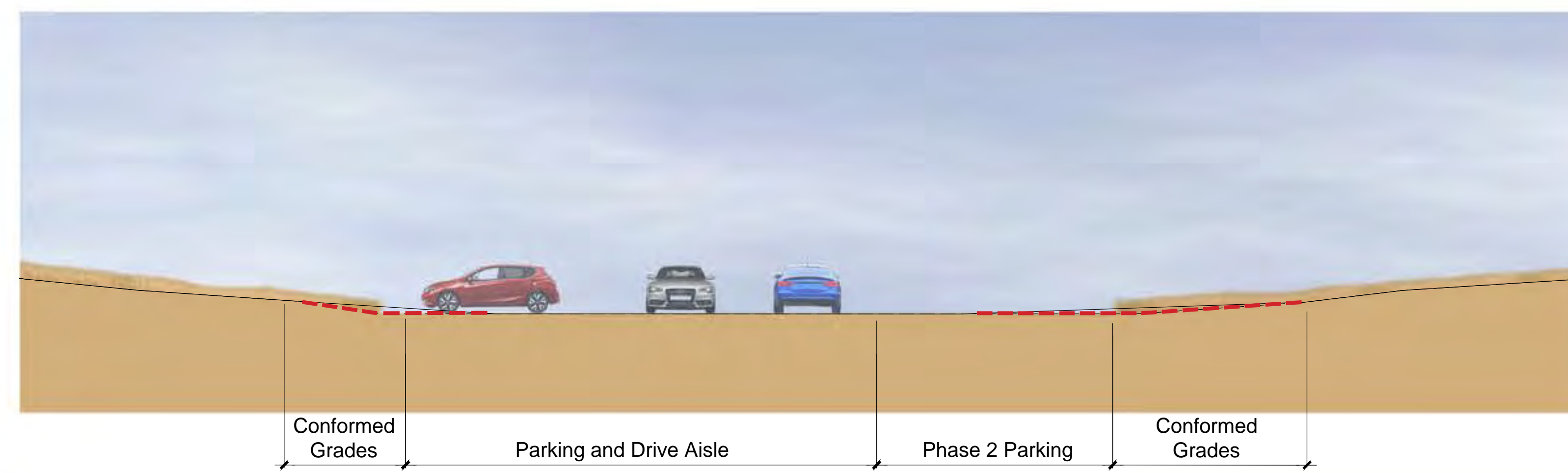
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Relative Utility Improvements (swales, piping)	2x	1x

HAWTHORNS AREA - OPTION 8

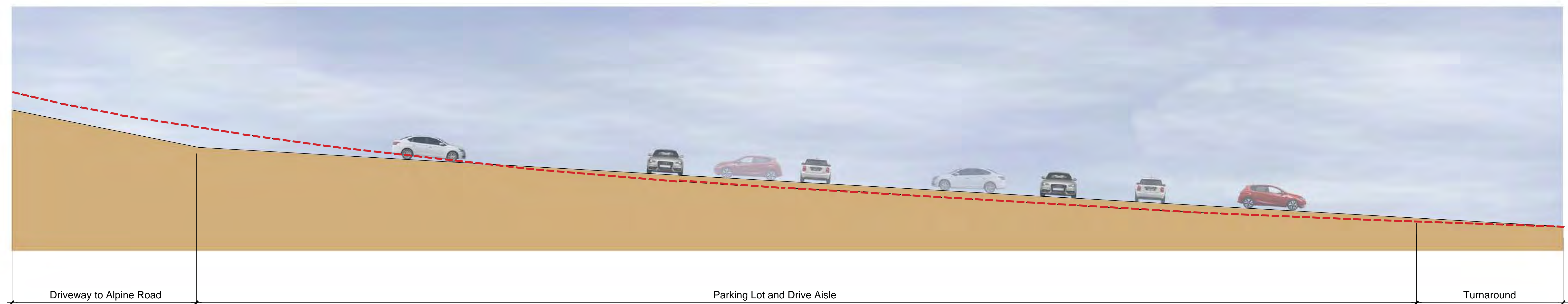




OPTION 7 - SECTION KEYMAP

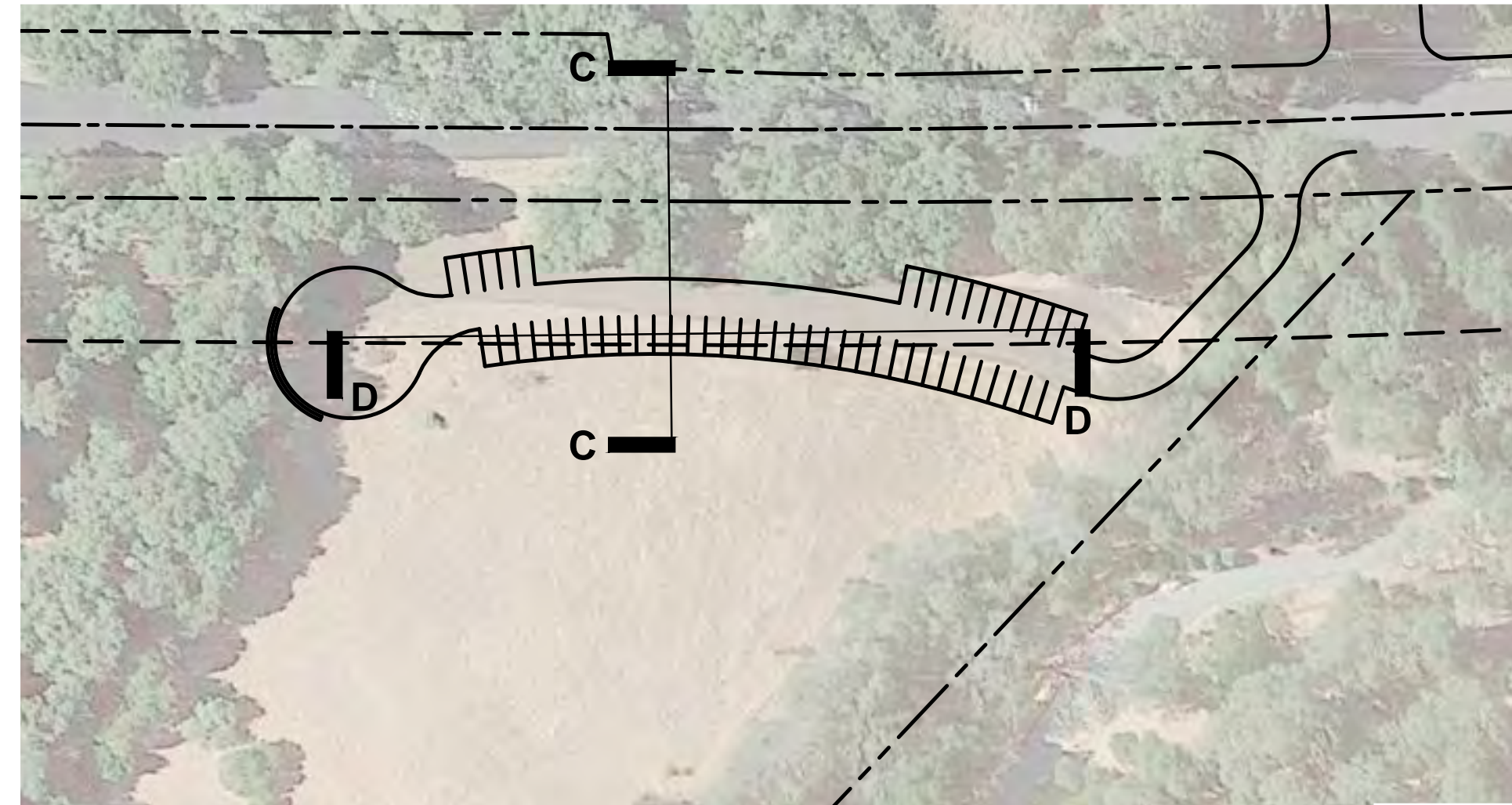


OPTION 7 - SECTION A-A PARKING LOT LENGTH

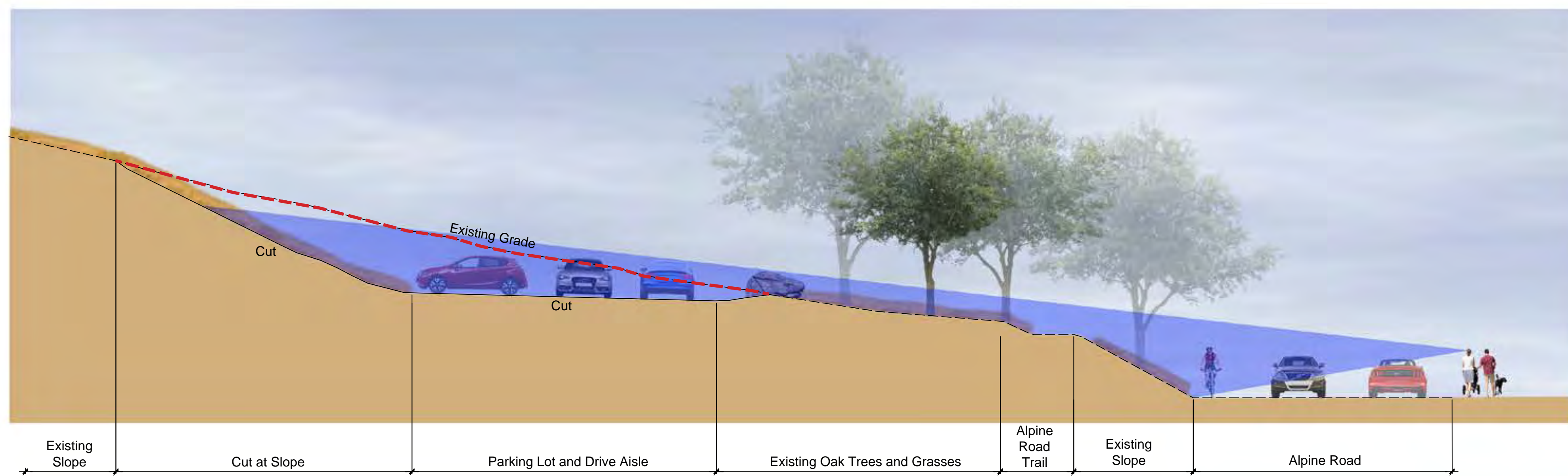


OPTION 7 - SECTION B-B PARKING LOT LENGTH

HAWTHORNS AREA - OPTION 7 PARKING LOT SECTIONS



OPTION 8 - SECTION KEYMAP



OPTION 8 - SECTION - C-C - PARKING LOT WIDTH



OPTION 8 - SECTION D-D - PARKING LOT LENGTHWISE

HAWTHORNS AREA - OPTION 8 PARKING LOT SECTIONS







HAWTHORNS AREA - OPTION 8 VIEW AT ALPINE ROAD






Hawthorns Area Parking Design Option 7 & 8 Comparison Chart

Note: The six considerations listed below are aligned with Board approved goals for the Hawthorns Area project. It includes natural resources, public access, local and regional connectivity, natural and cultural history, aesthetics as well as operations and maintenance considerations. The goals can be found on the project website.

Hawthorns Area Parking Design Considerations	Option 7 In Hawthorns Meadow		Option 8 Along Alpine Road	
Natural Resources	◐	<ul style="list-style-type: none"> ▪ Sited away from riparian resources ▪ Generally confined to existing driveway footprint and disturbed area within the preserve, but requires additional development relative to Option 8 ▪ Longer driveway length ▪ Though footprint is minimized compared to Option 5 and 6, concentrating vehicles and visitors in this area could impact the Hawthorns Meadow, resulting in sensitive habitat fragmentation and reduced ecological resilience ▪ Requires greater vegetation removal than Option 8 to comply with Woodside Fire fuels management reduction requirements 	◑	<ul style="list-style-type: none"> ▪ Limits extent of built environment to property edge in already disturbed area near existing roadway, minimizing human impacts to the preserve ▪ Smallest footprint of total paved area, retaining wall and shorter driveway length ▪ Maintains integrity of meadows and sensitive vegetation communities to the greatest extent possible, supporting habitat connectivity and ecological resilience ▪ Requires less vegetation removal than Option 7 to comply with Woodside Fire fuels management reduction requirements
Public Access	◑	<p>Traffic Safety</p> <ul style="list-style-type: none"> ▪ Driveway access has adequate lines of sight and takes local traffic and congestion patterns into consideration 	◐	<p>Traffic Safety</p> <ul style="list-style-type: none"> ▪ Driveway access has adequate lines of sight and takes local traffic and congestion patterns into consideration

		<ul style="list-style-type: none"> Maximizes traffic safety conditions, as existing driveway entrance has clear sight lines due to its gentle downslope on Alpine Road and minimal tree cover Proximity to the Portola Road intersection and Town Center Driveways enhances driver awareness of cross-traffic and turning vehicles 		<ul style="list-style-type: none"> Improves traffic safety conditions, as proposed driveway entrance is much safer than the historic entry in Option 4, due to the gentler slope of Alpine Road near Hillbrook Drive intersection and thinner tree cover A gentle sloped and short driveway encourage non-automobile access
	◐	<p>Visitor Experience</p> <ul style="list-style-type: none"> Internal trail needs to cross existing driveway introducing potential conflict for visitors Introducing parking to the preserve’s interior may have negative effect on the tranquility of the preserve and visitors’ experience 	◐	<p>Visitor Experience</p> <ul style="list-style-type: none"> Internal trail is separated from vehicular traffic, minimizing potential conflicts and bolstering safety for visitors Better visitor experience by keeping parking to the preserve’s perimeter, ensuring the tranquility of the remaining preserve for low intensity activities on trails
Local and Regional Connectivity	◐	<ul style="list-style-type: none"> The proposed 40-50 parking spaces allows visitors to connect to adjacent trails and open space lands 	◐	<ul style="list-style-type: none"> The proposed 50 parking spaces allows visitors to connect to adjacent trails and open space lands Parking, restroom, and other amenities are more accessible by being close to Alpine Road
Natural and Cultural History	◐	<ul style="list-style-type: none"> Sites parking area away from closed area with known cultural resources 	◐	<ul style="list-style-type: none"> Sites parking area away from closed area with known cultural resources Consolidates new development near existing developed infrastructure and already disturbed areas, e.g., along Alpine Road

Aesthetics		<ul style="list-style-type: none"> ▪ Sites parking and restroom deeper into the preserve and not visible from Alpine Road ▪ Driveway, parking, and restroom are more visible from trails within the preserve 		<ul style="list-style-type: none"> ▪ Sites parking and restroom to the preserve's perimeter, minimizes its visibility from trails within the preserve ▪ Would require additional screening (e.g., grading, vegetation) to minimize visibility from Alpine Road ▪ The restroom structure sited out of the 75' setback from the right-of-way is in alignment with Alpine Road Scenic Corridor Plan
Operations and Maintenance		<ul style="list-style-type: none"> ▪ Prioritizes use of partial existing driveways and internal roads ▪ Considers impacts to the adjacent Town roadways when siting parking (e.g., line of sight, pedestrian safety, etc.) ▪ Greater amount of developed infrastructure to operate and maintain 		<ul style="list-style-type: none"> ▪ Keeping parking to the preserve's perimeter facilitates better access for law enforcement/ranger patrol and emergency response personnel ▪ Considers impacts to the adjacent Town roadways when siting parking (e.g., line of sight, pedestrian safety, etc.). ▪ Lesser amount of developed infrastructure to operate and maintain

-  Strongest alignment with criteria
-  Stronger alignment with criteria
-  Medium alignment with criteria
-  Weaker alignment with criteria
-  Weakest alignment with criteria

Reference material: Hawthorns Area Project Goals

Goals	
Natural Resources	Protect and restore native habitat and manage for ecological resiliency of aquatic and terrestrial habitat, wildlife connectivity, and other natural resources.
Public Access	Open the Hawthorns Area to low-intensity public access, provide an internal trail system, and provide multi-modal access to the property.
Local and Regional Connectivity	Connect to adjacent public trails and explore opportunities for trail connections to regional open space lands.
Natural and Cultural History	Interpret the rich natural, cultural, and historic features and pursue partnerships to manage the property's natural and cultural history.
Aesthetics	Highlight scenic viewpoints and design recreational amenities while protecting scenic viewsheds.
Operations and Maintenance	Manage the property for safe public access in a fiscally sustainable manner that promotes ongoing public support and appreciation with ongoing public engagement and consistent with the District's Good Neighbor Policy.

Hawthorns Area Public Access Working Group
Meeting 5 – Design Discussion
Document Transmittal: Draft Transportation Study
Executive Summary and Chapter 3 Existing Project Area Roadway Conditions
Hawthorns Area Plan

For the PAWG’s consideration are the attached Executive Summary and Chapter 3 Existing Project Area Roadway Conditions sections of the Hawthorns Area of Windy Hill Open Space Preserve Transportation Study currently being compiled. Updated traffic counts are included in Chapter 3 and together, the Executive Summary and Chapter 3 provide an overview of the study objectives, methodology, and findings, and a detailed analysis of the current multimodal traffic operations, traffic collision records, and annual and seasonal travel trends in the study area.

The Executive Summary and Chapter 3 build upon the traffic memos that have already been provided to the PAWG. All of these deliverables will be incorporated into the larger transportation study that aims to identify and evaluate potential improvements to enhance the accessibility, mobility, and safety of the Hawthorns Area and the Windy Hill Open Space Preserve. The full study will be provided to the PAWG as a subsequent work product, along with the recommendations and implementation plan.

Executive Summary

This report presents the findings and recommendations of a transportation study for the Hawthorns Area, a 79-acre open space property in the Town of Portola Valley. The study was conducted by Parametrix and Mead & Hunt for Midpeninsula Regional Open Space District (Midpen), which is preparing a long-term use and management plan for the Hawthorns Area. The plan will include specific actions to open the Hawthorns Area to the public for recreation and education purposes.

The study evaluated the existing and future transportation conditions in the vicinity of the Hawthorns Area within the purview of this project, including the roadways and trails that provide access to the site, the traffic and parking demand generated by the proposed public access, and the potential impacts and mitigation measures for the transportation network. The study also considered the Town of Portola Valley's policies and goals for traffic safety, rural character preservation, and sustainable transportation.

The main findings and recommendations of the study are:

- The Hawthorns Area is bounded by residential collector and local streets that serve the Town of Portola Valley and connect to regional routes. The Town has commissioned several studies to address the issues of existing traffic volumes, traffic safety, rural character, parking demand, and future development in the area.
- The existing traffic volumes on the surrounding roadways are moderate, with peak hours corresponding to the morning and evening commute periods. The roads are also popular for recreational bicycling, especially during the summer months. The collision rate on Alpine Road, which is the recommended site access for the Hawthorns Area, is slightly higher than the statewide average for similar facilities, and includes four bicyclist-involved collisions in the past six years. The collision rate on Alpine Road is lower than on Los Trancos Road (0.92 vs. 1.14) the other roads providing access to the Hawthorns Area
- The parking demand at Midpen preserves is highest on weekends from the morning through early afternoon. The Windy Hill Open Space Preserve, which is adjacent to the Hawthorns Area, experiences high parking demand that often exceeds the available supply at the designated parking lots. Visitor parking on the roadway shoulders on weekends is an ongoing management concern for Midpen and the Town.
- The estimated parking demand for the Hawthorns Area is between 25 and 68 spaces, depending on the level of public access and the type of recreational activities offered. The study recommends providing 15 bicycle parking spaces to encourage alternative modes of transportation and reduce vehicle trips.
- The study recommends using Alpine Road as the primary site access for the Hawthorns Area, as it provides adequate sight distance to oncoming vehicle and bicycle traffic, and has sufficient roadway width to accommodate a driveway entrance. The study also recommends implementing traffic calming measures, such as signage, striping, and speed feedback devices, to enhance the safety and awareness of drivers and bicyclists on Alpine Road.
- The study recommends coordinating with the Town of Portola Valley and other stakeholders to ensure the compatibility of the proposed public access plan with the Town's transportation goals and policies, and to address any potential impacts or concerns that may arise from the increased traffic and parking demand in the area.

The transportation study provides a comprehensive analysis of the transportation issues and opportunities for the Hawthorns Area, and supports Midpen's efforts to develop a long-term use and management plan that will benefit the public and the environment.

DRAFT

3. Existing Project Area Roadway Conditions

This section provides a summary of recent traffic counts and collisions collected on the roadways bounding or servicing the Hawthorns Area and the Town of Portola Valley.

3.1 Average Daily Traffic Counts, 2019 and 2023

The Town collected vehicle traffic counts across nine days in October 2019 as part of its regular traffic monitoring program (Figure 2). The data are summarized as average weekday and average weekend day counts in Table 1. Midpen commissioned Parametrix to collect new seven-day vehicle, pedestrian, and bicycle traffic counts at a subset of the Town’s count locations in late November and early December 2023 (Table 1). Midpen expanded the original two-day traffic count sample to seven days at the Town’s request. Midpen’s intent is to assess travel behavior changes over the past four years. There were two counts collected on Alpine Road where it bounds the north side of the Hawthorns Area (location 2 and 3) and one count on Los Trancos Road south of the east property boundary (location 6). The count at Alpine Road east of Westridge Road captures the traffic activity leading to and from Portola Valley from one of its gateway routes.

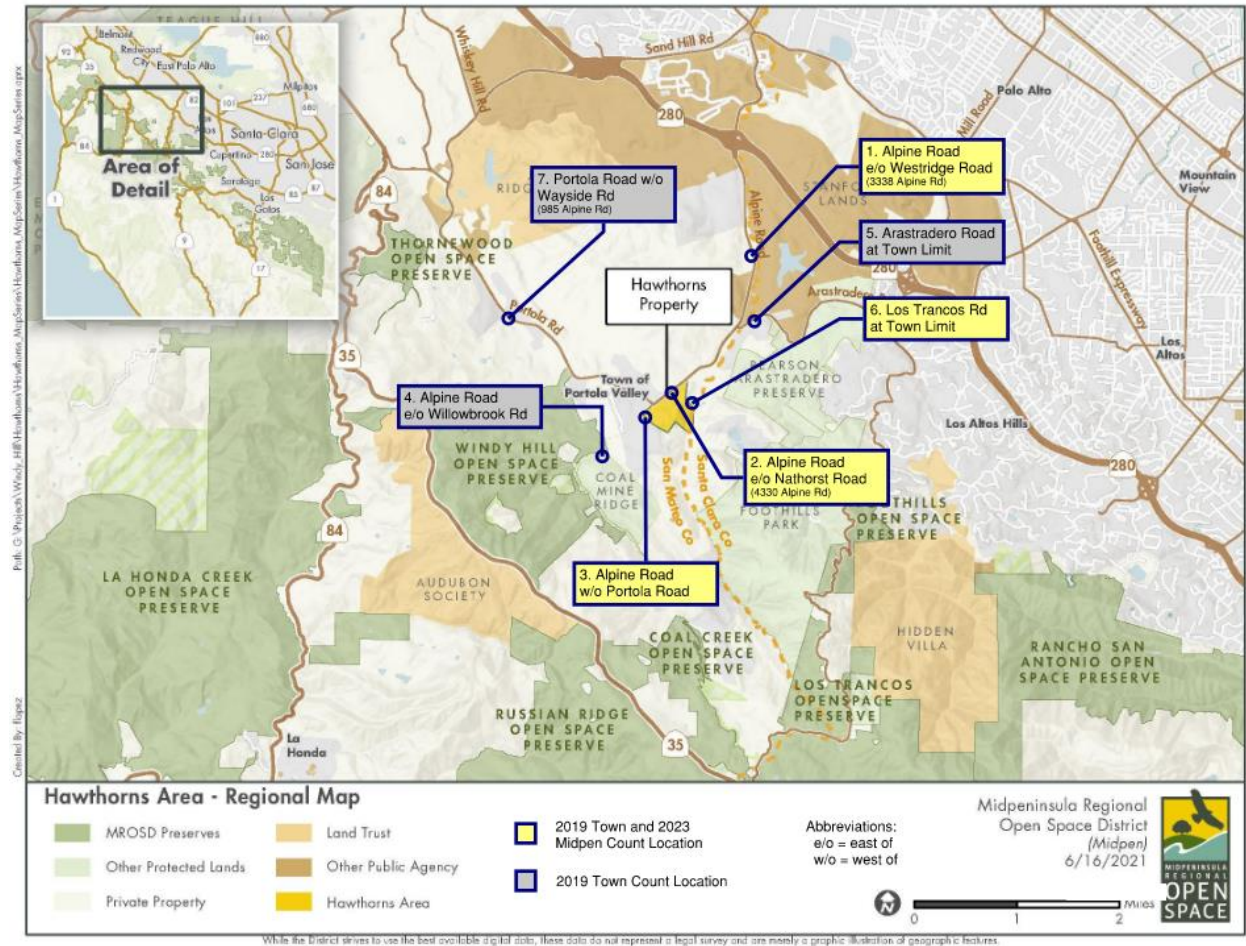


Figure 2 Town of Portola Valley Traffic Count Locations
 Source: Midpen and Parametrix, 2024.

Table 1 Portola Valley 2019 and 2023 Vehicle Average Daily Traffic (ADT) Volumes

#	Roadway Segment	Approx. Distance to Hawthorns Area	Roadway Classification ¹	Weekday Average 2019 ²	Weekday Average 2023 ³	Weekend Average 2019 ²	Weekend Average – 2023 ³
1	Alpine Road east of Westridge Road	1.5 miles east	Minor Arterial	12,100	11,500	9,300	8,300
2	Alpine Road east of Nathhorst Avenue	On the Project north boundary	Minor Arterial	7,800	7,100	5,600	4,700
3	Alpine Road west of Portola Road	On the Project north boundary	Major Collector	3,300	2,900	2,500	1,900
4	Alpine Road east of Willowbrook Road	0.8 miles west	Major Collector	300	N/A ⁴	400	N/A ⁴
5	Arastradero Road at the Town Limit	0.8 miles east	Local Road	3,700	N/A ⁴	2,900	N/A ⁴
6	Los Trancos Road near the Town Limit	0.2 miles south	Local Road	3,000	1,900	2,100	1,400
7	Portola Road north of Wayside Road	2.0 miles north	Minor Arterial	6,000	N/A ⁴	4,800	N/A ⁴

1. California Department of Transportation (Caltrans) California Road System Functional Classification (2022).

2. Town of Portola Valley, 2019.

3. Parametrix, Nov. 29-Dec 5, 2023.

4. Counts not collected by Midpen in this location in 2023.

The average daily vehicle traffic counted in November and December 2023 tended to be lower than the counts collected in October 2019 by several hundred vehicles per day. One possible explanation for the decrease in vehicle traffic is that fewer people are commuting to work as a post-COVID 19 behavioral shift.

Recognizing that traffic counts collected during the winter season may reflect lower trip demand compared to warmer months and longer days, Parametrix consulted two online traffic data providers to assess travel demand during other months and prior years. Section 3.3 discusses the annual and seasonal travel data and estimated travel adjustment factors taken from these two data providers.

3.2 Multimodal Traffic Counts, Nov. & Dec. 2023

Traffic counts collected between November 29 and December 5, 2023 included counts of people walking and bicycling in addition to vehicle traffic. The following section discusses the multimodal travel activity at the four counted locations.

3.2.1 Alpine Road east of Westridge Road

Alpine Road east of Westridge Road is the gateway into the Town from the greater Peninsula subregion to the east and the Interstate 280, El Camino Real, and US-101 corridors. The Town's Housing Element (2023) identifies several adjacent parcels as potential future housing sites in this section of Alpine Road: Ladera Church (10 units), Vacant Portion of Ford Park (50 units), Stanford Wedge Pending Project (39 units), and Glen Oaks (16 units)⁵.

Table 2 Multimodal Traffic Volumes at Alpine Road east of Westridge Road

Day	Pedestrian	Bicycle		Vehicle		
	Daily Total	Daily Total	Peak Hour Total	Daily Total	AM Peak ¹	PM Peak ²
Monday	0	228	45	10,700	1040	1040
Tuesday	0	291	65	11,600	1050	1160
Wednesday	3	155	34	11,400	1050	1150
Thursday	1	227	34	11,700	1030	1170
Friday	1	266	61	12,100	1040	1200
WEEKDAY AVERAGE	1	233	48	11,500	1140	1140
Saturday	0	438	126	8,800	840	
Sunday	1	618	121	7,900	850	
WEEKEND AVERAGE	1	528	124	8,300	850³	

Source: Parametrix, Nov. 29-Dec 5, 2023.

1. Weekday AM Peak occurs between 7:45 and 9AM.

2. Weekday PM Peak occurs between 3:15 and 4:15PM .

3. Weekend daily peak occurs between Noon and 1:30PM.

Alpine Road here had the highest recorded daily and peak hour vehicle volumes among the Town counts (Table 6). The average bicycle activity recorded more than 200 people on bike on most weekdays and between four and six hundred people on bike on weekend days. There were fewer than five people recorded walking each day.

⁵ Town of Portola Valley (2023) Portola Valley Housing Element. Figure 6-2, Adequate Housing Sites Inventory Map; Table 6-6: Adequate Sites Land Inventory.

Figure 3 and Figure 4 show the daily traffic trends for bicycle and vehicle traffic, respectively.

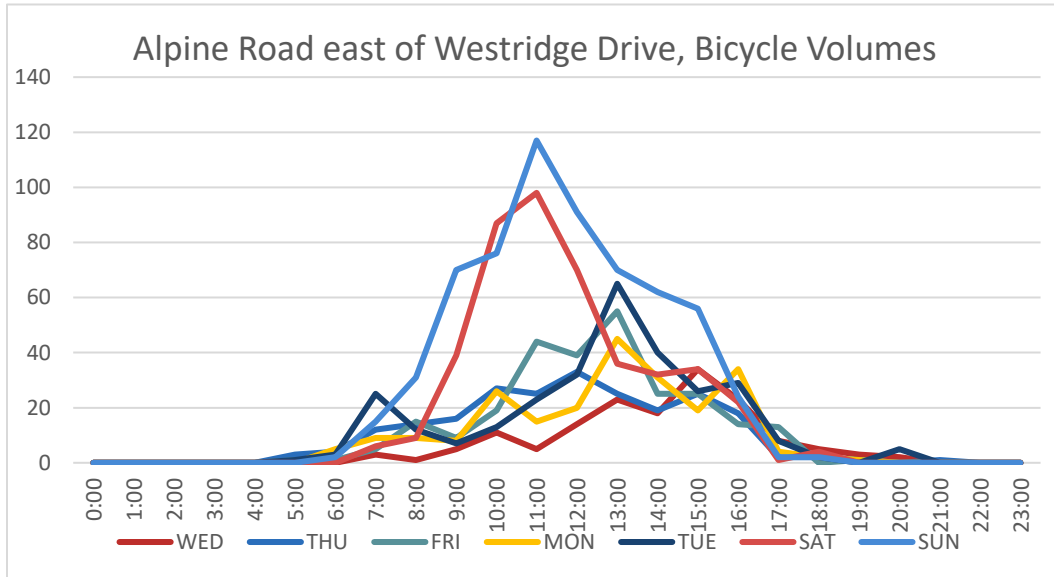


Figure 3 Alpine Road east of Westridge Drive, Bicycle Volumes
 Source: Parametrix, Nov. 29-Dec 5, 2023.

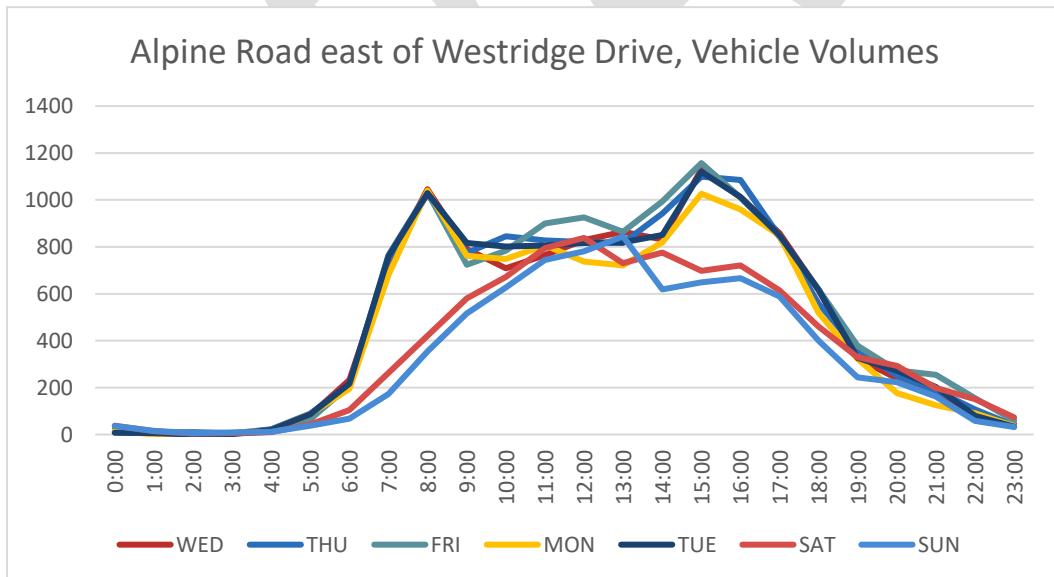


Figure 4 Alpine Road east of Westridge Drive, Vehicle Volumes
 Source: Parametrix, Nov. 29-Dec 5, 2023.

This section of Alpine Road is a popular bicycling route on weekends, with activity peaking during the late morning. Weekday bicycle activity tended to peak in the early afternoon.

Vehicle activity on weekdays tends to follow a traditional commute peak hour pattern, with peaks during the morning and evening hours. Weekend day vehicle traffic peaks at around the weekday midday level but does not exhibit the same morning or evening peaks.

The vehicle capacity of collector roadways like Alpine Road can vary depending on the density of adjacent land uses and driveways, presence of slower-moving vehicles like trucks and people on bicycle, and other design factors. The Federal Highway Administration's (FHWA) simplified capacity estimate for two-lane semirural roadways is approximately 14,000 daily vehicles at level of service (LOS) "D", where conditions are slightly below capacity and approaching an unstable or congested condition.⁶ The average daily traffic recorded at this section of Alpine Road equates to LOS "C" conditions (volume to capacity ratio of 0.8) where there is stable operation, light congestion, and occasional backups on critical approaches.⁷

3.2.2 Alpine Road east of Nathhorst Avenue

Alpine Road east of Nathhorst Avenue lies along the north boundary of the Hawthorns Area. The roadway segment provides access to local trip destinations that include the Roberts Market retail area and the Alpine Hills Tennis and Swimming club. There are three potential future housing sites identified in the Town's Housing Element (2023) in this section of Alpine Road: 4370 Alpine Road (9 units), Willow Commons (13 units) (currently under construction), and 4394 Alpine Road (21 units).⁸

⁶ Federal Highway Administration (2017) Simplified Highway Capacity Calculation Method. p. 33. Table 17. Rural two-lane highways generalized service volume table.
https://www.fhwa.dot.gov/policyinformation/pubs/pl18003/hpms_cap.pdf

⁷ Transportation Research Board (1994) Highway Capacity Manual, Special Report 209.

⁸ Town of Portola Valley (2023) Portola Valley Housing Element. Figure 6-2, Adequate Housing Sites Inventory Map; Table 6-6: Adequate Sites Land Inventory.

Table 3 Multimodal Traffic Volumes at Alpine Road east of Nathhorst Avenue

Day	Pedestrian	Bicycle		Vehicle		
	Daily Total	Daily Total	Peak Hour Total	Daily total	AM Peak ¹	PM Peak ²
Monday	61	280	65	7,000	880	770
Tuesday	57	465	122	7,200	790	760
Wednesday	77	166	30	7,100	790	710
Thursday	56	355	63	7,300	750	780
Friday	62	352	103	7,200	780	790
WEEKDAY AVERAGE	63	324	77	7,100	800	760
Saturday	48	703	179	4,800	460	
Sunday	61	1004	183	4,600	480	
WEEKEND AVERAGE	55	854	181	4,700	470³	

Source: Parametrix, Nov. 29-Dec 5, 2023.

1. Weekday AM Peak occurs between 8 and 9AM.
2. Weekday PM Peak occurs between 2:30 and 4:15PM .
3. Weekend daily peak occurs between Noon and 1:30PM.

The average daily vehicle traffic here was lower than at Westridge Road (Table 2) by approximately 4,000 daily trips (Table 3). Alpine Road here had the highest recorded bicycle activity among the November and December counts, with more than 300 people on bike on most weekdays and between 700 and 1,000 people on bike on weekend days. There were between 40 and 80 people recorded walking each day.

Figure 5 and Figure 6 show the daily traffic trends for bicycle and vehicle traffic, respectively.

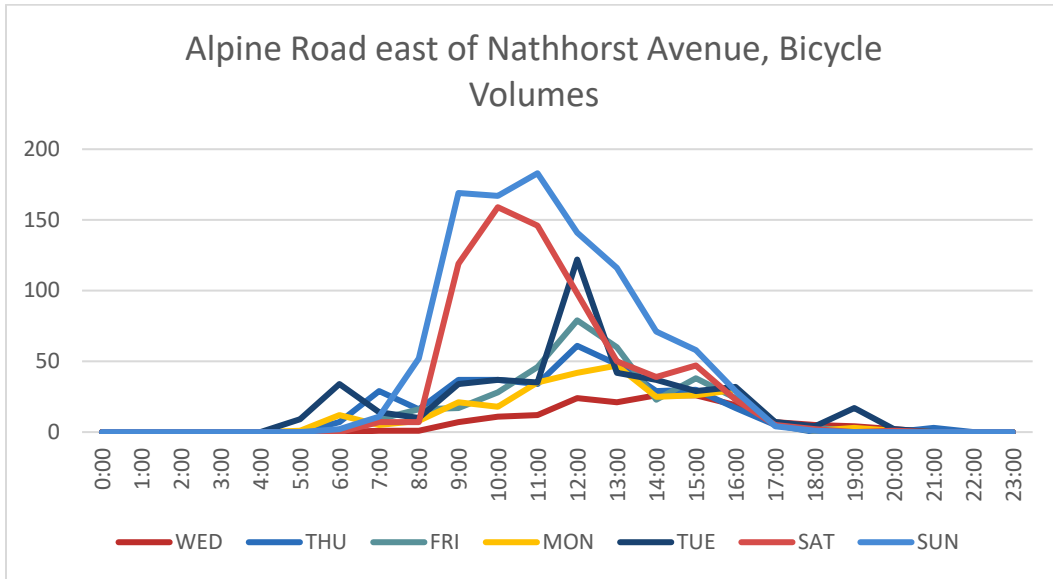


Figure 5 Alpine Road east of Nathhorst, Bicycle Volumes
 Source: Parametrix, Nov. 29-Dec 5, 2023.

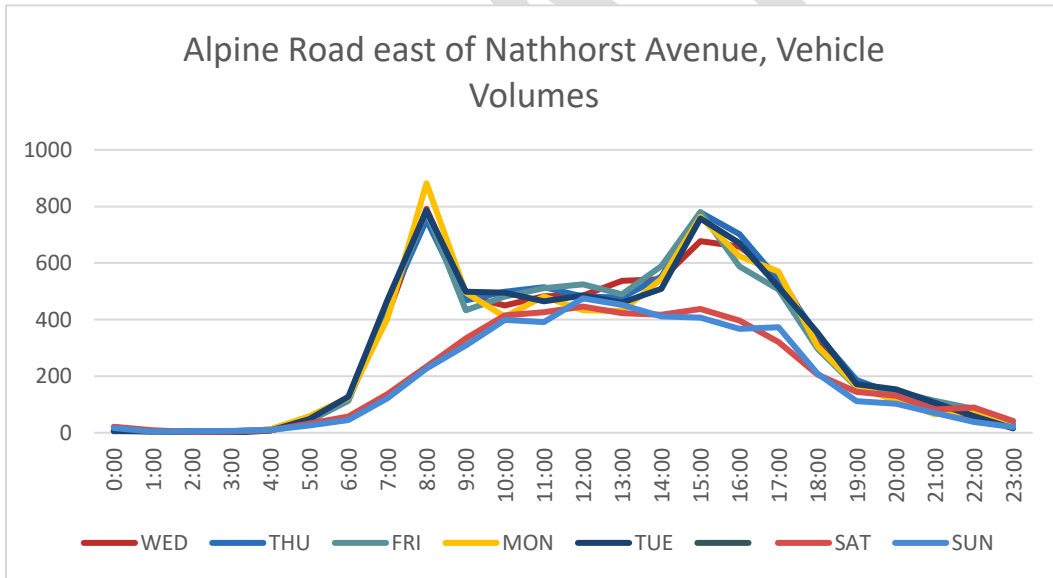


Figure 6 Alpine Road east of Nathhorst Avenue, Vehicle Volumes
 Source: Parametrix, Nov. 29-Dec 5, 2023.

Like Alpine Road at Westridge Road, this section of Alpine Road is a popular bicycling route on weekends. Bicycle activity here tends to peak earlier in the morning, around 9AM on weekends and at around noon on weekdays. The traffic counters recorded a large group ride passing through Portola Valley on Tuesday at noon.

Vehicle activity on weekdays here tends to follow a traditional commute peak hour pattern, with peaks during the morning (8-9AM) and evening hours (3-4PM). The weekend day vehicle traffic

peaks at around the weekday midday level but does not exhibit the same morning or evening peaks. The average daily traffic recorded at this section of Alpine Road equates to LOS “A” conditions (volume to capacity ratio <0.6) where there are free-flow conditions, although occasional congestion may occur during peak commute times and due to other non-vehicle factors like group bicycle rides.

3.2.3 Alpine Road west of Portola Road

Alpine Road west of Portola Road provides local access to the Windy Hill Open Space Preserve and the Los Trancos Woods neighborhood. There are primarily residential land uses along this section of Alpine Road, and the road does not connect directly to Skyline Boulevard / Highway 35 to the west.

Table 4 Multimodal Traffic Volumes at Alpine west of Portola Road

Day	Pedestrian	Bicycle		Vehicle		
	Daily Total	Peak Hour Total	Peak Hour Total	Daily total	AM Peak ¹	PM Peak ²
Monday	33	98	19	2,800	480	270
Tuesday	18	150	29	2,900	490	280
Wednesday	19	45	12	2,800	470	260
Thursday	14	118	26	2,900	470	270
Friday	24	140	34	2,900	480	290
WEEKDAY AVERAGE	22	110	24	2,900	480	280
Saturday	21	172	46	2,000	210	
Sunday	27	277	63	1,800	190	
WEEKEND AVERAGE	24	225	55	1,900	200³	

Source: Parametrix, Nov. 29-Dec 5, 2023.

1. Weekday AM Peak occurs between 7:45 and 8:45AM.

2. Weekday PM Peak occurs between 2:30 and 4PM.

3. Weekend daily peak occurs between 12:30 and 1:30PM.

This count location has 60% less vehicle traffic and experiences about one-third of the bicycle and walk activity traffic compared to the section of Alpine Road near Nathhorst Avenue.

Figure 7 and Figure 8 show the daily traffic trends for bicycle and vehicle traffic, respectively.

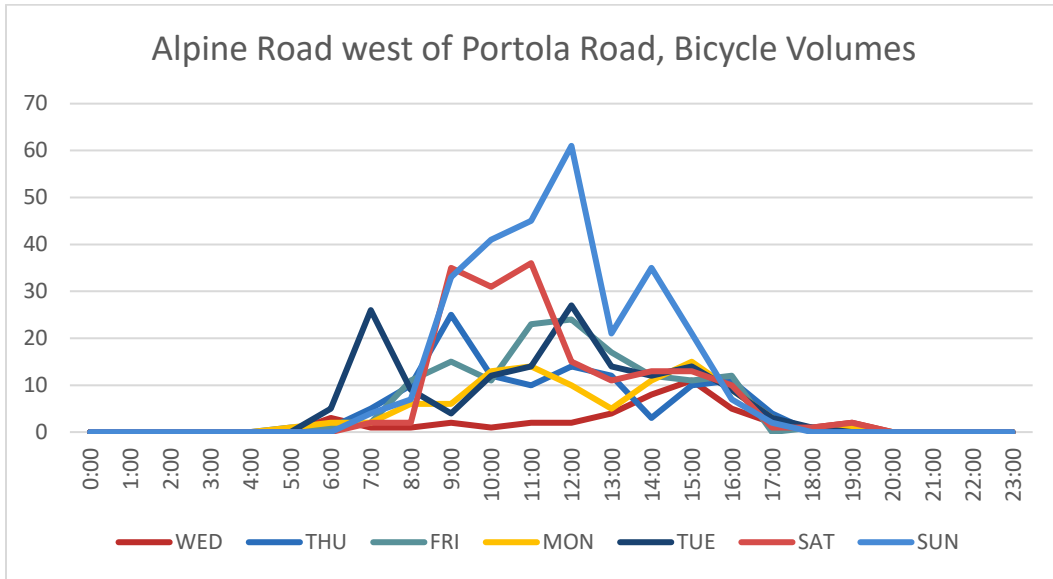


Figure 7 Alpine west of Portola Road, Bicycle Volumes
 Source: Parametrix, Nov. 29-Dec 5, 2023.

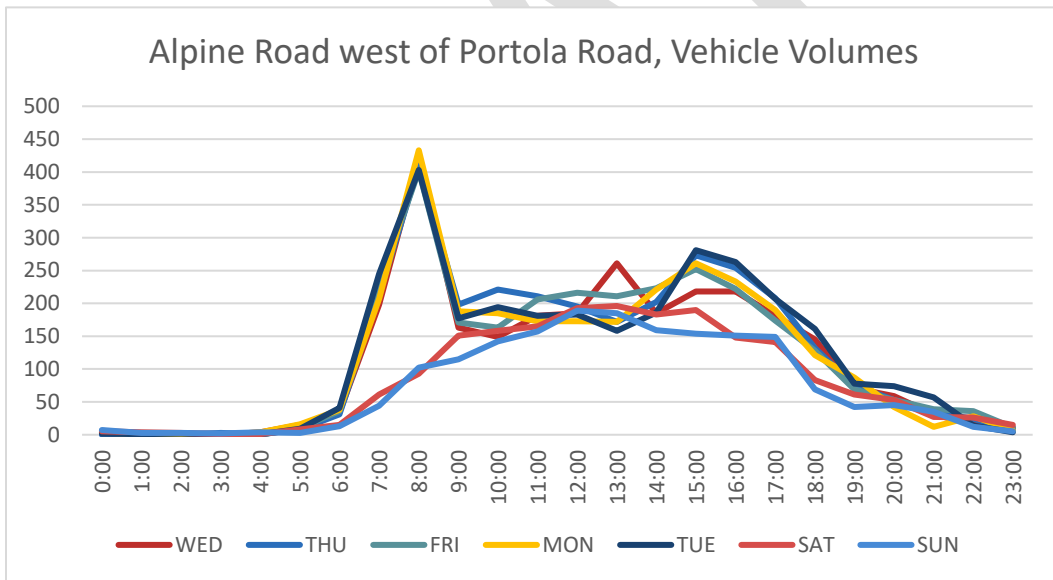


Figure 8 Alpine Road west of Portola Road, Vehicle Volumes
 Source: Parametrix, Nov. 29-Dec 5, 2023.

This section of Alpine Road exhibits the same weekday and weekend day peak periods as Alpine Road east of Nathhorst Avenue but experiences less multimodal traffic befitting its role as a local access route. The average daily traffic recorded at this section of Alpine Road equates to LOS “A” conditions (volume to capacity ratio <0.6) where there are free-flow conditions.

3.2.4 Los Trancos Road near the Town Limit

Los Trancos Road runs along the east border of the Hawthorns Area and provides local access to the Los Trancos Woods neighborhood. Like the portion of Alpine Road west of Portola Road, there are primarily residential land uses along Los Trancos Road, and the road does not connect directly to Skyline Boulevard / Highway 35 to the west.

Table 5 Multimodal Traffic Volumes at Los Trancos Road near the Town Limit

Day	Pedestrian	Bicycle		Vehicle		
	Daily Total	Daily Total	Peak Hour Total	Daily Total	AM Peak ¹	PM Peak ²
Monday	3	27	8	1,900	200	200
Tuesday	0	25	7	1,900	180	180
Wednesday	11	16	7	1,900	200	180
Thursday	3	25	8	2,000	210	200
Friday	3	45	19	2,000	180	200
WEEKDAY AVERAGE	4	28	10	1,900	200	191
Saturday	12	53	23	1,500	150	
Sunday	2	68	24	1,400	150	
WEEKEND AVERAGE	7	61	24	1,400	150³	

Source: Parametrix, Nov. 29-Dec 5, 2023.

1. Weekday AM Peak occurs between 8 and 9AM.
2. Weekday PM Peak occurs between 3:15 and 4:30PM.
3. Weekend daily peak occurs between 2 and 3:15PM.

Los Trancos Road handles approximately one third less vehicle traffic than Alpine Road west of Portola Road and 70 percent less bicycle traffic.

Figure 9 and Figure 10 show the daily traffic trends for bicycle and vehicle traffic, respectively.

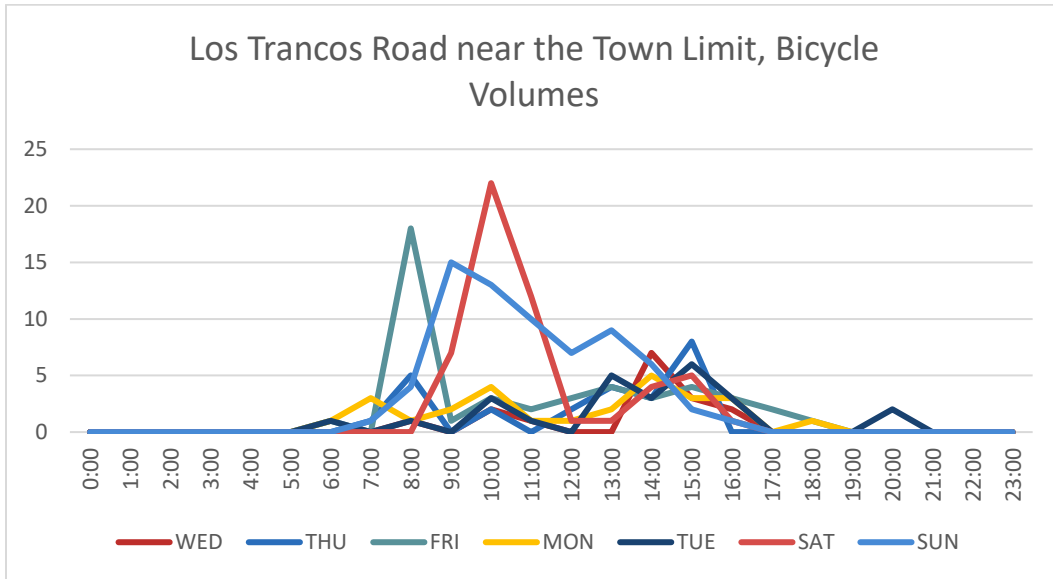


Figure 9 Los Trancos Road near the Town Limit, Bicycle Volumes
 Source: Parametrix, Nov. 29-Dec 5, 2023.

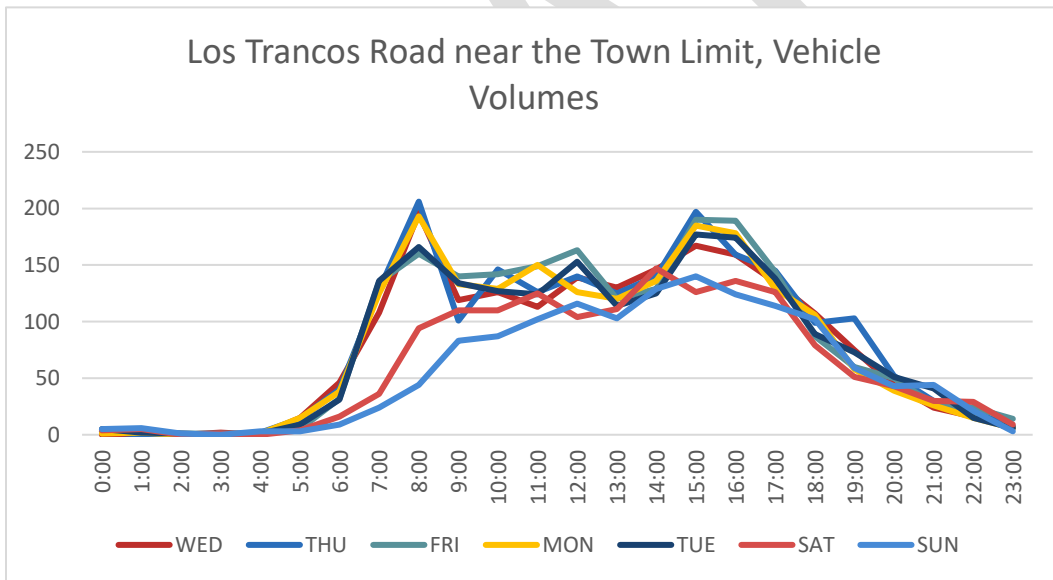


Figure 10 Los Trancos Road near the Town Limit, Vehicle Volumes
 Source: Parametrix, Nov. 29-Dec 5, 2023.

Los Trancos Road exhibits the same weekday and weekend day peak periods as the other counts collected in Portola Valley. Like Alpine Road west of Portola Road, Los Trancos Road has low traffic demand as it primarily serves local residential traffic. The average daily traffic recorded at this section of Los Trancos Road equates to LOS “A” conditions (volume to capacity ratio <0.6) where there are free-flow conditions.

3.3 Vehicle and Bicycle Adjustment Factors, 2019-2023

Parametrix consulted Replica, an online traffic data provider, to assess whether the differences from the 2019 and 2023 counts reflect multiyear or seasonal trends. Replica provided traffic volume estimates for Spring and Fall 2021 through 2023 (Table 6). For one sampled location at Alpine Road, east of Portola Road, vehicle traffic peaked in Fall 2021 but has since dropped. The Replica estimates for Spring 2023 are slightly lower than the weekday count at Nathhorst Avenue (Table 1, location 2, 6,900 vs 7,100) and higher than the weekend day count (6,000 vs 4,800). As such, the Nov./Dec. 2023 weekday counts appear representative of an average annual condition, but the weekend day counts may be lower due to the winter season and a lower level of recreational trips.

Table 6 Alpine Road west of Portola Road, Vehicle Average Daily Traffic (ADT) Volumes, 2021 to 2023

Season	Thursday 2-Way	Saturday 2-Way
Spring 2021	7,800	7,400
Fall 2021	8,200	7,900
Spring 2022	Data not available	
Fall 2022	6,700	5,800
Spring 2023	6,900	6,000

Source: Replica (www.replicahq.com)

Parametrix consulted Strava, a walk and bike-oriented online data provider, to assess how the recorded bicycle activity compares to other years and seasons. The Strava data show that bicycle activity tends to peak in the summer months (May through July), with greater activity recorded during 2020 and 2021, the peak of the COVID-19 pandemic. Bicycle activity has since receded to slightly above 2019 pre-pandemic levels.

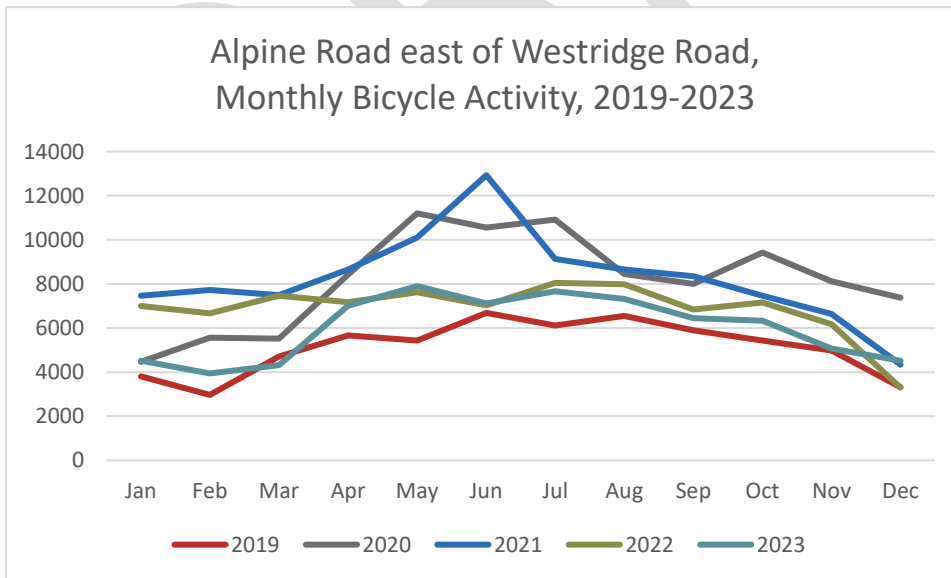


Figure 11 Alpine Road east of Westridge Drive, Monthly Bicycle Activity, 2019-2023

Source: Stravametro.com, Jan. 2019 through Dec. 2023

For 2023, annual average bicycle activity is approximately 30% greater than December levels. The peak summer activity occurring between May and August is 50-85% greater than December levels.

Table 7 presents bicycle activity adjusted to annual average and summer peak conditions based on the data from the November and December 2023 counts factored up from the calculated Strava seasonal adjustment factors.

Table 7 Annually Adjusted 2023 Bicycle Activity

#	Roadway Segment	Weekday Daily Total			Weekend Daily Total			
		Seasonal Adjustment Factor	N/A	30%	70%	N/A	30%	70%
		December Count	Annual Average Estimate	Summer Peak Estimate	December Count	Annual Average Estimate	Summer Peak Estimate	
1	Alpine Road east of Westridge Road	233	300	400	528	690	900	
2	Alpine Road east of Nathhorst Avenue	324	420	550	854	1110	1450	
3	Alpine Road west of Portola Road	110	140	190	225	290	380	
4	Los Trancos Road south of Alpine Road	28	40	50	61	80	100	
	Portola Road north of Alpine Road ¹	N/A	450	590	N/A	1190	1550	

Source: Parametrix, 2024.

1. Estimated from Strava data and the Alpine Road count east of Nathhorst Avenue.

The Town identified Portola Road, north of Alpine Road, as a bicycle route of interest by the Town after Parametrix collected the November and December 2023 counts. The Strava data estimates that Portola Road has higher bicycle activity than Alpine Road, east of Nathhorst Avenue, by seven percent. The count data presented above includes Portola Road's estimated weekday and weekend day bicycle activity.

3.4 Collision History

Using data from Statewide Integrated Traffic Records Systems (SWITRS) reports, Parametrix completed a collision analysis for the Hawthorns Area spanning from 2016 to 2021. The traffic crash records from 2022 are not yet available from the California Highway Patrol collision records database (SWITRS). The collision analysis study area for the Hawthorns Area includes Alpine Road from Echo Lane to Golden Oak Drive (0.7 mile) and Los Trancos Road from Alpine Road to the Town limit (0.4 mile). There were 13 collisions in total, including two at the Alpine Road / Los Trancos Road intersection (Table 8).

The collision rate along Alpine Road is slightly higher than the Statewide average rate for comparable rural highways (0.92 vs. 0.82) but is approximately 20 percent lower than the collision rate on Los Trancos Road (0.92 vs. 1.14). There were four bicyclist-involved collisions, including two severe injury crashes, and no pedestrian-involved collisions. The reasons for collisions were unsafe speed (five crashes), automobile right of way (four crashes), improper turning (two crashes) and one collision due to hazardous parking.

These data indicate that measures to reduce vehicle speeds, like warning signs and refreshed pavement markings, providing greater separation between drivers and bicyclists, and maintaining or improving sight distance should be incorporated in the design for a future driveway entrance for public access into the Hawthorns Area.

Table 8 Hawthorns Area Roadway Collision Rates

Roadway Segment	A	B	C over 6 years	D=(C*1,000,000) / [(B*365*6 yrs)*(A)]	Statewide Average Collision Rate (c/mvm)**
	Length (miles)	ADT	# of Collisions	Collision Rate (c/mvm)***	
Alpine Road, Saddleback Drive to Portola Road	0.5	7800	11*	0.92	0.82
Alpine Road, Portola Road to Golden Oak Drive	0.2	3300			
Los Trancos Road, Alpine Road to Town Limits (Rolling Terrain)	0.4	3000	3 *	1.14	1.19
2-Lane Highway, Rural, Flat Terrain, <55 MPH	Collision rate applied to Alpine Road.				0.78+(.35/ADT in thousands)
2-Lane Highway, Rural, Rolling Terrain, < 55 MPH	Collision rate applied to Los Trancos Road.				1.07+(.35/ADT in thousands)

*Two collisions at the Alpine Rd. / Los Trancos Road intersection

**Rates from Caltrans 2016 Collision Data on California State Highways.

*** c/mvm – Collisions per Million Vehicle Miles, calculated as

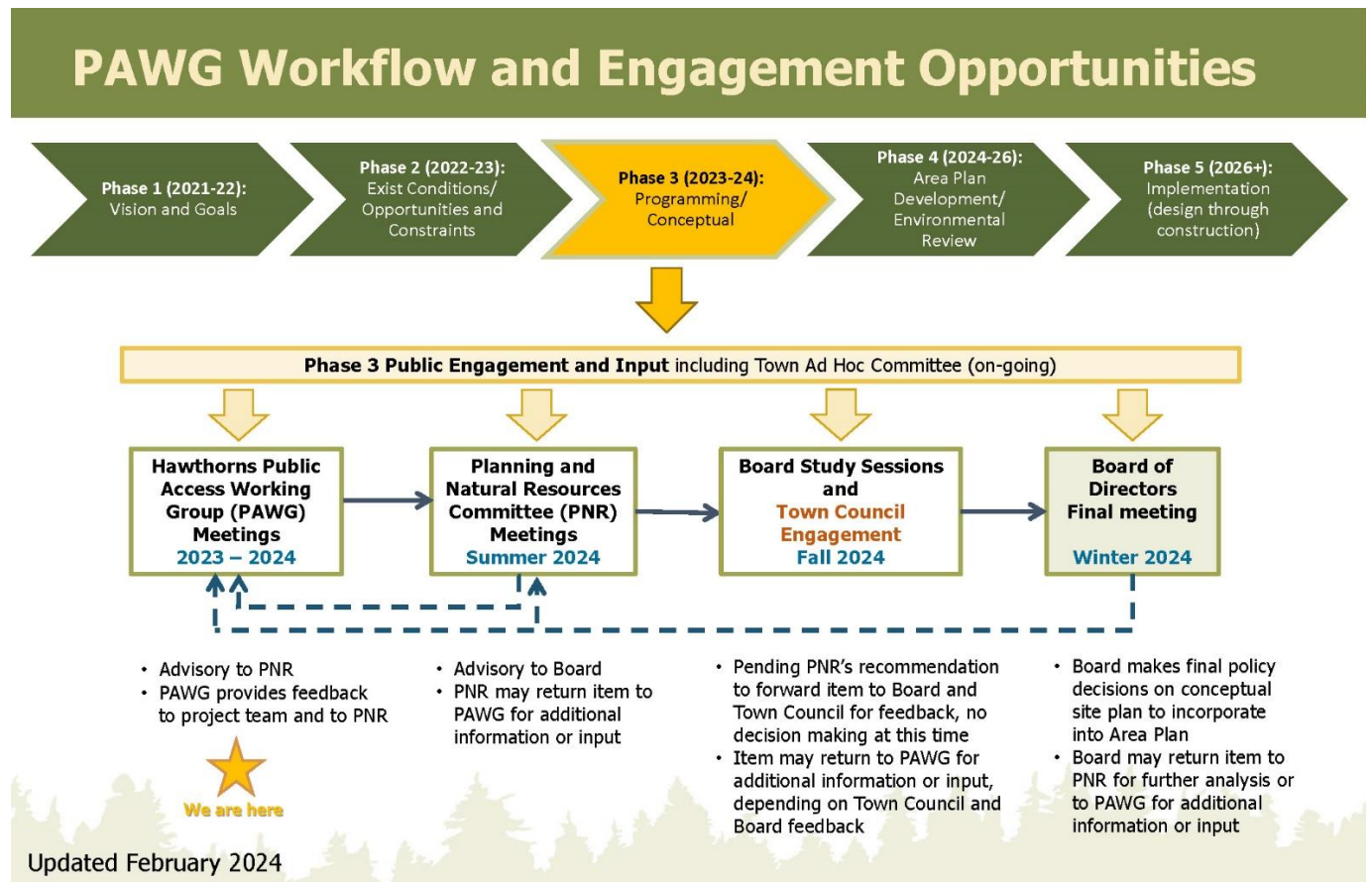
$[\text{Collisions} \times 1,000,000] / [\text{Average Daily Traffic} \times 365 \text{ days} \times \# \text{ of study years} \times \text{Roadway Segment Length}]$

Hawthorns Area Public Access Working Group PAWG Workflow and Engagement Opportunities

Hawthorns Area Plan

As the Public Access Working Group (PAWG) passes the midpoint of its process, the PAWG will begin to develop recommendations to forward to the Planning and Natural Resources (PNR) Committee. In anticipation of forthcoming milestones, the project team aims to provide clarity on the next engagement steps after the PAWG meetings.

Below is an updated PAWG workflow and engagement opportunities chart, initially presented during PAWG meeting #3. The engagement process with the Town Council is incorporated, while engagement process with the Town Ad Hoc Committee remains consistent. Formal presentations to both the Town Council and the Town Ad Hoc Committee will follow presentations to the PNR and/or Board Study Sessions, and feedback received at these meetings will be provided to the PNR and Board during subsequent meetings for their consideration.



Hawthorns Area Public Access Working Group Meeting Schedule and Topics (updated February 2024)

Hawthorns Area Plan

All Public Access Working Group (PAWG) meetings listed below are subject to the Brown Act. A separate working agenda will be developed for each PAWG meeting. Meeting topics listed below are tentative and subject to change. Dates and locations are subject to facility availability, project team availability, and standing external organization meetings (e.g. Town of Portola Valley Council and Committee meetings), and may also depend on the topics being discussed.

PAWG Meeting Detail	Topic and Objective
<p>Date: July 27, 2023 (Thursday) Time: 6:00 – 9:00 pm Location: Administrative Office, 5050 El Camino Real, Los Altos</p>	<p>Meeting 1: Kickoff Goal: Establish Working Group roles, goals, workplan, schedule, and operating procedures. Public comment. Public comment. Topics:</p> <ul style="list-style-type: none"> • Welcome and introductions • Public comment • Working Group procedures • Midpen background • Project background • Public comment • Closing comments <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 PAWG, District staff and facilitator • Establish common understanding of District Mission • Quick overview of a few key defining documents • Conservation Easement, Existing Conditions and Constraints and Opportunities Report • Prepare the group for the site visit <p>Anticipated Homework:</p> <ul style="list-style-type: none"> • Finish reviewing binder orientation materials in preparation for Meeting 2's site visit
<p>Date: August 26, 2023 (Saturday) Time: 9:00 – 1:00 pm</p>	<p>Meeting 2: Site visit Goal: Conduct in-person site tour and review existing site conditions Topics:</p> <ul style="list-style-type: none"> • Public comment

PAWG Meeting Detail	Topic and Objective
<p>Location: Hawthorns, Portola Valley</p>	<ul style="list-style-type: none"> • Review and approve prior meeting summary • Walking tour • Public comment • Closing comments <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Conduct site reconnaissance to develop a shared familiarity with the site and an understanding of site-specific opportunities and constraints related to public access. • Tour initial sites for possible public access amenities: driveway, parking, trail locations. • Provide initial thoughts to project and consultant team. <p>Anticipated Homework:</p> <ul style="list-style-type: none"> • Submit requests for additional information or clarification if any.
<p>Date: October 26, 2023 (Thursday) Time: 6:00 – 9:00 pm Location: Administrative Office, 5050 El Camino Real, Los Altos</p>	<p>Meeting 3: Design Discussion</p> <p>Goal: Discuss initial conceptual design alternatives including proposed parking and driveway options, as well as internal connections, trailheads, trail uses, and local and regional connectivity opportunities. Select two co-chairs.</p> <p>Topic:</p> <ul style="list-style-type: none"> • Public comment • Review and approve prior meeting summary • Review concept design alternatives • Discuss potential issues or revisions • Public comment • Closing comments <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Review conceptual design alternatives. • Discuss and provide feedback to project and consultant team on proposed design alternatives, trail uses, and project elements. • Elect 2 co-chairs to help administer meetings. <p>Anticipated Homework:</p> <ul style="list-style-type: none"> • Submit requests for additional information or clarification, if any. • Prepare to share observations and reflections at the next meeting. • Consider how conceptual design alternatives meet goals and objectives. • Consider other potential options or issues.

PAWG Meeting Detail	Topic and Objective
<p>Date: December 16, 2023 (Saturday) Time: 9:00 – 1:00 pm Location: Administrative Office, 5050 El Camino Real, Los Altos</p>	<p>Meeting : Design Discussion (continued) Goal: Continue discuss initial conceptual design alternatives including proposed parking and driveway options, as well as internal trail system and connections, trailheads, trail uses, and local and regional connectivity opportunities. Topics:</p> <ul style="list-style-type: none"> • Public comment • Review and approve prior meeting summary • Receive presentation on concept design alternatives • Public comment • PAWG discussion and feedback • Schedule discussion and update • Closing comments <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Review conceptual design alternatives. • Discuss and provide feedback to project and consultant team on proposed design alternatives, trail uses, and project elements. <p>Anticipated Homework:</p> <ul style="list-style-type: none"> • Submit requests for additional information or clarification, if any. • Prepare to share observations and reflections at the next meeting. • Consider how conceptual design alternatives meet goals and objectives. • Consider other potential options or issues.
<p>Date: February 29, 2024 (Thursday) Time: 6:00 – 9:00 pm Location: Administrative Office, 5050 El Camino Real, Los Altos</p>	<p>Meeting 5: Continuation of Meeting 4 Goal: Continue discussion on internal trail system and connections, trail uses, trailheads and local and regional connectivity opportunities, as well as update parking and driveway options. Topics:</p> <ul style="list-style-type: none"> • Public comment • Review and approve prior meeting summary • Receive presentation on updated concept design alternatives and analysis • Public comment • PAWG discussion and recommendation development • Overall meeting schedule • Closing comments

PAWG Meeting Detail	Topic and Objective
	<p>Desired Outcome:</p> <ul style="list-style-type: none"> • Complete discussions started in Meeting 4 • Provide feedback to project and consultant team on proposed conceptual design alternatives and project elements. <p>Anticipated Homework:</p> <ul style="list-style-type: none"> • Prepare to share observations and reflections at Meeting 6. • Consider how conceptual design alternatives meet goals and objectives. • Consider other potential issues. • Begin developing PAWG recommendations.
<p>Meeting 6 Date: March 24, 2024 (Sunday) Time: 9:00 – 1:00 pm Location: Hawthorns, Portola Valley</p>	<p>Meeting 6: Site meeting and design discussion Goal: Site meeting to review Meeting 5’s conceptual design alternatives at 2 – 3 locations on site and receive public feedback. Topics:</p> <ul style="list-style-type: none"> • Public comment • Review and approve prior meeting summary • Discuss potential issues or revisions of proposed project elements at 2 – 3 locations • Public comment • Closing comments <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Conduct site reconnaissance to visualize conceptual design alternatives and proposed project elements on-site. • Discuss observations and how conceptual design alternatives meet goals and objectives. • Provide feedback to project and consultant team on proposed conceptual design alternatives and project elements. <p>Anticipated Homework:</p> <ul style="list-style-type: none"> • Prepare to share observations and reflections at Meeting 6b. • Consider how conceptual design alternatives meet goals and objectives. • Consider other potential issues. • Begin developing PAWG recommendations.
<p>Meeting 6b Date: June 13, 2024 (Thursday) Time: 6:00 – 9:00 pm Location: Administrative Office, 5050 El Camino Real, Los Altos</p>	<p>Meeting 6b: Discuss and confirm recommendation(s) Goal: PAWG to discuss and confirm recommendation(s) including trail, parking alternatives and trail uses to the District’s PNR Committee and subsequently to Board for consideration. Topics:</p> <ul style="list-style-type: none"> • Public comment • Review and approve prior meeting summary

PAWG Meeting Detail	Topic and Objective
	<ul style="list-style-type: none"> • Review concept design alternatives and determine which to forward to PNR • Public comment • Closing comments <p>Desired Outcome: Vote on preferred conceptual design alternative(s) to present to PNR.</p>

Following the PAWG’s determination of a recommendation or recommendations, the recommendation(s) would be presented to Midpen’s Committee and Board. The below Board and Committee meetings are **tentative and subject to change** pending progress of the PAWG or other unanticipated delays. Committee and Board dates will be selected based on the co-chairs' availability. The below table reflects Midpen public meetings and does not include planned engagement with the Town of Portola Valley.

Board Meeting Detail	Topic and Objective
<p>Date: August 2024 Time: 6:30 – 9:30 pm Location: Administrative Office, 5050 El Camino Real, Los Altos</p>	<p>Planning and Natural Resource (PNR) Committee (the total number of PNR meetings needed depends on PNR input):</p> <ul style="list-style-type: none"> • Consideration of PAWG work and recommendations • Consideration of whether to forward a recommendation to the full Board or request additional input from the PAWG <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Direct PAWG to conduct additional analysis or forward a PNR recommendation with PAWG input to the full Board
<p>Date: TBD Location: Administrative Office, 5050 El Camino Real, Los Altos</p>	<p>PAWG follow-up (if needed, depending on PNR input):</p> <ul style="list-style-type: none"> • Address PNR input and direction <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Respond to PNR and submit a revised preferred conceptual design alternative and/or requested information.
<p>Date: TBD Location: Administrative Office, 5050 El Camino Real, Los Altos</p>	<p>Board Study Session (following PNR direction):</p> <ul style="list-style-type: none"> • Consideration of PNR recommendations and PAWG input <p>Desired Outcome:</p> <ul style="list-style-type: none"> • Board discussion of and feedback on PAWG recommendation(s)