

# COUNTY OF SAN MATEO

Parks Department



**DATE:** November 16, 2017

**COMMISSION MEETING DATE:** December 7, 2017

**TO:** Parks and Recreation Commission

**FROM:** Cecily Harris, Senior Management Analyst

**SUBJECT:** Complete the Gap Trail Update – Conceptual Plan Development

## **RECOMMENDATION:**

Receive Presentation and Accept Public Comment.

## **BACKGROUND:**

On November 1, 2016, the Board of Supervisors awarded a \$237,984 contract to Bellecci and Associates for the development of plans, specifications and permits for the Complete the Gap Trail Project (Project). The Project will be part of the Crystal Springs Regional Trail (CSRT) system that stretches from the City of San Bruno to the Town of Woodside along the eastern side of the San Francisco Watershed reservoirs. 16.1 miles of the 17.5-mile CSRT planned alignment are now complete. The Department has completed the easiest CSRT trail segments that involved converting existing San Francisco Public Utilities service roads into multiple-use trails, and are striving to eliminate the last remaining gaps to complete the trail system.

This Project removes the final gap to provide continuous trail from San Bruno Avenue to Highway 92. The Project completes an approximately 750'-long gap connecting the Crystal Springs Dam Bridge Trail to the Crystal Springs Regional Trail South of Dam segment located at the southern end of Sawyer Camp Trail. The 0.84 mile-long Crystal Springs Regional Trail South of Dam segment to the south of this Project was completed in late 2014. The Crystal Springs Dam Bridge Trail to the north of this Project will be completed in early 2018.

The Project will be a multiple-use trail segment on the western shoulder of Skyline Boulevard which is a County road. The road shoulder varies from 6' to 25'- wide which doesn't provide adequate space for the typical Class I bikeway, as the trail corridor width will be 14'-wide.

The Project will consist of an up to 10'-wide paved trail with permeable gravel and gravel shoulders on the east, along with a possible rub rail to separate trail users from

the road, and a chain-link fence on the west. The chain-link fence is a regional path standard for San Francisco Public Utilities Commission which owns the San Francisco Watershed lands. Signage on the trail segments to the north and south will notify cyclists, pedestrians, and equestrians to the abrupt narrowing of the Complete the Gap Trail along Skyline Boulevard.

A nearby County Public Works project has greatly delayed this Project’s survey, field work, and geotechnical drillings but the consultant was finally able to finish this work in order to prepare a Biological Assessment, Geotechnical Report and Cultural and Historic Study. County Public Work’s Crystal Springs Dam Bridge Road/Trail Project will provide a trail connection to Sawyer Camp Trail to the north and the future Complete the Gap Trail Project to the south. This project should be finished in January 2018. PG&E will begin undergrounding nearby power lines and should finish by April 2018.

The contractor will complete the Complete the Gap planning and permitting phase work by April 30, 2018. Construction is anticipated to occur in 2019.

**DISCUSSION:**

Bellecci and Associates has made great progress towards the development of the Complete the Gap Trail designs, plans, and permits. The consulting team has conducted site surveys, environmental field review, and field borings. Deliverables received include a base map, Biological Resources Assessment, Cultural Resources Study and Geotechnical Report. We have received a draft Initial Study for the California Environmental Quality Act (CEQA) Mitigated Negative Declaration.

A Project team composed of Parks administrative and field staff have reviewed these documents as well as numerous conceptual trail sections.

As the Complete the Gap Trail alignment borders the San Francisco Peninsula Watershed lands, we have met with San Francisco Public Utilities Commission staff to discuss potential fence requirements on the reservoir side of the trail.

Although this is a very short linear trail segment, there still are some important choices to make at this time. Skyline Boulevard is on the eastern side and a road shoulder/right-of-way is on the west. Although our typical trail standard for a Class I bikeway offers a 12’-wide paved trail with 2’-wide gravel shoulders on either side, we don’t have the space available.

There are four Alternatives:

	← Skyline Blvd.					Watershed →	
<b>1.</b>	6" Curb	2.0' Permeable Gravel	Rub Rail	2' Gravel	8'-wide Asphalt	2' Gravel	Chainlink

<b>2.</b>	6" Curb	3.5' Permeable Gravel			8'-wide Asphalt	2' Gravel	Chain-link
<b>3.</b>	6" Curb	1.5' Permeable Gravel	Rub Rail	2'-wide Gravel	6'-wide Asphalt	2' Gravel	Chain-link
<b>4.</b>	6" Curb	2.5' Permeable Gravel			9'-wide Asphalt	2' Gravel	Chain-link

For each of the four alternatives, you will be shown nearly the same trail elements. Two key differences to be presented for discussion at the meeting include:

- Determination of including a rub rail or not including a rub rail.
- Selection of 6', 8', or 9'-wide asphalt trail.

Trail segments on both sides of the future Complete the Gap Trail are 12'-wide. An 8' or 9'-wide asphalt trail provides enough space for center striping and 6'-wide does not. The 6'-wide trail would require less retaining wall which decreases the construction cost.

To accommodate drainage, permeable gravel will always be on the Skyline Boulevard side for all four alternatives. A chain-link fence will always be on the San Francisco Peninsula Watershed side.

The first public meeting took place on October 19 at the San Mateo County Bicycle/Pedestrian Advisory Committee which preferred Alternative 1 (8'-wide asphalt trail with a rub rail). Additionally, road and mountain bikers and equestrians have seen the conceptual plans and also prefer having a rub rail.

The County Parks Department recommends Alternative 1 as the preferred trail alternative. The rub rail provides additional safety for trail users, especially for families with small children who will use the trail.

Belleci and Associates will continue with plan development and begin meeting with regulatory agencies, submitting permit applications and initiating other agency review. Plan development will continue through the fall and winter with additional staff review at 90% and 100% level of plan completion.

The planning phase is being underwritten by a San Mateo County Transportation Authority grant and San Mateo County Measure K funds. The Department has acquired a portion of the anticipated costs for construction but will also pursue additional grant funds.