



FEASIBILITY STUDY

April, 2019



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Credit: Ann Thiermann



Credit: Phoebe A. Hearst Museum

FEASIBILITY STUDY



Credit: San Mateo County Historical Association



VISION

The Ohlone-Portolá Heritage Trail in San Mateo County honors the region's California Indians and commemorates the Portolá expedition on an interpretive multi-use recreational and automobile route that takes us back in time to understand and appreciate native Ohlone history and culture and to follow the footsteps of the first European explorers to see the San Francisco Bay.

From Miguel Costansó's Diary

"The Indians, advised by the scouts of our coming to their lands, received us with great affability and kindness, and, furthermore, presented us with seeds kneaded into thick pats. They also offered us some cakes of a certain sweet paste, which some of our men said was the honey of wasps; they brought it carefully wrapped in the leaves of the carrizo cane, and its taste was not at all bad. In the middle of the village there was a large house, spherical in form and very roomy; the other small houses, built in the form of a pyramid, had very little room, and were built of split pine wood. As the large house so much surpassed the others."

Monday, October 23, 1769.

"We went out in search of the port. We followed the south shore or beach of San Francisco until we entered the mountain range to the northeast. From the summit of this range we saw the magnificent estuary, which stretched toward the southeast."

Saturday, November 4, 1769.

"Two very numerous bands of Indians met us on the road with presents of pinole and some large trays of white atole, which supplied in large measure the needs of our men. These natives requested us earnestly to go to their villages, offering to entertain us well; they were disappointed because we would not yield to their solicitations."

Monday, November 6, 1769.



EXECUTIVE SUMMARY

The Ohlone-Portolá Heritage Trail (Heritage Trail) is a feasible proposal to recognize the Ohlone and European cultural heritage of San Mateo County. The Heritage Trail would, over time, result in recreational trail routes for hikers, equestrians and bicyclists, and an automobile route. These routes would generally follow what once were Ohlone trade routes, the same routes followed by the Gaspar de Portolá expedition in 1769.

This report overviews the history of how the concept of the Heritage Trail was conceived and the committee and public outreach process conducted to identify a feasible Heritage Trail system. Also presented is how the Heritage Trail system will build on already existing recreational trails. These include, among others, the California Coastal Trail and the Crystal Springs Regional Trail. The interpretive components of the proposed trail system paint a snapshot of the Ohlone and the Portolá expedition, the first contact between two cultures, how the Ohlone welcomed and assisted the expedition, and the expedition being the first Europeans to take sight of the San Francisco Bay by land. Included in this report are:

- Specific Goals and a Vision Statement for the Heritage Trail.
- A Statement of Historic Significance about the Heritage Trail.
- How the Heritage Trail qualifies for state and national recognition as an historic route.
- A description of a braided trail system that allows automobiles, hikers, equestrians, and bicyclists to relive the Portolá expedition route as it travelled through San Mateo County.
- An overview of two cultural stories that form the basis for a trail-related interpretive program.
- Identification of historic sites, general interpretive themes, and individual interpretive topics for Heritage Trail.
- Priority Heritage Trail projects and the criteria used in identifying near-term priorities.

- Overall Heritage Trail design considerations including accessibility goals.
- The relationship of new trail development, interpretive stations, and other trail amenities to the San Mateo County Trails Plan policies and design guidelines as well as other potential trail partners' design standards.



Tunitas Creek Beach near Zucigim (Oljon) Village



The Ohlone-Portolá Heritage Trail Feasibility Study



Prepared for: County of San Mateo Parks Department



Funded by Measure K

Prepared by: 2M Associates
in collaboration with
Questa Engineering Corporation

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This document is also available as an electronic file at:
<https://parks.smcgov.org/ohlone-portolá-heritage-trail-project>



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1.0 INTRODUCTION

The Ohlone-Portolá Heritage Trail (Heritage Trail) comprises a regional trail network of recreation trails and roadways extending north from the San Mateo – Santa Cruz county line and Año Nuevo State Park to the City of Pacifica, eastward over Sweeney Ridge, and then south to the City of Menlo Park. The Heritage Trail generally follows Ohlone trade routes that linked Ohlone villages with one another and with other Indian tribes to the east. These routes are also those that Gaspar de Portolá traveled in 1769 on his charge to explore an overland route to Alta California from San Diego. Located on Sweeney Ridge is the National Registered Landmark where Europeans first took sight of the San Francisco Bay.

This Feasibility Study identifies the pattern of Ohlone Indian habitation as it generally existed in 1769 within San Mateo County, the historic route of the Portolá expedition, and proposed recreation and automobile routes that generally follow the expedition route.

A braided system of trail routes for the Heritage Trail are identified for hikers, equestrians, bicyclists, and automobiles. Recommendations are provided for prioritized, near-term activities for various public agencies and private organizations that are not already underway. These activities, when implemented, would advance the connectivity and usability of the Heritage Trail system and heighten public awareness and interest in the cultural and natural history of San Mateo County.

1.1 GOALS

This Ohlone-Portolá Heritage Trail and this Feasibility Study identify:

- A Heritage Trail recreation route system for bicyclists, hikers, and equestrians that:
 - Considers opportunities and constraints analysis of alternative segments proposed through the planning process.

- Best balances historical accuracy with a feasible route that can be supported by land managers and the public.
- Supports, where appropriate, the completion of the California Coastal Trail through San Mateo County.
- A Heritage Trail automobile route that best follows the Portolá expedition from the Rancho Del Oso Nature & History Center in Big Basin Redwood State Park in Santa Cruz County to California State Historic Site #2 named "Portolá Journey's End" along San Francisquito Creek in Menlo Park.
- A sign system for consistent recognition and wayfinding.
- A balanced and engaging interpretive program that equally presents information about the Ohlone in San Mateo County and the Portolá expedition.
- A portrayal of the Native California Indian perspectives along the trail route through use of creative wayfinding signage, interpretation of assets, and storytelling with appeal for children, adults, visitors, and local communities, and consideration of safeguards for cultural resources.
- Partnerships necessary to implement the Heritage Trail recreation and automobile routes for near-term projects identified as the next five years and related funding needs.
- Activities and projects that could be initiated to commemorate the 250th anniversary of the Portolá expedition while highlighting the Heritage Trail and that could be completed by November, 2019.
- Criteria for pursuing designation as a National Historic Trail to commemorate the Portolá expedition including requirements for a National Park Service Feasibility Study and Congressional legislation as a future project.

1.2 HISTORICAL PERSPECTIVE AND PLANNING CONTEXT

San Mateo County today is home to approximately 771,410¹ people whose diversity of origins covers the world. In 1769, San Mateo County was the home of about 2,000 Ramaytush Ohlone². The Ohlone-Portolá Heritage Trail links the Ohlone peoples, past and present, with

¹ United States Census Bureau July 1, 2017 population estimate.

² Statement of Historic Significance, Ohlone/Portolá Heritage Trail Committee, Jonathan Cordero, Sam Herzberg, Mitch Postel.

the multi-cultural changes that have occurred in the County over the past 250 years, changes that started with the land exploration led by Gaspar de Portolá in 1769.

The Feasibility Study represents one step in a long historical process that really starts with the Ohlone peoples inhabiting the San Francisco peninsula for thousands of years and then first meeting Europeans in 1769.

Since then there have been a number of other important milestones that relate to the history of San Mateo County and ultimately the concept of a Heritage Trail, its recognition, and its planning.

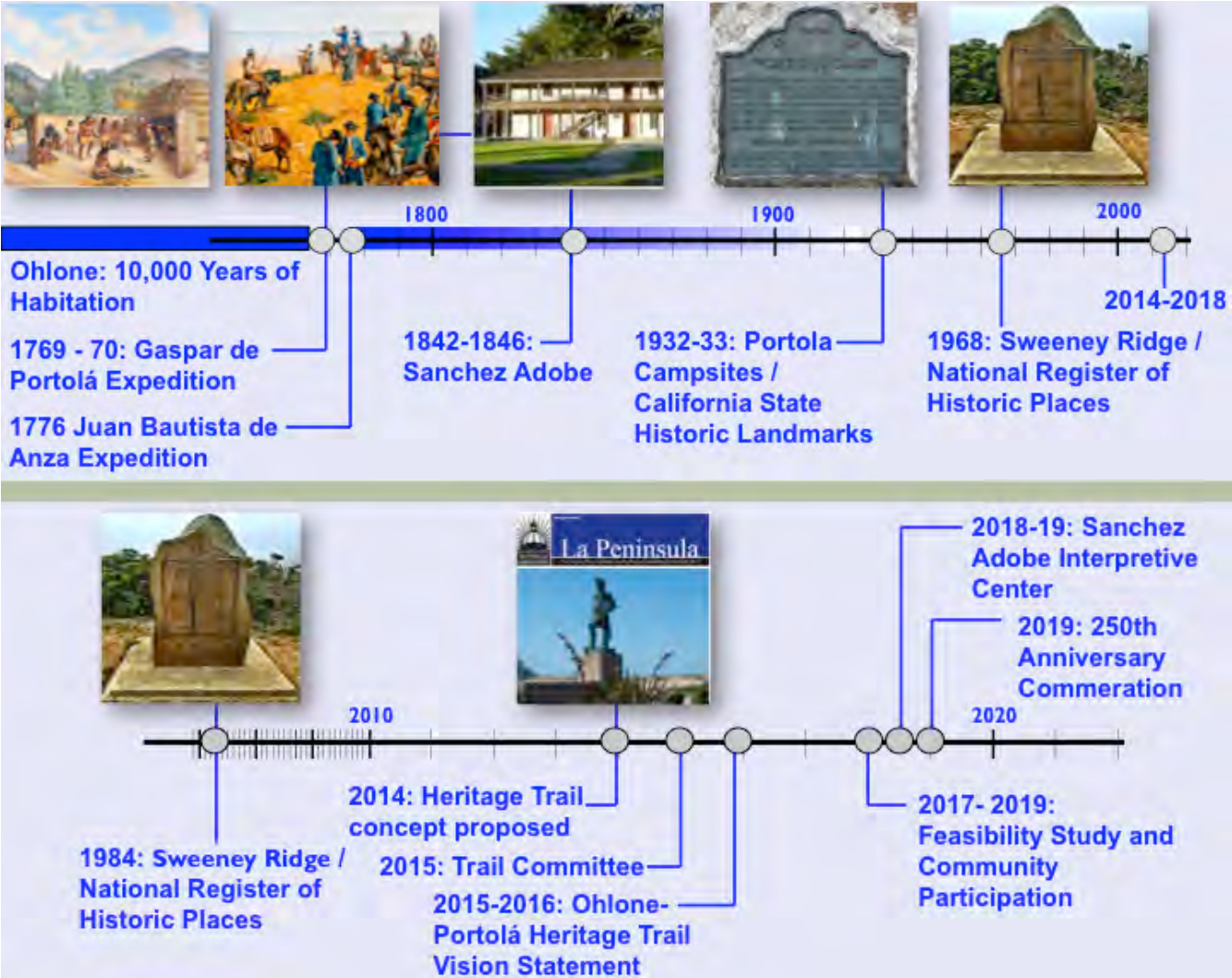


FIGURE 1: A History of the Ohlone-Portolá Heritage Trail Concept



Sanchez Adobe in 1975
Photo: Bernard Burton



Sanchez Adobe today.



View for Sweeney Ridge, 1975,
Photo: James Dillon, NPS



Cover: San Mateo County

Sanchez Adobe (1842-1846): The site of the Sanchez Adobe was originally an Ohlone village of Pruristac. In 1786 the area became a Mission Dolores outpost used for farming. The Sanchez Adobe was constructed by Don Francisco Sanchez as his house as part of the Rancho San Pedro. The 5.46-acre site was purchased by San Mateo County in 1947 specifically to be developed as a public museum. The Adobe was registered as a California Historic Landmark (#391) in 1953 and as National Register Historical District (NPS-76000525) on April 13, 1976. Today, the Sanchez Adobe is operated by the San Mateo County Historical Association. In 2019 the County will open a new interpretive center at the site. Being located along Portola's route, the interpretive center presents a valuable opportunity to tell the story of "first contact" (see Section 2.0).

The San Francisco Bay Discovery Site (1968): The 18.5-acre site consisting of two knolls on Sweeney Ridge was dedicated as a National Historic Landmark (NPS-68000022) in 1968 and designated a California Historic Landmark (#394) in 1976. Carl and Grace McCarthy, known as the Pacifica "pioneers", brought thousands of visitors to Sweeney Ridge to advocate for national recognition of the site by the federal government.

La Peninsula (2014): Paul Reimer, a local historian, advocated for a National Historic Trail in the Journal of the San Mateo County Historical Association, *La Peninsula*. At that time the Heritage Trail was conceived as portraying exclusively the Portolá expedition.

Portolá Trail Committee and the National Park Service (2015-2017): The San Mateo County Board of Supervisors authorized the San Mateo County Parks Department to create and staff a Portolá Trail Committee. In 2015 the San Mateo County Parks staff invited representatives from local, regional, state and federal agencies and nonprofit organizations to attend a series of meetings to discuss the trail as: 1) a possible candidate for designation as a National Historic Trail; 2) an alignment following the Portolá expedition from the

southern San Mateo County line near Año Nuevo State Park to Sweeney Ridge east of the City of Pacifica; and 3) an alignment sharing, where appropriate, the planned and partially completed 57.5-mile route of the California Coastal Trail.

The Committee recognized that a valuable opportunity existed to engage Native California Indian tribes in interpreting the Ohlone, past and present, and the Portolá expedition stories for future generations. To further develop the concept, the County applied for planning and technical support from the National Park Service's Rivers, Trails, and Conservation Assistance Program. With facilitation by the National Park Service staff (October 2016 – September 2017), the Committee worked to refine its focus to include both the story of the first European explorers to encounter San Francisco Bay and the story of the indigenous people who lived for generations on the land. An overall vision statement was generated for what then became the "Ohlone-Portolá Heritage Trail". The history of how the two cultures changed through the outcome of the Portolá expedition became a vital part of the Heritage Trail interpretive goals.

Feasibility Study and Community Participation (2017-2019): A Feasibility Study was authorized by County Supervisors Don Horsley and Carole Groom using Measure K funding allocated for their Supervisorial Districts. The Feasibility Study was guided by four committee groups consisting of public agency representatives, non-profit organizations, and interest groups and individuals with an attentiveness to the history of San Mateo County. Coordination included: joint meetings conducted throughout the feasibility analysis with the Core Planning and Interpretive Committees; meetings with the Communications Committee to guide the format of public meetings and internet surveys about the Heritage Trail; and a Full Committee that was kept abreast of the process as it progressed and whose feedback included suggestions on the priority recommendations for initial actions to implement the Heritage Trail.

Given the interest, support and collaboration of the partner agencies on the Core Planning, Interpretive, and Communications Committees, the implementation of the Heritage Trail relies on continued communications and coordination with these trail partners. The participants of individual committees are listed in Attachment A.

In addition to the various committee meetings, the coordination program for the Feasibility Study included:

- Two focus group workshops on the coast to identify Heritage Trail alignment opportunities and constraints and discuss interpretive program ideas.
- Individual meetings with land management organization staff to review specific alignment and permitting requirements.
- Public information meetings conducted in Pescadero, Pacifica, and Woodside to overview Heritage Trail characteristics and solicit ideas for the Heritage Trail and the 250th anniversary commemoration of the Portolá expedition.



Public Information Meeting:
Pacifica



Public Information Meeting:
Woodside

A survey was conducted at the public information meetings and over the internet to help identify existing knowledge of the Heritage Trail, how best to inform the public about the Heritage Trail, and how to communicate and engage the public in the upcoming 250th anniversary of the Portolá expedition. Of the 338 responses received, key findings included:

- About 45% of the respondents do not know there are existing public recreation trails that follow the Portolá expedition and pass through Ohlone villages.
- More than 60% of respondents have not visited the Sanchez Adobe.
- Interest in history is strong particularly when targeted around a specific theme. About 65% of respondents have an extreme interest in the Heritage Trail, above 41% have an extreme interest for history in general.
- In comparing interest between the Portolá expedition (41% extreme interest), and the Ohlone Indians (58% keen interest), the Ohlone Indian heritage and culture should be a more emphasized interpretive target for the Heritage Trail. There is also a need for more printed and other information about the Ohlone of San Mateo County.

- Hiking, closely followed by bicycling, will likely be the most popular recreational use of the Heritage Trail and should be emphasized.
- People learn about the Ohlone and the Portolá expedition mostly through school history programs, reading, docent lectures and tours, and the internet. The Heritage Trail should be introduced to those forums as an opportunity to bring history alive.
- Social media (Facebook, Nextdoor, etc.) and other internet sources present an important way to disperse information about the Heritage Trail.
- There is interest in assisting in the development and use of the Heritage Trail and the 250th anniversary commemoration of the expedition.



Credit: Ann Thiermann



Credit: San Mateo County
Historical Association

1.3 HISTORIC SIGNIFICANCE

1.3.1 Statement

A **Statement of Historic Significance** for the Heritage Trail is provided in Attachment B. Before the Gaspar de Portolá expedition happened upon San Francisco Bay in 1769 and were the first Europeans to see the Bay, Alta California was an unknown place except to native people who lived there for approximately 10,000 years (see Map #1 and Section 2.0). Among these native people were the Ohlone who were spread throughout the southern San Francisco Bay Region and beyond, comprising 50 local tribes in many more villages. It has been estimated that there were about 310,000 Indians living in California at the time.

However, after the Portolá expedition, things changed rapidly. The Ohlone who lived in what could be called San Mateo County today, were among the first in Alta California to be subjugated by the newcomers by being led into the Spanish missions. Their culture was nearly eradicated, and the population levels of the people fell dramatically. In fact, most of coastal California became organized within this foreign system. After a comparatively few years, with the changing of hegemony from Spain to Mexico to the United States, California became known the world over. As a result, there are two distinct stories to be interpreted in San Mateo County regarding this

Ohlone/Portolá Heritage Trail: that of the Ohlone Indians and that of the Portolá expedition.

The Ohlone-Portolá Heritage Trail is important in California and nationally because it:

- Offers interpretive opportunities about the Ohlone peoples who inhabited the Bay Area thousands of years before 1769.
- Recognizes the expedition ordered by King Carlos III of Spain as a precursor to later colonization of Alta California.
- Traces the path of the first contact between two cultures: the Ohlone and the Spanish.
- Commemorates the Portolá expedition's first sighting of the San Francisco Bay on November 4, 1769.



Historic Marker: Sweeney Ridge

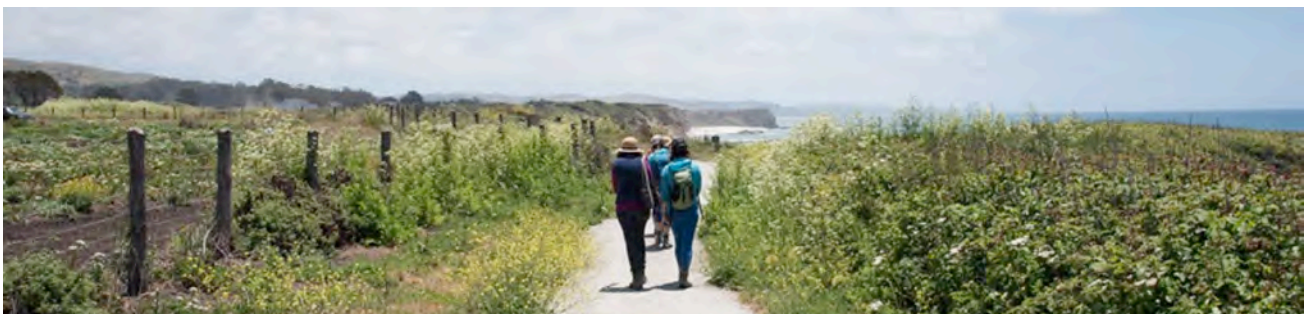


Historic Marker: Sweeney Ridge

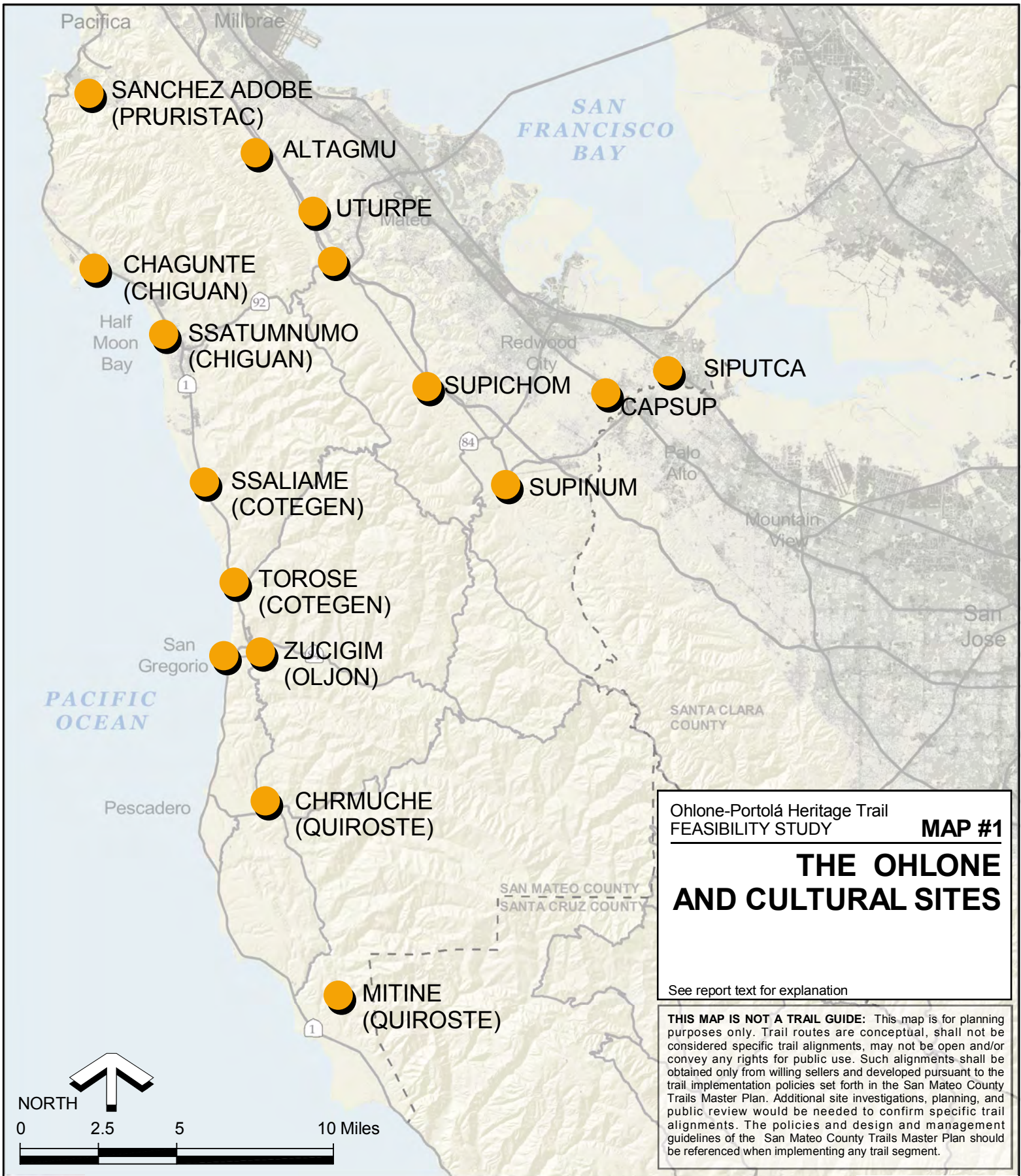
1.3.2 Designated Historic Sites


Map #2 illustrates the general locations of sites that have been recorded at the federal and state levels for their historic significance and that are connected by the Heritage Trail. Table 1 lists these sites and their designations. Historic sites include:

- Approximate locations for all the Portolá expedition campsites.
- Sweeney Ridge with its vistas over San Francisco Bay and where the Portolá expedition first observed the Bay.
- The Sanchez Adobe, with archeological remains of an agricultural outpost of Mission Dolores in San Francisco. At one time this outpost provided most of the food for the Mission. The Ohlone village (Pruristac) located at the site is the only known Indian village in the region directly associated with the remains of a mission outpost.
- The Tunitas Creek Ohlone village (Toroso – Cotegen) site visited by the Portolá expedition.

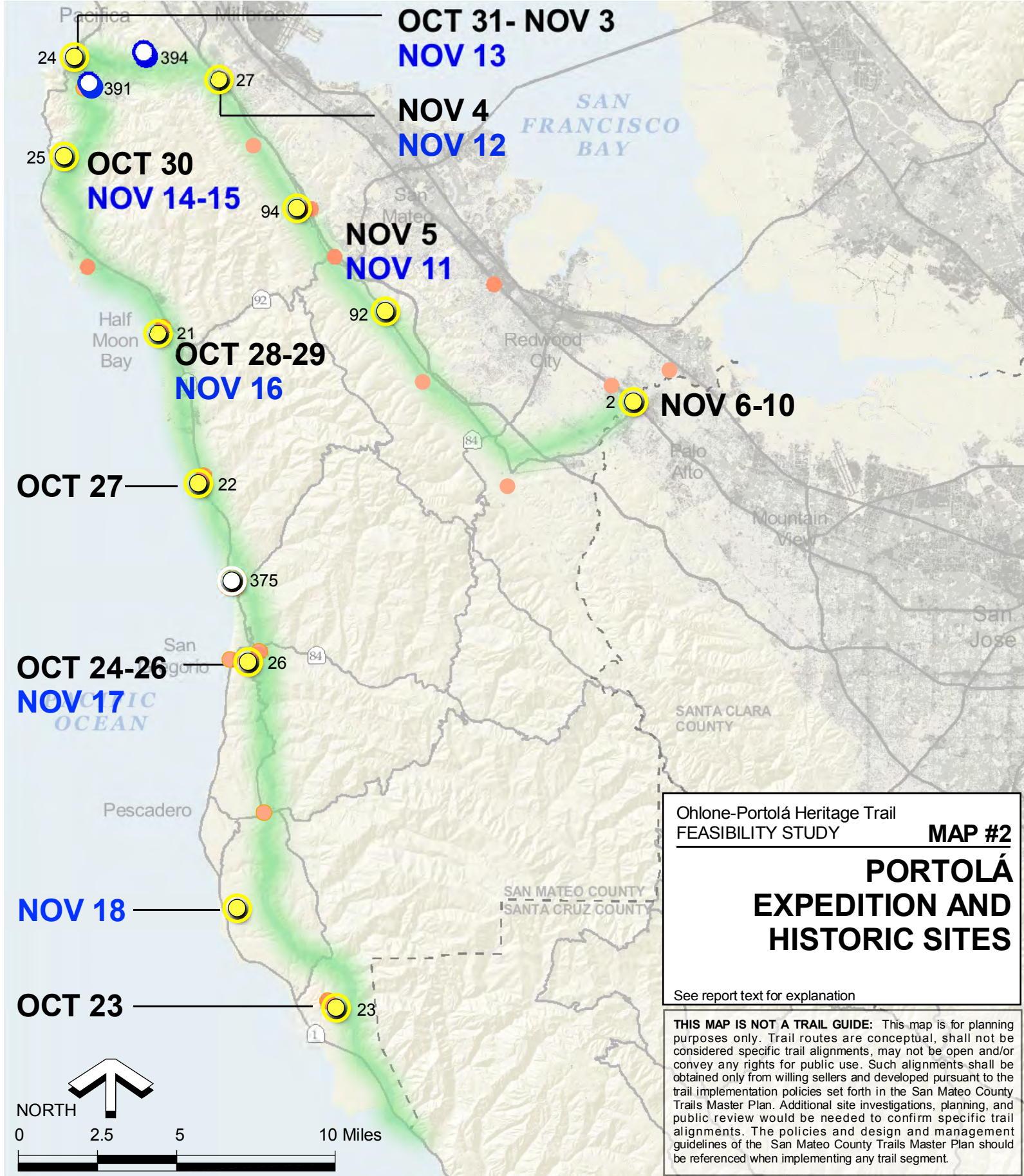


Cowell-Purisima Coastal Trail. Photo: Peninsula Open Space Trust



 Prehistoric / Historic Tribal Village Sites along the Trail





OCT 31-NOV 3
NOV 13

NOV 4
NOV 12

NOV 5
NOV 11

NOV 6-10

OCT 28-29
NOV 16

OCT 24-26
NOV 17

NOV 18

OCT 23

Ohlone-Portolá Heritage Trail
FEASIBILITY STUDY **MAP #2**

**PORTOLÁ
EXPEDITION AND
HISTORIC SITES**

See report text for explanation

THIS MAP IS NOT A TRAIL GUIDE: This map is for planning purposes only. Trail routes are conceptual, shall not be considered specific trail alignments, may not be open and/or convey any rights for public use. Such alignments shall be obtained only from willing sellers and developed pursuant to the trail implementation policies set forth in the San Mateo County Trails Master Plan. Additional site investigations, planning, and public review would be needed to confirm specific trail alignments. The policies and design and management guidelines of the San Mateo County Trails Master Plan should be referenced when implementing any trail segment.

- | | | | |
|--|--|-----|--|
| | Ohlone Trade Route / Portolá Expedition Route | 23 | Portolá Expedition Camp and State Historic Site / Number |
| | Ohlone-Portolá Heritage Trail Recreation Route | 391 | State and National Historic Site / Number |
| | Near-Term Bicycle Route | 375 | Ohlone State Historic Site / Number |
| | Major Roads | | Prehistoric / Historic Tribal Village Site |
| | County Line | | |



TABLE 1: Historic Sites Along the Heritage Trail

| Portolá Expedition Date | Site | National Historic Landmark | California Registered Landmark | Managing Agency / Organization | Historic Marker Present |
|---------------------------------------|---|-----------------------------------|---------------------------------------|---|---|
| 1769 (traveling north) | | | | | |
| Oct. 23 | Campground | | #23 | California State Parks | |
| Oct. 24, 25, 26 | Campground | | #26 | California State Parks | Yes |
| Oct. 27 | Campground | | #22 | Peninsula Open Space Trust (POST) | |
| Oct. 28, 29 | Campground | | #21 | California State Parks City of Half Moon Bay | |
| Oct. 30 | Campground | | #25 | California State Parks | |
| Oct. 31 Nov. 1,2,3 | Campground | | #24 | City of Pacifica | Yes, plus Statue of Gaspar de Portolá |
| Nov. 4 | Sweeney Ridge: San Francisco Bay Discovery Site | #68000022 | #394 | National Park Service, Golden Gate National Recreation Area | Yes, plus marker to Carl Patrick McCarthy |
| Nov. 4 | Campground | | #27 | San Mateo County San Francisco PUC | |
| Nov. 5 | Campground | | #95 | San Mateo County San Francisco PUC | |
| Nov. 6, 7, 8, 9, 10 | Campground | | #2 | City of Menlo Park | Yes |
| 1769 (return travelling south) | | | | | |
| Nov. 11 | Campground | | #92 | San Francisco PUC | |
| Nov. 12 | Campground | | #27 | San Mateo County San Francisco PUC | |
| Nov. 13 | Campground | | #24 | California State Parks City of Pacifica | |
| Nov. 14, 15 | Campground | | #25 | California State Parks | Yes |
| Nov. 16 | Campground | | #21 | California State Parks City of Half Moon Bay | |
| Nov. 17 | Ohlone Village Site: Tunitas Creek | | #375 | San Mateo County | |
| Nov. 17 | Campground | | #26 | California State Parks | |
| Nov. 18 | Campground | | #23 | California State Parks | |
| Mission Period | Sanchez Adobe | #76000525 | #391 | San Mateo County Historical Association | Yes |

1.4 STATE AND NATIONAL RECOGNITION

The typical process for historic recognition begins with designation first by the California State Historic Preservation Office and then with the National Park Service. Immediate actions for state recognition are described in Section 4.3.1. The San Mateo County Historical Association has formed a committee to submit an application to the State Historic Preservation Office to connect State and National Landmarks with the trail route as a State Historic Trail. This would elevate the status of the trail with state agencies, and assist in obtaining National Register status. The approach to be used would seek state historic recognition of the Heritage Trail as single number designation with use multiple markers along the trail as subsets of that designation.

Federal recognition³ of the Ohlone-Portola Heritage Trail could be either as:

- A **National Recreation Trail** by itself, or
- A **National Historic Trail** when considered in relation to its entire length starting in San Diego and including San Diego, Orange, Los Angeles, Ventura, Santa Barbara, San Luis Obispo, Monterey, and Santa Cruz counties.

In either case, a feasibility study and application needs to be provided for recognition.

1.4.1 National Recreation Trail

These trails are recognized and designated by the Secretary of the Interior, and must provide a variety of outdoor recreational uses that are accessible to urban areas. To this extent the Heritage Trail could qualify for National Recreation Trail status.

1.4.2 National Historic Trail

These trails are extended trails, established by Congress, that follow as closely as possible the original routes of nationally significant historic and prehistoric travel routes. The purpose is the identification and

³ U.S. Department of the Interior, National Park Service. Director's Order #45: National Trails System. May 24, 2013.

Saturday, October 28,
1769

We did not know what to think of the indications: we were already above 37° 20' north latitude, without being certain whether we were distant from or near Monterey. We experienced frequent rains; our provisions were running short; we had our men reduced to the simple daily ration of five tortillas made of flour and bran; we had neither grain nor meat (four packages that remained were reserved for the sick). It was resolved to kill the mules in order to provide rations for the soldiers, but they put off this expedient until a time of greater need, as, now and then, they would kill some ducks, and as all very willingly ate the pinole and seeds which they obtained from the natives, but only in small quantities.

Diary of Miguel Costansó

protection of an historic route and its artifacts for public use and enjoyment. To qualify for designation as a National Historic Trail, a trail must meet all three of the following criteria⁴:

- It must be a trail or route established by historic use and must be historically significant as a result of that use. The route location must be sufficiently known to permit evaluation of public recreation and historical interest potential. A designated trail would generally and accurately follow the historic route while having some route variations offering a more pleasurable recreational experience.
- It must be of national significance with respect to any of several broad facets of American history, such as trade and commerce, exploration, migration and settlement, or military campaigns. To qualify as nationally significant, historic use of the trail must have had a far reaching effect on broad patterns of American culture. Trails significant in the history of Native Americans may be included.
- It must have significant potential for public recreational use or historical interest based on historic interpretation and appreciation.

The Heritage Trail, taken in its entirety, would appear to qualify for all three criteria as it links two already existing National Historic Sites, follows a route described in three diaries of the Portolá expedition, pioneered the European settlement of Alta California leading to the advent of modern day Silicon Valley, and is accessible to millions of Bay Area residents. The sighting of the San Francisco Bay was the most important Spanish finding made in North America during the 18th century. It influenced how the Spanish colonial system in Alta California developed and thus changed the history of the west coast of today's United States.

An effort for designation of the Heritage Trail in San Mateo County as part of a National Historic Trail would include outreach to the nine coastal counties from San Diego to San Mateo (some of which may be highlighting Portolá's route while advancing development of the 1,200-mile California Coastal Trail from Oregon to Mexico); and

⁴ The National Trails System Act (P.L. 90-543, as amended through P.L. 111-11, March 30, 2009).

outreach to international partners including Portolá's birthplace in Balaguer, Spain (City of Pacifica's Sister City) and the expedition point of origin in Velicata, Baja California, Mexico.

From a feasibility standpoint, the "Ohlone-Portolá Heritage Trail" that could include Monterey and Santa Cruz Counties would conceptually be complemented along the route by recognizing other California Indian Tribal groups⁵ including, from south to north, the Tipai, Ipai, Luiseño, Gatrieleño, Chumash, Salinan, and Esselen.

1.4.3 Relationship to the Juan Bautista de Anza National Historic Trail

The Anza Trail was authorized by Congress (Public Law 101-365) in August, 1990 as a National Historic Trail. The Anza Trail follows the overland route taken by Juan Bautista de Anza in connection with his travels from the United Mexican States to San Francisco during the years 1775 and 1776. Similar to the Anza Trail, the Ohlone-Portolá Heritage Trail meets all the same historic evaluation criteria that the Anza Trail does. However, from a historic perspective, the Heritage Trail is arguably more important to the history of California and the nation because Portolá and his men exploring Alta California were a precursor to the Anza expedition. It was the Portolá cross-country exploration of lands and Indian trade routes that enabled others, including Anza who came with families with women and children - not just soldiers and priests - to travel north from San Diego to San Francisco.

It should be noted that the Portolá expedition route in San Mateo County overlaps somewhat with the Anza Trail route where both follow the San Andreas Valley and the Crystal Springs Regional Trail system.

⁵ Dr. Gayle Olson-Raymer, Humboldt State University, Department of History.



2.0 FIRST CONTACT: TWO STORIES

The uniqueness of the Heritage Trail is that it is based on two cultures, the Ohlone and the Spanish, that were unknown to each other until 1769. This is the story of two people—the indigenous population and their culture, and the coming of the Spanish and European colonization. Since the Portolá expedition these stories have intertwined.



Credit: Louis Choris, Bancroft Library

2.1 THE OHLONE: 10,000 YEARS, LANGUAGES, AND WATERSHEDS

Archaeological research provides evidence that Native California Indians inhabited coastal San Mateo County and California as a whole for generations over 8,000 to 10,000 years prior to European settlement.



Credit: Ann Thiermann

The aboriginal peoples of the San Francisco Peninsula, referred to as the Ramaytush, numbered more than 2,000. Ramaytush is one of eight languages spoken by the Ohlone. Ten tribes existed along the peninsula (from north to south): Yelamu, Urebure, Ssalson, Aramai, Chiguan, Lamching, Cotegen, Puchon, Oljon, and Olpen. Every tribe controlled the land and people within its territory that was geographically organized by watersheds. Map #1 illustrates the general location of the Ohlone tribes that existed along the Heritage Trail route in 1769.



Credit: Louis Choris, Bancroft Library

The Spanish referred to these people as *costeños* (coastal people), and anthropologists later anglicized that to “Costanoan.” Today the term “Ohlone,” is more common, and comes from a village on the San Mateo County coast, whose name was Olxon, sometimes spelled Alchone, Olchone, Oljon, or Ol-hon.⁶ The Ohlone occupied the area from the northeastern extensions of the San Francisco Bay to

⁶ Damian Bacich. Native Americans of the San Francisco Bay Area: The Ohlone, Part 1.

just south of Monterey Bay, in what are today the counties of Santa Clara, San Mateo, Alameda, Contra Costa, Santa Cruz, San Benito, and northern Monterey.



FIGURE 2: Ohlone Tribal Language Groups



Ohlone Baskets
Credit: Phoebe A. Hearst
Museum of Anthropology

Within each tribal region a number of villages existed, each with its own village head and set of high status families. Tribal size varied from 40 to 500 persons. Spanish explorers recorded villages at intervals of three to five miles in most areas.⁷ An overview of the historical

⁷ United States National Park Service, *Historic Resources Study for the Golden Gate National Recreation Area in San Mateo County*. 2010.



Ohlone Baskets
Credit: Phoebe A. Hearst
Museum of Anthropology



Ohlone Basket
Credit: Santa Cruz Museum of
Natural History

importance of the Ohlone is provided in Attachment B with a summary of salient facts about the Ohlone culture found in Attachment C.

In October and November of 1769, the Ohlone living in San Mateo County along the Pacific coastline and the margins of the San Francisco Bay met, for the first time, men of a different culture than their own. These men were explorers, not settlers. They essentially were just passing through on a mission. However, there were more groups to follow Portolá's first expedition. Due to disease and other factors related to European colonization, no remaining Native Californian Indian tribes to have lived in the area of San Mateo County in the 1700s still remain. An important fact to note for those who may travel along the Heritage Trail is that decedents of the Ramaytush continue to live on the peninsula today.



Credit: Ann Thiermann

2.2 THE PORTOLÁ EXPEDITION

In October 1769, the first group of Spaniards to explore Northern California by land passed through Santa Cruz. They were searching for Monterey Bay but, misled by the hyperbole of Spanish sailors, hadn't recognized the bay even as they stood on its sands. The expedition under Gaspar de Portolá was in bad shape by this time: lost and hungry, with many of the explorers dying of scurvy. At the mouth of Waddell Creek in the Santa Cruz Mountains, the priests administered last rites to several of the men.

But their luck changed a day later, when a group of Indians came to the rescue. The Spanish had stumbled into Quiroste, a large, politically powerful village in a valley near present-day Año Nuevo State Park. The villagers fed the Spaniards and provided them with guides. The scurvy symptoms improved.

Eric Simons, *Unearthing California*. California Magazine, U.C. Berkeley Cal Alumni. Spring, 2011

The Spanish government, fearing that the Russians would move down from Alaska to claim California in the 1760s, decided to preemptively explore Alta California to ultimately create Spanish settlements and protect Spanish interests to the south. Gaspar de Portolá i Rovira, a Spanish soldier and administrator in Baja, Mexico (New Spain) and Military Governor of California, was ordered by King Carlos III to conduct a land expedition to Alta California

Portolá's expedition (1769-1770) was the first recorded European land entry and exploration of the present-day state of California; The expedition traveled 1,200 miles from the current City of Velicata, Baja, Mexico to San Diego and through nine present-day California coastal counties to Pacifica, Sweeney Ridge overlooking the San Francisco Bay, and southward to a location along San Francisquito Creek along the Menlo Park – Palo Alto border before reversing course and returning along a similar route.

On July 14, 1769 Portolá's land party consisting of approximately 63 men, including soldiers, Franciscan monks, and Christianized Indians and 200 horses and mules set off from San Diego into unknown territory. They were in search of Monterey, a bay that was visited in 1602 by the Spanish sea-explorer Sebastian Vizcaino and described as sheltered from all winds and "the best that could be desired"⁸. Portolá's expedition was to be conducted in tandem with a sea expedition that contained support supplies for Portolá's group. They were to meet in Monterey for re-supply. That did not happen. The sea expedition vessel, the San José, was lost at sea and lost to history. When Portolá's group actually saw Monterey Bay, the men felt that this place could not be the location that Vizcaíno had described as a safe harbor. And so, they marched onward.

⁸ Wisconsin Historical Society. Diary of Sebastian Vizcaino, 1602-1603, Document No. AJ-002,



Gaspar de Portolá.
First Governor of California

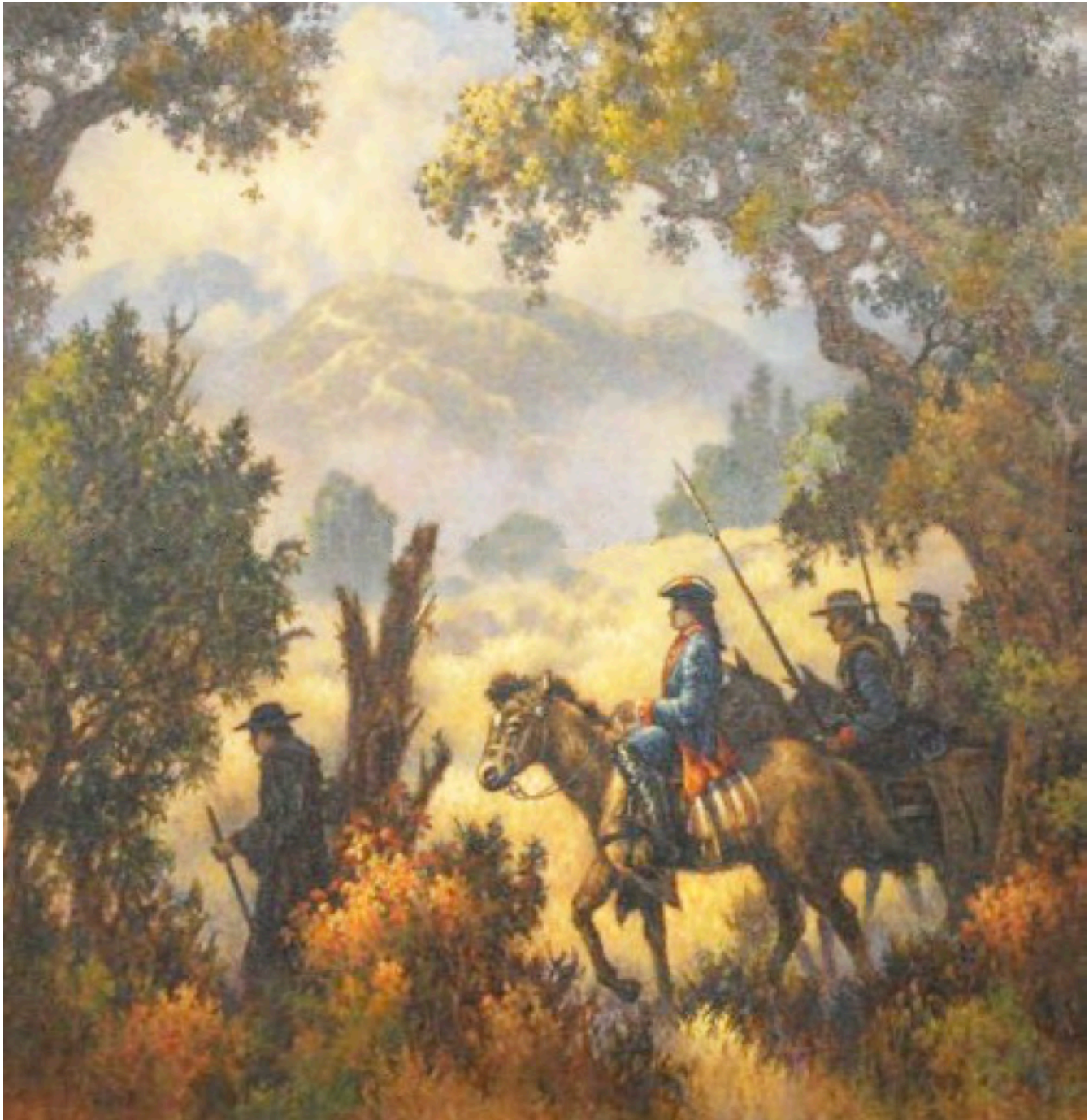
The Portolá expedition's route and where they camped in San Mateo County, indeed all along the California coast, is well documented. There are three dairies about the expedition's journey written by Portolá himself, Miguel Costansó the party's engineer, and Franciscan Padre Juan Crespi. Portola's route and general location of camps in San Mateo County are illustrated on Map #2.

It is understood from journals that the expedition followed well-established, existing Native California Indian trade paths. The journals document the existence of Indian villages spaced three to five miles apart along "roads" following the coast of California.

The initial interactions between the Portolá expedition and Ohlone tribes of San Mateo County were very welcoming and beneficial to the expedition members, many of whom had become seriously ill. At the Quiroste, the Ohlone healed the malnourished and failing members of the expedition by feeding and sheltering them in their large village hall that could hold 200 people. Afterwards, the Ohlone led them from village to village as the expedition explored coastal and bayside San Mateo County.

On October 23, 1769 Portolá's party reached Whitehouse Creek at the southwest tip of today's San Mateo County where they met the *Quiroste* people. The next day the *Quirostes* sent guides along with the expedition as they proceeded north. For the next 7 days they traveled north to San Pedro Creek in what is now Pacifica where they rested for four days, On Saturday, November 4, the main party moved up a hill on an Indian path, perhaps close to today's Baquino Trail to Sweeney Ridge, where they beheld the San Francisco Bay. The Portolá party then traveled south down the San Andreas Valley to San Francisquito Creek and camped in Menlo Park near the redwood tree named El Palo Alto. After five days to allow time for scouts to explore the East Bay, the expedition retraced its route back through the County south to Monterey and back to San Diego

The expedition was in San Mateo County for 27 days. A brief period in history and one that the Ohlone could not predict would ultimately result in a 100-century-old culture changing drastically in only the next century.



Credit: San Mateo County Historical Association



3.0 THE OHLONE-PORTOLÁ HERITAGE TRAIL

3.1 VISION

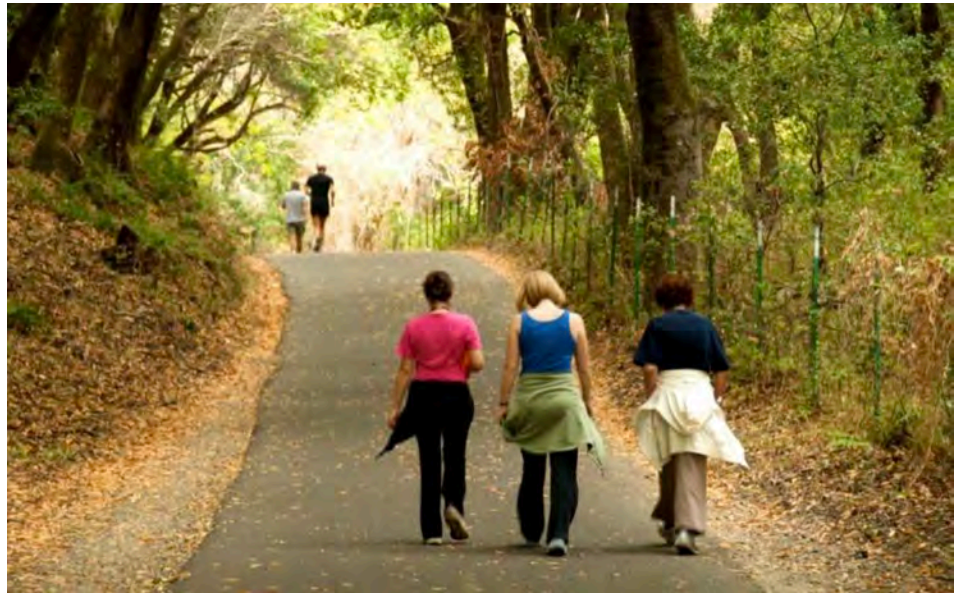
The Ohlone-Portolá Heritage Trail in San Mateo County honors the region's California Indians and commemorates the Portolá expedition on an interpretive multi-use recreational and automobile route that takes us back in time to understand and appreciate native Ohlone history and culture and to follow the footsteps of the first European explorers to see the San Francisco Bay.

3.2 LINKING HISTORY

The guiding principle in identifying the route of the Heritage Trail is as close as practical in proximity to the Ohlone trade routes that the Portolá expedition traveled connecting Ohlone villages and expedition campsites. The Heritage Trail passes near seventeen known Ohlone village locations and the thirteen Portolá expedition campsites as illustrated on Maps #1 and #2.

3.3 THE RECREATION ROUTE: A BRAIDED TRAIL SYSTEM

The proposed recreation trail route system is not a perfect, single path for multi-use, or a singular route altogether. It is a braided system of Class I, II, and III bikeways, multi-use trails, riding and hiking trails, and sidewalks. In select locations, the route is a share-the-road bicycle, pedestrian, and equestrian route. Trail alignments for bicycles differ in places from those for pedestrians and equestrians because of management restrictions. From a feasibility standpoint, not all segments are suitable for equestrian use either because of management restrictions or, from a practical perspective, the trail route follows urban streets.



Crystal Springs Regional Trail



Sweeney Ridge, Golden Gate National Recreation Area



Rancho Corral de Tierra, Golden Gate National Recreation Area
Photo: Moss Beach Ranch



Rancho Corral de Tierra, Golden Gate National Recreation Area

3.3.1 RECREATION ROUTE

The overall Heritage Trail system is illustrated on Map #3. Also shown is the general route of the Portolá expedition. The Heritage Trail begins at the Año Nuevo State Park Visitor Center, passes over Sweeney Ridge, and extends to Portolá's journey's end at State Historic Landmark #2 in Menlo Park. Once completed the recreation route will be an approximately 97-mile-long regional trail that will link the bayside of San Mateo County with its coastside. The recreation route would occur entirely on publically owned land or lands owned by non-profit land trusts.

Map #3A illustrates the long-term bicycle route. Also shown is a near-term alternative that can be ridden immediately using local street systems combined with existing off-street multi-use paths.

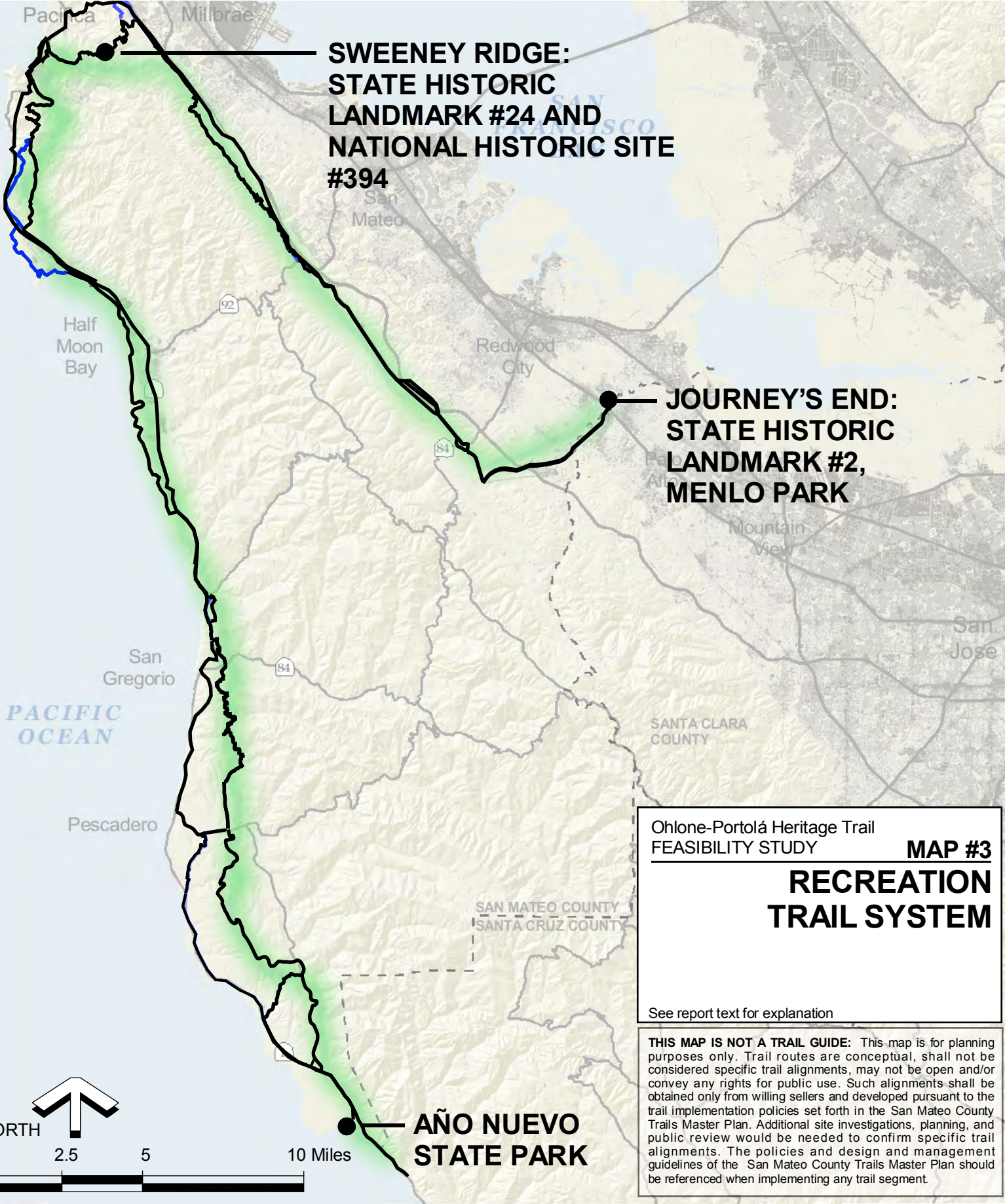
Map #3B illustrates the long-term hiking and equestrian route. Sections where the hiking route is on sidewalks and that are not suitable for equestrian use are noted.

Map #4 breaks the recreation route into individual segments each with common use characteristics. Table 2 is keyed to Map #4 and identifies the bounds of each segment, its length, the organization

most responsible for implementation, and whether the segment is an existing trail open to public use. Attachment D provides an overview of the opportunities and constraints associated with each segment and the proposed uses.



Heritage Trail route north from Tunitas Creek Beach. Photo: Peninsula Open Space Trust



**SWEENEY RIDGE:
STATE HISTORIC
LANDMARK #24 AND
NATIONAL HISTORIC SITE
#394**

**JOURNEY'S END:
STATE HISTORIC
LANDMARK #2,
MENLO PARK**

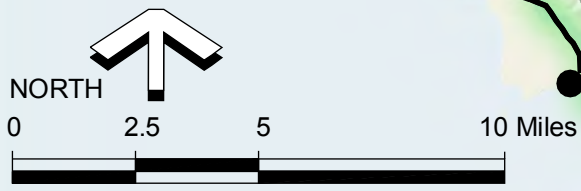
**AÑO NUEVO
STATE PARK**

Ohlone-Portolá Heritage Trail
FEASIBILITY STUDY **MAP #3**

**RECREATION
TRAIL SYSTEM**

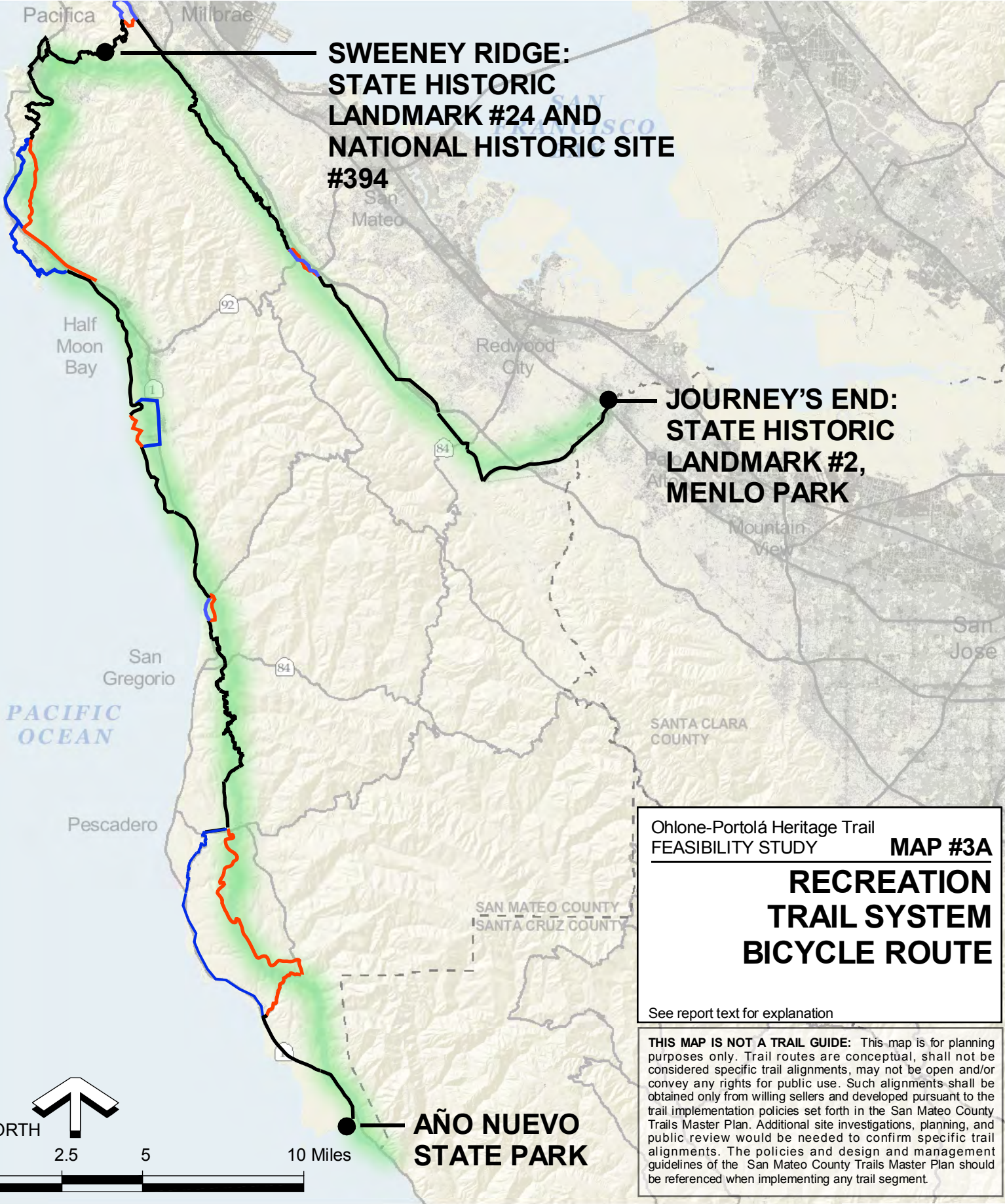
See report text for explanation

THIS MAP IS NOT A TRAIL GUIDE: This map is for planning purposes only. Trail routes are conceptual, shall not be considered specific trail alignments, may not be open and/or convey any rights for public use. Such alignments shall be obtained only from willing sellers and developed pursuant to the trail implementation policies set forth in the San Mateo County Trails Master Plan. Additional site investigations, planning, and public review would be needed to confirm specific trail alignments. The policies and design and management guidelines of the San Mateo County Trails Master Plan should be referenced when implementing any trail segment.



- Ohlone Trade Route / Portolá Expedition Route
- Ohlone-Portolá Heritage Trail Recreation Route
- Near-Term Bicycle Route
- Major Roads
- County Line





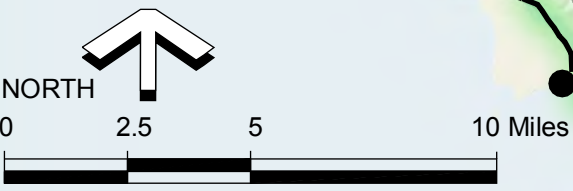
**SWEENEY RIDGE:
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STATE PARK**

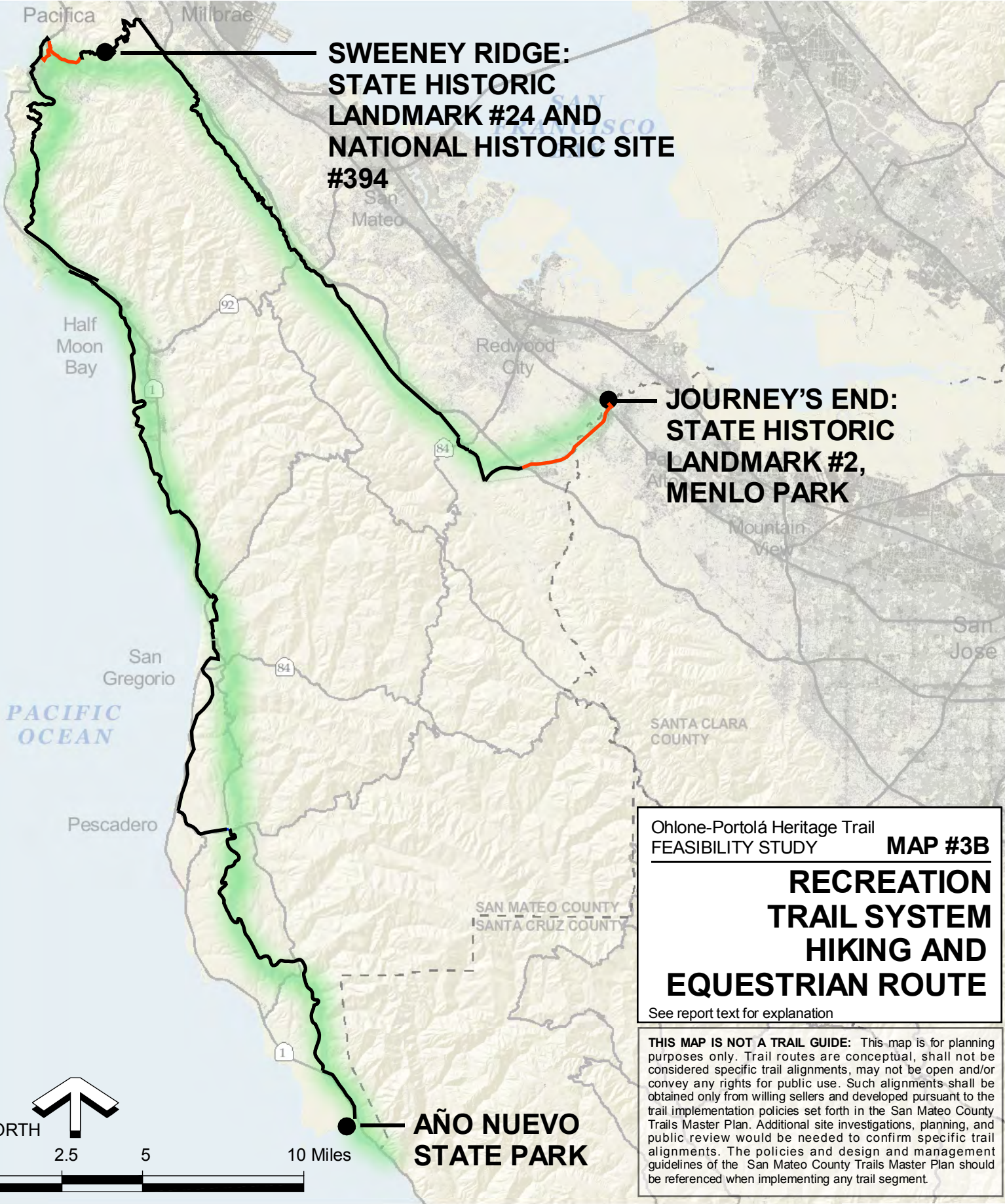
Ohlone-Portolá Heritage Trail
FEASIBILITY STUDY **MAP #3A**
**RECREATION
TRAIL SYSTEM
BICYCLE ROUTE**
See report text for explanation

THIS MAP IS NOT A TRAIL GUIDE: This map is for planning purposes only. Trail routes are conceptual, shall not be considered specific trail alignments, may not be open and/or convey any rights for public use. Such alignments shall be obtained only from willing sellers and developed pursuant to the trail implementation policies set forth in the San Mateo County Trails Master Plan. Additional site investigations, planning, and public review would be needed to confirm specific trail alignments. The policies and design and management guidelines of the San Mateo County Trails Master Plan should be referenced when implementing any trail segment.



- Ohlone Trade Route / Portolá Expedition Route
- Bicycle Route (shared-use path and on street)
- Near -Term Bicycle Route (on street)
- Long -Term Bicycle Route (segment not yet completed)
- Major Roads
- County Line





**SWEENEY RIDGE:
STATE HISTORIC
LANDMARK #24 AND
NATIONAL HISTORIC SITE
#394**

**JOURNEY'S END:
STATE HISTORIC
LANDMARK #2,
MENLO PARK**

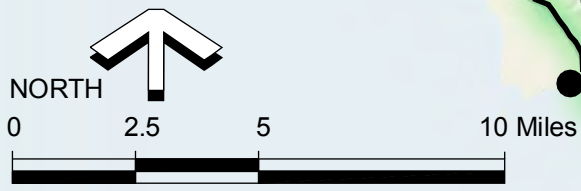
**AÑO NUEVO
STATE PARK**






Ohlone-Portolá Heritage Trail
FEASIBILITY STUDY **MAP #3B**

**RECREATION
TRAIL SYSTEM
HIKING AND
EQUESTRIAN ROUTE**

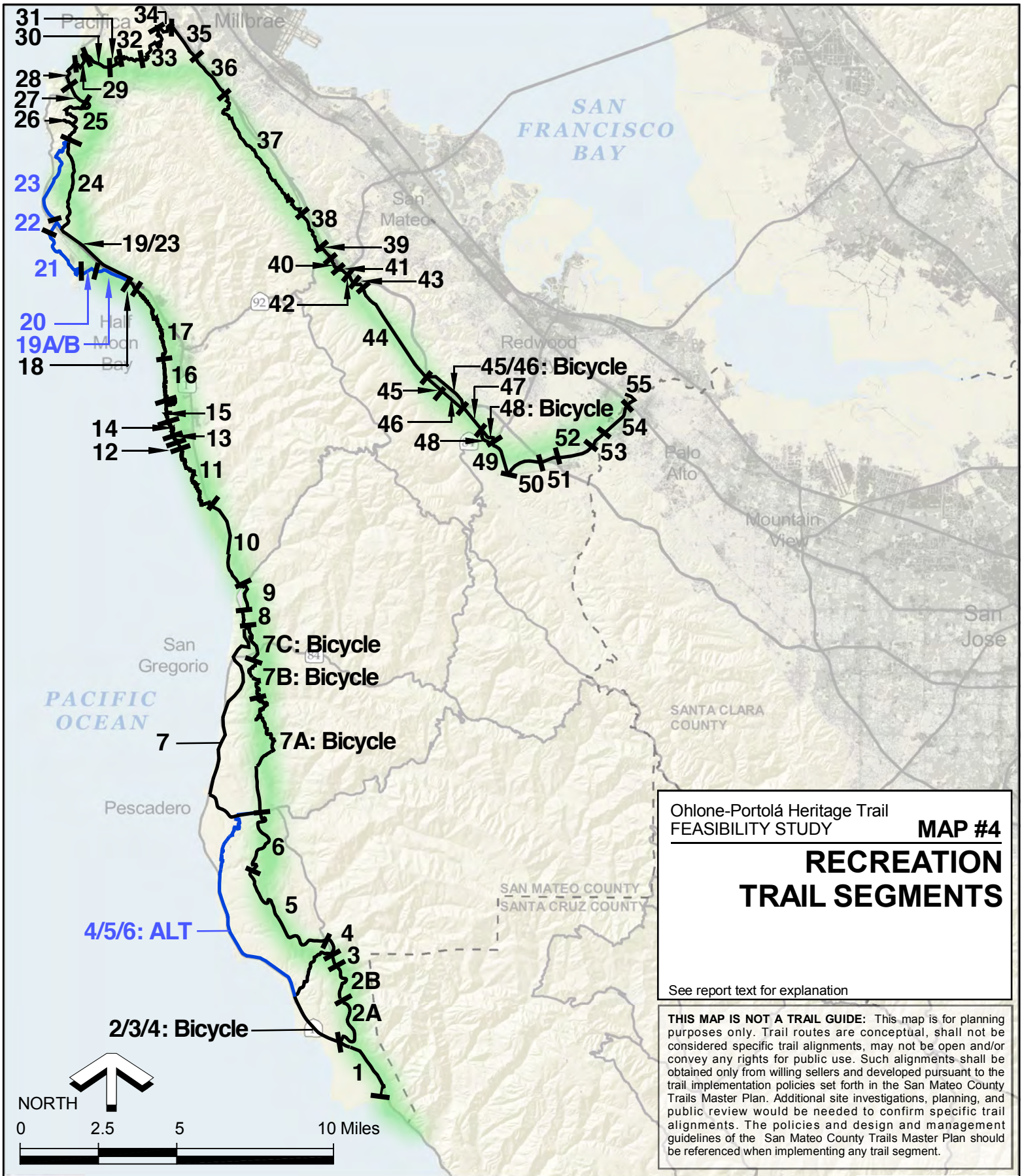
See report text for explanation






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-  Ohlone Trade Route / Portolá Expedition Route
-  Hiking and Equestrian Route (riding and hiking trail; shared-use path)
-  Hiking and Equestrian Route (hiking on sidewalks; sidewalk or street use not recommended as suitable for equestrians)
-  Major Roads
-  County Line





-  Ohlone Trade Route / Portolá Expedition Route
-  Ohlone-Portolá Heritage Trail Recreation Route
-  Near-Term Bicycle Route
-  Major Roads
-  County Line



3.3.2 NEAR-TERM TRAIL USE

Approximately one-half of the proposed Heritage Trail's recreation route aligns with existing trails open to public use. These segments are illustrated on Map #5. Also shown on Map #5 are projects by various land management agencies that are underway and that would complete gaps in the Heritage Trail recreation route, provide staging area access or overnight accommodations, or would complement the Heritage Trail's interpretive program. San Mateo County projects are emphasized.

For bicyclists, there is a near-term opportunity to travel the entire route by using existing streets in selected locations where off-road recreation route gaps currently exist. As illustrated on Map #3A, from south to north, these segment gaps and the streets that could be used as an alternative in the near-term include:

- **Segments #2, #3, #4, #5, and #6:** following Highway 1 north to Bean Hollow Road and Pescadero Creek Road to Stage Road (Segment #7).
- **Segment #9:** following Highway 1 from Star Hill Road to Tunitas Creek Road.
- **Segments #12, and #13:** following the Cowell-Purisima Coastal Trail back to Highway 1, north on Highway 1, and then Miramontes Point Road back to the Half Moon Bay Coastal Trail just south of the Ritz-Carlton (Segment #14).
- **Segments #19 through #24:** following the California Coastal Trail (Pillar Point Harbor Boulevard, Capistrano Road, Prospect Way, Broadway, Princeton Avenue, W. Point Avenue, Jean Lauer Trail, Ocean Boulevard, Beach Way) to Cypress Avenue, Etheldore Street, Carlos Street, Farallone Avenue, and Kanoff Street that connects with the Rancho Corral de Tierra trail system and Pedro Mountain Road (Segment #25).
- **Segments #34:** following Sneath Lane to Skyline Boulevard to the San Andreas trail (Segment #35).

3.3.3 ACCESS AND STAGING AREAS

Map #6 illustrates the pattern of existing national, state, county, and local staging areas that would support access to the Heritage Trail. Staging areas typically include restroom facilities, directional and interpretive signage, and may, but not necessarily, provide water.

Also shown on Map #6 are staging areas proposed by agencies or recommended for consideration as part of the Heritage Trail. These are summarized in Table 3.



Pillar Point Bluffs / Jean Lauer Trail



Cowell-Purisima Coastal Trail. Photo: Rachael Faye

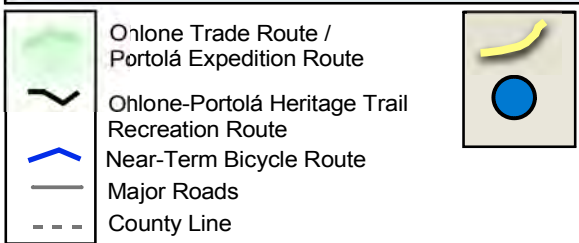
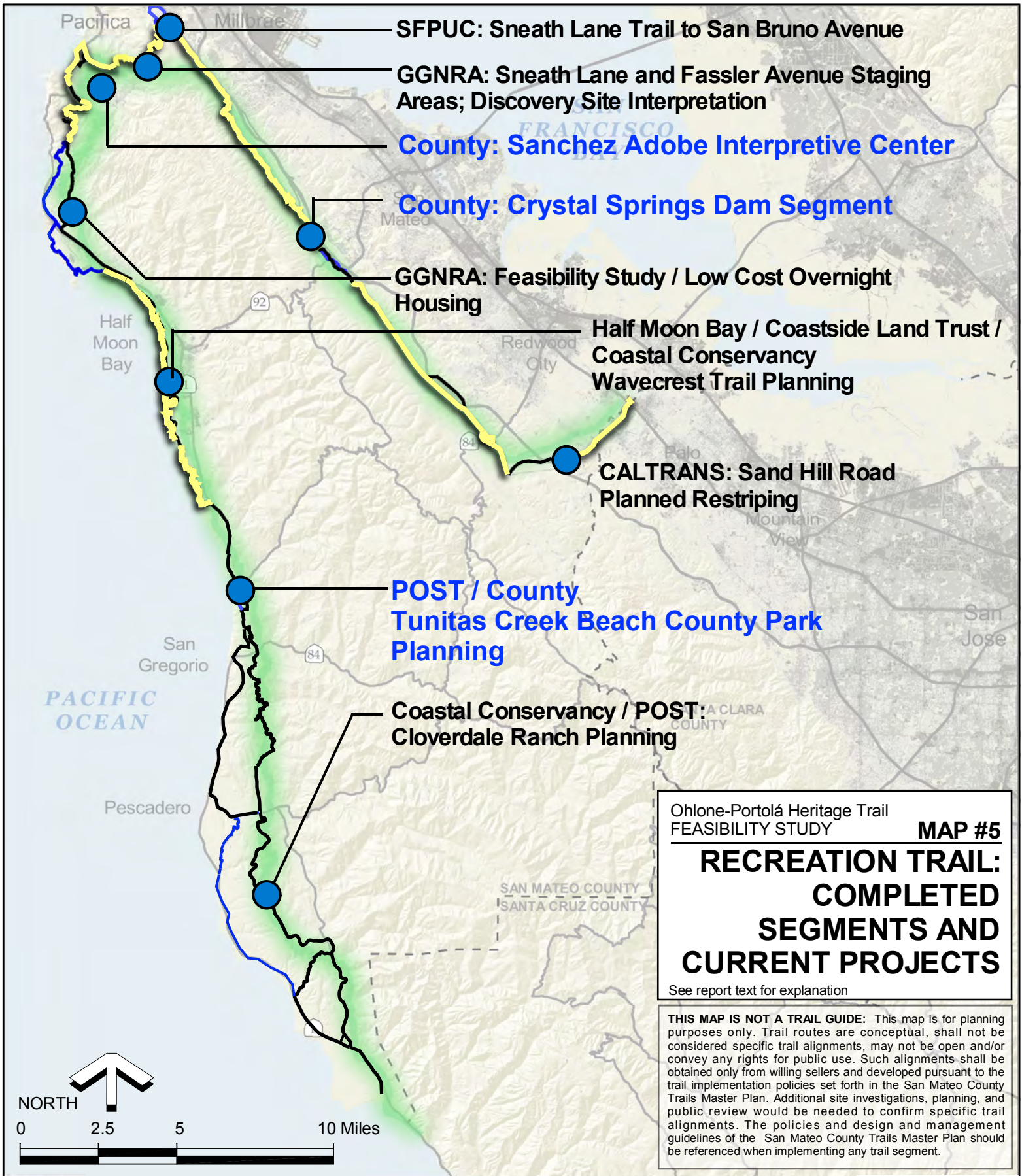


TABLE 2: Recreation Trail Segments

| Segment # (see Map #5) | Start | Finish | Length (Miles) | Ownership / Management | Existing |
|---------------------------|---|---|-------------------|--|----------|
| 1 | Año Nuevo State Park Visitor Center | Highway 1 (PM 3.32) at Lake Elizabeth turnoff | 2.38 | <ul style="list-style-type: none"> • State Parks • Caltrans | |
| 2A (braided) | Highway 1 (PM 3.32) at Lake Elizabeth turnoff | Whitehouse Canyon Road | 1.27 | <ul style="list-style-type: none"> • State Parks | Yes |
| 2B (braided) | Whitehouse Canyon Road | Road gate on Old Womans Creek Road | 1.64 | <ul style="list-style-type: none"> • State Parks | |
| 3 (braided) | Road gate on Old Womans Creek Road | Intersection of Cloverdale Road and Gazos Creek Road | 0.65 | <ul style="list-style-type: none"> • State Parks | |
| 4 (braided) | Intersection of Cloverdale Road and Gazos Creek Road | Cloverdale Coastal Ranches Old Ranch Road @ Cloverdale Road | 0.59 | <ul style="list-style-type: none"> • State Parks | |
| 2-3-4 bicycles (braided) | Highway 1 (PM 3.32) at Lake Elizabeth turnoff | Intersection of Cloverdale Road and Gazos Creek Road | | <ul style="list-style-type: none"> • Caltrans • San Mateo County | |
| 5 | Cloverdale Coastal Ranches Old Ranch Road @ Cloverdale Road | Due east of Lake Lucerne on east side of ridge | 4.46 | <ul style="list-style-type: none"> • POST • MROSD (future owner) | |
| 6 | Due east of Lake Lucerne on east side of ridge | Pescadero Creek Road | 2.79 | <ul style="list-style-type: none"> • POST • MROSD | |
| 7 (braided) | Pescadero Creek Road | Highway 1 (PM 19.98) @ Stage Road | 9.68 | <ul style="list-style-type: none"> • San Mateo County • Caltrans | |
| 7A bicycles (braided) | Pescadero Creek Road | Southern boundary of Pomponio State Beach @ Stage Road | 5.42 | <ul style="list-style-type: none"> • San Mateo County | |
| 7B bicycles (braided) | Southern boundary of Pomponio State Beach @ Stage Road | Northern boundary San Gregorio State Beach @ Stage Road | 1.64 | <ul style="list-style-type: none"> • San Mateo County | |
| 7C bicycles (braided) | Northern boundary of San Gregorio State Beach @ Stage Road | Highway 1 (PM 19.43) @ Stage Road | 1.4 | <ul style="list-style-type: none"> • San Mateo County | |
| 8 | Highway 1 (PM 19.43) @ Stage Road | Highway 1 (PM 19.98) @ Star Hill Road | 0.55 | <ul style="list-style-type: none"> • Caltrans | |
| 9 | Highway 1 (PM 19.98) @ Star Hill Road | Highway 1 (PM 20.98) @ Tunitas Creek Road | 1.33 | <ul style="list-style-type: none"> • MROSD • Caltrans | |
| 10 | Highway 1 (PM 20.98) @ Tunitas Creek Road | Highway 1 (PM 23.92) @ Cowell-Purisima Coastal Trail | 3.06 | <ul style="list-style-type: none"> • Caltrans | |
| 11 | Highway 1 (PM 23.92) @ Cowell-Purisima Coastal Trail | Cowell Ranch access road | 3.15 | <ul style="list-style-type: none"> • POST • California Coastal Conservancy | Yes |
| 12 | Cowell Ranch access road | North Border of North Cowell Ranch property | 0.16 | <ul style="list-style-type: none"> • POST • California Coastal Conservancy | |
| 13 | North border of North Cowell Ranch property | South end of Golf Course | 0.34 | <ul style="list-style-type: none"> • Private | |

TABLE 2: Recreation Trail Segments

| Segment # (see Map #5) | Start | Finish | Length (Miles) | Ownership / Management | Existing |
|---------------------------|--|---|-------------------|---|----------|
| 14 | South end of Golf Links | Redondo Beach Road | 1.47 | <ul style="list-style-type: none"> • City of Half Moon Bay • HMB Golf Links | Yes |
| 15 | Redondo Beach Road | Northern terminus of Wavecrest Bird Trail | 1.44 | <ul style="list-style-type: none"> ▪ POST ▪ City of Half Moon Bay ▪ Coastside Land Trust | Partial |
| 16 | Northern terminus of Wavecrest Bird Trail | Kelly Avenue (Half Moon Bay State Beach) | 1.35 | <ul style="list-style-type: none"> ▪ City of Half Moon Bay | Yes |
| 17 | Kelly Avenue (Half Moon Bay State Beach) | Mirada Road cul-de-sac | 2.4 | <ul style="list-style-type: none"> ▪ State Parks | Yes |
| 18 | Mirada Road cul-de-sac | Santa Ana Street / Highway 1 (PM 32.02) | 0.72 | <ul style="list-style-type: none"> ▪ San Mateo County | Yes |
| 19 to 23 Preferred Route | Santa Ana Street / Highway 1 (PM 32.02) | Highway 1 (PM 34.62) / Etheldore Street @ entrance to Rancho Corral de Tierra | 2.8 | <ul style="list-style-type: none"> ▪ San Mateo County ▪ Caltrans | |
| 19A | Highway 1 (PM 34.62) Etheldore Avenue | Johnson Pier Access | 0.86 | <ul style="list-style-type: none"> ▪ San Mateo County | Yes |
| 19B | Johnson Pier Access | Prospect Way @ Capistrano Road | 0.44 | <ul style="list-style-type: none"> ▪ San Mateo County | Yes |
| 20 | Prospect Way @ Capistrano Road | Pillar Point Staging Area | 0.67 | <ul style="list-style-type: none"> ▪ San Mateo County | Yes |
| 21 | Pillar Point Staging Area | Bluff Trail / Cypress Street @ Beach Way | 1.78 | <ul style="list-style-type: none"> ▪ San Mateo County | Yes |
| 22 | Bluff Trail / Cypress Street @ Beach Way | Cypress Street @ Etheldore Street | 0.73 | <ul style="list-style-type: none"> ▪ San Mateo County | Yes |
| 23 | Cypress Street @ Etheldore Street | Old Pedro Mountain Road in Rancho Corral de Tierra | 2.1 | <ul style="list-style-type: none"> ▪ San Mateo County ▪ GGNRA | Yes |
| 24 | Etheldore Street @ entrance to Rancho Corral de Tierra | Old Pedro Mountain Road | 2.64 | <ul style="list-style-type: none"> ▪ Caltrans | |
| 25 | Rancho Corral de Tierra / Old Pedro Mountain Road | Higgins Way (north end of Old Pedro Mountain Road) | 5.57 | <ul style="list-style-type: none"> ▪ State Parks ▪ San Mateo County | Yes |
| 26 | Old Pedro Mountain Road | Farallon Overlook | 0.55 | <ul style="list-style-type: none"> ▪ San Mateo County | Yes |
| 27 | Higgins Way (north end of Old Pedro Mountain Road) | End of San Pedro Terrace Road | 0.82 | <ul style="list-style-type: none"> ▪ City of Pacifica | |
| 28 | End of San Pedro Terrace Road | Crespi Drive @ Highway 1 | 0.99 | <ul style="list-style-type: none"> ▪ State Parks ▪ City of Pacifica ▪ Caltrans | Yes |
| 29 | Crespi Drive @ Highway 1 | Fassler Avenue | 0.83 | <ul style="list-style-type: none"> ▪ State Parks ▪ City of Pacifica ▪ Caltrans | |
| 30 | Roberts Road @ Fassler Avenue | East end of Fassler Avenue | 1.1 | <ul style="list-style-type: none"> ▪ City of Pacifica | |
| 31 | East end of Fassler Avenue | City of Pacifica / GGNRA boundary | 0.54 | <ul style="list-style-type: none"> ▪ City of Pacifica | Yes |

TABLE 2: Recreation Trail Segments

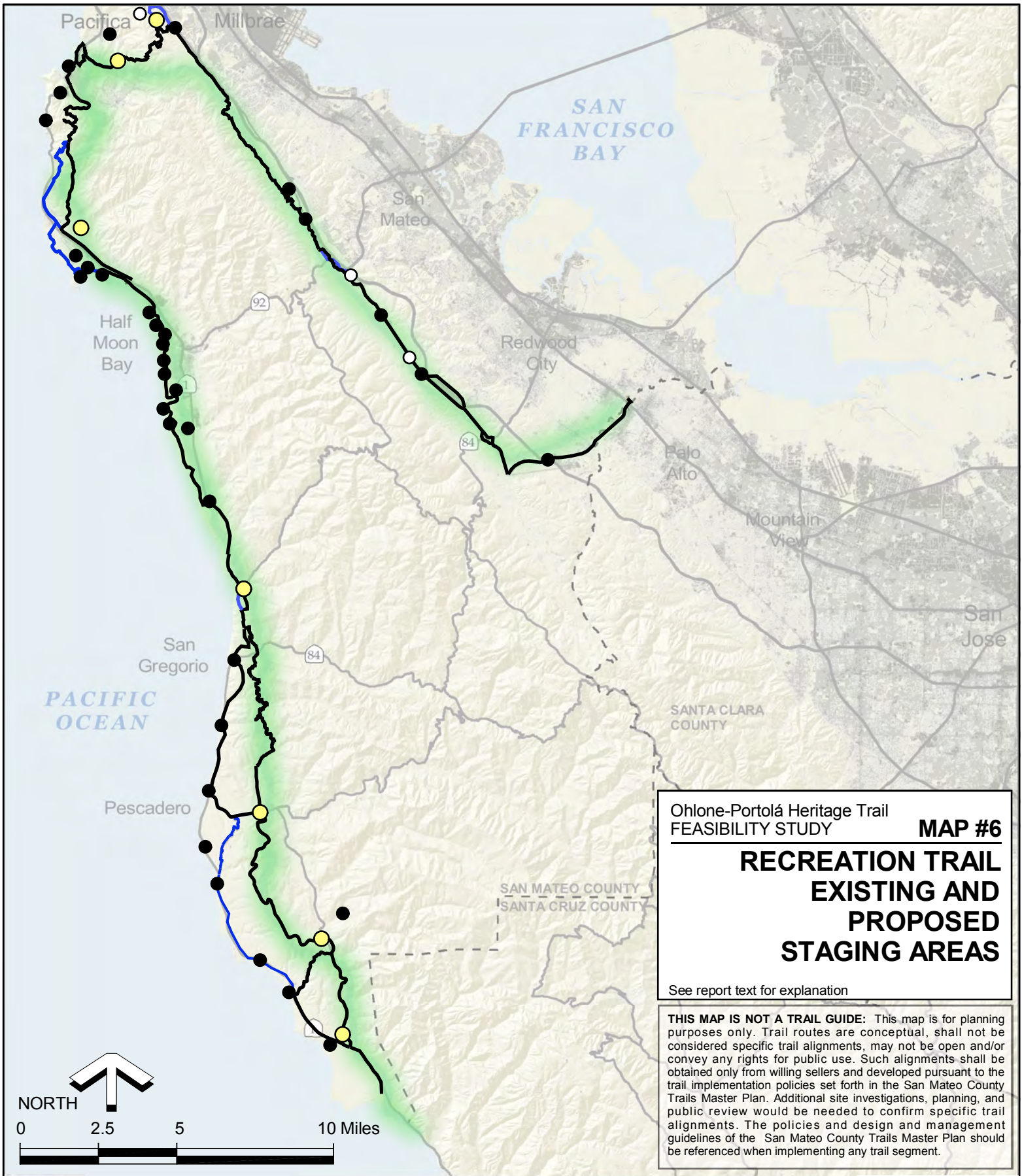
| Segment # (see Map #5) | Start | Finish | Length (Miles) | Ownership / Management | Existing |
|---------------------------|--|--|-------------------|---|----------|
| 32 | City of Pacifica / GGNRA boundary | Sweeney Ridge | 0.96 | ▪ GGNRA | Yes |
| N/A | Sweeney Ridge | | | ▪ GGNRA | Yes |
| 33 | Sweeney Ridge | Sneath Lane Trail cutoff | 1.7 | ▪ GGNRA | Yes |
| 34 | Sneath Lane Trail cutoff | San Bruno Avenue / San Andreas Trail | 0.8 | ▪ SFPUC | |
| 35 | San Bruno Avenue / San Andreas Trail | Larkspur Drive | 2 | ▪ SFPUC ▪ San Mateo County Parks | Yes |
| 36 | Larkspur Drive | Hillcrest Boulevard | 0.5 | ▪ SFPUC ▪ San Mateo County Parks | Yes |
| 37 | Hillcrest Boulevard | Highway 35 / Crystal Springs Road (Sawyer Camp Trail Staging Area) | 6 | ▪ SFPUC ▪ San Mateo County Parks | Yes |
| 38 | Highway 35 / Crystal Springs Road | Sawyer Camp Recreation Trail @ Skyline Boulevard | 1.3 | ▪ SFPUC ▪ San Mateo County Parks | Yes |
| 39 | Sawyer Camp Recreation Trail @ Skyline Boulevard | Sawyer Camp Recreation Trail @ Skyline Blvd / Highway 35 (MP 22.20) | 0.2 | ▪ Caltrans ▪ SFPUC ▪ San Mateo County Parks | |
| 40 | Sawyer Camp Recreation Trail @ Skyline Blvd / Highway 35 (MP 22.20) | Highway 92 (MP 6.50) @ Highway 35 intersection | 0.3 | ▪ Caltrans ▪ SFPUC ▪ San Mateo County Parks | |
| 41 | Highway 92 (MP 6.50) @ Highway 35 intersection | Highway 92 (MP 6.65) | 0.15 | ▪ Caltrans ▪ SFPUC ▪ San Mateo County Parks | |
| 42 | Highway 92 (MP 6.65) | Cañada Road/ Ralston Avenue Bike Trail | 0.83 | ▪ Caltrans ▪ SFPUC ▪ San Mateo County Parks | |
| 43 | Cañada Road/ Ralston Avenue Bike Trail Staging Area (north) | Cañada Road/ Ralston Avenue Bike Trail Staging Area (south) | 0.1 | ▪ SFPUC ▪ San Mateo County Parks | |
| 44 | Cañada Road/ Ralston Avenue Bike Trail Staging Area | Cañada Road overcrossing of I-280; southern end of San Francisco PUC watershed | 5.2 | ▪ SFPUC ▪ San Mateo County Parks | Yes |
| 45A | Cañada Road overcrossing of I-280; southern end of San Francisco PUC watershed | Runnymede Road (northern boundary of Woodside) | 0.72 | ▪ SFPUC ▪ GGNRA ▪ San Mateo County Parks | Yes |
| 45B | Cañada Road overcrossing of I-280; southern end of San Francisco PUC Watershed | Runnymede Road (northern boundary of Woodside) | 1.1 | ▪ Town of Woodside | Yes |
| 46 | Runnymede Road (northern boundary of Woodside) | Intersection of Runnymede @ Cañada Road | 0.7 | ▪ Town of Woodside | Yes |

TABLE 2: Recreation Trail Segments

| Segment # (see Map #5) | Start | Finish | Length (Miles) | Ownership / Management | Existing |
|---------------------------|--|--|-------------------|--|----------|
| 47 | Intersection of Runnymede @ Cañada Road | Cañada Road @ Highway 84 | 1.3 | ▪ Town of Woodside | Yes |
| 48A | Cañada Road | Whiskey Hill Road | 0.48 | ▪ Town of Woodside | Yes |
| 48A (bicycle) | Cañada Road | Whiskey Hill Road | 0.37 | • Town of Woodside | Yes |
| 49 | Hwy 84 @ Whiskey Hill Road | Whiskey Hill Road @ Sand Hill Road | 1.4 | • Town of Woodside | Yes |
| 50 | Whiskey Hill Road @ Sand Hill Road | Sand Hill Road @ Lawler Ranch Road parking Lot | 1 | • San Mateo County Public Works • Stanford University | |
| 51 | Sand Hill Road @ Lawler Ranch Road parking Lot | Sand Hill Road @ east side of I-280 interchange at traffic light | 0.6 | • Caltrans | Yes |
| 52 | East side of I-280 interchange | Sand Hill Road @ Santa Cruz Avenue | 1.4 | • City of Menlo Park | Yes |
| 53 | Sand Hill Road @ Santa Cruz Avenue | Sand Hill Road @ Stock Farm Road | 0.6 | • City of Menlo Park • City of Palo Alto | Yes |
| 54 | Sand Hill Road @ Stock Farm Road | Sand Hill Road @ Palo Alto Avenue | 1.3 | • City of Menlo Park | Yes |
| 55 | Sand Hill Road @ Palo Alto Avenue | Alma Street at historical marker | 0.2 | • City of Palo Alto • City of Menlo Park | Yes |



Half Moon Bay Coastal Trail

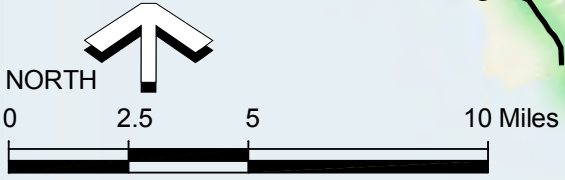


Ohlone-Portolá Heritage Trail
FEASIBILITY STUDY **MAP #6**

**RECREATION TRAIL
EXISTING AND
PROPOSED
STAGING AREAS**

See report text for explanation

THIS MAP IS NOT A TRAIL GUIDE: This map is for planning purposes only. Trail routes are conceptual, shall not be considered specific trail alignments, may not be open and/or convey any rights for public use. Such alignments shall be obtained only from willing sellers and developed pursuant to the trail implementation policies set forth in the San Mateo County Trails Master Plan. Additional site investigations, planning, and public review would be needed to confirm specific trail alignments. The policies and design and management guidelines of the San Mateo County Trails Master Plan should be referenced when implementing any trail segment.











- | | | | |
|--|--|---|------------------------------------|
|  | Ohlone Trade Route / Portolá Expedition Route |  | Existing Staging Area |
|  | Ohlone-Portolá Heritage Trail Recreation Route |  | Proposed Staging Area |
|  | Near-Term Bicycle Route |  | Proposed Staging Area Enhancements |
|  | Major Roads | | |
|  | County Line | | |



TABLE 3: Proposed Staging Area and Staging Area Enhancements

| Location (see Map #6) | Ownership / Management Agency | Day-use Parking | Amenities |
|---|---|---|--|
| Año Nuevo State Park – Lake Elizabeth (consistent with State Park General Plan) | <ul style="list-style-type: none"> California State Parks | <ul style="list-style-type: none"> bicyclists hikers equestrians | <ul style="list-style-type: none"> restroom water interpretive point |
| Cloverdale Coastal Ranches Old Ranch Road @ Cloverdale Road | <ul style="list-style-type: none"> Peninsula Open Space Trust Midpeninsula Regional Open Space District | <ul style="list-style-type: none"> bicyclists hikers equestrians | <ul style="list-style-type: none"> restroom water (if available) interpretive point |
| Pescadero | <ul style="list-style-type: none"> San Mateo County | <ul style="list-style-type: none"> bicyclists hikers | <ul style="list-style-type: none"> restroom water (if available) interpretive point |
| Tunitas Creek Beach | <ul style="list-style-type: none"> San Mateo County | <ul style="list-style-type: none"> bicyclists hikers | <ul style="list-style-type: none"> restroom interpretive point |
| Rancho Corral de Tierra (consistent with GGNRA Management Plan) | <ul style="list-style-type: none"> National Park Service, GGNRA | <ul style="list-style-type: none"> bicyclists hikers equestrians | <ul style="list-style-type: none"> restroom water |
| Fassler Avenue terminus | <ul style="list-style-type: none"> City of Pacifica National Park Service, GGNRA | <ul style="list-style-type: none"> bicyclists hikers | <ul style="list-style-type: none"> restroom |
| Sneath Lane terminus | <ul style="list-style-type: none"> National Park Service, GGNRA | <ul style="list-style-type: none"> bicyclists hikers | <ul style="list-style-type: none"> restroom |
| Skyline College (formalize staging in existing Parking Lot C) | <ul style="list-style-type: none"> National Park Service, GGNRA | <ul style="list-style-type: none"> bicyclists hikers | <ul style="list-style-type: none"> restroom water (if available) |
| Cañada Road @ Ralston Avenue Bike Trail | <ul style="list-style-type: none"> San Mateo County | <ul style="list-style-type: none"> bicyclists hikers | <ul style="list-style-type: none"> restroom |
| Cañada Road @ Edgewood Road | <ul style="list-style-type: none"> San Mateo County | <ul style="list-style-type: none"> bicyclists hikers | <ul style="list-style-type: none"> restroom |



Pigeon Point Lighthouse Hostel



Half Moon Bay State Beach Camping



California Coastal Trail and the Ritz-Carlton Hotel, Half Moon Bay

3.3.4 PROGRESSIVE TRAIL USE AND OVERNIGHT OPPORTUNITIES

For both the Heritage Trail within San Mateo County and potentially as part of a National Historic Trail (see Section 1.4) progressive trail use dependent on overnight facilities may occur. For the coastside of the County this is also true in relation to the California Coastal trail.

Map #7 illustrates the location of existing campgrounds and commercial hotels / bed & breakfasts where through-trail users might stay. Also shown are planned overnight facilities contained in park general plans. From a feasibility perspective, progressive trail use is most favorable along the coastside where significant opportunities exist from Año Nuevo State Park to Sweeney Ridge. One exception is an approximately ten- to twelve-mile gap between San Gregorio

State Beach and the southern city limit of Half Moon Bay. This would simply require of hikers some advanced planning.

With the exception of hotels in Palo Alto and Menlo Park, there are essentially no feasible overnight options for hikers and equestrians along the Heritage Trail for overnight camp development given the resource and management restrictions along the Crystal Springs Trail.

At an approximately 97-mile length, and depending on the stamina of the trail user, the Heritage Trail could be expected to be traversed in its entirety as follows:

Año Nuevo State Park to Sweeney Ridge

- Bicycling - 1 to 2 days
- Hiking - 3 to 5 days
- Equestrian - 2 to 3 days

Entire Route

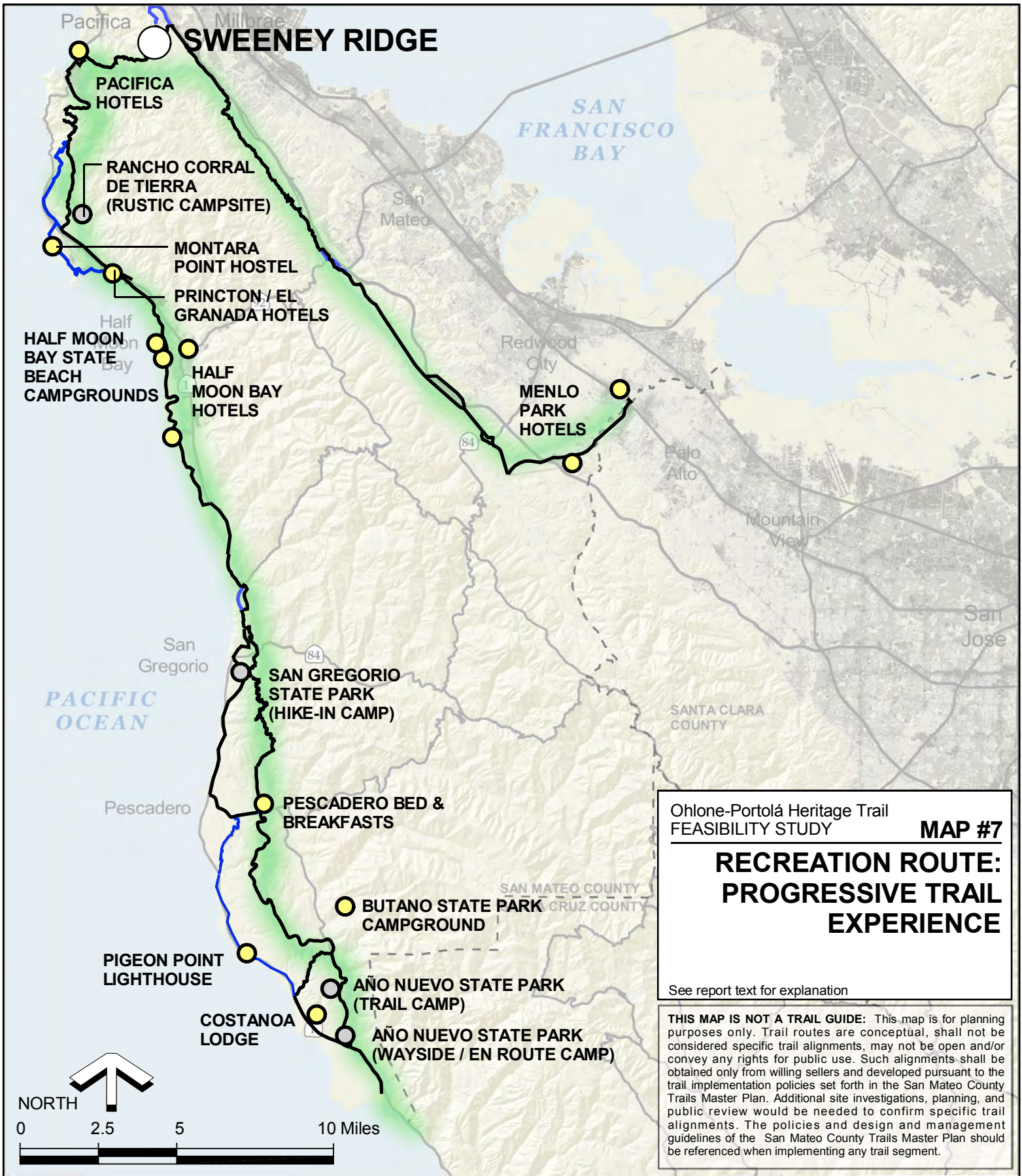
- Bicycling: 1 to 3 days



Portolá Statue, City of Pacifica



Credit: Ann Thiermann










Ohlone-Portolá Heritage Trail
FEASIBILITY STUDY **MAP #7**

**RECREATION ROUTE:
PROGRESSIVE TRAIL
EXPERIENCE**

See report text for explanation

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-  Ohlone Trade Route / Portolá Expedition Route
-  Ohlone-Portolá Heritage Trail Recreation Route
-  Near-Term Bicycle Route
-  Major Roads
-  County Line

-  Existing Overnight Accommodations
-  Planned / Potential Overnight Accommodations



3.4 THE AUTOMOBILE ROUTE

The Heritage Trail automobile route is approximately 77 miles in length extending from Año Nuevo State Park to Alma Street in Menlo Park where the Portolá expedition camped (California Historic Landmark #2) for five days near the El Palo Alto tree before turning around to go back to Monterey and San Diego.

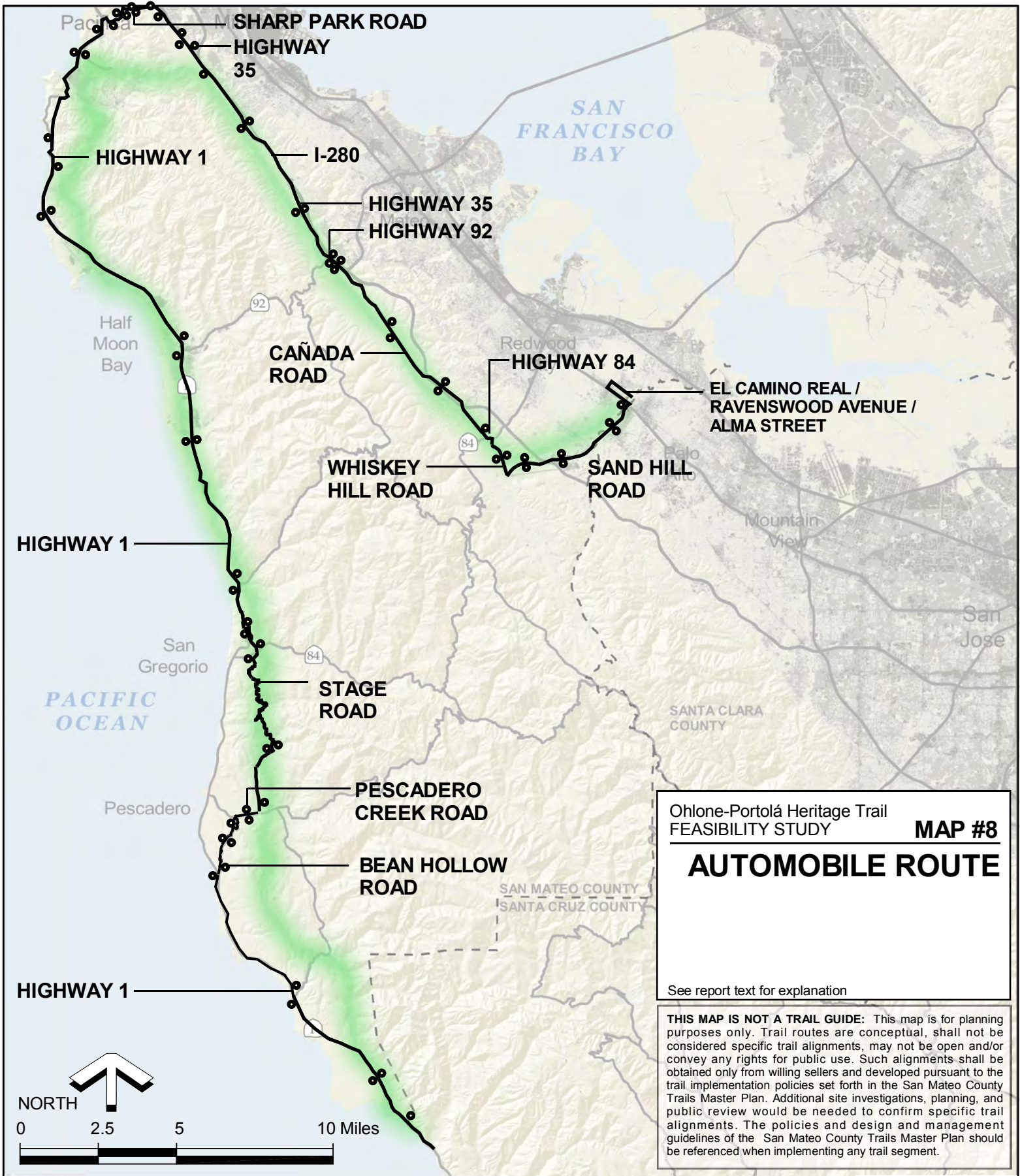
Map #8 depicts the automobile route. Table 4 identifies the highways and streets that make up the route and the responsible managing agency for each.

TABLE 4: Automobile Route

| Segment | Managing Agency |
|--|---|
| Highway 1 | Caltrans |
| Bean Hollow Road | San Mateo County |
| Pescadero Creek Road | San Mateo County |
| Stage Road | San Mateo County |
| Highway 1 | Caltrans |
| Sharp Park Road | City of Pacifica / San Mateo County |
| Highway 35 / Skyline Boulevard | Caltrans |
| Interstate 280 | Caltrans |
| Highway 35 / Skyline Boulevard | Caltrans |
| Highway 92 | Caltrans |
| Cañada Road | San Mateo County / Town of Woodside |
| Highway 84 | Caltrans |
| Whiskey Hill Road | Town of Woodside |
| Sand Hill Road | San Mateo County / Caltrans / City of Palo Alto / City of Menlo Park |
| El Camino Real / Ravenswood Avenue / Alma Street | City of Menlo Park |



Highway 1. Photo: Angela, farandwise.com








Ohlone-Portolá Heritage Trail
FEASIBILITY STUDY **MAP #8**

AUTOMOBILE ROUTE

See report text for explanation

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-  Ohlone Trade Route / Portolá Expedition Route
-  Ohlone-Portolá Automobile Trail Route
-  Automobile Trail Signs
-  Major Roads
-  County Line



3.5 INTERPRETIVE PROGRAM

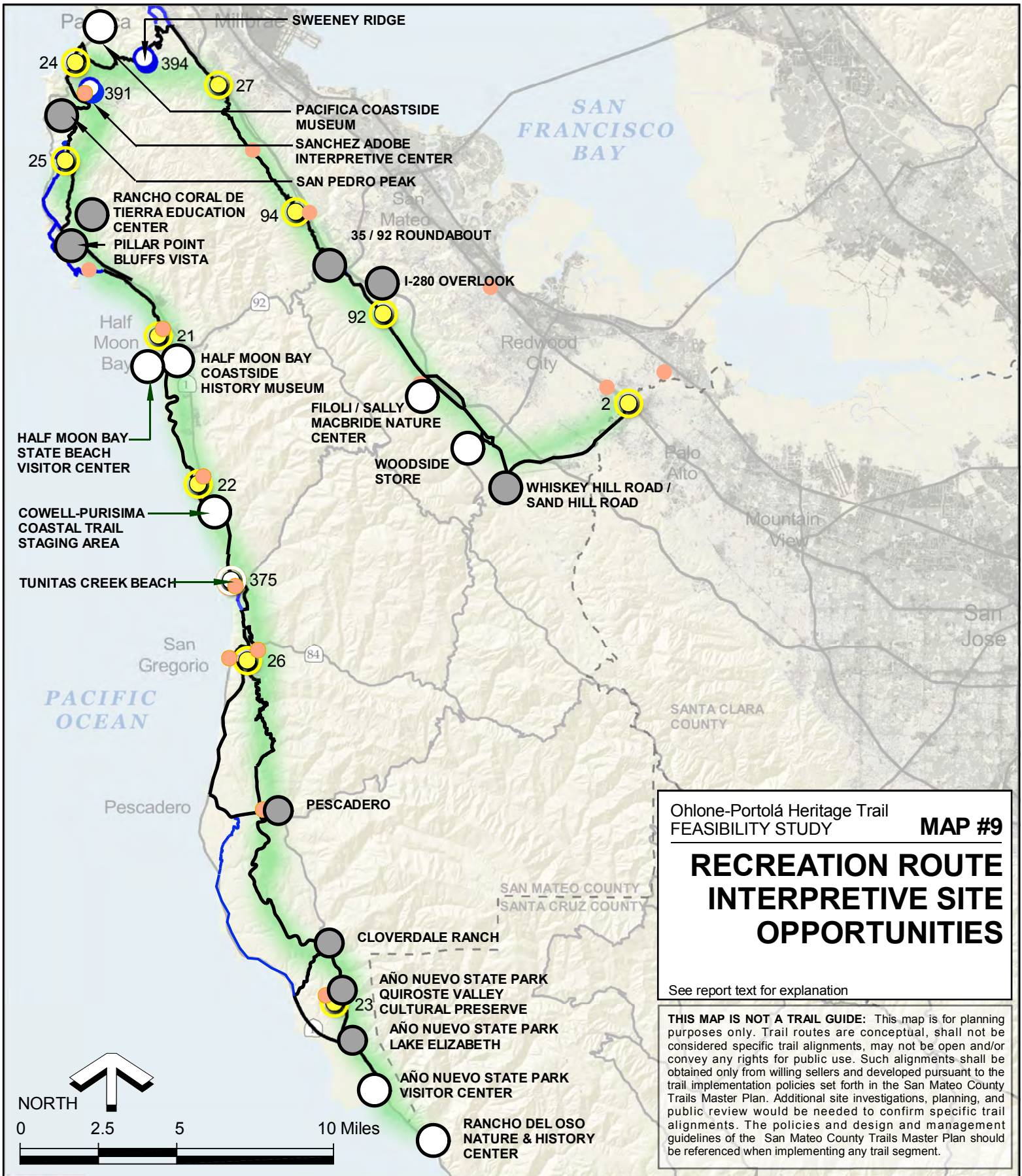
Map #9 illustrates both the general location of existing historic sites and key potential interpretive sites for the Heritage Trail.

There are two stories about the Ohlone-Portolá Heritage Trail (see also Section 2.0 and Attachments B and C). One story is about the Ohlone Indians who for thousands of years lived next to the Pacific Ocean and an inland estuary we now call the San Francisco Bay . . . water that the Ramaytush Ohlone of San Mateo County may have called the “see ee”. The other story is also about the Portolá expedition, its purpose, and how its members came to be the first Europeans to see the San Francisco Bay.

3.5.1 HISTORIC SITES

Maps #1 and #2 illustrate and Table 1 lists those historic sites that already have been recognized by the state and federal governments. Of note is that only two of the sites are particularly relevant with the Ohlone: the Sanchez Adobe and the Tunitas Creek Beach area. As more research is conducted additional Ohlone sites, where management will allow, should be interpreted for the general public and considered for historic nomination as part of the Heritage Trail. At a minimum these could include, but not be limited to:

- **Quiroste Valley:** in Año Nuevo State Park where a native vegetation management plan is underway and the Park General Plan interpretive element suggests special events focused on Indian ceremonies and Native California Indian village life.
- **Chiguan Village Site:** located in Half Moon Bay State Beach, and that could be interpreted at the Visitor Center.
- **Supichom Village Site:** existing on the Filoli Historic House and Garden property and where the Sally MacBride Nature Center programs include how the Ohlone used native plants.



| | | |
|---|--|--|
| <ul style="list-style-type: none"> Ohlone Trade Route / Portolá Expedition Route Ohlone-Portolá Heritage Trail Recreation Route Near-Term Bicycle Route Major Roads County Line | <ul style="list-style-type: none"> 23 Portolá Expedition Camp / State Historic Site 391 State and National Historic Site 375 Ohlone Site / State Historic Site Existing Interpretive Site Proposed Interpretive Site | <ul style="list-style-type: none"> Ohlone Site |
|---|--|--|

NORTH

0 2.5 5 10 Miles

April, 2019

3.5.2 GENERAL INTERPRETIVE THEMES

Interpretive messaging along the trail as it develops is as much as practical, to be equally weighted between Ohlone culture and the Portolá expedition and includes the following themes.

- **Twenty-seven days in 1769 that shaped the course of history in San Mateo County and the State of California.** How the exploration of the San Francisco Peninsula by the Portolá party resulted in the San Mateo County and the Bay Area we know today and how Ramaytush Ohlone descendants still thrive in the region.
- **The initial meeting and interactions of two cultures:** How the Ohlone treated a group of travelers much different than themselves and vice-versa.
- **The Ohlone, their culture, and the Bay Area landscape.** Why the rich traditions and customs of the Ohlone, their fishing, hunting, and agriculture and their management of watershed resources allowed them to sustain their culture over 10,000 years.
- **Why Portolá was exploring Alta California.** How the Portolá expedition was the first step in the central idea of King Carlos III to establish a Spanish presence along the coast of Alta California fearing that Russian fur traders were moving down the coast from Alaska and that English explorers were interested in the area. This would protect New Spain (Mexico) and would, after Portolá's land exploration of 1769, lead to enlisting the native population to be converted to Christianity and thus become loyal Spanish subjects.



3.5.3 INDIVIDUAL INTERPRETIVE TOPICS

Table 5 lists individual interpretive topics for the Heritage Trail.



Cowell-Purisima Coastal Trail. Photo: Rachael Faye

TABLE 5: Interpretive Topics

| Ohlone | Portolá Expedition |
|---|--|
|  |  |
| <p>Language(s) Cultural disposition / generosity of spirit Lack of tribal organization Communities</p> <ul style="list-style-type: none"> - location / relationship to watersheds - number and populations <p>Landscape management / fire Trade Food</p> <ul style="list-style-type: none"> - hunting and fishing - farming <p>Architecture</p> <ul style="list-style-type: none"> - form (shade, weather, fire) - materials <p>Clothing Tools</p> <ul style="list-style-type: none"> - weapons (bow / arrow / arrowheads / knives / sheaths) - nets - baskets / materials - cooking tools - other | <p>Purpose / organization The diaries The weather Failure and seeing San Francisco Bay Group characteristics / composition</p> <ul style="list-style-type: none"> - number of men - number of mules / horses <p>Duration</p> <ul style="list-style-type: none"> - overall - in San Mateo County - common distance of daily travel <p>Route and relation to Indian trade routes Camps Diet and health Clothing Supplies / equipment</p> <ul style="list-style-type: none"> - weapons - clothing - supplies (start to finish) - tools - personal items (if known) - other |



Sweeney Ridge Trail, Golden Gate National Recreation Area



4.0 HERITAGE TRAIL PRIORITIES

A goal of the Feasibility Study has been, once preferred recreation and automobile routes were identified, to single out and recommend selected actions for the County and its trail partners to fund and implement in the near term. Near-term is defined as the next five to ten years. These actions are to complement the existing trail system and those plans and programs already underway. These recommendations are not intended to pre-empt any other opportunities that may arise to advance the Heritage Trail that, if not acted on in a timely fashion, would be lost.

4.1 RECREATION TRAIL SEGMENTS

4.1.1 COMPLETED SEGMENTS

Map #5 illustrates the segments that currently provide an off-road recreation trail experience open to the public. Table 2 identifies these segments and Attachment D describes for each the types of design scenarios that are applicable.

4.1.2 CURRENT PLANNING AND IMPLEMENTATION PROJECTS

Map #5 identifies projects that are currently underway by project partners that will advance the implementation of the Heritage Trail and its interpretive program. San Mateo County is actively involved with:

- **Segment #9 - Planning Tunitas Creek Beach County Park:** Initial planning by San Mateo County, in cooperation with the Peninsula Open Space Trust, of visitor facilities, an emergency access road for first responders to the Beach, and environmental rehabilitation to address degradation at the site following years of unmanaged use that impacted the location's natural resources.
- **Segment #27 - Sanchez Adobe Interpretive Center:** Creation of interpretive displays related to the Ohlone Indians, the Portolá expedition, and the Heritage Trail. In addition, work with the City

of Pacifica to sign access from the trail at Higgins Way to the Adobe and vice-versa.

- **Segment #38 - Crystal Springs Trail – Crystal Springs Dam**
Segment: Construction of a Class I bikeway in conjunction with the reconstruction of the Crystal Springs Dam with its terminus at Highway 35.

Other organization planning and design projects underway and the Heritage Trail segments that are involved include:

- **Segments #5 and #6 - Californian Coastal Conservancy and the Peninsula Open Space Trust:** Public access planning for the Cloverdale Ranch that includes the Heritage Trail.
- **Segment #15 - Half Moon Bay / Coastside Land Trust / Coastal Conservancy:** Detailed planning through the Wavecrest area to link completed segments of the California Coastal Trail with that operated by the Peninsula Open Space Trust in the segment.
- **Segments #1, #7, #8, #9, #10, #19 to #23 (preferred route):** Feasibility evaluation by the San Mateo County Office of Sustainability and the Peninsula Open Space Trust reviewing section of the Highway 1 right-of-way where the California Coastal Trail would go and that overlaps with the Heritage Trail (anticipated start date in 2019 via a Caltrans grant).
- **Segment #24 - National Park Service, Golden Gate National Recreation Area – Rancho Corral de Tierra:** Evaluation by the California Coastal Conservancy of low-cost overnight shelter or campsites that would support progressive trail use.
- **Segment #27- City of Pacifica:** Right-of-way analysis and planning along Higgins Way, Peralta Road, and San Pedro Terrace Road to connect the existing Old Pedro Mountain Road Trail (Montara Mountain Multi-purpose Trail) with the San Pedro Terrace Multipurpose Trail.
- **Segments #30 and #33 - National Park Service:** Conceptual designs for small staging areas at the end of Sneath Lane and Fassler Avenue. The Fassler Avenue staging area could include parking for four to six cars (one ADA).
- **Sweeney Ridge Interpretation- National Park Service:** Immediate focus on removing intrusions within the historic setting such as removing non-native trees. Update of existing historic monuments to tell a more complete and balanced story inclusive of Native Americans.
- **Segment #34 - San Francisco Public Utilities Commission - Sneath Lane Trail to San Bruno Avenue:** Development of a multipurpose

trail that will link Sweeney Ridge to the Crystal Springs Regional Trail.

- **Segments #1, #7, #8, #9, #10, #19 to #23 (preferred route), #40, #41, #42:** Caltrans Active Transportation Plan preparation that will identify active transportation improvements needed on, across, or parallel to the State Highway System, with an objective of connecting to local active transportation networks.
- **Segments #1, #7, #8, #9, #10:** San Mateo County Coastal Trail Feasibility Study by the Peninsula Open Space Trust with Caltrans grant funding (pending).
- **All segments not yet completed:** San Mateo County Office of Sustainability preparation of a Bike/Pedestrian Plan for unincorporated County areas (start date in 2019).

4.1.3 PRIORITY CRITERIA FOR NEW TRAIL SEGMENTS

The following evaluation criteria were applied to all the Ohlone-Portolá Heritage Trail recreation route segments that have yet to be completed.

- Gap Closure (between existing segments)
- Accessibility (Visitation Potential / Relation to Trailhead or Staging Area)
- Ownership
- Resource Constraints
- Visual Relationship / Proximity to Historic Route
- Partnership Potential
- Multi-use Potential
- Safety
- Ease of Permitting

4.1.4 EVALUATION CRITERIA RANKINGS

Attachment E provides an overview of the priority rankings by trail segment.

4.2 PRIORITY PROJECT RECOMMENDATIONS

The following recommendations pertain to specific activities that, if initiated, would advance the implementation of the Heritage Trail system, its interpretive features, and public awareness about the trail.

4.2.1 HERITAGE TRAIL RECOGNITION

The initial step to implement the Heritage Trail is for the County and all trail partners to recognize in policies and plans its historical significance and public benefits. All land managing agency trail partners should adopt an enabling policy recognizing the Heritage Trail and its local, statewide, and national historic significance.

In addition, specific actions should be undertaken to incorporate both the recreation and automobile routes into everyday planning. Table 6 overviews additional steps that should be taken, by agency, to codify the Heritage Trail.

TABLE 6: Trail Recognition

| Agency | Action |
|---|---|
| San Mateo County | <ul style="list-style-type: none"> Amend / incorporate the recreation and automobile routes into the County Trails Plan and General Plan Amend / incorporate the recreation and automobile routes into the County Local Coastal Program and Mid-Coast Land Use Plan |
| GGNRA | <ul style="list-style-type: none"> Amend / incorporate the recreation route into the GGNRA Management Plan Incorporate the recreation route into public access planning for Rancho Corral de Tierra |
| State of California | <ul style="list-style-type: none"> Legislative recognition of historical significance for both the recreation and automobile routes |
| California Coastal Conservancy | <ul style="list-style-type: none"> Amend/incorporate recreation routes into the Coastal Trail as a Priority Conservation Area |
| California State Parks | <ul style="list-style-type: none"> Incorporate recreation route as part of the Statewide Trail System (to extend from San Diego to Menlo Park) Incorporate the recreation route into all future State Park unit general plans |
| Midpeninsula Regional Open Space District | <ul style="list-style-type: none"> Amend / incorporate into all future Open Space Preserve plans |
| City of Half Moon Bay | <ul style="list-style-type: none"> Amend / incorporate into the City Cultural Resources and Coastal Access and Recreation chapters of the Land Use Plan Adopt as the Land Use Element of the General Plan |
| City of Pacifica | <ul style="list-style-type: none"> Amend / incorporate the recreation route into the City General Plan – Circulation Element and Open Space and Community Facilities Elements Amend / incorporate into the Local Coastal Land Use Plan – Public Access and Recreation Chapter |
| Town of Woodside | <ul style="list-style-type: none"> Amend / incorporate recreation and automobile routes into the Historic Preservation Element of the Town General Plan |

TABLE 6: Trail Recognition

| Agency | Action |
|----------------------------|--|
| City of Menlo Park | <ul style="list-style-type: none"> ▪ Amend / incorporate recreation and automobile routes into the City General Plan – Circulation Element and Park and Recreation Facilities Element |
| City of Palo Alto | <ul style="list-style-type: none"> ▪ Amend / incorporate recreation and automobile routes into the Our Palo Alto 2030 Plan |
| Peninsula Open Space Trust | <ul style="list-style-type: none"> ▪ Amend / incorporate recreation route into all future open space plans |

4.2.2 PLANNING AND LAND ACQUISITION

There are two segments along the San Mateo coast that, through acquisition by a trail partner, would connect existing trail segments and encourage significant use of the trail system.

Segments #12 and #13: that would connect the Cowell-Purisima Coastal Trail (Segment #11) with the Half Moon Bay Coastal Trail at the Ritz-Carlton hotel grounds (Segment #14). Segment #13 is part of the Cowell Ranch and is owned by the Peninsula Open Space Trust. Segment #13 requires acquisition of either the entire property or a trail easement along the ocean bluffs. These two segments would logically be developed at the same time greatly extending the continuity of the Heritage Trail and the California Coastal Trail.

Segment #24: currently owned by Caltrans, this segment would link Etheldore Street with the existing trail along Old Pedro Mountain Road. The San Mateo County Local Coastal Program (Policy 11.33) includes a Linear Park and Trail Plan (LPTP) overlay on the involved parcels. This policy requires that uses other than park, open space, trail or habitat protection and restoration purposes need a LPTP Overlay Specific Plan certified by the Coastal Commission through an LCP Amendment. While it is County policy to work with Caltrans and other affected agencies to develop a LPTP for the parcel if other uses are to be considered, transfer of the land specifically for the Heritage Trail as a linear park would avoid the amendment process. Development of the Heritage Trail would be contingent on the

transfer of this State Land to another agency or agency partnership with a recreation mandate and obtaining a Local Coastal Program development permit for the trail and related facilities (vs. a LCP Amendment). Attachment G presents the entire policy statement related to this segment.

4.2.3 PLANNING AND DESIGN

The following recommendations are made to complement existing planning and design efforts outlined in Section 4.1.2 to advance the Heritage Trail.

Logo Signs along Existing Heritage Trail Recreation Route Segments:

Table 2 lists those Heritage Trail recreation route segments that currently exist. Signing these trail segments simply means the addition of a Heritage Trail logo sign (see Section 5.0) along the existing route. A new sign within the Coastal Zone may require a Coastal Development Permit. The County should work with the Coastal Conservancy and Coastal Commission and other organizations as appropriate to coordinate and obtain a master sign permit for the segments within the Coastal Zone.

Heritage Trail Automobile Route Wayfinding: Wayfinding for the automobile route will be accomplished in two ways.

- Development of an automobile route map available to download from the web with key interpretive points identified.
- Installation of roadside Heritage Trail logo signs along the route. To minimize the number of signs, locations will be within each key segment versus directional signs that would be required at every turn along the route. This will allow travellers to verify they are following the Ohlone trade routes that the Portolá expedition followed. These signs will also inform anyone traveling along these selected roads that there is a rich history of culture and exploration to be recognized and explored that led to their travels today.

Signing the Heritage Trail automobile route would be entirely within public road rights-of-way. This effort involves Caltrans, the San Mateo County Roads Department, and the municipalities of Half Moon Bay,

Friday, October 27,
1769

We left the valley, which the soldiers called Valle de los Cursos, heading north. Afterwards, we followed the coast over high hills To the north-northwest. we travelled for two short leagues, and halted near a stream of little importance. The country had a gloomy aspect; the hills were bare and treeless, and, consequently, without fire-wood. On the northern side of this stream there were some abandoned Indian huts; all who had the curiosity to look in to see these were covered with fleas.

Diary of Miguel
Costansó

Pacifica, Woodside, Menlo Park, and Palo Alto. The general locations for signs are presented in Map #9. Approximately 66 signs will be required.

A precursor to signing the route is formal recognition of the Heritage Trail (see Section 4.2.1), appropriate environmental documentation, obtaining any required coastal development permits for coastside segments, and obtaining encroachment permits.

The improvements to be made along the automobile route are limited to the installation of logo signs (see also Section 5.0).

Segment #1 - Año Nuevo State Park: Park Visitor Center to Lake

Elizabeth: A joint project between California State Parks and Caltrans, this approximately 2.4-mile-long segment would link the Park Visitor Center with a new wayside / en route camp dedicated to Heritage Trail and California Coastal Trail users. Attachment F illustrates a conceptual alignment for the trail segment. It would consist of a Class III bikeway and a 8-foot-wide riding and hiking trail. While bicycles are not allowed on trails within Año Nuevo State Park they could use the entrance/service road to access the camp. The camp would link to an existing route within the Park (Segment #2) that leads to Whitehouse Canyon Road and the Quiroste Heritage Site (Segment #3).

Segment #9 - Tunitas Creek Beach County Park: In conjunction with projected master planning by San Mateo County:

- Coordinate with the Midpeninsula Regional Open Space District for consideration of trailhead staging to the Heritage Trail and access across Highway 1 to the Toto Ranch.
- Incorporate an interpretive overlook point for the Zucigim (Oljon) Village (State Historic Site #26) that the Portolá expedition observed along its journey. The interpretive theme for the Ohlone culture would be "language", while the Portolá expedition would emphasize the diaries for October 27, 1769.

Sunday, November 5,
1769



We stopped close to a lake where there are countless ducks, geese, and so forth, in the same hollow at half past one in the afternoon; and we must have made three leagues in four hours and a half.

Diary of Padre Juan Crespi

Segments #38, #39, #40, #41 - Highway 92/35 Intersection: The “Connect the Coastside” study was undertaken by San Mateo County to meet a requirement of the Midcoast Update to San Mateo County’s Local Coastal Program (LCP), which was certified by the California Coastal Commission in 2012. Policy 2.53 of the Updated Midcoast LCP required San Mateo County to prepare a Comprehensive Transportation Management Plan that demonstrates that future development can be supported by the future transportation system and infrastructure. This report recommended the installation of a 130-foot roundabout at the lower Highway 92/35 Intersection. The County should adopt a policy that the Heritage Trail be incorporated into the detailed site planning, design, and environmental review for the roundabout to close this important gap in the Heritage Trail system. There exists a detailed design for a Class I bikeway for Segment #41 that was not constructed. The policy would include consideration for either a signalized at-grade crossing of Highways 35 and 92, as appropriate, or a bicycle/pedestrian bridge over Highway 92.

4.3 INTERPRETIVE PROGRAM AND PRIORITIES

Interpretation along the Heritage Trail about the Ohlone and the Portolá expedition could occur in any location and should occur in any trail program operated by the County or its trail partners. A general interpretive priority is to reference the Heritage Trail at local museums and then, in the field, provide more specific information about the Ohlone and the Portolá expedition. Where interest is expressed, the County and the San Mateo County Historical Association should work local historical societies, universities, chambers of commerce, and libraries to include references to the Heritage Trail.

4.3.1 STATE HISTORIC SITE RECOGNITION

The existing Portolá expedition “historic sites” are some of the oldest in the California Historic Landmarks Program having been nominated in



the 1930s. Some have official markers, some have unofficial markers, and some have no formal monuments in the field commemorating the location. The strategy is to formally recognize the Historic Trail as a single historic “theme” route that would be assigned a state historic number. Then the Portolá expedition campsites and Ohlone villages along the route, given that the exact locations of these sites cannot be absolutely identified and there are no structures associated with them, would be assigned a related number. This approach allows for interpretation in relation to a historic context and is appropriate for the Heritage Trail.

This historic designation process requires a well-documented application and review by the State Historic Preservation Office staff for a recommendation to the State Historical Resources Commission and the Director of Parks and Recreation for approval.

4.3.2 INTERPRETIVE SITE LOCATIONS

Map #9 overviews locations where key interpretive opportunities exist. These include:

- Visitor and interpretive centers including:
 - County Historical Museum, Redwood City (San Mateo County Historical Association)
 - Rancho Del Oso Nature & History Center in Big Basin Redwood State Park (State Parks)
 - Año Nuevo State Park Visitor Center (State Parks)
 - Half Moon Bay State Beach Visitor Center (State Parks)
 - Half Moon Bay Coastside History Museum (San Mateo County History Association)
 - Rancho Corral De Tierra Education Center (GGNRA)
 - Sanchez Adobe Interpretive Center (San Mateo County Historical Association)
 - Pacifica Coastside Museum (Pacifica Historical Society)
 - Filoli / Sally MacBride Nature Center (Filoli)
 - Woodside Store (San Mateo County Historical Association)
- All known Ohlone village sites either at an actual location where resource protections exist or nearby with a buffer that would protect cultural resources (see also Map #1)
- All national and state historic sites (see also Map #2)
- Vista points with interpretive panels to include:

- Quiroste Valley Cultural Preserve in Año Nuevo State Park (State Parks)
- Pillar Point Bluffs (San Mateo County)
- San Pedro Peak (State Parks)
- Sweeney Ridge (GGNRA)
- I-280 Southbound Overlook (Caltrans)

- Key staging areas to include:
 - Cloverdale Ranch (POST)
 - Pescadero (San Mateo County)
 - Tunitas Creek Beach (San Mateo County)
 - Cowell-Purisima Coastal Trail (POST)
 - Pacifica Community Center / Crespi Drive
 - Cañada Road (San Mateo County / SFPUC)
 - Pulgas Water Temple

One way of informing trail users and non-users alike about the Heritage Trail is to commission sculptures of a monumental scale to be located at key intersections. These could include at the lower Highway 92 / 35 intersection in the center of a roundabout that is proposed and at the Whiskey Hill Road / Sand Hill Road median triangle.



Credit: Ann Thiermann

Interpreting Ohlone Culture: Through relationships with remaining descendants from the Ramaytush tribe (from Pacifica) and the neighboring Amah Mutsun Tribal Band members (from Pescadero south to Salinas), interpretive themes (see Sections 3.5.2 and 3.5.3) should be researched to inform and build a better understanding by the Heritage Trail user. Specifically this would apply to each interpretive panel that may be developed (see Section 5.4) to emphasize the context that Native California Indian tribes, collectively known today as the Ohlone, thrived at the time of the historic Portolá expedition in 1769. The purpose would be to shape the next generations' understanding of history and portray a clearer explanation that the network of Ohlone trade roads, food practices, and social traditions were of pivotal importance for the success of the Portolá expedition in establishing a hold on Alta California for the Spanish.



Padre Juan Crespi

Interpreting the Portolá Expedition: First and foremost, of the three diaries from the expedition, the text from Franciscan Padre Juan Crespi diary as translated by Alan Brown should be referenced for historic consistency. This text would be used on interpretive displays located at each historic campsite marker to allow trail users the opportunity to sequentially re-live the expedition. Other expedition information should be reserved for visitor and interpretive centers with reference to the historic landmarks. This would include the expedition's overall purpose and effect in history of the development of San Mateo County.

4.3.3 INTERPRETIVE PANELS

Following the guideline of equally interpreting the Ohlone culture and the Portolá expedition at each interpretive point a pair of panels would be developed (see also Figure 6): one about Ohlone culture; one about the Portolá expedition. Priority projects for San Mateo County would include:

- **Sanchez Adobe:** either inside or outside as part of the Interpretive Center development.
- **Pillar Point Bluffs:** at the high point along the Jean Lauer Trail. This would require a Coastal Development Permit.

In addition to the County actions, it is recommended that:

- State Parks consider interpretation of historic sites and installation of features as follows:
 - Historic Site Marker #23 and interpretive signs at the Quiroste Valley along Whitehouse Canyon Road.
 - interpretive signs with Historic Site Marker #26 at San Gregorio State Beach.
 - Historic Site Marker #21 and interpretive signs at the mouth of Pilarcitos Creek in Half Moon Bay State Park.
 - Historic Site Marker #25 and interpretive signs in Montara State Beach.
- The Peninsula Open Space Trust consider installation of Historic Site Marker #22 and interpretive signs at the Cowell-Purisima Coastal Trail staging area.
- The SFPUC consider interpretation of historic sites and installation of features as follows:

- Interpretive signs at Historic Site Marker #27 at Hillcrest Boulevard.
 - Historic Site Marker #94 and interpretive signs near the Crystal Springs Dam at an overlook point off the newly constructed trail.
 - Historic Site Marker #92 and interpretive signs at the Pulgas Water Temple.
- The City of Menlo Park consider enhancing the existing marker at State Historic Site #2 off Alma Street by adding two interpretive signs and eliminating two or three on-street parking spaces that would open visibility and accessibility from Alma Street to the historic site.



Cowell-Purisima Coastal Trail. Photo: Rachael Faye



5.0 HERITAGE TRAIL DESIGN CONSIDERATIONS

5.1 IDENTITY

The Ohlone-Portolá Heritage Trail will pass through a diversity of environments and incorporates a variety of different trail design scenarios. While the physical characteristics of the trail and its environment will vary from segment to segment, one consistent factor providing continuity and wayfinding for the trail user will be the signage for the trail.

The Ohlone-Portolá Heritage Trail should be visually identifiable. The primary means of identification is through common use of the Heritage Trail logo. The Heritage Trail logo should be easy for anyone to recognize from near (small signs) or far (large signs) or at different speeds (even larger signs). Recognition of the Heritage Trail is critical to inform users that they have arrived at the trail, direct users along the trail, and in some cases, to inform users that they are still on the trail and have not made a wrong turn.

As an icon, the logo sign should be used for both identification and directional purposes. It should be used in conjunction with other directional, management, prohibition, and warning signs of the managing agency. The Heritage Trail logo should primarily only be used on the Heritage Trail itself. Signs not on the Heritage Trail itself but directing people to the Heritage Trail should not use the logo and should instead spell out "Ohlone-Portolá Heritage Trail."

The size of a Heritage Trail logo sign should be based on the scale of the surrounding environment and infrastructure as well as the user group.

As shown on Figure 3 there are four standard sizes of Heritage Trail logo signs:

- **Small logo signs (3" x 3"):** should be used on trail posts (bollards) in park settings and be located along the trail or when either: the pedestrian portion of the Heritage Trail is along sidewalks with adjacent separated Class II or III bikeways; or there are long segments of the Heritage Trail that run on or parallel to city streets where there are many intersections.
- **Medium logo signs (12" x 12"):** should be located at intersections with other trails, on long trail stretches with intersections, and along urban streets where the Bay Trail consists of sidewalks and either a Class II or Class III bikeway.
- **Large logo signs (18" x 18"):** should be located:
 - within a motorist's view at the entrance to a Heritage Trail staging area
 - where a large visible sign is needed to identify the trail crossing a street.
 - Along local roads that are part of the automobile route where speed limits are modest.
- **Freeway-scale logo signs (36" x 36"):** should be located along the automobile route where vehicle speeds are greater than 55 miles per hour. This size is primarily appropriate for all state highways, including Highway 1 and Interstate 280.

Ideally, there should be one of the above trail signs at appropriate intervals to reassure trail users they are still on the Heritage Trail. Once a user has entered the trail and where long segments exist without intersections, no further signs are needed. However Heritage Trail logo signs are needed at entryways and for wayfinding/direction purposes. In urban areas where the Heritage Trail crosses streets or intersects with other pedestrian and bicycle facilities, Heritage Trail logo signs are needed at more frequent intervals.

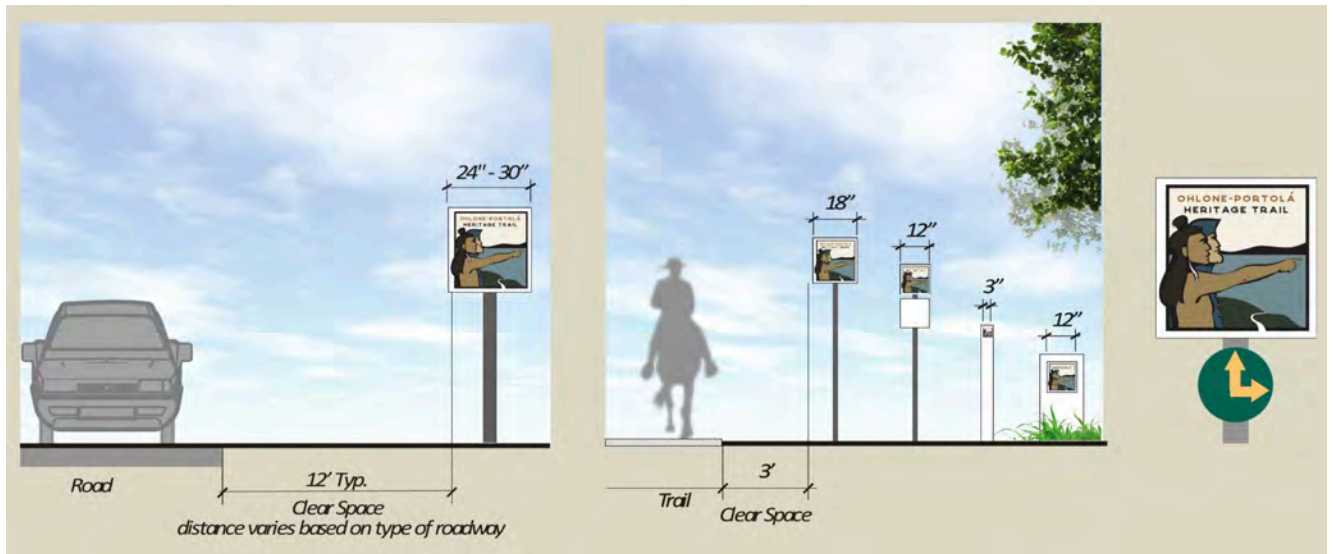


FIGURE 3: Heritage Trail Logo Signs

Other applications of the Heritage Trail logo include:

- Where the construction of a segment of the Heritage Trail is recognized as a collaboration of many public, private, and/or non-profit organizations.
- Where construction of a segment of the Heritage Trail has been supported by a grant from the County.
- On interpretive signs and brochures that inform and educate visitors about historical, cultural, and natural features along the trail.
- On wayfinding maps for either the recreation route or automobile route whether in hard copy or posted on the web.
- On a temporary construction sign along the Heritage Trail.

5.2 TRAIL PLANNING AND DESIGN

5.2.1 TERMINOLOGY

The following definitions are used to define typical Heritage Trail recreation route design scenarios.

- **Class I Bikeway (Bike Path):** A paved pathway separated from a roadway for multiple uses. A design for a new bike path would include geometrics for use and other requirements of the Americans with Disabilities Act unless selected exemptions are applicable.

- **Class II Bikeway (Bike Lane):** A separate lane delineated for bicycle use on a street.
- **Class III Bikeway (Bike Route):** A route along a street designated through signage for bicycles.
- **Class IV Separated Bikeway / Cycle Track:** A protected lane on a street for exclusive use by bicycles that is separated from motor vehicles with a vertical feature.
- **Multi-use Trail:** A paved or natural surface trail with use shared among pedestrians, bicycles, and potentially equestrians. A multi-use trail could be single- or double-tracked. A design for a new multi-use trail would include geometrics for use by bicycles and other requirements of the of the Americans with Disabilities Act unless selected exemptions are applicable.
- **Riding and Hiking Trail:** A single-track natural surface trail for equestrians and pedestrians. A design for a new riding and hiking trail would include geometrics for use and other requirements of the Americans with Disabilities Act unless selected exemptions are applicable.
- **Foot Path:** A single-track natural surface pathway exclusively for pedestrians. A design for a new foot path would include geometrics for use and other requirements of the Americans with Disabilities Act unless selected exemptions are applicable.
- **Sidewalk:** A paved pathway exclusively for pedestrians. A new sidewalk design includes geometrics for use and other requirements of the California Highway Design Manual and Americans with Disabilities Act depending on geometrics of the adjacent street.
- **Share-the-Road Pedestrian Route:** A relatively low-volume traffic street without sidewalks where pedestrians walk on the roadway shoulder or in the roadway and the route includes appropriate safety signage. Note: Considered only as an interim alternative,

Typical trail widths for the above trails are included in Figure 4.

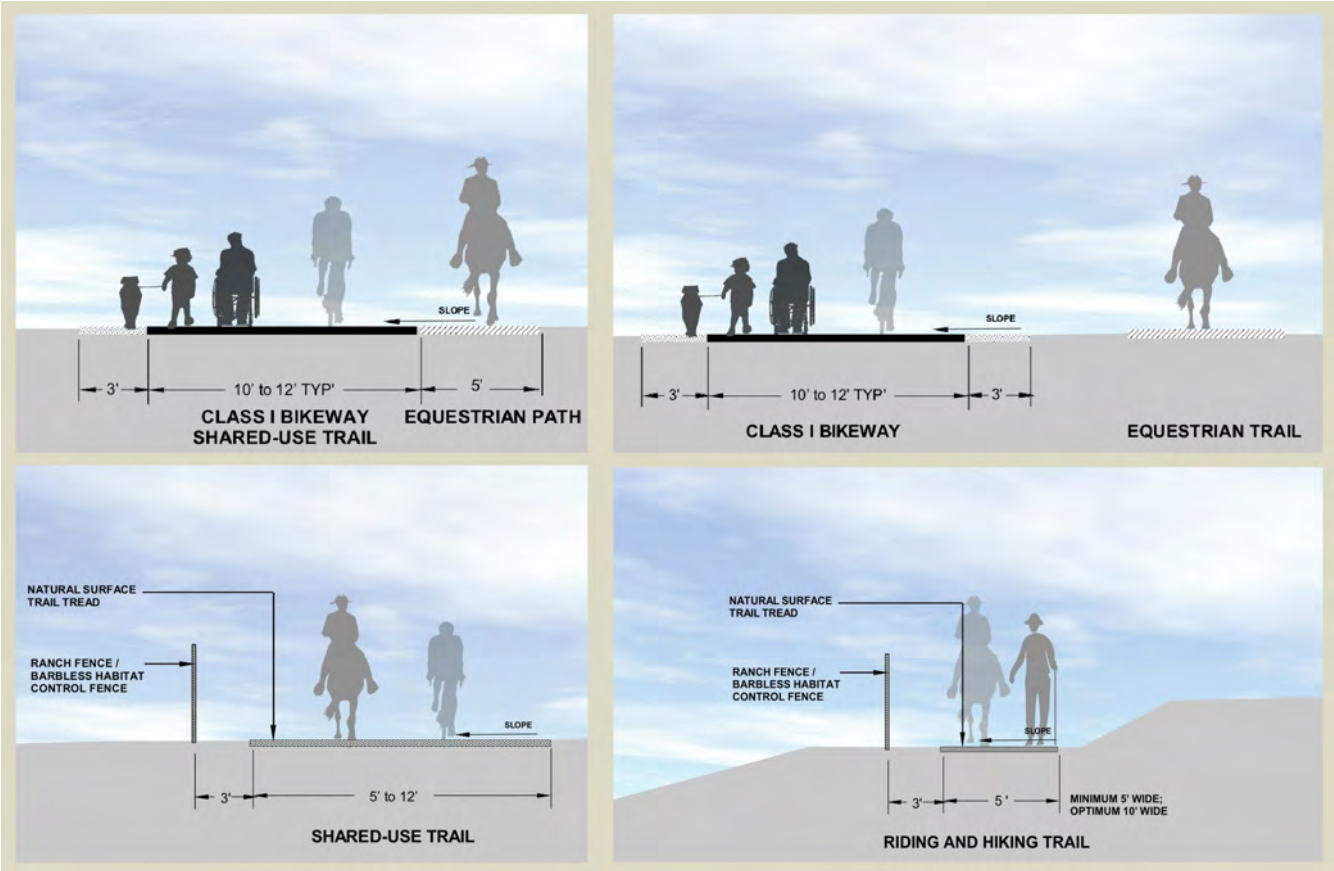


FIGURE 4: Typical Heritage Trail Widths



Crystal Springs Regional Trail

5.2.2 SAN MATEO COUNTY TRAILS PLAN

The San Mateo County Trails Plan (County Trails Plan) provides policies and guidelines that are applicable to all segments of the Ohlone-Portolá Heritage Trail recreation route located outside the incorporated areas of Half Moon Bay, Pacifica, Woodside, and Menlo Park. This includes all recreation trail segments within the Local Coastal Zone. The County Trails Plan policies and guidelines are to be used as they relate to the Heritage Trail by other agencies and jurisdictions besides San Mateo County (e.g., municipalities, special districts, and non-profits) if no other trail design and management guidelines have been adopted by individual jurisdictions in the County as they relate to the Heritage Trail.

Chapter 3.0 of the County Trails Plan provides a set of implementation policies directly related to the County General Plan

policies about trail system coordination (Policy 6.38) and other General Plan policies that include, but are not limited to:

- Environmental compatibility
- Access to park and recreation facilities
- Location of park and recreation facilities in rural areas
- Minimizing agricultural land use conflicts
- Development plans
- Site planning for public facilities
- Techniques for providing park and recreation facilities
- Acquisition methods
- Protection, operations and maintenance of public lands

Chapter 4.0 of the County Trails Plan provides a detailed set of design and management guidelines. Direction is provided for:

- Location of trails and land use compatibility
- Trails and environmental protection
- Trail design and accessibility
- Trail structures
- Trail use and management

5.2.3 PARTNER AGENCY TRAIL STANDARDS AND GUIDELINES

The trail design standards and guidelines of partner agencies that would most probably be involved in implementing the Heritage Trail are summarized in Attachment G. Listed are key references, by agency, for applicable design considerations.

5.2.4 COMMON TRAIL DESIGN CONSIDERATIONS

The Heritage Trail, as a long distance regional trail and potentially as a statewide and national historic trail, brings with it a challenge common to all long-distance trails: that the Heritage Trail will be implemented over time by different organizations each with their own design and management policies. For the trail user this can be challenging and may require significant advanced planning. The Heritage Trail recreation route has been selected to provide a through trail experience to the greatest extent feasible.

Key Heritage Trail design considerations that affect management decisions by any agency or organization for both existing and future Heritage Trail segments include:



Sweeney Ridge



Half Moon Bay Coastal Trail



Rancho del Tierra, Golden Gate National Recreation Area

- One common denominator is reference to the U.S. Access Board Sections 1016 through 1018 accessibility requirements for developed outdoor recreation areas, and reference to Section 1019 that lists permissible exceptions to the standards (see also Section 5.2 and Attachment G).
- The County Trails Plan provides optimal guidelines for implementing:
 - A paved multi-use trail in any jurisdiction when used in conjunction with Chapter 1000 of the Highway Design Manual.
 - A riding and hiking trail when used in conjunction with the U.S. Access Board Sections 1016 through 1018 accessibility requirements.
 - A footpath when used in conjunction with the U.S. Access Board Sections 1016 through 1018 accessibility requirements.
- Multi-use trails for bicyclists, pedestrians, and equestrians may be problematic in terms of user conflicts, particularly between bicyclists and equestrians. Incorporating considerations for line-of-sight (typically 100' or more) and trail width, an optimum of 10 to 12 feet wide, are mitigating factors.
- Multi-use trails that include bicycles require a wider turning radius (typically 25 feet) than riding and hiking trails or foot paths.
- Multi-use trails designed for the Heritage Trail system are not appropriate for most mountain bike optimized features. (Reference: https://www.blm.gov/sites/blm.gov/files/uploads/Travel-and-Transportation_Guidelines-for-a-Quality-Trail-Experience-2017.pdf)
- Any type of trail within a Caltrans right-of-way will be guided by Chapter 1000 of the Highway Design Manual and Design Information Bulletin 82-06 for pedestrian accessibility guidelines.
- A trail near an active agricultural operation would follow County Trails Plan Policies including:
 - Clearly signing the trail when adjacent to active agriculture and providing trail users with information regarding property rights in order to minimize public/private use conflicts and trespassing.
 - Locating trails either to avoid prime lands designated as suitable for agriculture or traversing such lands in a manner that does not result in interference with agricultural activities or substantially reduce the agricultural potential of those lands.

- Consulting with operators of active agricultural activities to identify appropriate routes on lands they cultivate. The agricultural activities and the agricultural potential of traversed lands shall be protected and buffered from trail user impacts by means of distance, physical barriers (e.g., sturdy fences), or other non-disruptive methods.

5.2.5 ACCESSIBILITY STANDARDS

During the Feasibility Study public meeting process a consistent voice was heard that a singular important feature the County and its trail partners could incorporate into the Heritage Trail to encourage and increase use would be to make the trail accessible to all. This applies to both the trail and staging areas, including equestrian staging features.

San Mateo County policy is that trail access should be provided for a range of user capabilities and needs in a manner consistent with state and federal regulations. Principally this includes the U.S. Access Board's Accessibility Standards for Outdoor Developed Areas.

Table 4.3 of the County Trails Plan characterizes three accessibility zones and provides design characteristics appropriate for each. The optimum design for the Heritage Trail is to achieve full accessibility. Federal and state guidelines allow for exceptions to accessibility requirements when an entity determines that any of the following conditions does not permit full compliance with the provision:

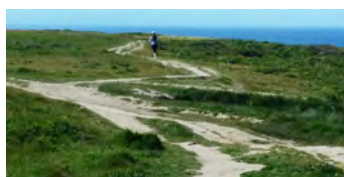
- Compliance is not practicable due to terrain.
- Compliance cannot be accomplished with the prevailing construction practices.
- Compliance would fundamentally alter the function or purpose of the facility or the setting.
- Compliance is limited or precluded by any of the following laws, or by decisions or opinions issued or agreements executed pursuant to any of the following laws:
 - Endangered Species Act (16 U.S.C. §§ 1531 et seq.);
 - National Environmental Policy Act (42 U.S.C. §§ 4321 et seq.);
 - National Historic Preservation Act (16 U.S.C. §§ 470 et seq.); or
 - Other federal, state, or local law the purpose of which is to preserve threatened or endangered species; the environment; or archaeological, cultural, historical, or other significant natural features.



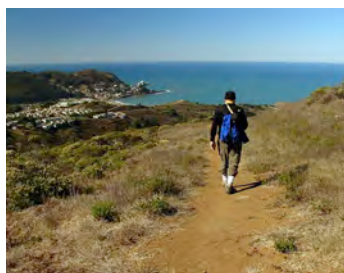
Sweeney Ridge



Cowell-Purisima Coastal Trail



Wavecrest



Baquiano Trail

It is assumed the Heritage Trail and its staging and interpretive features will meet state and federal ADA guidelines. Where there are exceptions to be made, compliance would be expected to be met to the fullest extent practicable.

Table 7 summarizes, by individual Heritage Trail segment, the status of accessibility along existing trails, potential to either upgrade existing trails or create new trails to be fully accessible, and any known exclusions in the segment that might apply.

TABLE 7: Accessibility Summary

| Segment # (see Map #4) | Existing | Currently Accessible | County Trails Plan Accessibility Zone | Accessibility Potential (New or Upgrade) | Potential Exceptions |
|---------------------------|----------|-------------------------|---|--|---|
| 1 | | | Easy | High | |
| 2A | Yes | No | Moderate | Low to Moderate | <ul style="list-style-type: none"> ▪ terrain ▪ endangered species |
| 2B | | | Moderate | Low to Moderate | <ul style="list-style-type: none"> ▪ terrain ▪ cultural resources ▪ endangered species |
| 3 | | | Difficult | Low to Moderate | <ul style="list-style-type: none"> ▪ terrain ▪ cultural resources ▪ endangered species |
| 4 | | | Moderate to Difficult | Moderate | <ul style="list-style-type: none"> ▪ terrain |
| 2-3-4 (bicycle) | Yes | NA | | NA | NA |
| 5 | | | Moderate to Difficult | Low to Moderate | <ul style="list-style-type: none"> ▪ terrain ▪ endangered species |
| 6 | | | Moderate to Difficult | Low to Moderate | <ul style="list-style-type: none"> ▪ terrain ▪ cultural resources ▪ endangered species |
| 7 | | | Easy | High | <ul style="list-style-type: none"> ▪ endangered species |
| 7A (bicycle) | Yes | NA | NA | NA | NA |
| 7B (bicycle) | Yes | NA | NA | NA | NA |
| 7C (bicycle) | Yes | NA | NA | NA | NA |
| 8 | | | Easy to Moderate | Moderate | |
| 9 | | | Easy to Moderate | Moderate | |
| 10 | | | Easy | High | |
| 11 | Yes | Partial | Easy | Low: <ul style="list-style-type: none"> ▪ agricultural uses limit area for upgrade ▪ seasonal constraints with natural surface trail | |
| 12 | | | Easy | High | |
| 13 | | | Easy | High | |
| 14 | Yes | Yes | Easy | | |
| 15 | Partial | No | Easy | High | |
| 16 | Yes | Yes | Easy | | |
| 17 | Yes | Yes | Easy | | |

TABLE 7: Accessibility Summary

| Segment # (see Map #4) | Existing | Currently Accessible | County Trails Plan Accessibility Zone | Accessibility Potential (New or Upgrade) | Potential Exceptions |
|---------------------------|----------|-------------------------|---|---|---|
| 18 | Yes | No | Easy | Low: <ul style="list-style-type: none"> share the road route / no sidewalks along Mirada Road and Magellan Avenue | |
| 19 to 23 | | | Easy | High | |
| 19A | Yes | Yes | Easy | | |
| 19B | Yes | Partial | Easy | High | |
| 20 | Yes | No | Easy | Low <ul style="list-style-type: none"> share the road route no sidewalks along Prospect Way, Broadway, Princeton Avenue, and West Point Avenue | |
| 21 | Yes | Partial | Easy | Moderate | <ul style="list-style-type: none"> terrain |
| 22 | Yes | No | Easy | Low <ul style="list-style-type: none"> share the road route no sidewalks along Cypress Avenue or Etheldore Street | |
| 23 | Yes | No | Easy | Low <ul style="list-style-type: none"> share the road route no sidewalks along multiple streets | |
| 24 | | | Moderate | Moderate <ul style="list-style-type: none"> ROW sufficient for switchbacks to accommodate elevation changes | <ul style="list-style-type: none"> terrain |
| 25 | Yes | No | Difficult | Low <ul style="list-style-type: none"> steep grades along Old Pedro Mountain Road surface could be upgraded to be firm and stable | <ul style="list-style-type: none"> terrain |
| 26 | Yes | No | Difficult | Low: <ul style="list-style-type: none"> steep grades to vista point surface could be upgraded to be firm and stable | <ul style="list-style-type: none"> terrain |
| 27 | | | Easy | Moderate <ul style="list-style-type: none"> sidewalk improvements | |
| 28 | Yes | Partial | Easy | High <ul style="list-style-type: none"> improvements needed around Taco Bell | |
| 29 | | | Difficult | Low <ul style="list-style-type: none"> steep grades along Roberts Road | <ul style="list-style-type: none"> terrain |
| 30 | Yes | No | Difficult | Low <ul style="list-style-type: none"> steep grades along Fassler Avenue | <ul style="list-style-type: none"> terrain |
| 31 | Yes | No | Difficult | Low <ul style="list-style-type: none"> steep grades along trail | <ul style="list-style-type: none"> terrain |

TABLE 7: Accessibility Summary

| Segment # (see Map #4) | Existing | Currently Accessible | County Trails Plan Accessibility Zone | Accessibility Potential (New or Upgrade) | Potential Exceptions |
|---------------------------|----------|-------------------------|---|---|---|
| | | | | <ul style="list-style-type: none"> trail width and surface improvements | |
| 32 | Yes | No | Difficult | Low <ul style="list-style-type: none"> steep grades along trail trail width and surface improvements | <ul style="list-style-type: none"> terrain |
| Sweeney Ridge | Yes | No | Easy | Moderate | <ul style="list-style-type: none"> cultural resources |
| 33 | | | Moderate to Difficult | Moderate: Retrofit <ul style="list-style-type: none"> steep grades along trail surface improvements | <ul style="list-style-type: none"> terrain |
| 34 | | | Moderate to Difficult | Moderate: Retrofit <ul style="list-style-type: none"> steep grades along trail surface improvements | <ul style="list-style-type: none"> terrain endangered species |
| 35 | Yes | Yes | Moderate | | |
| 36 | Yes | Yes | Moderate | | |
| 37 | Yes | Yes | Moderate | | |
| 38 | Yes | Yes | Moderate | | |
| 39 | | | Moderate | Moderate to High | <ul style="list-style-type: none"> endangered species |
| 40 | | | Moderate | Moderate to High | <ul style="list-style-type: none"> endangered species |
| 41 | | | Moderate | Moderate to High | <ul style="list-style-type: none"> endangered species |
| 42 | | | Moderate | High <ul style="list-style-type: none"> preliminary trail design accommodates accessibility | <ul style="list-style-type: none"> endangered species |
| 43 | | | Moderate | High <ul style="list-style-type: none"> preliminary trail design accommodates accessibility | <ul style="list-style-type: none"> endangered species |
| 44 | Yes | No | Moderate | Moderate: Retrofit <ul style="list-style-type: none"> steep grades along portions of trail trail width and surface improvements | <ul style="list-style-type: none"> endangered species |
| 45A | Yes | No | Easy | High: Retrofit <ul style="list-style-type: none"> path surface improvements to be firm and stable | |
| 45B (bicycle) | Yes | NA | NA | NA | NA |
| 46 | Yes | No | Easy | High: Retrofit <ul style="list-style-type: none"> trail surface improvements | |
| 47 | Yes | No | Easy | High: Retrofit <ul style="list-style-type: none"> minor grading improvements path width improvements path surface improvements | |
| 48 | Yes | No | Moderate | Low: Retrofit <ul style="list-style-type: none"> narrow trail within private easement | <ul style="list-style-type: none"> terrain endangered species |
| 48 (bicycle) | Yes | NA | NA | NA | NA |

TABLE 7: Accessibility Summary

| Segment # (see Map #4) | Existing | Currently Accessible | County Trails Plan Accessibility Zone | Accessibility Potential (New or Upgrade) | Potential Exceptions |
|---------------------------|----------|-------------------------|---|--|----------------------|
| 49 | Yes | No | Easy | High: Retrofit <ul style="list-style-type: none"> ▪ minor grading improvements ▪ path surface improvements | |
| 50 | | | Easy | High | |
| 51 | Yes | Yes | Easy | | |
| 52 | Yes | Yes | Easy | | |
| 53 | Yes | Yes | Easy | | |
| 54 | Yes | Yes | Easy | | |
| 55 | Yes | Yes | Easy | | |

5.3 THE HERITAGE TRAIL AND THE CALIFORNIA COASTAL TRAIL

Depending on the final alignment determined through detailed planning of the route through San Gregorio State Park and the Toto Ranch, between 10 to 12 miles of the Heritage Trail will be a newly constructed riding and hiking trail located within the Caltrans right-of-way and coincidental with the California Coastal Trail. The California Coastal Trail is identified in the California Recreational Trails Plan and received Federal recognition in 2000 when it was declared a Millennium Heritage Trail by President Clinton

As shown on Map #4, these Heritage Trail segments include:

- **Segment #1:** from Año Nuevo State Park to Lake Elizabeth turnoff.
- **Segments #7, #8, #9, and #10:** from Pescadero Creek Road to the Cowell-Purisima Coastal Trail staging area.

Figure 5 presents the various right-of-way design scenarios and an optimum cross-section for a riding and hiking trail within these Caltrans right-of-way segments that could be anticipated. These sections do not include Highway 1 bridge retrofits for crossing San Gregorio Creek or Tunitas Creek. Site-specific evaluations for trail crossings at Highway 1 would require coordination with Caltrans as part of any future trail segment planning.

5.4 INTERPRETIVE STATIONS

Interpretive stations are recommended, at a minimum, for each designated state and national historical site. Figure 6 provides a conceptual prototype interpretive station. It consists of the State Historical Site marker, usually a bronze marker set in a large boulder, and two interpretive signs. One sign would focus on an aspect of Ohlone life and culture, past or present, and the other on the Portolá expedition with an emphasis on the diaries of Portolá, Costansó, and Crespi. Two options are presented: one a simple trailside station; the other a more complete station set somewhat off the trail, in particular where there is a vista involved. These stations would be of a scale that a small group or school class could enjoy and include a seat wall for all or a portion of the circular station perimeter. If paved, an Ohlone basket pattern could be embedded into the station floor.

5.5 TRAIL AMENITIES

Trail amenities beyond wayfinding and interpretation stations are not an absolute for successful use of the Heritage Trail. The design philosophy is that less is more. However amenities will encourage use of the trail. Specifying trail amenities should involve consistency with the site's characteristics, the managing agency's overall design guidelines, and be appropriate for anticipated levels of use. Features may include:

- **Trailside Seating:** Assure trail seating is accessible and outside the clear space of the Heritage Trail. Seating should be oriented toward the ocean where there are views on the coastside or the San Andreas and Crystal Springs reservoirs on the bayside. Seating should be at regular intervals along the trail based on the surrounding environment, land uses, and level of use.
- **Bicycle Racks:** Anticipate the need for bicycle racks or other storage devices particularly where the Heritage Trail is associated with parks, transit facilities, or other visitor-serving destination points. Assure bicycles attached to bicycle racks are located outside the clear space of the Heritage Trail.
- **Drinking Water:** Provide at staging areas if a water supply is available.

- **Restrooms:** Provide restrooms at a minimum of 5-mile intervals along the trail, where feasible and based on the surrounding environment and level of use. Restrooms may be at Heritage Trail staging areas, along the trail, or associated with restrooms of other features such as commercial areas or parks. Where at staging areas, restrooms should be located for safety and security purposes and to support trail use, yet avoid being openly visible from the nearby road system and becoming wayside stops.
- **Lighting:** Provide lighting along the Heritage Trail only as needed based on the surrounding land use requirements and need for security. Avoid lighting that would conflict with wildlife habitat. Assure that lighting fixtures are located outside the shoulder of the Heritage Trail and outside of riparian areas in an environmentally sound manner.



Half Moon Bay State Beach

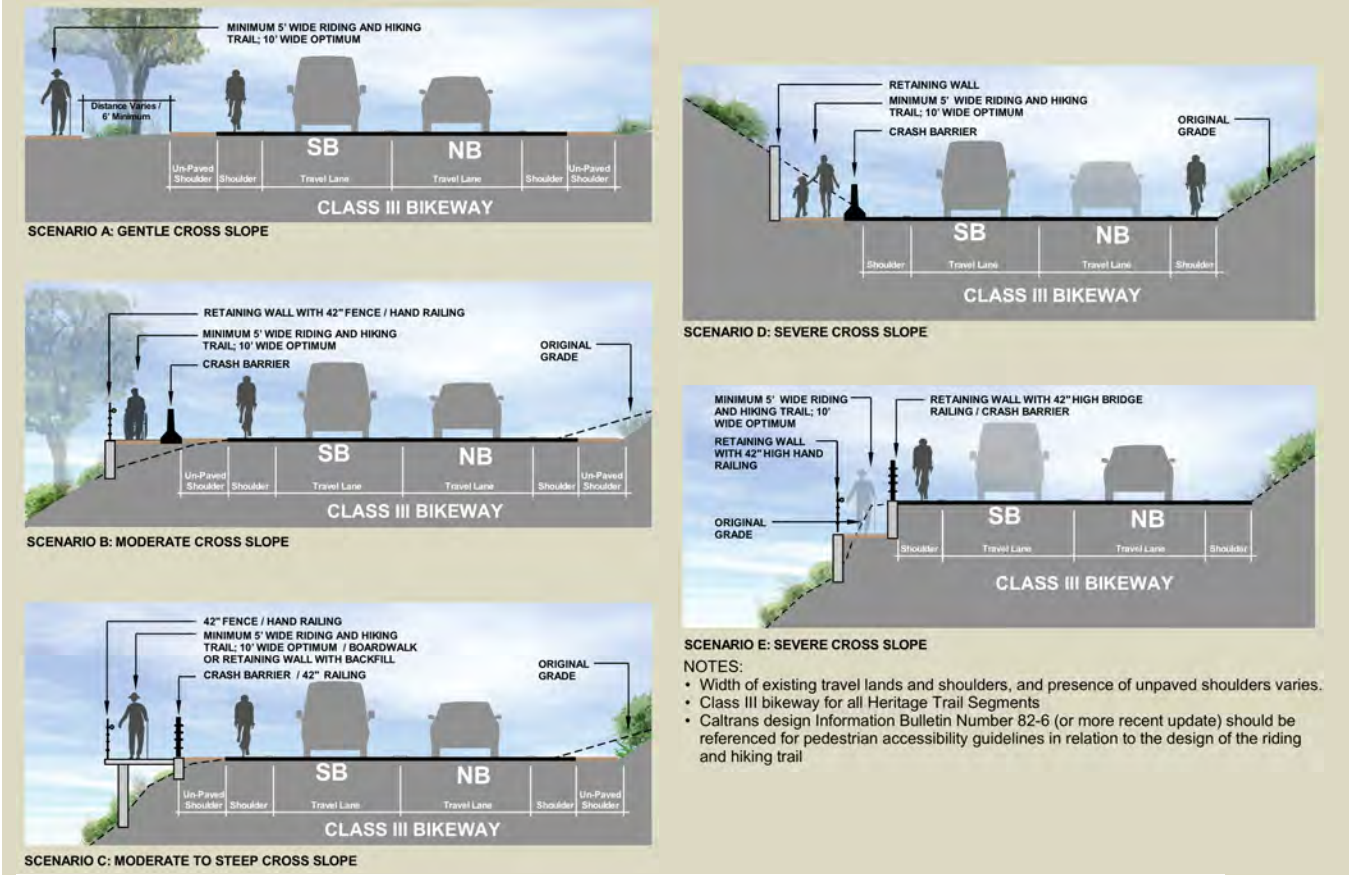


FIGURE 5: Highway 1 • Ohlone-Portolá Heritage Trail and California Coastal Trail Scenarios

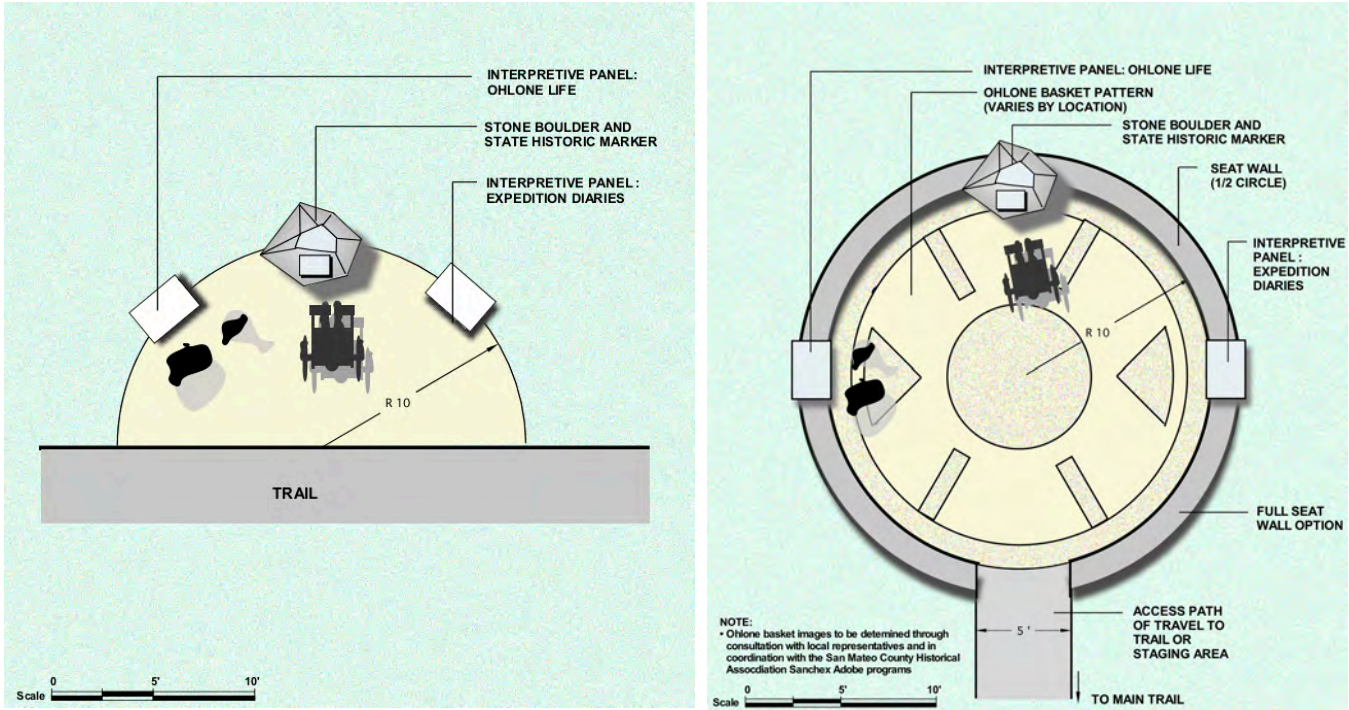


FIGURE 6: Conceptual Interpretive Station Design



View from Sweeney Ridge looking southeast over the Portolá expedition route



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ATTACHMENTS

Attachment A: Heritage Trail Committees and Trail Partners

Attachment B: Statement of Historic Significance

Attachment C: First Contact – A Summary of Facts

Attachment D: Opportunities and Constraints Summary

Attachment E: Priority Evaluation Tables

Attachment F: Segment 1 Conceptual Plans

Attachment G: Segment 24 – Related Local Coastal Plan Policies

Attachment H: Trail Partner Agency Design Guidelines



ATTACHMENT A: COMMITTEE REPRESENTATIVES AND PARTICIPATING PARTNERS

Representatives and Participating Partners

| Name | Representing | Core Planning Committee | Interpretive Committee | Communication Committee | Full Committee | Technical Coordination |
|-------------------|---|-------------------------|------------------------|-------------------------|----------------|------------------------|
| Abbers, Steve | Midpeninsula Regional Open Space District | | | | X | |
| Anderson, Daren | Palo Alto Parks Department | | | | X | |
| Aviles, Brian | National Park Service, Golden Gate National Recreation Area | | | | | X |
| Beasley, Michelle | San Mateo County Park Foundation | | | | X | |
| Birkeland, Sarah | San Mateo County Parks Assistant Director | | X | | X | |
| Blair, Carmen | San Mateo County Historical Museum | | X | | X | |
| Branon, Sheila | California State Parks | | | | | X |
| Brees, Amy | National Park Service, Golden Gate National Recreation Area | X | X | | | X |
| Bridges, Mike | Half Moon Bay | | | | X | |
| Brown, Jess | SMC Farm Bureau | | | | X | |
| Bryant, Kevin | Woodside City Manager | | | | X | |
| Bulbuk, Leslie | State of California Assemblyman (Mark Berman) | | | | X | |
| Carole, Groom | County Supervisor Second District (Groom) | | | | X | |
| Cave, Nancy | California Coastal Commission | | | | X | |
| Chabot, Warner | San Francisco Estuary Project | | | | X | |
| Chapman, Trish | California Coastal Conservancy | | | | X | |
| Charlyne, Smith | SMC Historical Museum | | | | X | |
| Cordero, Jonathan | Ramaytush Ohlone Indians | X | X | | X | |
| Crane, Bo, | Menlo Park Historical Association | | X | | X | |
| Cresson, Dave | Half Moon Bay Historical Association. | | X | | X | |
| Dennis, Jeremey | Portola Valley Town Manager | | | | X | |
| Digre, Sue | Pacifica Mayor | X | | | X | |
| Duff, Tim | California Coastal Conservancy | | | | X | |
| Dye, Barbara | HMB History Association | | X | | X | |
| Eshoo, Anna | U.S. Congresswoman | | | | X | |
| Eva, Dee | San Mateo County Historical Museum | | | | X | |
| Faye, Rachael | Peninsula Open Space Trust | X | | | X | |

ATTACHMENT B: Committee Representatives and Participating Partners

| Name | Representing | Core Planning Committee | Interpretive Committee | Communication Committee | Full Committee | Technical Coordination |
|-----------------------|---|-------------------------|------------------------|-------------------------|----------------|------------------------|
| | | | | | | |
| Feinstein, Dianna | U.S. Senator | | | | X | |
| Fitzgerald, Christine | Golden Gate National Recreation Area | | | | X | |
| Fournet, John | San Francisco Water Department | | | | | X |
| Gavette, Peter | Golden Gate National Recreation Area | | X | | X | |
| Gervais, Jonathan | San Mateo County Parks Director | X | X | | X | |
| Gibbons, Heather | Pescadero Municipal Advisory Council | | | | X | |
| Goodrich, Elliot | Caltrans | | | | X | X |
| Grove, Tami | California Coastal Commission | | | | X | |
| Harris, Kamala | U.S. Senator | | | | X | |
| Herzberg, Sam | San Mateo County Parks Senior Planner | X | X | X | X | X |
| Hill, Jerry | CA Senator | | | | X | |
| Hirst, Deborah | County Supervisor Third District (Horsley) | X | X | | X | |
| Holloway, Bob | National Park Service, Golden Gate National Recreation Area | | | | | X |
| Horsley, Don | County Supervisor Third District | | | | X | |
| Huntington Tom | Naturalist and Writer interested in Portola | | | | X | |
| Hylkema, Mark | California State Parks Archaeologist | | X | | X | X |
| Jones, Laura | Stanford University Archaeologist | | X | | X | |
| Kiser, Terry | California State Parks | | | | X | |
| Kremer, Pat | Pacifica Historical Society | | | | X | |
| Lewis, Jim | Menlo Park Historical Association | | X | | X | |
| Locklin, Linda | California Coastal Commission | | | | X | |
| Lococo, Joe | San Mateo County, Public Works | | | | X | X |
| Lopez, Valentin | Amah Mutsun Tribe | | | | X | |
| Lowenthal, Alan | Muwekma Ohlone Tribe | | | | X | |
| Lubin, Thalia | Woodside Historical Association | | X | | X | X |
| Lund, Nancy | Portola Valley Historian | | | | X | |
| Mark, Jane | Midpeninsula Regional Open Space District | X | X | X | X | X |
| McIntyre, Alex | Menlo Park City Manager | | | | X | |
| Merrilees, Neil | San Mateo County Park Commission | | | | X | |
| Mullin, Kevin | State of California Assemblyman | | | | X | |
| Murphy, Justin | City of Menlo Park, Public Works | | | | | X |
| Newport, Kara | Filoli Historic House and Garden | | X | | | X |
| Oberoi, Rajesh | Caltrans | | | | | X |
| O'Conner, Bonnie | Pacifica Planning | | | | X | |
| Ocampo, Van | Pacifica Parks | | | | X | |
| Olson, Dave | Midcoast Community Council | X | | | X | |
| Olstein, Dan | Peninsula Open Space Trust | | | | X | |
| Perez, Mike | Pacifica Parks | | | | X | |

ATTACHMENT B: Committee Representatives and Participating Partners

| Name | Representing | Core Planning Committee | Interpretive Committee | Communication Committee | Full Committee | Technical Coordination |
|---------------------|---|-------------------------|------------------------|-------------------------|----------------|------------------------|
| Peters , Clay | Santa Cruz Liasion | | | | X | |
| Pierce, Barbara | SMC Historical Museum | | | | X | |
| Postel, Mitch | San Mateo County Historical Association | X | X | | X | |
| Ramirez, Tim | San Francisco Water Department | | | | X | X |
| Reimer, Paul | Portola Trail Expert | X | X | | X | |
| Rice, Barbara | National Park Service Rivers Trails and Conservation Assistance Program | | | | X | |
| Rice, Trevor | Golden Gate National Recreation Area | | | | X | |
| Rose, Sean | Town of Woodside Public Works | | | | | X |
| Ruddock, Deborah | Half Moon Bay | | | | X | |
| Ruiz, Ana | Midpeninsula Regional Open Space District | | | | X | |
| Ruiz, Sergio | Caltrans | | | | | X |
| Ryan, Elish | Midpeninsula Regional Open Space District | X | | | | |
| Santina, Rick Della | Pacifica Historical Society | | X | | X | |
| School, Carla | San Mateo County, Parks | | | X | | |
| Speier, Jackie | U.S. Congresswoman | | | | X | |
| Spohrer, Chris | California State Parks | | | | X | X |
| Staiger, Steve | Palo Alto Historical Association | | X | | X | |
| Suleiman, Mohammad | Caltrans | | | | | X |
| Sullivan, Jim | Pacifica Mayor Alternate | X | | | X | |
| Tolmasoff, Juda | County Supervisor Second District (Groom) | X | X | X | X | |
| Torres, Naomi | Juan Bautista de Anza National Historic Trail | | | | | X |
| Walecka,Hilary | California Coastal Conservancy | X | | | X | X |
| Weldon, Brianna | NPS | | X | | | |
| White, Gordon | Golden Gate National Recreation Area | | X | | X | |
| Wilson, Marshall | San Mateo County, Communications | | X | X | | |
| Wright, Katherine | San Mateo County, Parks | | X | | | |
| Yim, Catherine | Caltrans | | | | | X |
| Young, Jackie | Rown of Woodside Planning Manager | | | | X | X |



ATTACHMENT B: STATEMENT OF HISTORIC SIGNIFICANCE

Statement of Historic Significance
Ohlone/Portolà Heritage Trail Committee*
2019

Introduction

Before the Gaspar de Portolá expedition happened upon San Francisco Bay in 1769, *Alta* California was an unknown place except to native people for approximately 10,000 years. Among these native people were the Ohlones who were spread throughout the southern San Francisco Bay Region and beyond, composing 50 local tribes in many more villages. Each village had its own land and customs. Spanish explorers recorded villages at intervals of three to five miles in most areas.¹

However, after this Spanish “sighting” of the Bay, things changed rapidly. The Ohlones who lived in what we could call San Mateo County today, were among the first in *Alta* California to be subjugated by the newcomers by being led into the Spanish missions. Their culture was nearly eradicated, and the population levels of the people fell dramatically. In fact, most of coastal California became organized within this foreign system. After a comparatively few years, with the changing of hegemony from Spain to Mexico to the United States, California became known the world over. As a result, there are two distinct stories to be interpreted in San Mateo County regarding this Ohlone/Portolà Heritage Trail: that of the Ohlones Indians and that of the Portolà Expedition.

*The Committee wishes to acknowledge the United States National Park Service for allowing extensive utilization of its *Historic Resources Study for the Golden Gate National Recreation*

Area in San Mateo County (2010) by Mitchell P. Postel for this Statement of Historic Significance.

The Tribal World of the Ramaytush Ohlone

According to historian Alan K. Brown, prior to the arrival of the Spanish, the aboriginal peoples of the San Francisco Peninsula, referred to as the Ramaytush, numbered more than 2,000. Ten tribes existed along the peninsula (from north to south): *Yelamu, Urebure, Ssalson, Aramai, Chiguan, Lamching, Cotegen, Puchon, Oljon, and Olpen*. Every tribe controlled the land and people within its own. Within each tribal region a number of villages existed, each with its own village head and set of high status families. Tribal size varied from 40 to 500 persons.

The term Ramaytush (pronounced rah-my-toosh), is commonly used as a designation for a dialect of the Costanoan language that was spoken by the original peoples of the San Francisco Peninsula. Richard Levy first used the term in 1978, but his usage derives from J.P. Harrington's interviews with Chochenyo speakers Angela Colos and Jose Guzman. Harrington's notes that *rámái* refers to the San Francisco side of the San Francisco Bay and *-tush* is the Chochenyo suffix for people. Thus, *rámáitush* referred to the people of the San Francisco Peninsula.² Most descendants of the indigenous groups of the San Francisco Bay Area, however, refer to themselves as Ohlone, hence the phrase, Ramaytush Ohlone.

The subsistence and material culture of the Ramaytush Ohlone did not differ from other neighboring Ohlone societies. The Ohlone harvested "plant, fish, and animal resources" from the environment and acquired additional resources through extensive trade networks, including networks that extended across the San Francisco Bay to the north and east.³ A sexual division of labor existed within Ohlone society: women harvested plant foods, including acorns and seeds, while men hunted and fished. In regards to the material culture, "women spent a considerable portion of their time each year weaving baskets, which were necessary for gathering, storing, and preparing foodstuffs."⁴ "Houses were hemispherical in shape and were generally made from grasses and rushes, although some were constructed from large sections of redwood tree bark. Women tended to wear skirts made of plant fiber, while men were generally unclothed. Women tended to have tattoos on their chins. Men had long beards with pierced ears and nasal septums."⁵

The socio-political landscape was determined in large part by the relationships between tribes and tribal leaders. As anthropologist Randall Milliken relates, "Within each tribal territory lived a number of intermarried families that comprised a small autonomous polity ... Members of the local groups hosted dances, pooled their labor during specific short harvest periods, defended their territory, and resolved internal disputes under the leadership of a headman."⁶

Of the ten tribes of the San Francisco Peninsula, the *Aramai* (whose territory was in today's Pacifica) were perhaps the most politically influential. Headman Luciano *Yagueche* of the village at *Pruristac* had at least three wives and six children. His offspring married the children of other headmen more frequently than any other headman or high-status person. *Aramai* men accounted

for nearly one-third of leadership positions at Mission *San Francisco de Asis*, which is impressive given the tribe's comparatively small size. Luciano *Yagueche*'s son, Manuel Conde *Jutquis*, retained an important status at the mission from his baptism in 1779 until his death in 1830.

A second important leader from the village of *Pruristac*, Manuel *Liquiiquei*, perhaps a shaman or secondary headman, married the daughter Luciano *Yagueche*. Because marriages between members of the same village were quite unusual for the Ramaytush, Manuel *Liquiiquei* may well have been a very important person in the *Aramai* tribe. Another indicator of his high status was that of his son. In Ramaytush culture the prominence of the father was conferred to his children, and a position of high status in the mission staff required as a prerequisite high status in the neophyte community. Manuel *Liquiiquei*'s son, Luis Ramon *Heutlics*, stood witness at more marriages than any other Ramaytush person and eventually became *alcalde*.

Another important *Aramai* man, Jorge *Jojuis*, most likely a brother or son of Luciano *Yagueche*, served on the mission staff as a witness for many Ramaytush marriages. Members of the neighboring *Chiguan* tribe, however, did not have prominent roles at Mission Dolores. The *Aramai*, then, were not only the most politically dominant Ramaytush tribe—they dominated indigenous leadership at Mission *San Francisco de Asis* during its formative years from 1786 until the early 1800s.

Relations between tribes were managed by intermarriages, especially among high status families. Tribal conflict originated from infringements upon tribal territorial boundaries and from wife stealing; however, “despite their political divisions, the people of the Bay Area were tied together in a fabric of social and genetic relationships through intertribal marriages.”⁷ In addition, tribes united for the purpose of ongoing trade both at the local and regional levels. Regional, seasonal fiestas brought tribes of differing languages and ethnicities together. As Milliken describes, “Regional dances provided opportunities to visit old friends and relatives from neighboring groups, to share news, and to make new acquaintances. People traded basket materials, obsidian, feathers, shell beads, and other valuable commodities through gift exchanges. Intergroup feuds were supposed to be suspended at the dances, but old animosities sometimes surfaced. All in all, such ‘big times’ strengthened regional economic ties and social bonds.”⁸

The Ohlones of the San Francisco Bay Area shared a common world view and ritual practices. According to Milliken, “People believed that specialized powers came to them through association with supernatural beings or forces.”⁹ One common practice was the planting of a painted pole decorated with feathers, to ensure good fortune in the next day's hunt or other event. Prayers accompanied by the blowing of smoke toward the sky or sun and offerings of seeds and shell beads were common practices.¹⁰ Any person with a special talent or gift was thought to be imbued with supernatural power. Dreams guided a person's future actions.

Oral narratives were both a form of entertainment and a means of education. The narratives typically involved Coyote, head of the animals, and the Duck Hawk, his grandson. Generally, the “narratives indicate that the present events and places in nature were determined by the actions of a pre-human race of animal beings during a former mythological age.”¹¹

Similar to other tribes in California, “dances comprised the main form of communal religious expression. Each local group had its own series of festivals. Every festival had its own set of specific dances, each with a unique set of costumes, accompanying songs, and choreography. During the most sacred dances, participants and costumes could only be touched by specialists, since they were thought to be invested with supernatural powers. No dance cycle details were documented for any of the groups around San Francisco Bay.”¹²

Spanish Exploration

Once in Ohlone country, the Portolà Expedition found the native people to be most gracious, offering food and guidance. Furthest south in today’s San Mateo County they first encountered the relatively large village of *Quiroste* close to Año Nuevo. Here the Spanish saw what they called *Casa Grande*, a structure in which all 200 of the village’s residents could fit inside. After that were the *Oljons* of the area around San Gregorio Creek who possessed a population of nearly 160. Further north, at Purisima Creek, were the *Cotegen*, made up of about 65 Indians. Just south of the *Aramai*, the Portolà party encountered the *Chiguan* of today’s Half Moon Bay. According to mission records this tribe probably only numbered about 50 people.¹³ Nevertheless, as did most the Ohlones who met Portolà, they fed and gave directions to the expedition.

On October 31, 1769, Gaspar de Portolà and his party descended Montara Mountain and met some 25 people of the Aramai tribe who most likely lived at the village of *Pruristac* in today’s Pacifica, to the east of where the Spanish eventually camped.¹⁴ (However these Ohlones may have been from a second *Aramai* village, *Timigtac*, that might have been at Mori Point.)

It is important to state that throughout Portolà’s journey up the coast and especially in Ohlone lands, the Spanish used the Indian trails, even referring to them as “roads.” As James T. Davis states, early travelers and explorers in California “either received directions from Indians or were accompanied by native guides.”¹⁵ Indian trails represent the earliest transportation routes in California, and these trails eventually became State Highways, public roads, and sections of today’s California Coastal Trail. Trade among neighboring and sometimes distant tribal groups were facilitated by means of Indian trails. Indians usually exchanged goods by bartering or by purchasing with shell beads.

After leaving the *Aramai* and descending on Sweeney Ridge, Portolà came across the Ssalson who numbered about 200 individuals. As the party moved south down the San Andres Valley, they met the Lamchin, the largest tribe of the Peninsula, numbering as many as 350 people. Their lands included today’s Redwood City and the hill country to be west. As they moved

closer to San Francisquito Creek and Palo Alto they met the *Puichun* who numbered about 250. Alan K. Brown estimated the total number of Ohlone Indians occupying San Mateo County at the time of the Portolà Expedition at 2,000 “or more - - approximately four or five persons to a square mile.”¹⁶

Spanish interest in *Alta* California began only 30 years after the first voyage of Columbus. After conquering the Aztec empire of central Mexico, Hernán Cortéz felt the tremendous wealth accumulated there could be gotten again to the north. He was reminded of medieval tales about an island of Amazons led by Queen Calafia, from who the “Golden State” would eventually get its name.¹⁷ Legends filtered through to him of “Seven Cities” possessing fabulous fortune and *El Dorado*.¹⁸ However, after nearly two decades of effort, Cortes’ attempts to explore northward were hampered by harsh environmental barriers and hostile natives.

In 1539, Cortés was replaced by Antonio de Mendoza whose mission was to consolidate Spanish gains in New Spain. Under Mendoza, Francisco de Ulloa was dispatched to further explore Mexico’s north coast. His way was blocked when he realized that *Baja* California is a peninsula. Also that year, Mendoza sent a Christian Moor named Estevanico and a Franciscan padre named Marcos north, overland toward the center of the American West. They heard tales that indicated the Seven Cities of Cibola actually existed. While Estevanico was killed during the journey, Father Marcos returned and reported having actually seen one of the cities.

And so, in 1540, Mendoza had Vásquez de Coronado lead a well-equipped expedition with Father Marcos in tow, which ended up in western Kansas. When they reached the spot where Father Marcos had “seen” the silver city, they viewed a white washed adobe instead. Still they pressed on. The Indians they met repeated myths that encouraged the *conquistadores* to journey even farther into the wilderness; it is probable that the Indians hoped they would never return. However, they did return but with the report that no fabulously wealthy civilizations existed in the north.

Although hardly pleased, Mendoza, in 1542, gave it another chance. This time he sent Juan Rodriguez Cabrillo (or his Portuguese name: João Rodrigues Cabrilho) with two ships, the *San Salvador* and *Victoria*. In addition to searching for wealthy civilizations, Cabrillo was also charged with finding the fabled “Northwest Passage.” They left Mexico and sailed west and then north around *Baja* California. During the voyage, Cabrillo broke his arm and died on January 18, 1543. Under a new commander, Bartolomé Ferrello, the expedition proceeded north and nearly reached the Oregon border. They returned to port in Mexico on April 14. Of course, the Northwest Passage was not located.

For Mendoza, and the Spanish, the lessons of their efforts in the early 1540s were all negative regarding the future of lands north of Mexico. No great civilizations or fabulous fortunes existed there. Instead the environment was difficult to deal with and the Indian people had little of what they would consider wealth.

However, Spain's progress as one of the world's greatest maritime powers continued. By 1565, it controlled a lucrative trade from the Philippines. In 1566, Esteban Rodríguez and Andrés de Urdaneta established a reliable sea route from Manila, east across the ocean. The voyage made use of the currents and winds of the north Pacific. Ships would reach the western shores of North America and sail down the California Coast to ports in New Spain.

These Manila treasure ships or galleons risked many perils. In 1568, one was lost off Guam. Another was wrecked 15 years later. Some of the ships were forced back to Manila because of violent Pacific storms.

Interest began to grow in establishing a port, as a resting place, on the California Coast.¹⁹ Ships' captains were therefore given instruction to survey the coastline for a likely choice for a safe harbor. This interest was made even more pertinent in 1578, when English raider Francis Drake rounded Cape Horn in his *Golden Hind*, searching to pirate Spanish treasure while exploring the Pacific for England. In 1579, he put in somewhere off the northern California coast (probably Drake's Bay) to repair his ship. Just a few years later, in 1584, Francisco Gali, with orders to explore the California coast in his Manila galleon, the *San Juan Bautista*, made landfall at Monterey and then cruised southward. Three years later, Pedro de Unamuno was in command of the Manila galleon and landed in the vicinity of Monterey after crossing the Pacific from Japan.

The final attempt by a Manila galleon to explore the Coast in the sixteenth century took place in 1595. Sebastian Cermeño aboard the *San Agustín* was returning to New Spain from the Philippines and followed the northern route, reaching California around Trinity Bay. He then worked his way south. Cermeño anchored his ship at Point Reyes, but it was hit by a storm. The *San Agustín* lost its anchor and ran around at Drake's Bay, becoming *Alta California's* first recorded shipwreck. The crew spent some time exploring the local area. They then left their cargo of wax and silks behind and boarded the ship's launch, called the *Santa Buenaventura*. They set sail for Mexico. Along the way members of the party took notes describing the Coast, including San Mateo County's shoreline and Monterey Bay.²⁰

By the beginning of the seventeenth century, no port had been established for Spain on the California coast. Meanwhile, since the destruction of its *Armada* in 1588, Spain's strength as a great maritime power had been steadily diminishing. Recognizing the need for finding a suitable location for a safe harbor while being mindful of Spanish military reversals, Sebastian Vizcaíno proposed to New Spain's viceroy Don Gaspar de Zúñiga y Acevedo, Count of Monte Rey, to explore the coast at his own expense in return for being awarded command of a future Manila galleon.²¹ The Count agreed to the deal. Vizcaíno and company were to chart and sound bays, islands, reefs and bars. They were to take solar and stellar readings, note wind directions, map locations of anchorages, reference wood and fresh water sources and establish place names with their topographical descriptions.²²

The explorers commanded three ships and a long boat. They set sail on May 5, 1602. The ships found themselves continuously in difficult sailing conditions as they battled up the coast of *Baja*

California, sometimes separated and usually short of drinking water. They reached San Diego on November 10, after more than six exhausting months. They rested here until November 20, landed at Santa Catalina Island, sailed through the Santa Barbara Channel, rounded Point Concepcion, caught an unusual favorable wind, sailed past Carmel Bay and, on December 16, entered Monterey Bay, which they named for their viceroy. Vizcaíno described the place as “sheltered from all winds,”²³ and made Monterey out to be a perfect harbor. Perhaps Vizcaíno tailored what turned out to be an exaggerated account for the benefit of the man who could give him command of the Manila galleon. Perhaps he feared that without a positive report his reward might be lost.

At first it appeared as if Vizcaíno’s efforts had succeeded in getting him what he wanted. The Viceroy was pleased with the results of the expedition and liked the idea that a fine new port was named for him. However, Spanish colonial assignments were subject to change. Soon after Vizcaíno’s return, Monte Rey was given a promotion to viceroy of Peru. His place in New Spain was taken by the Marqués de Montesclaros, who did not trust Vizcaíno. He revoked his Manila galleon reward and had the expedition’s map maker tried and then hanged for forgery,²⁴ (although not necessarily because of his chart of Monterey²⁵).

Looking at the larger picture, the results of the Vizcaíno expedition had little immediate ramification. Not very much more was observed from what Cabrillo had noted 60 years earlier. Spain made no moves to establish any presence along the California coast for another 167 years. The thinking was that with the winds and currents behind the Manila galleon once it reached the shores of North America, that there really was little need for a port. The normal route of return from the Philippines was to steer north to latitude 30° and find the favorable winds and then turn south as soon as seaweed was spotted, indicating land was near.

And so the California coast remained mostly a mystery. San Francisco Bay had still not been seen; not until another expedition from Mexico to *Alta* California was sponsored by the Spanish, this one led by Gaspar de Portolá in 1769, was the Bay detected. Meanwhile, the Manila galleons were absolved of the responsibility of exploring the coast, with one exception, when Gamelli Carreir described his south bound voyage in 1696.

Nevertheless, barring his descriptions of Monterey, Vizcaíno’s charts were highly regarded for their accuracy, and his maps continued in use until the 1790s. Thus the myth of a safe harbor at Monterey was still on the minds of Spanish officials in the 1760s, when they finally got around to planning the colonization of *Alta* California.

Interest in *Alta* California was revived by José de Gálvez, who was made Visitor-General of New Spain in 1765 (a position actually superior to the Viceroy). For reason of personal ambition, Gálvez desired to give his sphere of influence the look of expansion and not decay. Citing possible foreign interest in California, he proposed occupation of that forgotten place as a defensive measure.

He not only discussed the ever-present concern of English interests, but also mentioned rumors of Russian fur trapping activity in North America. Lack of resources and the remoteness of California were finally put aside. The Spanish now felt compelled to settle *Alta* California before a foreign interloper could. They desired that California become a buffer against possible aggression - - to protect Mexico and, indeed, all its New World holdings.

The strategy in settling *Alta* California was to establish overland communications and transportation. This seemed necessary because of the power of the English Navy. Lack of enough colonists to occupy the new frontier would be overcome by making the California Indians Spanish in their religion and in their language. That and a gradual intermixing of blood with the Spanish would create a new race of people loyal to the crown back in Spain.

In order to carry out his plans, Gálvez called upon a captain in the Spanish army, Gaspar de Portolá. Born in Balaguer, Spain in 1717,²⁶ the younger son within an aristocratic family, as a young man Portolá had no interest in joining the church or establishing a legal career, so he settled on becoming an officer in the army. He entered the service at the earliest possible age (17) at the lowest possible commissioned rank (ensign). He was involved with many military campaigns from the 1740s onward. However, promotions were slow; he was 8 years an ensign and 25 years a lieutenant before his promotion to captain, and that promotion came with an assignment that any officer in Europe would have thought a professional disaster - - for a job which he did not volunteer - - to permanent duty overseas to the “Army of America,”²⁷ part of Gálvez’s military buildup to oppose possible foreign aggression.

The 50-year-old officer arrived in New Spain in 1767. Gálvez gave him his first major assignment - - to evict the Jesuit missionaries from the *Baja* in order to make room for the more favored Franciscans. This was a delicate assignment, and there can be little doubt that Portolá’s good family connections made him the choice for the job. It is also likely that since he was fresh from Europe, he would not have the attachment to the priests who had been in the business of building missions in the area since 1697.

By the 1760s, the Jesuits had become target for legends about how they accumulated wealth and power where they served. While these accusations may have had truth to them in other places, in the *Baja*, they had little validity. In all of the Spanish empire, it would have been difficult to find a poorer, more inhospitable place.

Complicating matters, there was already an army captain in the *Baja*, with a long record of service, Fernando de Rivera y Moncada, who was now required to give up his governorship of the *Baja* to this newcomer, without knowing why. Sympathy for the Jesuits was manifest among the troops. A popular revolt among the people was feared, making the order of expulsion important to keep secret. Truly, Portolá’s job required a tactful touch, and that he was able to carry this job out in a subtle way can be determined by the words of one of the Jesuits. Father Ducrue wrote:

This Officer of the King arrived full of false prejudice against the Company caused by ridiculous accusations. But then he saw the truth about California, and how false these slanders had been. He never ceased to deplore the disagreeableness of his orders, which notwithstanding he fulfilled in every detail, yet with every kindness, and sympathy for ourselves.²⁸

Portolá assigned military personnel to govern *Baja* until the arrival of the Franciscans. For Gálvez, the completion of this assignment meant he could move on to the next task. Once more he called upon Portolá to lead the effort - - this time to explore and colonize *Alta* California. At this point too, Gálvez brought in the leader of the Franciscans just assigned to the *Baja*, Junípero Serra. Portolá would become the military governor of the two California's, as Serra would become Father-President of the two. The strategy directed Portolá and Serra to begin the colonization effort at the two best harbors, San Diego in the south and Monterey in the north. A *presidio* (fort) and mission would be established at both places and then a system or trail of missions would be placed in between the two about a day's walk apart - - similar to the string of missions in the *Baja*. The principal contingent of the expedition would be on land. Again the possibility of English naval aggression necessitated good land connection, making the location of trails imperative for the future.

What the Spanish called the "Sacred Expedition"²⁹ started out in the early months of 1769. Three ships were assigned the duty of supplying the main body of explorers who were on foot and mule. The vessels *San Antonio* and *San Carlos* were to rendezvous with the land contingent at San Diego. The *San José* was to meet them at Monterey. The land party moved up the *Baja* in two groups. Together they consisted of a number of Christianized Indians to act as interpreters and examples, a few dozen soldiers, a small number of blacksmiths, cooks and carpenters, one engineer and one doctor.

The *San Antonio* reached San Diego first after 54 days at sea. Despite their reputation for accuracy, charts, drawn up during the Vizcaíno expedition, had marked San Diego too far north. The *San Carlos* arrived three weeks later with a scurvy-ridden crew. In the meantime the land parties reached San Diego with only about half of the original 300 who had originally set out. Portolá and Serra were certainly challenged. Dozens were sick. The sole doctor had gone insane. The *San Antonio* was sent back to Mexico for supplies.

Portolá, recognizing his duties, decided to move north to Monterey as ordered with about 60 of the healthy soldiers, the party's engineer, Miguel Costansó, and Franciscan Padre Juan Crespi. Costansó and Crespi turned out to be terrific diarists of the journey. Crespi, who had been Father Serra's student back in Spain even before Serra became a Franciscan, was particularly enthusiastic about the things they saw and the people they met. Father Serra, meanwhile, took care of the sick and founded the settlement at San Diego, establishing *Alta* California's first mission and presidio. The route Portolá undertook was later referred to as *El Camino Real* (the

King's Highway), which is close to U.S. Highway 101 today. His aim was to meet the *San José* at Monterey. Sadly, the *San José* was never heard from again - - lost at sea and lost to history.

Portolá's party anxiously scoured the coast for the *San José* as they came closer to Monterey. When they actually saw Monterey Bay, the men felt that this place could not be the location that Vizcaíno had described as a safe harbor. And so, they marched onward.

On October 23, Portolá's party reached Whitehouse Creek at the southwest tip of today's San Mateo County. Here they met the *Quiroste* people, and they noted their "*Casa Grande*". Indicative of what was most on their minds, Crespi wrote about "eight or ten Indian men" who had come over "from another village". The natives seemingly communicated to the Spanish that within three days' march there existed two harbors, "and the ship is there: Divine Providence grant it be so, and that we reach there as soon as can be!"³⁰ Thus the hope that Monterey Bay still lie ahead with the promise of provisions from the *San José* remained alive.

The *Quirostes* sent guides along with the Spanish as they proceeded north. They crossed Pescadero Creek and then rested at San Gregorio Creek on October 25 and 26. Crespi was impressed with the potential of the land he was seeing. He felt the area north of Pescadero Creek to be "a grand place for a very large mission, with plenty of water and soil..." At San Gregorio Creek he wrote: "A good deal of land could be put under irrigation with this water; outside the valley all the hills are good dry-farming land." Crespi noted the people at San Gregorio (the *Oljons*) were "fair and well-bearded..." Their men wore no clothes. They "go totally naked, with however much nature gave them in plain view."³¹ Crespi was also impressed by the food offered by the Indians: "They brought us large shares of big dark-colored tamales they make from their grass-seeds, and the soldiers said they were very good and rich." These tamales or pies and other foods provided by the Indians, probably assisted the expedition with fighting its problems with scurvy.

The party proceeded north. At Pillar Point a somewhat frustrated Costansó wrote:

We could not tell...whether we were far away from Monterey or close to it. We were frequently rained upon; our provisions were running out and the men's ration reduced to a mere five flour and bran cakes a day...; the decision was made to slay mules for the soldier's rations, but they (the soldiers) refused it until needed for a greater want.³²

Here they rested a day. Crespi, looking south at Half Moon Bay, was again positive about what he was seeing: "(this) would be a fine place for a town." At Martini's Creek he recorded that the party named it *Arroyo Hondo del Almejas* for the deep creek and its musselbed. He also noted seeing *farallones* (island rocks) "in front of us."

On October 31, the party began its climb of either San Pedro or Montara Mountain. When they got to the top, Portolá noted that "25 heathens came up." These were the *Aramai*. Here Portolá

dispatched Sergeant José Ortega with eight soldiers to move in advance of the main body. Meanwhile Costansó studied the *farallones* to the west and determined that “the Port of Monterey had been left behind.”³³ That night they made camp in the San Pedro Valley. Crespi wrote about this place:

Shortly after we reached here there came over to the camp a good-sized village of very good well-behaved friendly heathens, (who)...brought us a great many... tamales... There must be many villages...for we have seen many smokes from here; mussels are also very plentiful here, and very large... Many deer have been seen upon the hills here... Bear tracks and droppings have been seen...our sick men since we left the creek of La Salud (Waddell Creek in Santa Cruz County) have been improving more every day...³⁴

On November 2, Costansó recorded how a group of the soldiers asked permission to go deer hunting. Some of these:

went a good distance from the camp and so far back up into the hills that they came back after nightfall. These men said, that...they had seen an enormous arm of the sea or estuary which shot inland...that they had seen handsome plains all studded with trees, and the number of smokes they had made out...left them in no doubt the country must have been well peopled with heathen villages.

Thus these hunters became the first Europeans to see the San Francisco Bay, most probably somewhere atop coastal hills now known as Sweeney Ridge. The other intriguing thing about this account is the reference to the “number of smokes” (from village fires), indicating the Bayside was “well peopled”.

On Friday, November 3, Costansó reported on a party of scouts who were sent up to the ridge line. They returned at night firing their guns. Crespi tells us that they had “come upon a great estuary.” Some seven villages were close-by, and they saw “many lakes with countless geese, ducks, cranes and other fowl...” However, the camp became more excited with the news that Indians, encountered by the scouts, said that a ship was anchored in this estuary. Some felt they had found the *San José* and Monterey after all. However Costansó and Crespi realized that the existence of the *farrallones* so close-by, indicated that this body of water was something else.

The next day, Saturday, November 4, the main party moved up the hill on an Indian path, perhaps close to today’s *Baquino* Trail. At Sweeney Ridge, they beheld the San Francisco Bay. Portolá wrote: “We traveled three hours; the entire road was bad. We halted without water.”³⁵ Obviously, the commander was not impressed.

Costansó was more descriptive:

...our Commander determined to continue the journey in search of the harbor and vessel of which the scouts had been informed by the heathens, and in the afternoon we set out...going along...the shoreline...until we took to the mountains on a northeast course. From their height we (saw) the great estuary...³⁶

Certainly, Crespi was the most loquacious:

About one o'clock in the afternoon we...went over some pretty high hills, with nothing but soil and grass, but the grass all burnt off by the heathens. Beyond, through hollows between hills, we once more came to climb an extremely high hill, and shortly (saw) from the height a large arm of the sea, or extremely large estuary.³⁷

He estimated that this body of water to be "four or five leagues in width in some places, and in others two, and at narrowest it may be a league wide or more." A league for these explorers was a rather inexact measurement that could range in actual distance from 2.5 to 4.5 miles. Crespi continues with the view to the north: "About a league and a half or two leagues from where we were, some mountains we made out that seemed to make an opening, and it seemed to us the estuary must go in by there, and as if there were a sort of harbor there within the mountains; we could not see clearly, as the mountains, which were high stood in the way." In other words, Crespi was describing San Bruno Mountain and Mount Tamalpais behind it. Because of these mountains the party could not locate the outlet of the Bay to the Pacific.

Portolá then made a fateful decision. Still in search of the *San José*, instead of proceeding north and finding the "Golden Gate", he ordered his party east down Sweeney Ridge toward San Bruno and then south through the San Andreas Valley in the direction of Millbrae. Costansó wrote that with the estuary "on our left hand," they "...travelled through a hollow...in which we stopped at sunset, in the cluster of live-oaks, which fringed the skirts of the high hills on the western side." Crespi described the place they camped, probably around U.S. Interstate 280, just west of Millbrae: "...we set up camp at the foot of these mountains, close to a lake where there were countless ducks, cranes, geese and others."

The next day, Sunday, November 5, the column of expedition continued. Costansó wrote:

We skirted along the estuary, upon its western side not within sight of it since we were separated from it by hills of the hollow...The country was well-favored: the mountains we were leaving to the right...showed themselves topped with handsome savins, with scrub oak and other lesser trees.

They were continuing to travel south, down the hollow later referred to as the San Andreas Valley, following adjacent to the path of the future Interstate 280. Crespi commented on the abundant animal life:

Tracks have been encountered of large livestock here in this hollow, which... must have been made by bears, as droppings have been seen belonging to (them)... Also a great many deer have been seen together, while the scouts aver that when they explored here they succeeded in counting a band of 50 deer together.³⁸

After marching about four and a half hours they came to rest near a creek (due west of Burlingame) and were visited by three natives - - most probably *Ssalson* people. They were, according to Crespi, much like Indians previously met on the Peninsula, "very well-behaved: with gifts of black pies and a sort of cherries."

Portolá's exhausted group marched another day trying to get around the estuary. They made it as far as San Francisquito Creek, near present-day El Camino Real at the border between San Mateo and Santa Clara counties. Here, near a tall tree that could be seen for miles around (*Palo Alto*), they made camp, and Portolá ordered Sergeant Ortega with a few soldiers to continue the search. The scouting party proceeded south, then east, then north, around the Bay, but did not travel far enough up the eastern bayshore to spot the Golden Gate or, of course, the *San José*. On Friday evening, November 10, they returned to camp "very downcast,"³⁹ according to Costansó.

The gloomy report prompted Portolá to convene a council of his officers. Somehow the expedition had missed Monterey, and the sick and exhausted party was at its end of endurance. They then broke camp and retraced their steps to Sweeney Ridge, then the San Pedro Valley and on down the coast, eating their mules along the way.⁴⁰ At Monterey Bay, they again could not come to grips that this was the place described by Vizcaíno. On returning to San Diego, most of the party revealed that they had not been much impressed with what they had seen. It seems only Father Crespi knew that something significant had been found at this great estuary: "It is a very large and fine harbor, such that not only all the navy of our Most Catholic Majesty but those of all Europe could take shelter in it."⁴¹

Back in Mexico, opinion sided on Crespi's side of things. Early in 1770, under orders to continue his work, Portolá sent Serra, Costansó and his second in command, Pedro Fages, on to Monterey by sea in the *San Antonio*. He set out overland again with just 12 soldiers, leaving only eight to guard San Diego. He finally realized that what the first party had twice walked by was Monterey Bay. California's second mission and second *presidio* would be established in the area. In the meantime he sent Fages north to try to figure out what it was that they had seen at the end of the first expedition. Fages and a small group of soldiers marched north-east via an inland route, reached the San Francisco Bay and made it far enough up the east bayshore to be the first Europeans to see the opening of the Bay at the Golden Gate.

Still, Gaspar de Portolá, the sophisticated Spaniard of noble blood, saw little in all this. He thought that if the Russians really wanted this God-forsaken part of the world, of which he had grave doubts, that they should have it as a punishment for their aggressive ambitions.⁴² He was soon recalled to Spain, retired and never came back to the Americas.

Why had not the Golden Gate and San Francisco Bay been sighted previously? The California coast had been charted and charted again. Cabrillo's crew, Drake, Vizcaíno and the many Manila galleons had sailed right on by. Certainly the persistent fogs of the Golden Gate could have hidden it from some. Most sailors, with or without fog, desired to sail west of the Farallon Islands to avoid catastrophe, making a sighting unlikely. Mostly though, the Golden Gate was difficult to see, even close by. Presently the famous Golden Gate Bridge marks the spot. Without it, the Gate is disguised. The opening itself is small. Moreover, the islands of the Bay, with the East Bay hills as a backdrop, give the appearance that the Gate is but another rocky cove along the Pacific Coast.⁴³

Thus the sighting was made by the first European *land* party to reach the Bay region, and the location of the event is today known as Sweeney Ridge. With the aid of San Mateo County historian Frank Stanger, California historian Herbert Bolton, of the University of California, after years of research, confirmed the location of the site in 1947.⁴⁴ The site at Sweeney Ridge was designated a National Historic Landmark on May 23, 1968.⁴⁵

Historians have long hailed the sighting of San Francisco Bay as crucial to the development of the Peninsula and surrounding areas. Had not Portolá happened upon "the great estuary," it may have taken many more years before a land party might have encountered San Francisco Bay, further retarding the march of events of the Spanish California period.⁴⁶ While Monterey was established in 1770, it only lasted six years as the Spanish northernmost outpost, for in 1776, the mission and *presidio* at San Francisco were established as a direct result of the sighting of the Bay.

The 1769 episode encouraged more exploration. In 1772, the new military governor of California, Pedro Fages, went north from Monterey as he did in 1770, except this time he took along Father Crespi and penetrated much farther north and then east. In a failed attempt to get around the Bay, he charted the landscape deep into the East Bay and came upon Suisun Bay and the Sacramento-San Joaquin River Delta.

From the descriptions of 1772, the Spanish could now begin to put together the keys to the military protection and commercial promise of *Alta* California. They could now envision that if the Golden Gate was navigable then access to the greatest natural harbor on the west coast of the Americas could be gained. Because the Gate was so narrow, the entire San Francisco Bay might be sufficiently defended from the bluffs nearby against a naval threat. Advancing that train of thought, if the Golden Gate could be controlled and utilized, and if the Bay could likewise be controlled and utilized, then the deep waters of the Delta could be used by ships to sail into the interior of California. Further exploration indicated if the Delta could be sailed, then the

Sacramento River might be navigated to the north and the San Joaquin River to the south. In the era before railroads, when maritime shipping was universally the most important type of transportation, these realizations had great significance.

It had all started with the Bay sighting in 1769. Although Spain lacked the personnel and resources to fully exploit the situation, and the later Mexican authorities were even less able to take advantage of it, after the United States military take-over of California in 1846 and the Gold Rush that followed three years later, the Americans were. They fortified the Golden Gate with a variety of forts and gun emplacements before the Civil War (1861-1865). The port and City of San Francisco grew in population and economic importance so that by the end of the nineteenth century it could be considered the “Imperial”⁴⁷ city of the American West. For thousands of years, California had existed as a difficult to reach place, inhabited by a native people unknown to the rest of the world. From Portolá’s chance sighting of the Bay forward, all would change. This California would become within 200 years the most populated, economically powerful and culturally influential state within the most important country in the world.

For the Spanish in the 1770s, they did aspire to move with purpose. In 1774, veteran explorer and now military governor of *Alta* California, Fernando Rivera, with Franciscan Padre Francisco Palou (like Crespi, a former student of Father Serra), proceeded north from Monterey with the charge of finding the Golden Gate, this time from the south. Along the way they passed through the “hollow” that had been written about back in 1769. They named the place *San Andres* (today San Andreas Valley and Lake, just east of Sweeney Ridge). They succeeded in reaching the northern tip of the Peninsula to view the Gate from that vantage point. Imagine the irony, as Rivera realized how close the 1769 party had come. If not for the report by the Indians of the possibility of finding the *San José*, Portolá’s party might have found the Golden Gate and the Bay.

The next step was to determine if the Golden Gate could be navigated. In 1775, under the command of Juan Manuel de Ayala, the seasoned ship *San Carlos* successfully passed through on August 5. The crew of *San Carlos* were to meet up with a land party from Monterey led by Captain Bruno Heceta.⁴⁸ They explored the Bay for 42 days and were the first, among many other firsts, to map the San Mateo County bayline. The soldiers they were to rendezvous with were caught up in other duties and never met the *San Carlos*.⁴⁹ Although there exists no records to prove it, local historians have surmised that Heceta later named San Bruno Mountain (northeast of Sweeney Ridge) after his patron saint.⁵⁰

Now that the feasibility of establishing San Francisco as a port had been proven, the Spanish needed to set in motion plans to create a mission and *presidio* there. Indicative of the military importance the Spanish assigned to San Francisco, although more than 20 missions would eventually be established in *Alta* California, only four *presidios* would be built - - one at San Diego, the southern bastion: one at Monterey, supposedly the northern sentinel: San Francisco in 1776: and, the last, Santa Barbara in 1782.

By the mid-1770s, the Spanish were beginning to concede that making a successful colony of *Alta* California would require more than simply making the Indians new subjects of the King. Additional colonists were needed. A trail from central Mexico was proposed by Spanish frontier military officer Juan Bautista de Anza. Beginning in 1774, he blazed the trail that would bear his name from Sonora clear to San Francisco.

In 1776, Lieutenant Colonel Anza's party of 240 settlers, made the occupation of the San Francisco Peninsula possible for the Spanish. He recruited soldiers and farmers from the provinces of Sonora and Sinaloa in Mexico. Anza described his conscripts to Antonio Bucareli, the Spanish Viceroy at Mexico City:

...with regard to the forty families..., let me say that the people...I considered best suited for the purpose...are those...in the direst poverty and misery, and so I have no doubt they would most willingly and gladly embrace the advantage which your Excellency may... offer them...⁵¹

Included in the party were soldiers, 29 wives of soldiers and their numerous children (within this contingent was the Sanchez family that would come to own a large portion of the north San Francisco Peninsula including Sweeney Ridge), 20 volunteers, three *vaqueros* (cowboys), three servants, three Indian interpreters, three Franciscan padres and officers Anza and Lieutenant José Moraga.⁵² They also took with them 1,000 head of livestock. After an incredible journey they reached Monterey on March 10, 1776.

While the settlers rested there, Anza took a small group with him, including Franciscan Padre Pedro Font, to pick out sites for a mission and *presidio*. They marched up what became El Camino Real on the Peninsula. At about Belmont they received the word that the Lamchin to the south and the Ssalson to the north were at war. At a good-sized creek in Ssalson country, the group rested long enough for Padre Font to give it the name "San Mateo". The City and County of San Mateo would eventually take the name too. Why is lost to history. They crossed the Creek on March 26. The feast day for St. Matthew is September 21.

On March 27, Anza's group reached *Yelamu* country (San Francisco). They camped just south of today's Golden Gate Bridge. They immediately found the *Yelamu* to be friendly; a couple of the natives brought them firewood as a gift.

Anza chose the site for the *Presidio* on bluffs overlooking the strategically important Golden Gate. Three miles to the southwest, the site for Mission *San Francisco de Asís* was selected. After two days in San Francisco, they headed back, but only after further exploring the Carquinez Strait, the junction of the Sacramento and San Joaquin rivers and the Diablo Mountain Range.⁵³

After his return to Monterey, Anza was recalled for other frontier service. The job of moving part of the party up to San Francisco fell to José Moraga. The pioneers numbered 75.

During the early years of the Spanish colonization of California, its leaders were in disagreement. Serra and the Franciscans quarreled with the military governors about conduct of soldiers and treatment of Indians. However it was the closing of the Anza trail in 1781 that became a true watershed in the period. In 1780, the Franciscans established two missions in Yuma Indian country, on the Anza trail just west of the Colorado River within today's southeastern California. The cattle of the Spanish destroyed part of the Yuma's supply of mesquite beans. Other antagonisms occurred. The Yumas had a more war-like culture than most other California Indians. They destroyed both missions, then surprised Governor Fernando Rivera and 30 soldiers. All the men were killed including Rivera and four padres. The women and children of the mission communities were taken as prisoners. Some of the captives were later ransomed, but the Spanish made no attempt to rescue the hostages or punish the Yumas. The Anza trail was closed for the rest of the Spanish period of Southwestern History.

Alta California now became sort of an island. Unfavorable winds and currents of the Pacific made maritime contact difficult to the west, Russians and wilderness lay to the north, the lofty Sierra Nevadas lined the eastern fringe of California, and deserts and hostile Indians were to the south. Therefore the rate of colonial activity was slow. In 1781, about 600 people in California could be considered Spanish. By 1821, Spain's last year in control of *Alta* California, exclusive of Christianized Indians, the number had only increased to 3,000. Even this small augmentation was due to a robust birth rate, with practically no immigration from other parts of the Spanish Empire.

Spanish military presence was light. In the early 1790s, British Commissioner George Vancouver visited *Alta* California while working out details for a treaty. He observed all four *presidios* and found them weak.

Spanish Missions

While the Spanish government and military seemed incapable of gaining momentum in *Alta* California, the Catholic Franciscans made remarkable progress. Before he died in 1784, Serra had supervised the establishment of nine missions and the baptism of 5300 souls.⁵⁴

Reflecting upon this rapid change, the National Park Service's *Five Views: An Ethnic History Site Survey for California* declares: "Traditionally, California Indians have been portrayed in history as a docile primitive people, who openly embraced the invading Spaniards and were rapidly subdued. This simplistic contention adds little to a realistic understanding of native history in California and undoubtedly is derived from crude feelings of racial superiority on the part of its advocates."⁵⁵ The relationship between the Spanish and the Indians was not a peaceful co-existence. Rather, the history of California Indians is the story of an attempt to survive a series of invasions and the hardships that ensued.

On July 16, 1769, the Spanish founded the first mission in California at San Diego. It is estimated that there were about 310,000 Indians living in California at the time.⁵⁶ However, over the next 80 years, this number was to change drastically, along with the lifestyle and culture of the Indians.

According to the Smithsonian Institution's *Handbook of North American Indians*: "Spain's Indian policy at the time of the invasion of California was a mixture of economic, military, political, and religious motives. Indians were regarded by the Spanish government as subjects of the Crown and human beings capable of receiving the sacraments of Christianity."⁵⁷

Robert Archibold adds: "It was essential under 'missionization' that California Indians be 'reduced' into settled and stable communities where they would become good subjects of the King and children of God. Missionization required a brutal lifestyle akin in several respects to the forced movement of black people from Africa to the American South."⁵⁸

Thus, Jack D. Forbers concludes: "it should be clear, then, that the missions of California were not solely religious institutions. They were, on the contrary, instruments designed to bring about a total change in culture in a brief period of time."⁵⁹

The missions were built with Indian labor. This seems ironic given the devastating effect the mission system had on Indian population and culture, but it must be remembered that the Spanish saw the Indian neophytes as "little more than an energy source which cost nothing to acquire and nothing to maintain — they were an expendable resource. If the mission system had been progressive, if the priests (and the Mexican Presidents) had been able to learn from observation and experience, and thus allow changes to occur which would have been accommodations to problems of managing the neophyte populations, then there could have developed an operation which would have become more humane, and more consistent with doctrinal theory."⁶⁰

The Ohlone people were among the first to be brought into the *Alta* California mission system, and among the Ramaytush language group of Ohlones, the *Yelamu*, of present day San Francisco, had the first experience with permanent Spanish settlement. Initially, the missionaries noted that the Indian people seemed afraid of the newcomers, but by the spring of 1777, some of the younger *Yelamu* people overcame their fears and began taking religious instruction. On June 24, the initial three were baptized at the mission. The first of these was 20-year-old Chamis from the *Yelamu* village of Chutchui, whose mother was from *Pruristac*. The other two were boys of about nine years of age.⁶¹

It is unknown how much these youngsters understood about the significance of this commitment, but their lives would be changed tremendously and forevermore. They now lived at the Mission with its new foods, wore clothes of cloth, and lived under ceilings and behind walls. They learned to plant and cultivate crops, herd domesticated animals and tan hides. They found the padres stern. The work schedule was rigid, and there was no going back to the previous way of

life. They knew if they were to run away they would be brought back by the soldiers and be harshly punished.⁶²

By the end of the year, 32 more neophytes were brought into the church. They were all young: 23 males and 9 females. Twenty-seven were *Yelamu*, four were *Urebure* (San Bruno) and one was a *Lamchin* (Redwood City).

Between 1777 and 1781, the converts continued to be predominantly children and adolescent *Yelamu*. In fact by 1780, most of the young *Yelamu* had joined the Mission. Not until 1783 were a number of married couples baptized.⁶³ Progress was steady so that by 1800 close to all of the Peninsula's Indians were within the mission system.⁶⁴

The *Aramai* were among the first to be taken in of the people south of San Francisco. Indeed, between 1779 and 1784, most of the *Aramai* had become Christians. The headman at *Pruristac*, *Yagueche*, was the first chieftain of the Peninsula people to become a neophyte and had his conversion completed before the *Yelamu* headman by one year. His baptism took place June 7, 1783, when he was believed to be 70 years old.⁶⁵ He joined the church with one of his wives and two *Aramai* girls from *Timigtac*.

Most *Chiguans* (Half Moon Bay) were brought in between 1783 and 1787: the *Cotegens* (Purísima Creek), 1786-1791 and the *Oljons* (San Gregorio Creek) 1786-1793. The *Quirostes* (Año Nuevo) were taken in by three missions - - San Francisco, Santa Clara and Santa Cruz during the 1790s.

The year 1783 seems to have been a key one for Mission *San Francisco de Asís*. That year, almost as many married couples came into the church as had been the case for the seven years before. Previously only 10 couples had been baptized, but in 1783 there were nine, among them four from *Pruristac*, more than any other village. Considering the distance from the mission to *Pruristac*, and its small size, this village sent a proportionately large number of people to be converted that year.⁶⁶

The conversions of couples continued in 1784, including another two from *Pruristac*. Probably recognizing the progress being made, Franciscan Father President Serra visited San Francisco that year, at the seven-year anniversary of the first baptism at the Mission.

In 1785, larger numbers of *Urebure*, *Ssalson* and *Lamachin*, people of the Peninsula's bayshore, joined the Church. By 1787, the last of the *Yelamu* were in. Between 1786 and 1787, Peninsula bayside conversions increased yet more rapidly. After a three year lull of activity, in 1790, more baptisms took place among the eastern Peninsula groups until by the end of the year nearly two thirds of them were Christians. The final wave of conversion for the baysiders occurred in 1793, including the last of the *Ssalsons*.

The rapidity and completeness of the sweep of these people into the Church seems extraordinary. Randall Milliken in his 1995 study, *Time of Little Choice*, explains that this transformation resulted because of the shattering by the Spanish of the balances that had made Ohlones so successful in an unchanging world. While Spanish livestock took over the pasture land, Spanish law prohibited the Indians from burning brush to provide grasslands for the animals they hunted. Spanish diseases depleted local populations and broke the pattern of teamwork among the people. The survivors simply had not enough hands to continue the old ways. Stronger groups, less effected originally, could temporarily dominate their weakened neighbors.

According to Milliken the people “lost faith in the feasibility of continuing their traditional way...,”⁶⁷ and, sadly, once the decision was made to be taken in by the Church “...they left behind a major portion of their identity.”⁶⁸ He elaborates that the Franciscans engaged in a campaign of “cultural denigration” in which they “...sought to make the native people feel ashamed of their traditional way of life and envious of Spanish culture.” In short, the old ways “...provided no answers in the context of the new social reality...” This acceptance of “...a foreign culture as inherently superior to one’s own is, in a sense, to depreciate one’s self.” The Franciscans simply replaced tribal elders as their “supernatural spirits seemed stronger.”⁶⁹ Thus the people were forced to seek a new identity.

Meanwhile the thought of any defensive alliances that the people might forge to oppose the Spanish was impossible. The Indians of Central California, simply did not think of themselves as a single people.

Nevertheless, when one considers the few padres and soldiers involved with this cultural transformation, it is amazing that so many native people could have been indoctrinated into the new faith in so short a time. The dedication and philosophies of the Franciscans are to be acknowledged as some reasons behind their success.⁷⁰ The padres sincerely believed they were gifting the Indian people with a religion that would allow them a blissful afterlife. Without them, the Indians’ souls would be lost. By converting to Catholicism, an Indian became a *gente de razón*, which is a person of reason. He was now also a loyal Spanish subject, and intermarriage between the natives and Spanish was not discouraged.

In the eyes of the priests the new life was morally enriching for the Indians. The disciplined activities that came with their conversion was not just in their new religion but moved them from savagery to civilization. To transform the Indians from wild beings would take a huge effort that would be wrenching, even unnatural for the natives, and be of substantial work for the Franciscans.⁷¹ Thus catechism and prayer needed the augmentation of a regimented work schedule to complete the Indians as “people of reason.”

In spite of spiritual philosophy, the realities of the mission system for the Indians were grim. By the 1780s, for the mission people at Mission *San Francisco de Asis*, this meant a life of confinement, spiritually and physically. Most lived beneath the bell tower, except for a few

children of gentiles (the unconverted), who were allowed to return to their parents with the idea that they would try to tempt mothers and fathers into the mission fold as well.⁷²

The demanding life for the neophytes included frequent masses in which the people kneeled for long periods. They learned European skills such as spinning and weaving for the women and farming for the men. Long work days were expected, and soldiers were in close proximity to maintain order.⁷³ Corporal punishment were inflicted frequently on both the men and the women.

By the 1780s, the Franciscans were realizing problems with the system at San Francisco. In order to have a successful mission community, it was necessary to have abundant fresh water, enough arable land and extensive pasturage. Mission *San Francisco de Asis* had none of these. Situated at the tip of the Peninsula for strategic reasons, it had limited sources of brackish water, sandy soil for cultivation and little close-by pasturage for livestock. As early as 1783, the priests were complaining to Spanish officials in Mexico about troubles feeding all the people. As the population continued to grow, so did the food problem.

Worst yet were the diseases that the Spanish brought with them, of which the Indians had no immunity. At Mission *San Francisco de Asis*, up to 30% of a population might die in a bad year. The high death rate combined with a low birth rate among the demoralized people was a disturbing trend to contend with for the padres. It is important to note that the major epidemics in California were still to come. The first measles epidemic did not hit until 1806. However, long before sickness among the Ohlone was severely compounded by the austere living and working conditions imposed by the Spanish resulting in the drastic population declines.

The depopulation first hit San Francisco in 1785. The death rate jumped to 15.5% with 48 people dying. The particular sickness that did this awful damage was not identified in the records of the padres.

The creation of a mission outpost southwest of Sweeney Ridge in the San Pedro Valley (now the Linda Mar area of Pacifica) initiates an important theme of San Francisco Peninsula history. From this point through to our modern era, the resources of the southern part of the Peninsula (now San Mateo County) have been utilized to help San Francisco succeed, first as mission and then, later, as an important, internationally renowned city.

The idea of creating agricultural outposts for the California missions did not belong solely to the San Pedro Valley. Mission San Francisco itself would have at least two more active centers, at San Mateo and San Rafael.⁷⁴ However no outpost was more important to the survival of a mission nor extensive in its activities in California than what became known as *Asistencia San Pedro y San Pablo* (Saint Peter and Saint Paul's Ranch).

What moved the padres to establish the outpost? The crowded conditions at San Francisco, and perhaps the lack of food too, had helped fester disease there. By moving down the Peninsula

with some of the people the crowding could be somewhat alleviated. Moreover, the natural limitations of San Francisco required an agricultural site that could grow sufficient crops of grain, fruit and vegetables. Greater pasturage for the livestock, especially cattle, was also needed. Finally, many potential neophytes lived south of San Francisco. Especially those on the coast were difficult to reach. An outpost closer to the gentiles would facilitate more conversions.

Why the San Pedro Valley? Back in 1774, when he was with Rivera, Father Palóu had noted the place as well-suited for a fully functional mission. Although timber for construction was not abundant, the valley did not “lack land, water, or pasture for cattle.”⁷⁵ Indeed the Spanish were well acquainted with San Pedro. Here Portolá had camped just before seeing the Bay. Also the friendly *Aramai* of *Pruristac* came from here, and it was not far from the San Francisco Mission - - only about 10 miles. After some study, the padres agreed with Palóu’s assessment. The place appeared to have fertile soil, San Pedro Creek ran all year round, good grazing land was present, and the sun seemed to find a hole in the fog and clouds at San Pedro.

Padres Pedro Cambón and Miguel Giribet made the decision to move forward in 1786. Construction began at the village site of *Pruristac* and made use of the wattle technique of erecting wooden poles upright in the ground and then plastering the framework with mud. The structures were then white washed with lime from the newly found quarry at Mori Point.

The *Asistencia* was a success in its first year. By 1787, all the crops necessary for the Mission San Francisco were grown here. The report back to Mexico even mentioned a surplus of food and that more could be cultivated if a market existed for sale of the produce.

The population count of *San Pedro y San Pablo* was never definitely stated in the reports of the Franciscans. However, we have knowledge that there was considerable activity there among the people, beyond the construction and successful farming endeavors. The first recorded birth took place on March 10, 1786 - - a baby girl. The church of the outpost recorded its first baptism on June 15, 1787.⁷⁶

In fact 25 of the 109 baptisms recorded by the priests at *Mission San Francisco de Asís* were conducted at San Pedro that year. The neophytes included people from both the coast and Bayside communities. The padres were delighted with the activity there and remarked that the new outpost would allow them to recruit neophytes as far south as Año Nuevo.

During the years of the outpost’s greatest activity, although most coast people still received baptism at San Francisco, a significant number were brought into the Church at the *Asistencia*. The first were *Cotegan* (Purisima Creek) and *Oljon* (San Gregorio Creek), including the *Oljon* headman, 30-year-old *Ysus*. Indians from as far down as Año Nuevo (the *Quirostes*) would eventually receive baptism there.⁷⁷ By 1791, operations were still robust. That year 70 baptisms were recorded at the *San Pedro y San Pablo* Church. Eventually, 160 baptisms would be performed there.⁷⁸

The first recorded burial at the outpost took place May 5, 1786. Another death that summer was a granddaughter of *Yagueche*, once the headman at *Pruristac*. In 1787, Father Giribet conducted five more funerals there. Eventually more than 135 people were buried in the Valley, in a cemetery that has been lost in time. By mid-1787, Padres Cambón and Giribet had recognized that the number of people at San Pedro warranted their commitment to having one priest say Mass there every Sunday. Between 1789 and 1791, there were nearly equal numbers of burials at the Mission as there was at the *Asistencia*. This might infer that an equal number of neophytes lived at the two places, giving San Pedro a possible population of 300 people.⁷⁹

Among those baptized at *San Pedro y San Pablo* in 1791 was a *Quiroste* named *Charquin*. Within just a few days of his new Christian experience, this neophyte fled to hide in the Santa Cruz Mountains, near Año Nuevo, the place he had lived before. That winter he became the first San Francisco Bay Area Indian to organize active resistance to Spanish authority. A Spanish patrol captured *Charquin*. He was imprisoned at the San Diego *Presidio* in May of 1793. Some have speculated that this hostility may have played a part in the eventual decision to withdraw, or at least partially withdraw from the San Pedro Valley.

From the point of view of the Franciscans, the founding of Mission Santa Cruz, in 1791, may have led to consideration that less activity on the Coast would now be required of the priests at San Francisco. Also that year, Padre Cambón, who had helped establish *San Francisco de Asís* with Palóu back in 1776, decided to retire. His energy may have been a crucial factor in keeping the activities at *San Pedro* so vital.⁸⁰

There can be no doubt that disease, which first struck the *Asistencia* in 1791, had influence in diminishing activity there. By the end of the year the death rate at San Pedro had jumped from an average of about a dozen a year to 47, while baptisms dropped to practically none. Perhaps witnessing the devastating effects of this illness caused *Charquin* to flee. He was joined by others. In 1792, another 50 people died.

Activity at San Pedro dropped substantially in 1792. The last wedding there took place January 10. Only ten people were baptized that year, all before July (in San Francisco, there were 123 baptisms in 1792).

The next year a new farming center was established at San Mateo Creek on the Bayside of the Peninsula (at today's Baywood and El Camino Real in the City of San Mateo). Livestock found good grazing there, and the Franciscans built an adobe building and began planting corn, vegetables and wheat. No report came from San Pedro in 1794.⁸¹

The year after the disaster of 1792 at *San Pedro y San Pablo* was also the peak year for Coastal Peninsula people counted within *Mission San Francisco de Asís*. Some 197 neophytes (28%) were among the total of 711. Because of sicknesses, their number fell to 128 in just two years. By 1800, mission Indians from the San Mateo Coast numbered only 81 individuals.⁸²

Of course the larger story of the fate of the Ohlone people is not a happy one. By 1810, all of them had been taken into the missions. Of the 17,000 people that once made-up this culture, few were left after 41 years of contact with the Spanish.⁸³

Submitted by Committee Members: Jonathan Cordero, Sam Herzberg, Mitch Postel

Notes

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ATTACHMENT C: FIRST CONTACT – A SNAPSHOT OF FACTS

The first contact between the Ohlone Indians of San Mateo County and Europeans represented by Gaspar de Portolá and his expedition happened during twenty-seven days in October and November, 1769.



Credit: Painting by Ann Thiermann

The Ohlone

- The Ohlone peoples had inhabited the Bay Area for about 10,000 years before the Portolá expedition arrived.
- In 1769 the Ohlone of the San Francisco Peninsula, referred to as the Ramaytush (pronounced rah-my-toosh) because of their language, numbered more than 2,000 or a population density of about 4 to 5 people per square mile. For comparison purposes, 250 years later, the San Mateo County's overall population density is at about 1,675 people per square mile.
- There were about ten Ohlone tribes on the peninsula that ranged in size from 40 to 500 persons and whose territories were geographically organized by watersheds.
- There were well established trail routes between tribal territories used for both trade and social interactions. People traded basket materials, obsidian, feathers, shell beads, and other valuable commodities.
- A division of labor existed within Ohlone society: women harvested plant foods, including acorns and seeds, while men hunted and fished.
- Ohlone houses were hemispherical in shape and were generally made from grasses and rushes, although some were constructed from large sections of redwood tree

bark. One village (Quirsote) had a central structure large enough to accommodate all village residents.

- Women tended to wear skirts made of plant fiber, while men were generally unclothed. Women tended to have tattoos on their chins. Men had long beards with pierced ears and nose.
- Ohlone baskets used for gathering, storing, and preparing foodstuffs were made from native, and sometimes cultivated, plants.
- Tribal villages moved up and down a watershed as needed to manage natural resources and for their own health.
- The Ohlone were nurturing land managers who constructed a cultivated landscape through deliberate human intervention. They built and maintained habitats through techniques such as fillage, controlled burning, pruning, weeding and seeding the wildlands.
- Along with hunting and gathering, the Ohlone were masterful fishermen and traveled short distances in tule balsas, small boats constructed from tule reeds that could hold up to three people at a time. Paddles, hooks, darts, spears, nets and clubs, all used to kill sea mammals, including otters, harbor seals, fur seals and sea lions, have been recovered from shell mounds.
- There was extensive trade between the coastside and bayside, within the San Francisco Bay region, and beyond.



Credit: Portola expedition painting by Morton Künstler photo by Audrey Luke Photography - Courtesy San Mateo County Historical Association

The Portolá Expedition

- The Portolá expedition was ordered by King Charles III of Spain.
- The reason for the expedition was because Spain felt it was important to settle Alta California before a foreign interloper (England or Russia) could do so and that colonization over time would protect Spain's interests to the south and control the Pacific coast of North America for maritime trade and activity.
- What the Spanish called the "Sacred Expedition", the Portolá party consisted of about 63 men and 200 horses and mules for riding and the pack train.

- There are three diaries from the expedition by Portolá, Miguel Costansó, the expedition's engineer, and Franciscan Fray Juan Crespi.
- Their exploratory goal was to find a land route to Monterey Bay that previously had been discovered in 1602 and described as a perfect harbor by sea-explorer Sebastian Vizcaíno.
- When the expedition actually saw Monterey Bay on its way north, expedition members felt that this place could not be the location that Vizcaíno had described as a safe harbor. And so, they marched onward.
- Portolá's journey north, especially in Ohlone lands, used the well established Indian trails, even referring to them as "roads".
- After crossing Waddell Creek and entering what is now San Mateo County, the Portolá expedition was wanting of sustenance and vulnerable to disease, They found the Ohlone people to be most gracious, offering food and giving directions to the expedition.
- The explorers recorded Ohlone villages at intervals of about three to five miles in most areas.
- The expedition party generally traveled between 2 and 5 "leagues" a day which is roughly between 5 and 12 miles.
- On November 4, 1769 the Portolá party from what is now Pacifica on an Ohlone path, perhaps close to today's Baquino Trail, moved up the hill to Sweeney Ridge and beheld the San Francisco Bay.
- They also saw and noted "a number of smokes" from village fires, indicating the Bayside was "well peopled".
- The Portolá party then traveled south down the San Andreas Valley to San Francisquito Creek and camped in Menlo Park near the redwood tree named El Palo Alto. After five days to allow time for scouts to explore the East Bay, the expedition retraced its route back through the County south to Monterey and back to San Diego.

Some More Facts

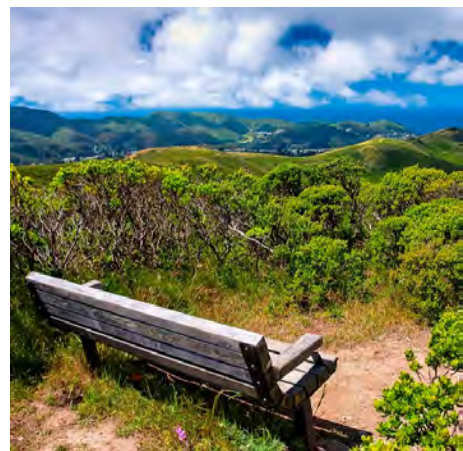
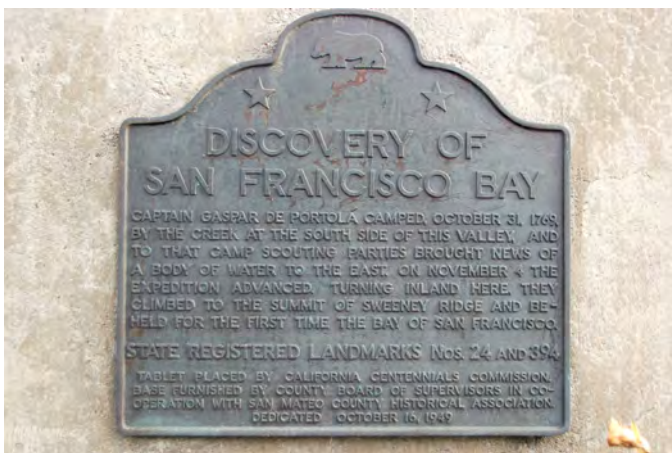
- An Ohlone Village site near Tunitas Creek is a registered California Historic Site.
- All of the Portolá expedition's campsites are registered California Historic Sites.
- The "Discovery Site" is listed on the National Register of Historic Places as well as being a registered California Historic Site.
- The Portolá expedition route in San Mateo County was about 85 miles in length.
- When the Portolá party traveled east from the foothills along San Francisquito Creek they used twin trees they called Palos Colorados (red trees) as a guide. Those trees are what we today call Coast Redwood (*Sequoia sempervirens*).
- The Sanchez Adobe site was the village of Pruristac (Ramaytush Ohlone). It later served as an Assistencia Mission to the San Francisco Mission for agricultural food supplies. It later became the home to Francisco Sanchez the Commandante of the San Francisco Presidio and Alcalde of San Francisco. This is a unique location where all three major periods of early California and San Francisco Bay Area history can be told.

A Snapshot of Speculation

- This may have been the first time the Ohlone had seen horses, firearms, and any number of Spanish tools and equipment.
- Communication between the two cultures was by expression and hand gesture that

sometimes led to false impressions and confusion.

- While the Ohlone, on more than one occasion, invited the expedition to their villages for food and entertainment, Portolá refused the offers as his mission was singular and he feared disease or other diversions. That must have been an unexplained curiosity to a gracious people. The Portola expedition journals referred to the Ohlone as “very good well behaved heathens”.
- In 1769 the Ohlone did not know the real purpose of the expedition as a precursor to Spanish colonization. They certainly did not know how this “**first contact**” would impact their future when only five years later, in 1776, Juan Bautista de Anza and Franciscan fathers returned to make the occupation of the San Francisco peninsula a reality for the Spanish.





ATTACHMENT D: OPPORTUNITIES AND CONSTRAINTS

INTRODUCTION

These summary opportunities and constraints identified related to the Ohlone-Portolá Heritage Trail provide general information about each recreation route segment. They were used in considering priority recommendations for the recreation trail system. The following tables key to route segments identified on Map #4. The heading for each segment provides recommendations for whether the segment would be for bicycling, hiking, or equestrian use.

The use of the term “braided” in each segment description indicates that one use, most often bicycles, would use a totally different route alignment. In some instances alternative route alignments are identified that have been evaluated but have been dropped from consideration as being not feasible. These are noted as such.

Terminology

The following definitions are used in the description of recreation route alternatives to define typical Ohlone-Portolá Heritage Trail design scenarios:

- **Class I Bikeway (Bike Path):** A paved pathway separated from a roadway for multiple uses. A design for a new bike path would include geometrics for use and other requirements of the Americans with Disability Act unless selected exemptions are applicable.
- **Class II Bikeway (Bike Lane):** A separate lane delineated for bicycle use on a street.
- **Class III Bikeway (Bike Route):** A route along a street designated through signage for bicycles.
- **Class IV Separated Bikeway / Cycle Track:** A protected lane on a street for the exclusive use by bicycles that is separated from motor vehicles with a vertical feature.
- **Multi-use Trail:** A paved or natural surface trail with use shared among pedestrians, bicycles, and potentially equestrians. A multi-use trail could be single- or double-tracked. A design for a new multi-use trail would include geometrics for use by bicycles and an attempt to meet requirements of the Americans with Disability Act unless selected exemptions are applicable.
- **Riding and Hiking Trail:** A single-track natural surface trail for equestrians and pedestrians. A design for a new riding and hiking trail would include geometrics for use and other requirements of the Americans with Disability Act unless selected exemptions are applicable.
- **Foot Path:** A single-track natural surface pathway exclusively for pedestrians. A design for a new foot path would include geometrics for use and other requirements of the Americans with Disability Act unless selected exemptions are applicable.
- **Sidewalk:** A paved pathway exclusively for pedestrians. A new sidewalk design includes geometrics for use and other requirements of the Americans with Disability Act where possible and depending on geometrics of the adjacent street.
- **Share-the-Road Pedestrian and Equestrian Route:** An extremely low-volume traffic roadway without sidewalks where pedestrians (and potentially equestrians) use the roadway shoulder or travel in the roadway and the route includes appropriate safety signage. Only one instance along Old Womans Creek Road in Any Nuevo State park is this alternative is proposed. Other potential instances, such as in Montara where more moderate levels of traffic occur, were eliminated from consideration for safety reasons.

| SEGMENT: County Line to Ano Nuevo State Park Entrance (dropped from consideration except as Automobile Route) | | | | |
|--|---------------------|--------------|------------------------|------------------------------------|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Highway 1 (PM 0.0) @ San Mateo County Line | Highway 1 (PM 3.32) | 3 miles | • Caltrans | • Class III bikeway • Foot path |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|---|---|---|
| <ul style="list-style-type: none"> • Uses Caltrans ROW • Would accommodate California Coastal Trail • Pedestrian foot path options better on west side of highway based on topography and views • Portions of trail north of State Park entrance would follow existing access road • Approximately 8-foot-wide striped highway shoulders entering San Mateo County • Possible pedestrian use of New Years Creek Road / Año Nuevo State Reserve entrance road as alternative to Highway 1 alignment for portion of segment <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> • Big Basin Redwoods State Park Waddell Beach parking with restrooms • Año Nuevo State Park <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> • Nature trail to Rancho Del Oso Nature and History Center • Planned bicycle and walk-in camp in Rancho Del Oso • Año Nuevo Point Trail • Cascade Ranch Historic Farm | <ul style="list-style-type: none"> • Within California Coastal Zone; Coastal Zone Development permit required • Within Cabrillo Highway State Scenic Corridor • Very steep eroding cliffs and fence barriers along east side of the highway across from Waddell Creek Bridge crossing to County line • Would remove informal parking on west side of highway adjacent to Waddell Beach <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> • Prime Soils • Potential habitat for rare and threatened animal species: California red-legged frog, sharp-shinned hawk, Peregrine falcon, coast horned lizard • Potential habitat for rare and threatened plant species • Potential creek crossings: <ul style="list-style-type: none"> – Elliot Creek – Cold Dip Creek – Año Nuevo Creek – Glen Oaks Creek – Cascade Creek | <ul style="list-style-type: none"> • Rancho del Oso Nature and Historical Center as starting point of interpretive program • Interpretive signs at Big Basin Redwoods State Park Waddell Beach parking area • Interpretive programs at Año Nuevo State Reserve |

ALTERNATIVE ALIGNMENT CONSIDERATIONS

- Beginning segment in Big Basin Redwoods State Park, Rancho del Oso Nature and Historical Center entrance (Santa Cruz County / Caltrans District 5); constraints include no pedestrian access on Highway 1, the Waddell Creek Bridge crossing and tsunami inundation risk
- Possible pedestrian use of New Years Creek Road / Año Nuevo State Reserve entrance road as alternative to Highway 1 alignment for portion of segment if located on west side of Highway 1
- Alternate route east of Highway 1 ROW is private property and was not considered at this time
- Begin trail at Año Nuevo State Park Visitor Center

| SEGMENT #1: Año Nuevo State Park / Lake Elizabeth Zone (pedestrian and equestrian route) | | | | |
|---|---|--|--|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Año Nuevo State Park Visitor Center | Highway 1 (PM 3.32) at Lake Elizabeth Turnoff | 2.38 miles | <ul style="list-style-type: none"> • California State Parks • Caltrans | <ul style="list-style-type: none"> • Class II bicycle route • Riding and hiking trail |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> • Wholly within Año Nuevo State Park and Caltrans ROW <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> • Año Nuevo State Park <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> • Año Nuevo State Park staging area and existing trail connection to Pigeon Point Lighthouse that draws visitors <p><u>Nearby Overnight Accommodations</u></p> <ul style="list-style-type: none"> • Consideration in State Park General Plan for Lake Elizabeth wayside (enroute) camping | | <ul style="list-style-type: none"> • Within California Coastal Zone; Coastal Zone Development permit required • Portion within Cabrillo Highway State Scenic Corridor • Would represent a new trail route not included in the Año Nuevo State Park General Plan • No bicycles allowed on any trails in Año Nuevo State Park • May not meet ADA guidelines for entire segment • Within “Lake Elizabeth Zone” of the State Park • Highway 1 crossing required • Crossing Whitehouse Canyon Road <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> • Potential habitat for rare and threatened animal species: California red-legged frog, sharp-shinned hawk, peregrine falcon, coast horned lizard • Lake Elizabeth: Central Coast arroyo willow habitat • Forest types: mixed conifer forest; riparian | | <ul style="list-style-type: none"> • Interpretive panels addressing Quioroste Valley Cultural Reserve off Whitehouse Canyon Road |

| SEGMENT #2A BRAIDED SEGMENT: Año Nuevo State Park (pedestrian and equestrian route) | | | | |
|---|------------------------|--------------|---|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Highway 1 (PM 3.32) at Lake Elizabeth Turnoff | Whitehouse Canyon Road | 2.32 miles | • California State Parks / Año Nuevo State Park | • Class III bikeway • Riding and hiking trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|---|--|---|
| <ul style="list-style-type: none"> Existing unmaintained trail, wholly within Año Nuevo State Park <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> Consideration in State Park General Plan for Lake Elizabeth trailhead and equestrian staging, restrooms, wayside (enroute) camping Accessible trail opportunity along Lake Elizabeth Consideration in State Park General Plan for trailhead and vista point at Whitehouse Canyon Road <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> Quiroste Valley Cultural Preserve Costanoa Lodge (involves private lands) <p><u>Nearby Overnight Accommodations</u></p> <ul style="list-style-type: none"> Costanoa Lodge | <ul style="list-style-type: none"> Within California Coastal Zone No bicycles allowed on any trails in Año Nuevo State Park Quiroste Valley Cultural Reserve Within Alquist-Priolo earthquake fault zones (San Gregorio Fault Zone) May not meet ADA guidelines for entire segment <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> Potential habitat for rare and threatened animal species: California red-legged frog, sharp-shinned hawk, peregrine falcon, coast horned lizard Riparian Mixed conifer forest <p><u>Known Cultural Resource Considerations</u></p> <ul style="list-style-type: none"> Adjacent to Quiroste Valley Cultural Preserve | <ul style="list-style-type: none"> Portion of alignment within Quiroste Valley Cultural Preserve (Mintine Site) Portolá Campsite – Casa Grande (October 24, 25, 26; November 18); State Historic Landmark #23; no marker present Interpretive panels addressing Quiroste Valley Cultural Reserve off Whitehouse Canyon Road <p><u>Potential Interpretive Theme</u></p> <ul style="list-style-type: none"> Interpretation in Quiroste Valley Cultural Preserve. Considerations would include: <ul style="list-style-type: none"> vegetation management program focused on recreating a native California Indian managed landscape special events focused on native California Indian ceremonies interpretation focused on native California Indian life in the Quiroste Valley Consult with Amah Mutson Tribal Band land management for culturally significant plants |

SEGMENT #2A BRAIDED SEGMENT– BICYCLE ROUTE: Class III bikeway to follow Highway 1 and Gazos Creek Road to Segment #3.

| SEGMENT #2B BRAIDED SEGMENT: Año Nuevo State Park (pedestrian and equestrian route) | | | | |
|---|------------------------------------|--------------|---|----------------------------------|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Whitehouse Canyon Road | Road gate on Old Womans Creek Road | 1.64 miles | • California State Parks / Año Nuevo State Park | • Riding and hiking trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|---|--|--|
| <ul style="list-style-type: none"> Existing unmaintained trail, wholly within Año Nuevo State Park Accessible trail opportunity within Quiroste Valley Cultural Preserve <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> Consideration in State Park General Plan for trailhead and vista point at Whitehouse Canyon Road <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> Quiroste Valley Cultural Preserve Costanoa Lodge (involves private lands) <p><u>Nearby Overnight Accommodations</u></p> <ul style="list-style-type: none"> Costanoa Lodge | <ul style="list-style-type: none"> Within California Coastal Zone No bicycles allowed on any trails in Año Nuevo State Park Quiroste Valley Cultural Reserve Potential bridge crossing of Whitehouse Creek Within Alquist-Priolo earthquake fault zones (San Gregorio Fault Zone) May not meet ADA guidelines for entire segment <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> Potential habitat for rare and threatened animal species: California red-legged frog, sharp-shinned hawk, peregrine falcon, coast horned lizard Riparian Mixed conifer forest Creek crossings: <ul style="list-style-type: none"> Whitehouse Creek Gazos Creek <p><u>Known Cultural Resource Considerations</u></p> <ul style="list-style-type: none"> Quiroste Valley Cultural Preserve | <ul style="list-style-type: none"> Portion of alignment within Quiroste Valley Cultural Preserve (Mintine Site) Portolá Campsite – Casa Grande (October 24, 25, 26; November 18); State Historic Landmark #23; no marker present Interpretive panels addressing Quiroste Valley Cultural Reserve off Whitehouse Canyon Road Consult with Amah Mutson Tribal Band management for interpretation program / event opportunities <p><u>Potential Interpretive Theme</u></p> <ul style="list-style-type: none"> Vegetation management program focused on recreating a native California Indian managed landscape Native California Indian life in the Quiroste Valley Native California Indian ceremonies Culturally significant plants |

BICYCLE ROUTE BRAIDED SEGMENT: Class I bikeway to follow Highway 1 and Gazos Creek Road to Segment #3.

| SEGMENT #3 BRAIDED SEGMENT: – Old Womans Creek Road (pedestrian and equestrian route) | | | | |
|--|--|---|---|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Road gate on Old Womans Creek Road | Intersection of Cloverdale Road and Gazos Creek Road | 0.65 miles | • California State Parks / Año Nuevo State Park | • Share-the-road pedestrian and equestrian route |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> • One lane unpaved road • Light traffic | | <ul style="list-style-type: none"> • Gated at Cloverdale Road • Must share the road with easement holders • Portion within Gazos Creek Road County Scenic Corridor • No bicycles allowed on any trails in Año Nuevo State Park • May not meet ADA guidelines • Poor condition old road; currently dead ends at gated private entrance to K&S Ranch <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> • Potential habitat for rare and threatened animal species | | |

ALTERNATIVE for Segments #2B and #3: Potential alignment avoiding use of Old Womans Creek Road would be along ridgeline to the west within Año Nuevo State Park but eliminated from consideration.

| SEGMENT #4 BRAIDED SEGMENT: Butano State Park / Backcountry Zone (pedestrian and equestrian route) | | | | |
|--|---|---|--|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Intersection of Cloverdale Road and Gazos Creek Road | Cloverdale Coastal Ranches Old Ranch Road and Cloverdale Road | 0.59 | <ul style="list-style-type: none"> California State Parks / Butano State Park | <ul style="list-style-type: none"> Multi-use trail |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> Generally located on a low to moderate slope hillside Within Butano State Park Potential Staging Area at Cloverdale Coastal Ranches Old Ranch Road and Cloverdale Road <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> Butano State Park <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> Quiroste Valley Cultural Preserve | | <ul style="list-style-type: none"> Within California Coastal Zone New trail alignment not shown in Butano State Park General Plan Butano State Park Parkwide Roads and Trails Management Plan not yet completed May not meet ADA guidelines Within Alquist-Priolo earthquake fault zones (San Gregorio Fault Zone) Within Gazos Creek Road and Cloverdale Road County Scenic Corridors Crossing of Cloverdale Road at ranch entrance <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> Grassland and Mixed Conifer Forest Central Coast arroyo willow Potential habitat for rare and threatened animal species: California red-legged frog, sharp-shinned hawk Creek crossing: one unnamed major drainage | | <p>Candelabra Tree</p> <p>http://norcalhostels.org/news/pigeon-point-bucket-list-candelabra-tree-trail</p> |

| SEGMENTS #2, #3, and # BRAIDED SEGMENT: Highway 1, Gazos Creek Road, Cloverdale Road (bicycle route) | | | | |
|---|---|--------------|---|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Highway 1 (PM 3.32) | Cloverdale Coastal Ranches Old Ranch Road | 8.18 miles | <ul style="list-style-type: none"> • Caltrans • San Mateo County Public Works | <ul style="list-style-type: none"> • Class III bikeway |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|--|--|----------------------------|
| <ul style="list-style-type: none"> • Potential Staging Area at Cloverdale Coastal Ranches Old Ranch Road and Cloverdale Road <p><u>Nearby Overnight Accommodations</u></p> <ul style="list-style-type: none"> • Costanoa Lodge | <ul style="list-style-type: none"> • Caltrans District 4 cooperation and encroachment permit required for signing. • Within California Coastal Zone; Coastal Zone Development permit required • Within Cabrillo Highway State Scenic Corridor • Portions within Gazos Creek Road and Cloverdale Road County Scenic Corridors • Gazos Creek Road is very narrow with little shoulder, steep ravine on south side (Gazos Creek) | |

| SEGMENT #5: Cloverdale Coastal Ranches (bicycle, pedestrian, and equestrian route) | | | | |
|---|--|--------------|-------------------------------------|----------------------------------|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Cloverdale Coastal Ranches Old Ranch Road @ Cloverdale Road | Due east of Lake Lucerne on east side of ridge | 4.46 | • POST / Cloverdale Coastal Ranches | • Multi-use trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|---|---|--|
| <ul style="list-style-type: none"> • Potential Staging Area at Cloverdale Coastal Ranches Old Ranch Road and Cloverdale Road • Located mostly on existing ranch roads • Views to ocean from mesa | <ul style="list-style-type: none"> • Within California Coastal Zone • Cloverdale “uplands” are working ranches • Portions of ranch roads / trail route adjacent to existing or proposed agricultural operations or private inholdings; fencing, setbacks, signage and other trail management considerations likely • Old ranch road in rough shape. Would likely need alignment adjustments and general improvements • One portion parallels Bean Hollow Road • May not meet ADA guidelines • No campfires or camping on MROSD managed lands within Coastal Service Area <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> • Potential habitat for rare and threatened animal species including: California red-legged frog • Forest types: mixed conifer forest; live oak forest; riparian • Potential creek crossings: <ul style="list-style-type: none"> – Arroyo De Las Frijolas | <ul style="list-style-type: none"> • Potential to collaborate with State, County Parks, and Resource Conservation District to interpret watershed improvements for fish passage, floodplain restoration w/ ecosystem services and previous Native American use of food/fish in the area |

BICYCLE ROUTE ALTERNATIVE for Segments #4, #5 and #6: Class III Bike Route following Highway 1 and Pescadero Creek Road

| SEGMENT #6: Butano Farms / Stage Road (bicycle, pedestrian, and equestrian route) | | | | |
|--|----------------------|---|---|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Butano Farms: due east of Lake Lucern on east side of ridgeline | Pescadero Creek Road | 2.79 | <ul style="list-style-type: none"> • POST / Butano Farms • San Mateo County Public Works (Stage Road) | <ul style="list-style-type: none"> • Multi-use trail • Share-the-road pedestrian route (Stage Road) • Class III bikeway (Stage Road) |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> • Generally follows ranch roads • Portion located within Stage Road ROW • Connects directly with Pescadero via Stage Road • A rural and rugged trail experience replicates both Ohlone and expedition's experience. <p><u>Nearby Overnight Accommodations</u></p> <ul style="list-style-type: none"> • Pescadero's Historic McCormick House Inn • Pescadero Creek Inn • Pescadero Creekside Barn | | <ul style="list-style-type: none"> • Within California Coastal Zone • Within Pescadero Creek Road (portion) and Stage Coach Road County Scenic Corridors • Portions of ranch roads / trail route adjacent to existing or proposed agricultural operations and / or private inholdings; fencing, setbacks, signage and other trail management considerations likely • Alternatives around agricultural operations may involve cultural resource sites and crossing of significant riparian zones. • Likely to not meet ADA guidelines • Stage Road ROW in residential area • May not meet ADA guidelines <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> • Prime Soils • Potential habitat for rare and threatened animal species including: California red-legged frog • Central Coast arroyo willow habitat • Creek crossing: Butano Creek • Within Pescadero Creek floodplain <p><u>Known Cultural Resource Considerations</u></p> <ul style="list-style-type: none"> • Ohlone site | | <ul style="list-style-type: none"> • Known cultural resource area • Potential to collaborate with State, County Parks, and Resource Conservation District on interpretive program • Consult with Amah Mutson Tribal Band land management for interpretation program opportunities <p><u>Potential Interpretive Themes</u></p> <ul style="list-style-type: none"> • Watershed improvements for fish passage, floodplain restoration w/ ecosystem services and previous Native American use of food/fish in the area • Culturally significant plants |

BICYCLE ROUTE ALTERNATIVE for Segments #4, #5 and #6: Class III Bike Route following Highway 1 and Pescadero Creek Road.

| SEGMENT #7A BRAIDED SEGMENT: Stage Road (bicycle route) | | | | |
|--|---|--------------|--|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Pescadero Creek Road | Southern Boundary of Pomponio State Beach | 5.42 | <ul style="list-style-type: none"> • San Mateo County Public Works • Adjacent private property | <ul style="list-style-type: none"> • Class III bikeway • Riding and hiking trail • Sidewalk (Pescadero) |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|---|--|--|
| <ul style="list-style-type: none"> • Located within Stage Road ROW • Potential staging area off Stage Road at Highway 1 • SamTrans limited service: Route 17 stop at Pescadero <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> • Commercial services at Pescadero <p><u>Nearby Overnight Accommodations</u></p> <ul style="list-style-type: none"> • Pescadero's Historic McCormick House Inn • Pescadero Creek Inn • Pescadero Creekside Barn | <ul style="list-style-type: none"> • Within California Coastal Zone • Within Stage Road County Scenic Corridor • Portions within Cabrillo Highway State Scenic Corridor • Minimal pedestrian sidewalk on east side of Pescadero Creek bridge • Stage Road ROW varies with majority at 60 feet, though portions are as narrow as 40 feet. • Narrow roadway (16-foot width) in many locations • The road is lightly travelled • Steep sections of roadside cut/fill make construction of a foot path within ROW highly unlikely and/or expensive; may require purchase of trail easement or additional private property • Not suitable for meeting ADA requirements <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> • Prime soils • Creek crossings: <ul style="list-style-type: none"> - Pescadero Creek - Bradley Creek - Pomponio Creek | <ul style="list-style-type: none"> • Potential staging / interpretive point off Stage Road near Highway 1 • Interpretive information at Pescadero Marsh State Beach staging areas directing attention inland |

| SEGMENT #7B BRAIDED SEGMENT: State Road adjacent to Pomponio State Beach / San Gregorio State Beach (bicycle route) | | | | |
|--|---|--|---------------------------------|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Southern boundary of Pomponio State Beach @ Stage Road | Northern Boundary San Gregorio State Beach @ Stage Road | 1.69 | • San Mateo County Public Works | • Class III bicycle route • Riding and hiking trail |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES | |
| <ul style="list-style-type: none"> • Alignment follows some routes identified in San Mateo Coast Area General Plan (1979) <u>Connecting Trails / Nearby Use Opportunities</u> • Connections through Pomponio State Beach and San Gregorio State Beach <u>Nearby Overnight Accommodations</u> • Consideration for a hike-in/ bike-in trail camp as identified in San Mateo Coast Area General Plan (1979) for San Gregorio State Beach | | <ul style="list-style-type: none"> • Within California Coastal Zone • Within Stage Road County Scenic Corridor • Portions within Cabrillo Highway State Scenic Corridor • San Mateo Coast Area General Plan may be considered outdated • Not suitable for meeting ADA requirements <u>Known Natural Resource Considerations</u> <ul style="list-style-type: none"> • Prime soils • Potential habitat for rare and threatened animal species | | |

| SEGMENT #7C BRAIDED SEGMENT: Stage Road (bicycle route) | | | | |
|---|----------------------|---|---------------------------------|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Northern Boundary San Gregorio State Beach @ Stage Road | Highway 1 (PM 19.43) | 1.4 | • San Mateo County Public Works | • Class III bikeway • Riding and hiking trail |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> • Located within Stage Road ROW • Potential staging area off Stage Road at Highway 1 • Potential staging area at San Gregorio Store • <u>Connecting Trails / Nearby Use Opportunities</u> • Potential connections through Pomponio State Beach and San Gregorio State Beach to be considered when General Plan prepared | | <ul style="list-style-type: none"> • Within California Coastal Zone • Within Stage Road County Scenic Corridor • Portions within Cabrillo Highway State Scenic Corridor • Stage Road ROW varies with majority at 60 feet, though portions are as narrow as 40 feet. • Narrow roadway (16-foot width) in many locations • The road is lightly travelled • Steep sections of roadside cut/fill make construction of a foot path within ROW highly unlikely and/or expensive; may require purchase of trail easement or additional private property • No pedestrian facilities on San Gregorio Creek bridge • Not suitable for meeting ADA requirements | | |
| | | <u>Known Natural Resource Considerations</u> <ul style="list-style-type: none"> • Prime soils • Potential habitat for rare and threatened animal species • Creek crossing: San Gregorio Creek | | |
| | | <u>Known Cultural Resource Considerations</u> <ul style="list-style-type: none"> • Ohlone site | | |

SEGMENT #7 BRAIDED SEGMENT: Pescadero Creek Road / Highway 1 / Pomponio - San Gregorio SB (pedestrian and equestrian route)

| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
|----------------------|-----------------------------------|--------------|---|---|
| Pescadero Creek Road | Highway 1 (PM 19.43) @ Stage Road | 8.68 Miles | <ul style="list-style-type: none"> San Mateo County Caltrans State Parks | <ul style="list-style-type: none"> Riding and hiking trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|-------------------------|-----------------------|----------------------------|
|-------------------------|-----------------------|----------------------------|

- All in public ownership
 - Existing foot path within sections of Pescadero State Beach.
 - Could also serve as portion of the California Coastal Trail
 - One section could be a point to point access route along sections of beach outside of Highway 1 ROW
 - Existing pedestrian access across Highway 1 Pescadero Creek bridge
 - Existing culvert over Pomponio Creek with sufficient room for a riding and hiking trail
- Nearby Parking / Staging Areas
- Pescadero State Beach Parking (3 locations)
 - San Gregorio State Beach
 - Pomponio State Beach
- Connecting Trails / Nearby Use Opportunities
- Links to existing Pescadero Creek Marsh point access trail near Highway 1

- San Mateo County Roads Department encroachment permit required; ROW width minimal along Pescadero Marsh side of road
 - Caltrans District 4 encroachment permit required; ROW width highly variable with minimum of approximately 150 feet
 - Within California Coastal Zone; Coastal Zone Development permit required
 - Within Cabrillo Highway State Scenic Corridor
 - Requires four road crossings of Highway 1 at:
 - Pescadero Creek Road/Pescadero State Beach entrance
 - south of the San Gregorio River bridge
 - Pomponio State Beach entrance
 - Star Hill Road
 - Steps required from staging are Pescadero at State Beach to bridge; not ADA compliant.
 - No equestrian access across Highway 1 Pescadero Creek bridge discourages use
 - No pedestrian / equestrian facilities on
 - Butano Creek bridge
 - San Gregoreo Creek Bridge
 - Moderately steep roadside cut/fill in sections along Highway 1; retaining walls required
- Known Natural Resource Considerations
- Creek crossings
 - Potential willow / wetland impacts along Pescadero Creek Road; would require wall with backfill or boardwalk

- Portolá Campsite / Santo Domingo – (November 17); State Historic Landmark #26 marker present at San Gregorio State Beach



Existing Historic Landmark #26 marker; San Gregorio State Beach

| SEGMENT #7 BRAIDED SEGMENT: Pescadero Creek Road / Highway 1 / Pomponio - San Gregorio SB (pedestrian and equestrian route) | | | | |
|--|-----------------------------------|-----------------------|---|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Pescadero Creek Road | Highway 1 (PM 19.43) @ Stage Road | 8.68 Miles | <ul style="list-style-type: none"> • San Mateo County • Caltrans • State Parks | <ul style="list-style-type: none"> • Riding and hiking trail |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES | |

Potential habitat for rare and threatened animal species

| SEGMENT #8: Highway 1 (bicycle, pedestrian, and equestrian) | | | | |
|--|---------------------------------------|--|------------------------|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Highway 1 (PM 19.43) @ Stage Road | Highway 1 (PM 19.98) @ Star Hill Road | 0.55 | • Caltrans | • Class III bikeway • Riding and hiking trail |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> • Located within Highway 1 ROW • Potential small staging area off Stage Road at Highway 1 | | <ul style="list-style-type: none"> • Caltrans District 4 cooperation and encroachment permit required; ROW width highly variable with minimum of approximately 150 feet. • Within California Coastal Zone; Coastal Zone Development permit required • Within Cabrillo Highway State Scenic Corridor • Moderately steep roadside cut/fill on both sides of road • If located on west side of road would require two highway crossings. | | <ul style="list-style-type: none"> • Potential staging / interpretive point off Stage Road near Highway 1 |

ALTERNATIVE ALIGNMENT CONSIDERATIONS

Alternative alignment needed. A ridgeline alternative west of Highway 1 from Stage Road (Segment #7) could be developed to directly link with Toto Ranch (Segment #9) and avoid use of Highway 1. However, it is partially located on private lands.

| SEGMENT #9: Toto Ranch / Highway 1 (bicycle, pedestrian, and equestrian route) | | | | |
|---|--|--|---|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Highway 1 (PM 19.98) @ Star Hill Road | Highway 1 (PM 20.98) @ Tunitas Creek Road | 1.33 | <ul style="list-style-type: none"> • MROSD • Caltrans | <ul style="list-style-type: none"> • Toto Ranch: multi-use trail <u>and</u> • Highway 1 <ul style="list-style-type: none"> - Class III bikeway - Riding and hiking trail |
| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES | | |
| <ul style="list-style-type: none"> • Potential small staging area off Stage Road near Highway 1 • Located along ridgeline with significant vistas to ocean • Potential staging improvements off Highway 1 at Tunitas Creek Beach access <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> • Tunitas Creek Beach <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> • Links to Tunitas Creek Beach | <ul style="list-style-type: none"> • Caltrans District 4 cooperation and encroachment permit required; ROW width highly variable with minimum of approximately 150 feet. • Within California Coastal Zone; Coastal Zone Development permit required • Within Cabrillo Highway State Scenic Corridor • Crossing of Highway 1 @ Tunitas Creek Beach • Highway 1 Tunitas Creek Bridge has no existing pedestrian access • Moderately steep roadside cut/fill on both sides of road • Side slopes may constrain construction access for highway segments and bridge • Toto Ranch <ul style="list-style-type: none"> - a working ranch with tenant; no timeline and or plans for developing public access in next 5 years - severe water limits on property; may not be able to provide water for restrooms or a potential staging area - brush control an issue - entry road from Highway 1 has poor visibility - ravine on Tunitas Creek is very steep - soils highly erodible - no campfires or camping on MROSD lands | <ul style="list-style-type: none"> • Potential staging / interpretive point off Stage Road near Highway 1 • Tunitas Creek Beach Indian Village (Torose Village/Cotegen); State Historic Landmark #375; no marker present <p><u>Potential Interpretive Themes</u></p> <ul style="list-style-type: none"> • Tunitas Creek site interpretation themes could include: watershed level conservation; potential steelhead restoration at Tunitas Creek; crab as a food source and concern with poaching • Place for cultivation of culturally important species and gathering space for tribal use | | |

| SEGMENT #9: Toto Ranch / Highway 1 (bicycle, pedestrian, and equestrian route) | | | | |
|--|--|--------------|---|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Highway 1 (PM 19.98) @ Star Hill Road | Highway 1 (PM 20.98) @ Tunitas Creek Road | 1.33 | <ul style="list-style-type: none"> • MROSD • Caltrans | <ul style="list-style-type: none"> • Toto Ranch: multi-use trail and • Highway 1 <ul style="list-style-type: none"> – Class III bikeway – Riding and hiking trail |
| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | | | INTERPRETIVE OPPORTUNITIES |
| | within Coastal Service Area <u>Known Natural Resource Considerations</u> <ul style="list-style-type: none"> • Potential habitat for rare and threatened animal species | | | |

| SEGMENT #9 ALTERNATE: HIGHWAY 1 (bicycle, pedestrian, and equestrian route) | | | | |
|---|---|--------------|------------------------|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Highway 1 (PM 19.98) @ Star Hill Road | Highway 1 (PM 20.98) @ Tunitas Creek Road | 1.00 | • Caltrans | • Class III bikeway • Riding and hiking trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|--|--|--|
| <ul style="list-style-type: none"> • Located along ridgeline with significant vistas • Potential staging / interpretive point off Stage Road near Highway 1 • Potential small staging area off Highway 1 at entrance to ranch • Potential staging improvements off Highway 1 at Tunitas Creek Beach access • Explore watershed level conservation and potential steelhead restoration at Tunitas Creek and Ohlone site <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> • Tunitas Creek Beach <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> • Links to Tunitas Creek Beach • Link to Toto Ranch | <ul style="list-style-type: none"> • Caltrans District 4 cooperation and encroachment permit required; ROW width approximately 150 feet. • Within California Coastal Zone; Coastal Zone Development permit required • Within Cabrillo Highway State Scenic Corridor • Moderately steep sections of roadside cut/fill may make construction of a foot path highly unlikely and/or expensive • Crossing of Highway 1 @ Tunitas Creek Road • Highway 1 Tunitas Creek Bridge has no existing pedestrian access <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> • Potential habitat for rare and threatened animal species • Tunitas Creek riparian zone • Creek crossing: Tunitas Creek <p><u>Known Cultural Resource Considerations</u></p> <ul style="list-style-type: none"> • Ohlone site | <ul style="list-style-type: none"> • Potential staging / interpretive point off Stage Road near Highway 1 • Tunitas Creek Beach Indian Village (Torose Village/Cotegen); State Historic Landmark #375; no marker present <p><u>Potential Interpretive Themes</u></p> <ul style="list-style-type: none"> • Tunitas Creek site interpretation themes could include: watershed level conservation; potential steelhead restoration at Tunitas Creek; crab as a food source and concern with poaching • Place for cultivation of culturally important species and gathering space for tribal use |

ALTERNATIVE ALIGNMENT CONSIDERATIONS

- Use of Highway 1 from Star Hill Road to Tunitas Creek Road
- A new trail could be developed at the north end of Toto Ranch but would involve an alignment through a riparian zone and a pedestrian bridge to cross Tunitas Creek.

SEGMENT #10: Highway 1 (bicycle, pedestrian, and equestrian route)

| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
|--|--|--------------|------------------------|--|
| Highway 1 (PM 20.98) @Tunitas Creek Road | Highway 1 (PM 23.92) @ Cowell-Purisima Coastal Trail | 3.06 | • Caltrans | • Class III bikeway • Riding and hiking trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|-------------------------|-----------------------|----------------------------|
|-------------------------|-----------------------|----------------------------|

- Could also serve as portion of California Coastal Trail
- Links with Cowell-Purisima Coastal Trail staging area

- Caltrans District 4 cooperation and encroachment permit required ; ROW width approximately 150 feet.
- Within California Coastal Zone; Coastal Zone Development permit required
- Within Cabrillo Highway State Scenic Corridor
- Moderately steep fill on both sides of road where crossing drainages (Lobinos Creek)

Known Natural Resource Considerations

- Prime Soils
- Creek crossing: Lobitos Creek

Potential Interpretive Theme

- Seasonal theme opportunity at adjacent private farm maze



Arata's Pumpkin Farm

| SEGMENT #11: Cowell-Purisima Coastal Trail (bicycle, pedestrian, and equestrian route) | | | | |
|--|--------------------------|--------------|--|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Cowell-Purisima Coastal Trail @ Highway 1 | Cowell Ranch Access Road | 3.15 | <ul style="list-style-type: none"> • POST • California Coastal Conservancy | <ul style="list-style-type: none"> • Multi-use trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|---|--|---|
| <ul style="list-style-type: none"> • Completed multi-use trail • Existing portion of California Coastal Trail <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> • Accessed through south entrance Cowell-Purisima Coastal Trail with restrooms <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> • Beach overlook side trail • Future regional trail connection via Purisima-to-the-Sea Trail that would connect to Lower Purisima Creek / Redwoods Open Space | <ul style="list-style-type: none"> • Within California Coastal Zone • Within Cabrillo Highway State Scenic Corridor • Use only on weekend days and federal holidays • Equestrians and dogs are not allowed • Potential crossing of Highway 1 • Trail design characteristics vary • Trail may not be fully compliant with ADA guidelines | <ul style="list-style-type: none"> • Portolá Campsite – (October 27): State Historic Landmark #22; no marker present • Potential for historic marker at south Cowell Ranch Staging Area <p><u>Potential Interpretive Themes</u></p> <ul style="list-style-type: none"> • Ohlone site (Ssaliame / Cotegen); Native American and Portolá shared campsite • Monterey Bay National Marine Sanctuary and the importance of marine resources to Ohlone as a food source |

| SEGMENT #12: Cowell Ranch / California Coastal Trail (bicycle, pedestrian, and equestrian route) | | | | |
|---|---------------------------------------|--------------|--|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Cowell Ranch Access Road | North border of Cowell Ranch property | 0.16 | <ul style="list-style-type: none"> • POST • California Coastal Conservancy | <ul style="list-style-type: none"> • Multi-use trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|---|---|---|
| <ul style="list-style-type: none"> • Existing hiking and bicycle path in need of upgrading and set back from bluff • Portion of California Coastal Trail <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> • Staging with restrooms (port-o-let) at north end Cowell-Purisima Coastal Trail at Highway 1 | <ul style="list-style-type: none"> • Within California Coastal Zone • Within Cabrillo Highway State Scenic Corridor • Equestrians and dogs not allowed excluded <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> • Potential habitat for rare and threatened plant species • Bluff erosion | <ul style="list-style-type: none"> • Staging area at Highway 1 • Interpretation along existing California Coastal Trail <p><u>Potential Interpretive Theme</u></p> <ul style="list-style-type: none"> • Monterey Bay National Marine Sanctuary and the importance of marine resources to Ohlone as a food source |

SEGMENT #13: California Coastal Trail (bicycle, pedestrian, and equestrian route)

| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
|---------------------------------------|--------------------------|--------------|------------------------|----------------------------------|
| North border of Cowell Ranch property | South end of Golf Course | 0.34 | • Private | • Multi-use trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|-------------------------|-----------------------|----------------------------|
|-------------------------|-----------------------|----------------------------|

- | | | |
|--|--|--|
| <ul style="list-style-type: none"> • Existing foot path in need of upgrading and set back from bluff • Portion of California Coastal Trail | <ul style="list-style-type: none"> • Within California Coastal Zone • Within Cabrillo Highway State Scenic Corridor • Private property • Agricultural lands; disked for fire protection <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> • Potential habitat for rare and threatened plant species • Bluff erosion | |
|--|--|--|

| SEGMENT #14: California Coastal Trail / Half Moon Bay Links / Ritz Carlton (bicycle, pedestrian, and equestrian route) | | | | |
|---|--------------------|--|---|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| South end of golf course | Redondo Beach Road | 1.47 | <ul style="list-style-type: none"> • City of Half Moon Bay • Half Moon Bay Golf Links | <ul style="list-style-type: none"> • Multi-use trail |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> • Completed paved multi-use trail • Existing portion of California Coastal Trail <u>Nearby Parking / Staging Areas</u> • Parking area off Miramontes Point Road • Informal parking at end of Redondo Beach Road | | <ul style="list-style-type: none"> • Within California Coastal Zone • Trail changes design character when leaving golf course • Portions shared with golf carts | | <ul style="list-style-type: none"> • Interpretation along existing California Coastal Trail <u>Potential Interpretive Theme</u> <ul style="list-style-type: none"> • Monterey Bay National Marine Sanctuary and the importance of marine resources to Ohlone as a food source |

| SEGMENT #15: California Coastal Trail / Wavecrest (bicycle, pedestrian, and equestrian route) | | | | |
|---|---|--------------|---|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Redondo Beach Road | Northern terminus of Wavecrest Bird Trail | 1.44 | <ul style="list-style-type: none"> • POST • City of Half Moon Bay • Coastside Land Trust | <ul style="list-style-type: none"> • Multi-use trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|--|---|--|
| <ul style="list-style-type: none"> • Existing foot path for portion of segment • Upgrade to accessible multi-use trail set back from bluffs • Segment of California Coastal Trail • Upgraded staging facilities at Redondo Beach Road <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> • Informal parking at end of Redondo Beach Road | <ul style="list-style-type: none"> • Within California Coastal Zone • Coastal bluffs / erosion • Possible bridges to cross drainages <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> • Potential habitat for rare and threatened plant species | <ul style="list-style-type: none"> • Interpretation along existing California Coastal Trail <p><u>Potential Interpretive Theme</u></p> <ul style="list-style-type: none"> • Monterey Bay National Marine Sanctuary and the importance of marine resources to Ohlone as a food source |



California Coastal Trail

| SEGMENT #16: California Coastal Trail / Half Moon Bay (bicycle, pedestrian, and equestrian route) | | | | |
|---|--|--|---|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Northern terminus of Wavecrest Bird Trail | Kelly Avenue (Half Moon Bay State Beach) | 1.35 | <ul style="list-style-type: none"> City of Half Moon Bay | <ul style="list-style-type: none"> Multi-use trail |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> Existing paved multi-use path Existing equestrian trail Existing segment of California Coastal Trail <u>Nearby Parking / Staging Areas</u> Staging with restrooms (port-o-let) at end of Redondo Beach Road <u>Connecting Trails / Nearby Use Opportunities</u> Access to State Beach | | <ul style="list-style-type: none"> Within California Coastal Zone Dogs on leash No clear route through parking area or campground | | <ul style="list-style-type: none"> Interpretation along existing California Coastal Trail Interpretive information at Half Moon Bay Coastside Chamber of Commerce & Visitors' Bureau <u>Potential Interpretive Theme</u> Monterey Bay National Marine Sanctuary and the importance of marine resources to Ohlone as a food source |

| SEGMENT #17: Half Moon Bay State Beach / Half Moon Bay Coastal Trail (bicycle, pedestrian, and equestrian) | | | | |
|---|------------------------|--|------------------------|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Kelly Avenue (Half Moon Bay State Beach) | Mirada Road cul-de-sac | 2.4 | • State Parks | • Multi-use trail |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> Existing paved multi-use trail (Half Moon Bay Coastal Trail) Existing segment of California Coastal Trail Existing restrooms along trail <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> Staging with water and restrooms at Half Moon Bay State Beach main entrance Staging with water and restrooms at Half Moon Bay State Beach off Venice Boulevard Staging with water and restrooms south of Young Avenue Staging with restrooms north of Young Avenue <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> Access to State Beach <p><u>Nearby Overnight Accommodations</u></p> <ul style="list-style-type: none"> Half Moon Bay State Beach campground | | <ul style="list-style-type: none"> Within California Coastal Zone Dogs on leash No equestrians No crosswalks or signs at Venice Boulevard No clear route through parking area or campground Bollards | | <ul style="list-style-type: none"> Portolá Campsite – (October 28, 29; November 16); State Historic Landmark #21; no marker present Potential for historic marker near mouth of Pilarcitos Creek or in parking/staging area Immediate interpretation along existing California Coastal Trail Information at Half Moon Bay Coastside Chamber of Commerce & Visitors' Bureau <p><u>Potential Interpretive Themes</u></p> <ul style="list-style-type: none"> Ohlone Site (Saatumnumo / Chiguan) Monterey Bay National Marine Sanctuary and the importance of marine resources to Ohlone as a food source |

Note: Many sections of trail in need of maintenance and adjustment to meet current design standards for Class III bikeway.

| SEGMENT #18: California Coastal Trail (Mirada Road / Magellan Avenue) / Half Moon Bay Coastal Trail (bicycle, pedestrian, and equestrian route) | | | | |
|--|---|--------------|---------------------------------|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Mirada Road cul-de-sac | Santa Ana Street / Highway 1 (PM 32.02) | 0.72 | • San Mateo County Public Works | • Class III bikeway • Share-the-road pedestrian route |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|---|---|--|
| <ul style="list-style-type: none"> • Segment of California Coastal Trail • Existing paved multi-use trail (Half Moon Bay Coastal Trail) | <ul style="list-style-type: none"> • Within California Coastal Zone • No sidewalks • Use conflicts with traffic along Mirada Road and Magellan Avenue • Not conducive to equestrian use | <ul style="list-style-type: none"> • Views to Miramar Beach and ocean • Interpretation along existing California Coastal Trail • Information at Half Moon Bay Coastside Chamber of Commerce & Visitors' Bureau <p><u>Potential Interpretive Themes</u></p> <ul style="list-style-type: none"> • Monterey Bay National Marine Sanctuary and the importance of marine resources to Ohlone as a food source |

ALTERNATIVE ALIGNMENT FOR SEGMENTS #18: Use proposed Midcoast Multimodal Trail parallel to Highway 1 south of Santa Ana Street.

| SEGMENT #19 to #23 - PREFERRED ALIGNMENT: Highway 1 / Etheldore Avenue (bicycle, pedestrian, and equestrian route) | | | | |
|--|---|-----------------------|---|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Santa Ana Street / Highway 1 (PM 32.02) | Highway 1 (PM 34.62) / Etheldore Street @ entrance to Rancho Corral de Tierra | 2.76 | <ul style="list-style-type: none"> • Caltrans • San Mateo County Public Works | <ul style="list-style-type: none"> • Class I bikeway |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |

- | | | |
|--|---|--|
| <ul style="list-style-type: none"> • Trail identified as Midcoast Multimodal Trail Project by San Mateo County • <u>Nearby Overnight Accommodations</u> • Harbor View Inn | <ul style="list-style-type: none"> • Caltrans District 4 cooperation and encroachment permit required for trail and roadway crossings ; ROW width approximately 200 feet. • Within California Coastal Zone; Coastal Zone Development permit required • Safety improvements to cross Highway 1 at Santa Ana Street or at Avenue Portolá as identified in the Highway 1 Safety and Mobility Study • Numerous small drainage crossings • <u>Known Natural Resource Considerations</u> • Willow habitat • Potential wetlands • Prime Farmland | |
|--|---|--|

SEGMENT #19A: Coastal Trail / Half Moon Bay Coastal Trail (bicycle, pedestrian, and equestrian route)

| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
|---|---------------------|--------------|---------------------------------|----------------------------------|
| Santa Ana Street / Highway 1 (PM 32.02) | Johnson Pier Access | 0.86 | • San Mateo County Public Works | • Class I bikeway |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|--|---|----------------------------|
| <ul style="list-style-type: none"> • Existing paved multi-use trail • Existing segment of California Coastal Trail | <ul style="list-style-type: none"> • Within California Coastal Zone; Coastal Zone Development permit required • Not conducive to equestrian use | |

PREFERRED ALIGNMENT - SEE SEGMENT #18 TO #24 ABOVE: Use proposed Midcoast Multimodal Trail parallel to Highway 1.

| SEGMENT #19B: Pillar Point Harbor (bicycle, pedestrian, and equestrian route) | | | | |
|--|--------------------------------|---|---------------------------------|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Johnson Pier Access | Prospect Way @ Capistrano Road | 0.44 | • San Mateo County Public Works | • Class III bikeway • Sidewalk / promenade |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> Existing segment of California Coastal Trail | | <ul style="list-style-type: none"> Within California Coastal Zone; Coastal Zone Development permit required User conflicts with boat launch, parking Not conducive to equestrian use | | |

PREFERRED ALIGNMENT - SEE SEGMENT #18 TO #24 ABOVE: Use proposed Midcoast Multimodal Trail parallel to Highway 1.

SEGMENT #20: Prospect Way / Broadway / Princeton Avenue / West Point Avenue (bicycle, pedestrian, and equestrian route)

| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
|--------------------------------|---------------------------|--------------|---------------------------------|--|
| Prospect Way @ Capistrano Road | Pillar Point Staging Area | 0.67 | • San Mateo County Public Works | • Class III bikeway • Share-the road pedestrian route |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|-------------------------|-----------------------|----------------------------|
|-------------------------|-----------------------|----------------------------|

- Existing segment of California Coastal Trail Nearby Parking / Staging Areas
- Pillar Point Staging Area with restrooms (port-o-let)
- Connecting Trails / Nearby Use Opportunities
- Access to Mavericks Beach
- Nearby Overnight Accommodations
- Oceano Hotel & Spa

- Within California Coastal Zone; Coastal Zone Development permit required
- Caltrans District 4 cooperation and encroachment permit required for trail and roadway crossings
- No sidewalks
- Use conflicts with traffic and adjacent industrial uses
- Use conflicts with access to Mavericks Beach
- Wetlands / willows along West Point Avenue
- Low-quality recreation experience in industrial area
- Not conducive to equestrian use



Princeton Avenue



West Point Avenue

PREFERRED ALIGNMENT - SEE SEGMENT #18 TO #24 ABOVE: Use proposed Midcoast Multimodal Trail parallel to Highway 1.

| SEGMENT #21: Pillar Point Bluffs Jean Lauer Trail / Ocean Boulevard / Beach Way (bicycle, pedestrian, and equestrian route) | | | | |
|---|--|--------------|---|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Pillar Point Staging Area | Bluff Trail / Cypress Street @ Beach Way | 1.78 | <ul style="list-style-type: none"> • Pillar Point Air Force Station • San Mateo County Parks • San Mateo County Public Works | <ul style="list-style-type: none"> • Class I bikeway (Jean Lauer Trail) • Class III bikeway • Share-the road pedestrian route |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|---|---|---|
| <ul style="list-style-type: none"> • Existing segment of California Coastal Trail • Portions on the multi-use Jean Lauer Trail • Views to Mavericks Beach <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> • Pillar Point Staging Area with restrooms (port-o-let) <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> • Sea Cove Trail / access to beach • Access to Mavericks Beach • Bluff Trail | <ul style="list-style-type: none"> • Within California Coastal Zone; Coastal Zone Development permit required • Portion of route on Pillar Point Air Force Station lands • No sidewalks on Ocean Boulevard and Beach Way • Use conflicts with traffic • Use conflicts with seasonal access to Mavericks Beach • Low-quality recreation experience along street sections • Sections not conducive to equestrian use | <ul style="list-style-type: none"> • Pillar Point Staging Area <p><u>Potential Interpretive Theme</u></p> <ul style="list-style-type: none"> • Monterey Bay National Marine Sanctuary and the importance of marine resources to Ohlone as a food source |

PREFERRED ALIGNMENT - SEE SEGMENT #18 TO #24 ABOVE: Use proposed Midcoast Multimodal Trail parallel to Highway 1.

| SEGMENT #22: Cypress Avenue / Etheldore Street (bicycle, pedestrian, and equestrian route) | | | | |
|--|-----------------------------------|-----------------------|------------------------|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Bluff Trail / Cypress Street @ Beach Way | Cypress Street @ Etheldore Street | 0.73 | • San Mateo County | • Class III bikeway • Share-the-road pedestrian route |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |

- Existing natural surface multi-use path to Cypress Avenue
- Existing segment of California Coastal Trail to Cypress Avenue
- Connecting Trails / Nearby Use Opportunities
- Sea Cove Trail / access to beach
- Bluff Trail
- Overnight Accommodations
- Sea Cove Inn

- Within California Coastal Zone; Coastal Zone Development permit required
- Within Cabrillo Highway State Scenic Corridor
- No sidewalks
- Use conflicts with traffic
- Not conducive to equestrian use

INTERPRETIVE OPPORTUNITIES

PREFERRED ALIGNMENT - SEE SEGMENT #18 TO #24 ABOVE: Use proposed Midcoast Multimodal Trail parallel to Highway 1.

SEGMENT #23: Etheldore St./ Carlos St. / Highway 1 / 14th St. / Farallon Ave./ Rancho Corral de Tierra (bicycle, pedestrian, and equestrian route)

| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
|-----------------------------------|--|--------------|--|--|
| Cypress Street @ Etheldore Street | Old Pedro Mountain Road in Rancho Corral de Tierra | 2.1 | <ul style="list-style-type: none"> San Mateo County Public Works Caltrans GGNRA | <ul style="list-style-type: none"> Class III bikeway Sidewalk Share-the-road pedestrian route Multi-use trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|-------------------------|-----------------------|----------------------------|
|-------------------------|-----------------------|----------------------------|

- Significant community access
- Uses portion of existing Rancho Corral de Tierra trail system
- Connecting Trails / Nearby Use Opportunities
- Trail connection to Rancho Corral de Tierra trail system
- Nearby Overnight Accommodations
- HI Point Montara Lighthouse Hostel

- Within California Coastal Zone; Coastal Zone Development permit required
- Short term use of Highway 1 shoulder between Carlos Street and 14th Street
- Use conflicts with traffic
- Low recreation experience
- Not conducive to equestrian use

PREFERRED ALIGNMENT - SEE SEGMENT #18 TO #24 ABOVE: Use proposed Midcoast Multimodal Trail parallel to Highway 1.

ALTERNATIVE ALIGNMENT:

- Pedestrian route along Pillar Point Bluff to Dardanelle Trail (Fitzgerald Marine Reserve), California Avenue, Wienke Way, Julianna Avenue, Vallemar Street, in front of MWSD., and crossing Highway 1 at 16th Street

SEGMENT #24: Rancho Corral de Tierra / Caltrans ROW (bicycle, pedestrian, and equestrian route)

| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
|--|-------------------------|--------------|--|---|
| Etheldore Street @ entrance to Rancho Corral de Tierra | Old Pedro Mountain Road | 2.64 | <ul style="list-style-type: none"> GGNRA State of California (Caltrans) to be transferred, agency not yet identified California State Parks | <ul style="list-style-type: none"> Multi-use trail |

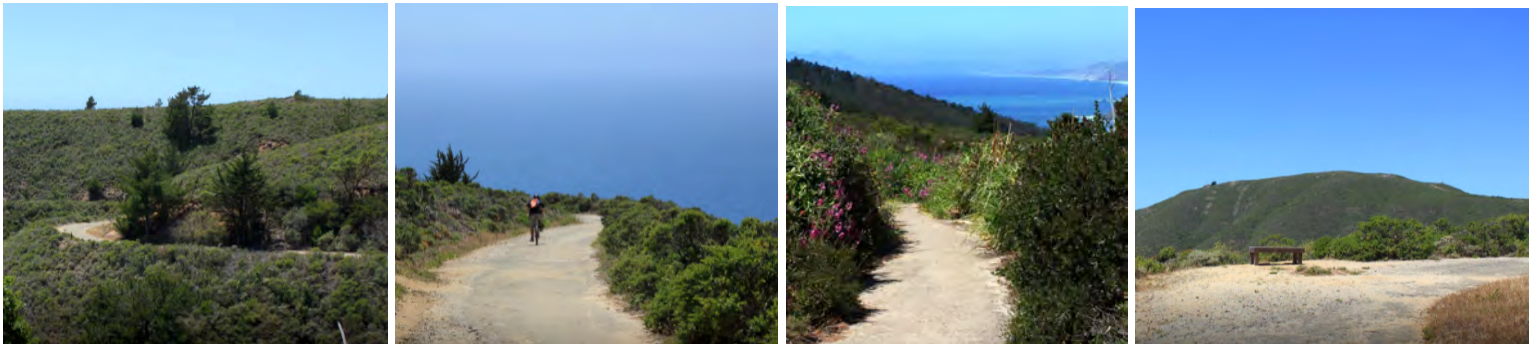
| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
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|---|---|---|
| <ul style="list-style-type: none"> New shared-use trail alignment Would use portions of Ember Ridge Road and connect with San Vicente Trail in the Rancho Corral de Tierra Significant community access Local Coastal Program Policy 11.33 applies to the Caltrans property: A Linear Park and trail Plan (LPTP) overlay applies. Uses except for park, open space, trail or habitat protection and restoration purposes requires a LPTP Overlay Specific Plan certified by the Coastal Commission through an LCP Amendment <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> Rancho Corral de Tierra Upper Seton Hospital parking lot (private) <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> Trail connection to Rancho Corral de Tierra unit and trail system <p><u>Nearby Overnight Accommodations</u></p> <ul style="list-style-type: none"> Camping / camping hut in either State Park or Rancho Corral de Tierra HI Point Montara Lighthouse Hostel | <ul style="list-style-type: none"> Within California Coastal Zone; Coastal Zone Development permit required Public access plans for Rancho Corral de Tierra do not now exist Portions within Cabrillo Highway State Scenic Corridor Designated affordable housing site off Etheldore Street Caltrans ROW <ul style="list-style-type: none"> Some lands already transferred to California State Parks Some locations due east of Montara and potential private easements need to be adjusted/terminated No agency currently funded for purchasing ROW <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> Potential habitat for rare and threatened animal species Potential habitat for rare and threatened plant species | <ul style="list-style-type: none"> Francisco Guerrero Adobe Site |
|---|---|---|

SEGMENT #25: Old Pedro Mountain Road• (bicycle, pedestrian, and equestrian route)

| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
|-------------------------|--|--------------|--|---|
| Rancho Corral de Tierra | Higgins Way (north end of Old Pedro Mountain Road) | 5.57 | <ul style="list-style-type: none"> California State Parks (McNee Ranch State Park) San Mateo County Public Works (easement) | <ul style="list-style-type: none"> Multi-use trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|--|--|---|
| <ul style="list-style-type: none"> Existing multi-use trail Benches at vista points Restroom <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> Trail connection to Rancho Corral de Tierra trail system Trail connection to Devil's Slide / California Coastal Trail Montara Mountain Trail (hiking and equestrian) to San Pedro County Park | <ul style="list-style-type: none"> Partially within California Coastal Zone; Coastal Zone Development permit required Portions within Cabrillo Highway State Scenic Corridor Easement through private property; conditions need to be researched Does not meet ADA guidelines Sections in need of maintenance No General Plan for McNee Ranch State Park | <ul style="list-style-type: none"> Portolá Campsite – (October 30; November 14, 15): State Historic Landmark #25; no marker present Potential for historic marker near creek Spur trail route to San Pedro Peak interpretive point |



• North end referred to as Montara Mountain Multi-purpose Trail by the City of Pacifica.

SEGMENT #26: Farallon Overlook Spur Trail (bicycle, pedestrian, and equestrian route)

| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
|-------------------------|----------------|--------------|--|----------------------------------|
| Old Pedro Mountain Road | Overlook Point | 0.55 | • San Mateo County Public Works (easement) | • Multi-use trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
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| <ul style="list-style-type: none"> • Existing multi-use trail • Benches • Views to Farallon islands and Point Reyes “above Pacifica” <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> • Devil’s Slide <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> • Trail connection to Devil’s Slide / California Coastal Trail | <ul style="list-style-type: none"> • Easement through private property; conditions need to be researched • Does not meet ADA guidelines • Sections in need of maintenance | <ul style="list-style-type: none"> • Visited by Portolá on October 31 • Interpretive panels / monument about October 31 • Views to northwest and south • View not able to see Golden Gate and Bay |
|--|--|---|

SEGMENT #27: Higgins Way / Peralta Road / San Pedro Terrace Road (bicycle, pedestrian, and equestrian route)

| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
|--|-------------------------------|--------------|--|---|
| Higgins Way (north end of Old Pedro Mountain Road) | End of San Pedro Terrace Road | 0.82 | <ul style="list-style-type: none"> City of Pacifica | <ul style="list-style-type: none"> Class III bikeway Footpath Share-the-road pedestrian route Future possibility of sidewalks |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
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| <ul style="list-style-type: none"> Identified in City of Pacifica Trail and Pathway plan as San Pedro Terrace Multiple Purpose Trail <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> Spur route to Sanchez Adobe along Adobe Drive <p><u>Nearby Overnight Accommodations</u></p> <ul style="list-style-type: none"> Expand camping hut opportunities at San Pedro Valley County Park | <ul style="list-style-type: none"> County ROW over San Pedro Terrace Road annexed by City of Pacifica on January 19, 2005, through City Resolution 971 Ownership by City of Pacifica over a portion of Peralta Road not clear; labeled as “Shamrock Ranch” ROW width unknown No sidewalks Connection along San Pedro Terrace from Higgins Way to existing multi-use trail (Segment #28) not clear. Neighborhood residential area where trail would need to be formalized and established. Inconsistent sidewalk characteristics | <ul style="list-style-type: none"> Sanchez Adobe an important site and local community gathering point; expand programs to include trail recognition Interpretive panels / monument about Sanchez Adobe on trail <p><u>Potential Interpretive Themes</u></p> <ul style="list-style-type: none"> Sanchez Art Center; encourage Ohlone art Fish food source; interpret watershed connection with site |
|---|---|---|



Peralta Road looking northwest



Peralta Road looking southeast with Shamrock Ranch sign labeled “Right to pass by permission. . . “

SEGMENT #28: San Pedro Terrace Trail / California Coastal Trail / Pacifica State Beach (bicycle, pedestrian, and equestrian route)

| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
|-------------------------------|---|--------------|---|---|
| End of San Pedro Terrace Road | California Coastal Trail @ Crespi Drive | 0.99 | <ul style="list-style-type: none"> • San Mateo County • Caltrans • State parks • City of Pacifica | <ul style="list-style-type: none"> • Class I bikeway |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
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|---|---|--|
| <ul style="list-style-type: none"> • Existing segment of San Pedro Terrace Trail • Existing segment of California Coastal Trail • Existing paved multi-use trail • Use of existing lighted intersection crossings of Highway 1 at Linda Mar Boulevard and either Crespi Drive (Segment #29A) or Fassler Avenue • Hub of visitor use with opportunity space to orient people to trail | <ul style="list-style-type: none"> • Within California Coastal Zone; Coastal Zone Development permit required • Not conducive to equestrian use | <ul style="list-style-type: none"> • Portolá Campsite – (October 31 – November 3; November 13); State Historic Landmark #24 • Existing State Historic Landmark marker at southeast corner of Highway 1 at Crespi Drive • Potential additional campsite marker or or at Pacifica State Beach • Portolá statue off of Crespi Drive |
|---|---|--|

Nearby Parking / Staging Areas

- Pacifica State Beach parking

Connecting Trails / Nearby Use Opportunities

- Access to Pacifica State Beach

Nearby Overnight Accommodations

- Best Western Lighthouse Hotel
- Sea Breeze Motel
- Holiday Inn Express
- Pacific Motor Inn



San Pedro Terrace Road Trail looking north

| SEGMENT #29: Highway 1 @ Crespi Avenue / Roberts Road (bicycle and pedestrian route) | | | | |
|--|----------------|--|---|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| West side of Highway 1 @ Crespi Avenue | Fassler Avenue | 1.90 | <ul style="list-style-type: none"> • City of Pacifica • North Coast County Water Agency | <ul style="list-style-type: none"> • Class II bikeway • Sidewalk |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> • Preferred route by City of Pacifica • More likely to mimic Portolá route • Pacifica General Plan, Circulation Element identifies Roberts Road and Fassler Avenue to be upgraded to a Class II bikeway • Transit stop at Crespi Drive • Crossing of Highway 1 at existing signalized intersection at Crespi Drive • Existing street and sidewalks (planned along Roberts Road) • Overlook points / rest areas to the north along Fassler Avenue • Potential staging area and kiosk at end of Fassler Avenue or around North Coast County Water Agency water tank <p><u>Nearby Overnight Accommodations</u></p> <ul style="list-style-type: none"> • Best Western Lighthouse Hotel • Sea Breeze Motel • Holiday Inn Express • Pacific Motor Inn | | <ul style="list-style-type: none"> • Sidewalks on Roberts Road near Fasler Avenue need completion • Steep streets and sidewalks not required to meet slope requirements of ADA guidelines • Low-quality recreation experience • Passes through residential neighborhood • Turn-around and parking challenges at end of street and entrance to fire route • Not conducive to equestrian use | | <ul style="list-style-type: none"> • Portolá Campsite – (October 31 – November 3; November 13); State Historic Landmark #24 • Existing State Historic Landmark marker at southeast corner of Highway 1 at Crespi Drive • Potential additional campsite marker on Segment #28 • Portolá statue off of Crespi Drive |

Ohlone-Portolá Heritage Trail Feasibility Study
ATTACHMENT D: Opportunities and Constraints - Recreation Route



California Historic Sites #24 and #394 marker



Portolá statue donated by City of Os de Balaguer, Spain

| SEGMENT #29 ALTERNATIVE SPUR TRAIL: California Coastal Trail / Fassler Avenue (bicycle and pedestrian route) | | | | |
|--|-------------------------------|--------------|---|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| California Coastal Trail @ Crespi Drive | Fassler Avenue @ Roberts Road | 1.22 | <ul style="list-style-type: none"> • State Parks • City of Pacifica • Caltrans | <ul style="list-style-type: none"> • Class III bikeway; sidewalk |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|---|---|----------------------------|
| <ul style="list-style-type: none"> • Existing segment of California Coastal Trail • Existing paved multi-use trail • Would encourage access and use of trail • Crossing of Highway 1 at existing signalized intersection at Fassler Drive <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> • An extension of the spur trail possible with a bike-ped safety barrier along east side of Highway 1 northbound between Fassler and Sea Bowl Lane | <ul style="list-style-type: none"> • Not conducive to equestrian use | |

SEGMENT #30: Fassler Avenue (bicycle, pedestrian, and equestrian route)

| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
|-------------------------------|----------------------------|--------------|--|---|
| Fassler Avenue @ Roberts Road | East end of Fassler Avenue | 1.10 | <ul style="list-style-type: none"> • City of Pacifica • GGNRA • North Coast County Water District | <ul style="list-style-type: none"> • Multi-use trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
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|--|---|--|
| <ul style="list-style-type: none"> • Existing service road and single-track trail • <u>Nearby Parking / Staging Areas</u> • Potential small staging area for approximately 5 vehicles beyond existing gate at end of Fassler Avenue | <ul style="list-style-type: none"> • Steep segments; likely does not meet ADA guidelines | |
|--|---|--|



End of Fassler Avenue



View from Fassler Avenue over Rockaway Creek drainage to Cattle Hill and Pacific Ocean

| SEGMENT #31: Baquiano Trail (bicycle, pedestrian, and equestrian route) | | | | |
|--|-----------------------------------|---|--|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| East end of Fassler Avenue | City of Pacifica / GGNRA boundary | 0.54 | <ul style="list-style-type: none"> • City of Pacifica • GGNRA • North Coast County Water District | <ul style="list-style-type: none"> • Multi-use trail |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> • Existing service road and single-track trail • <u>Nearby Parking / Staging Areas</u> • Potential small staging area for approximately 5 vehicles beyond existing gate at end of Fassler Avenue | | <ul style="list-style-type: none"> • Steep segments; likely does not meet ADA guidelines | | |

| SEGMENT #32: Baquiano Trail (bicycle, pedestrian, and equestrian route) | | | | |
|--|---------------|--------------|------------------------|----------------------------------|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| City of Pacifica / GGNRA boundary | Sweeney Ridge | 0.96 | • GGNRA | • Multi-use trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|---|--|----------------------------|
| <ul style="list-style-type: none"> Existing double track natural surface trail <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> Potential small staging area for approximately 5 vehicles beyond existing gate at end of Fassler Avenue <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> Cattle Hill Trail | <ul style="list-style-type: none"> Does not meet ADA guidelines | |

| Sweeney Ridge (bicycle, pedestrian, and equestrian route) | | | | |
|--|---------------|-------------|------------------------|----------------------------------|
| FROM: | TO: | APPX. SIZE | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| City of Pacifica / GGNRA boundary | Sweeney Ridge | 18.15 Acres | • GGNRA | • Open use area |

| SITE OPPORTUNITIES | SITE CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|---|--|---|
| <ul style="list-style-type: none"> • Archaeological evaluations of entire site • Site restoration to native landscape circa 1769 • Seating and interpretive panels • Restroom • Visitor use management / access control railings • Part of Bay Area Ridge Trail • Consider location for a hiking hut or cabin <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> • see below <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> • Trail connections via: <ul style="list-style-type: none"> – Sneath Lane Trail: 3.2 miles round-trip, 540 ft. elevation change; paved to the top of the ridge, begins at the end of Sneath Lane in San Bruno – Baquiano Trail: 2.0 miles round-trip, 550 ft. elevation change; begins at the end of Fassler Avenue and follows a high ridge. – Mori Ridge Trail: 4 miles round-trip., 1020 ft. elevation change; a steep climb on a service road through lovely coastal prairie, it starts at Sheldance Nursery off Highway 1 – Skyline College Trail: 2 miles round-trip, 700 ft. elevation change; leaves from Parking Lot #2, traverses two very steep and eroded slopes before leveling off at the ridge | <ul style="list-style-type: none"> • State Historic Landmark marker is located off site at southeast corner of Crespi Drive and Highway 1 in combination with State Historic Landmark #24 • Boundaries of 18.15 acre site delineated on USGS map; definition of area not available at this time • Historic status inhibits significant development changes to site character • All site development must be approved by National Park Service • Visitor use has created numerous social trails to various points around the monuments | <ul style="list-style-type: none"> • San Francisco Bay Discovery Site; National Register of Historic Places • State Historic Landmark #394; monument at Crespi Drive @ Highway 1 • Two existing monuments: serpentine “discovery site” monument with no recognition or sponsorship as a National Historic Site; monument to Carl Patrick McCarthy • Install State Historic Landmark #394 marker or amend existing markers with state designation • Recognize National Register of Historic Places status • Wayfinding / recognition from access points along connecting trails that lead to the site <p><u>Potential Interpretive Theme</u></p> <ul style="list-style-type: none"> • Theme: “forgotten landscapes” - what the bay lands were like before the Spanish arrived |

Ohlone-Portolá Heritage Trail Feasibility Study
ATTACHMENT D: Opportunities and Constraints - Recreation Route

- Equestrian Trail: starts out from the Park Pacifica Stables
- Sweeney Ridge Trail
- Skyline College access / staging is opportunity to expand, particularly on weekends; numerous vistas



National Park Service Monument



Carl Patrick McCarthy Monument



Sweeney Ridge landscape and social trails

| SEGMENT #33: Sneath Lane Trail (bicycle, pedestrian, and equestrian route) | | | | |
|---|--------------------------|--------------|------------------------|----------------------------------|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Sweeney Ridge | Sneath Lane trail cutoff | 1.7 | • GGNRA | • Multi-use trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|--|---|--|
| <ul style="list-style-type: none"> • Existing Segment of Bay Area Ridge Trail • Existing paved multi-use trail / service road <u>Nearby Parking / Staging Areas</u> <ul style="list-style-type: none"> • Potential development of a Sneath Lane staging area <u>Connecting Trails / Nearby Use Opportunities</u> <ul style="list-style-type: none"> • Sweeney Ridge Trail / Mori Ridge Trail | <ul style="list-style-type: none"> • Likely does not meet ADA guidelines | <ul style="list-style-type: none"> • Potential Sneath Lane staging area |

| SEGMENT #34: Sneath Lane Trail - San Andreas Trail connector(bicycle, pedestrian, and equestrian route) | | | | |
|--|--------------------------------------|--------------|------------------------|----------------------------------|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Sneath Lane cutoff | San Bruno Avenue / San Andreas Trail | 0.8 | San Francisco PUC | • Multi-use trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|--|--|--|
| <ul style="list-style-type: none"> • Preliminary plans prepared <u>Nearby Parking / Staging Areas</u> • Potential staging area on northwest corner of San Bruno Avenue and Glenview Drive | <u>Known Natural Resource Considerations</u> <ul style="list-style-type: none"> • Potential habitat for rare and threatened animal species • Potential habitat for rare and threatened plant species | <ul style="list-style-type: none"> • Interpretive kiosk at beginning of San Andreas Trail |

| SEGMENT #35: San Andreas Trail (bicycle, pedestrian, and equestrian route) | | | | |
|--|-------------------------|--------------|---|---|
| FROM: | TO: Hillcrest Boulevard | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| San Bruno Avenue / San Andreas Trail | Larkspur Drive | 2.0 | <ul style="list-style-type: none"> San Francisco PUC San Mateo County Parks | <ul style="list-style-type: none"> Class I bikeway |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|--|---|---|
| <ul style="list-style-type: none"> Existing paved Class I bikeway Existing benches along bikeway ADA compliant staging area on Highway 35 | <ul style="list-style-type: none"> Within Junipero Serra State Scenic Corridor | <ul style="list-style-type: none"> Portolá Campsite – (November 4; November 12); State Historic Landmark #27 Existing State Historic Landmark marker at trail entrance Overlook points / bench areas |



State Historic Landmark #27

SEGMENT #36: San Andreas Trail (bicycle, pedestrian, and equestrian route)

| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
|----------------|---------------------|--------------|---|--|
| Larkspur Drive | Hillcrest Boulevard | 0.5 | <ul style="list-style-type: none"> • San Francisco PUC • San Mateo County Parks | <ul style="list-style-type: none"> • Class I bikeway • Riding and hiking trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
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| <ul style="list-style-type: none"> • Existing Class I bikeway • Existing natural surface riding and hiking trail • Hiking/equestrian on one side, biking on parallel route • Coincidental with Anza Historic Trail Corridor and National Historic Trail Recreation Route (not certified) | <ul style="list-style-type: none"> • Within Junipero Serra State Scenic Corridor | |
|--|---|--|

| SEGMENT #37: Sawyer Camp Recreation Trail (bicycle, pedestrian, and equestrian route) | | | | |
|---|--|---|---|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Hillcrest Boulevard | Highway 35 / Crystal Springs Road (Sawyer Camp Trail Staging Area) | 6.0 | <ul style="list-style-type: none"> San Francisco PUC San Mateo County Parks | <ul style="list-style-type: none"> Class I bikeway |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> Existing Class I bikeway Crystal Springs Road @ parking/trailhead for Sawyer Camp Trail Existing restrooms along trail (4) Existing picnic areas (Jepson Laurel; Skyline Boulevard/Crystal Springs Road Staging Area) Coincidental with Anza Historic Trail Corridor and National Historic Trail Recreation Route (not certified) | | <ul style="list-style-type: none"> Within Junipero Serra State Scenic Corridor | | <u>Potential Interpretive Themes</u> <ul style="list-style-type: none"> Ohlone sites (Altagmu; Uturpe) |

| SEGMENT #38: Sawyer Camp Recreation Trail / Crystal Springs Dam (bicycle, pedestrian, and equestrian route) | | | | |
|--|-------------------|---|--|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Highway 35 / Crystal Springs Road | Skyline Boulevard | 1.3 | <ul style="list-style-type: none"> San Francisco PUC San Mateo County Public Works | <ul style="list-style-type: none"> Multi-use trail |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> Existing Class I bikeway Crystal Springs Road @ parking/trailhead for Sawyer Camp Trail Temporarily closed for dam-related construction Coincidental with Anza Historic Trail Corridor and National Historic Trail Recreation Route (not certified) | | <ul style="list-style-type: none"> Within Junipero Serra State Scenic Corridor | | <ul style="list-style-type: none"> Portolá Campsite – (November 5); State Historic Landmark #94; ; no marker present Potential for historic marker at dam or nearby <p><u>Potential Interpretive Themes</u></p> <ul style="list-style-type: none"> Ohlone site (Uturpe) |

| SEGMENT #39: Skyline Boulevard (bicycle, pedestrian, and equestrian route) | | | | |
|--|--------------------------------------|--------------|--|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Sawyer Camp Recreation Trail @ Skyline Boulevard | Skyline Blvd / Highway 35 (MP 22.20) | 0.2 | <ul style="list-style-type: none"> • Caltrans • San Mateo County Parks | <ul style="list-style-type: none"> • Multi-use trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|-------------------------|---|----------------------------|
| | <ul style="list-style-type: none"> • Within Junipero Serra State Scenic Corridor • Caltrans cooperation and encroachment permit required for trail and/or highway crossing: Skyline Boulevard ROW width varies (to be determined) <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> • Fountain Thistle Management Area • Potential habitat for rare and threatened animal species • Potential habitat for rare and threatened plant species | |

ALTERNATIVE: Cross Skyline Boulevard and connect with existing service road east of Skyline Boulevard as an option to Segment #40 .

| SEGMENT #40: Highway 92 Intersection (bicycle, pedestrian, and equestrian route) | | | | |
|--|--|--------------|--|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Skyline Blvd / Highway 35 (MP 22.20) | Highway 92 (MP 6.50) @ Highway 35 lower intersection | 0.3 | <ul style="list-style-type: none"> • Caltrans • San Mateo County Public Works • San Mateo County Parks • San Francisco PUC | <ul style="list-style-type: none"> • Multi-use trail or • Riding and hiking trail • Class II bikeway <u>to be determined</u> |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|---|--|--|
| <ul style="list-style-type: none"> • <i>Connect the Coastside</i> recommendation for a roundabout at intersection of Highways 92 and 35 • Potential staging area at Highway 92 as part of overall intersection redesign • Removal of current roadside pullout • Coincidental with Anza Historic Trail Corridor and National Historic Trail Recreation Route (not certified) | <ul style="list-style-type: none"> • Within Junipero Serra State Scenic Corridor • Caltrans cooperation and encroachment permit required for trail and/or highway crossings; Highway 35 ROW approximately 80 feet wide; lower intersection and Highway 92 ROW width varies • Retaining wall likely required for multi-use trail on west side of Highway 92 <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> • Fountain Thistle Management Area • Potential habitat for rare and threatened animal species • Potential habitat for rare and threatened plant species • Wildlife issues south of Highway 92 | <ul style="list-style-type: none"> • Sculpture in proposed round-about <p><u>Potential Interpretive Themes</u></p> <ul style="list-style-type: none"> • Portolá vs. Anza |

ALTERNATIVES:

- Upgrade of existing service road east of Skyline Boulevard as an option to Segments #40 and #41 with overcrossing of Highway 92 to Segment #42.
- As cited in the *Connect the Coastside. Draft Report*, conduct detailed studies necessary to replace existing signalized intersection at Highway 92/Skyline Boulevard with round-about (or signalized round-about) to allow safer trail crossing of Highway 92 east of intersection.

| SEGMENT #41: Highway 92 (bicycle, pedestrian, and equestrian route) | | | | |
|---|----------------------|---|--|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Highway 92 (MP 6.50) @ Highway 35 lower intersection | Highway 92 (MP 6.65) | 0.15 | <ul style="list-style-type: none"> • Caltrans • San Mateo County Public Works • San Mateo County Parks • San Francisco PUC | <ul style="list-style-type: none"> • Multi-use trail or <ul style="list-style-type: none"> • Riding and hiking trail • Class II bikeway <u>to be determined</u> |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> • Coincidental with Anza Historic Trail Corridor and National Historic Trail Recreation Route (not certified) | | <ul style="list-style-type: none"> • Within Junipero Serra State Scenic Corridor • Caltrans cooperation and encroachment permit required for trail; ROW width varies • Crossing Highway 92 <u>Known Natural Resource Considerations</u> <ul style="list-style-type: none"> • Potential habitat for rare and threatened animal species | | <u>Potential Interpretive Theme</u> <ul style="list-style-type: none"> • Ohlone site |

ALTERNATIVES:

- Upgrade of existing service road east of Skyline Boulevard as an option to Segments #40 and #41 with overcrossing of Highway 92 to Segment #42.
- As cited in the *Connect the Coastside. Draft Report*, conduct detailed studies necessary to replace existing signalized intersection at Highway 92/Skyline Boulevard with round-about (or signalized round-about) to allow safer trail crossing of Highway 92 east of intersection.

| SEGMENT #42: (bicycle, pedestrian, and equestrian route) | | | | |
|---|--|--------------|--|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Highway 92 | Ralston Avenue Bike Trail Staging Area | 0.83 | <ul style="list-style-type: none"> • San Mateo County Public Works • San Mateo County Parks • SFPUC | <ul style="list-style-type: none"> • Multi-use trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|--|---|----------------------------|
| <ul style="list-style-type: none"> • Upgraded existing service road / pathway; design essentially completed • SamTrans service: Route 294 eastbound at south end of segment • Coincidental with Anza Historic Trail Corridor and National Historic Trail Recreation Route (not certified) | <ul style="list-style-type: none"> • Within Junipero Serra State Scenic Corridor <p><u>Known Natural Resource Considerations</u></p> <ul style="list-style-type: none"> • Potential habitat for rare and threatened animal species • Wildlife issues south of Highway 92 | |

SEGMENT #43: Ralston Avenue Bike Trail Intersection / Staging Area (bicycle, pedestrian, and equestrian route)

| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
|--------------------------|--------------------------|--------------|---|---|
| Cañada Road Staging Area | Cañada Road Staging Area | 0.1 | <ul style="list-style-type: none"> • Caltrans • San Mateo County Public Works • San Mateo County Parks | <ul style="list-style-type: none"> • Class II bikeway • Riding and hiking trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|---|--|---|
| <ul style="list-style-type: none"> • Potential staging area enhancement • Coincidental with Anza Historic Trail Corridor and National Historic Trail Recreation Route (not certified) <u>Connecting Trails / Nearby Use Opportunities</u> <ul style="list-style-type: none"> • Ralston Avenue Bike Trail | <ul style="list-style-type: none"> • Within Junipero Serra State Scenic Corridor • Caltrans cooperation and encroachment permit required for trail; ROW width varies <u>Known Natural Resource Considerations</u> <ul style="list-style-type: none"> • Potential habitat for rare and threatened animal species | <u>Potential Interpretive Theme</u> <ul style="list-style-type: none"> • Gaspar de Portolá vs. Juan Bautista de Anza |

| SEGMENT #44: Crystal Springs Trail (bicycle, pedestrian, and equestrian route) | | | | |
|--|--|--------------|--|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Cañada Road Staging Area | Cañada Road overcrossing of I-280; southern end of San Francisco PUC Watershed | 5.2 | <ul style="list-style-type: none"> San Mateo County Public Works San Mateo County Parks San Francisco PUC | <ul style="list-style-type: none"> Class II bikeway Riding and hiking trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|---|--|---|
| <ul style="list-style-type: none"> Existing Class II Bikeway and riding and hiking trail Coincidental with Anza Historic Trail Corridor and National Historic Trail Recreation Route (not certified) <p><u>Nearby Parking / Staging Areas</u></p> <ul style="list-style-type: none"> Staging area at Edgewood Road Enhance intersection with Sheep Camp Trail and Edgewood County Park Enhanced staging area at Edgewood Road Plugas Water Temple with restrooms <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> Sheep Camp Trail Edgewood Trail and Edgewood County Park and Natural Preserve Filoli Estate / Sally MacBride Nature Center / Estate Trail Phleger Estate | <ul style="list-style-type: none"> Riding and hiking trail does not meet ADA guidelines High traffic volumes discourage some bicycle use | <ul style="list-style-type: none"> Portolá Campsite – (November 11): State Historic Landmark #92; no marker present Potential for historic marker (along trail or at Plugas Water Temple entrance) Filoli Estate / Sally MacBride Nature Center; Caltrans Vista Point lot overlooking rugged western mountains <p><u>Potential Interpretive Themes</u></p> <ul style="list-style-type: none"> Ohlone use of plants Gaspar de Portolá vs. Juan Bautista de Anza “not there yet” and need to depend on local Ohlone guides to meet expedition goals (from vista point) |

| SEGMENT #45A BRAIDED SEGMENT: Crystal Springs Trail / Sand Trail (pedestrian and equestrian route) | | | | |
|--|--|--------------|--|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Cañada Road overcrossing of I-280 | Runnymede Road (Northern boundary of Woodside) | 0.72 | <ul style="list-style-type: none"> San Francisco PUC GGNRA San Mateo County Parks | <ul style="list-style-type: none"> Riding and hiking trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|-------------------------|-----------------------|----------------------------|
|-------------------------|-----------------------|----------------------------|

- Existing service road / natural surface trail for hiking and equestrian use
- GGNRA San Francisco PUC Peninsula Watershed Easement (scenic and recreation)
- Coincidental with Anza Historic Trail Corridor and National Historic Trail Recreation Route (not certified)

Nearby Parking / Staging Areas

- Informal parking along Cañada road shoulder could be improved

Connecting Trails / Nearby Use Opportunities

- Access to Huddart County Park and Phleger Estate
- Intersection with proposed Bay-to-Sea Trail

Nearby Overnight Accommodations

- Huddart County Park (potential)

- Transition at Runnymede Road
- Potential equestrian – bicycle conflicts
- Bicycle use and dogs currently excluded
- Riding and hiking trail does not necessarily meet ADA guidelines



Existing fence gate at north end of segment

Potential Interpretive Theme

- Ohlone site (Spuichom)

| SEGMENT #45B BRAIDED SEGMENT: Cañada Road (bicycle route) | | | | |
|--|--|--------------|------------------------|----------------------------------|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Cañada Road undercrossing of I-280 | Runnymede Road (Northern boundary of Woodside) | 1.83 | • Town of Woodside | • Class II bicycle route |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|--|--|----------------------------|
| <ul style="list-style-type: none"> • Existing Class II Bicycle Route <u>Nearby Parking / Staging Areas</u> • Informal parking along Cañada road shoulder <u>Connecting Trails / Nearby Use Opportunities</u> • Access to Huddart County Park and Phleger Estate • Intersection with proposed Bay-to-Sea Trail <u>Nearby Overnight Accommodations</u> • Huddart County Park (potential) | <ul style="list-style-type: none"> • High traffic volumes discourage some bicycle use | |

| SEGMENT: #46: Runnymede Road (bicycle, pedestrian, and equestrian route) | | | | |
|---|--|--|------------------------|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Runnymede Road at Crystal Springs Trail / Sand Trail | Intersection of Runnymede Road and Cañada Road | 0.7 | • Town of Woodside | • Class III bikeway • Riding and hiking path |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> Existing equestrian trail that can be used by pedestrians along west side of Runnymede Road | | <ul style="list-style-type: none"> Route not identified in the Historic Preservation Element of Town General Plan Route not identified as a bicycle route in Circulation Element of the Town General Plan Riding and hiking path does not necessarily meet ADA guidelines | | |

SEGMENT #47: Cañada Road (bicycle, pedestrian, and equestrian route)

| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
|------------------------------|--------------------------|--------------|------------------------|---|
| Cañada Road @ Runnymede Road | Cañada Road @ Highway 84 | 1.3 | • Town of Woodside | • Class II bikeway • Equestrian trail • Pedestrian path |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|-------------------------|-----------------------|----------------------------|
|-------------------------|-----------------------|----------------------------|

- | | | |
|---|--|--|
| <ul style="list-style-type: none"> • Existing Class II bikeway along Cañada Road • Existing equestrian trail on west side of Cañada Road • Existing pedestrian path along east side of Cañada Road | <ul style="list-style-type: none"> • Route not identified in the Historic Preservation Element of Town General Plan • Pedestrian path does not necessarily meet ADA guidelines | |
|---|--|--|



Cañada Road equestrian trail

| SEGMENT #48 BRAIDED SEGMENT: Woodside Town Center Area (bicycle route) | | | | |
|---|-------------------|--------------|------------------------|----------------------------------|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Cañada Road | Whiskey Hill Road | 0.3 | Town of Woodside | • Class II bikeway |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|--|--|---|
| <ul style="list-style-type: none"> Existing Class II bikeway along Cañada Road, Highway 84, and Whiskey Hill Road | <ul style="list-style-type: none"> Any improvements in Highway 84 ROW require Caltrans District 4 cooperation and encroachment permit | <ul style="list-style-type: none"> Commercial center interpretation / monument |

| SEGMENT #48 BRAIDED SEGMENT: Woodside Town Center Area (pedestrian and equestrian route) | | | | |
|---|-------------------|--------------|------------------------|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Cañada Road | Whiskey Hill Road | 0.3 | Town of Woodside | <ul style="list-style-type: none"> Equestrian trail used by pedestrians |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|--|--|---|
| <ul style="list-style-type: none"> Existing equestrian trail that may be used by pedestrians on easement through private property that follows Dry Creek around back side of shopping center North of Highway 84 Planned crosswalk of Highway 84 at Dry Creek bridge Existing equestrian trail that may be used by pedestrians through private property that follows Dry Creek to behind Town Hall to Whiskey Hill Road Circulation Element of Town General Plan calls for: <ul style="list-style-type: none"> Paved pedestrian pathway along Cañada Road and Highway 84 | <ul style="list-style-type: none"> Any improvements in Highway 84 ROW require Caltrans District 4 cooperation and encroachment permit | <ul style="list-style-type: none"> Creekside interpretation Commercial center interpretation / monument |

| SEGMENT #49: Whiskey Hill Road (bicycle, pedestrian, and equestrian route) | | | | |
|---|------------------------------------|---|------------------------|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Whiskey Hill Road @ Highway 84 | Whiskey Hill Road @ Sand Hill Road | 1.4 | Town of Woodside | <ul style="list-style-type: none"> • Class II bikeway • Riding and hiking trail |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> • Existing Class II bikeway along Whiskey Hill Road • Existing equestrian trail that may be used by pedestrians along west side of Whiskey Hill Road • Circulation Element of Town General Plan calls for a gravel pathway the length of the segment • Potential vehicular round-about for safe trail safety crossings at intersection of Whiskey Hill Road and Sand Hill Road | | <ul style="list-style-type: none"> • Steep topography on both sides of road near Highway 84 • Intersection crossing at Sand Hill Road has pedestrian markings on east side of Whiskey Hill Road • Use of equestrian trail on west side of Whiskey Hill Road requires pedestrian/equestrian crossing of Whiskey Hill Road • Stanford property on east side of road | | <u>Potential Interpretive Themes</u> <ul style="list-style-type: none"> • Ohlone site (Sipanum) |

| SEGMENT #50: Sand Hill Road (bicycle, pedestrian, and equestrian route) | | | | |
|--|---------------------------------|--|--|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Whiskey Hill Road | Lawler Ranch Road @ parking lot | 1.0 | <ul style="list-style-type: none"> San Mateo County Public Works Stanford University | <ul style="list-style-type: none"> Class III bikeway Foot path |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | | INTERPRETIVE OPPORTUNITIES |
| <ul style="list-style-type: none"> Within County ROW South side of road less constrained by topography and vegetation for foot path Stanford lands to south of Sand Hill Road <p><u>Connecting Trails / Nearby Use Opportunities</u></p> <ul style="list-style-type: none"> County Sand Hill Trail | | <ul style="list-style-type: none"> Intersection crossing at Whiskey Hill Road Sand Hill Road ROW width varies between 88 and 135 feet North side of road adjacent to The Horse Park at Woodside (lands leased by Stanford University) Topography Intersection crossing Sand Hill Road at Lawler Ranch Road if pedestrian path located on south side of road | | <p><u>Potential Interpretive Theme</u></p> <ul style="list-style-type: none"> Ohlone site (Sipanum) Collaboration with Stanford / Portola Valley on Ohlone site |

ALTERNATIVE: Engage Stanford – SLAC for access along existing fire-patrol roads within the SLAC campus and new I-280 pedestrian crossing not near Sand Hill interchange.



Sand Hill Road looking east

SEGMENT #51: Sand Hill Road / I-280 Interchange (bicycle and pedestrian route)

| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
|--|--|--------------|---|---|
| Sand Hill Road @ Lawler Ranch Road parking Lot | Sand Hill Road @ East side of I-280 interchange at traffic light | 0.6 | Caltrans San Mateo County Public Works | <ul style="list-style-type: none"> • Class II bikeway • Foot path |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|-------------------------|-----------------------|----------------------------|
|-------------------------|-----------------------|----------------------------|

- | | | |
|---|--|--|
| <ul style="list-style-type: none"> • Existing sidewalk on north Sand Hill Road overcrossing structure • Planned bicycle striping improvements scheduled at Sand Hill Road / I-280 | <ul style="list-style-type: none"> • Caltrans cooperation and encroachment permit needed for signage • Overcrossing not suitable for equestrians | |
|---|--|--|



North Sand Hill Road overcrossing and sidewalk

| SEGMENT #52: Sand Hill Road (bicycle and pedestrian route) | | | | |
|---|-------------------|--------------|------------------------|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| East side of I-280 interchange | Santa Cruz Avenue | 1.4 | City of Menlo Park | <ul style="list-style-type: none"> • Class II bikeway • Sidewalk |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|---|--|----------------------------|
| <ul style="list-style-type: none"> • Existing sidewalk system on north side of Sand Hill Road • Existing Class II bikeway | <ul style="list-style-type: none"> • Not suitable for equestrians | |

| SEGMENT #53: – Sand Hill Road / Golf Course (bicycle and pedestrian route) | | | | |
|---|----------------------------------|--------------|---|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Sand Hill Road @ Santa Cruz Avenue | Sand Hill Road @ Stock Farm Road | 0.6 | City of Menlo Park City of Palo Alto | <ul style="list-style-type: none"> • Class II bikeway • Multi-use path |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|--|---|----------------------------|
| <ul style="list-style-type: none"> • Existing multi-use path • Existing Class II bikeway | <ul style="list-style-type: none"> • Two street crossings of Sand Hill Road • Intersection improvements required at Stock Farm Road • Not suitable for equestrians | |

ALTERNATIVE: Use north sidewalk to avoid crossing Sand Hill Road.

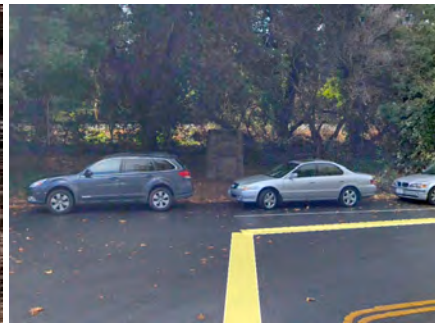
| SEGMENT #54: Sand Hill Road (bicycle and pedestrian route) | | | | |
|--|---------------------------------|---|----------------------------|--|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| Sand Hill Road @ Stock Farm Road | Sand Hill Road @ El Camino Real | 1.33 | City of Palo Alto | <ul style="list-style-type: none"> • Class II bikeway • Sidewalk |
| ALIGNMENT OPPORTUNITIES | | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES | |
| <ul style="list-style-type: none"> • Existing sidewalk system on north side of Sand Hill Road • Existing Class II bikeway • Intersection markings | | <ul style="list-style-type: none"> • Crossing El Camino Real at existing signalized intersection • Not suitable for equestrians | | |

| SEGMENT #55: El Palo Alto Park (bicycle and pedestrian route) | | | | |
|---|----------------------------------|--------------|---|---|
| FROM: | TO: | APPX. LENGTH | OWNERSHIP / MANAGEMENT | RECREATION ROUTE DESIGN SCENARIO |
| El Camino Real | Alma Street at historical marker | 0.28 | <ul style="list-style-type: none"> • City of Palo Alto • City of Menlo Park | <ul style="list-style-type: none"> • Multi-use trail |

| ALIGNMENT OPPORTUNITIES | ALIGNMENT CONSTRAINTS | INTERPRETIVE OPPORTUNITIES |
|--|--|---|
| <ul style="list-style-type: none"> • Existing multi-use trail and bridge across San Francisquito Creek • Coordination with Santa Clara County trails Master Plan | <ul style="list-style-type: none"> • Crossing El Camino Real at existing signalized intersection • Bicyclists must walk bikes inside El Palo Alto Park • Multiple jurisdictions • Parking in front of State Historic Landmark #2 • Parking on Alma Street discourages access to historic marker | <ul style="list-style-type: none"> • Enhance visibility and access to existing Portolá Campsite (November 6, 7, 8, 9, 10) State Historic Landmark #2 marker at intersection of East Creek Drive and Alma Street, Menlo Park • El Palo Alto Tree still standing on Palo Alto side of San Francisquito Creek with historic marker that references Portolá <p><u>Potential Interpretive Theme</u></p> <ul style="list-style-type: none"> • Bay culture and boats used by Ohlone |



State Historic Landmark #2



El Palo Alto historic marker on south side of San Francisquito Creek

ALTERNATIVE: Follow El Camino Real to Ravenswood to Alma Street. Distance Appx. 1.44 miles. Not recommended due to low quality recreation experience.



ATTACHMENT E:
PRIORITY EVALUATION
TABLES



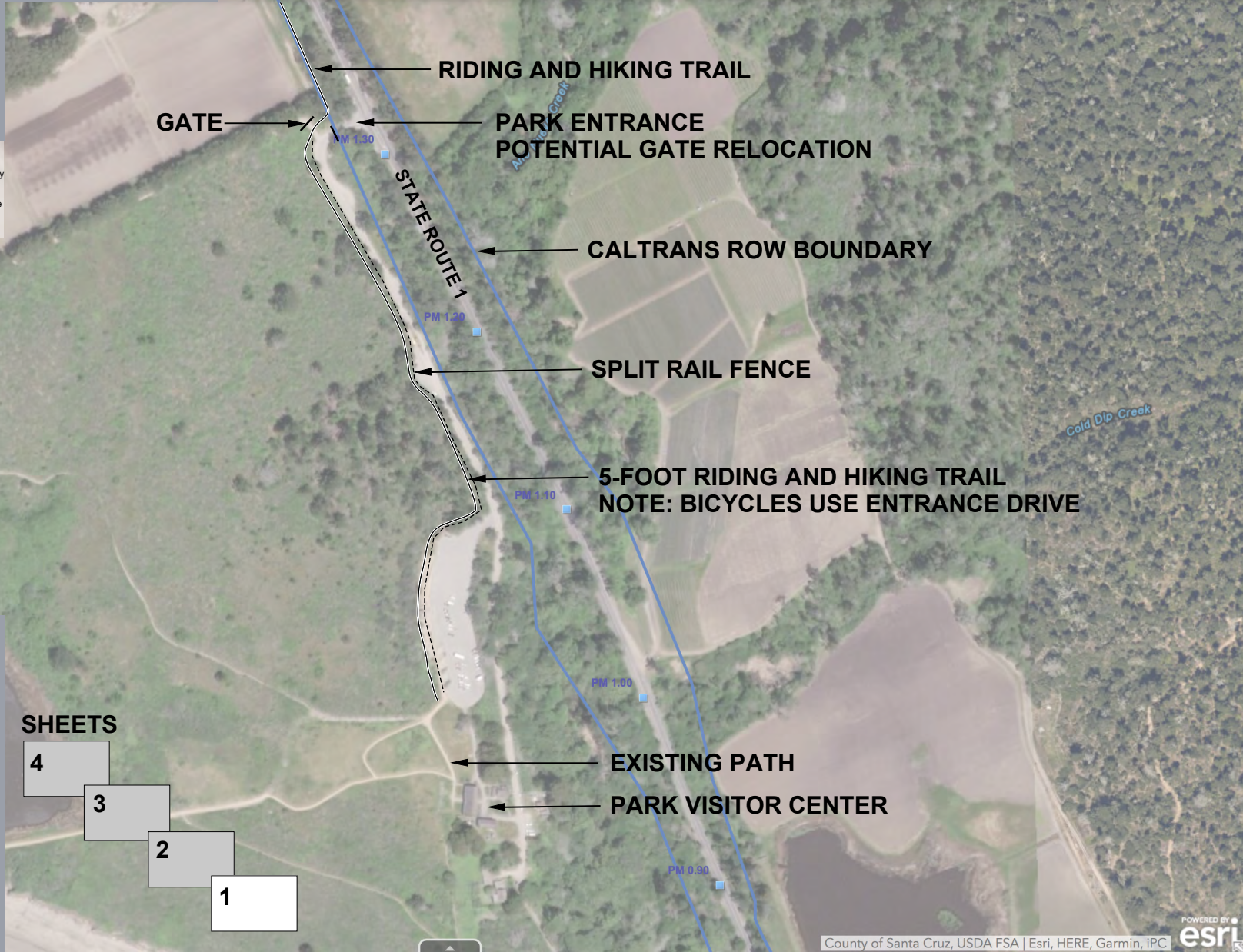
ATTACHMENT F:
SEGMENT 1 CONCEPTUAL
PLANS

NOTE: State Route 1 ROW information from CaltransD4 Right of Way Maps Web App



SCALE
0 500 1000'

THIS MAP IS NOT A TRAIL GUIDE: This map is for planning purposes only. Trail routes are conceptual, shall not be considered specific trail alignments, may not be open and/or convey any rights for public use. Such alignments shall be obtained only from willing sellers and developed pursuant to the trail implementation policies set forth in the San Mateo County Trails Master Plan. Additional site investigations, planning, and public review would be needed to confirm specific trail alignments. The policies and design and management guidelines of the San Mateo County Trails Master Plan should be referenced when implementing any trail segment.



**OHLONE-PORTOLÁ
HERITAGE TRAIL
FEASIBILITY STUDY**

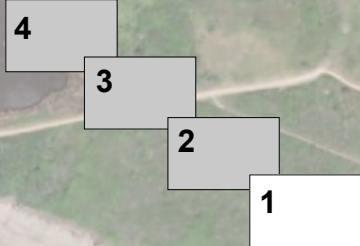


**SEGMENT #1
RECREATION TRAIL
CONCEPT**

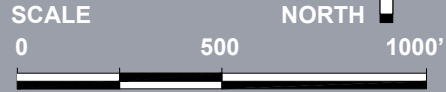
**BICYCLE ROUTE: CLASS III
BIKEWAY ALONG HIGHWAY 1**

January, 2019

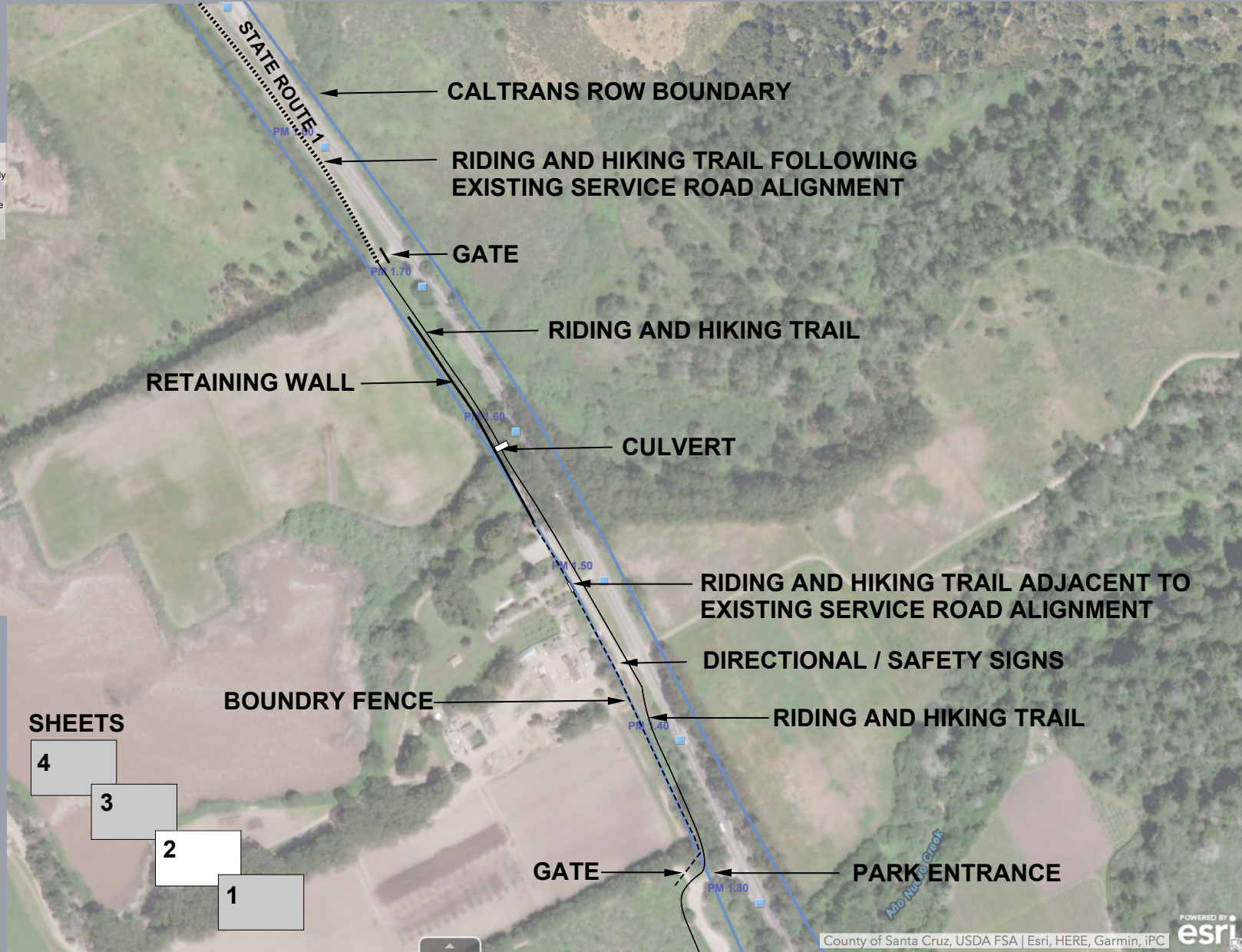
SHEETS



NOTE: State Route 1 ROW information from CaltransD4 Right of Way Maps Web App



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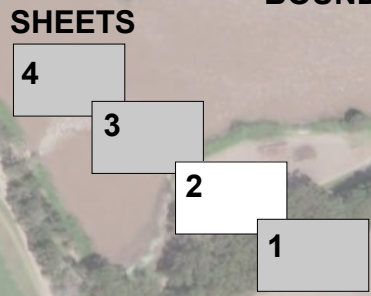


**OHLONE-PORTOLÁ
HERITAGE TRAIL
FEASIBILITY STUDY**

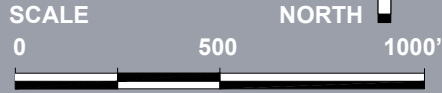
**SEGMENT #1
RECREATION TRAIL
CONCEPT**

**BICYCLE ROUTE: CLASS III
BIKEWAY ALONG HIGHWAY 1**

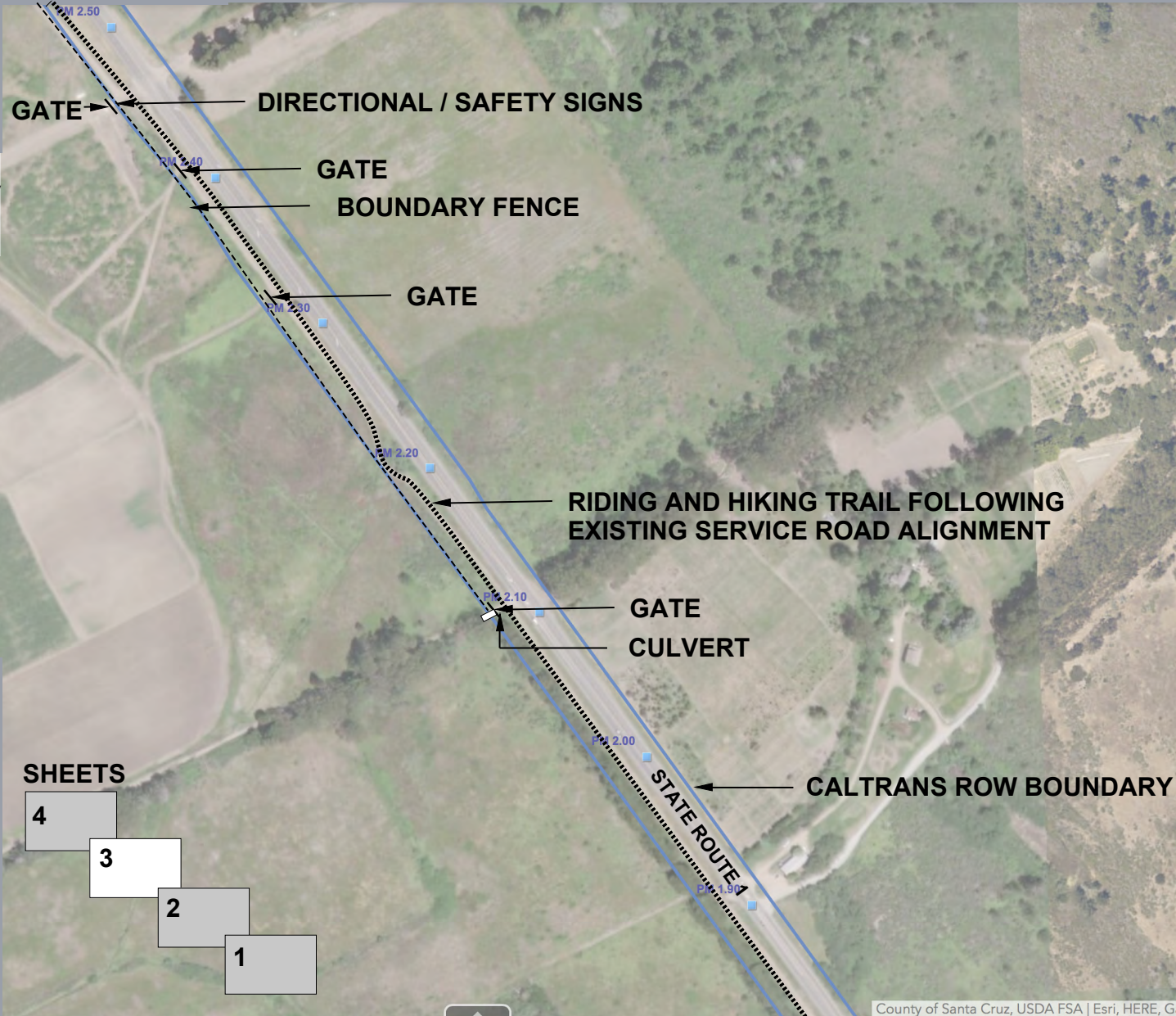
January, 2019



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**OHLONE-PORTOLÁ
HERITAGE TRAIL
FEASIBILITY STUDY**

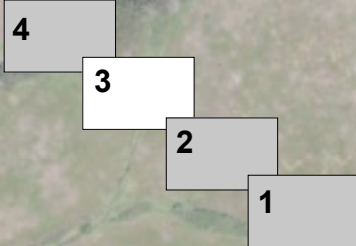


**SEGMENT #1
RECREATION TRAIL
CONCEPT**

**BICYCLE ROUTE: CLASS III
BIKEWAY ALONG HIGHWAY 1**

January, 2019

SHEETS



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SEGMENT 2: RIDING AND HIKING TRAIL TO QUIROSTE VALLEY

LAKE ELIZABETH TRAIL CAMP (NO WATER)



SERVICE ROAD

FUTURE CALIFORNIA COASTAL TRAIL CONNECTION

CROSSWALK / PEDESTRIAN AND TRAFFIC SIGNS / PEDESTRIAN ACTIVATED WARNING SIGNAL

TRAIL CROSSING SIGN (TYP)

CALTRANS ROW BOUNDARY

RIDING AND HIKING TRAIL

SAFETY RAIL

STATE ROUTE 1

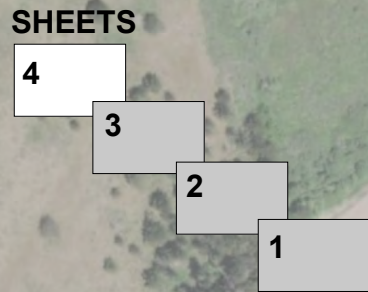
BOUNDARY FENCE

WILLOWS

OHLONE-PORTOLÁ HERITAGE TRAIL FEASIBILITY STUDY

SEGMENT #1 RECREATION TRAIL CONCEPT

BICYCLE ROUTE: CLASS III BIKEWAY ALONG HIGHWAY 1



January, 2019



ATTACHMENT G: SEGMENT 24 – RELATED LCP POLICIES

POLICY 11.33 Use of CalTrans' Devil's Slide Bypass Alignment within Montara

- a. A Linear Park and Trail Plan (LPTP) Overlay is applied over the original Devil's Slide Bypass Alignment, also known as the "Adopted Alignment," between the National Park Service – Golden Gate National Recreation Area property known as Rancho Del Tierra and Highway 1, including the Peninsula Open Space Trust (POST) ownership south and east of Sunshine Valley Road. (The "Adopted Alignment" right-of-way area is also called out as the Midcoast Foothills Trail in the 2001 County Parks Plan.) The LPTP Overlay requires the preparation of a Specific Plan for all properties currently within the "Adopted Alignment."
- b. Except for park, open space, trail or habitat protection and restoration purposes, the County shall not permit any requests for subdivisions, lot line adjustments, conditional or unconditional certificates of compliance, or coastal development permits within the "Adopted Alignment" area until the LPTP Overlay Specific Plan is adopted by the County and effectively certified by the Coastal Commission through an LCP Amendment. The underlying zoning remains RM-CZ, R-1/S-17 and PAD within the LPTP Overlay area until such a Specific Plan is effectively certified by the Commission. Notwithstanding the provisions of any R-1 categorical exclusions, all overlay provisions will apply to the "Adopted Alignment" area. Further, until such time that a Specific Plan is effectively certified by the Coastal Commission, all uses within the LPTP Overlay area will be treated as conditional uses, except that linear park uses shall be considered the principally permitted use for purposes under the Coastal Act.

Any proposed transfer of title to the State Department of Transportation ("Department") property within the adopted alignment will proceed after the Department, County and Commission jointly determine that there is no conflict with the proposed LPTP Overlay Specific Plan as specified below.

- c. The County will work with CalTrans and other affected agencies in a manner consistent with applicable State and Federal laws and regulations to complete a LPTP Overlay Specific Plan for the

Devil's Slide Bypass "Adopted Alignment." The County, CalTrans and other affected agencies shall collectively provide whatever information they have readily available to complete the requirements of the Specific Plan described below and shall collectively seek whatever additional effort or resources may be necessary to complete the plan as soon as feasible. The LTP Overlay Specific Plan shall include a text and a diagram or diagrams which specify all of the following:

- (1) The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
 - (2) The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
 - (3) Standards and criteria by which development will proceed, and standards for the conservation, development, and/or utilization of natural resources, consistent with provisions 11.33(d) and (e) below.
 - (4) A program of implementation measures including regulations, zoning changes, potential reversion of categorical exclusions, and other programs to carry out the Specific Plan.
 - (5) The Specific Plan shall include a statement describing the relationship of the Specific Plan to the LCP and General Plan. 11.16
- d. In order to meet the requirements set forth in this section, the Specific Plan shall provide for:
- (1) Low-intensity, non-motorized park and trail recreation uses (pedestrian, bicycle, and equestrian (as appropriate)), open space, sensitive resource protection and restoration, agriculture, and repair and maintenance of existing structures through the potential designation of a Linear Park and Trail;
 - (2) Appropriate, continuous trail alignments for hiking trail and bicycle routes, and equestrian trails as appropriate, along with projected road and stream crossing locations, consistent with the Linear Park and Trail guidelines of Land Use Plan (LUP) Appendix 11.A;
 - (3) Suitable trailhead parking and scenic viewing areas;
 - (4) Connections to other trail systems, public transit, and community facilities;

- (5) Existing and/or designated but underdeveloped roads and access easements that will be retained, realigned, consolidated or retired (generally, all plated but unnecessary, roads will be retired), particularly for resource protection and hazard avoidance purposes, and actions that the County will undertake to implement the desired road configurations and crossings, ensuring, if required by State law, that there is no loss of ingress and/or egress from private property to a public street that existed or which was designated but underdeveloped prior to or after CalTrans' acquisition of the parcels for the Bypass project;
- (6) Sensitive resource features and appropriate impact avoidance measures for each. Appropriate mitigation measures should be identified for situations where impact avoidance is not feasible for the useable location of hiking and biking trails in the LPTP Overlay Specific Plan. Such sensitive resource features include, but are not limited to, the following:
 - (i) Wetlands, streams, designated critical habitats, and other environmentally sensitive-habitat areas;
 - (ii) Archaeological, paleontological and historical features;
 - (iii) Productive agricultural lands; (iv) Highly scenic landscapes; and 11.17
 - (v) Watersheds identified as critical for potable water or anadromous fish habitat/passage.
- (7) Sites with potential prescriptive access rights and sites with value for development as scenic vista points, interpretive centers, or other public uses consistent with the Linear Park and Trail uses allowed within this land-use designation;
- (8) Sites suitable for future CalTrans' potential mitigation needs, particularly for public access and public access banking, agriculture, wetlands, and other environmentally sensitive habitats as well as reservation of necessary access to those selected sites;
- (9) Lots that were bisected by the highway right-of-way acquisition process and are suitable for recombination and lot line adjustment, as necessary, to accommodate the most reasonable land-use pattern within the community, provided for any particular site, the optimum alignment of the linear trails and supporting facilities will not be compromise d;
- (10) Adequate right-of-way space along and across the existing County roads traversing the Adopted Alignment right-of-way is reserved for safe crossing and visual resource protection of the future hiking and biking trails within the Linear Park; and

- (11) An implementation plan for the Linear Park and Trail, including identification of potential funding sources for trail construction; management mechanisms; and any identified parking areas, scenic vistas, or other implementing measures and public support facilities.
- e. As necessary, the Specific Plan shall authorize mixtures of lot merger, permissible land uses and site layout and structural design to provide maximum resource and open space protection and provision of maximum public access. Once effectively certified through an LCP Amendment, the Specific Plan becomes part of the Implementing Ordinances and governs development in the area. Where there is a conflict between the policies set forth in the Specific Plan and any other policies of the LUP, the Specific Plan shall take precedence.



ATTACHMENT H: TRAIL PARTNER AGENCY TRAIL DESIGN GUIDELINES

Ohlone-Portolá Heritage Trail Partner Agency Design Standards and Guidelines

| Agency | Trail Type | Standards / Reference | Notes |
|---|---|--|--|
| National Park Service, Golden Gate National Recreation Area | <ul style="list-style-type: none"> All | https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/aba-standards/chapter-10-recreation-facilities | <ul style="list-style-type: none"> Uses U.S. Access Board Sections 1016 through 1018 accessibility requirements for outdoor developed areas. Trail design is done on a case-by-case basis using best practices. |
| California Department of Parks and Recreation | <ul style="list-style-type: none"> Pedestrian Path (in outdoor developed areas) | https://www.parks.ca.gov/pages/1008/files/2015_california_state_parks_accessibility_guidelines.pdf | <ul style="list-style-type: none"> Addresses all Sections 1016 through 1018 of the U.S. Access Board requirements for outdoor developed areas. Complements California Building Code. |
| | <ul style="list-style-type: none"> Riding and Hiking Trail Foot Path | https://www.parks.ca.gov/?page_id=23419 | <ul style="list-style-type: none"> The state does not have one particular set of trail standards or guidelines but does provide an on-line "Trail Managers Toolbox" that links to other nationwide and regional trail design information. |
| | <ul style="list-style-type: none"> Equestrian Trails, Trailheads, and Campgrounds | https://www.fhwa.dot.gov/environment/recreational_trails/publications/fs_publications/07232816/ https://www.fs.fed.us/recreation/programs/trail-management/trailplans/index.shtml | <ul style="list-style-type: none"> The state does not have one particular set of trail standards or guidelines for equestrians. The "Trail Managers Toolbox" links to the Federal Highway Administration and guidelines developed by the U.S. Forest Service and the Forest Service Technology & Development Program. Guidelines include shared-use trails. |
| California Department of Transportation (Caltrans) | <ul style="list-style-type: none"> Class I Bikeway (Bike Path) Class II Bikeway (Bike Lane) Class III Bikeway (Bike Route) | http://www.dot.ca.gov/design/manuals/hdm/chp1000.pdf | <ul style="list-style-type: none"> Mandatory standards and additional guidelines are included in the State of California, Department of Transportation, California Highway Design Manual, Chapter 1000. |

Ohlone-Portolá Heritage Trail Partner Agency Design Standards and Guidelines

| Agency | Trail Type | Standards / Reference | Notes |
|------------------|--|---|--|
| | <ul style="list-style-type: none"> • Foot Path (Pedestrian Facility) • Multi-use Trail | <p>http://www.dot.ca.gov/design/stp/dib/dib82-06.pdf</p> <p>https://www.access-board.gov/guidelines-and-standards/buildings-and-sites/about-the-aba-standards/aba-standards/chapter-10-recreation-facilities</p> | <ul style="list-style-type: none"> • Caltrans Design Information Bulletin (DIB) 82-06 address pedestrian accessibility guidelines • DIB 82-06 adopts the trail guidance provided within Sections 1016 through 1018 of the U.S. Access Board on outdoor developed areas and is considered a “design standard”. Any proposed exception to the design standards in the outdoor developed areas standards must make reference to those applicable sections in the exception request. The conditions described in Section 1019 Conditions for Exceptions may be used to support an exception. (see <i>Trails and Accessibility Standards</i>) • Trails that are intended for non-pedestrian use only, e.g., equestrian or for mountain bikes, are not subject to the guidance in the DIB. Trails within the state highway right-of-way are considered to be pedestrian facilities if pedestrians may traverse the path, either for their exclusive use or shared with other users. • Minimum requirements for pedestrian trails. • A reference guide for transportation projects in the Coastal Zone |
| | <ul style="list-style-type: none"> • Riding and Hiking Trail • Bridge Crossings, Rails, and Barriers | <p>http://www.dot.ca.gov/design/stp/dib/dib82-06.pdf</p> <p>http://www.dot.ca.gov/design/lap/livability/docs/Caltrans_Bridge_Rails_and_Barriers.pdf</p> | <ul style="list-style-type: none"> • Minimum requirements for pedestrian trails. • A reference guide for transportation projects in the Coastal Zone |
| San Mateo County | <ul style="list-style-type: none"> • Multi-use Trail • Riding and Hiking Trail | <p>https://parks.smcgov.org/sites/parks.smcgov.org/files/documents/files/Trails Master Plan.pdf</p> | <ul style="list-style-type: none"> • The County 2001 Trails Plan includes a number of trail design and management policies and guidelines. Salient features include: <ul style="list-style-type: none"> – a 12-foot-wide paved multi-use trail with 2-foot-wide shoulders. – a minimum 4-foot-wide hiking trail. – no grades greater than 12.5% without use of switchbacks. – accessible trails based on terrain conditions. – minimum vertical distance from overhanging branches shall be 12 feet on trails open to equestrian or bicycle use. – minimum vertical distance from overhanging branches shall be 7 feet on hiking trails. |

Ohlone-Portolá Heritage Trail Partner Agency Design Standards and Guidelines

| Agency | Trail Type | Standards / Reference | Notes |
|---|----------------------------|--|--|
| Midpeninsula Regional Open Space District | • Multi-Use Trails | <ul style="list-style-type: none"> • Adopted Basic Policies • Trail Construction BMPs that are based upon a compilation of Federal, State, and local trails development guidelines, and specific road and trails specs • Adopted Resource Management Policy to ensure trails are built to minimize impacts to water quality, wildlife habitat, sensitive species, soils, erosion, etc. in Board-adopted Resource Management Policies (2014), • Adopted Coastal Service Plan Includes policies and guidelines for recreation near agricultural working lands. | <ul style="list-style-type: none"> • Trail design is done on a case-by-case basis using best practices. • Latest plans for Bear Creek Redwoods Open Space Preserve call for 10- to 12-foot-wide multiple use trails. |
| | • Riding and Hiking Trails | None | <ul style="list-style-type: none"> • Trail design is done on a case-by-case basis using best practices. • Latest plans for Bear Creek Redwoods Open Space Preserve call for 4-foot-wide trails with no bicycles. |
| San Francisco Public Utilities Commission | • All | None | <ul style="list-style-type: none"> • Trail design is done on a case-by-case basis using best practices. |
| City of Half Moon Bay | • All | None | <ul style="list-style-type: none"> • Trail design is done on a case-by-case basis using best practices. |
| City of Pacifica | • All | None | <ul style="list-style-type: none"> • Trail design is done on a case-by-case basis using best practices. |
| Town of Woodside | • All | None | <ul style="list-style-type: none"> • Design of the Town's equestrian trails and pedestrian pathways is done on a case-by-case basis using best practices. • For building permits the Town defers to the State of California Building Code that covers accessible sidewalks. • Bikeways use Caltrans Highway Design Manual Chapter 1000 standards and guidelines. • Note: All infrastructure except signs are in place. |
| City of Palo Alto | • All | Not applicable | Note: All infrastructure except signs are in place. |
| City of Menlo Park | • All | Not applicable | Note: All infrastructure except signs are in place. |