

Kim Shultz

From: David Eselius [deselius@earthlink.net]
Sent: Wednesday, June 09, 2004 9:18 AM
To: Kim Shultz
Subject: Requested Highway 1 Widening Design and EIR Change Considerations

June 9, 2004

Kim Shultz
 Santa Cruz County Regional Transportation Commission (SCCRTC)
 Phone 831/460-3200
 Fax 831/460-3215
kshultz@scrtc.org

Subject: Requested Highway 1 Widening Design and EIR Change Considerations

Within the design and EIR phase of the Highway 1 widening project, I believe there are three issues of considerable significance that need more adequate public review.

Resolution of these issues within the highway widening design phase will optimize bridges/overpasses to accommodate future needs, improve vehicle flow through-put capacity, and provide a quieter road surface.

Proper and timely resolution of the following issues should result in increased highway widening cost-benefits and improvements of the environmental impact. Evaluations of the topics need to be recorded within the EIR as supporting evidence of general design considerations.

Bridges/Overpasses Design to Consider a Future Lane #4 – Bridge and overpass design should consider the possibility of a fourth lane addition within the long-term needs. Design-in as many cost effective expansion future features, as can be reasonably done.

Right Side Bus-Only and HOV Lanes – The intent of Highway 1 lane widening project is to improve road vehicle capacity through-put (i.e., cars over a time period) while maintaining an acceptable level of service (i.e., fewer traffic jams at any given time). When the highways vehicle capacity through-put and level of service is optimize, a primary responsibility of the Santa Cruz Highway Construction Authority will be realized.

Right Side Bus-Only and HOV Lanes facility would use the right side lane (a.k.a., the outside lane or lane #3) for the HOV lane. This approach represents the most common application of HOV lanes on some arterial city streets. Right side HOV lanes may be open only to buses, van pools, car pools, and vehicle egress/ingress allowed. The lanes may operate only during the morning and afternoon peak-hours or throughout most of the day and will help move buses and HOV through congested Highway 1 areas.

Right side city arterial street bus/HOV lanes are currently in operation in Dallas, Houston, and San Antonio. Freeway HOV lanes are also in operation in the Dallas and Houston area and are being considered in other cities. (See "Arterial Street High-Occupancy Vehicle (HOV) Lanes in Texas" by Katherine F. Turnbull, Research Scientist, Texas Transportation Institute, Southwest Region University Transportation Center, Report SWUTC/02/60042-1, January 2002, available on internet)

San Thomas Expressway in Santa Clara California is configured as "Right Side Bus-Only and HOV Lanes."

The relatively close spacing between interchanges lends itself to the highway lane configuration of "Right Side Bus-Only and HOV Lanes." Right Side is a serious candidate for Highway 1 consideration.

Road Surface vs. Tire Tread Noise – California and Arizona are currently conducting pilot studies on Asphalt Rubber Asphalt Concrete Friction Courses (ARACFC) noise reducing pavement overlay.

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7/27/2004

The pavement research and practical use in California and Arizona are reported to work well in for warm (read hot) climates but the seasonal changes in many parts of the country pose a potential problem to these pavement types. The use and long term value of ARACFC tire noise reduction surface treatment remains under study.

Tire tread noise is a large urban noise polluter. Although the Federal and State Government promotes sound wall use, they have under funded road surface material and tire designs. Different road surface and tire design changes would reduce the growing problem of urban noise pollution at the sources and reduce the need for sound walls.

There have been unable to identified alternatives the ARACFC. That is the problem. Correction can occur by providing research funding to develop effective road surfaces that will reduce tire tread noise. Road noise is a very complicated topic that has not been adequately funded for researched and developed (R&D funding).

It is requested the SCCRTC request of our government representatives adequate R&D funds development of more effective road surface solutions for Santa Cruz Highway 1 road noise.

Lacking R&D funding, a more complete research of surface noise reduction literature may turnup something interesting for Santa Cruz use.

Sincerely,

David G. Eselius
1312 Laurel Street
Santa Cruz CA 95060

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-----Original Message-----

From: doug scott [mailto:brewmaster95060@yahoo.com]

Sent: Wednesday, June 09, 2004 4:38 PM

To: info@sccrtc.org

Subject: Can you please tell me why

This plan exist in it current form is a joke?

*3 lanes north 3 lanes south may have been enough
20 years ago.*

*With Highway 1 there are to many cars not enough
road.*

This Plan does nothing to solve that problem.

The idea of a HOV lane is a JOKE.

*There are goodies in it for every special interest
group in this town.*

*Till I see a plan the calls for 4 lines for all for
cars going north and 4 lines all for cars going south,
and no other crap it, I will vote on tax measure.*

This TURD will not pass.

You can put lipstick on a PIG but is still A PIG.

Doug Scott -

*Your comments were received and will be forwarded to the Regional Transportation
Commissioners.*

*A balanced transportation plan was developed for two reasons: 1. Polls show that a
'highway 1 only' project would not receive enough votes to pass with the required 2/3
margin and 2. People want viable range of transportation choices.*

*You are encouraged to review information about the Expenditure Plan and the latest
poll results on the RTC web site:*

<http://www.sccrtc.org/expendplan.html>

Caltrans traffic operations analysis shows that a High Occupancy Vehicle Lane, which carries more people than a mixed flow lane, has other benefits such as making express bus service more competitive and allowing capacity for emergency vehicles.

Thanks for taking the time to write.

*- Karena Pushnik
Senior Transportation Planner
Santa Cruz Co. Regional Transportation Commission
831/460-3210 (fax 460-3215)*

-----Original Message-----

From: LibonPV@aol.com [mailto:LibonPV@aol.com]

Sent: Tuesday, June 15, 2004 9:56 AM

To: jan.beautz@co.santa-cruz.ca.us; mardi.wormhoudt@co.santa-cruz.ca.us; linda.wilshusen@co.santa-cruz.ca.us; paspence@charter.net; skennedy@ci.santa-cruz.ca.us; ereilly@ci.santa-cruz.ca.us; ellen.pirie@co.santa-cruz.ca.us; tony.campos@co.santa-cruz.ca.us; mark.stone@co.santa-cruz.ca.us; rdelapaz@ci.watsonville.ca.us; info@sccarred.org

Subject: sales tax figures need explanation

I just spoke with Rachel at SCCRTC (don't know her email address) and she went over the updated 6/3/04 sales tax fact sheet, but there are still some inconsistencies. She told me that the \$491 million cost for widening of highway one **includes bond interest expense of 131 million**. However, if you look at page 1 it lists 369 (64% of 577) as total amount distributed to widening which also **includes bond interest expense of 131 million**. So that would only leave 238 million for actual widening project which is only 41%. The bond interest should not be lumped in with the widening project.

The next page shows the cost for widening is 344 million (phase I of 235, phase II of 109).

I would appreciate it if just one member of this commission can fully explain these discrepancies.

Libby Huyck

-----Original Message-----

From: Elaine FICERE [mailto:elanef@webtv.net]

Sent: Sunday, June 27, 2004 7:52 PM

To: info@sccrtc.org

Subject: Bus service

I am a resident at the De Anza Mobile Home Park. Although I do not use the bus at the present time, many of our senior residents do. We are talking about people in their mid -eighties plus. For them to walk two blocks or more is a monumental task. I understand there is also talk of no weekend runs. No church for these people. ????? For some time I as a citizen have observed many of these huge buses in the Santa Cruz County being close to empty. I realize these programs are funded to an extent, however It appears to me , the average jill that the planning is poor.

I would appreciate a response to something that has been brought to my attention by an elderly neighbor.

Awaiting your response.

Respectfully.

Elaine Ficere

Elaine -

Your comments were received and were forwarded to the Santa Cruz Metropolitan Transit District, who is responsible for running the bus system, and the Regional Transportation Commission.

Thanks for taking the time to write.

*- Karena Pushnik
Santa Cruz County Regional Transportation Commission*

D. Alan Clarke
536 Tuttle Ave.
Watsonville, CA 95076

July 17, 2004

Ms Linda Wilshusen
Santa Cruz Regional Transportation Agency
1523 Pacific Ave.
Santa Cruz, CA 95060

C.C. Mr. Greg Albright
Caltrans District 5
50 Higuera
San Louis Obispo, CA

C.C. Ms. Maria Rodriguez
Watsonville City Engineer
P.O. Box 50,000
Watsonville, CA 95077



Dear Ms. Wilshusen,

I live in Bay Village in Watsonville and with all of the new construction of townhouses going on east of East Lake Village Shopping Center; I began wondering what was being planned in terms of traffic improvements for the Watsonville area.

It is a major headache for me to cross town to get on to highway 1 and, as I was stuck in the usual traffic back-up on Riverside Dr. (highway 129), I decided to call around and find out what was in the planning works.

I phoned the Santa Cruz Regional Transportation Agency and spoke with Rachael Mariconi who said that there were no plans, in the near future nor on the drawing boards to deal with the congestion caused by Highway 129 (main route for trucks, funneling down to two lanes as it goes from the Watsonville High School to Main St). She did state that her agency was meeting with Caltrans to discuss funding a planning project to re-route 152.

The thought occurred that maybe it made sense to do a Combined Study looking into possible solutions to the congestion on both State Highways 152 and 129. Looking at the problems and solutions caused by both State Highways going though town in the same study at the same time made a whole lot of sense to me. For one thing a possible

solution for 152 that is being discussed is Holohan Rd. being widened and the thought occurs to me that if one kept on going on College Rd past 152, that would provide relief for a lot of the traffic that is currently going through the middle of town on if it kept on going and connected with 129.

I appreciate that we are only talking about a plan, an attempt to get possible changes on the drawing board but that is the first governmental type step and to me it is a no brainer and I only wish that it had been done earlier.

Could you get back to me on the Combined Study idea? It was my understanding that Rachael Mariconi was going to raise the idea with Caltrans in a meeting and my feeling is that a bit of public support might not hurt. The thought of raising the idea of getting support from both the Bay Village Homeowners Association as well as possibly the Watsonville City Council has occurred to me as potentially good ideas.

Sincerely yours,

A handwritten signature in black ink, appearing to read "D. Alan Clarke". The signature is fluid and cursive, with a long horizontal line extending to the right.

D. Alan Clarke