

## MEMORANDUM

**TO:** SCCRTC **DATE:** September 22, 2004  
**FROM:** Nolte Associates **PROJ #:** SJ086000  
**Route 1 HOV Widening**  
**SUBJECT:** Highway 1 Bike/Ped Over-Crossing  
Locations

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This memo outlines an approach to determining the appropriate locations for future pedestrian/bicycle over-crossings over Route 1 within the project limits.

### Background

As a result of previous studies on the corridor, the following locations were identified as part of the original scope of services for this project as future ped/bike over-crossing locations:

Location 1 – Mar Vista Drive – Located north of State Park Drive, Mar Vista runs north-south between Soquel Drive and the coast in the SeaCliff area. It is bisected by Route 1, creating two distinct streets.

Location 2 – Cabrillo College – Located south of Cabrillo College, an overcrossing at this location would connect Cabrillo College Drive with New Brighton Road. This location is less than a mile north of the Mar Vista location.

Location 3 – Mattison Lane / Chanticleer Ave. This area is located to the south of the Soquel Ave. interchange. Chanticleer and Mattison are the first two north-south streets south of the interchange, and are both bisected by the freeway.

Initial efforts as part of the PA/ED study included a field review to visually inspect the listed sites and identify constraints and issues. An initial white paper was developed to document opportunities and constraints at each location and present options for locating crossings at each location. During the development and review of the white paper, numerous questions were raised on the process which established the three locations listed above.

### Current Status

As a result of the review and discussion of the issues, the PDT recommended further review of potential crossing locations prior to more detailed design efforts. Specifically, it was agreed by

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the PDT that a broader review of the entire corridor was warranted to consider additional locations, beyond the three listed above.

#### Proposed Approach for Site Selection

The following steps are proposed to more systematically determine locations along the corridor for design development (and environmental analysis) of future ped/bike over-crossings.

1 – Nolte will develop an overall map which highlights origins (such as residential areas), destinations (such as schools, parks), existing crossings, and the three locations currently identified.

2 – A meeting will be held with agency staff from the County and cities along the corridor to discuss the project area as a whole, looking at areas that are currently served sufficiently, and identifying those that are not adequately served.

3 – Nolte will assemble the information from step 2, update the maps, and propose areas for further consideration. This information will be reviewed by the PDT to get technical agreement on the areas of concentration. (Note – broad descriptive areas will be identified such as ‘south of Soquel interchange and north of Rodeo Gulch)

4 – A key stakeholder meeting will be held to present the work done in steps 1-3, to get further input from user groups. Participants in that meeting would members of RTC’s Advisory Committees (i.e. Elderly and Disabled TAC, Bicycle Committee and Interagency Technical Advisory Committee) and representatives from pedestrian safety groups and schools. If necessary, more than one meeting may be held to accommodate those deemed necessary for inclusion. Note this is not proposed to be a formal public meeting, given the nature of the information to be shared and sought.

5 – With this information, Nolte will present recommendations to the RTC and the HCA to get policy direction before pursuing more detailed design efforts on potential over-crossings locations.