



PUBLIC WORKS DEPARTMENT

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January 14, 2005

Kem Akol  
SCCRTC Bicycle Committee  
C/O Cory Caletti, Senior Transportation Planner  
Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue  
Santa Cruz, CA 95060

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SUBJECT: BIKE/PEDESTRIAN PATH ON MISSION STREET EXTENSION

Dear Mr. Akol:

This letter is in response to your August 16, 2004 letter regarding the bike/pedestrian path which was installed in conjunction with construction of the Pacific Shores Apartments at 1280 Shaffer Road.

As you may know, the Environmental Impact Report prepared for the apartment project noted that the project is located at the most westerly part of the City and it recognized the need for a safe pedestrian/bicycle connection between the project and the rest of Santa Cruz. It concluded that the best way to achieve this connection would be to close Mission Street Extension between Burkett and Shaffer Road to vehicle traffic while allowing bikes and pedestrian exclusive use of this portion of the road. The EIR which included this plan for Mission Street Extension was approved by the City Council.

The project went forward with the preparation of construction plans and obtained a building permit which included the plans to close Mission Street Extension to vehicles. After construction began staff forwarded a resolution to the City Council to close the road to traffic as state law requires. At its meeting, City Council rejected staffs recommendation and instead directed staff to revise the traffic plan for Mission Street Extension to be a westbound one-way street between Burkett and Shaffer Road with some provision for pedestrians and bicyclists.

Acknowledging that the developer had fulfilled their obligation with respect to off site improvements on Mission Street Extension through their earlier building permit approval, staff was successful in getting the developer to redesign the road closure. The plan which was developed provided for separating the pedestrians and east bound cyclists from west bound vehicle traffic with concrete barriers where the street is sufficiently wide. Near the creek where the street is quite narrow, the separation between vehicles and pedestrians is achieved with a curb and raised walkway. The developer paid for the striping, curbing and raised walkway while the City furnished and installed the concrete barrier.

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While I agree with you that a continuous curbed and raised walkway would be preferable to the concrete barrier portion of the pathway, this was the best solution that could be achieved with the resources available to the City. A preliminary cost estimate to complete the curbed raised pathway is approximately \$125,000. If funding for this becomes available the City would consider this improvement.

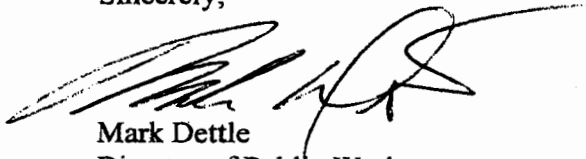
Meanwhile, we will investigate your concerns regarding safety and to identify measures to make the pathway safer at the west end. In addition, we will explore committee member's suggestions to add signs at the east end of the one-way street directing west bound bicyclist to share the one-way road.

Please note that the developer is continuing to work to complete the street light system. PG&E has issued new plans which will allow the lights to be energized and which will be implemented in the near future.

I hope this letter addresses your concerns. Thank you for bringing this matter to our attention.

Please feel free to contact Tom Sharp, Engineering Associate at 420-5423 if you have any questions or comments about the proposed improvements.

Sincerely,



Mark Dettle  
Director of Public Works

Cc: Assistant Director of Public Works  
Bicycle Pedestrian Coordinator

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