

## MEMORANDUM

**TO:** SCCRTC **DATE:** July 5, 2005

**FROM:** Nolte Associates **PROJ #:** SJ086000  
Highway 1 HOV Widening

**SUBJECT:** Bike/Ped OC locations  
Summary of Selection Process **Revision 1**

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This memorandum summarizes the work performed to date and the current status of determining the appropriate locations and characteristics of three proposed pedestrian/bicycle crossings of Highway 1 as part of the subject project. Recommendations for next actions are also included in the memo.

### Background

The original scope for the Highway 1 HOV lane widening project included development of up to three new pedestrian/bicycle crossings of Highway 1 within the project limits (Morrissey to San Andreas/Valley Larkin) in addition to pedestrian and bicycle access improvements on existing street crossings of Highway 1. Previous efforts identified three potential new crossings at Mar Vista, Cabrillo College and Mattison Lane/Chanticleer Ave.

In August, 2004, a memorandum was prepared to summarize initial development efforts based on those three locations. That memorandum recommended a more extensive discussion on the need and purpose of the new crossings, to ensure the locations being studied indeed provided the highest value to the community. The process outlined in that memorandum (Exhibit 1, dated September 22, 2004) was agreed to by the RTC and the PDT, and has since been implemented.

### Process

On November 18, 2004, a meeting was held at the RTC with local and project related agency staff to begin assessing the needs of the bicycle and pedestrian community as it relates to crossing Highway 1. The minutes of the meeting are attached (Exhibit 2). The primary result of the meeting was documented in a base map that identifies the major origin/destination points that are currently impacted by the presence of Highway 1. Existing crossing locations currently available are also identified on the attached maps.

A follow up meeting was held on May 16, 2005, with representatives from the Redevelopment Agencies for the City and County of Santa Cruz, who were not present at the November meeting, to review the information and provide comment. The input received was very similar to that received in November.

These maps were then used as the background for two meetings held in May, 2005, which sought input from selected community groups most affected by the availability of bicycle and pedestrian facilities. Three separate attachments to this memo summarize those meetings as follows: Exhibit 3 lists the individuals/organizations that were requested to participate in the meetings;

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and Exhibits 4 and 5 identify attendees at and highlights from meetings held to discuss the proposed new crossings on May 19 and 24, 2005, respectively.

### Summary

As the notes reflect, numerous issues were raised and discussed in the meetings. The following were the primary items discussed that appear to have agreement among the various participants:

- Access to and from schools should be a major consideration in selecting crossing sites, particularly in light of school closures resulting in increasing numbers of students living on the opposite side of Highway 1 from their school.
- Additional uses of proposed crossings that should be considered include commute trips, links to shopping, and recreational area access.
- Existing interchanges, in general, do not accommodate bicycles and/or pedestrians as well as they could/should. In some cases (Soquel, Morrissey) they are very difficult to navigate on foot or bike. Assuming the crossing(s) under consideration will significantly precede interchange reconfigurations, it is desirable to locate new crossings to allow alternative routes to the existing interchanges.
- New crossing(s) should be connected to existing facilities (bike lanes, sidewalks, bus stops, park and rides) in the area. In some cases, this will require extensions of existing facilities.
- Crossings should be designed to be as flexible as possible for current and future movements, rather than aligning to promote one specific movement. The access points, therefore, at each landing should be accessible from as many directions as possible.
- The ability to move between Aptos Village and the beach area is a significant issue that should be improved.
- Crossing evaluations should include undercrossings as well as overcrossings.
- Improvements being pursued in the Arana Gulch area (roughly south of La Fonda Avenue) will increase regional trips to this area. In addition, Arana Gulch and Rodeo Gulch (near Mattison Lane) have the potential for bicycle trails to be developed in the future.
- The new crossings are viewed as positive opportunities for their neighborhoods.

The following points were highlighted by the project team during the meetings:

- Numerous improvements for bicycles and pedestrians are planned for existing crossings of Highway 1 as part of the HOV lane widening. La Fonda and Capitola overcrossings would be reconstructed and widened; Morrissey, Soquel, and 41<sup>st</sup> interchanges would be reconstructed, improving ped/bike mobility; the two UPRR rail crossings would be reconstructed and widened to allow for a future trail parallel to the tracks.
- Current plans for the merge lanes project between Hwy 17 and Morrissey will address existing facilities in this area, such as the Branciforte Overcrossing.

- Plans are under way for a new San Lorenzo River Bicycle & Pedestrian Bridge in the area immediately west of the Hwy1/Hwy 17 interchange. The new bridge will cross San Lorenzo River south of Highway 1, with a new trail connection parallel to San Lorenzo River crossing under Highway 1, providing greater connectivity to areas currently separated by the freeway and/or the river.
- The City of Capitola is currently undertaking a project that will stripe bike lanes on 41<sup>st</sup> Avenue on the overcrossing, and construct a raised median and provide channelization in the vicinity of the interchange.

### Recommendations

Many issues were raised reflecting existing shortcomings in the overall mobility opportunities for pedestrians and bicyclists across and near the Highway 1 corridor. In keeping with the long-term goals of this project to reduce congestion within and across the corridor, the following recommendations are presented for those improvements consistent with the overall project scope, which should be pursued as part of this project. Additional improvements that should be considered by the local agencies independent of, but in coordination with this project, are also identified below.

Based on the feedback received, the following crossings are recommended for further development as part of this Highway 1 HOV Lane Widening project. These locations are listed in the recommended priority for development/construction based on existing and future needs.

1. Mar Vista Drive – This location would provide a much needed link between Mar Vista Elementary School, Cabrillo College and the residential neighborhoods. Traffic on State Park Drive and Soquel Drive would be reduced, with vehicular trips replaced by pedestrian/bicycle trips. Furthermore, this connection would provide access to the beach area for residents located north of Highway 1, and provide an alternative mode of travel for those residents on the south of Highway 1 accessing the retail areas on Soquel Drive north of Highway 1. Specific considerations for this location in the development of the crossing include safety on the south side near McGregor Drive, potential direct linkage to Cabrillo College, coordination with future uses/development of parcels on the north side of Highway 1, and extension of at grade facilities to Soquel Drive north of Highway 1.
2. Chanticleer Avenue – This location would provide an alternative route for those currently using the Soquel interchange to cross over Highway 1. This specific location was chosen over Seventeenth Avenue due to the lower vehicular volumes on Chanticleer, and over Mattison Lane due to its more direct connection to existing bicycle and pedestrian facilities south of Highway 1. Specific considerations for this location include safety on the south side near Soquel Avenue, limited right of way opportunities on the north side, and extension of facilities to Soquel Drive north of Highway 1.
3. Trevethan Avenue– This location would provide a direct route between residential neighborhoods located on the opposite side of the freeway from De LaVeaga Elementary School, Branciforte Junior High School and Loma Prieta High School. Although La Fonda Avenue and Morrisey Boulevard are both nearby, the areas topography, high traffic volumes and inconsistent street patterns in this area result in circuitous routes for pedestrians and bicyclists. This crossing, therefore, would primarily provide a safer and

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more direct alternative for those currently utilize the Morrissey and/or the Soquel Interchange. It is anticipated that vehicular trips would be replaced by pedestrian or bicycle movements. Additional uses at this location are anticipated to include recreational trips to/from John Franks and De LaVeaga Parks to the north or multiple locations to the south of Highway 1. Specific considerations for this location include limited right of way on either side of the freeway, potential use of the alley vs. the roadway for approaches, the existing residential neighborhoods on both sides, and the absence of dedicated bicycle and/or pedestrian facilities on either side of the freeway.

Additional items that surfaced during this process that are recommended for further consideration and/or continued action by the local agencies are as follows:

- Provision of bicycle lanes and a sidewalk on Spreckels Drive between Soquel Drive and Aptos Beach Drive. This roadway currently provides direct access between the Aptos Village area and the beach area, and is frequently used by pedestrians and bicyclists, despite the lack of dedicated facilities. Based on a field review of this location, it appears adequate room exists to provide increased shoulder area for bicyclists, and a sidewalk on the eastern side of the roadway, to connect to existing facilities on Soquel Drive to the north and Aptos Beach Drive to the south.
- Continuation of and improvement to the informal access currently on Branciforte Creek. It is recommended the local agencies work with Caltrans to, at a minimum, to restore existing conditions upon completion of construction of the Highway 1/17 Merge Lanes project, and consider larger scale improvements, if not at this specific location, then in the general area.
- Continued pursuit of improved access in the Highway 1/Highway 9/San Lorenzo River area west of Highway 17. A primary element of these improvements, as currently documented, is to provide a new connection between the River Street area west of the San Lorenzo River and the Ocean Street area east of the river.

#### Exhibits

1. Memo dated September 22, 2004, discussing ped/bike OC locations
2. Meeting Notes – November 18, 2004 meeting
3. List of Invitees for Ped/Bike Meetings
4. Meeting Notes – May 19, 2005
5. Meeting Notes – May 24, 2005