

# Santa Cruz County Regional Transportation Commission

## Highway 1 Widening/HOV Lane Project

### Highway 1 Bike/Pedestrian Crossings – Working Meeting

Thursday May 19, 2005

#### Meeting Summary

May 23, 2005

#### **1. Purpose of the Meeting/Project Update**

Kim Shultz, SCCRTC, welcomed participants and outlined the purpose of the bike/pedestrian crossing meetings.

#### **2. Review Approach for Site Selection**

Chris Metzger, Nolte Associates, reviewed the approach to site selection for the bike/pedestrian crossings and provided a brief background of the overall Highway 1 Widening/HOV Lane Project.

#### **3. Review Bike/Pedestrian Crossings Work to Date**

Chris provided an overview of the bike/ped work completed to date including a meeting held with city and county staff to discuss their thoughts with regard to the crossings. That input has been incorporated into the current maps. Chris then moved through a description of the project corridor by interchange segments. For each segment he solicited comments from participants on: alternative crossing locations, design considerations and sidewalk and street conditions.

#### **4. Stakeholder Comments and Feedback**

##### *General Comments*

- Are you only considering up to 3 crossings?
- What do the red dashed lines on the map depict?
- For the environmental review are you preparing an Environmental Impact Statement? Please specify.
- Will whatever crossings are decided upon be included in all the alternatives?
- Consideration of these crossings was done a long time ago, has no work been completed?
- Will crossings be considered that are necessarily capable of accommodating additional lanes on the freeway?
- What does “brought up to standards” mean in reference to the “full standards” alternative?
- Are sidewalks on both sides of reconstructed interchange crossings to be assumed?

## **Santa Cruz County Regional Transportation Commission**

- The Market Street undercrossing is an example how a sidewalk on only one side of the street is inappropriate. Should accommodate connections to other bike/ped paths outside the crossing (project) area.
- Other options should be considered for accommodating sidewalks – accommodation should be made to make connections to existing paths.
- Why are only three crossings being considered?
- What year is the basis for design – 2010, 2020? Consider that the cost of gas will effect how people travel. Current bike/pedestrian demand can be expected to increase significantly and should be appropriately accommodated.
- What is the typical distance between interchanges?

### *Rio Del Mar to State Park*

- Review the recent improvements to Rio Del Mar that accommodate bike/peds. Look at configuration of ramps at crossing streets to determine the best design in that area.
- Look at a potential Spreckles crossing to accommodate movement from Aptos to beach.
- Consider an option to go under freeway – don't dismiss possibility.
- Like tunnels, undercrossings shouldn't necessarily be precluded
- Forrest of Nisene Marks State Park is an important destination area.
- Access to Bay Trail and Monterey Bay Sanctuary Scenic Trail (MBSST) is important.
- Note grade issues for wheelchair and elderly in this vicinity.

### *State Park Drive to Park Avenue*

- Consider connection to the Park Avenue “park n ride” area (shuttle is run during summer months).
- Without having a rail station in the vicinity, the Cabrillo College crossing does not appear to be appropriate.
- Note that the biking along Soquel Drive in this area (by Park Avenue) is comfortable and reasonably safe.
- Note importance of access to shopping opportunities at Mar Vista – a crossing would allow access without using a car.
- Mar Vista would be priority in this area.
- Need continuity of sidewalks and bike lanes and appropriate bus stops when designing these crossings.
- Be sure to coordinate with Metro Transit (e.g. drop off areas, etc.).
- In considering length of access to crossing, prefer shorter access footprint. Also, switchbacks allow people with mobility issues to rest at appropriate intervals.
- Any consideration of the placement of bike lockers in appropriate locations?
- Consider the use of native plants and environmental sensitivities along the bike/ped. paths.
- Note that bike routes don't always need to be the shortest distance – appreciation for a variety of travel as well.

### *Morrissey Blvd. to Soquel Avenue*

## Santa Cruz County Regional Transportation Commission

- Consider utilizing one of a series of alleys between San Juan and Trevethan Avenues – would connect nicely to De Laveaga School. This would be a “safe route to school” for children trying to get from one side of highway to the other. Note that yield signs at street crossings would be needed.
- There is currently no good connection from the Trevethan area to La Fonda. Trevethan would be a good location for the crossing in this area (the school closing in the area effects the need).
- Note that there is a potential future sidewalk and bike path on Allerton Rd. as well – this might be a good connection opportunity.
- De Laveaga Park is an important destination for residents in the area.
- The alley may be better due to limited traffic on it.
- Look at improvements to Morrissey over crossing (e.g. six foot bike path – consider removing some vegetation to accommodate). Note that this needs to be done regardless of other crossings in area.
- Morrissey has generated a lot of discussion – look at interim improvements, something in between would be useful. Note that Trevethan and other streets in area used to connect neighborhoods across highway.
- Branciforte Creek connection – access critical. Connection should be maintained and improved. Recognize this is outside Highway 1 Widening/HOV Lane Project area.

### *Soquel to 41<sup>st</sup> Avenue*

- The Chanticleer and 17<sup>th</sup> Avenue appear the most appropriate - probably just one or the other.
- Chanticleer crossing would be better - would better accommodate bikes and peds and ties into swim center, schools etc.
- General preference for Chanticleer crossing – helps to get bikes/pedestrians away from traffic.
- Note that 17<sup>th</sup> and Brommer intersection is a difficult left-turn for bikes.

### *41<sup>st</sup> Avenue to Bay/Porter and to Park Avenue*

- The Bay Ave./ Porter Street under crossing is an example of a well designed bike/pedestrian facility.
- For walking, commuting paths should be the shortest point between A & B.
- A preference for switchbacks (vs. the longer ramps) was expressed.
- Consider some separation between bicyclists and pedestrians on paths.
- Consider that three crossings may not be enough – doesn’t necessarily accommodate what is needed for the length of the eight mile corridor.
- Recommendations from group overall were four crossings suggested plus a retrofit/redesign of Morrissey Blvd.

## 5. Wrap Up/Next Steps

Kim Shultz thanked participants for contributing their thoughts and noted that a second meeting will be held next Tuesday, May 24, 2005, in Aptos. All information obtained will be

## **Santa Cruz County Regional Transportation Commission**

summarized and provided to the project team and the SCCRTC. Summaries of the material would also be made available to participants. Based on the input obtained and subsequent meetings with local agency staff where the crossings are proposed, a recommendation will be made to the Transportation Commission on the appropriate crossings to select for evaluation in the environmental document. Any further questions or comments should be provided to Mr. Shultz at the SCCRTC.

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Highway 1 HOV Lane Widening Project  
 Bike/Pedestrian Crossing – Working Meeting  
 Thursday May 19, 2005  
 Attendance Sheet

Name	Affiliation	Phone	Email Address
Michael Molesky	ED – TAC	476-9770	
Debbie Bulger	Mission: Ped.	475-1036	
Jessica Wolf	People Power	476-5117	<a href="mailto:jessywolf@baymoon.com">jessywolf@baymoon.com</a>
Jean Brocklebank	Resident		<a href="mailto:jeanbean@baymoon.com">jeanbean@baymoon.com</a>
Michael A. Lewis	Individual	462-4919	<a href="mailto:hakduke@rattlebrain.com">hakduke@rattlebrain.com</a>
Corinne Hyland	Community Traffic Safety Coalition	454-7558	<a href="mailto:Corinne.hyland@health.co.santa-cruz.ca.us">Corinne.hyland@health.co.santa-cruz.ca.us</a>
Cheryl Schmitt	City of Santa Cruz	420-5187	<a href="mailto:cschmitt@ci.santa-cruz.ca.us">cschmitt@ci.santa-cruz.ca.us</a>
Luis Mendez	SCCRTC		
Keith Hinruchser (name may be spelled wrong –then email would be wrong)	Caltrans	805-549-3099	<a href="mailto:Keith_hinruchser@doj.ca.gov">Keith_hinruchser@doj.ca.gov</a>
Kim Shultz	SCCRTC	(831) 460-3208	<a href="mailto:kshultz@scrtc.org">kshultz@scrtc.org</a>
Dale Dennis	Project Team	(925) 686-0619	<a href="mailto:dodennis@earthlink.net">dodennis@earthlink.net</a>
Chris Metzger	Nolte Associates	408 392-7259	<a href="mailto:Chris.Metzger@Nolte.com">Chris.Metzger@Nolte.com</a>
Bill (did not get last name)	Resident		
Ben Strumwasser	CirclePoint	415-227-1100 x15	<a href="mailto:b.strumwasser@circlepoint.com">b.strumwasser@circlepoint.com</a>