

## Highway 1 Widening/HOV Lane Project

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

Tuesday May 24, 2005

Meeting Summary

May 30, 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. He included in his description some of the key comments heard from bike and pedestrian interests that participated in the previous meeting held on May 19<sup>th</sup> in Santa Cruz. 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*

- Why is the map displayed backwards?
- What's meant by the phrase "collection points"?
- Are there currently four crossings being considered?

##### *San Andreas to State Park*

- A crossing from Aptos Village area seems redundant since you have an underpass at Spreckles. Rather than adding another crossing in this area consider improving the Spreckles crossing.
- Current crossing over Rio Del Mar Blvd. is pretty demanding – lots of signal lights – consider simplifying.

- There is a significant grade across Rio Del Mar Blvd. – also a lot of traffic.
- Don't agree that it would be redundant with Spreckles. Current crossing at Spreckles is too dangerous for children
- The community is currently looking for an easier way to get from Aptos Village to beach. This is happening as part of the Village Plan that is being developed.
- Note that the rail crossings (even if improved for bike/peds) doesn't take you to the beach area.

#### *State Park Drive to Park Avenue*

- From school district perspective, Mar Vista crossing would be best – (will also accommodate future residential development in area).
- Note that there are lots of parents driving kids to school in this area.
- Consider frontage road path parallel to freeway north of Mar Vista to Cabrillo College.
- There is a demand for college neighbors to get to beach at New Brighton.
- Consider the potential for connection of Nisene Park and land near tannery.
- Consider area near Willow Brook Park to connect both sides of freeway without being near traffic.
- For this area the priority is a Mar Vista crossing. The second choice is the Cabrillo area.
- Note that McGregor Drive (west of Highway) only has a sidewalk for portion of road.

#### *Park Avenue to Bay Avenue/Porter Street*

- Comfortable with improvements to Capitola Avenue – no others necessary.

#### *Bay Avenue/Porter Street to 41<sup>st</sup> Avenue.*

- Sidewalks along Robertson? Check this.

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

- OK as suggested on map

#### *Soquel Drive to Morrissey Blvd.*

- Distance from La Fonda to Morrissey only ¼ mile – may not be necessary for an additional crossing in that area.
- Have representatives from Santa Cruz City Schools provided input? Should get their thoughts, Live Oaks district, others.
- Consider Tannery Project and implications to bike and pedestrian travel in the area.

- Overall comment: Note that north end of corridor more business purposes (tourists etc.) associated with crossings. South end of corridor have business and recreation purposes – as such, there are different priorities.
- From Park Avenue on up the corridor be sure to link the crossings and paths in general to the rail line.
- Consider the benefits derived from the promotion of walking to school – and how that will affect demand and future design of the facilities.

## **5. Wrap Up/Next Steps**

Kim Shultz thanked participants for contributing their thoughts. All information obtained will be 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.

**Highway 1 HOV Lane Widening Project  
Bike/Pedestrian Crossing – Working Meeting  
Tuesday, May 24, 2005  
Attendance Sheet**

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