

Rich Krumholz
Caltrans District 5 Deputy Director
Planning and Programming
50 Higuera Street
San Luis Obispo, CA 93401

December 22, 2005

Re: Comments on the Draft Transportation Concept Report for State Route 1

Dear Mr. Krumholz,

Thank you for the opportunity to comment on the Draft Transportation Concept Report (TCR) for State Route 1. RTC staff would like to submit the attached comments for your consideration.

We apologize for needing more time to fit the review of this draft into our staff work schedule. We appreciate your flexibility.

It is important that the TCR reflect community desires and is consistent with regional and local plans. The draft TCR calls for widening of the Highway 1 freeway to six multi-use (non-HOV) lanes on several segments. This is not consistent with the *2005 Regional Transportation Plan* and should be revised.

The Draft TCR for Route 1 includes several projects that are not in the purview of Caltrans, specifically new rail passenger service, new ferry services, new transit service and facilities, local land-use decisions, the development of parallel routes to Route 1 and improving local circulation. In light of the reference to projects that would be implemented by other agencies, RTC staff feels that it is important that those agencies see a draft TCR for Route 1 and have an opportunity to comment on it before it is finalized. RTC staff would suggest a presentation to the Interagency Technical Advisory Committee and a 45 day comment period.

We look forward to seeing the revised draft. If you have any questions, please contact Grace Blakeslee of my staff at (831) 460-3219.

Sincerely,

Pat Dellin
Acting Executive Director

Enclosure: RTC Staff Comments on Draft TCR for Route 1 (page 53-62)

CC: SCCRTC
ITAC

Santa Cruz County Regional Transportation Commission
Staff Comments on the Draft Transportation Concept Report for
State Route 1
(12/05)

Description and Trends

1. Please clarify when noting total lanes on Route 1 segments if the number of lanes includes auxiliary lanes. For example, page 55 in the second paragraph describes Route 1: Sub-Segment 17b (State Park Drive to Morrissey Boulevard) as having four to six lanes. This section of Route 1 has four lanes with one section of this sub-segment supporting auxiliary lanes. (page 55)
2. For Segment 17 (Larkin Valley Road to the Highway 1/17 Interchange), operational improvements including auxiliary lanes may be pursued to improve traffic flow on Route 1. Ramp metering in combination with auxiliary lanes are proposed as a Highway 1 Widening/HOV Lane Project Alternative. Please correct the draft TCR to reflect that ramp metering does not currently exist on this segment. Additionally, please specify that the new lanes proposed between Soquel and Morrissey interchanges will serve as auxiliary lanes. (page 55)
3. The last sentence on page 53 notes community opposition to widening Route 1. RTC staff would request that the TCR qualify this statement by noting that “some members” of the community have expressed opposition to the widening of Route 1.

Alternatives to Reduce Demand or Improve Operations

4. RTC staff recommends removing the discussion regarding passenger rail between Felton and Santa Cruz. This recreation rail service does not span the same corridor as Route 1 and does not provide an alternative for travel on Route 1. (page 57)
5. In the Urban and Inter-city Transit section, RTC staff recommends that the TCR clarify the relationship between the Highway 17 Express Bus and travel on Route 1. For example, note that many trips on the Route 1 corridor have destinations in the San Francisco Bay Area. The Highway 17 Express Bus provides a transit alternative for the Route 17 portion of the trip which enables travelers to choose a transit alternative for the complete trip when combined with Route 1 corridor transit services. (page 57)
6. Thank you for noting the opportunity to include facility improvements such as multimodal freeway bus stops and park and ride lots combined with HOV lanes to develop an effective TDM strategy. The Highway 1 Widening/HOV lane project proposes to add HOV lanes in both directions of Route 1: Segment 17a & 17b. One of the proposed Highway 1 Widening/HOV Lane Project Alternatives includes HOV lanes with improved transit access. RTC staff is pleased to see that Caltrans continues to support Transportation Demand Management (TDM) efforts through their commitment to assist with park and ride lots and HOV lane projects as stated in the draft TCR. (page 58)

7. Traffic flows between Santa Cruz and Santa Clara Counties warrant the continuation of District 4's Traffic Management Center (TMC) coordination of Intelligent Transportation System (ITS) elements for Santa Cruz County. The TCR notes that management of the Santa Cruz County ITS elements will transition to District 5 TMC at a future date. RTC staff would like to request that the TCR emphasize that management of ITS elements in Santa Cruz County will transition to District 5 when a seamless coordination between District 4's TMC and District 5's TMC is established and when District 5's TMC is providing an equivalent level of service. (page 59)
8. RTC staff recommends that the TCR discuss Incident Management as an Alternative to Reduce Demand or Improve Operations. A Freeway Service Patrol (FSP) Program is currently in place on Segment 17b and parts of Segment 17a. The FSP program is a cost-effective safety and mobility program on Route 1. Santa Cruz County's *2005 Regional Transportation Plan* plans for FSP service on Route 1 during the next 25 years as part of safety and congestion management on this corridor.

Transportation Concept and Strategies

Route 1: Segment 16 (Monterey/Santa Cruz County Line to Larkin Valley Road Exit)

9. The Route Concept for Segment 16 calls for widening of this four to five lane segment to six lanes. This is not consistent with the *2005 Regional Transportation Plan* and should be deleted. (page vii)
10. The Highway 1/Harkins Slough Road Interchange Improvements Project will improve safety and mobility on Route 1: Segment 16 and is included in the *2005 Regional Transportation Plan*. RTC staff recommends that "Support Highway 1/Harkins Slough Road Interchange Improvements" be added to the strategies for Route 1: Segment 16. (page 60)
11. RTC staff recommends that Appendix B-4: Maps and Segment Data in Santa Cruz County concerning Route 1: Segment 16 add the "Watsonville General Aviation Airport" and "Commercial & Industrial Centers" as Major Traffic Generators. In addition, please add "Consider ITS & Operation Improvements and Elements" to Recommended Actions for this segment. Also delete "Construct 6 lane freeway north of State Route 152". The latter is not included in the *2005 Regional Transportation Plan*.

Route 1: Segment 17 (Larkin Valley Road to the Highway 1/17 Interchange)

12. The TCR Route Concept for Route 1: Segment 17 states a "Peak LOS D or better/6-lane freeway". Staff requests this recommendation be modified to be consistent with the current Project Approval/Environmental Document (PA/ED) work going on in this segment as well as the *2005 RTP*. Staff recommends the Route Concept be modified to specify the six lanes include the addition of HOV lanes. The R Route Concept should also be modified to specify the inclusion of TDM strategies to enhance the effectiveness this highway improvement. This is consistent with the *2005 Regional Transportation Plan* which recognizes the importance of TDM strategies to improve service on Route 1: Segment 17 (page vii and Appendix B-4).

13. Please remove the strategy “Encourage development and use of parallel routes such as frontage roads on the local roads system” included for Route 1: Segment 17. It is not clear what is intended by this statement nor is this policy included in the *2005 Regional Transportation Plan*. (page 61)
14. RTC staff recommends that Major Considerations identified on page vii for Route 1: Segment 17 include “sensitive environmental and community setting”.
15. RTC staff recommends that Appendix B-4: Maps and Segment Data in Santa Cruz County concerning Route 1: Segment 17 include “Urban Activities and Employment Centers” and “Cabrillo College and UCSC campuses” to the list of Major Traffic Generators.

Route 1: Segment 16 & 17

16. RTC staff recommends that “Support of HOV lanes as a key TDM tool on Route 1” be included in the TCR strategies for Route 1: Segment 16 & 17. In addition, staff recommends that the TCR strategies for this segment include “Provide interconnectivity for transit and high occupancy vehicles”. (page 60,61)
17. Ramp meters are one concept for improving operations on Route 1: Segment 16 & 17. Ramp meters may be combined with other mobility improvements on Route 1, such as auxiliary lanes, and are included in a proposed project alternative for the Highway 1 Widening/ HOV Lane Project. RTC staff recommends that the TCR strategies for all Route 1: Segment 16 & 17 include “Improve operations with Ramp Metering”. (page 60, 61)

Route 1: Segment 16, 17 & 18

18. Park and Ride lots serve as critical transit, carpool and vanpool connections and contribute to the effectiveness of TDM strategies such as HOV lanes. RTC staff recommends that the TCR include “Continue to explore opportunities for Park and Lot development adjacent to the Route 1 corridor” for Route 1: Segment 16, 17 & 18. In addition, RTC staff recommends that the TCR include “Investigate feasibility of park and ride lot development in conjunction with freeway widening” to Route 1: Segment 17 strategies. (page 60, 61)
19. Ridesharing is a key TDM tool. The RTC’s Commute Solutions Program provides ridematching services and commute alternative information for commuters traveling to, from or within Santa Cruz County. Commute Solutions ridesharing signs are posted on Route 1 to alert travelers of Commute Solutions services. RTC staff recommends that Caltrans add “Maintain the Commute Solutions Services” to the strategies for all Route 1 Segments.
20. The Project Study Report for Traffic Operation System (TOS) Improvements on Route 1 was completed in March 2001. This study was developed with input from transportation stakeholders on this corridor and reflects a comprehensive analysis of TOS improvements identified for this corridor. RTC staff recommends that the strategies for all Route 1 Segments include “Install ITS components to improve operations as proposed by the TOS Project Study Report completed in March 2001 for Route 1”. (page 60, 61)

21. RTC staff recommends that the TCR's suggested actions to achieve the route concept for each segment list the responsible agency or agencies. This would be very helpful to understand the proposed comprehensive strategy. (pages 60-62)
22. RTC staff recommends that the TCR be provided to local agencies for review and comment during a 45 day review period. RTC staff suggests a presentation to the RTC's Interagency and Technical Advisory Committee which consists of representatives from local jurisdictions public works departments, planning departments and other local transportation partner agencies

Route 1: Segment 17 & 18

23. RTC staff recommends that "Maintain Freeway Service Patrol Program", as discussed in Comment #8, be added to strategies for Route 1: Sub-Segments 17b & 17c and "Evaluate adding Freeway Service Patrol" be included in strategies for Route 1: Sub-Segment 17a. (page 60, 61)

Route 1: Segment 18 (Highway 1/17 Interchange to San Mateo County Line)

24. RTC staff recommends that Route 1: Segment 18 Major Considerations include a statement that recognizes that this segment traverses the City of Santa Cruz and functions as one of the City of Santa Cruz's main streets. This segment of Route 1 falls under the purview of Caltrans' Main Streets Program.
25. RTC staff recommends that the TCR strategy for Route 1: Segment 18 includes "Continue to work with the City of Santa Cruz for planned improvements".
26. Appendix B-4: Maps and Segment Data in Santa Cruz County concerning Route 1: Segment 18 Proposed Segment Concept states that Route 1: Segment 18a, located between Highway 1/17 and Chestnut Street, should become a six-lane freeway. This project is not included in the *2005 Regional Transportation Plan* and should be deleted.
27. Appendix B-4: Maps and Segment Data in Santa Cruz County which discusses Route 1: Segment 18 notes a higher collision rate than other segments of Route 1 including Fatality and Injury Collision Rates. RTC staff recommends that the TCR include a discussion of the elevated collision rates in Part Two: Sub-Corridor Analysis and Detail and provide a strategy for reducing collisions and conflicts between transportation modes. It may be appropriate to include this discussion as part of the Main Streets discussion for this segment.

Ultimate Transportation Corridor

28. RTC staff requests that the TCR provide more information regarding the description and location for "larger urban-type facilities" which "will be required" in the City of Santa Cruz as noted on page 66. A portion of Route 1: Segment 17 and all of Route 1: Segment 18 is located within the City of Santa Cruz. Route 1: Segment 18b is constrained by adjacent urban land-

uses. Capacity increasing improvements on this segment are not included in the *2005 Regional Transportation Plan* and should be deleted.

General Comments

29. The Sources Consulted section ought to include a complete list of sources referenced for the developed of the TCR. RTC staff recommends that this section include a list of local officials, staff and public meetings held in the respective counties as referenced on page iii of the TCR.
30. The first sentence of the fourth paragraph on page iii of the TCR seems out of context.
31. RTC staff recommends that the following revisions and corrections be made to Appendix D: Programmed and Planned Projects:

County	Location	Project
SCr	15.8/17.6	Widen for merge lanes from Morrissey to River St. Add merge lanes between Route 1/Route 17 Interchange in both northbound and southbound directions.
SCr	Soquel to Morrissey Soquel to Larkin Valley Rd/San Andreas Rd	Environmental Review for Widening/HOV lanes

29. Please note that RTC staff is recommending that the Soquel to Morrissey Auxiliary Lane Project be programmed in the 2006 STIP. A decision by the RTC will be made on January 5, 2006.