

the creek banks that do not involve in-water work would be restricted to May 1 through October 15 to minimize effects on California red-legged frog.

Construction Methods

The sequence of activities and construction methods within/near the Arroyo de San Pedro Regalado are described first, since they are most pertinent to California red-legged frog. The first order of work would be placing environmentally sensitive area (ESA) fencing to establish the construction limits near the arroyo and installing temporary construction/water pollution control devices. Smaller bobcat dozers and graders would then be used to clear and grub the construction area. If the creek is flowing, a pump and/or gravity diversion would be used to bypass the flow through a plastic pipe (large enough to accommodate the entire flow of the creek) to a point downstream of the construction area. Temporary cofferdams would be constructed as needed to isolate the construction area from the live stream and would consist of clean imported gravel, impermeable liners (e.g., plastic), water bladders, and/or sand bags. The culvert, wingwalls, apron, cut-off wall would be extended or reconstructed; and the embankment would be extended, compacted, and graded. Smaller bulldozers/graders (i.e. bobcat), pickup trucks, dump trucks, concrete trucks, pump trucks, and hand held compactors and jackhammers would be used for the embankment/culvert extension work. Pickup trucks, dump trucks, concrete trucks, and pump trucks would be operated from the roadway above the arroyo. The disturbed area would be restored by seeding and replanting the area, as discussed in the next section, *Habitat Restoration Plan*.

Construction of the project, in general, will involve the following activities: setting up staging areas, installation of temporary construction areas and storm water pollution prevention devices, installation of traffic control and traffic handling devices and establishing detours, demolition, trenching associated with placement of drainage facilities and utilities, placement of concrete improvements, installation of lighting and traffic signals, grading and roadway paving operations, and clean up and equipment removal. The type of equipment and construction vehicles that could be used during construction include forklift; combination back hoe/frontloader/excavator, bulldozer (including bobcat); concrete mixer; crane; pump truck; pickup truck; compactor; roller; dump truck; spreader; and sweeper.

All refueling, maintenance, and staging of equipment and vehicles would occur at least 60 feet from riparian habitat and water bodies, and in locations where spills would not drain directly toward aquatic habitat (Figure 3).

Habitat Restoration Plan

A detailed restoration plan will be prepared and submitted to USFWS as part of the final design of the proposed action. Mitigation that will be implemented to compensate for the temporary and permanent effects on riparian forest vegetation in the action area is described below. This mitigation includes the preparation of a mitigation planting plan (i.e., habitat restoration plan).

- Caltrans/the City will compensate for temporary construction-related loss of riparian vegetation by replanting the temporarily disturbed area with the native species removed,

including coast live oak and arroyo willow. Replanting will occur after completion of the construction activities and before October 15 to minimize erosion and creek sedimentation.

- Caltrans/the City will compensate for the permanent loss of riparian vegetation by restoring the riparian forest adjacent to the permanent impact area along the Arroyo de San Pedro Regalado at a minimum ratio of 1:1 (1 acre restored for every 1 acre permanently affected). This ratio will be confirmed through coordination with state and federal agencies as part of the permitting process for the proposed project.
- Caltrans/the City will prepare a mitigation planting plan, which will include a species list and number of each species, planting locations, and maintenance requirements. Non-woody riparian species plantings and small trees will consist of cuttings taken from local plants, or plants grown from local material obtained within the Arroyo de San Pedro Regalado watershed. Replacement of any trees with a circumference of 44 inches or more (equivalent to a diameter of approximately 14 inches or more) measured at 54 inches above the existing grade will be in accordance with the City's heritage tree ordinance, and will include either three 15-gallon trees or one 24-inch box size specimen tree for each heritage tree removed. Planted species will include coast live oak (*Quercus agrifolia*), arroyo willow (*Salix lasiolepis*), California bay (*Umbellularia californica* var. *californica*), and Himalayan blackberry (*Rubus armeniacus*). Native understory species, such as sedge species (*Carex* spp.), mugwort (*Artemisia douglasiana*), California wild rose (*Rosa californica*), poison-oak (*Toxicodendron diversilobum*), California wild grape (*Vitis californica*), or other suitable native species will be planted.
- Plantings will be monitored annually for 3 years or as required in the project permits. If 75% of the plants survive at the end of the monitoring period, the revegetation will be considered successful. If the survival criterion is not met at the end of the monitoring period, planting and monitoring will be repeated after mortality causes have been identified and corrected.

Construction Monitoring Plan

The construction monitoring plan will consist of the following components.

- Caltrans/the City will retain a USFWS-approved biologist to conduct construction monitoring in and adjacent to the Arroyo de San Pedro Regalado. The biological monitor will assist the construction crew as needed to comply with all project implementation restrictions and guidelines.
- Ground disturbance will not begin until written approval is received from the USFWS that the biologist is qualified to conduct the work, unless the individual has been approved previously and USFWS has not revoked that approval.
- Before any activities begin, the USFWS-approved biologist will conduct a training session for all construction personnel. At a minimum, the training will include a description of the California red-legged frog and its habitat, the specific measures that are being implemented, and the boundaries within which the project may be accomplished.
- A USFWS-approved biologist will survey the project site 48 hours before the onset of work activities (including fence installation). If any life stage of California red-legged frog is

found, the approved biologist will relocate the California red-legged frog the shortest distance possible to a location that will not be affected by project activities.

- Caltrans/the City or its contractor will install orange construction barrier fencing along the creek channel and riparian forest to delineate the boundary of the work area and identify environmentally sensitive areas to be protected during construction.
- The approved monitor will inspect the fencing once a week along the creek and riparian vegetation in the construction area.
- Only USFWS-approved biologists will participate in activities associated with the capture, handling, and monitoring of California red-legged frogs.
- A USFWS-approved biologist will be present at the work site until all California red-legged frogs have been removed, workers have been instructed, and disturbance of habitat has been completed. After this time, Caltrans/the City will designate a person to monitor compliance with all minimization measures. If the monitor or USFWS-approved biologist recommends that work be stopped, they will notify the resident engineer, who will eliminate the effect or halt actions causing the effect. If work is stopped, USFWS will be notified as soon as possible.

Site Assessment Results

A site assessment for California red-legged frog was conducted on August 4, 2005 and November 18, 2010. The site assessments were conducted in the study area and within 1-mile of the study area, and were conducted in accordance with USFWS guidelines (U.S. Fish and Wildlife Service 2005). Surveys according to USFWS guidelines have not been conducted. The Arroyo de San Pedro Regaldo provides small areas of breeding habitat (pools) at the west and east ends of the study area. The remainder of the creek provides suitable refuge habitat. Photographs of the drainage and adjacent riparian forest are shown in Figures 5, 6, and 7. The upland is limited to the riparian corridor along the Arroyo de San Pedro Regaldo and the San Lorenzo River. There are 16 records of California red-legged frog occurrences within a 5-mile radius of the project area (California Natural Diversity Database 2011). The closest recorded sightings of California red-legged frogs are approximately 1.25 miles west of the project area, in Moore Creek (California Natural Diversity Database 2011). This occurrence is not hydrologically connected to the Arroyo de San Pedro Regaldo in the project area or the San Lorenzo River.

Effects of the Proposed Action

Movement of construction equipment on the creek banks and placement of fill in the channel could result in the injury or mortality of California red-legged frogs. In-water construction activities would occur during the dry season (July 1 through October 15); since the creek appears to be perennial, water may still be present. Construction activities along the creek banks that do not involve in-water work would be restricted to May 1 through October 15. These project specifications would minimize impacts on California red-legged frog. Although accidental spills

could still occur, contamination of aquatic habitat from vehicle refueling and operation of vehicles and equipment adjacent to the Arroyo de San Pedro Regaldo and subsequent injury or death of California red-legged frog would be minimized through staging areas being located at least 60 feet from riparian habitat and water bodies, and implementation of best management practices to control the discharge of pollutants to the Arroyo. Construction of the earthen embankment and extension of the existing culvert within the creek channel would result in the permanent loss of 0.01 acre of creek channel and 0.03 acre of riparian forest that provides suitable habitat for California red-legged frog (Figure 8). There would also be a temporary loss of 0.01 acre of creek channel and 0.04 acre of riparian forest habitats.

References

- California Natural Diversity Database. 2011. RareFind 3, Version 3.1.0 (June 4, 2011 update). Sacramento, CA: California Department of Fish and Game. Search of Santa Cruz, Davenport, Felton, Laurel, and Soquel U.S. Geological Survey 7.5-minute quadrangles.
- U.S. Fish and Wildlife Service. 2005. *Revised Guidance on Site Assessment and Field Surveys for California Red-Legged Frogs*. August. Sacramento, CA: Ecological Services, Sacramento Field Office.
- . 2011. *Programmatic Biological Opinion for Projects Funded or Approved under the Federal Aid Program (8-8-10-F-58)*. May 4. Ventura Fish and Wildlife Office, Ventura California.

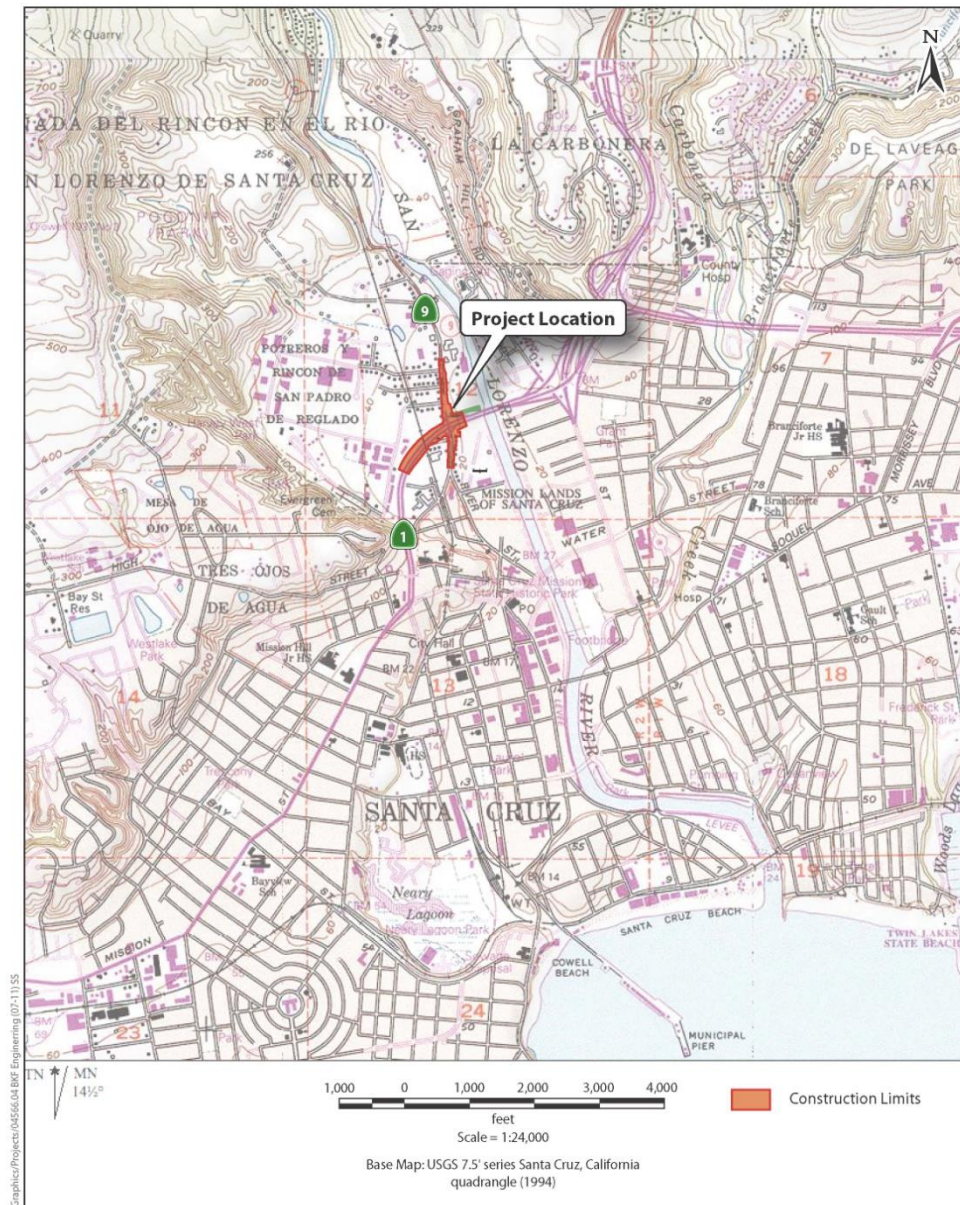


Figure 1
Location of the Proposed Action

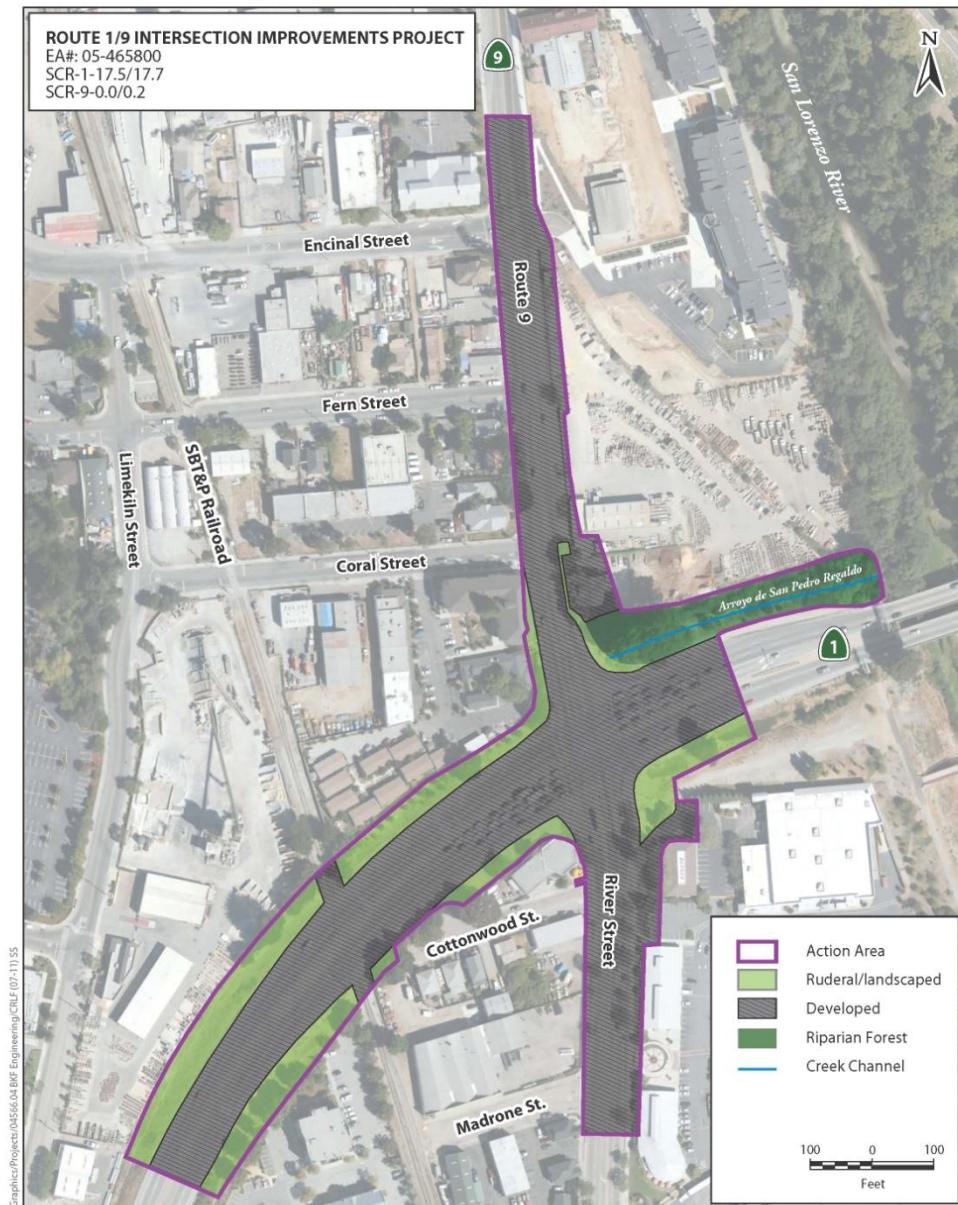
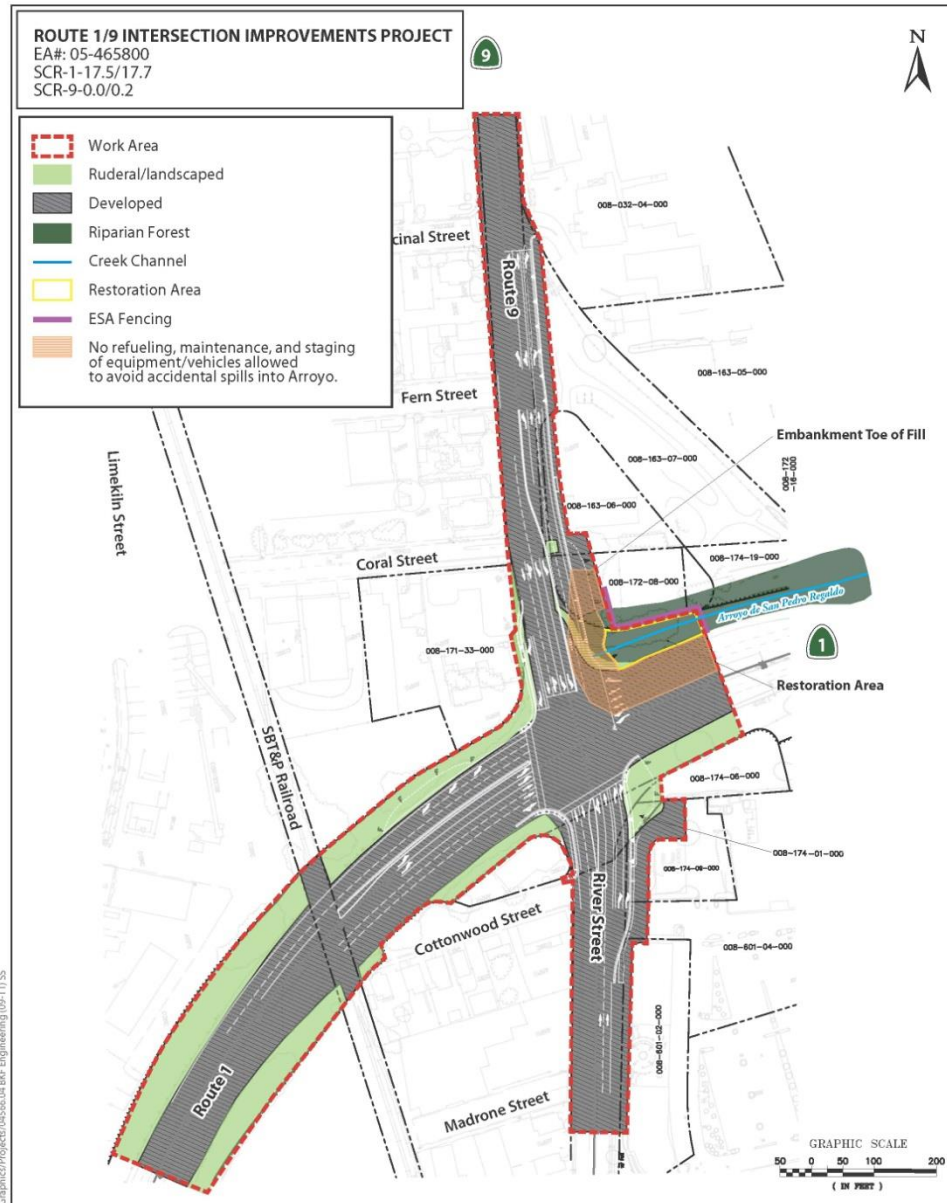


Figure 2
Natural Communities and Development in the Action Area



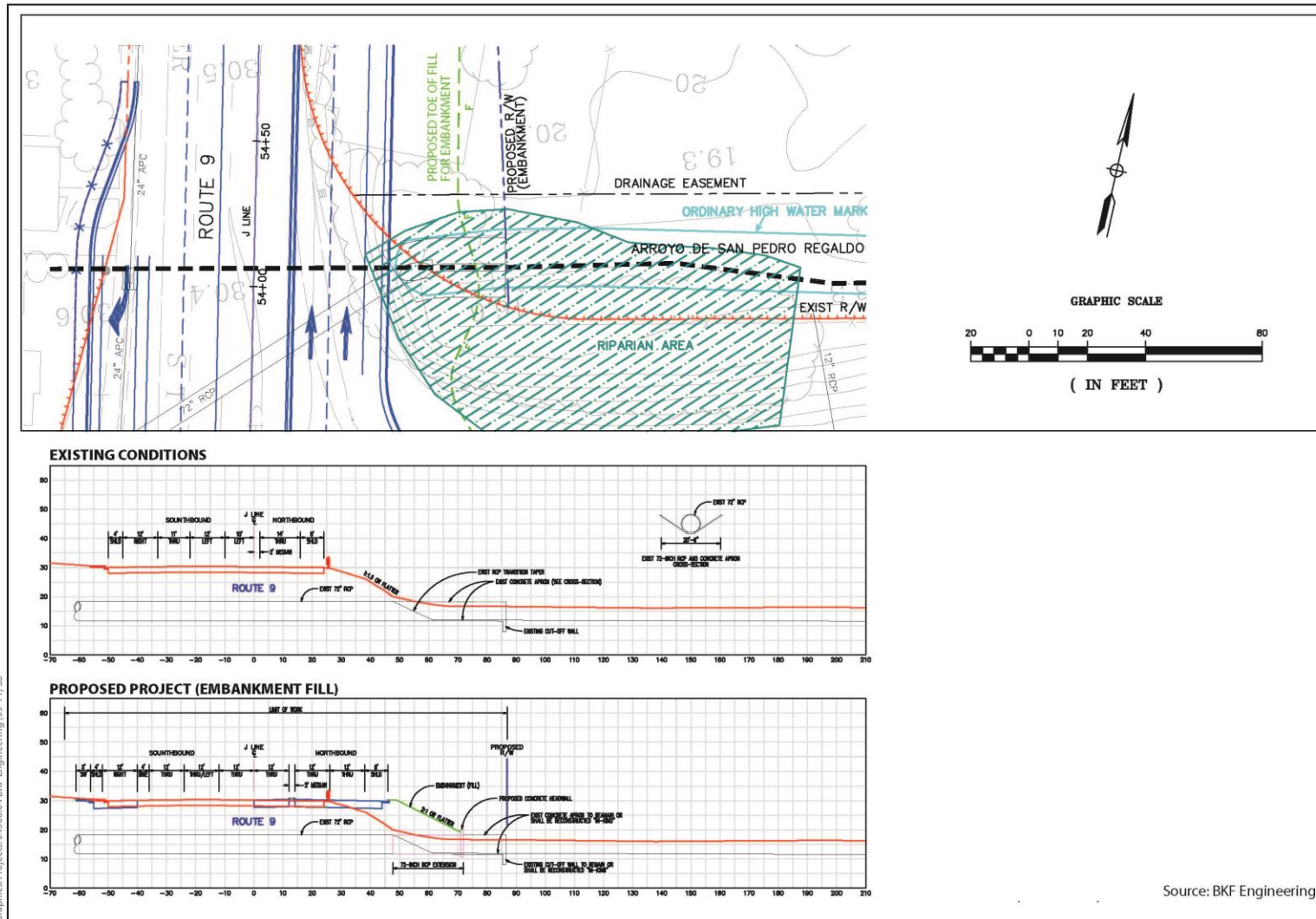


Figure 4
Cross Sectional View of Existing Conditions and Improvements
within the Arroyo de San Pedro Regaldo



Photo 5a. Looking upstream at the western end of the drainage.



Photo 5b. Western portion of drainage where the vegetation has been cut.

Figure 5
Arroyo de San Pedro Regaldo

Graphics ...04566.04 (12/10) AB



Photo 6a. Portion of drainage where vegetation became very dense.



Photo 6b. Looking downstream at the eastern end of the drainage.

Figure 6
Arroyo de San Pedro Regaldo

Graphics ...04566.04 (12/10) AB



Photo 7a. Pool #1 at the west end of the drainage.



Photo 7b. Pool #2 at the east end of the drainage.

Figure 7
Arroyo de San Pedro Regaldo

Graphics ...04566.04 (12/10) AB

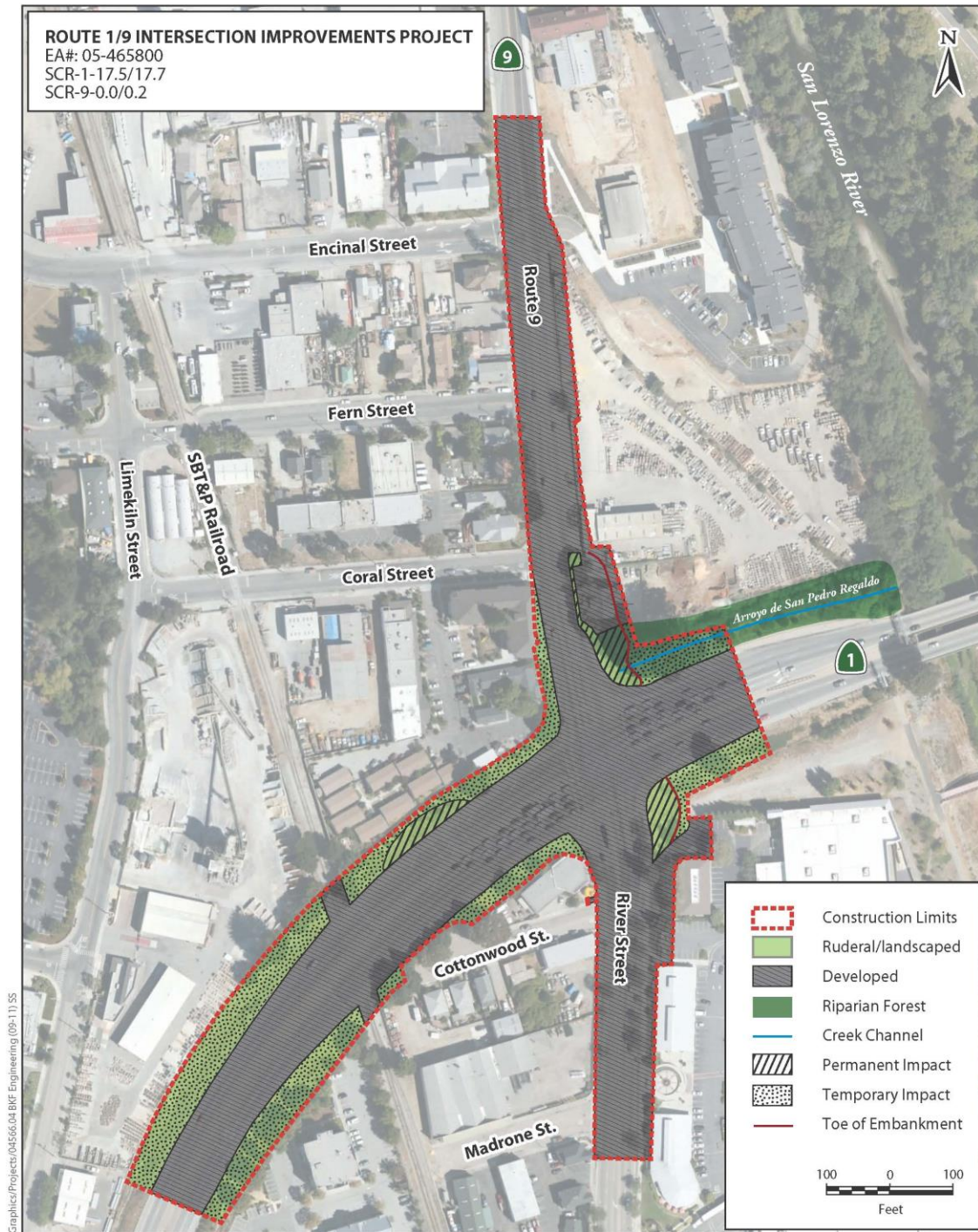


Figure 8
 Temporary and Permanent Impacts
 to Natural Communities

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EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

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December 30, 2011

Christopher J. Diel, Fish & Wildlife Biologist
U.S. Fish and Wildlife Service
Ventura Fish and Wildlife Office
2493 Portola Road, Suite B
Ventura, CA 93003

**Subject: Route 1/Route 9 Intersection Improvement Project,
City of Santa Cruz, California**

Dear Mr. Diel:

The California Department of Transportation (Caltrans) and the City of Santa Cruz (City) propose to implement improvements to the intersection at Route 1 and Route 9/River Street (Route 1/9) in the City of Santa Cruz, Santa Cruz County, California (Figure 1 in the attached memorandum). In accordance with Section 7(a)(2) of the Endangered Species Act of 1973, as amended, Caltrans is requesting the U.S. Fish and Wildlife's (USFWS) written concurrence with our determination that the Route 1/9 Intersection Improvements Project (proposed action) is not likely to adversely affect the federally endangered tidewater goby (*Eucyclogobius newberryi*) or its designated critical habitat.

The basis for this determination is presented below. This letter includes a description of the proposed action, consultation history, proposed measures to avoid incidental take of tidewater gobies and other listed species, and the results of a site assessment to determine the potential for tidewater gobies to occur in the action area (attached memorandum).

Description of the Proposed Action

The proposed action would improve traffic operations at the existing Route 1/9 intersection by widening the existing intersection to accommodate additional turning vehicle lanes, bicycle lanes, and shoulders. The additional turning lanes would improve the level of service at the intersection and provide safety benefits. The proposed action would be funded with local, State Transportation Improvement Program, and Federal Transportation Improvement Program funds. The limits of the action area are shown in Figure 2 in the attached memorandum.

The proposed improvements, all of which are standard lane and shoulder width dimensions, would require widening the existing roadway at the intersection. At the northeast corner of the Route 1/9 intersection, an earthen embankment would be constructed to support the roadway widening over the drainage culvert that opens into a stream channel known as Arroyo de San Pedro Regaldo (Arroyo). The Arroyo extends approximately 450 feet from the existing culvert to its outlet with the San Lorenzo River at approximately river mile 2. The embankment would have a 2:1 slope with the toe of the embankment extending approximately 40 feet beyond the existing roadway. The existing culvert would be extended approximately 25 feet. The existing concrete apron and cutoff wall that extend approximately 25 feet from the existing culvert would remain in place or be reconstructed "in-kind". All in-water construction activities within the Arroyo would be conducted during the dry season (July 1 through October 15). Dewatering would be accomplished by using small check dams and bypass pipes to isolate all in-channel activities from flowing water and bypass the flow past the construction site.

The proposed action includes the following measures to avoid, minimize, and compensate for effects on sensitive habitat and special-status fish and wildlife species:

- Caltrans/City propose to conduct in-water construction activities during the dry season (July 1-October 15) to avoid the primary migration seasons of adult and juvenile salmonids and minimize the

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potential for adverse effects on water quality and aquatic habitat in the San Lorenzo River resulting from temporary increases in suspended sediment and turbidity.

- Caltrans/City will require the contractor to construct a temporary cofferdam to isolate in-channel construction activities from the stream. The cofferdam will be constructed of clean imported gravel, impermeable liners (e.g., plastic), water bladders, and/or sand bags, and used in conjunction with a bypass pipe (large enough to accommodate the entire flow) to isolate the construction area from the stream and bypass the flow around the construction area to the channel below.
- During dewatering operations, water will be pumped out of the isolated construction area to water storage containers or a temporary detention or filtration basin away from the stream channel to prevent direct discharge of this water to the creek. All gravel, sand bags, liners, pipes, concrete debris, and other materials will be removed from the channel before stream flow is restored to the dewatered area.
- Caltrans/City will prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) and Water Pollution Control Plan (WPCP) in accordance with Caltrans' *Stormwater Pollution Prevention Plan and Water Pollution Control Program Preparation Manual*. The SWPPP and WPCP will include all applicable erosion control, slope stabilization, and spill prevention and control BMPs to avoid or minimize potential adverse effects on water quality and aquatic habitat. All erosion control and slope stabilization measures will be in place by October 15 and monitored and maintained in accordance with the SWPPP and WPCP.
- Caltrans/City will avoid, minimize, and compensate for impacts to riparian vegetation by avoiding native trees and shrubs to the extent practicable and compensating for temporary disturbance (0.04 acre) and permanent losses (0.03 acre) of riparian vegetation. Caltrans/ City will prepare and implement a mitigation planting plan, which will include a 3-year monitoring and maintenance plan.
- Caltrans/City will restore temporarily disturbed portions of the stream channel immediately downstream of the culvert (0.01 acre¹) to original grade and pre-construction conditions following construction. Permanent losses of stream habitat (0.01 acre¹) will be compensated by implementing one or a combination of the following options: 1) purchasing mitigation credits for stream/riparian habitat at a locally approved mitigation bank or 2) implementing compensatory riparian mitigation in addition to the acreage restored for loss of riparian habitat.

Detailed descriptions of these and other avoidance, minimization, and compensation measures can be found in the project's Natural Environment Study submitted to Caltrans in July 2011.

Consultation History

ICF International (ICF) biologists reviewed existing information and conducted field surveys in 2005, 2007, 2010, and 2011 to identify biological communities and sensitive species that could be present in the action area. These surveys included a recent survey (November 2010) by ICF wildlife biologist Jennifer Haire to update the site assessment for California red-legged frog (CRLF). An updated CRLF site assessment report was submitted to the USFWS in April 2011.

On April 11, 2011, Ms. Haire and ICF fisheries biologist Bill Mitchell spoke to Chris Diel, Ventura Field Office, by phone to discuss additional information on the project design, site characteristics, and the potential for occurrence of CRLF and tidewater goby. Mr. Diel generally agreed that physical barriers could prevent tidewater goby from occurring in the Arroyo but also wanted to talk to the tidewater goby lead in his office (Chris Dellith) before making a decision regarding consultation requirements. In a subsequent telephone conversation between Ms. Haire and Mr. Diel on April 28, 2011, Mr. Diel stated that tidewater goby could occur in the San Lorenzo River adjacent to the Arroyo, and that a site visit was needed to determine if there is enough of an elevation change to preclude tidewater goby from entering the Arroyo. Mr. Mitchell spoke with Mr. Dellith by telephone on May 12, 2011. Mr. Dellith

¹ Impact acreages include the stream channel and banks up to the ordinary high water mark.

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stated that the potential exists for tidewater goby to occur in the Arroyo based on recent documentation of their occurrence well inland of tidal habitat in other streams. He also said that if there is evidence of a migration barrier either in the Arroyo (i.e., the outlet is elevated above the San Lorenzo River during normal spring flows) or San Lorenzo River (e.g., presence of steep riffles below the Arroyo), tidewater goby would not likely be present in the project area. A field survey and site assessment was conducted on June 1, 2011 to address this question and document the general suitability of habitat conditions for tidewater goby in the project area.

Field Survey and Site Assessment

On June 1, 2011, ICF fisheries biologists Rebecca Sloan and Donna Maniscalco and Gary Kittelson (Kittleson Environmental Consulting, consulting biologist for the City of Santa Cruz) conducted a field survey of the Arroyo and the San Lorenzo River between the Arroyo and Water Street Bridge approximately 0.5 mile downstream of the Arroyo outlet. Based on the results of this survey, past fish sampling efforts in the San Lorenzo River, and a review of relevant information on the life history, distribution, and ecology of tidewater gobies, it was concluded that tidewater gobies are unlikely to occur in the project area. The results of this assessment and basis for this conclusion are presented in the attached memorandum.

Conclusion

Based on review of the above information, Caltrans concludes that the Route 1/9 intersection project is not likely to adversely affect tidewater goby or its designated critical habitat. The San Lorenzo River and Arroyo are not within the designated habitat of tidewater goby. In addition, the attached memorandum cites a number of factors that would likely preclude the occurrence of tidewater goby in the Arroyo and San Lorenzo River in the vicinity of the Arroyo. The most significant factor is the presence of a major riffle in the San Lorenzo River approximately 0.5 mile downstream of the Arroyo outlet (just downstream of the Water Street Bridge). This is supported by the failure to detect tidewater gobies upstream of the Water Street Bridge during past fish sampling efforts. In addition, the potential for temporary construction-related water quality effects on tidewater goby and their habitat downstream of this point is considered discountable with proposed avoidance, minimization, and compensation measures implemented prior to, during, and after construction of the proposed action.

Please direct any questions regarding this letter to Jim Walth, Caltrans District 5 biologist, at 805- 542-4657.

Sincerely,

Jim Walth
Associate Biologist
Central Coast Environmental Management Branch

Attachment (4)

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Memorandum

Date:	July 21, 2011
To:	Yvonne Hoffman, Environmental Manager, Caltrans District 5 Jim Walth, Associate Biologist, Caltrans District 5
Cc:	Gordon Sweet, Project Engineer, BKF Engineers Christophe Schneider, Assistant Public Works Director, City Engineer, City of Santa Cruz
From:	William Mitchell and Rebecca Sloan, ICF International Fisheries Biologists Debbie Loh, ICF International Project Manager
Subject:	Assessment of the Potential for Tidewater Goby to Occur in the City of Santa Cruz Route 1/Route 9 Intersection Improvement Project Area

Introduction

The California Department of Transportation (Caltrans) and the City of Santa Cruz propose to implement improvements to the intersection at Route 1 and Route 9/River Street (Route 1/9 intersection) in the City of Santa Cruz, Santa Cruz County, California (Figure 1). The project would improve traffic operations at the existing Route 1/9 intersection by widening the existing intersection to accommodate additional turning vehicle lanes, bicycle lanes, and shoulders. The additional turning lanes would improve the level of service at the intersection and provide safety benefits. The proposed project includes extending an existing culvert and placing earthen fill at the northeast corner of the Route 1/9 intersection, resulting in disturbance of aquatic habitat in the Arroyo de San Pedro Regaldo (Arroyo), a small tributary channel that extends from the culvert to the San Lorenzo River at approximately river mile 2 (Figure 2).

ICF International (ICF) assessed the potential for the Route 1/9 intersection project to affect tidewater goby (*Eucyclogobius newberryi*), an endemic California fish species that is listed as endangered under the federal Endangered Species Act (ESA). The results of this assessment, reported in this memorandum, are intended to support a determination of whether or not the project is likely or not likely to adversely affect this species in accordance with ESA Section 7 consultation requirements.

On June 1, 2011, ICF fisheries biologists Rebecca Sloan and Donna Maniscalco and Gary Kittelson (Kittelson Environmental Consulting, consulting biologist for the City of Santa Cruz) conducted a field survey of the Arroyo and the San Lorenzo River adjacent to and downstream of the Arroyo. The purpose of this survey was to evaluate the potential for tidewater goby to occur in the project area based on site conditions and current information on the life history, distribution, and ecology of tidewater gobies in the San Lorenzo River and other central California streams.

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Species Status and Background Information

The tidewater goby was listed as endangered throughout its range on March 7, 1994 (59 FR 5494-5499). The U.S. Fish and Wildlife Service (USFWS) designated critical habitat for tidewater goby on November 20, 2000, and revised the critical habitat designation on January 31, 2008 (73 FR 5920). The Arroyo and San Lorenzo River are not designated as critical habitat for tidewater goby but are part of Recovery Sub-Unit GB8 in the Recovery Plan for the Tidewater Goby (USFWS 2005).

The following is a brief summary of relevant life history information obtained from several sources (Moyle 2002; U.S. Fish and Wildlife Service 2005, 2007; 73 FR 5920). Tidewater gobies occur in coastal lagoons, estuaries, and marshes at the mouths of major stream drainages. The species is benthic (living on the bottom) and its habitat is characterized by brackish, shallow lagoons and lower stream reaches where the water is fairly still but not stagnant. Important habitats include stable lagoons formed by sandbars at the mouths of streams during the later spring, summer, and fall. Tidewater gobies prefer waters with relatively low salinity (less than 12 parts per thousand [ppt]) but they have wide salinity tolerances (0–42 ppt), enabling them to occupy freshwater streams and withstand some exposure to marine waters. Optimal habitats are brackish, shallow-water areas (less than 2 meters deep) with sandy bottoms and emergent vegetation. Tidewater gobies prefer slack water or low-velocity areas (but not stagnant), avoiding areas with steep gradients or substantial currents. Vegetation provides important cover from predators and shelter during flood events. Backwater marshes, including lateral sloughs, also provide important refuges that reduce the likelihood that tidewater gobies will be flushed out of the lagoons or estuaries during high winter flows. Tidewater gobies also occur in the low-gradient sections of freshwater streams upstream or tributary to brackish water habitats. Existing records indicate that tidewater gobies can occur 1.6 to 7.3 miles upstream from the ocean. Sub-adult and adult gobies appear to move upstream in summer and fall, and there is evidence of spawning in these upstream areas. Variation in the extent of these upstream movements may be related to salinity but high stream gradient and other physical barriers (e.g., beaver dams, sills) may be more important in limiting upstream dispersal.

The available tidewater goby habitat in the San Lorenzo River encompasses 66 acres of the lower river (USFWS 2005). In May 2004, Camm Swift and Gary Kittleson observed tidewater goby at this locality for the first time during seining efforts associated with the U.S. Army Corps of Engineers Riverbend Project (Gary Kittleson, personal communication; USFWS 2005). The project area extended from the Laurel Street Bridge (located approximately 1 mile downstream of the Arroyo) to the Third Street train trestle bridge (located at the mouth of the San Lorenzo River) (City of Santa Cruz Urban River Plan Task Force 2003). The population was believed to have been locally extirpated but since 2004 has persisted in low numbers (Gary Kittleson, personal communication).

Mr. Kittleson has consistently found tidewater gobies while seining or dip netting for various City projects over the years, but has never found any evidence of gobies above the Water Street Bridge, approximately 0.5 mile downstream of the mouth of the Arroyo. Jeff Hagar, a fisheries biologist who often consults with the City of Santa Cruz Department of Water, has, over the years, routinely sampled the San Lorenzo River reach that includes the Arroyo outlet. This reach of the San Lorenzo

Assessment of Potential for Tidewater Goby to Occur in Route 1/9 Project Area
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River extends from the City of Santa Cruz's water intake, located approximately 0.5 mile upstream of the Arroyo, to the Water Street Bridge. Mr. Hagar has not found tidewater goby during his surveys of this upstream reach (Gary Kittleson, personal communication). In 2005, the USFWS concluded that tidewater gobies were not likely to occur in the San Lorenzo River at the site of the proposed bike/pedestrian bridge (located approximately 350 feet downstream of the Arroyo outlet) based on surveys conducted by Mr. Hagar and the presence of unsuitable habitat conditions (swift water currents and substrate dominated by gravel) (Pereksta, personal communication).

Tidewater goby populations in the San Lorenzo River are currently characterized as intermittent and dependent on recolonization from adjacent source populations (Corcoran Lagoon located approximately 1 mile east of the San Lorenzo River). Known or potential threats to this population include municipal runoff, stream channelization, water diversions and groundwater pumping, and native predators. Major constraints to the establishment and persistence of tidewater goby populations in the San Lorenzo River are channelization of the lagoon and lower river with little refuge from high flows and frequent breaching of the sandbar in summer.

Site Description

The Arroyo extends approximately 450 feet from the existing culvert at the Route 1/9 intersection to its outlet with the San Lorenzo River (Figure 3a, Photos 1 and 2). The Arroyo receives flows from the watershed draining portions of the City of Santa Cruz and the University of California, Santa Cruz campus. The vegetation community is dominated by Himalayan blackberry, willow, bulrush, eucalyptus, and grasses. A portion of the riparian vegetation along the Arroyo is heavily disturbed by foot traffic associated with homeless encampments. The substrate was primarily silt, sand, and small gravels.

At the time of the survey, the creek was flowing at approximately 1–2 cubic feet per second. The presence of water was also noted in August of 2005 and 2009, indicating that the Arroyo is likely perennial. Between the culvert and the San Lorenzo River, the Arroyo had two notable habitats: an approximate 25-foot length of channel lined with *Typha* sp. (Figure 3b, Photo 3), and a small pool, approximately 10 feet by 10 feet, at the outfall of the culvert (Figure 3b, Photo 4). The elevation of the water surface of the Arroyo at its outlet was the same elevation as the water surface of the San Lorenzo River (Figure 3a, Photo 2). There is no significant elevation difference between the channel bed of the Arroyo and that of the San Lorenzo at the confluence (Gary Kittleson, personal communication).

The San Lorenzo River between the Arroyo and the Water Street Bridge (approximately 0.5 mile downstream of the Arroyo) is a wide channel that is characterized by a number of smaller braided channels confined between two levees (Figure 3c, Photo 5). Willows dominate the river channel between the levees. Just downstream of the Water Street Bridge is a major riffle with faster water than observed throughout the remainder of the surveyed reach (Figure 3c, Photo 6).

Assessment of Potential for Tidewater Goby to Occur in Route 1/9 Project Area
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Potential for Tidewater Goby to Occur in the Project Area

Based on the general habitat requirements of tidewater gobies, the Arroyo may serve as potential overwintering habitat for tidewater goby in that it offers protection from main channel flows (based on its location and orientation relative to the main channel) and is bordered by dense vegetation. However, the ability of the Arroyo to support tidewater gobies at other times is likely impaired by direct discharges of storm and municipal runoff that create variable and potentially adverse hydraulic conditions compared to the relatively stable habitats where tidewater gobies are typically found. The water quality in the Arroyo is also likely to be reduced (relative to the San Lorenzo River) by potentially elevated levels of chemicals, nutrients, and other contaminants associated with municipal runoff. Another consideration is human disturbance associated with the homeless encampments adjacent to the channel. Although no sampling data are available, small freshwater tributaries like the Arroyo often support other fish species that are known to prey on tidewater gobies (e.g., centrarchids).

The most significant factor limiting the potential occurrence of tidewater goby in the project area is the presence of a major riffle in the San Lorenzo River approximately 0.5 mile downstream of the Arroyo outlet (just downstream of the Water Street Bridge) (Figure 3c, Photo 6). Under most flow conditions, this riffle likely poses a significant impediment to upstream dispersal of tidewater gobies based on their avoidance of swift currents, poor swimming abilities, and restriction to low-gradient reaches of other streams. This provides a reasonable explanation for the failure to detect tidewater gobies above the Water Street Bridge during past fish sampling efforts. Thus, although the Arroyo is within potential dispersal distance of tidewater gobies from the lagoon, it is unlikely that gobies can disperse as far upstream as the Arroyo.

Conclusion

The potential for tidewater goby to occur in the project area is considered very low. An examination of site conditions in June 2011 indicated that the Arroyo could provide winter refuge habitat for tidewater gobies during high winter flows in the San Lorenzo River. However, tidewater gobies are unlikely to occur in the project area for the following reasons:

- A major riffle on the San Lorenzo River at the Water Street Bridge 0.5 miles downstream of the Arroyo likely precludes upstream movement of tidewater goby beyond this point.
- There is no sampling evidence to suggest that tidewater goby occur above the Water Street Bridge on the San Lorenzo River.
- The Arroyo itself is subject to variable and potentially adverse hydraulic conditions associated with direct discharges of storm and municipal runoff.
- The Arroyo is subject to poor water quality associated with direct discharges of municipal runoff.
- The site is subject to human disturbance associated with homeless encampments adjacent to the Arroyo.

Assessment of Potential for Tidewater Goby to Occur in Route 1/9 Project Area
July 21, 2011
Page 5 of 5

Literature Citations

Moyle, Peter. 2002. Inland Fishes of California. University of California Press. Berkeley and Los Angeles, CA.

U.S. Fish and Wildlife Service. 2005. Recovery Plan for the Tidewater Goby (*Eucyclogobius newberryi*). Portland, Oregon. vi + 199 pp.

U.S. Fish and Wildlife Service. 2007. Tidewater goby (*Eucyclogobius newberryi*) 5-year review: summary and evaluation. U.S. Fish and Wildlife Service, Ventura Fish and Wildlife Office, Ventura, California. September 2007.

Personal Communications

Gary Kittleson. June 1, 2011. Field Visit to the Arroyo de San Pedro Regaldo and a follow up phone conservation regarding potential for tidewater goby to occur in Arroyo de San Pedro Regaldo.

Pereksta, D.M. December 12, 2005. Letter to Gary Ruggerone, Caltrans, regarding construction of the San Lorenzo River Bike/Pedestrian Bridge, Santa Cruz, California (05-SCR-0-SCR).

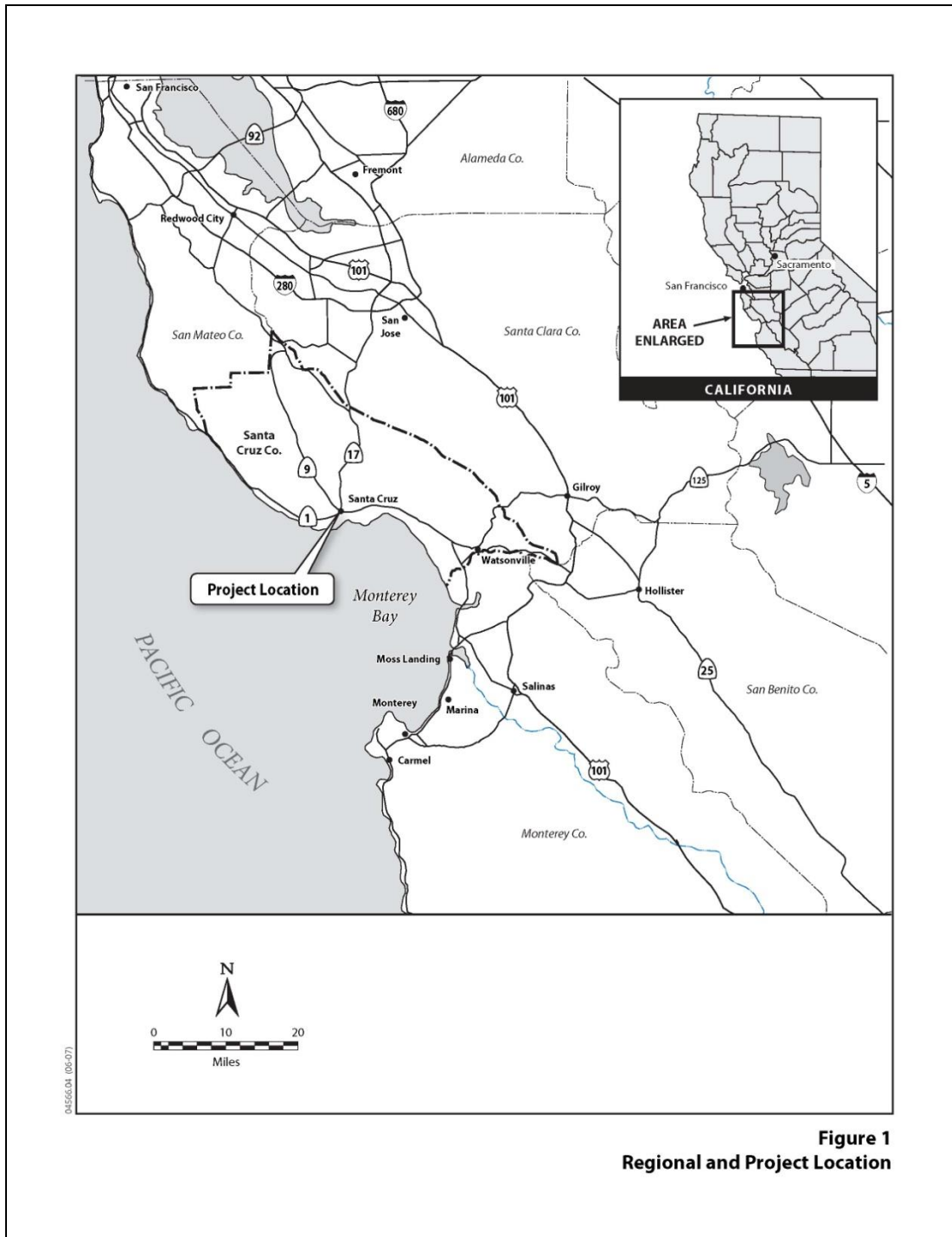




Figure 2
Natural Communities and Development in the Action Area



Photo 1: The Arroyo de San Pedro Regaldo, looking downstream (east) from the top of the culvert at the Route 1/9 Intersection.



Photo 2: The Arroyo at its confluence with the San Lorenzo River (looking upstream).

Figure 3a
Representative Photographs
Assessment of Potential Tidewater Goby to Occur in Route 1/9 Project Area

Graphics/Project/Graphic/Project_Graphics_2004/Project_Graphics/0466/0466_WF_Engineering/Tidewater_Goby/07/11/Pg_3_Photos/07/11/158



Photo 3: Portion of Arroyo lined with *Typha*.



Photo 4: Culvert and pool at the western edge of the Arroyo.

Graphics/Project/Graphic/Project_Graphics_2016/Project_Graphics/0456/04 RFP Engineering/Tidewater Goby (07-11) Fig. 3, Process (07/27/15)

Figure 3b
Representative Photographs
Assessment of Potential Tidewater Goby to Occur in Route 1/9 Project Area



Photo 5: San Lorenzo River, looking downstream from the confluence with the Arroyo.



Photo 6: Riffle on the San Lorenzo River located approximately 0.5 mile downstream from the Arroyo confluence and just downstream of the Water Street Bridge.

Figure 3c
Representative Photographs
Assessment of Potential Tidewater Goby to Occur in Route 1/9 Project Area

Appendix F National Marine Fisheries Service Correspondence



UNITED STATES DEPARTMENT OF COMMERCE
National Oceanic and Atmospheric Administration
NATIONAL MARINE FISHERIES SERVICE
Southwest Region
501 West Ocean Boulevard, Suite 4200
Long Beach, California 90802-4213

February 22, 2012

In response, refer to:
2012/00418

Cathy Stettler
Acting Branch Chief
U.S. Department of Transportation, District 5
Environmental Stewardship Branch
50 Higuera Street
San Luis Obispo, California 93401-5415

Dear Ms. Stettler:

Thank you for your letter of December 30, 2011, requesting initiation of consultation with NOAA's National Marine Fisheries Service (NMFS) pursuant to section 7 of the Endangered Species Act (ESA) of 1973, as amended (16 U.S.C. 1531 *et seq.*). Effective July 1, 2007, the Federal Highway Administration assigned, and the U.S. Department of Transportation (Caltrans) has assumed all responsibilities for consultation and approval on most highway projects in California. Therefore, Caltrans is now considered the Federal action agency for ESA consultations with NMFS for Federally funded projects. This letter also serves as consultation under the authority of, and in accordance with, the Essential Fish Habitat (EFH) provisions of the Magnuson Stevens Fishery Conservation and Management Act (MSA), and the provisions of the Fish and Wildlife Coordination Act of 1934 (FWCA), as amended. These consultations pertain to Caltrans' proposed Route 1/Route 9 Intersection Improvement Project in Santa Cruz County, California.

The Route 1/Route 9 Intersection Improvement Project site is located at the intersection of Highway 1 and Highway 9 (Intersection) in the City of Santa Cruz in Santa Cruz County, California. A small creek, Arroyo de San Pedro Regaldo (Arroyo), flows from an underground culvert beneath Highway 9 and runs above ground along the north side of the Highway 1 for a short distance (approximately 450 feet) before joining the San Lorenzo River. Arroyo is less than one mile long and flows through linear roadside channels and culverts for the majority of its length. The San Lorenzo River originates in the Santa Cruz Mountains and flows south to meet the Monterey Bay approximately two miles south the project site.

Caltrans and the City of Santa Cruz (City) propose to widen the existing Intersection to accommodate additional vehicle lanes, bicycle lanes, and shoulders. Project activities proposed to occur in and around surface waters involve extension of the existing culvert on Arroyo by 25



feet. This will bring the culvert outfall to within approximately 425 feet of the San Lorenzo River. A concrete apron and cutoff wall exist in the channel at the location of the proposed culvert extension; these structures will remain in place or be replaced in kind and integrated into the culvert extension. In channel activities associated with this culvert extension are proposed to occur in one season between July 1 and October 15.

Dewatering a short reach of Arroyo will be required to extend the culvert. This will be accomplished with small check dams (constructed with cleaned gravel, impermeable liners, water bladders and/or sandbags) and bypass pipes. Standard best management practices for construction site, erosion, and sediment and stormwater runoff control will be utilized on this project. This will include the following measures: 1) isolate in channel activities from flowing water; 2) dispose of water pumped out of the isolated construction area away from the stream channel or offsite; 3) minimize the extent of areas that require clearing, grading, or recontouring; and 4) restore (to approximately the original site conditions), enhance, or mitigate temporarily disturbed or permanently lost stream habitat (0.01 acres).

Caltrans has determined the potential impacts related to the Route 1/Route 9 Intersection Improvement Project are not likely to adversely affect listed species or designated critical habitat, and has asked NMFS for concurrence with this determination.

Endangered Species Act

In your December 30, 2011, letter Caltrans asked for concurrence with a finding that the project is not likely to adversely affect Central California Coast (CCC) steelhead (*Oncorhynchus mykiss*), and CCC coho salmon (*O. kisutch*). Available information indicates the following listed species (Distinct Population Segments [DPS] or Evolutionarily Significant Units [ESU]) or designated critical habitat may occur in the project area.

Central California Coast steelhead DPS

Threatened (71 FR 834; January 5, 2006)
Critical Habitat (70 FR 52488; September 2, 2005); and

Central California Coast coho salmon ESU

Endangered (70 FR 37160; June 28, 2005)
Critical Habitat (64 FR 24049; May 5, 1999).

The life history of CCC coho salmon is summarized by Shapovalov and Taft (1954) and Hassler (1987), and the life history of CCC steelhead is summarized by Busby *et al.* (1996). Coho salmon are likely extirpated from the San Lorenzo River and its tributaries (Smith 1982, DWAA 2006). NMFS believes it is unlikely coho salmon will be present in Arroyo and, therefore, any effects resulting from this project are not expected to impact this species. However, accessible waters within the San Lorenzo River Watershed (including Arroyo) are designated as critical habitat for CCC coho salmon (64 FR 24049).

As described above, Arroyo is heavily modified. Upstream of the project area, Arroyo flows through an underground culvert for over 500 feet. The approximately 40-foot wide riparian area of Arroyo between the culvert outfall and the San Lorenzo River is bordered by a construction

stockpile yard and Highway 1. There are no recent records of salmonids in Arroyo; it is unlikely accessible salmonid spawning habitat exists in Arroyo, and rearing habitat is likely to be limited to accessible waters near the confluence of Arroyo and the San Lorenzo River. The San Lorenzo River Watershed continues to support a run of federally threatened CCC steelhead and is designated as critical habitat for CCC steelhead (70 FR 52488). Waters of the San Lorenzo River adjacent to the project area are used primarily as a migration corridor for upriver migrating adult steelhead and downriver emigrating juveniles (smolts). CCC steelhead adults typically migrate into the San Lorenzo River Watershed from the Monterey Bay between November and April; whereas, juvenile steelhead emigrate from the watershed between February and June (Fukushima and Lesh 1998). Steelhead rearing habitat in the San Lorenzo River near the Arroyo confluence is considered poor and further limited in dry years by low summer flows. Relatively low juvenile steelhead densities have been recorded in sampling sites on the San Lorenzo River near the Arroyo confluence (DWAA 2006). The City proposes to dewater approximately 25 feet of the Arroyo channel adjacent to the existing culvert outfall (approximately 425 feet from the San Lorenzo River) during one summer season. Based on this information, it is unlikely that steelhead will be present in these waters of Arroyo during proposed dewatering activities.

Proposed activities within the channel of Arroyo consist of extending an existing culvert by 25 feet. The culvert extension will occur over the existing 25-foot concrete-lined channel downstream of the culvert outfall. It is unlikely that this segment of the concrete-lined channel provides quality habitat for coho salmon and Arroyo is not designated critical habitat for CCC steelhead; therefore, the proposed project is not likely to adversely affect steelhead or coho salmon critical habitat. Adjacent to the project site, the San Lorenzo River functions primarily as a migratory corridor for steelhead. During and following construction, water quality could be temporarily affected through increased levels of turbidity. However, temporarily disturbed areas will be restored and re-vegetated, and impacts to water quality are expected to be minor, localized and insignificant. Overall, the project is not expected to result in a net change to existing habitat values or adversely affect essential physical or biological features associated with designated critical habitat for the CCC steelhead or CCC coho salmon.

Based on the best available information, NMFS concurs with Caltran's determination that CCC steelhead and CCC coho salmon are not likely to be adversely affected by the Route 1/Route 9 Intersection Improvement Project. Regarding designated critical habitat, NMFS has determined the proposed project is not likely to adversely modify designated CCC steelhead or CCC coho salmon critical habitat. This concludes informal consultation in accordance with 50 CFR 402.13(a) for the proposed Route 1/Route 9 Intersection Improvement Project in Santa Cruz County, California. However, further consultation may be required if: (1) new information becomes available indicating that listed species or critical habitat may be affected by the project in a manner or to an extent not previously considered; (2) current project plans change in a manner that causes an effect to listed species or critical habitat in a manner not previously considered; or (3) a new species is listed or critical habitat designated that may be affected by the action.

Magnuson-Stevens Fishery Conservation and Management Act

EFH is defined as those waters and substrate necessary to fish for spawning, breeding, feeding or growth to maturity. EFH includes all associated physical, chemical and biological properties of aquatic habitat that are used by fish. The project is located within an area identified as EFH for coho salmon, a species managed by the Pacific Salmon Fishery Management Plan (FMP) under the MSA.

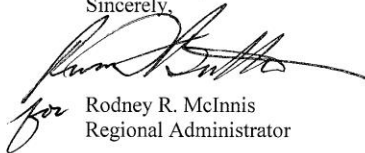
NMFS has evaluated the proposed project for potential adverse effects to EFH pursuant to Section 305(b)(2) of the MSA. Under the EFH implementing regulations [50 C.F.R. 600.810(a)], the term "adverse effect" is defined as any impact that reduces quality and/or quantity of EFH and may include direct or indirect physical, chemical, or biological alterations of the waters or substrate and loss of, or injury to, benthic organisms, prey species and their habitat, and other ecosystem components, if such modifications reduce quantity and/or quality of EFH. Based on information provided in the EFH assessment and developed during consultation, the proposed action may result in temporary increases in turbidity, and therefore NMFS has determined that the proposed action would adversely affect EFH for coho salmon. However, the proposed actions contain adequate measures to avoid, minimize, mitigate, or otherwise offset the adverse effects to EFH. Therefore, NMFS has no additional EFH Conservation Recommendations to provide.

Fish and Wildlife Coordination Act

The purpose of the FWCA is to ensure that wildlife conservation receives equal consideration, and is coordinated with other aspects of water resources development [16 U.S.C. 661]. The FWCA establishes a consultation requirement for federal departments and agencies that undertake any action that proposes to modify any stream or other body of water for any purpose, including navigation and drainage [16 U.S.C 662(a)]. Consistent with this consultation requirement, NMFS provides recommendations and comments to federal action agencies for the purpose of conserving fish and wildlife resources. The FWCA allows the opportunity to offer recommendations for the conservation of species and habitats beyond those currently managed under the ESA. Pursuant to FWCA, NMFS has no comments to provide.

Please contact Mr. Joseph Heublein at (707) 575-1251, or via e-mail at joe.heublein@noaa.gov should you have any questions.

Sincerely,

A handwritten signature in black ink, appearing to read "Rodney R. McInnis", is written over a horizontal line. Below the signature, the name "Rodney R. McInnis" and title "Regional Administrator" are printed.

Rodney R. McInnis
Regional Administrator

cc: Jim Walth, Caltrans District 5, San Luis Obispo
Chris Schneider, Department of Public Works, Santa Cruz
Chad Mitcham, USFWS, Ventura
Suzanne DeLeon, CDFG, Yountville
Eric Chavez, NMFS, Long Beach
Copy to File ARN: 151422SWR2012SR00055

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- Busby, P.J., T.C. Wainwright, G.J. Bryant, L. Lierheimer, R.S. Waples, F.W. Waknitz, and I.V. Lagomarsino. 1996. Status review of west coast steelhead from Washington, Idaho, Oregon, and California. NOAA Technical Memorandum NMFS-NWFSC-27. United States Department of Commerce, National Oceanic and Atmospheric Administration, National Marine Fisheries Service, Northwest Fisheries Science Center, Seattle, Washington. August, 1996.
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- 64 FR 24049. May 5, 1999. Final Rule and Correction: Designated Critical Habitat for Central California Coast Coho and Southern Oregon/Northern California Coast Coho Salmon. National Marine Fisheries Service, National Oceanic and Atmospheric Administration, United States Department of Commerce. Federal Register, Volume 64 Pages 24049-24062.
- 70 FR 52488. September 2, 2005. Final Rule: Endangered and Threatened Species: Designation of Critical Habitat for Seven Evolutionarily Significant Units of Pacific Salmon and Steelhead in California. National Marine Fisheries Service, National Oceanic and Atmospheric Administration, United States Department of Commerce. Federal Register, Volume 70 Pages 52487-52627.

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY

EDMUND G. BROWN Jr., Governor

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

December 30, 2011

Joe Heublein, Fisheries Biologist
National Marine Fisheries Service
777 Sonoma Avenue
Santa Rosa, CA 95404

**Subject: Route 1/Route 9 Intersection Improvement Project,
City of Santa Cruz, California**

Dear Mr. Heublein:

The California Department of Transportation (Caltrans) and the City of Santa Cruz (City) propose to implement improvements to the intersection at Route 1 and Route 9/River Street (Route 1/9 intersection) in the City of Santa Cruz, Santa Cruz County, California (Figure 1). In accordance with Section 7(a)(2) of the Endangered Species Act of 1973, as amended, Caltrans is requesting the National Marine Fisheries Service's (NMFS's) written concurrence with our determination that the Route 1/9 Intersection Improvements Project (proposed action) is not likely to adversely affect the endangered Central California Coast (CCC) coho salmon (*Oncorhynchus kisutch*), threatened Central California Coast (CCC) steelhead (*Oncorhynchus mykiss*), and their designated critical habitat. Caltrans is also requesting NMFS's written concurrence that the proposed action would have minimal effects on essential fish habitat (EFH) in accordance with the consultation requirements of the Magnuson-Stevens Fishery Conservation and Management Act. The basis for these determinations is presented below. This letter includes a description of the proposed action, consultation history, and proposed measures to avoid incidental take of coho salmon and steelhead. This letter report describes the results of recent field surveys and site assessments conducted by ICF International (ICF).

Description of the Proposed Action

The proposed action would improve traffic operations at the existing Route 1/9 intersection by widening the existing intersection to accommodate additional turning vehicle lanes, bicycle lanes, and shoulders. The additional turning lanes would improve the level of service at the intersection and provide safety benefits. The proposed action would be funded with local, State Transportation Improvement Program, and Federal Transportation Improvement Program funds. The limits of the action area are shown in Figure 2.

The proposed improvements, all of which are standard lane and shoulder width dimensions, would require widening the existing roadway. At the northeast corner of the Route 1/9 intersection, an earthen embankment would be constructed to support the roadway widening over the drainage culvert that opens into a stream channel known as Arroyo de San Pedro Regaldo (Arroyo). The Arroyo extends approximately 450 feet from the existing culvert to its outlet with the San Lorenzo River at approximately river mile 2. The embankment would have a 2:1 slope with the toe of the embankment extending approximately 40 feet beyond the existing roadway. The existing culvert would be extended approximately 25 feet. The existing concrete apron and cutoff wall that extend approximately 25 feet from the existing culvert would remain in place or reconstructed "in-kind". All in-water construction activities within the Arroyo would be conducted during the dry season (July 1 through October 15). Dewatering would be accomplished by using small check dams and bypass pipes to isolate all in-channel activities from flowing water and bypass the flow past the construction site.

The proposed action includes the following measures to avoid, minimize, and compensate for effects on sensitive habitat and special-status fish and wildlife species:

- Caltrans/City propose to conduct in-water construction activities during the dry season (July 1-October 15) to avoid the primary migration seasons of adult and juvenile salmonids and minimize the

"Caltrans improves mobility across California"

Joe Heublein
August 30, 2005
Page 2

potential for adverse effects on water quality and aquatic habitat in the San Lorenzo River resulting from temporary increases in suspended sediment and turbidity.

- Caltrans/City will require the contractor to construct a temporary cofferdam to isolate in-channel construction activities from the stream. The cofferdam will be constructed of clean imported gravel, impermeable liners (e.g., plastic), water bladders, and/or sand bags, and used in conjunction with a bypass pipe (large enough to accommodate the entire flow) to isolate the construction area from the stream and bypass the flow around the construction area to the channel below.
- During dewatering operations, water will be pumped out of the isolated construction area to water storage containers or a temporary detention or filtration basin away from the stream channel to prevent direct discharge of this water to the creek. All gravel, sand bags, liners, pipes, concrete debris, and other materials will be removed from the channel before stream flow is restored to the dewatered area.
- Caltrans/the City will prepare and implement a Stormwater Pollution Prevention Plan (SWPPP) and Water Pollution Control Plan (WPCP) in accordance with Caltrans' *Stormwater Pollution Prevention Plan and Water Pollution Control Program Preparation Manual*. The SWPPP and WPCP will include all applicable erosion control, slope stabilization, and spill prevention and control BMPs to avoid or minimize potential adverse effects on water quality and aquatic habitat. All erosion control and slope stabilization measures will be in place by October 15 and monitored and maintained in accordance with the SWPPP and WPCP.
- Caltrans/City will avoid, minimize, and compensate for impacts to riparian vegetation by avoiding native trees and shrubs to the extent practicable and compensating for temporary disturbance (0.04 acre) and permanent losses (0.03 acre) of riparian vegetation. Caltrans/the City will prepare and implement a mitigation planting plan, which will include a 3-year monitoring and maintenance plan.
- Caltrans/City will restore temporarily disturbed portions of the stream channel immediately downstream of the culvert (0.01 acre¹) to original grade and pre-construction conditions following construction. Permanent losses of stream habitat (0.01 acre¹) will be compensated by implementing one or a combination of the following options: 1) purchasing mitigation credits for stream/riparian habitat at a locally approved mitigation bank or 2) implementing compensatory riparian mitigation in addition to the acreage restored for loss of riparian habitat.

Detailed descriptions of these and other avoidance, minimization, and compensation measures can be found in the project's Natural Environment Study submitted to Caltrans in July 2011.

Species and Habitat in Action Area

Central California Coast Steelhead

The CCC steelhead distinct population segment (DPS) was listed as threatened by NMFS on August 18, 1997 (62 FR 43938). On January 5, 2006, NMFS issued a final listing determination reaffirming the threatened status of CCC steelhead (71 FR 834). CCC steelhead includes populations in coastal California streams from the Russian River to Aptos Creek, and several tributaries of San Francisco, San Pablo, and Suisun Bays. NMFS issued a final rule designating critical habitat for CCC steelhead on September 2, 2005 (70 FR 52488). Critical habitat includes the San Lorenzo River within the study area.

The San Lorenzo River in the action area is a migration corridor for adult and juvenile salmonids between November and June. Within the study area, the abundance of sand and high winter flows create poor spawning conditions. Juvenile steelhead use the lagoon and lower river for summer rearing although the quality of the habitat is low, especially in drought years. In the main channel, sand limits the extent and depth of pools and the abundance of aquatic insects, reducing the value of this area for summer rearing of steelhead (John Gilchrist & Associates 2003).

¹ Impact acreages include the stream channel and banks up to the ordinary high water mark.
"Caltrans improves mobility across California"

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Fish sampling in fall 2000 detected relatively low densities of juvenile steelhead (4.5 fish per 100 feet of stream) between the Route 1 bridge and the Water Street bridge (John Gilchrist & Associates 2003). Based on a review of existing habitat and population data, Alley et al. (2004) concluded that sedimentation due to excessive erosion of fine sediment from the watershed, low summer streamflows (especially in drought years), and adult passage impediments were major limiting factors for salmonid production in the San Lorenzo River. High water temperature was also identified as a limiting factor in the lower San Lorenzo River. The primary limiting factor for smolts moving downstream from rearing habitat to the ocean is dewatering of the stream channel resulting in very shallow riffles or dry sections, which create physical barriers to migration. Upstream diversions exacerbate these conditions, especially in drought years. These conditions also can create unsuitable conditions for juvenile rearing in the lower river and lagoon through the spring and summer. However, in wetter years, higher streamflows may provide suitable conditions for juvenile rearing and migration into June, and allow some juveniles to rear in the lower river and lagoon through the summer.

Central California Coast Coho Salmon

The CCC coho salmon Evolutionarily Significant Unit (ESU) was formerly listed as threatened by NMFS on October 31, 1996, and was listed as endangered on June 28, 2005 (70FR37160). CCC coho salmon also are listed as endangered under the California Endangered Species Act (CESA). The CCC coho salmon ESU includes populations from Punta Gorda in Humboldt County to and including the San Lorenzo River in Santa Cruz County, as well as populations in tributaries to San Francisco Bay (excluding the Sacramento-San Joaquin River system). Critical habitat for coho salmon was designated by NMFS on May 5, 1999 (64 FR 24049) and includes the San Lorenzo River within the study area.

Most natural populations of coho salmon in streams south of San Francisco Bay have been extirpated. Since the 1976-1977 drought, the only known naturally spawning coho populations are in San Vicente, Gazos, Waddell, and Scott Creeks (Circuit Rider Productions, Inc. and NOAA Coastal Services Center 2004). In the San Lorenzo River at Felton Diversion Dam, available records indicate that 174 adult coho were trapped in 1976-1977 and 77 were trapped in 1979-1980. In fall 1981, juvenile coho were found only in Bean and Fall Creek sites out of 32 sites sampled in the San Lorenzo River watershed (Smith 1982, as cited by Alley et al. 2004). No coho have been captured in recent years (1994-2002) (Alley 1995-2002 and H.T. Harvey 2003, as cited by Alley et al. 2004), and it is currently believed that they have been extirpated from the San Lorenzo River. Conditions in the San Lorenzo watershed that hinder the recovery of coho salmon include difficult adult passage conditions in the upper watershed, excessive sedimentation of spawning habitat, removal of woody material from the stream, water diversions, and warm water temperatures in the lower gradient reaches that coho prefer (Alley et al. 2004).

Consultation History

ICF biologists reviewed existing information and conducted field surveys in 2005, 2007, 2010, and 2011 to identify biological communities and sensitive species that could be present in the action area. These surveys included a recent survey (November 2010) by ICF wildlife biologist Jennifer Haire to update the site assessment for California red-legged frog (CRLF) and a site visit conducted by fisheries biologists Rebecca Sloan (ICF), Donna Maniscalco (ICF), and Gary Kittleson (Kittleson Environmental Consulting) on June 1, 2011 to document site conditions and determine the potential for tidewater gobies to occur in the action area.

On March 29, 2011, ICF fisheries biologist Bill Mitchell spoke to Joe Heublein, NMFS, regarding the proposed project and potential for adverse effects on listed coho salmon and steelhead and their designated critical habitat. Based on the proposed location, timing, magnitude, and duration of project effects and low likelihood of summer rearing of juvenile steelhead in the Arroyo, Mr. Heublein indicated that a "not likely to adversely affect" determination would be warranted with the implementation of several measures to avoid or minimize the potential for adverse water quality effects in the San Lorenzo River. Those measures, described above, have been incorporated into the project description.

Conclusion

With implementation of the proposed minimization and avoidance measures, Caltrans concludes that any effects of the proposed action to CCC coho salmon, CCC steelhead, or their critical habitat would be insignificant and limited to temporary, minor increases in suspended sediment and turbidity in the San Lorenzo River in the vicinity of the Arroyo. Accordingly, the proposed action would also result in no more than minimal effects to EFH. Therefore, Caltrans concludes that the Route 1/9 intersection project is not likely to adversely affect CCC coho salmon, CCC steelhead, their critical habitat, or EFH.

"Caltrans improves mobility across California"

Joe Heublein
August 30, 2005
Page 4

Please direct your response and any questions regarding this letter to Jim Walth, Caltrans District 5 biologist, at (805) 542-4657.

Sincerely,

Jim Walth
Associate Biologist
Central Coast Environmental Management Branch

Attachments (2)

"Caltrans improves mobility across California"

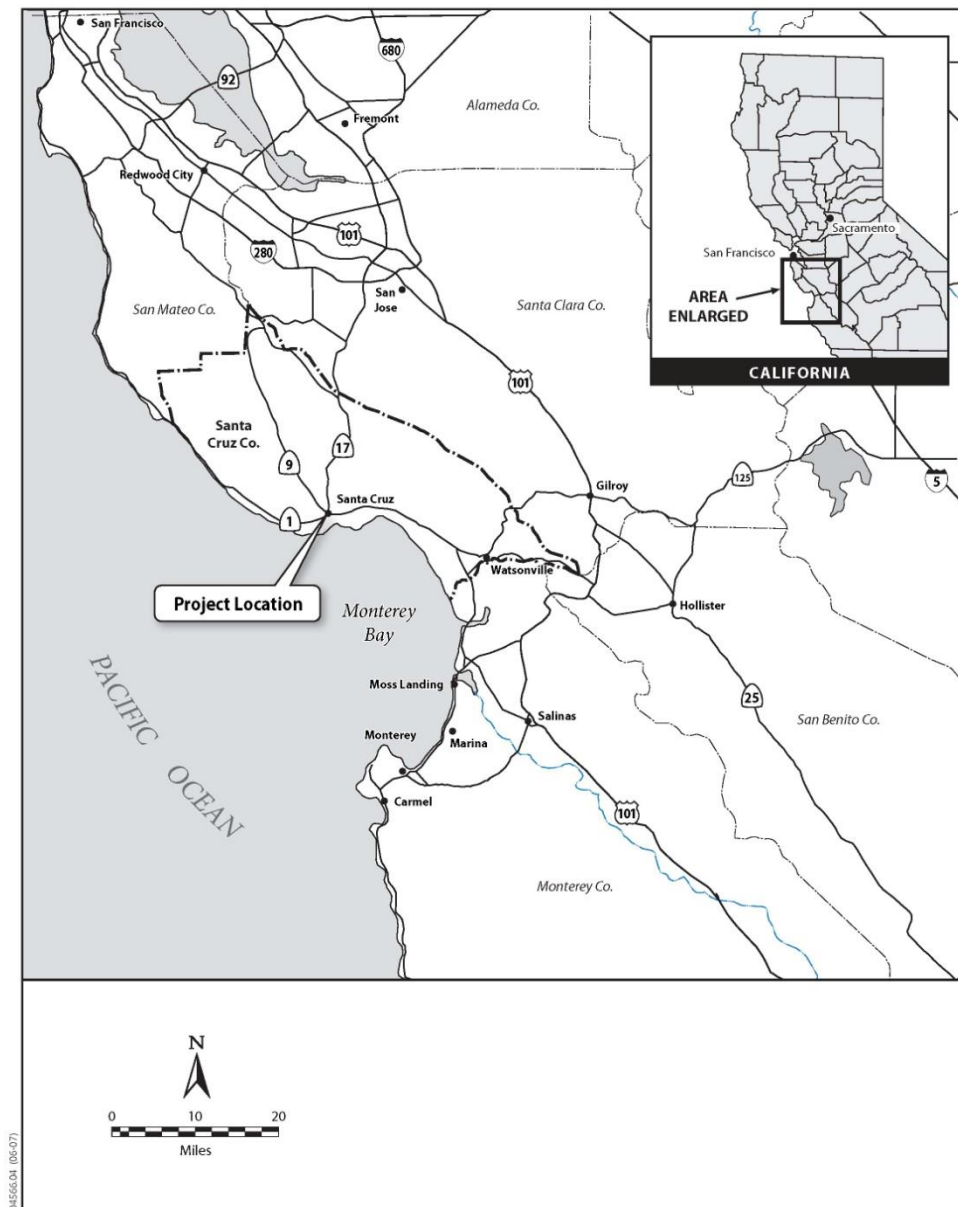


Figure 1
Regional and Project Location

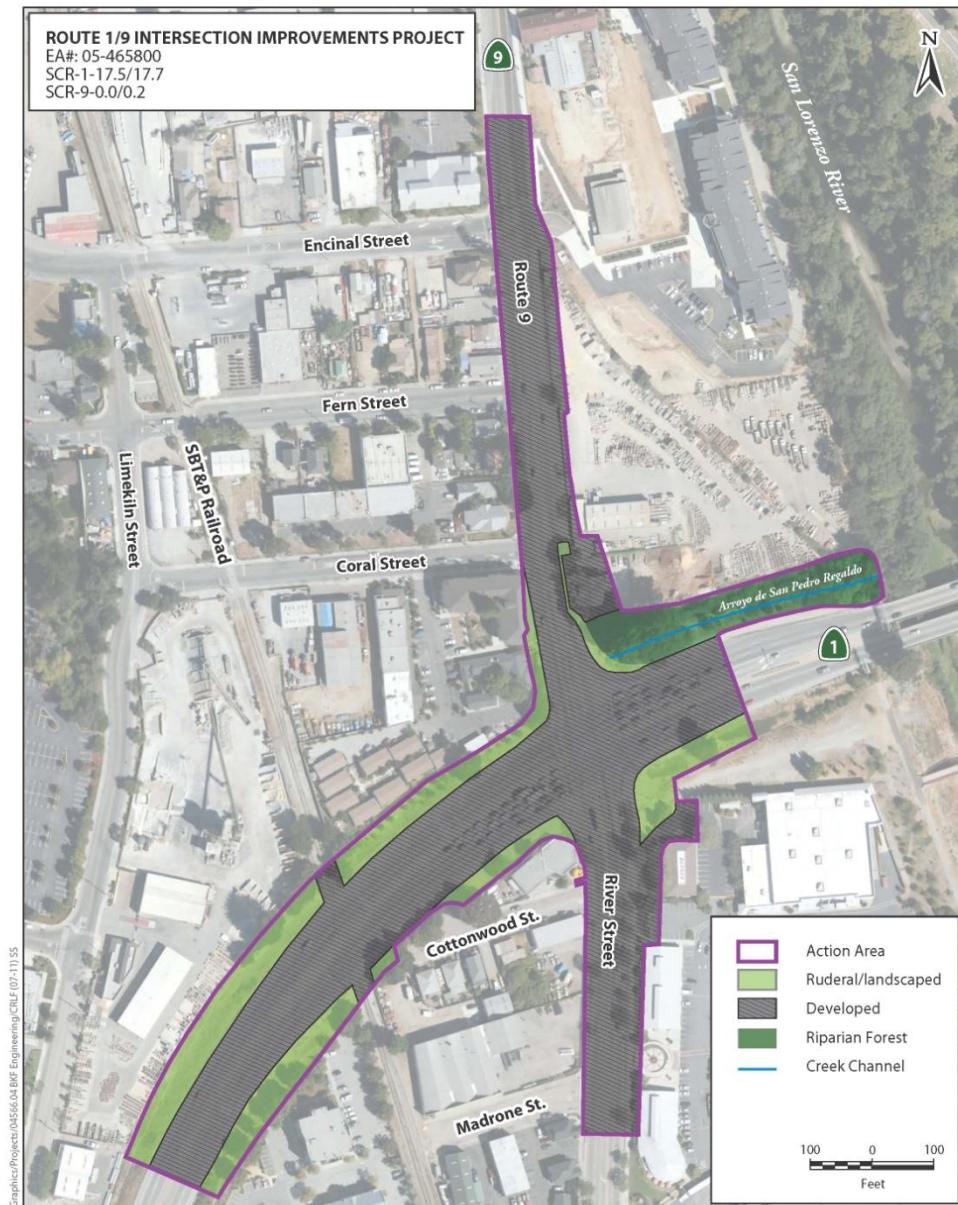


Figure 2
Natural Communities and Development in the Action Area

Appendix G State Historic Preservation Officer Correspondence

STATE OF CALIFORNIA – THE NATURAL RESOURCES AGENCY

EDMUND G. BROWN, JR., Governor

**OFFICE OF HISTORIC PRESERVATION
DEPARTMENT OF PARKS AND RECREATION**

1725 23rd Street, Suite 100
SACRAMENTO, CA 95816-7100
(916) 445-7000 Fax: (916) 445-7053
calshpo@parks.ca.gov
www.ohp.parks.ca.gov



March 26, 2012

Reply To: FHWA120224A

Valerie Levulett
Chief, Central Coast Technical Studies Branch
Caltrans District 5
50 Higuera Street
San Luis Obispo, CA 93401-5415

Re: Determinations of Eligibility for the Proposed Route 1/9 Intersection Improvements Project, Santa Cruz County, CA

Dear Ms. Levulett:

Thank you for consulting with me about the subject undertaking in accordance with the *Programmatic Agreement Among the Federal Highway Administration, the Advisory Council on Historic Preservation, the California State Historic Preservation Officer, and the California Department of Transportation Regarding Compliance with Section 106 of the National Historic Preservation Act, as it Pertains to the Administration of the Federal-Aid Highway Program in California (PA)*.

Caltrans has determined that 744 River Street in Santa Cruz is not eligible for the National Register of Historic Places. Based on review of the submitted documentation, I concur.

Thank you for considering historic properties during project planning. If you have any questions, please contact Natalie Lindquist of my staff at (916) 445-7014 or email at nlindquist@parks.ca.gov.

Sincerely,

A handwritten signature in cursive script that reads "Susan H. Stratton for".

Milford Wayne Donaldson, FAIA
State Historic Preservation Officer

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Appendix H 2015 Species List



U.S. Fish and Wildlife Service

Trust Resources List

This resource list is to be used for planning purposes only — it is not an official species list.

Endangered Species Act species list information for your project is available online and listed below for the following FWS Field Offices:

Ventura Fish and Wildlife Office
2493 PORTOLA ROAD, SUITE B
VENTURA, CA 93003
(805) 644-1766

Endangered Species Act species list information for your project is NOT available online for the following FWS Field Offices:

Sacramento Fish and Wildlife Office
FEDERAL BUILDING
2800 COTTAGE WAY, ROOM W-2605
SACRAMENTO, CA 95825
(916) 414-6600

Project Name:

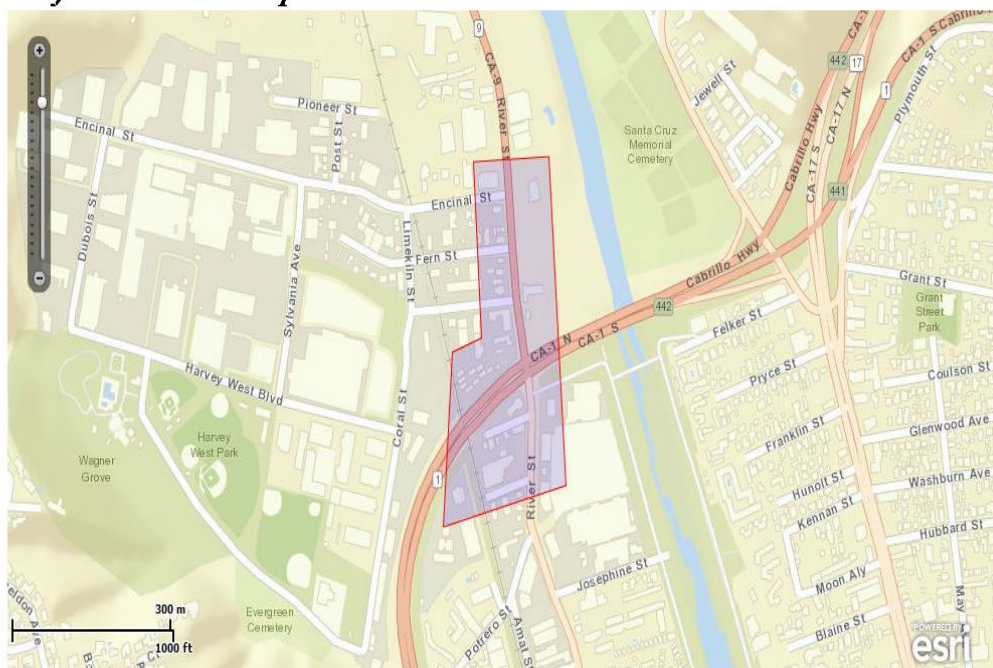
Highway 1/Highway 9 Intersection Improvement Project



U.S. Fish and Wildlife Service

Trust Resources List

Project Location Map:



Project Counties:

Santa Cruz, CA

Geographic coordinates (Open Geospatial Consortium Well-Known Text, NAD83):

MULTIPOLYGON (((-122.0309154 36.9871123, -122.029305 36.98718, -122.0289402 36.9828264, -122.0315592 36.9822787, -122.0313656 36.9845918, -122.0307433 36.9847804, -122.0309154 36.9871123)))

Project Type:

Transportation



U.S. Fish and Wildlife Service

Trust Resources List

Endangered Species Act Species List (USEWS Endangered Species Program).

There are a total of 16 threatened or endangered species on your species list. Species on this list should be considered in an effects analysis for your project and could include species that exist in another geographic area. For example, certain fishes may appear on the species list because a project could cause downstream effects on the species. Critical habitats listed under the **Has Critical Habitat** column may or may not lie within your project area. See the **Critical habitats within your project area** section below for critical habitat that lies within your project area. Please contact the designated FWS office if you have questions.

Species that should be considered in an effects analysis for your project:

Amphibians	Status		Has Critical Habitat	Contact
California red-legged frog (<i>Rana draytonii</i>) Population: Entire	Threatened	species info	Final designated critical habitat	Ventura Fish And Wildlife Office
Birds				
California Least tern (<i>Sterna antillarum browni</i>)	Endangered	species info		Ventura Fish And Wildlife Office
Least Bell's vireo (<i>Vireo bellii pusillus</i>) Population: Entire	Endangered	species info	Final designated critical habitat	Ventura Fish And Wildlife Office
Marbled murrelet (<i>Brachyramphus marmoratus</i>) Population: CA, OR, WA	Threatened	species info	Final designated critical habitat	Ventura Fish And Wildlife Office
Southwestern Willow flycatcher (<i>Empidonax traillii extimus</i>) Population: Entire	Endangered	species info	Final designated critical habitat	Ventura Fish And Wildlife Office
western snowy plover (<i>Charadrius nivosus ssp. nivosus</i>) Population: Pacific coastal pop.	Threatened	species info	Final designated critical habitat	Ventura Fish And Wildlife Office
Fishes				
Tidewater goby (<i>Eucyclogobius newberryi</i>) Population: Entire	Endangered	species info	Final designated critical habitat	Ventura Fish And Wildlife Office
Flowering Plants				
Marsh Sandwort (<i>Arenaria paludicola</i>)	Endangered	species info		Ventura Fish And Wildlife Office



U.S. Fish and Wildlife Service

Trust Resources List

Santa Cruz tarplant (<i>Holocarpha macrademia</i>)	Threatened	species info	Final designated critical habitat	Ventura Fish And Wildlife Office
Scotts Valley Polygonum (<i>Polygonum hickmanii</i>) Population:	Endangered	species info	Final designated critical habitat	Ventura Fish And Wildlife Office
Scotts Valley spineflower (<i>Chorizanthe robusta</i> var. <i>hartwegii</i>) Population:	Endangered	species info	Final designated critical habitat	Ventura Fish And Wildlife Office
White-Rayed pentachaeta (<i>Pentachaeta bellidiflora</i>)	Endangered	species info		Ventura Fish And Wildlife Office
Insects				
Ohlone tiger beetle (<i>Cicindela ohlone</i>)	Endangered	species info		Ventura Fish And Wildlife Office
Zayante Band-Winged grasshopper (<i>Trimerotropis infantilis</i>)	Endangered	species info	Final designated critical habitat	Ventura Fish And Wildlife Office
Mammals				
Southern Sea otter (<i>Enhydra lutris nereis</i>) Population:	Threatened	species info		Ventura Fish And Wildlife Office
Reptiles				
San Francisco Garter snake (<i>Thamnophis sirtalis tetrataenia</i>) Population: Entire	Endangered	species info		Ventura Fish And Wildlife Office

Critical habitats within your project area:

There are no critical habitats within your project area.

FWS National Wildlife Refuges ([USFWS National Wildlife Refuges Program](#))

There are no refuges found within the vicinity of your project.



U.S. Fish and Wildlife Service

Trust Resources List

FWS Migratory Birds (USFWS Migratory Bird Program).

The protection of birds is regulated by the Migratory Bird Treaty Act (MBTA) and the Bald and Golden Eagle Protection Act (BGEPA). Any activity, intentional or unintentional, resulting in take of migratory birds, including eagles, is prohibited unless otherwise permitted by the U.S. Fish and Wildlife Service (50 C.F.R. Sec. 10.12 and 16 U.S.C. Sec. 668(a)). The MBTA has no provision for allowing take of migratory birds that may be unintentionally killed or injured by otherwise lawful activities. For more information regarding these Acts see: <http://www.fws.gov/migratorybirds/RegulationsandPolicies.html>.

All project proponents are responsible for complying with the appropriate regulations protecting birds when planning and developing a project. To meet these conservation obligations, proponents should identify potential or existing project-related impacts to migratory birds and their habitat and develop and implement conservation measures that avoid, minimize, or compensate for these impacts. The Service's Birds of Conservation Concern (2008) report identifies species, subspecies, and populations of all migratory nongame birds that, without additional conservation actions, are likely to become listed under the Endangered Species Act as amended (16 U.S.C 1531 et seq.).

For information about Birds of Conservation Concern, go to:

<http://www.fws.gov/migratorybirds/CurrentBirdIssues/Management/BCC.html>.

To search and view summaries of year-round bird occurrence data within your project area, go to the Avian Knowledge Network Histogram Tool links in the Bird Conservation Tools section at: <http://www.fws.gov/migratorybirds/CCMB2.htm>.

For information about conservation measures that help avoid or minimize impacts to birds, please visit:

<http://www.fws.gov/migratorybirds/CCMB2.htm>.

Migratory birds of concern that may be affected by your project:

There are **24** birds on your Migratory birds of concern list. The underlying data layers used to generate the migratory bird list of concern will continue to be updated regularly as new and better information is obtained. User feedback is one method of identifying any needed improvements. Therefore, users are encouraged to submit comments about any questions regarding species ranges (e.g., a bird on the USFWS BCC list you know does not occur in the specified location appears on the list, or a BCC species that you know does occur there is not appearing on the list). Comments should be sent to [the ECOS Help Desk](#).

Species Name	Bird of Conservation Concern (BCC)	Species Profile	Seasonal Occurrence in Project Area
Allen's Hummingbird (<i>Selasphorus sasin</i>)	Yes	species info	Breeding



U.S. Fish and Wildlife Service

Trust Resources List

Bald eagle (<i>Haliaeetus leucocephalus</i>)	Yes	species info	Year-round
Bell's Sparrow (<i>Amphispiza belli</i>)	Yes	species info	Year-round
Black Oystercatcher (<i>Haematopus bachmani</i>)	Yes	species info	Year-round
Black Swift (<i>Cypseloides niger</i>)	Yes	species info	Breeding
Burrowing Owl (<i>Athene cunicularia</i>)	Yes	species info	Year-round
Costa's Hummingbird (<i>Calypte costae</i>)	Yes	species info	Breeding
Flammulated owl (<i>Otus flammeolus</i>)	Yes	species info	Breeding
Fox Sparrow (<i>Passerella iliaca</i>)	Yes	species info	Wintering
Lawrence's Goldfinch (<i>Carduelis lawrencei</i>)	Yes	species info	Breeding
Lesser Yellowlegs (<i>Tringa flavipes</i>)	Yes	species info	Wintering
Loggerhead Shrike (<i>Lanius ludovicianus</i>)	Yes	species info	Wintering
Long-Billed curlew (<i>Numenius americanus</i>)	Yes	species info	Wintering
Marbled Godwit (<i>Limosa fedoa</i>)	Yes	species info	Wintering
Nuttall's Woodpecker (<i>Picoides nuttalli</i>)	Yes	species info	Year-round
Oak Titmouse (<i>Baeolophus inornatus</i>)	Yes	species info	Year-round
Olive-Sided flycatcher (<i>Contopus cooperi</i>)	Yes	species info	Breeding
Peregrine Falcon (<i>Falco peregrinus</i>)	Yes	species info	Year-round
Red Knot (<i>Calidris canutus ssp. roselaari</i>)	Yes	species info	Wintering
Short-billed Dowitcher (<i>Limnodromus griseus</i>)	Yes	species info	Wintering



U.S. Fish and Wildlife Service

Trust Resources List

Short-eared Owl (<i>Asio flammeus</i>)	Yes	species info	Wintering
tricolored blackbird (<i>Agelaius tricolor</i>)	Yes	species info	Year-round
Whimbrel (<i>Numenius phaeopus</i>)	Yes	species info	Wintering
Yellow warbler (<i>dendroica petechia ssp. brewsteri</i>)	Yes	species info	Breeding

NWI Wetlands (USFWS National Wetlands Inventory).

The U.S. Fish and Wildlife Service is the principal Federal agency that provides information on the extent and status of wetlands in the U.S., via the National Wetlands Inventory Program (NWI). In addition to impacts to wetlands within your immediate project area, wetlands outside of your project area may need to be considered in any evaluation of project impacts, due to the hydrologic nature of wetlands (for example, project activities may affect local hydrology within, and outside of, your immediate project area). It may be helpful to refer to the USFWS National Wetland Inventory website. The designated FWS office can also assist you. Impacts to wetlands and other aquatic habitats from your project may be subject to regulation under Section 404 of the Clean Water Act, or other State/Federal Statutes. Project Proponents should discuss the relationship of these requirements to their project with the Regulatory Program of the appropriate [U.S. Army Corps of Engineers District](#).

Data Limitations, Exclusions and Precautions

The Service's objective of mapping wetlands and deepwater habitats is to produce reconnaissance level information on the location, type and size of these resources. The maps are prepared from the analysis of high altitude imagery. Wetlands are identified based on vegetation, visible hydrology and geography. A margin of error is inherent in the use of imagery; thus, detailed on-the-ground inspection of any particular site may result in revision of the wetland boundaries or classification established through image analysis.

The accuracy of image interpretation depends on the quality of the imagery, the experience of the image analysts, the amount and quality of the collateral data and the amount of ground truth verification work conducted. Metadata should be consulted to determine the date of the source imagery used and any mapping problems.

Wetlands or other mapped features may have changed since the date of the imagery and/or field work. There may be occasional differences in polygon boundaries or classifications between the information depicted on the map and the actual conditions on site.



U.S. Fish and Wildlife Service

Trust Resources List

Exclusions - Certain wetland habitats are excluded from the National mapping program because of the limitations of aerial imagery as the primary data source used to detect wetlands. These habitats include seagrasses or submerged aquatic vegetation that are found in the intertidal and subtidal zones of estuaries and nearshore coastal waters. Some deepwater reef communities (coral or tubercid worm reefs) have also been excluded from the inventory. These habitats, because of their depth, go undetected by aerial imagery.

Precautions - Federal, state, and local regulatory agencies with jurisdiction over wetlands may define and describe wetlands in a different manner than that used in this inventory. There is no attempt, in either the design or products of this inventory, to define the limits of proprietary jurisdiction of any Federal, state, or local government or to establish the geographical scope of the regulatory programs of government agencies. Persons intending to engage in activities involving modifications within or adjacent to wetland areas should seek the advice of appropriate federal, state, or local agencies concerning specified agency regulatory programs and proprietary jurisdictions that may affect such activities.

IPaC is unable to display wetland information at this time.

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Appendix I Responses to Comments

This Appendix I, *Comments and Responses*, addresses the comments received on the Initial Study with Proposed Mitigated Negative Declaration (IS/MND) for the Route 1/9 Intersection Improvement project (proposed project). The draft environmental document was circulated for public review and comment from June 2, 2014, to July 11, 2014. A Notice of Intent to Adopt a Mitigated Negative Declaration was mailed to a list of stakeholders that included both governmental offices and private citizens who live in the project area. A public notice was published once in the local newspaper (*Santa Cruz Sentinel*) on Sunday, June 22, 2014. A public hearing was held Monday, June 30, 2014. Approximately 20 people attended the meeting; a court reporter was provided to record any public comments.

The draft environmental document was also available for public review at the City of Santa Cruz Central Library, the Caltrans District 5 Office in San Luis Obispo, and on the City and Caltrans websites.

This appendix is organized according to the parties commenting on the document, as follows:

Section 1.0 Agencies

Section 2.0 Individuals and Organizations

Section 3.0 Transcripts from Public Meeting

Within each section, the comments are followed by responses.

Section 1.0 Agencies



Edmund G. Brown Jr.
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Ken Alex
Director

July 2, 2014

Matt Fowler
California Department of Transportation, District 5
50 Higuera Street
San Luis Obispo, CA 93401

Subject: Route 1/9 Intersection Improvement Project
SCH#: 2014062001

Dear Matt Fowler:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. The review period closed on July 1, 2014, and no state agencies submitted comments by that date. This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act.

Please call the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process. If you have a question about the above-named project, please refer to the ten-digit State Clearinghouse number when contacting this office.

Sincerely,

A handwritten signature in black ink, appearing to read "Scott Morgan".

Scott Morgan
Director, State Clearinghouse

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report State Clearinghouse Data Base

SCH# 2014062001
Project Title Route 1/9 Intersection Improvement Project
Lead Agency Caltrans #5

Type MND Mitigated Negative Declaration

Description Caltrans proposes to widen the intersection at Route 1 and Route 9 in the City of Santa Cruz, Santa Cruz County to accommodate additional vehicle turn lanes, bicycle lanes, and shoulders to improve traffic operations and better accommodate existing and projected traffic volumes. The primary improvements include:

- On eastbound Route 1, add a left turn lane so two lanes turn onto northbound Route 9.
- On northbound Route 9, add a concrete median, second traffic lane, shoulder, bike lane, and right-turn lane into the Tannery.
- On southbound Route 9, add a shared through/left-turn lane and bike lane.
- On northbound River Street, change the left-turn lane to a through/left-turn lane.

Lead Agency Contact

Name Matt Fowler
Agency California Department of Transportation, District 5
Phone 805 542 4603 **Fax**
email
Address 50 Higuera Street
City San Luis Obispo **State** CA **Zip** 93401

Project Location

County Santa Cruz
City Santa Cruz
Region
Lat / Long
Cross Streets Route 1/9 and River Street
Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 1, 9
Airports
Railways UPRR
Waterways San Lorenzo River
Schools
Land Use Z: General Industrial, Thoroughfare Commercial, Community Commercial

Project Issues Aesthetic/Visual; Air Quality; Biological Resources; Flood Plain/Flooding; Geologic/Seismic; Noise; Public Services; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian; Landuse; Cumulative Effects

Reviewing Agencies Resources Agency; Department of Fish and Wildlife, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, Division of Transportation Planning; Air Resources Board; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 3; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission

Date Received 06/02/2014 **Start of Review** 06/02/2014 **End of Review** 07/01/2014

Response to Comments from the Governor's Office of Planning and Research

Thank you for acknowledging Caltrans' compliance with the State Clearinghouse review requirements. The State Department of Toxic and Substance Control letter is addressed separately. See next page.

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Wednesday, June 18, 2014 3:50 PM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Route 1/9 Intersection Improvement Project (05-0002-0105), Santa Cruz, California - CEQA Initial Study with Proposed Mitigated Negative Declaration

Matt Fowler
 Central Coast Environmental Analysis
 Central Region- District 5
 (805) 542-4603

From: Villamater, Jovanne@DTSC
Sent: Wednesday, June 18, 2014 3:49 PM
To: Fowler, Matt C@DOT
Subject: Route 1/9 Intersection Improvement Project (05-0002-0105), Santa Cruz, California - CEQA Initial Study with Proposed Mitigated Negative Declaration

Hello Mr. Fowler,

Per our conversation earlier today, I just wanted to reiterate a general comment with regards to the project to widen Route 1/9 (listed above.) As you are aware, DTSC oversees the Salz Leathers site (aka Tannery Arts Center), located at 1040 River Street, Santa Cruz, CA. This site has several capped areas of consolidated contaminated soil throughout the site, with one area on the site in particular abutting River Street. Considering the boundaries of construction, as illustrated in figures in the CEQA document, it appears fieldwork activities will not extend far enough down River Street to impact this consolidated soil capped area. However, DTSC asks that should the construction boundaries of this project unexpectedly travel further down River Street so as to potentially impact the Salz Leathers site, that DTSC be notified of changes to appropriately assess whether the Salz Leather consolidated capped area would be affected (ie integrity of the consolidated soil and cap, given nearby construction activities).

1-1

Thank you so much,
 Jovanne Villamater

Jovanne Villamater
 Hazardous Substances Engineer
 Department of Toxic Substances Control
 Brownfields and Environmental Restoration Program-Berkeley Office
 700 Heinz Avenue, Suite 200
 Berkeley, CA 94710
 Tel: (510) 540-3876
 Email: Jovanne.Villamater@dtsc.ca.gov

Response to Comment 1 from Jovanne Villamater, California Department of Toxic Substances Control

Response to Comment #1-1: It is understood that the Department of Toxic Substances Control oversees the Salz Leathers site and the site has several capped areas of consolidated contaminated soil. If the construction boundaries of the project change and extend farther down Route 9, the Department of Toxic Substances Control will be notified of the changes to assess whether the Salz Leather consolidated capped area would be affected.


SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

 1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@scrtc.org

July 3, 2014

Matt Fowler, Senior Environmental Planner
 Environmental Central Coast Branch
 California Department of Transportation
 50 Higuera Street
 San Luis Obispo, CA 93401

Dear Mr. Fowler:

The Santa Cruz County Regional Transportation Commission (RTC) staff has reviewed the initial study for the Route 1/9 Intersection Improvement Project. The Route 1/9 Intersection Improvement Project is an important traffic operations and congestion relief project. The traffic analysis included in the initial study appropriately documents the proposed project's ability to reduce delay and serve a greater percentage of vehicle demand. With over 80,000 vehicles traveling through the intersection each day, including Santa Cruz Metropolitan Transit District (METRO) buses accessing the METRO operations and maintenance facilities, as well as pedestrians and bicyclists, the Highway 1/9 Intersection Improvement Project is a regionally significant project and compliments the series of completed and planned Highway 1 investments lead by RTC and Caltrans.

The Highway 1/9 Intersection Improvement advances the recently adopted 2014 Regional Transportation Plan goals of improving mobility by increasing the efficiency of the existing transportation system. At a time of scarce transportation resources, intersection projects, like the proposed Highway 1/9 Intersection Improvement, are important for improving transportation in Santa Cruz County.

In recognition of the project benefits to the regional transportation system, the RTC has programmed \$1.39 million in State Transportation Improvement Program (STIP) funds to the Route 1/9 Intersection Improvement Project. The RTC staff appreciates Caltrans' and the City of Santa Cruz's efforts to implement these improvements and encourages Caltrans and the City of Santa Cruz to continue taking the steps required to expedite construction of the project. The RTC staff recognizes the strong funding commitment of the City of Santa Cruz to this project, having funded

2-1

www.scrtc.org

MEMBER AGENCIES Cities of Capitola, Santa Cruz, Scotts Valley and Watsonville, County of Santa Cruz, Santa Cruz Metropolitan Transit District, Caltrans

100% of the pre-construction phases of work from local sources and committing significant additional local funds for construction.

RTC staff would like to compliment the City of Santa Cruz for investing over \$5 million to improve pedestrian and bicycle access in the project vicinity which resulted in a separate bicycle and pedestrian facility which parallels the River Street/Route 9 east/west route and a dedicated bicycle and pedestrian bridge providing access over the San Lorenzo River. This approach is consistent with the concepts included in the Monterey Bay Area Complete Streets Guidebook which identify separated or buffered facilities for bicyclists and pedestrians as desired in locations with high traffic volumes. The proposed multi-purpose path identified in Figure 2-4 of the Initial Study as a future project will provide yet another opportunity for pedestrians and bicyclists. RTC encourages the City of Santa Cruz to take steps to implement this proposed multi-purpose path as funding becomes available and to provide design details to the RTC's Bicycle Advisory Committee for review prior to final design.

2-1
cont'd

RTC staff encourages the City of Santa Cruz and Caltrans to work with the RTC's Commute Solutions Program before and during the proposed project's construction to provide information to the community about carpooling, vanpooling, transit, and bicycling as a strategy for mitigating traffic impacts during the construction period.

2-2

Finally, RTC staff requests that the City of Santa Cruz and the RTC staff discuss opportunities for developing a park and ride lot adjacent to the project location in the future.

2-3

Sincerely,



George Dondero
Executive Director

I:\ENVIREVU\LETTERS\Highway 1_9b.docx

Response to Comment 2 from George Dondero, Santa Cruz County Regional Transportation Commission

Response to Comment #2-1: Thank you for supporting the project and acknowledging that the traffic analysis and draft environmental document accurately demonstrate a reduction of delay and an overall benefit to the intersection. Although the path is not part of the proposed project, when the City begins to implement the proposed multiuse path project shown in Figure 2-4, the City will coordinate with the Regional Transportation Commission's Bicycle Advisory Committee prior to final design.

Response to Comment #2-2: As stated on page 49 of the draft environmental document, the City will develop a Traffic Management Plan in coordination with local entities to mitigate traffic impacts during construction. The plan will include strategies to maintain safe movement and public awareness. In developing the Traffic Management Plan, the City will work with the Regional Transportation Commission's Commute Solutions Program to provide information to the community about carpooling, vanpooling, transit, and bicycling as alternative modes of travel.

Response to Comment #2-3: A park and ride lot is not currently included in the project scope because it would not help meet the project objectives. The City acknowledges the Regional Transportation Commission's request to discuss opportunities for developing a park and ride lot next to the project area in the future.

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Thursday, July 10, 2014 5:39 PM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Hwy 1 and (Project --Santa Cruz Ca

From: Dannettee Shoemaker [mailto:dshoemaker@cityofsantacruz.com]
Sent: Thursday, July 10, 2014 4:46 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1 and (Project --Santa Cruz Ca

To Whom it May Concern

I am writing you in support of and to encourage you to move forward with improvements to Hwy 1 and 9

As the Director of Parks and Recreation for the City of Santa Cruz, I know firsthand the challenges with this intersection.

Our Parks Division corporation yard is located in Harvey West Park which means our staff (30- 40) make numerous trips through the intersection daily.

In addition our Ranger Operation (currently 11 rangers) is housed at Harvey West Park and there are varying times a day when it takes staff too long to get out into our other parks and open spaces because staff is forced to sit in traffic. Not only is staff losing time in the field, the stalled, idling cars and trucks present a problem for our environment.

Over the years the number of complaints about traffic congestion from parents attending programs at the swimming pool, ball fields, or days camps have increased. Something needs to be done!

On a personal note, I dread this intersection and try to avoid it. It has to be the worst intersection in the City

Dannettee
Dannettee Shoemaker
Director of Parks and Recreation and
Interim Director of Information Technology
831-420-5279 ph 831- 420-5271 fax
dshoemaker@cityofsantacruz.com
323 Church Street Santa Cruz CA 95060

3-1

**Response to Comment 3 from Dannettee Shoemaker, City of Santa Cruz
County Parks and Recreation**

Response to Comment #3-1: Thank you for your support of the proposed project. The City understands that the Parks and Recreation staff travel through the intersection frequently, and the current congestion is problematic for staff as well as park visitors. As proposed, the project would improve traffic operations and alleviate some of the congestion at the intersection.



July 10, 2014

Matt Fowler
Caltrans
50 Higuera Street
San Luis Obispo, CA 93401,

Cc: Lynn Robinson, Mayor, City of Santa Cruz
Mark Dettle, Director, City of Santa Cruz Public Works Department
George Dondero, Director, Santa Cruz County Regional Transportation
Commission

Re: Route 1/9 Intersection Improvement Project
Santa Cruz, California

Dear Mr. Fowler

The Santa Cruz Area Chamber of Commerce strongly supports the proposal to widen the intersection of California Routes 1 and 9 in the City of Santa Cruz and the Mitigated Negative Declaration on this project approved May 13, 2014.

This long-awaited project addresses a variety of traffic and safety problems at this intersection that have significant quality of life and economic impacts as well as creating a very significant transportation bottleneck virtually every day of the year. While not a final solution, the proposed modifications promise very significant improvement of these issues.

The constraints of this intersection have significant impact on land use, especially in the Harvey West area north and west of the intersection. Planned as a light industry and commercial area, traffic delays exclude many prospective businesses from locating there and limit the efficiency and affect the productivity of many of the businesses already invested there.

The safety issues at this intersection are also of particular concern. This is an area with an unacceptably high incidence of accidents including vehicle/pedestrian and vehicle/bicycle. In addition this is a crucial route for public safety vehicles, often delayed at this intersection.

We have taken note of the comments of several others to this proposal and its mitigated negative declaration finding, especially regarding impacts on bicycle

4-1

4-2

4-3

SANTA CRUZ CHAMBER OF AREA COMMERCE
725 FRONT STREET, SUITE 108, SANTA CRUZ, CA 95060 (831) 457-3713

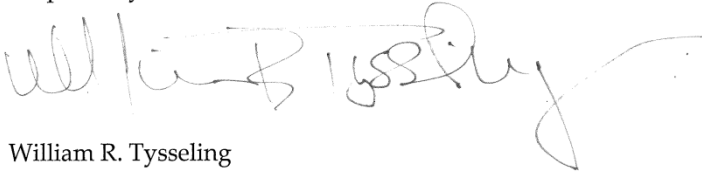
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and pedestrian traffic. We acknowledge that this project is not unconditionally optimal for any affected group. However, the nearby walk- and bicycle way under the Highway 1 bridge parallel to the San Lorenzo River does provide a safe alternative for the vast majority of bicycle and pedestrian users.

Objections based upon conflicts among users of this alternative walk/bicycle route can be solved with improved public safety and social investment. The relative costs of solving the problem through increase security and improved lighting and maintenance rather than changes in the transportation design make it an obvious public policy choice.

A review of the 2030 projections suggests that there is more that will need to be done at some point to improve this intersection. However, understanding the significant resource constraints and the likelihood of delay in achieving a next phase of improvement, The Chamber vigorously encourages proceeding with the project as proposed.

Respectfully Submitted,



William R. Tysseling
Executive Director
Santa Cruz Area Chamber of Commerce

4-3
cont'd

4-4

Response to Comment 4 from the City of Santa Cruz Chamber of Commerce

Response to Comment #4-1: Thank you for your support of the proposed project. We agree that the project would improve the traffic and safety issues at the intersection.

Response to Comment #4-2: Your identification of the safety issues, accident rate, and public safety vehicles use at this intersection is noted. The proposed improvements, namely the additional and standardized turn lanes, through lanes and shoulders, are expected to improve safety, reduce the delay, and enhance the demand versus volume served. As a result, interaction and operations of pedestrians, bicycles and safety vehicles would benefit.

Response to Comment #4-3: Your comment states that the proposed project is not unconditionally optimal for any affected group. We agree that the San Lorenzo River Multipurpose Path provides another alternative for bicyclists and pedestrians. Your suggestion that increased security and improved lighting and maintenance would improve the public safety is appreciated. The City is in the process of improving lighting along the San Lorenzo River Multipurpose Path and is evaluating this segment of the path for additional safety improvements.

Response to Comment #4-4: Thank you for your encouragement to proceed with the proposed project.

Section 2.0 Individuals and Organizations

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Tuesday, July 01, 2014 3:37 PM
To: Garcia, Marshall F@DOT; Hoffmann, Yvonne M@DOT
Subject: FW: Additional Comment on Rt. 1/9 Intersection Notice

-----Original Message-----

From: Bruce Ashley [mailto:ba@phot.com]
Sent: Tuesday, July 01, 2014 3:27 PM
To: Fowler, Matt C@DOT
Subject: Additional Comment on Rt. 1/9 Intersection Notice

Hi Matt,

After attending the public information meeting last night at the Santa Cruz Public Library and talking with Marshall Garcia I'd like to make an additional comment:

It is unclear what the procedure would be for compensation to a business caused by a loss of "good will" from the construction associated with the project. Can CalTrans please make public what the official procedure will be?

5-1

I have read the "Mitigated Negative Declaration" pdf document and the CalTrans "Your Property Your Transportation Project" brochure.

Best
Wishes,
Bruce

Response to Comment 5 from Bruce Ashley

Response to Comment #5-1: Regarding the official procedure for compensation for “loss of goodwill” from construction, goodwill is only available to a business owner who is located on a property being acquired. Caltrans does not compensate for loss of business during construction activities. Caltrans Standard Specifications, 7-1.103 Public Convenience, requires that access to driveways, houses, and buildings be maintained during construction. The Transportation Management Plan will ensure that business impacts during construction would be minimized. Night work may be warranted for certain activities that conflict with traffic flow.

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Hoffmann, Yvonne M@DOT](mailto:Hoffmann.Yvonne.M@DOT)
Cc: [Wilkinson, Jason J@DOT](mailto:Wilkinson.Jason.J@DOT)
Subject: FW: Comment on Rt. 1/9 Intersection Notice
Date: Thursday, June 05, 2014 11:36:46 AM

-----Original Message-----

From: Bruce Ashley [<mailto:ba@phot.com>]
Sent: Thursday, June 05, 2014 11:35 AM
To: Fowler, Matt C@DOT
Subject: Comment on Rt. 1/9 Intersection Notice

Hi Matt,

I'd like to make an initial comment on the Notice. After a quick look through the document I observed that the building I lease at 803 River Street may not be correctly identified. It appears that you think it is a residence, when it is, in fact, a business. This may affect the statistical analysis, which we want to be accurate.

Best Wishes,
Bruce

6-1

Response to Comment 6 from Bruce Ashley

Response to Comment #6-1: Pages 18 and 19 of the environmental document have been revised to clarify that the building at 803 River Street is a commercial business, not a residence. This does not affect any of the conclusions.

7

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Tuesday, July 01, 2014 9:40 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Hwy 1 & Hwy 9 in Santa Cruz

From: Erik Borrowman [mailto:elborrow@ucsc.edu]
Sent: Tuesday, July 01, 2014 7:44 AM
To: Fowler, Matt C@DOT
Subject: Hwy 1 & Hwy 9 in Santa Cruz

Hi Matt

I've been living on the west side of SC for 31 years after leaving Berkeley to come to college here. I'd like to think Caltrans has more going for it than SC City/County, they never seem to get things right the first time. If work is to be done on the terrible parking lot where these two hwys come together lets do it right. I'd like to see the intersection Ocean & Plymouth fixed as well as the bridge over the river at the same time, if we want to get rid of the parking lot this will surely help. While I'm dreaming could you please include an eastern access to UCSC out of Harvey West, as the campus gets somewhere between 10K and 12K of the daily traffic over the bridge this last dream would take those cars off Mission St and the rest of the west side neighborhood streets that also become parking lots

7-1
7-2

thanks for reading

Erik

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"When I was on drugs, I couldn't even find my bike." -Willie Nelson

Response to Comment 7 from Erik Borrowman

Response to Comment #7-1: Your support for the proposed improvements at the Route 1/9 intersection is appreciated. The project would be constructed after design is complete and right-of-way acquisition occurs. Because the project is identified in the 2012 Santa Cruz County Regional Transportation Improvement Program to receive funding through fiscal year 2016/2017, construction is planned to begin in 2016.

While your suggestions for fixing the intersection of Ocean/Plymouth and the San Lorenzo River Bridge are reasonable, they are not a part of this proposed project. The Route 1/San Lorenzo River Bridge Replacement project, a separate project, would widen the San Lorenzo River Bridge. This project has gone through the formal scoping process, and development of preliminary design alternatives is scheduled to begin in 2015.

Although potentially important and beneficial to local and regional transportation in Santa Cruz, providing a second access to the Harvey West Park area is beyond the scope of the proposed project.

Response to Comment #7-2: In 2010, Caltrans reviewed a preliminary proposal for a secondary access in/out of the Harvey West Industrial Park on Route 1. There are guidelines for pursuing this type of project; however, at this time, constructing a second at-grade intersection north of the 1/9 intersection is inconsistent with Caltrans' planning concept for Route 1. Changing the route concept and adding an additional access on Route 1 are beyond the scope of this interim improvement project.

Mission: Pedestrian

An organization of neighbors and business people seeking to improve the pedestrian environment in Santa Cruz
1603 King Street, Santa Cruz, CA 95060 www.missionped.org

July 10, 2014

Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

RE: Route 1/9 Intersection Improvement Project in Santa Cruz

Dear Mr. Fowler,

We are appalled that the proposed changes to the Route 1/9 Intersection in Santa Cruz would *decrease* safety and walkability for pedestrians, in direct conflict with the Complete Streets policy.

In addition the proposed changes violate the goals pertaining to pedestrian travel of the City General Plan and the Master Transportation Study. The proposed project is even more grievous since it does not significantly improve the situation for motorists by providing a second entrance/exit to the Harvey West area.

1. Caltrans' Complete Streets Policy and Federal Law require safe accommodation for all users. The Initial Study does not seem to take pedestrian travel seriously.

"The Department views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system."

—Deputy Directive 64-R1, 2008

- This proposed project does not take walking seriously as a form of transportation. Indeed the Initial Study describes both walking and biking as "recreational" with the unspoken assumption that such users could recreate elsewhere. The report shows no understanding that pedestrians may be traveling on foot to a *destination* on the other side of the intersection or to a *destination* that requires them to walk along River Street. a
- No pedestrian counts were contained in the report. Casual observation of this intersection shows pedestrians crossing frequently. The Page Smith House and Santa Cruz Homeless Services Center generate many pedestrian trips across the intersection. Even Google street views of this intersection show pedestrians b
- The added lanes on the two legs with the marked crosswalks would increase the distance that pedestrians would have to travel to cross the intersection. It was not clear from the Initial Study exactly how much that increased distance would be. Preparers apparently did not deem it important enough to compare the present width of the pedestrian crossing with the "improved" i.e. *increased* distance of the pedestrian crossing. c
- Even the tiny pork chop island on Route 1 which acts as a pedestrian refuge would be removed. Vehicles turning right at this intersection would get the green light to turn at the same time the pedestrian would get the walk signal to cross River Street. To make pedestrians more visible to drivers, they should be given a **Leading Pedestrian Interval** to begin crossing River Street before drivers get a green light. Additionally, there should be increased enforcement of California law which requires drivers to STOP on the red light before turning right. Currently most drivers do not stop, and indeed are looking left for oncoming vehicles instead of looking right to see pedestrians crossing the street. d
- Increased crossing distances expose pedestrians to motor vehicle traffic for longer periods of time and are more

8-1

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dangerous for pedestrians.

2. The 8-foot sidewalk and 5-foot tree-planted landscape strip along both sides of River Street would be narrowed to a 5-foot sidewalk with no landscape strip.

- Existing street trees would be cut down and converted to a traffic lane. A tree-lined landscape strip increases pedestrian safety and comfort and buffers pedestrians from the motor vehicles.
- The decorative pedestrian-scale streetlights would be removed, decreasing safety for pedestrians.
- The landscaping in front of the Page Smith House would be removed. This greenery and the landscape strips on River Street make walking along Route 9 more bearable for pedestrians.

8-2

3. The project is in conflict with the Santa Cruz City General Plan

- The project does not deal with the problem of only one entrance/exit to Harvey West area. Goal M3, Action M3.1.1.13 of the General Plan calls for improved access to and from the Harvey West area.
- Policy M3.2 is to improve the condition, safety and efficiency of the Route 1/9 intersection for motorists as well as for pedestrians and bicyclists. This proposed project does not improve the intersection for pedestrians: It removes landscape strips, narrows sidewalks, and increases crossing distances.

8-3

4. The conceptual design of the project does not employ best practices for pedestrian safety.

- The median islands are not shown to have “noses” on the intersection side of the marked crosswalks. Such islands shield pedestrians from motor vehicles.

8-4

5. The Initial Study states that the San Lorenzo Multipurpose Path is now considered the primary north/south route for pedestrians and bicyclists.

- This path does not work for pedestrians whose origin or destination is the Homeless Services Center since such a route adds considerable distance to such a trip.
- Walkers taking the path under Route 1 must pass transient encampments and questionable characters even during the daytime. On July 6 on a trip to the area, this writer observed two groups of people with packs in the riparian area on the north side of the bridge and one man with alcohol riding north on a bicycle.
- The lighting under Route 1 is minimal and poorly maintained. Below is a photo of the dirt and spider-web encrusted light observed on July 6, 2014. There are only two such lights, one on either side of the underpass.

8-5



Many people, including this writer, do not feel comfortable and safe walking on this path under Route 1 after dark. The adjoining portion of the San Lorenzo River Walk is closed at sunset.

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6. A better solution

There is, however, a better solution to the traffic congestion that will also be better for pedestrians and bicyclists crossing the 1/9 Intersection. That is, create another intersection north of the intersection between the RR tracks and Chestnut Street. Such a project would also provide another entrance and exit to Harvey West.

I have been told that Caltrans rejected a second entrance/exit north of the RR tracks because they envisioned the new intersection as a ramp. Caltrans was rightly concerned about the increased collision rate such a ramp could entail.

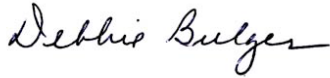
However, a *signalized intersection* would not have the high collision rate of a ramp. Construction of another road leading to Harvey West would not only relieve congestion in the short term, but would also enable drivers coming from or going to the westside of Santa Cruz to avoid the 1/9 intersection altogether.

Route 1 heading north to Chestnut Street is not a high speed freeway, but rapidly becomes a business district at the traffic signal at Chestnut. Properly timed, the two intersections could work together to decrease the delay currently experienced by drivers at the 1/9 intersection.

A benefit of the new road would be a safer River Street and 1/9 intersection for pedestrians and bicyclists as well as a much-needed second entrance/exit to the Harvey West area.

In the past a number of accidents and incidents have blocked the single entrance/exit to the Harvey West area. Residents have been trapped in the area for hours, unable to go home. A second entrance/exit should be a higher priority than the proposed project which just perpetuates the current situation.

Thank you for considering these comments,



Debbie Bulger, for Mission: Pedestrian

8-6

Response to Comment 8 from Debbie Bulger, Mission: Pedestrian

Response to Comment #8-1a: Although the project focuses on vehicle-related improvements to the intersection, it does include sidewalk reconstruction and improvements (e.g., providing ADA curb ramps and removing the pork-chop islands on Route 1). Section 2.1.4 of the draft environmental document includes a description of existing pedestrian facilities. Section 2.1.4, *Traffic and Transportation/Pedestrian and Bicycle Facilities*, included a description of existing facilities used by both pedestrians and bicycles including the San Lorenzo River Multipurpose Path that provides “a direct pedestrian and bicycle connection between Gateway Plaza and Encinal Street and provides an alternative to pedestrian/bicycle travel on River Street and Route 9.” In describing the path and sidewalk facilities in the document, none were described as “recreational,” but rather as pedestrian access. Thus, neither this section, nor any part of the document, differentiates between pedestrians that are recreationists and those that are walking to a particular destination. In terms of facilities, this distinction is not necessary.

Response to Comment #8-1b: We are aware that pedestrians frequently cross the Route 1/9 intersection. Typically, formal pedestrian counts are not conducted for this type of project as it is known that pedestrians and bicyclists are using the crosswalks at the intersections. It should be noted that signal modifications will be made to provide adequate green time for pedestrians (including bicyclists who act as pedestrians) to cross the intersection. Additionally, Section 2.1.4 stated that intersections with signals would include installation of bicycle detection devices for the bike lanes.

After completion of the project improvements, signal timing modifications will be required and will include providing adequate green time for pedestrians and bicycles to cross the intersection. The length of pedestrian green time and the length of the flashing DON'T WALK time are determined based on the crossing distance of the intersection and on an average walking speed.

Response to Comment #8-1c: Your comment suggests that the draft environmental document did not include increased distances for pedestrians as a result of additional lanes. This was an oversight. With the removal of the pork-chop islands, the proposed project would actually reduce the distance traveled by pedestrians on Route 1, despite the additional left-turn lane. The distance across River Street would have a negligible change (less than 2%), as shown below. Section 2.1.4 of the final environmental document has been revised to clarify this negligible change. This change does not affect the conclusions.

Leg	Existing Crosswalk Distance	Proposed Crosswalk Distance	Difference
Route 1	152'	133'	-19' (reduction of 12%)
River Street	120'	122'	+2' (increase by 2%)
Encinal Street	64'	64'	0' (unchanged)

Response to Comment #8-1d: As you stated, the pork-chop island would be removed as part of the project. Removal of pork-chop islands and eliminating free-flowing right-turn lanes are widely considered to be pedestrian enhancements by Caltrans and most other agencies in California. Your suggestion for the project to provide a Leading Pedestrian Interval to give pedestrians a head start before drivers receive a green light cannot be incorporated without negatively affecting traffic operations.

Regarding your statement that most drivers do not stop at the red light and look for pedestrians before turning, California Vehicle Code (CVC) Sections 21950 and 21952 require that drivers yield the right-of-way to pedestrians crossing the roadway within a crosswalk and that drivers approaching a pedestrian within a cross walk exercise due care and reduce vehicle speed for pedestrian safety. Increased enforcement of the California Vehicle Code is a function of the City and State traffic enforcement operations.

Response to Comment #8-2: As you have indicated, the sidewalks along River Street would be narrower but would still comply with ADA requirements. The landscape strip would be removed to accommodate the road widening. Your concerns for comfort and safety are noted, but unfortunately there is little space available in which to work.

Response to Comment #8-3: The proposed project focuses on the immediate goal of improving traffic operations at the Route 1/9 intersection. The project does not conflict with the City's General Plan goals and policies that cite the importance of improving access from the Harvey West Park area and a possible alternate approach to downtown; these improvements can be pursued separately. The proposed project would ensure safety for all users by improving the condition, safety and efficiency of the Route 1/9 intersection for motorists as well as pedestrians and bicyclists. To improve pedestrian safety, the pork-chop islands (where pedestrians often stand and wait) would be removed, and the distance of the crosswalk across Route 1 would be shortened (the distance across River Street would be about the same). To improve bicycle safety, 4-foot through bike lanes would be added northbound and southbound Route 9 (north of the Route 1/9 intersection). Therefore, the proposed project is considered consistent with the Santa Cruz General Plan and is not in conflict with the Santa Cruz City General Plan. Refer to *Response to Comment #8-6* regarding a second access to the Harvey West Park area.

Response to Comment #8-4: The proposed project includes a Caltrans median refuge area meeting current standard design criteria (6-foot minimum) along the Route 1 crosswalk. A similar median refuge will be explored along the River Street crosswalk during the final design stage.

Response to Comment #8-5: The Initial Study correctly states that the City considers the San Lorenzo River Multipurpose Path to be a primary north/south route for pedestrians. It is identified as such in the City of Santa Cruz General Plan, as shown on the map of bicycle/pedestrian paths on page 59 of the general plan (<http://www.cityofsantacruz.com/home/showdocument?id=33418>). Your concerns about the additional distance for pedestrians traveling to the Homeless Services Center and safety due to poor lighting and questionable characters are appreciated. The City is in the process of improving lighting along the San Lorenzo River Multipurpose Path and is evaluating this segment of the path for possible future safety improvements. Note that this is a local matter and outside Caltrans authority.

Response to Comment #8-6: Although potentially important and beneficial to local and regional transportation in Santa Cruz, improvements to other nearby intersections, such as between the railroad tracks and Chestnut Street, and providing a new separate access route to and from the Harvey West Park area are beyond the scope of the proposed project. In 2010, Caltrans reviewed a preliminary proposal for a secondary access in/out of the Harvey West Industrial Park on Route 1. There are guidelines for pursuing this type of project; however, at this time, constructing a second at-grade intersection north of the 1/9 intersection is inconsistent with Caltrans' planning concept for Route 1. Changing the route concept and adding an additional access on Route 1 are beyond the scope of this interim improvement project.

The City and Caltrans are currently evaluating the following improvements as separate projects:

- Route 1/San Lorenzo River Bridge Replacement
- San Lorenzo River Bicycle (Spur)/San Lorenzo River Multipurpose Path Bridge to Route 1/9 Intersection
- Ocean/Plymouth intersection in conjunction with the Ocean Street Beautification Project

Because the purpose and need of the proposed Route 1/9 Intersection Improvement project are different from these other ongoing projects, the City will continue to pursue these