opportunities as separate improvements. The Route 1/San Lorenzo River Bridge Replacement project went through the scoping process, and the development of preliminary design alternatives is scheduled to begin in 2015.

9

Christophe Schneiter

From: Ceil Cirillo <ceilc@cruzio.com>
Sent: Friday, July 11, 2014 9:45 AM
To: Matt.c.fowler@dot.ca.gov
Cc: Christophe Schneiter; Cynthia Mathews
Subject: comments on Highway 1/9 Intersection Plan

Matt: I am the retired City of Santa Cruz Redevelopment Director and, along with the City's Public Works Department, initiated the planning process for this very much needed improvement for not only the economic vitality of the community but to also mitigate the need for City Council approval of overriding considerations in the approval of projects impacted by that intersection and the history of comments by CalTrans EIR reviewers on the need for improvements.

This proposed project has been in the design review phase for too many years and at too great an expense and it is time to move forward with the approval of a final design. Please complete this process so that the next phase can be initiated. As I understand, the design now meets the CalTrans design requirements and hopefully your final design will minimize the impacts upon the long-time existing business at this intersection, Central Home Supply.

9-1

Ceil Cirillo
143A Southampton Lane
Santa Cruz, CA 95062

1

Response to Comment 9 from Ceil Cirillo

Response to Comment #9-1: We appreciate your support of the project, desire to move forward with approval of a final design, and desire to minimize impacts on Central Home Supply.

10

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Wednesday, July 09, 2014 8:32 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: 1/9 Intersection Improvement Project

-----Original Message-----
From: Trician Comings [mailto:triciansc@mindspring.com]
Sent: Tuesday, July 08, 2014 8:57 PM
To: Fowler, Matt C@DOT
Subject: 1/9 Intersection Improvement Project

Dear Matt Fowler and Caltrans,
I am not able to scrutinize the plans for the reconstruction of the awful 1 and 9 intersection. I'll bet that will be one huge, complex job.
I understand that improved bike lanes with shoulders are currently included in the project.
As a 60+ year bike rider and professional woman I want to make sure you retain these bicycle improvements.
Bike lanes will be essential to keep cyclists safe through this busy intersection. 10-1

Thank you,
Trician
Santa Cruz

1

Response to Comment 10 from Trician Comings

Response to Comment #10-1: The proposed project includes the bicycle improvements listed in Section 1.4 of the draft environmental document. Improvements include adding bicycle lanes on Route 9.

11

PEOPLE POWER!
SENSIBLE TRANSPORTATION FOR SANTA CRUZ COUNTY

703 Pacific Avenue
Santa Cruz, CA 95060
www.peoplepowersc.org
(831) 425-0665

June 24th, 2014

Dear Mr. Fowler,

People Power of Santa Cruz County, the local bicycle advocacy organization, appreciates the opportunity to review plans for the Hwy 1/9 Intersection Improvement project. We are very supportive of the plans to include bike lanes and wide shoulders on River Street and Route 9 in the upgraded intersection plan. The many bicyclists who cross that intersection daily will be appreciative of having more space in which to ride. We are also grateful that bicycle detection will be included in the traffic signals. 11-1

In order to further enhance the experiences of people on bikes through this busy intersection, we request that you incorporate the following elements into the final plans, if you have not already done so:

- Sufficient green traffic signal time for cyclists to cross this wide intersection before the light turns red; a
- Unobstructed sight distances at the free right turns from Highway 1 eastbound onto River Street and westbound onto Highway 9 so motorists can clearly see cyclists; also include appropriate traffic island design, pavement markings and signing to ensure motorists slow down and yield to any cyclists before merging onto Highway 9 or River Street; b
- Green lanes or similar markings to direct the pathways for cyclists to follow from the bike lane/shoulder to the marked bike lane at the front of the intersection. These markings also serve to alert motor vehicle drivers of cyclists' presence; 11-2 c
- A curb cut where the bike/pedestrian access to the Gateway Shopping Center intersects River Street; d
- A shoulder stripe or bike lane at the end of Coral Street eastbound at Highway 9 to prevent vehicles from getting too close to the shoulder and blocking bicycle access (as frequently happens now); e

PEOPLE ON POWER!
SENSIBLE TRANSPORTATION FOR SANTA CRUZ COUNTY

703 Pacific Avenue
Santa Cruz, CA 95060
www.peoplepowersc.org
(831) 425-0665

- A shoulder stripe or bike lane at the end of Fern Street eastbound at Highway 9 to prevent vehicles from getting too close to the shoulder and blocking bicycle access if this street is reconfigured like Coral Street as the plans appear to show;

- Bike lanes on Encinal Street as called for in the City's Bicycle Transportation Plan.

e

11-2 cont'd

e

Thank you for incorporating improvements for cyclists in these intersection plans. We are available to meet with Caltrans and/or city staff to further discuss our concerns and review final plans.

Sincerely,

Amelia Conlen, Director
People Power of Santa Cruz County

Response to Comment 11 from Amelia Conlen, People Power

Response to Comment #11-1: We appreciate your organization's commitment to bicycle transportation in the county, and we appreciate your support for the proposed project's inclusion of bike lanes and wide shoulders in the project design.

Response to Comment #11-2: Your suggestions to further enhance the bicycle experience are listed below along with a response.

a. Sufficient green traffic signal time for cyclists to cross the wide intersection: The green time will be long for all legs of the intersection to accommodate heavy vehicular traffic. Because bicyclists share the right-of-way and have the same green time, this will apply to them too. The option of providing long yellow clearance intervals will be explored during the signal design phase.

b. Unobstructed sight distances at the free right turns from Route 1 and pavement markings and signage to ensure motorists slow and yield to bicyclists: The design, signing, and pavement delineation will conform to design policies in the State right-of-way, including Caltrans Highway Design Manual (HDM) and Caltrans Standard Plans (CSP).

c. Green lanes or similar markings to direct bicyclists and alert drivers: Green lanes will be explored during the final design phase; however, the proposed project must comply with design policies in the State right-of-way.

d. Curb cut for bicycle/pedestrian access to Gateway Shopping Center: The current bicycle in/out access point to the Gateway Shopping Center is Potrero Street and Cottonwood. Because Potrero has signals, this would be the preferred access point.

e. Shoulder stripe or bike lanes on Coral, Fern and Encinal streets where they approach Route 9: Currently, Coral, Fern and Encinal streets are not bicycle routes and do not have bicycle lanes. Per the 2008 City of Santa Cruz Bicycle Transportation Plan, Class 2 bike lanes are proposed for Coral and Encinal streets but not Fern Street. The proposed project would not prohibit these future improvements. The City will evaluate the development of bike lanes and a public process for the Harvey West Park area in the future, as this would require parking removals and possibly street widening.

12

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Tuesday, July 08, 2014 4:23 PM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Highway 1/9 Intersection Project

From: Jessica Evans [mailto:jessevansfiddler@gmail.com]
Sent: Tuesday, July 08, 2014 4:14 PM
To: Fowler, Matt C@DOT
Subject: Highway 1/9 Intersection Project

Hi,

I'm writing to comment on the Highway 1/9 Intersection Project. I see that the current plan includes provisions for improved bicycle lanes and shoulders, and I want to voice my support for this very important aspect of the plan and my hope that the plan will be approved with these elements intact.

Despite the bicycle/pedestrian underpass along the river path, improved bicycle safety in the surface intersection is also important. Sometimes using the path just isn't convenient because it necessitates a significant detour. For this reason, the intersection will continue to be used by bicyclists, especially by people going to work who are in a hurry.

12-1

Respectfully, Jessica Evans

921 Seaside Street
Santa Cruz, CA 95060

1

Response to Comment 12 from Jessica Evans

Response to Comment #12-1: We appreciate your support of the proposed project's inclusion of improved bike lanes and shoulders in the project design; we agree that, although there is a bicycle/pedestrian path along the river, improved bicycle safety at the Route 1/9 intersection is important.

13

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Wednesday, July 02, 2014 10:15 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Highway 1 at San Lorenzo River in Santa Cruz

From: KEVIN FENNIMORE [mailto:kfinc@ix.netcom.com]
Sent: Wednesday, July 02, 2014 9:51 AM
To: Fowler, Matt C@DOT
Subject: Highway 1 at San Lorenzo River in Santa Cruz

Matt, 7-2-14

My public comment on the remedy regarding the gnarly congestion at Highway 1 and the San Lorenzo River area of Santa Cruz would be a wholelistic approach. I would propose both an immediate fix and a long range plan at the same time. In my opinion Caltrans is in a life, safety and congestion relief business. The long range plan would involve the creation of a bypass either over the existing Highway 1 or North from the fish hook and ending at Golf Course Drive. Many years down the line, Highway 1 can be extended through UCSC to bypass Mission Blvd. entirely. 13-1

Sincerely,

Kevin Fennimore

1

Response to Comment 13 from Kevin Fennimore

Response to Comment #13-1: Regarding your comment proposing both an immediate fix and a long-term fix, that would involve creating a bypass either over Route 1 or north of the fish hook to Golf Course Drive. A grade separation at the Route 1/9 intersection has been considered in the past. According to the 1954 Freeway Agreement, the ultimate plans for the Route 1/9 intersection included a local road overcrossing of Route 1 spanning Route 9/River Street. The local roads were slated to have right-turn in-and-out movements onto Route 1. A similar or hybrid concept was studied by Caltrans in 2001 in the Project Study Report-Project Development Study (PSR-PDS) or the Project Initiation Document (PID) as Alternative 3A. It consisted of upgrading the at-grade intersection to a tight diamond interchange, constructing an overhead on Route 1, and replacing the San Lorenzo River Bridge. However, Alternative 3A would have excessive costs, significant impacts to the adjacent quadrants (including property takes), and no foreseeable future funding. Based on funding availability and the desire to improve near-term traffic operation at the intersection, the current at-grade intersection improvements alternative was selected as the proposed project.

14

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Friday, July 11, 2014 5:28 PM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Comments on 1/9 intersection, Santa Cruz.

From: Gillian Greensite [mailto:gumtree@pacbell.net]
Sent: Friday, July 11, 2014 4:52 PM
To: Fowler, Matt C@DOT
Subject: Comments on 1/9 intersection, Santa Cruz.

Dear Mr. Fowler,

I am writing to protest the removal of the grove of eucalyptus at the northern edge of the Highway 1/9 intersection in Santa Cruz, CA, the site of the proposed road widening.

This grove provides a softening of the harsh urban freeway. It is a part of the fast disappearing rural character of our town and one worth defending. It is a bird habitat. Today as I waited for the light to change at this intersection I saw a Cooper's hawk fly into the grove. It is likely a nesting habitat.

My experience and observation is that the only section of this area that would benefit from widening is River St. coming into Highway 1 from the south. That is the real bottleneck. The part that encompasses the grove is not necessary to widen. It doesn't help to widen that part and then have more cars funneling even faster into the limited road capacity of River St./Highway 9 heading north.

14-1

Thank you for considering this perspective.

Sincerely,

Gillian Greensite

1

2

Response to Comment 14 from Gillian Greensite

Response to Comment #14-1: We appreciate your concern about removing trees in the eucalyptus grove and your opinion that roadway widening is only necessary on northbound River Street, not on northbound Route 9, to alleviate congestion.

The operational improvements of the Route 1/9 intersection can be achieved only if all four legs of the intersection are improved because they are interrelated. The additional lanes (left-turn lane from southbound Route 1, shared left/through lane from northbound River Street, and shared left/through lane from southbound Route 9) are needed to better manage the current and projected volumes of vehicles entering and exiting the Harvey West area. To meet Caltrans' standard lane and shoulder widths of 12 feet and 8 feet respectively, widening is necessary on both northbound River Street and northbound Route 9 where the eucalyptus grove is located.

Removal of heritage trees (diameter of 14 inches or more; see the Affected Environment discussion in Section 2.3.1, *Natural Communities*, for more details) and street trees is regulated by the City and requires a city permit. The large eucalyptus trees in the northeast quadrant may qualify as heritage trees. Of the approximately 25 trees within the project limits, approximately 8 trees are larger diameter and could meet the heritage tree size criterion. Once the final design is approved, a formal tree survey will be prepared to identify the size and type of trees to be removed, and the City of Santa Cruz Urban Forrester will determine appropriate mitigation (e.g., replacement tree planting or contribution to the Tree Trust Fund managed by the City Parks and Recreation Department). According to the City's ordinance for the preservation of heritage trees (City of Santa Cruz Municipal Code Section 9.56), mitigation for heritage tree removal includes either: 1) paying a $250.00 bond for each tree to be removed and then replanting onsite, or 2) making a $150.00 donation to the City's Tree Trust fund for each tree to be removed. The replanting option requires a replacement with three 15-gallon trees (representing a 3:1 ratio) or one 24-inch-box-size specimen tree (representing a 1:1 ratio) for each approved tree removal. See the Avoidance, Minimization, and/or Mitigation Measures discussion in Section 2.3.1, *Natural Communities*.

To mitigate potential impacts on birds, vegetation removal associated with construction would be restricted to the non-breeding season (October 1–January 31) to the extent feasible and construction activities would begin before the nesting season (February 1–September 30). If construction cannot begin before this time, nesting surveys would be conducted and a no-disturbance buffer would be established if an active nest is found.

15

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Tuesday, July 01, 2014 10:43 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: SR 1/SR 9 interchange

From: Joseph Gutierrez [mailto:joe@brentonbridges.com]
Sent: Tuesday, July 01, 2014 10:19 AM
To: Fowler, Matt C@DOT
Subject: SR 1/SR 9 interchange

Hello Matt,

I vote for grade separating Highway 1 and Highway 9. Something like Arch Road and SR-99 in Stockton would do well here.

While you are at it, put Highway 1 into a tunnel from High Street to Chrystal Terrace.

Mission and Bay needs to be grade separated too, or at least the left turn movement from Bay onto Mission.

15-1

Regards,

Joe Gutierrez, PE
117 Allegro Drive
Santa Cruz, CA 95060

(860) 840-1679 Mobile
joe@brentonbridges.com

1

Response to Comment 15 from Joe Gutierrez

Response to Comment #15-1: We appreciate your comments. The proposed project improvements at the Route 1/9 intersection are intended to provide a more immediate benefit, but would not preclude a future grade separation project or other projects.

Improvements outside the Route 1/9 intersection would not meet the project objectives. See Chapter 1 for an explanation of the purpose and need for the project. It is not within the project scope to provide a tunnel between High Street and Chrystal Terrace, or a grade separation at Mission and Bay Streets.

A grade separation at the Route 1/9 intersection has been considered in the past. According to the 1954 Freeway Agreement, the ultimate plans for the Route 1/9 intersection included a local road overcrossing of Route 1 spanning Route 9/River Street. The local roads were slated to have right-turn in-and-out movements onto Route 1. A similar or hybrid concept was studied by Caltrans in 2001 in the Project Study Report-Project Development Study (PSR-PDS) or the Project Initiation Document (PID) as Alternative 3A. It consisted of upgrading the at-grade intersection to a tight diamond interchange, constructing an overhead on Route 1, and replacing the San Lorenzo River Bridge. However, Alternative 3A had excessive costs, substantial impacts to the adjacent quadrants (including property acquisitions), and no foreseeable future funding. Based on funding availability and the desire to improve near-term traffic operation at the intersection, the current at-grade intersection improvements alternative was selected as the proposed project.

16

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Tuesday, July 01, 2014 2:03 PM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Highways 1/9 intersection, Santa Cruz

-----Original Message-----
From: John R Hall [mailto:johnrosshall@gmail.com]
Sent: Tuesday, July 01, 2014 2:00 PM
To: Fowler, Matt C@DOT
Subject: Highways 1/9 intersection, Santa Cruz

Having reviewed the proposal, I am struck that the solution does not match the problem in scope. A more substantial approach seems warranted, namely the construction of an actual interchange, complete with overpass. Why not do the best thing straightaway instead of engaging in a costly and disruptive construction project that kicks the can down the road?

Yes, expensive, I know, but please assess the overall cost-effectiveness of alternative ways of dealing with the problem.

16-1

I would appreciate your candid response, and request that I be put on a email list for updates.

Thanks,

John R. Hall
106 Moore Creek Road
Santa Cruz 95060

1

Response to Comment 16 from John R. Hall

Response to Comment #16-1: A grade separation at the Route 1/9 intersection has been considered in the past. According to the 1954 Freeway Agreement, the ultimate plans for the Route 1/9 intersection included a local road overcrossing of Route 1 spanning Route 9/River Street. The local roads were slated to have right-turn in-and-out movements onto Route 1. A similar or hybrid concept was studied by Caltrans in 2001 in the Project Study Report-Project Development Study (PSR-PDS) or the Project Initiation Document (PID) as Alternative 3A. It consisted of upgrading the at-grade intersection to a tight diamond interchange, constructing an overhead on Route 1, and replacing the San Lorenzo River Bridge. However, Alternative 3A had excessive costs, substantial impacts to the adjacent quadrants (including property acquisitions), and no foreseeable future funding. Based on funding availability and the desire to improve near-term traffic operation at the intersection, the current at-grade intersection improvements alternative was selected as the proposed project.

17

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Tuesday, July 08, 2014 9:56 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: CEQA Comments 1-9 Interchange

-----Original Message-----
From: Leo Jed [mailto:leojed@gmail.com]
Sent: Monday, July 07, 2014 11:06 AM
To: Fowler, Matt C@DOT
Subject: CEQA Comments 1-9 Interchange

I attended the public session and here are concerns regarding the proposed Rt./Hwy 1-9 Interchange:

General Inadequacy: DDR 64 and federal Complete Streets requirements are being ignored or at least not addressed. 17-1

1. Refuge Island at River northbound and 1 should extend into crosswalk. 17-2
2. Add ped crossing legs for other two corners 3. Instead of Bike Lane at NB River crossing 1 using sharrows in rightmost thru time. This will obviate conflicts between cyclists and motorists. 17-3 17-4
4. On River/Hwy 9 going north after Coral where 8 ft. shoulder ends, use Sharows to transition cyclists going straight. 17-5

Thanks

Leo

1

Response to Comment 17 from Leo Jed

Response to Comment #17-1: The intent of Caltrans Deputy Directive Number 64 Revision #1: Complete Streets - Integrating the Transportation System (DD-64-R1) is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of complete streets, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility. (www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf)

Mobility for all travel modes is recognized as an integral element of the transportation system. Therefore, the guidance provided by the Highway Design Manual complies with DD-64-R1.

The proposed project does not conflict with this directive and supports it by providing improvements for bicycles (additional bike lanes) and pedestrians (additional sidewalks).

Response to Comment #17-2: The project includes a median refuge area that meets current Caltrans 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 #17-3: New pedestrian crossings, where there currently are none, were evaluated as part of the traffic operational analysis/memorandum prepared for the project. The two additional pedestrian crosswalks resulted in unacceptable traffic operational delay and level of service. The project's purpose and need cannot be met by adding two new pedestrian crossings. In addition, there are no sidewalks along the Route 1 and Route 9 legs leading to the suggested pedestrian crossings.

Response to Comments #17-4 and #17-5: Use of sharrows[22] will be considered. As the shoulder approaches Encinal Street, it transitions to a 4-foot-wide bike lane between the through lane and the right-turn lane into the Tannery. Additional transition lane striping per the Manual on Uniform Traffic Control Devices (MUTCD) will be included in the final design.

[22] *Sharrows* is a shared vehicular/bicycle lane with marking on the pavement that includes a bicycle symbol and two white chevrons, and is used to remind motorists that bicycles are permitted to use the full lane. There are no striped bicycle lanes on streets marked with sharrows.

18

Christophe Schneiter

To: cynthia mathews
Subject: RE: Plantronics Supports Route 1-9 Intersection Improvement Project

From: "Kannappan, Ken" <ken.kannappan@plantronics.com>
Date: July 11, 2014 8:49:06 PM PDT
To: cynthia mathews <mathews@cruzio.com>
Subject: FW: Plantronics Supports Route 1-9 Intersection Improvement Project

FYI, thanks for your leadership on this.

From: Kannappan, Ken
Sent: Friday, July 11, 2014 11:17 AM
To: 'matt.c.fowler@dot.ca.gov'
Subject: Plantronics Supports Route 1-9 Intersection Improvement Project

Dear Matt,

I am writing to support the improvements planned by the City of Santa Cruz and Caltrans.

Plantronics employs well over five hundred of our associates at our headquarters located blocks away from the Highway 1-9 intersection. We believe the project is helping to address a clearly important issue where these roads connect. This situation is worsening and delaying action means that it would get worse, frustrating and endangering those who drive, bike, or walk in the area. We believe the project will begin to address the problems, improving traffic flow and safety.

I know that there are environmental concerns. However, improvements are likely to help the amount of air pollution by reducing the impact of 80,000 plus cars a day stuck idling on these roads. Caltran's studies indicate that the project will not have a significant environmental impact. Maintaining the status quo, however, is likely to worsen this situation while reducing the quality of life for those who are impacted by this congestion.

18-1

Sincerely,

Ken

Ken Kannappan
President & CEO
Tel: +1-831-458-7741

Plantronics
345 Encinal St., Santa Cruz, CA 95060

1

Response to Comment 18 from Ken Kannappan, Plantronics

Response to Comment #18-1: We appreciate your support of the project and your comments that the project will begin to address the problems at the intersection, improving traffic flow and safety.

19

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Monday, June 23, 2014 3:17 PM
To: Hoffmann, Yvonne M@DOT
Subject: FW: route 1/9 Intersection Improvement Project

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

From: Arlene Kozimbo [mailto:arlene@touchedandtransformed.com]
Sent: Monday, June 23, 2014 3:15 PM
To: Fowler, Matt C@DOT
Subject: route 1/9 Intersection Improvement Project

Hi Matt,

I got a letter about this project and use this intersection every day for work—I work on Portrero St.—so its of interest of me personally.

For the most part it sounds good to me, but I'm curious about this one aspect of the plan:
On northbound River Street, change the left-turn lane to a through/left-turn lane

Right now that left turn is controlled by a left turn signal. Will that left turn signal coincide with the green light for through traffic going north on River St?

I'm concerned that if it does not, people wanting to go left can get stuck behind people waiting to go straight because the through light is still red, and then the people wanting to turn left will miss their green light to turn and subsequently hold up the people behind them who want to go straight.

How are planning for this scenario?

19-1

Warmly,
Arlene Kozimbo

1

Response to Comment 19 from Arlene Kozimbo

Response to Comment #19-1: Yes, the green light for the left-turn signal will coincide with the green light for through traffic on northbound River Street. Due to the lane configuration, the signal operations are "split-phase," which means the left-turn, through and right-turn movements of each individual leg occur at the same time. This is the only way shared lane configurations (shared left/through) are feasible. So, left-turn traffic shouldn't be delayed behind people waiting to go straight. Because the project would provide two receiving lanes on northbound Route 9, it is anticipated that the extended queues on Route 9 would occur less frequently.

20

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Wednesday, July 09, 2014 3:29 PM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Hwy 1 and 9, bike lanes

From: Chris Krohn [mailto:ckrohn@ucsc.edu]
Sent: Wednesday, July 09, 2014 3:24 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1 and 9, bike lanes

Dear Matt Fowler,

Bike lanes are an essential design feature to keep cyclists safe through the busy intersection at Highways 1 and 9 in Santa Cruz. I very much appreciate the improved bike lanes that are currently included in the project. I urge the commission to leave these essential features in the final plan. Thank you for their inclusion. 20-1

Sincerely,

Chris Krohn

Chris Krohn
Internship Director
Dept. of Environmental Studies
1156 High Street ISB 491
University of California, Santa Cruz
ckrohn@ucsc.edu
831-459-2104
envs.ucsc.edu/internships/

SPRING Office hours: Monday 10a-12NOON, Wed. 10-12noon, Friday 11a-1p for one-on-one meetings with students.


https://twitter.com/InternshipsUCSC

FACE BOOK

1

Response to Comment 20 from Chris Krohn

Response to Comment #20-1: We appreciate your comment that bike lane improvements at the Route 1/9 intersection should remain in the final design plan.

21

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Tuesday, July 01, 2014 9:39 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Santa Cruz Highway 1/9 interchange

-----Original Message-----
From: lanclos@gmail.com [mailto:lanclos@gmail.com] On Behalf Of Kyle Lanclos
Sent: Tuesday, July 01, 2014 6:59 AM
To: Fowler, Matt C@DOT
Subject: Santa Cruz Highway 1/9 interchange

I just read the Santa Cruz Sentinel article that invited feedback on proposed modifications to the highway 1/9 interchange:

http://www.santacruzsentinel.com/news/ci_26065520/

Just like everyone else in Santa Cruz, I have an opinion. In my experience, there are multiple different ways that traffic gets consistently snarled here:

1. Despite having two turn lanes, the left turn northbound highway 1 to southbound River street regularly backs up enough to block traffic continuing on northbound highway 1.

2. The light cycle is not long enough to allow sufficient traffic in either direction on highway 9.

3. The light cycle is not adequate for the volume of traffic continuing northbound on highway 1. This is exacerbated by problem #1.

I don't see additional lanes as accomplishing much to relieve problems that are largely the result of traffic volume, as opposed to poorly managed traffic. The sheer volume of cars travelling on highway 1 dictates the priorities for the light cycle. I don't think you're going to get much relief without addressing that problem.

My suggestion? I encourage you to evaluate installing underpasses (or overpasses, I suppose) for continuing traffic in both directions on highway 1. The largest volume of traffic would not be stopped at all, and the priorities for the light cycle would shift accordingly.

I think you'd make a lot of people happy with such an arrangement, assuming they didn't form lynch mobs while the construction was taking place.

You might also consider completely remapping the intersection:

http://en.wikipedia.org/wiki/Diverging_diamond_interchange

Thanks for reading, and good luck.

--Kyle

21-1

Response to Comment 21 from Kyle Lanclos

Response to Comment #21-1: A grade separation at the Route 1/9 intersection has been considered in the past. According to the 1954 Freeway Agreement, the ultimate plans for the Route 1/9 intersection included a local road overcrossing of Route 1 spanning Route 9/River Street. The local roads were slated to have right-turn in-and-out movements onto Route 1. A similar or hybrid concept was studied by Caltrans in 2001 in the Project Study Report-Project Development Study (PSR-PDS) or the Project Initiation Document (PID) as Alternative 3A. It consisted of upgrading the at-grade intersection to a tight diamond interchange, constructing an overhead on Route 1, and replacing the San Lorenzo River Bridge. However, Alternative 3A had excessive costs, significant impacts to the adjacent quadrants (including property takes), and no foreseeable future funding. Based on funding availability and the desire to improve near-term traffic operation at the intersection, the current at-grade intersection improvements alternative was selected as the proposed project.

Regarding the reasons why traffic congestion occurs at the Route 1/9 intersection, it is acknowledged that there are operational and queuing problems today because of the sheer volume of traffic. Traffic problems will continue to occur in the future under project conditions when traffic is expected to increase. However, the project would provide additional capacity and reduce congestion, queues and delay compared to no-project conditions. After completion of the project, the duration of the cycle length will be revisited and “optimized” to minimize the total delay for all vehicular traffic passing through the intersection. Traffic analysis has shown that, with the project, the intersection would operate more efficiently, with a longer cycle length.

22

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Tuesday, July 01, 2014 9:38 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Hwy 1/9 widening

From: Carol Long [mailto:cjlong3@sbcglobal.net]
Sent: Monday, June 30, 2014 11:48 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1/9 widening

Please do not remove our 25 heritage trees at this site, which relieve the industrial landscape and provide bird habitat in the city. 22-1

Heritage trees don't grow overnight, but heritage does actually grow on trees.

Carol Long

1

Response to Comment 22 from Carol Long

Response to Comment #22-1: Regarding your comment that the heritage trees should not be removed, we would like to clarify that, of the approximately 25 trees that occur within the project limits and would likely be removed, approximately 8 trees are larger-diameter trees that could meet the City's criterion for heritage trees. This will be confirmed during the final design phase and with the preparation of an arborist report. City of Santa Cruz Municipal Code Section 9.56 requires mitigation for heritage tree removal, with the option of either paying a $250.00 bond for each tree to be removed and then replanting onsite or making a $150.00 donation to the City's Tree Trust fund for each tree to be removed. The replanting option requires the applicant to plant three 15-gallon trees (representing a 3:1 ratio) or one 24-inch-box-size specimen tree (representing a 1:1 ratio) for each approved tree removal.

To address potential impacts to nesting birds, vegetation removal would occur during the non-breeding season for most migratory birds (generally between October 1 and January 31) to the extent feasible. If possible, construction activities would begin before the nesting season for most birds (generally February 1 through September 30) to discourage noise-sensitive raptors and other birds from attempting to nest within or near the study area. If beginning construction activities (including vegetation removal) before the breeding season is not possible, Caltrans or the City would retain a qualified wildlife biologist to conduct nesting surveys before the start of construction. If an active nest is found in the survey area, a no-disturbance buffer would be established around the site to avoid disturbance or destruction of the nest site until the end of the breeding season (September 30) or until after a qualified wildlife biologist determines that the young have fledged and moved out of the project area.

23

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Tuesday, July 08, 2014 4:16 PM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Hwy 1/9 Intersection Improvement Project

From: Steve Lustgarden [mailto:slustgarden@gmail.com]
Sent: Tuesday, July 08, 2014 3:44 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1/9 Intersection Improvement Project

Hello,
This intersection is very dangerous for cyclists and pedestrians.
We understand that bike lanes are currently included in the project and request that these improvements remain included.
As cyclists who pass through this intersection on a regular basis, we can tell you that it is a high risk location that needs much greater protection for people on foot and on bicycles.
thank you,
Steve Lustgarden
Susan Kauffman
28 Hanover Ct.
Santa Cruz, CA 95062

23-1

1

Response to Comment 23 from Steve Lustgarden and Susan Kauffman

Response to Comment #23-1: As your comment suggested, the concern for bicyclist/pedestrian safety was considered during project development. Although not every measure can be incorporated due to the high vehicular traffic volumes, the proposed features for bikes and pedestrians are included in the project. Improvements include adding bicycle lanes on Route 9, as described in Section 1.4 *Alternatives* of the environmental document.

24

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Thursday, July 03, 2014 8:22 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: hwy 1 /9 interchange

From: Lee Marshall [mailto:knewconcepts@yahoo.com]
Sent: Wednesday, July 02, 2014 6:52 PM
To: Fowler, Matt C@DOT
Subject: hwy 1 /9 interchange

Hi Matt...I moved my business out of the Harvey West area because of all of the traffic problems in getting in and out.
Having spent several years there, and having gone through the total impasse of several hours when a water main broke, I have taken the time to work on the problem and I would like to offer a suggestion.

The railroad runs parallel to hwy 9, crosses hwy 1, and then continues on (but not part of my proposal). My suggestion is to raise the grade on both sides of the railroad to rail level, and pave it (leaving the rails still operable as it is on Chestnut). This would enable the new exit to be fed from Encinal, Fern, and Coral. Traffic would flow only toward hwy 1 and would only turn North. 24-1

Traffic turning South would exit as it does now.

I am not a traffic engineer, so I imagine that this would need adjustment, but I truly feel that this would provide immediate relief and in particular during the total disaster contemplated during the changes envisioned for the main interchange.

I totally understand the NOT INVENTED HERE syndrome, but I really think that this at least should be considered.

Lee (the saw guy)
www.knewconcepts.com

1

Response to Comment 24 from Lee Marshall

Response to Comment #24-1: Although potentially important and beneficial to local and regional transportation in Santa Cruz, providing a separate access to and from the Harvey West Park area is 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 or access north of the 1/9 intersection is inconsistent with Caltrans' planning concept for Route 1.

1 25

SANTA CRUZ COUNTY GROUP
Of The Ventana Chapter
P.O. Box 604, Santa Cruz, CA 95061
https://ventana2.sierraclub.org/santacruz/
e-mail: sierraclubsantacruz@gmail.com

July 10, 2014

Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401

RE: Route 1/9 Intersection Project in Santa Cruz

Dear Mr. Fowler,

The Sierra Club is concerned that the proposed changes to the Route 1/9 Intersection do not address the reality of global climate disruption. This project can do more to encourage sustainable modes of transportation as well as preserve our heritage trees. Narrowing sidewalks for pedestrians, creating substandard 4 feet wide bike lanes and increasing crossing distances at a busy intersection do not help reduce automobile trips.

The proposed changes violate the goals pertaining to bicycle, pedestrian and transit travel of the City General Plan and the Master Transportation Study. The proposed project is even more appalling since it does not significantly improve the situation for motorists. 25-1

We oppose the removal of the grove of heritage eucalyptus trees at the northern corner of Highway 1/9 intersection. This grove has a long history. It is a last remnant of rural Santa Cruz and its loss will dramatically alter the look and feel of the area, creating an urban sterile environment-not a welcoming green appearance for visitors entering our city. The heritage redwood tree in front of the medical office on the southeast corner of the intersection should also be saved.

People visit Santa Cruz to enjoy the natural landscape. Do you want to create an attractive entrance with trees and landscape or a hardscape that looks like L.A.?

This project does not fulfill the goals of the Sierra Club Transportation Policy: 25-2

- The Sierra Club supports transportation and systems that:
  minimize the impacts on and use of land, airspace and waterways, minimize the consumption of limited resources, including fuel, and reduce pollutant and noise emissions;
- provide everyone, including pedestrians, bicyclists and transit users, with adequate access to jobs, shopping, services and recreation;

—National Sierra Club Policy

Please improve cyclist/pedestrian safety and save trees in this project: 25-3

1) 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 cyclists and pedestrians: It removes landscape strips, narrows sidewalks and bike lanes and increases crossing distances.

25-3 cont'd

2) The landscaping in front of the Page Smith House should not be removed. This greenery and the landscape strips on River Street make commuting along Route 9 more bearable for pedestrians and beautiful for motorists.

• In your current plan, 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. A tree-lined landscape strip increases pedestrian safety and comfort and buffers pedestrians and cyclists from the motor vehicles. Existing street trees on River Street would be cut down and converted to a traffic lane.

25-4

3) The conceptual design of the project does not employ best practices for pedestrian and cyclist safety.

• Increased crossing distances expose walkers to motor vehicle traffic for longer periods of time and are more dangerous for pedestrians and cyclists.

a

• Green lanes or clearly marked bike lanes are needed to direct the pathways for cyclists to follow from the bike lane/shoulder to the marked bike lane at the front of the intersection. These markings serve to alert motor vehicle drivers of cyclists' presence.

b

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

c

• No cyclist/pedestrian counts were contained in the report. Casual observation of this intersection shows cyclists and pedestrians crossing frequently. The Page Smith House and Santa Cruz Homeless Services Center generate many pedestrian trips across the intersection. The Emma McCrary mountain bike trailhead, Costco, other businesses are destinations for many cyclists using this intersection.

d

25-5

• The added lanes on the two legs with the marked crosswalks would increase the distance that pedestrians and cyclists would have to travel to cross the intersection. **Sufficient green traffic signal time is necessary for pedestrians and cyclists to cross this wide intersection before the light turns red.**

e

• 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 are looking left for oncoming vehicles instead of looking right to see pedestrians

f

• Appropriate traffic island design, pavement markings and signage are needed to ensure motorists slow down and yield to any cyclists and pedestrians before merging onto Highway 9 or River Street.

g

Sierra Club, Santa Cruz Group

• A curb cut is needed where the bike/pedestrian access to the Gateway Shopping Center intersects River Street. 25-5 h

4) The Initial Study states that the San Lorenzo Multipurpose Path under Route 1 is now considered the primary north/south route for pedestrians and bicyclists. This is not acceptable for people commuting by foot or bike.

• This path does not work for pedestrians whose origin or destination is the Homeless Services Center since it is a much longer trip.

• Walkers and Cyclists taking the path under Route 1 must pass transient encampments and questionable characters even during the daytime. 25-6

• The lighting is not adequate with only two such lights, one on either side of the underpass. Many people do not feel comfortable and safe walking on this path under Route 1 during the day and especially after dark. The adjoining portion of the San Lorenzo River Walk is closed at sunset.

5) A second entrance is a better solution.

A better solution to the traffic congestion that will also be better for pedestrians and bicyclists is a second entrance to Harvey West which would eliminate the need to widen the 1/9 Intersection. A second entrance/exit should be a higher priority than the proposed project which does not alleviate the current problem. 25-7

We urge you to consider these comments to preserve our environment and create a green, beautiful entrance to our city.

Sincerely:

Greg McPheeters
Chair, Santa Cruz Group, Sierra Club

Response to Comment 25 from Greg McPheeters, Sierra Club, Santa Cruz Group

Response to Comment #25-1: As discussed in Section 2.4, *Climate Change,* in the environmental document, there are four main strategies for reducing greenhouse gas emissions from transportation sources to address climate change: 1) improving the transportation system and operational efficiencies, 2) reducing travel activity, 3) transitioning to lower greenhouse gas-emitting fuels, and 4) improving vehicle technologies/efficiency. While the proposed project does not address all these means, it would improve the transportation system and operational efficiencies at this main intersection. Also, adding bicycle lanes to Route 9 may increase bicycle use and reduce vehicle miles traveled, reducing greenhouse gas emissions. As described in Section 2.4, the following measures will also be included in the project to reduce the greenhouse gas emissions and potential climate change impacts from the project:

1. Caltrans and the California Highway Patrol are working with regional agencies to implement Intelligent Transportation Systems (ITS) to help manage the efficiency of the existing highway system. Intelligent Transportation Systems commonly consist of electronics, communications, or information processing used singly or in combination to improve the efficiency or safety of a surface transportation system.
2. In addition, the Santa Cruz County Regional Transportation Commission provides ridesharing services and park-and-ride facilities to help manage the growth in demand for highway capacity.
3. The project would incorporate the use of energy-efficient lighting, such as LED traffic signals and street lights.
4. According to Caltrans' Standard Specifications, the contractor must comply with all local Air Pollution Control District (APCD) rules, ordinances, and regulations for air quality restrictions.

An individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its *incremental* change in emissions when combined with the contributions of all other sources of greenhouse gas. Because the proposed project would improve operation at this intersection, it would reduce the greenhouse gas emissions contributing to the cumulative impact of global climate change.

Refer to Section 2.4, *Climate Change*, in the draft environmental document for more information on the active role Caltrans has taken to address greenhouse gas emission reduction and climate change.

Regarding your comments concerning sustainable modal choices, the proposed project complies with the current Highway Design Manual and DD-64-R1 (Complete Streets: Integrating the Transportation System).

The intent of Caltrans Deputy Directive Number 64 Revision #1: Complete Streets - Integrating the Transportation System (DD-64-R1) is to ensure that travelers of all ages and abilities can move safely and efficiently along and across a network of complete streets, including bicyclists, pedestrians, transit riders, and motorists appropriate to the function and context of the facility. (www.dot.ca.gov/hq/tpp/offices/ocp/complete_streets_files/dd_64_r1_signed.pdf)

Mobility for all travel modes is recognized as an integral element of the transportation system. Therefore, the guidance provided by the Highway Design Manual complies with DD-64-R1.

The proposed project does not conflict with this directive and supports it by providing improvements for bicycles (additional bike lanes) and pedestrians (additional sidewalks).

Response to Comment #25-2: The draft environmental document acknowledges the proposed project would generally increase the urbanized feel and look of the Route 1/9 intersection with the removal of trees and other changes. Measures to reduce this impact include replacement landscaping that would adhere to specifications outlined in Sections 2.1.5 and 2.3.1 of the draft environmental document (e.g., replacement plants would be native and indigenous to the area and would be planted within the first year of project completion). Also, City of Santa Cruz Municipal Code Section 9.56 requires mitigation for heritage tree removal, with the option of either paying a $250.00 bond for each tree to be removed and then replanting onsite or making a $150.00 donation to the City's Tree Trust fund for each tree to be removed. The replanting option requires the applicant to plant three 15-gallon trees (representing a 3:1 ratio) or one 24-inch-box-size specimen tree (representing a 1:1 ratio) for each approved tree removal.

The proposed improvements at the Route 1/9 intersection are not in conflict with these goals and are consistent with the Sierra Club goals when compared to other alternatives for improving this intersection. For example, if a grade separation (overpass or underpass) were implemented as suggested by several commenters, the project footprint would be larger, there

would be greater impacts on the surrounding land uses (right-of-way acquisition and displacement) and natural resources (greater encroachment on the drainage and tree removal), and more construction impacts (greater fuel use, pollutant and noise emissions). The project includes additional bicycle lanes on Route 9, which would improve bicycle access to jobs, shopping, services and recreation in the Harvey West Park area.

Response to Comment #25-3: The proposed project would improve cyclist/pedestrian safety by adding bicycle lanes to Route 9 and improving the crosswalks (removing the pork-chop islands and shortening the crossing distance on Route 1). The draft environmental document acknowledges the proposed project would generally increase the urbanized feel and look of the Route 1/9 intersection with the removal of trees and other changes. Measures to reduce this impact include replacement landscaping that would adhere to specifications outlined in Sections 2.1.5 and 2.3.1 of the draft environmental document (e.g., replacement plants would be native and indigenous to the area and would be planted within the first year of project completion). Also, City of Santa Cruz Municipal Code Section 9.56 requires mitigation for heritage tree removal.

The project does not conflict with the City's General Plan goals and policies that cite the importance of improving access from Harvey West Park area and a possible alternate approach to downtown; these improvements can be pursued separately. Consistency with state, regional, and local plans was discussed in Section 2.1.1, *Land Use*. 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 to 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.

Response to Comment #25-4: Loss of landscaping would be replaced where space allows, or owners would be compensated for their loss of landscaping. The landscaping is being removed to minimize right-of-way impacts on adjacent private properties and reduce acquisition, utility impacts, and costs.

Response to Comment #25-5: Your comment is addressed as follows:

a. 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 under *Pedestrians and Bicycle Facilities* 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)

b. Green lanes or similar markings to direct bicyclists and alert drivers: Green lanes will be explored during the final design phase; however, the proposed project must comply with design policies in the State right-of-way.

c. 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.

d. Caltrans acknowledges that pedestrians frequently cross the Route 1/9 intersection. It should be noted that signal changes will be made to provide adequate green time for pedestrians (including bicyclists who act as pedestrians) to cross the intersection. After completion of the project improvements, signal timing changes 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.

e. The crossing distances would decrease across Route 1 and increase by only 2 feet across River Street, as described under "a" above. Sufficient green time will be provided for pedestrians and bicyclists, as described under "d" above. The green time will be long for all legs of the intersection to accommodate heavy vehicular traffic. Because bicyclists share the right-of-way and have the same green time, this will apply to them too. The option of providing long yellow clearance intervals will be explored during the signal design phase.

f. Removal of the pork-chop island would actually reduce the distance traveled by pedestrians, as described under "a" above. Removing 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.

The traffic median design, pavement markings and signage will be per Caltrans standard design specifications and in compliance with the California Vehicle Code, which requires motorists to yield to pedestrians that are in a crosswalk. This will encourage motorists to slow and yield to pedestrians/bicyclists before merging onto Route 9 over River Street.

g. The current bicycle in/out access point to the Gateway Shopping Center is Potrero Street and Cottonwood. Because Potrero has signals, this would be the preferred access point.

Response to Comment #25-6: Regarding the characterization of the San Lorenzo Multipurpose Path as a main north/south route for pedestrians and bicyclists, the environmental document correctly states that the City considers the San Lorenzo River Multipurpose Path to be a main 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 #25-7: Although potentially important and beneficial to local and regional transportation in Santa Cruz, providing a separate access to and from the Harvey West Park area is 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 or access north of the 1/9 intersection is inconsistent with Caltrans' planning concept for Route 1.

Route 1/9 Intersection Improvement Project in Santa Cruz

26

COMMENT CARD
Monday, June 30, 2014

NAME: SEAN M. MONAGHAN

ADDRESS: 200 CORAL ST. CITY: S. CRUZ ZIP: 95060

REPRESENTING: BRONZE WORKS / MYSELF

Do you wish to be added to the project mailing list? ☒ YES ☐ NO

Please drop comments in the Comment Box or Mail to:

CALTRANS
Attention: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401
Or Email to: Matt.c.fowler@dot.ca.gov

I would like the following comments to be considered (please print):

WORKING ~~BEING~~ ON CORAL ST. FOR 23 YEARS, I HAVE ALWAYS ENJOYED THE "RIGHT TURN ONLY" LANE GOING SOUTH ON (9)/RIVER ONTO NORTHBOUND (1). WITH THE FIVE PROPOSED "SOUTHBOUND (9)/RIVER" LANES, THE LANE GOING TO NORTH (1) IS NO LONGER A STRAIGHT SHOT, SO IT WILL TYPICALLY BE BLOCKED. I ASK THAT THESE BE KEPT AT 4 LANES GOING SOUTH ON (9)... ~~THAT IS, I THINK~~, LEFT ONLY FOR LANE #1, STRAIGHT OR LEFT FOR LANE #2, STRAIGHT ONLY LANE #3, (MAYBE LEFT + STRAIGHT?) AND RIGHT ONLY FOR LANE #4. (I LIVE AND TEACH PART-TIME ON THE WEST SIDE.) THE OTHER CHANGES LOOK GOOD TO ME, AND IF A #5TH LANE MUST BE MADE, PLEASE MOVE FORWARD QUICKLY ON AN EGRESS AROUND GRANITE ROCK AREA HEADING NORTH ON HIGHWAY (1).** ALSO → TURN OVER

26-1

Comments to be submitted in writing no later than Friday, July 11, 2014

Caltrans

ANOTHER REASON TO LEAVE SOUTH BOUND (9) AT 4 LANES, IS BECAUSE HAVING 3 LEFT TURN LANES ONTO A 2 LANE SOUTH BOUND (1) IS NOT THAT HELPFUL.....

AND ANOTHER REASON TO KEEP A "RIGHT ONLY" TURN LANE (THAT IS NOT PINCHED OFF) IS THAT IT ALLOWS A "PASSIVE" EXIT, WHERE THE LIGHT IS NOT REQUIRED TO TURN GREEN BEFORE PEOPLE CAN EXIT HARVEY WEST PARK.

IN MY 23 YEARS OF OWNING A BUSINESS ON CORAL (BEFORE COSTCO, ETC), I HAVE SEEN THE TRAFFIC JAMS THAT LAST (LITERALLY!) FOR 4-8 HOURS, SUCH AS WHEN A PEDESTRIAN WAS HIT CROSSING (CLOSED AS A CRIME SCENE) AND WHEN THE WATER MAIN BROKE ON SEVERAL OCCASIONS. I ALSO SEE THE LARGE FIRE TRUCKS AND AMBULANCES ALMOST EVERY DAY AT THE SHELTER AND ELSEWHERE.

** IF THERE WERE EVER A TRUE EMERGENCY (FIRE, ETC.) IT WOULD BE A REAL DISASTER TRYING TO GET A LOT OF PEOPLE OUT OF HARVEY WEST QUICKLY WITH ONLY ONE EGRESS.

26-1 cont'd

Response to Comment 26 from Sean M. Monaghan

Response to Comment #26-1: Regarding the lane configuration on southbound Route 9, extending the right-turn lane to Coral is not feasible without structural impacts to the Rebele Family Shelter building. Widening the Route 9 alignment eastward (to avoid the Rebele Family Shelter building and provide for an extended right-turn lane from Route 1 to Coral Street) requires additional right-of-way and environmental impacts along the Arroyo drainage as well as Central Home Supply. The traffic operational analysis concluded:

- The projected movement in 2030 for southbound Route 9 turning right to northbound Route 1 is relatively light. Operations can be managed with the shorter right-turn lane, and the lane does not need to extend to Coral Street.

- The heavier projected movement in 2030 is southbound Route 9, main turning left to southbound Route 1. Intersection operations are better managed with three left-turn lanes. It should be noted that southbound Route 1 has three receiving lanes. In the future, the thrid drop or merge lane will be extended as an auxiliary lane across the San Lorenzo River as part of the Route 1/San Lorenzo River Bridge Replacement project. This project went through the scoping process, and development of preliminary design alternatives is scheduled to begin in 2015.

Regarding access to and from the Henry West Park area in the event of an emergency, the project would improve access during an emergency as well, but would not entirely alleviate access and flow disruptions if Route 9 was blocked. Although potentially important and beneficial to local and regional transportation in Santa Cruz, providing a new access road to leave the Harvey West Park area is beyond the scope of the proposed project.

27

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Tuesday, July 01, 2014 9:25 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Intent to adopt a mitigated negative declaration for the route 1/9 intersection improvement project

---

From: Alexis Morgan [mailto:emailalexism@gmail.com]
Sent: Sunday, June 29, 2014 12:04 PM
To: Fowler, Matt C@DOT; lrobinson@cityofsantacruz.com
Subject: Intent to adopt a mitigated negative declaration for the route 1/9 intersection improvement project

Dear Mr. Fowler and Ms. Robinson,

I am contacting you because I received a letter indicating that there are plans to "widen the intersection at Route 1 and Route 9" to accommodate more traffic. I am writing to inquire about whether there has been consideration or support for converting two major intersections in Santa Cruz -- the intersection of routes 1 and 9 and the intersection of routes 1/Mission/Chestnut Street Extension into roundabouts.

These existing intersections are characterized by vast swaths of asphalt and queues of idling vehicles. Studies show roundabouts are safer for pedestrians, cyclists and drivers, and there are significant environmental and cost savings.
For example, see http://onlinepubs.trb.org/onlinepubs/nchrp/nchrp_rpt_672.pdf
https://www.dot.ny.gov/main/roundabouts/files/Emissions_Reduction.pdf

Additionally, these studies cite the aesthetic appeal of roundabouts. Centering these intersections around a thoughtfully landscaped circle could be a significant aesthetic improvement over what we have now. Now, the existing intersections could easily be mistaken for parking lots. These intersections are the first thing people see when entering town: Wouldn't it be lovely to present a view that is more characteristic of Santa Cruz?

27-1

Thank you for your consideration.

Sincerely,

Alexis Morgan
205 Beachview Avenue, Santa Cruz 95060
408-726-1766

1

Response to Comment 27 from Alexis Morgan

Response to Comment #27-1: We appreciate your suggestions for a roundabout at the Route 1/9 intersection and the Route 1/Mission/Chestnut Extension intersection. This response focuses on the Route 1/9 intersection because that is the proposed project being evaluated. See below for a brief discussion of other separate projects.

A roundabout at Route 1/9 was not a formal alternative considered because it would require a larger footprint and would result in more impacts to the adjacent land uses (more property acquisition) and biological resources (drainage and riparian vegetation). Because of the heavy existing and future traffic volumes at the Route 1/9 intersection, a roundabout at this location would not provide enough capacity to accommodate existing or future traffic volumes. The maximum approach volume at a two-lane roundabout, with very low circulatory flow (i.e., most vehicles would turn right and not use the roundabout to go straight or "left"), is approximately 2,400 vehicles per hour. Approach volumes at the busiest legs of the Route 1/9 intersection exceed 2,400 vehicles, and the traffic movements have a high circulatory flow, with high volumes circulating ½ (through traffic) or ¾ (left turns) of the roundabout.

Also, a two-lane roundabout would require an inscribed circle diameter (footprint) of 150 to 230 feet with wide exit and entry lanes, requiring additional right-of-way. Although three-lane roundabouts do exist, they are rare and require even larger footprints of 200 to 260 feet. Multi-lane roundabouts are difficult for pedestrians and bicyclists to cross, thereby reducing the safety effects that one-lane roundabouts provide.

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.

28

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Wednesday, July 09, 2014 8:32 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Highway 1/9

From: K Mueller [mailto:k.mueller@yahoo.com]
Sent: Tuesday, July 08, 2014 10:12 PM
To: Fowler, Matt C@DOT
Subject: Highway 1/9

Dear DOT,

Please include bicycle lanes and other bicycle amenities at the Highway 1/9 intersection. 28-1

Thank You,

Karsten Mueller, Ph.D.

1

Response to Comment 28 from Karsten Mueller, Ph.D.

Response to Comment #28-1: As described in Section 1.4.1 of the final environmental document, the proposed project includes new bike lanes on northbound River Street and on Route 9 to facilitate bicycle use through the corridor. As the shoulder approaches Encinal Street, it transitions to a 4-foot-wide bike lane between the through lane and the right-turn lane into the Tannery. Additional transition lane striping per the Manual on Uniform Traffic Control Devices (MUTCD) will be included in the final design.

29

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Tuesday, July 01, 2014 9:34 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Please stop cutting the trees down! - the Nell's

From: Craig Nell [mailto:cnell@earthlink.net]
Sent: Monday, June 30, 2014 12:35 PM
To: Fowler, Matt C@DOT
Subject: Please stop cutting the trees down! - the Nell's

Dear Mr. Fowler,

Living on Jewell Street below the Elks Club now has a bleak Fresno landscape.
Yes, the drought is a factor which means planting new trees and vegetation is not a good idea, & at this time removing existing trees and healthy scrubs is in full swing.

Yes, over 30 trees cut & the rest of the the grove to go just for the new Memory Care Facility on the Elk property aka Tanner Heights area.

Yes, this has been a habitat area of birds including hawks.

Caltrans has already cleared many trees & continues to around the underpass and along Hwy. One where they once were a barrier from traffic noise and full on pollution.

One condo complex that was sheltered by the trees from the highway now has them traffic as their view and all that comes with it: noise, lights, exhaust, dust and so on!

The cemetery has been cutting trees near the Hwy. One ramp. 29-1

Now I hear you ready to cut down more - another stand of trees at Hwy. One & Hwy 9.

No doubt in the name of fixing the intersection mess which was created by City Planning and Caltrans.

Please stop cutting all the trees down!

The dust and the drought are here.

So why create more of a dusty desert for all the folks that live in this area.

There are hundreds of residents on both sides of the river that your planning cares little to nothing about. Maybe we are invisible?

Please stop all this tree cutting. This is the 3d year of a drought that could go on for quite awhile.

1

Thanks for your consideration,

The Nell's

124 Jewell Street

Santa Cruz, Ca.

Think Trees!

3

Response to Comment 29 from Craig Nell (The Nell's)

Response to Comment #29-1: Your concerns about tree removal for this project and other projects in the vicinity are appreciated. City of Santa Cruz Municipal Code Section 9.56 requires mitigation for heritage tree removal, either: 1) paying a $250.00 bond for each tree to be removed and then replanting onsite, or 2) making a $150.00 donation to the City's Tree Trust fund for each tree to be removed. The replanting option requires the applicant to plant three 15-gallon trees (representing a 3:1 ratio) or one 24-inch-box-size specimen tree (representing a 1:1 ratio) for each approved tree removal. Further, it is Caltrans standard procedure to revegetate when vegetation is removed.

30

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Monday, July 14, 2014 8:38 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Comments, Santa Cruz Hwy 1/9 Project

-----Original Message-----
From: Jack Nelson [mailto:nelson333@baymoon.com]
Sent: Friday, July 11, 2014 6:14 PM
To: Fowler, Matt C@DOT
Subject: Comments, Santa Cruz Hwy 1/9 Project

Hello Mr. Fowler:

Caltrans's Initial Study for the Highway 1/9 Intersection Project in Santa Cruz, is a well-presented document. Thank you for the opportunity to comment.

I am a retired land use planner in Santa Cruz, and I use this intersection both on my bicycle and in my car. This vehicle-choked intersection is a good demonstration of one principle of physics that is in action when so many people use single-occupant vehicles to get around: each car takes up substantial road space, and there will only be so many of them that can fit in a finite space, whether they are moving along or not. (The other principle of physics to be even more concerned with: the one about how greenhouse gas emissions have altered our planet's in/out energy balance, creating a colossal threat to our future.)

Meanwhile, are there more measures that can encourage bicyclists to brave this harrowing intersection? Don't forget that every bicycle makes one less car filling up the intersection. The inclusion of some new bike lanes in the proposed project is a good step. Is there a little more?

30-1

When I bicycle north from River Street, across the new even larger Highway 1 intersection, headed for Highway 9, I'd like to see a welcoming, signed bike lane to safely enter immediately as I make it through the long intersection. I don't see the proposed all-purpose 8 foot shoulder filling the bill. I'd also love to be guided by a "green lane" or other marking as I bike across in front of all those lanes filled with cars and trucks waiting for their turn to launch.

I use the river pathway as a happy alternative on my bike in the daytime, but I know many bicyclists are not going to find that, or it's out of the way when they are already at River Street, or they don't feel safe on the levee area after dark, or as women bicyclists passing by sketchy characters hanging around the levee, etc.

Is there any compelling reason a fully designated and signed bike lane cannot be included in the proposed location of the 8 foot shoulder on Highway 9, in that first northbound segment from Highway 1 to Fern Street? Since post-project vehicle traffic is likely to continue to back up here, I foresee vehicles competing with bicycles to use any free-for-all space merely designated as a “shoulder.” Vehicles turning right onto Highway 9 from westbound Highway 1 will especially be tempted to get around the intersection corner by stacking up tight into the new shoulder and, as some of us experience to great frustration as bike riders, these drivers will be blocking the safe, free flow of bicycles at times when the cars and trucks are all clogged up.

30-2

Designated, signed bike lanes notify drivers of the presence and legitimacy of bicyclists. Beginning the northbound Highway 9 bike lane immediately at the main 1/9 intersection would demonstrate greater respect for the value of the congestion-sparing

1

bicycle mode in this intersection, and create consistency of bike-access identity with the bike lane that is presently proposed to begin on Highway 9 northbound a block later at Fern Street. 30-2 cont'd

I would also like to advocate the seemingly very easy-to-add striping of bike lanes on Encinal Street in both directions from Highway 9 to the RR tracks, all of which appears to be in the designated project area. This street is well-used by bicylists, including those crossing Highway 9 at the Encinal light after using the river pathway. 30-3

Sincerely,

Jack Nelson
127 Rathburn Way
Santa Cruz CA 95062

Response to Comment 30 from Jack Nelson

Response to Comment #30-1: Your observations about the existing congestion and single-occupancy-vehicle contribution to the congestion and larger climate change issues are appreciated.

Your suggestion for more bicycle improvements, such as green lanes or other markings, will be explored during the final design phase. However, the project must comply with design policies in the State right-of-way.

The City will explore an appropriate location to add signage along River Street to direct people to the San Lorenzo Multipurpose Path. The City is in the process of improving lighting along the San Lorenzo River Multipurpose Path and is evaluating this segment of the path. Note that this is a local matter and outside Caltrans authority.

Response to Comment #30-2: Your suggestion for including a fully designated and signed bicycle lane in the 8-foot shoulder on northbound Route 9, between Route 1 and Fern Street, in the project was considered. However, it cannot be accommodated because, as the shoulder approaches Encinal Street, it transitions to a 4-foot-wide bike lane between the through lane and the right-turn lane into the Tannery complex. Additional transition lane striping per the Manual on Uniform Traffic Control Devices (MUTCD) will be included in the final design. The design, signing, and pavement delineation will conform to design policies in the State right-of-way, including the Caltrans Highway Design Manual (HDM) and Caltrans Standard Plans (CSP). Green lanes will be explored during the final design phase; however, the proposed project must comply with design policies in the State right-of-way.

Response to Comment #30-3: Your request to add striped bicycle lanes on Encinal Street between Route 9 and the railroad tracks has been considered. Currently, Coral, Fern and Encinal streets are not classified as bicycle routes and do not have bicycle lanes. Per the 2008 City of Santa Cruz Bicycle Transportation Plan, Class 2 bike lanes are proposed for Coral and Encinal streets, but not Fern Street. The proposed project would not prohibit these future improvements. The City will evaluate the development of bike lanes and a public process for the Harvey West Park area in the future, as this would require parking removals and possibly street widening.

31

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Tuesday, June 10, 2014 9:58 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Notice of intent to adopt a Mitigated Negative Declaration for Route 1/9 Intersection Improvement Project

From: George Newell [mailto:george@tanneryartscenter.org]
Sent: Saturday, June 07, 2014 1:23 PM
To: Fowler, Matt C@DOT
Subject: Notice of intent to adopt a Mitigated Negative Declaration for Route 1/9 Intersection Improvement Project

Matt,
I notice that you are planning improvements to the Route1/9 Intersection. Based on the notice dated May 30,2014 you indicate that there will be a bio lane added to the northbound Route 9. There is no need for a bike lane as there is currently an alternative bike route that passes under the Route 1 bridge over the San Lorenzo River. It is much safer than attempting to cross Route 1 at the intersection of Route 1/9.
George Newell

31-1

1

Response to Comment 31 from George Newell

Response to Comment #31-1: Although there is an alternative bike route (San Lorenzo River Multipurpose Path), bicyclists are currently using surface streets and are expected to continue using surface streets for a variety of reasons and destinations. Therefore, it is in the best interest of the City and Caltrans to continue to improve access and bicycle safety in the vicinity of this intersection.

32

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Tuesday, July 08, 2014 4:24 PM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Hwy 1/9 Intersection, Santa Cruz

From: mary odegaard [mailto:marytodegaard@gmail.com]
Sent: Tuesday, July 08, 2014 4:19 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1/9 Intersection, Santa Cruz

Hello Matt,

As a citizen of Santa Cruz I am pleased that Bike Lanes are apart of the Hwy 1/9 Intersection project. Bike Lanes are an essential design feature to keep cyclists safe through this busy intersection. It is important that they are part of this project please ensure that they remain so. 32-1

Sincerely Mary O.

1

Response to Comment 32 from Mary Odegaard

Response to Comment #32-1: Although there is an alternative bike route (San Lorenzo River Multipurpose Path), bicyclists are currently using surface streets and are expected to continue using surface streets for a variety of reasons and destinations. Therefore, it is in the best interest of the City and Caltrans to continue to improve access and bicycle safety in the vicinity of this intersection. The project includes improved bike lanes and wide shoulders to accommodate bicyclists.

33

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Tuesday, July 08, 2014 4:24 PM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Intersection of Hwy 9 and Hwy 1;Santa Cruz

-----Original Message-----
From: thomonan@cruzio.com [mailto:thomonan@cruzio.com]
Sent: Tuesday, July 08, 2014 4:14 PM
To: Fowler, Matt C@DOT
Subject: Intersection of Hwy 9 and Hwy 1;Santa Cruz

Please be sure to include much needed bike lanes in this area. They are needed for safety for bicyclists. 33-1
Thanks

Thomas Onan
831-457-1109

1

Response to Comment 33 from Thomas Onan

Response to Comment #33-1: Although there is an alternative bike route (San Lorenzo River Multipurpose Path), bicyclists are currently using surface streets and are expected to continue using surface streets for a variety of reasons and destinations. Therefore, it is in the best interest of the City and Caltrans to continue to improve access and bicycle safety in the vicinity of this intersection. The project includes improved bike lanes and wide shoulders to accommodate bicyclists.

34

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Friday, July 11, 2014 5:24 PM
To: Hoffmann, Yvonne M@DOT
Subject: FW: hwy 1/9 comments

From: Micah Posner [mailto:MPosner@cityofsantacruz.com]
Sent: Friday, July 11, 2014 4:50 PM
To: Fowler, Matt C@DOT
Cc: Christophe Schneiter
Subject: FW: hwy 1/9 comments

June 24th, 2014

This is a communication from one Councilmember. My comments do not necessarily reflect the City Council as a whole.

I am very supportive of the plans to include bike lanes and wide shoulders on River Street and Route 9 in the upgraded intersection plan. Please retain them into the final design. The City of Santa Cruz has a clear commitment through our General Plan and Climate Action Plan and very much supports Caltrans 'Complete Streets' Design standards. 34-1

I also hope that Caltrans and City Staff consider the below recommendations to support cycling:

- Sufficient green traffic signal time for cyclists to cross this wide intersection before the light turns red;
- Unobstructed sight distances at the free right turns from Highway 1 eastbound onto River Street and westbound onto Highway 9 so motorists can clearly see cyclists; also include appropriate traffic island design, pavement markings and signing to ensure motorists slow down and yield to any cyclists before merging onto Highway 9 or River Street; 34-2
- Green lanes or similar markings to direct the pathways for cyclists to follow from the bike lane/shoulder to the marked bike lane at the front of the intersection. These markings also serve to alert motor vehicle drivers of cyclists' presence;
- A curb cut where the bike/pedestrian access to the Gateway Shopping Center intersects River Street;
- A shoulder stripe or bike lane at the end of Coral Street eastbound at Highway 9 to prevent vehicles from getting too close to the shoulder and blocking bicycle access (as frequently happens now);

1

- A shoulder stripe or bike lane at the end of Fern Street eastbound at Highway 9 to prevent vehicles from getting too close to the shoulder and blocking bicycle access if this street is reconfigured like Coral Street as the plans appear to show;

- Bike lanes on Encinal Street as called for in the City's Bicycle Transportation Plan.

34-2 cont'd

We regard to pedestrians, I find it regrettable that the crossing distances for the new intersection will be lengthened. Please consider some kind of crossing island or other safety amendment to protect pedestrians during the crossing.

Sincerely,

Micah Posner
Santa Cruz City Councilmember

Response to Comment 34 from Micah Posner, City Council Member

Response to Comment #34-1: We appreciate your comment that bike lanes and wide shoulders on River Street and Route 9 improvements at the Route 1/9 intersection should remain in the final design plan, consistent with the City's commitments in the General Plan and Climate Action Plan and Caltrans "Complete Streets" design standards.

Response to Comment #34-2: Your recommendations to support cycling are addressed as follows:

a. Sufficient green traffic signal time for cyclists to cross the wide intersection: The green time will be long for all legs of the intersection to accommodate heavy vehicular traffic. Because bicyclists share the right-of-way and have the same green time, this will apply to them too. The option of providing long yellow clearance intervals will be explored during the signal design phase.

b. Unobstructed sight distances at the free right turns from Route 1 and pavement markings and signage to ensure motorists slow and yield to bicyclists: The design, signing, and pavement delineation will conform to design policies in State right-of-way, including the Caltrans Highway Design Manual (HDM) and Caltrans Standard Plans (CSP).

c. Green lanes or similar markings to direct bicyclists and alert drivers: Green lanes will be explored during the final design phase; however, the proposed project must comply with design policies in the State right-of-way.

d. Curb cut for bicycle/pedestrian access to Gateway Shopping Center: The current bicycle in/out access point to the Gateway Shopping Center is Potrero Street and Cottonwood. Because Potrero has signals, this would be the preferred access point.

e. Shoulder stripe or bike lanes on Coral, Fern and Encinal streets where they approach Route 9: Currently, Coral, Fern and Encinal Streets are not bicycle routes and do not have bicycle lanes. Per the 2008 City of Santa Cruz Bicycle Transportation Plan, Class 2 bike lanes are proposed for Coral and Encinal streets, but not Fern Street. The proposed project would not prohibit these future improvements. The City will evaluate the development of bike lanes and a public process for the Harvey West Park area in the future, as this would require parking removals and possibly street widening.

Also, the crossing distances would decrease across Route 1 and increase by only 2 feet across River Street.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. The distance has been revised on page 49 in the final environmental document 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)

35

July 7, 2014

Matt Fowler, Sr. Environmental Planner
Environmental Central Coast Branch
California Dept. of Transportation
50 Higuera St.
San Luis Obispo, CA 93401

Re: Santa Cruz HWY1/Hwy 9 Project

Dear Mr. Fowler,

Thank you for the opportunity to respond to CalTrans Initial Study/Proposed Mitigated Negative Declaration for HWY1/Hwy9 in Santa Cruz.

As a regular user (I have lived in the neighborhood for 40 years) of this interchange, these are my comments.

1. Careful consideration must be given to the mouth of Encinal St. It is the major street into Harvey West Industrial Park and one all Costco Shoppers use all days and evenings. Encinal St. currently has two turn lanes onto Encinal St. Then lanes quickly return to one. If you are to add more cars onto N. River St./Hwy9 by additional lanes, this will create congested lanes much like current situation, only larger. Also, Encinal St. at River St. has inadequate sidewalks, or no sidewalks for pedestrians. There are no bike lanes either. This is unsafe now. 35-1

Nowhere in the project I could find fixes these problems, just adds more cars.

2. CalTrans is to take down RIVER STREET sign. Please talk with city leaders. Most townsfolk intensely dislike the sign. You may not have to put it back. I would like to see tree landscaping. 35-2

3. Landscaped mediums and surrounding planting areas with Redwood trees would help with the loss of heritage Eucalyptus along the breach at the n/e corner of interchange. This would create sound and pollution barrier for the Tannery Arts Apartment Complex. 35-3

Again thank you for this opportunity to be part of this huge undertaking.

Sincerely,

Cathy Puccinelli
335 Golf Club Drive
Santa Cruz, CA 95060

Response to Comment 35 from Cathy Puccinelli

Response to Comment #35-1: The traffic study shows that Encinal Street could accommodate additional traffic resulting from improvements on Route 9. Currently, Encinal Street is not a formal bicycle route and does not have bicycle lanes. Per the 2008 City of Santa Cruz Bicycle Transportation Plan, Class 2 bike lanes are proposed for Encinal Street. The proposed project would not prohibit these future improvements. The City will evaluate the development of bike lanes, which would involve a public process for the Harvey West Park area in the future, as this would require parking removals and possibly street widening.

Response to Comment #35-2: The proposed project would affect the median surrounding the existing River Street gateway sign. As part of the project, the area would be reconstructed, and the gateway sign would be relocated to the new median. Your suggestion for not retaining the sign because it is not popular is one that would need to be explored separate from the project.

Response to Comment #35-3: Your comment requests replacement landscaping in the medians and surrounding areas with redwood trees to create a sound and pollution barrier for the Tannery Arts Apartment Complex. Mitigation measures identified in the draft environmental document include replacement landscaping. Also, City of Santa Cruz Municipal Code Section 9.56 requires mitigation for heritage tree removal, either: 1) paying a $250.00 bond for each tree to be removed and then replanting onsite, or 2) making a $150.00 donation to the City's Tree Trust fund for each tree to be removed. The replanting option requires a replacement with three 15-gallon trees (representing a 3:1 ratio) or one 24-inch-box-size specimen tree (representing a 1:1 ratio) for each approved tree removal.

36

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Wednesday, July 02, 2014 8:29 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: hwy9 & 1 interchange

-----Original Message-----
From: Redwood (Daniel) [mailto:redwood54@cruzio.com]
Sent: Wednesday, July 02, 2014 4:33 AM
To: Fowler, Matt C@DOT
Subject: hwy9 & 1 interchange

I'm a Santa Cruz resident.

One of the biggest problems with that intersection is the signs. A large percent of traffic is tourists, and they are confused by the signs. Some of the blockage is due to tourists changing lanes at the last minute because they're confused.

Particularly southbound 1. One of the biggest problems with the signs is that it looks like the through lanes go to Highway 9, so tourists sometimes get in the left turn lane, and then change at the last minute.

36-1

-d

1

Response to Comment 36 from Daniel Redwood

Response to Comment #36-1: Your comment that poor signage causes confusion among drivers (especially tourists), along with last minute lane changes that contribute to the congestion at the Route 1/9 intersection, is noted by the design team. Pavement delineation (striping) and signage will be in compliance with Caltrans standard requirements and will occur during the final design phase. Additionally, the City adopted *The Wayfinding Plan* in 2011. The purpose of the plan is to provide directional signage and markings along roadways and pathways to help guide motorists, bicyclists and pedestrians through the city. In *The Wayfinding Plan*, the City identified main gateways to the city, including the Route 1/9 intersection, where signage will be provided, improved or updated.

37

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Wednesday, July 02, 2014 8:28 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Hwy 9-Hwy 1 Improvements Santa Cruz

From: dreymerbizvideo2@juno.com [mailto:dreymerbizvideo2@juno.com]
Sent: Tuesday, July 01, 2014 9:04 PM
To: Fowler, Matt C@DOT
Subject: Hwy 9-Hwy 1 Improvements Santa Cruz

The Issue with the proposed improvements in widening the intersections of Hwy 9 and Hwy 1/17 is that it will still be a bottleneck to all traffic into the Harvey West Park/Industrial area because that is the ONLY way in or out.

A few years ago a water main burst at that intersection and stranded hundreds of people for 6-12 hours who either sat, or walked out and left their cars.

Much of the traffic is caused by Costco being a popular destination. The better solution is to create another road in/out near the Costco for safety reasons. This could be done by cutting through the Park to either Highland Ave. or Meadow Ave. and would alleviate the Costco traffic considerably thus benefiting the Hwy 9 traffic intersection as well, which would then not require any changes.

37-1

Having only one roadway, no matter how wide, is still not safe.

Diane Reymer
831 462 6595 tel/fax
dreymerbizvideo2@juno.com

"Our best years are not behind us but within us" Letty Cottin Pogrebin