

Response to Comment 37 from Diane Reymer

Response to Comment #37-1: 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 Park industrial area 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.

Erik's Property Management
1112 Callas lane #4
Capitola, Ca 95010
(831) 212-4329

June 26th, 2014

Dear Mr. Fowler,

I am the property manager for the house at 744 River Street. This is the residential home that is scheduled to be demolished for the intersection rebuilding at Highway 1 and Highway 9. Throughout the year, there are between 8 to 12 people that call 744 River street home. There is also a young father who is able to live there with his 5 year old boy with the help of the Section 8 Housing assistance.

38-1

I'm very concerned about the lack of relocation assistance since the preliminary report states there is "ample" vacancy in the rental stock available. I dispute the fact that there is plentiful alternative housing available for low income people. There is little supply of low cost rentals in this area to answer the large demand. The report is incorrect.

Have other options than demolishing the house been considered? How about moving the house back to accommodate the new roadway, or relocating the house to a different property? There is a large, unmet need for low cost rentals in Santa Cruz.

38-2

If other options are not available, I too will be adversely affected by the denial to property manage the house. The loss of income will directly affect my family of 5.

38-3

Thank you for considering my concerns. I believe this concept should be very thoughtfully studied further.

Respectfully,



Erik Santee
Erik's Property Management

Response to Comment 38 from Erik Santee, Erik's Property Management

Response to Comment #38-1: Caltrans will ensure that during the right-of-way-related negotiation phase, the City of Santa Cruz or its contractor will be in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. As described in Appendix C *Summary of Relocation Assistance* of the environmental document, any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee to see that all payments and benefits are fully used, and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the start of negotiations (usually the first written offer to purchase), tenant occupants of properties to be acquired are contacted soon after the initiation of negotiations and also are given a detailed explanation of the Relocation Assistance Program. The details of this program are contained in Appendix C of the environmental document.

If there are displacees in Section 8 housing, the City or its contractor must assure that Section housing is available to the displacees at the time of relocation.

Regarding the availability of low-income housing, the statement in the draft environmental document that there is an ample supply of properties similar to the renter-occupied home potentially displaced by the project is based on an online review of the rental website (www.apartmenthunterz.com) and classified advertisements in the *Santa Cruz Sentinel* (www.santacruzsentinel.com), conducted in January 2015 (see Section 2.1.2, *Community Impacts*, in the final environmental document). The residential replacement area, in the same zip code as the project area, can be characterized as having similar or better street usage, accessibility, composition, utilities, landscaping, and proximity to transportation. The term “ample supply” was removed from the final environmental document because of its subjectivity. Another online review of rental housing stock was conducted in August 2014 and had similar results.

Response to Comment #38-2: Options to demolishing the house (e.g., relocating farther back on the property or elsewhere) have been considered. However, for purposes of the environmental analysis, the draft environmental document assumed a worst-case scenario (full acquisition). The feasibility of moving the structure (and acquiring a portion of the property) is an option that would be explored as part of the right-of-way phase during the final design.

Response to Comment #38-3: Goodwill is not an option for a rental property. The appraisal process should use comparable properties, and the grantor would be compensated for the fair

market value of the property. The grantor can then use that compensation to buy a new rental property to replace the income generated by the rental. Accordingly, the loss of income from “managing” the family’s rental property is not a “Goodwill” issue. Any lost income from managing the family’s current rental should be made up by the purchase and rental of the replacement rental property.

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

Matt Fowler, Senior Environmental Planner
 California Department of Transportation
 50 Higuera Street
 San Luis Obispo, CA 93401
 June 30, 2014

Dear Mr. Fowler, et al

The Initial Study with Proposed Negative Declaration for the Route 1/9 Intersection Improvement Project is rife with inaccuracies, founded on outdated research and represents a myopic engineering approach by offering only one alternative solution to traffic congestion. City approved changes to the use and zoning in Harvey West Industrial Park have generated an enormous increase in vehicle traffic on Route 1 and River Street without planning requisite and timely street improvements. Since opening at this location in 1974, we have witnessed frequent marginalized safety and horrendous delays (up to six hours!) because of the single ingress/egress to Harvey West. The cost for Route 1/9 traffic remediation should be borne by the companies and agencies that have caused this traffic morass—not the company and residents most victimized by such poor planning!

39-1

The proposed widening of River Street north of Highway 1 displaces families and renders Central Home Supply virtually inaccessible in the current design. By taking 57,000 square feet of prime frontage land, coupled with a two feet high concrete median wall, Caltrans will force the closure of a valuable community-oriented business and make residents seek other affordable housing in an overcrowded market.

39-2

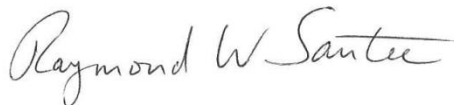
How ironic that this proposal addresses the air quality and the visual impacts from this project on the Homeless Services Center residents and ignores the effects on hundreds of customers and employees of Central Home Supply!

39-3

A full EIR and well-publicized public hearing are essential before this project goes forward.

39-4

Thank you for your attention,



Raymond (Rusty) Santee
 President, Central Home Supply

Response to Comment 39 from Raymond Santee, Central Home Supply

Response to Comment #39-1: In the statement that the environmental document is “rife with inaccuracies and founded on outdated research,” no specifics are provided as to what the inaccuracies are and which research is outdated. The methodologies used and the analysis presented are based on an industry standard approach that meets the requirements of the California Environmental Quality Act (CEQA).

The comment states that the proposed project represents a “myopic engineering approach by offering only one alternative solution to traffic congestion.” The environmental document analyzes one build alternative, but several other alternatives have been considered for this intersection. 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.

Also, as described in Section 1.4.3 of the environmental document, another alternative (Alternative 1, based on Alternative 2 in the Preliminary Scoping Report) was considered during the 2006 preliminary scoping exercise. Alternative 1 included adding a southbound left-turn lane on Route 1, a 12-foot through lane and 8-foot shoulder on northbound Route 9 from the intersection to Encinal Street, and a park and ride lot in the northeast quadrant (on the Caltrans right-of-way that is currently being used by Central Home Supply). However, this alternative was eliminated from further consideration because it did not adequately improve the operational capacity of the intersection and did not meet the project purpose and need.

Also, different design features were considered during scoping but rejected. Non-standard lane and shoulder widths were considered as a way to minimize impacts to drainage and to

reduce right-of-way impacts. However, reducing these widths required design exceptions that could not be approved because the reduced widths could affect safety at the intersection.

We appreciate your comments regarding the fact that land use and zoning changes in Harvey West Industrial Park have caused increased traffic without timely street improvements, that the cost of the Route 1/9 improvements should be borne by the companies and agencies that caused it, and that the single in/out to Harvest West has marginalized safety and caused delays. Although potentially important and beneficial to local and regional transportation in Santa Cruz, providing a new access road to exit the Harvey West Park area is beyond the scope of the proposed project.

Response to Comment #39-2: The impacts to the residential property at 744 River Street (APN 008-172-08-000) and to Central Home Supply at 808 River Street (APN 008-163-06-000) are disclosed in Section 2.1.2, *Community Impacts, Environmental Consequences*, of the environmental document.

Your comment states that the partial take of frontage land and a new median wall on Route 9 would force the closure of the business and make residents seek other affordable housing. It is the goal of the project development team to provide the greatest public good at the least private cost and to identify a project after considering social, economic, engineering and environmental effects, as well as consideration of public input and concerns. When the environmental document was circulated for public review, Caltrans offered to hold a public meeting upon request; a public meeting was held June 30, 2014, after two requests for a meeting were submitted.

Regarding the new median in Route 9, Caltrans Traffic Operations and Safety require that the 2-foot raised median on Route 9 remain in the project as planned to Fern Street. A right-turn-in and right-turn-out condition will result at the Central Home Supply driveway. Relocation of the Central Home Supply driveway will be considered in the final design and right-of-way phase of the project.

If businesses or residents need to be relocated, it is expected that replacement resources are available on the market to relocate the business and residents, and relocation assistance would be provided, as described in Section 2.1.2, which has been updated, and Appendix C of the final environmental document. However, the disposition of these properties would be determined as part of the right-of-way phase during the final design. Caltrans will ensure that during the right-of-way-related negotiation phase, the City of Santa Cruz or its contractor will be in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended.

Response to Comment #39-3: Your comment states that air quality and visual impacts on the Homeless Services Center residents are addressed, but the economic effects on Central Home Supply customers and employees are ignored. The City and Caltrans understand and acknowledge the potential effects on Central Home Supply customers and employees. CEQA requires that the environmental document disclose the environmental impacts that result from physical changes in the environment (e.g., air quality and visual effects on residents), not economic effects. CEQA Guidelines Section 15064(e) states that economic and social changes resulting from a project shall not be treated as significant effects on the environment. The economic and social effects cited do not result in a physical change; therefore, CEQA does not require evaluation. However, it is the goal of the project development team is to provide the greatest public good at the least private cost and to identify a project after considering social, economic, engineering and environmental effects.

Response to Comment #39-4: A public meeting was held on June 30, 2014, to provide additional information to the public, answer questions about the project, and provide another opportunity to comment. A notice of this meeting was sent to more than 900 recipients, including all properties in the project vicinity, including in the Harvey West Park area, and was posted in the *Santa Cruz Sentinel* newspaper on June 22, 2011. The comment review period for the draft environmental document was extended to July 11, 2014 (prior deadline was July 1, 2014) to provide additional time for those attending the June 30 meeting to comment.

It was determined that an Initial Study leading to a Mitigated Negative Declaration, not an environmental impact report (EIR), was determined the appropriate environmental document because all potential environmental impacts could be reduced to a less-than-significant level through project design and avoidance, minimization and/or mitigation measures. An EIR is required when there are significant and unavoidable environmental impacts that cannot be reduced to a less-than-significant level.

40

Central Home Supply
Reed Santee
808 River Street
Santa Cruz, CA 95060
reedsantee@gmail.com
831-212-5247 mobile

June 26th, 2014

Dear Mr. Fowler/ To Whom It May Concern:

As a third generation member of the family owned and operated business, Central Home Supply, I must express my protest for the proposed Route 1/9 Intersection Improvement Project. This proposal would provide **minimal improvement to the flow of traffic while wholly devastating our ability to do business at this location.**

40-1

The idea that adding lanes at this intersection will improve the flow of traffic, when there is clearly a major bottleneck within 30 yards of the light, is a serious error in judgement. Having traffic flow from the expanded three lanes down to two lanes at the Route 1 bridge over the San Lorenzo River is clearly not going to alleviate the congestion caused when three lanes merge down to two in such a short distance after a turn. Having spent time as a commercial driver on this corner, I can attest to the number of near accidents caused by the merging of lanes on both sides of this bridge. **I seriously debate that adequate and accurate data has been collected which incorporates the flow rates across the San Lorenzo River Bridge as a major limiting factor to the projected benefits of this proposal.**

40-2

Myself and many prominent citizens of the City of Santa Cruz request a proposal that won't waste money moving sidewalks, medians, signs and lanes around for a better one that will actually address the causes of congestion at this intersection: The Route 1 Bridge over the San Lorenzo River & The Fish Hook.

40-3

Adding extra lanes northbound on Highway 9 will similarly not serve any real improvements as those lanes are again restricted by the traffic light at Encinal St and by the left turn lane onto Fern St. These left turn lanes are additionally impacted by the volume of Southbound vehicles exiting the Harvey West area. **Has an alternate exit and entrance from Highway 1 North to Coral St and Harvey West Blvd been considered as an equally viable, and potentially less expensive alternative route that would not result in burying the tributary Arroyo de San Pedro Regalado?**

40-4

40-5

Not having received adequate notice, I request a properly advertised public hearing of this matter. I would also like to request a full EIR as required by CEQA.

40-6

Sincerely,

Reed Santee

Response to Comment 40 from Reed Santee

Response to Comment #40-1: Your opposition to the project is noted. For purposes of the environmental analysis, the draft environmental document assumed a worst-case scenario (full acquisition). The disposition of these properties would be determined as part of the right-of-way phase during the final design.

Caltrans will ensure that during the right-of-way-related negotiation phase, the City of Santa Cruz or its contractor will be in compliance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended. As described in Appendix C *Summary of Relocation Assistance* of the environmental document, any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee to see that all payments and benefits are fully used, and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the start of negotiations (usually the first written offer to purchase), tenant occupants of properties to be acquired are contacted soon after the start of negotiations, and also are given a detailed explanation of the Relocation Assistance Program. The details of this program are contained in Appendix C of the environmental document.

Response to Comment #40-2: Your comment states that adding traffic lanes at the Route 1/9 intersection would not improve flow because the traffic lanes merge from three lanes to two lanes on eastbound Route 1 just after the intersection before the San Lorenzo River bridge crossing.

The movement from Route 9 to Route 1 typically clears the intersection in one green light phase, as described in Section 1.2 of the final environmental document. The heaviest movement from Route 9 to Route 1 would occur during the afternoon peak hour, when it is projected that by the year 2030, 900 vehicles would turn left at the three left-turn lanes. These vehicles would merge in the merging area on Route 1 that precedes the two-lane section at the bridge.

The City and Caltrans are currently evaluating widening Route 1 over the San Lorenzo River as a separate project. The project would include widening the roadway to accommodate three lanes southbound and four lanes northbound. The project is on the list of approved State Transportation Improvement Projects (STIP). The project went through the scoping process, and the development of preliminary design alternatives is scheduled to begin in 2015.

Response to Comment #40-3: Your comment requests a better proposal for solving the problems at the Route 1/9 intersection, such as the Route 1 bridge over the San Lorenzo River and the Fish Hook. The best operational solution at the Route 1/9 intersection would be a full interchange.

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.

The City and Caltrans are currently evaluating the Route 1/San Lorenzo River Bridge Replacement project separately. The project would include widening the roadway to accommodate three lanes southbound and four lanes northbound. The project is on the list of approved State Transportation Improvement Projects (STIP). The project went through the scoping process, and the development of preliminary design alternatives is scheduled to begin in 2015.

Response to Comment #40-4: During the afternoon peak hour, vehicles turning left from Route 9 onto Fern Street often spill out of the left-turn lane and block the through traffic on northbound Route 9. The additional through lane on northbound Route 9 would allow through traffic to bypass the queue, which would improve traffic operations in the corridor.

Response to Comment #40-5: Although potentially important and beneficial to local and regional transportation in Santa Cruz, providing a new access road to the Harvey West Park area from Route 9 is beyond the scope of the proposed project.

Response to Comment #40-6: A public meeting was held on June 30, 2014, to provide additional information to the public, answer questions about the project, and provide another opportunity to comment. A notice of this meeting was sent to more than 900 recipients, including all properties in the project vicinity, including in the Harvey West Park area, and was posted in the *Santa Cruz Sentinel* newspaper on June 22, 2011. The comment review

period for the draft environmental document was extended to July 11, 2014 (prior deadline was July 1, 2014) to provide additional time for those attending the June 30 meeting to comment.

It was determined that an Initial Study leading to a Mitigated Negative Declaration, not an environmental impact report (EIR), was determined the appropriate environmental document because all potential environmental impacts could be reduced to a less-than-significant level through project design and avoidance, minimization and/or mitigation measures. An EIR is required when there are significant and unavoidable environmental impacts that cannot be reduced to a less-than-significant level.

6/24/2014

CENTRAL HOME SUPPLY
RICK SANTEE
808 River Street, Santa Cruz CA 95060

Dear Mr. Matt Fowler, Senior Environmental Planner

RE: Notice of intent to adopt a mitigated negative declaration for the Route 1/9 improvement project & opportunity for a public hearing.

The intersection of Route 1 and Route 9 in Santa Cruz needs improvement. There is **NOT** such urgency to **do something** (even if it's wrong).

I have serious concerns about the adequacy of the negative declaration and the whole process so far.

I would like the opportunity to present alternative plans at a public hearing. Chapter 3, (page 131 of the negative declaration) states that "early and continuing coordination" with Central Home Supply has occurred. I wish vehemently to disagree. The report cites two examples of meetings with Central Home Supply. Both of these were over 4 years ago. There has been **NO** contact since. I first learned of this project by mail June 5th. I immediately scheduled a meeting with Chris Schneider, City of Santa Cruz and Cal Trans for the earliest possible time which was June 11th. Unbelievably, he called June 11th to say we could not meet since he "lost" my contact info (I am very easy to find). This is an example of the pathetic incompetence of the process so far. The period for public comment and an open forum public meeting has since been extended to July 11th. I will be there since this may be the only opportunity for my input that I can discern.

I would like the opportunity to discuss various impacts and mitigations of the proposal at a public hearing.

This proposal calls for the elimination of Central Home Supply and related tax revenues that fund parks and other environmental programs. This is a significant negative impact that should be addressed, studied and heard with public input.

Again, I request a full EIR as required by CEQA and a properly advertised public hearing on this matter.

Sincerely,



CEO, Central Home Supply
Former Chair Santa Cruz Planning Commission
RICK SANTEE

41-1

Response to Comment 41 from Rick Santee, Central Home Supply

Response to Comment #41-1: Improvements have been planned for this intersection since 1954 with the most recent efforts beginning in 2001. It is the goal of the project development team to provide the greatest public good at the least private cost and to identify a project after considering social, economic, engineering and environmental effects, as well as consideration of public input and concerns. When the environmental document was circulated for public review, Caltrans offered to hold a public hearing upon request; and a public hearing was held June 30, 2014.

The statement in the draft environmental document reads as follows.

“Early and continuing coordination with the general public and appropriate public agencies is an essential part of the environmental process....”

The above statement does not claim that early and continuing coordination occurred specifically with Central Home Supply. CEQA has no specific requirements regarding how often this coordination occurs. As lead agencies, Caltrans and the City have held meetings and presentations periodically as the project has developed over the years. The project was put on hold several times over the last 10 years, which is why the meetings did not occur more frequently. Your dissatisfaction with the process and the City’s responsiveness and competency is noted.

Your comment that the proposal calls for the elimination of Central Home Supply and its tax revenues is inaccurate in that there has been no final determination with regard to property acquisition. Current design plans show the road widening encroaching on a portion of the property along Route 9. Figure 2-1 on page 7 of the draft environmental document shows the proposed improvements, as well as what partial and full acquisition would entail if acquisition occurs. Table 2-3 on page 29 of the draft environmental document presents the square footage proposed for right-of-way acquisition. For purposes of the environmental analysis, the draft environmental document assumed a worst-case scenario (full acquisition). The disposition of these properties would be determined as part of the right-of-way phase during the final design. Regarding study of the effects on businesses and lost tax revenue, CEQA requires disclosure of environmental impacts, not economic impacts, in the environmental document. However, as stated above, it is the goal of the project development team to provide the greatest public good at the least private cost and to identify a project after considering social, economic, engineering and environmental effects.

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

42

COMMENT CARD

Monday, June 30, 2014

NAME: Rick Santee
 ADDRESS: 150 EL PUEBLO Rd CITY: SCOTT VALLEY ZIP: 95066
 REPRESENTING: CENTRAL HOME SUPPLY 808 RIVER ST
 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):

IS THERE A DESIRE TO RETAIN CENTRAL HOME SUPPLY
IN THE CITY OF SANTA CRUZ, OR SHALL WE
PLAN TO LIQUIDATE THIS BUSINESS?

42-1

WHY HAVE WE NOT BEEN CONTACTED BY ANYONE
BEFORE?

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



Route 1/9 Intersection Improvement Project in Santa Cruz



COMMENT CARD

Monday, June 30, 2014

NAME: RICK SANTEE

ADDRESS: 180 EL PUEBLO RD CITY: SCOTT VALLEY ZIP: 95066

REPRESENTING: PROPERTY OWNER 744 RIVER ST

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):

IS THERE A PLAN TO MOVE THIS HOUSE
& PRESERVE (SCARCE) LOW RENT HOUSING?

WHEN DO WE TALK ABOUT THIS?

42-2

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



Response to Comment 42 from Rick Santee

Response to Comment #42-1: Due to funding concerns, the project was put on hold several times. Communication with you occurred twice back in 2010 when the project was being restarted and then again more recently when the environmental document was released. A Notice of Intent to adopt a Mitigated Negative Declaration and a Notice of Opportunity for a public meeting was sent out to agencies and property owners within a 300-foot radius of the project limits. In addition, a public notice was published in the local newspaper. A meeting was scheduled with you in June 2014 to discuss your concerns. Based on two requests (including yours), a public meeting was held on June 30, 2014.

As was explained at the public meeting, the negotiation process involving right-of-way issues cannot begin until the environmental document is finalized. For this reason, specific details cannot be worked out until project design proceeds, and it is time for the right-of-way process to get underway.

Response to Comment #42-2: Your comment asks if there is a plan to move the house and preserve low-rent housing and asks when this will be discussed. At this time, there are no plans to move the house. The property to be acquired and its disposition would be determined as part of the right-of-way phase during the final design.

43

Route 1/9 Intersection Improvement Project in Santa Cruz



COMMENT CARD

Monday, June 30, 2014

NAME: RUSTY SANTEE
 ADDRESS: 808 RIVER ST CITY: SANTA CRUZ ZIP: 95060
 REPRESENTING: CENTRAL HOME SUPPLY
 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): Central Home Supply (CHS)

must have gate access to Route 9/River Street south bound to remain viable. ~~The 2 foot raised median on north River St should be eliminated or a least end at mark 56 (instead of mark 57.8 as shown in fig 2-5) to allow access to CHS. Caltrans needs to transfer the ROW parcel 008-163-07-00 to CHS and thenby provide a gateway on to River St. Failure to do so will reduce access/property value by 90%.~~

Fig 2-5 shows earthen fill represented by line "F" bisecting CHS' showroom and eliminating our aggregate bunkers. The presentation poster did not clearly reflect this. Does that mean a retaining wall will be used instead?

Does Caltrans intend to take all of parcel 008-172-08-000 or just the part necessary for this project?

Will Caltrans provide for continuous access to CHS during all phases of construction? We are open Monday through Friday 6:30- 5:00 and Saturday 8-4.

"Keep Clear" striping and lettering should be marked on River St. opposite CHS' gate to allow access southbound.

Coral Street access to River Street should only allow one lane southbound (and subsequent right turn on to Route 1). Currently, Coral Street traffic attempting to proceed on Route 1 eastbound stops all lanes of Route 9 southbound.

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



Response to Comment 43 from Rusty Santee

Response to Comment #43-1: A right-turn in and right-turn out of Central Home Supply would be available on northbound Route 9, but a left-turn in from southbound Route 9 would be prohibited by the new median, as noted by the commenter. Altering the raised median on Route 9 so that Central Home Supply retains access to southbound Route 9 will be considered during final design.

Response to Comment #43-2: Parcel APN 008-163-07-00 is currently considered to be part of Caltrans right-of-way. Your suggestion to transfer that parcel to Central Home Supply is not one that can be addressed at this time. The issue related to future entry/exit for Central Home Supply from Route 9 would be addressed both during the final design phase and the right-of-way negotiation process.

Response to Comment #43-3: An earthen berm, not a retaining wall, is proposed where the aggregate bunkers are currently located.

Response to Comment #43-4: The property to be acquired and its disposition would be determined as part of the right-of-way phase during the final design.

Response to Comment #43-5: Regarding your question if Caltrans will provide for continuous access to Central Home Supply during all phases of construction, staged construction and traffic management would be determined during the final design phase and would be designed to minimize impacts to businesses, including entry and exit. Temporary closures would be required; however, attempts to minimize and/or schedule such closures outside business hours will be considered during final design.

Response to Comment #43-6: Your comment states that “Keep Clear” striping and lettering should be marked on Route 9 in front of Central Home Supply to allow access from Central Home Supply to southbound Route 9. The current proposed project includes installation of a raised median on Route 9 that would prevent southbound access from Central Home Supply.

Regarding the new median on Route 9, Caltrans Traffic Operations and Safety require that the 2-foot raised median on Route 9 remain in the project as planned to Fern Street. A right-turn-in and right-turn-out condition will result at the Central Home Supply driveway. Relocation of the Central Home Supply driveway will be considered in the final design and right-of-way phase of the project.

Response to Comment #43-7: Extending the right-turn lane to Coral Street would benefit traffic operations for the vehicles on Coral Street that turn right at the Route 1/9 intersection because they would not have to yield to southbound traffic on Route 9. However, extending the right-turn lane would have right-of-way impacts on the Rebele Family Shelter. Vehicles from Coral Street that would go straight or turn left at the Route 1/9 intersection would still have to wait for a gap in the southbound traffic on Route 9.

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Monday, June 23, 2014 8:48 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Caltrans Project--Hwy. 1 & 9 Interchange, Santa Cruz, Ca.

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

From: Paul Schraeder [mailto:pschraeder@baymoon.com]
 Sent: Saturday, June 21, 2014 11:37 AM
 To: Fowler, Matt C@DOT
 Subject: Caltrans Project--Hwy. 1 & 9 Interchange, Santa Cruz, Ca.

Hi Matt,

I am a longtime resident of Santa Cruz (50) plus years. I was shocked and dismayed to learn about the Caltrans project and the impact that it will have on local businesses.

44-1

The proposed barrier is a poor design for the area and impacts on the flow of traffic, possible lost of Central Home Supply business.

Why can't you use cyclone fences to control foot traffic? This will save major cost, save a business, retain an established tax based business.

44-2

Many of the stated studies in the project report are old and outdated.

44-3

Please ask for more community input as well as input from the owner of Central Home Supply. You will find their input to be informed.

44-4

My concerns represent a large and represented demographic.

Thanks for your consideration.

Sincerely,

Paul E. Schraeder
 109 Serrell Ave.
 Santa Cruz, Ca. 95065-1128
 (831) 475-4801
 e-mail: pschraeder@baymoon.com

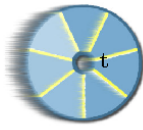
Response to Comment 44 from Paul E. Schraeder

Response to Comment #44-1: Regarding the new median on Route 9, the Caltrans Traffic Operations and Safety office requires that the 2-foot raised median on Route 9 remain in the project as planned to Fern Street. A right-turn-in and right-turn-out situation will result at the Central Home Supply driveway. Relocation of the Central Home Supply driveway will be considered in the final design and right-of-way phase of the project.

Response to Comment #44-2: The comment does not specify where cyclone fencing is being suggested to control foot traffic and to save costs and a business (presumably Central Home Supply). Based on the previous comment, it is assumed the commenter is suggesting that cyclone fencing be used instead of the median in Route 9 in front of Central Home Supply. This would not make a difference in width. The proposed median is the narrowest width possible, which is approximately 2 feet; and installing a cyclone fence with proper footings would require approximately 2 feet in width as well.

Response to Comment #44-3: Your comment states that many of the studies in the report are old and outdated. However, no specifics are provided as to which studies are outdated. The methodologies used and the analysis presented are based on an industry standard approach that meets the requirements of the California Environmental Quality Act (CEQA). The environmental review process was started several years ago, and many technical studies were prepared several years ago. The Relocation Impact Report was prepared in January 2015 to reflect the most up-to-date conditions.

Response to Comment #44-4: To provide more opportunity for public input, a public meeting was held June 30, 2014. Refer to Chapter 3, *Comments and Coordination* regarding the meeting. As you'll see in this Comments and Responses section, several comments were submitted by the Santee family, who own and operate Central Home Supply.



The Campaign for Sensible Transportation

P.O. Box 7927, Santa Cruz, CA 95061 831-688-2304 www.SensibleTransportation.org

July 11, 2014

Matt Fowler, Senior Environmental Planner
District 5 Environmental Analysis Branch
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Re: Route 1/9 Intersection comments

Dear Mr. Fowler:

We are writing to offer a few comments on the Route 1/9 Intersection Improvement Project in Santa Cruz.

We endorse the comments of Mission:Pedestrian

First of all, we would like to endorse the comments made by Mission: Pedestrian, focused on the needs of pedestrians. Mission: Pedestrian is a participating organization in the Campaign for Sensible Transportation, and their comments are in line with those we would otherwise make. We are especially concerned with the removal of the “pork chop” island at the southeast corner of the intersection. Such islands, along with raised medians, provide a safe refuge for pedestrians wishing to cross, of which there are many. Such islands should also be made ADA compliant.

45-1

Bike lanes need additional attention

The discussion of the needs of bicyclists is not adequate. While the new path under the bridge from the river levee south of the intersection does provide an alternate route for bicyclists to cross the highway, it is a longer route. (See Fig. 2-4 on page 39 of your document, a copy of which is attached to this letter.) It is not well signed, and a bicyclist heading north on River Street or south on Highway 9 would naturally cross the intersection, making use of the signal. It would help if there were bike lane indicators, and ideally green pavement, to guide the bicyclist across the intersection. Furthermore, Fig. 2-4 shows a proposed path (dashed) that inexplicably is not included in the project, but is proposed to await available funds. It would seem that now is the appropriate time to grade and pave this path and include it.

45-2

An important component of the project, as proposed, is the addition of bike lanes, especially on Highway 9, northbound and southbound. Under present conditions, with the often heavy crush of vehicles, this is one of the most unsafe locations to be riding a bicycle.

We urge that a fully designated bike lane, northbound on Highway 9 from Highway 1 to Fern Street, be included in the project.

PARTICIPATING ORGANIZATIONS:	Sierra Club	✦	Friends of the Rail & Trail	✦	Santa Cruz Friends Meeting	✦	People Power
	Aptos Neighbors Board of Directors	✦	Mission: Pedestrian	✦	Santa Cruz PRT	✦	Watsonville Brown Berets

Consider the total removal of the River Street sign

The project envisions the moving of the River Street Gateway sign to accommodate the increased width of River Street. We suspect that the cost of moving it would be comparable to the cost of simply removing it entirely. Many in our community would cheer if that ugly sign were simply to disappear as part of this project.

45-3

Include discussion and analysis of a possible second access

Currently the 1/9 intersection provides the only vehicular access to Harvey West Park, an area with many businesses, some of which are large traffic generators. Included are the SCMTD (Metro) facilities, Costco and UPS. It would seem ideal if a second access route from Highway 1 west of the rail line were to exist. This proposal, also made by Mission:Pedestrian, may have been considered and discarded, but it should be discussed. It could be constructed so as to enable only right turns, available to those entering Harvey West from the east, or those exiting Harvey West to head west on Highway 1. We are attaching a photo of the area to this letter.

45-4

Define and discuss levels of service for bikes, pedestrians and public transit

The document is replete with information regarding Levels of Service for vehicular traffic, but no information is provided for other modes. We need to evaluate how easily pedestrians, bicyclists and bus riders—now becoming the *primary modes*—are able to travel in the area of the intersection. The criteria will be different from those for vehicles—not delay times, but safety, attractiveness and visibility.

45-5

The Campaign for Sensible Transportation, formed in 2001, is a group of individuals and organizations focused on Santa Cruz County transportation policies and issues. Our mission is to promote a balanced, sustainable transportation system that serves all members of our community, without causing increased air and noise pollution and without degrading the aesthetic quality of our surroundings.

We thank you for the opportunity to make comments regarding this project.

Sincerely,



Peter Scott, Co-chair (with Paul Elerick)
The Campaign for Sensible Transportation

cc: George Dondero
Mark Dettle
Alex Clifford

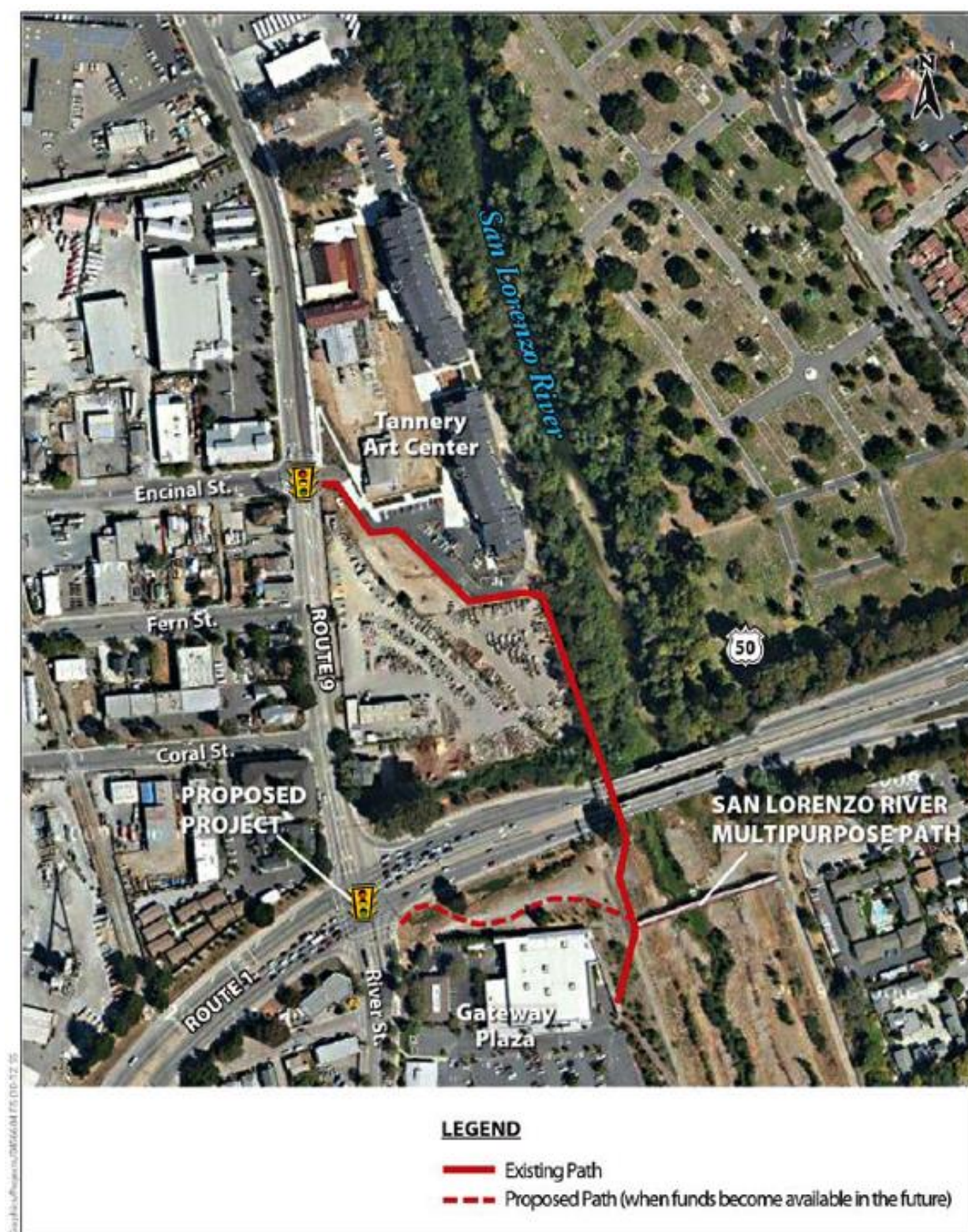
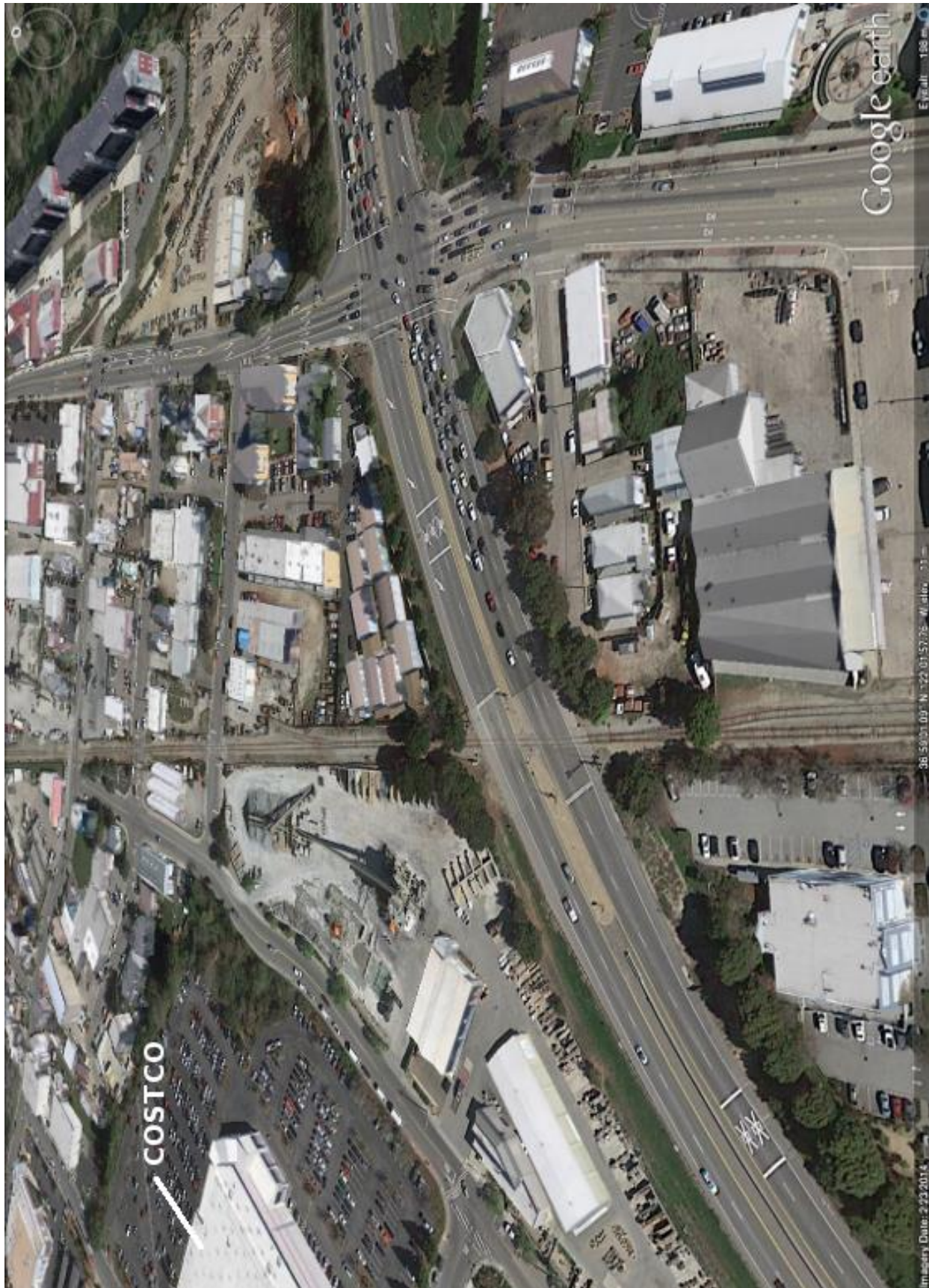


Figure 2-4 San Lorenzo River Multipurpose Path



Response to Comment 45 from Peter Scott, Campaign for Sensible Transportation

Response to Comment #45-1: Your comment endorses the comments submitted by Debbie Bulger, representing Mission: Pedestrian (Comment 8) and states that median refuge islands should be included and they should be ADA compliant.

Although the project focuses on vehicle-related improvements to the intersection, it does include sidewalk reconstruction and improvements (e.g., providing ADA curb ramps and removing the pork-chop islands on Route 1).

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.

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.

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)

Removal of pork chop islands and eliminating free-flowing right-turn lanes are widely considered to be pedestrian enhancements by Caltrans and most other agencies in California. Your suggestion for the project to provide a Leading Pedestrian Interval to give pedestrians a head start before drivers receive a green light cannot be incorporated without negatively affecting traffic operations.

Response to Comment #45-2: Your comment states that the alternate route for bicyclists, along the San Lorenzo River Multipurpose Path, is not well signed so bicyclists traveling north naturally take the surface streets. The City will explore an appropriate location to add signage along River Street to direct people to the San Lorenzo Multipurpose Path. Note that this is a local matter and outside Caltrans authority.

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.

The purpose and need for the proposed Route 1/9 Intersection Improvement project is different from the planned bicycle path project. The City will continue to pursue these opportunities and separate improvements.

Your suggestion for including a fully designated and signed bicycle lane 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 must 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.

Response to Comment #45-3: As part of the project, the area would be reconstructed and the City's gateway sign would be moved the reconstructed median on River Street considering available space and City and State design and roadway standards. Your suggestion for not retaining the sign is one that would need to be explored within the City separate from this project.

Response to Comment #45-4: Although potentially important and beneficial to local and regional transportation in Santa Cruz, improvements such as providing a new separate access route to and from the Harvey West Park area are beyond the scope of the proposed project. In 2010, Caltrans reviewed a preliminary proposal for a secondary access in/out of the Harvey West Industrial Park on Route 1. At this time, constructing a second at-grade intersection north of the 1/9 intersection is inconsistent with Caltrans' planning concept for Route 1. If this is considered at a future date, it would involve both the City and Caltrans since Route 1 is a State facility.

Response to Comment #45-5: The purpose of the environmental document is to disclose environmental impacts prior to making a decision on a project. The resource topics for analysis and what is evaluated in the environmental document is guided by the Guidelines for Implementation of the California Environmental Quality Act, Appendix G Environmental Checklist Form (www.resources.ca.gov/ceqa/guidelines) and includes transportation/traffic. Per the State CEQA Guidelines and industry standard, the focus of the transportation/traffic analysis is level of service for vehicular traffic because it causes potential environmental

impacts associated with traffic circulation, as well as air quality and noise; other modes do not typically cause environmental impacts. Bicycle and pedestrian facilities are qualitatively analyzed. Existing bicycle and pedestrian facilities are discussed in Section 2.1.4, *Traffic and Transportation/Pedestrian and Bicycle Facilities*, in the final environmental document.

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Thursday, July 10, 2014 9:22 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Comment on Mitigated Negative Dec. Route 1/9 Intersection Improvement

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

From: Henry Searle [mailto:hrsearle@icloud.com]
 Sent: Thursday, July 10, 2014 8:42 AM
 To: Fowler, Matt C@DOT
 Subject: Comment on Mitigated Negative Dec. Route 1/9 Intersection Improvement

Dear Mr. Fowler,

I appreciate the opportunity to comment on the Proposed Mitigated Negative Declaration. I have several questions related to the GHG issue.

1. The document estimates a 30% increase in traffic at the intersection by 2030, without the proposed project. It is frequently argued that roadway improvements by themselves tend to increase traffic. Assuming the project is completed as planned, what increase, if any, in traffic at the intersection is probable and is attributable solely to the project? 46-1
2. The document states that "...congestion would continue to occur in the future, the duration of congestion would be shorter." Congestion is associated with increased vehicle emissions, and also with increase in traffic. Is it possible to estimate the comparison between congestion related emissions and increased traffic related emissions? If so, what is the comparison? 46-2
3. On page 117 it is estimated that there would be an increase in CO2 emissions of 8760 metric tons per year attributable solely to the project. Is this number based on increased traffic and attendant congestion? What part of this is attributable to congestion? 46-3
4. Given that California law requires overall reduction in GHG emissions, is the proposed project consistent with the law? 46-4
5. On page 122 it is stated that "... both future with project and future no project scenarios show increases ...future project CO2 emissions are higher than future no-project emissions." It is then concluded that "it is too speculative to make a determination regarding significance of ...direct impact..." . Is not a determination of increases reasonably related to cumulative global warming, even though exact numbers are not obtainable? 46-5
6. If the project is completed, will there be a time when overall congestion at the intersection will be equal to present congestion, given current projections? If so, when? 46-6

Many thanks for considering these questions.

H Reed Searle
 114 Swift St
 Santa Cruz, Ca. 95060
 831-425-8721

Response to Comment 46 from H. Reed Searle

Response to Comment #46-1: The traffic volumes for 2030 are based on the Association of Monterey Bay Area Government (AMBAG) traffic forecasting model and on projected household and employment growth in Santa Cruz and the rest of the region. Because there is no reasonable alternative route for motorists to use and because project improvements would have little effect on the total travel time of trips passing through this intersection, traffic would not measurably increase because of the project and would not change the finding of the traffic analysis.

Response to Comment #46-2: As described in Section 2.2.5, *Air Quality* of the draft environmental document, implementation of the proposed project would result in improved traffic operations that would decrease congestion. The project may attract vehicles from the surrounding network to the study intersections. As shown in Table 2-10 in Section 2.2.5 of the draft environmental document, vehicle miles traveled would increase with the project, relative to no-project, resulting in slight increases in all criteria pollutants. Note that the emissions results presented in Table 2-10 represent a worst-case scenario as they are based on peak hour traffic estimates for study area intersections and do not include the effects of potential improved traffic operations and decreased congestion (other than the effects congestion would have on modeled speeds) on local roadways in the project area that experience less traffic that is diverted to the study intersections. In addition, Table 2-15 in Section 2.2.5 of the environmental document has been revised, as follows below, to incorporate the effects of the Pavley fuel efficiency standards. The data presented in revised Table 2-15 indicates that with incorporation of mandated fuel efficiency standards, the projected CO₂ emissions are expected to be less than existing conditions, when compared to future build and future no-build conditions. As indicated in Figure 2-12 in Section 2.2.5 of the environmental document, the highest levels of CO₂ from mobile sources, such as automobiles, occur at stop-and-go speeds (0–25 miles per hour) and speeds over 55 miles per hour. The most severe emissions occur from 0–25 miles per hour (see Figure 2-12). To the extent that a project relieves congestion by enhancing operations and improving travel times in high congestion travel corridors, greenhouse gas emissions, particularly CO₂, may be reduced.

Response to Comment #46-3: Regarding your question concerning what part of the estimated increase in CO₂ emissions of 8,760 metric tons per year (page 117 of the draft environmental document) is attributable to congestion, refer to *Response to Comment #46-2*.

Response to Comment #46-4: California law does not require that all projects achieve reductions in greenhouse gas. Rather, AB 32 requires the State, as a whole, to meet 1990 greenhouse gas levels by 2020. Consequently, individual projects are allowed to result in increased greenhouse gas emissions and still fulfill the requirements of AB 32.

Response to Comment #46-5: Your comment asks if a determination of increases in CO₂ emissions is reasonably related to cumulative global warming, even though exact numbers are not obtainable.

CEQA requires a lead agency to make a good faith effort to identify impacts and gives the lead agency discretion on the approach to analyze impacts. Caltrans has used the best available modeling data (EMFAC 2011) to analyze greenhouse gas emissions related to the proposed project and has disclosed a projected increase in greenhouse gas emissions. For illustrative purposes, estimates have been included in Table 2-15 in Section 2.4, *Climate Change* in the environmental document to show the EMFAC 2011 model run with the included feature that incorporates the Pavley fuel efficiency standards. This data indicates that with incorporation of mandated fuel efficiency standards, the projected CO₂ emissions are expected to be less than existing conditions when comparing to future build and future no-build conditions. On a regional scale, some projects may lead to an increase in greenhouse gas emissions while others will lead to a decrease in emissions, making it difficult to attribute the global climate change impacts of CO₂ emissions to a single project. The proposed project is included in the AMBAG 2035 Metropolitan Transportation Plan/ Sustainable Communities Strategy (Moving Forward 2035 Monterey Bay), which presents a financially constrained list of transportation projects over the following 25 years that will enhance regional mobility as well as reduce greenhouse gas emissions. The project analysis of greenhouse gas emissions in Section 2.4 of the environmental document has been revised to provide this information. These revisions do not affect the conclusions in the environmental document.

Response to Comment #46-6: The traffic operation report estimates that traffic operations at the Route 1/9 intersection would experience about the same level of congestion in 2030 as it did under existing (2005) conditions. During the afternoon peak hour, traffic conditions would be less congested by 2030 compared to 2005.

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Wednesday, July 02, 2014 3:53 PM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Hwy 9/1 project

From: Lynda Sisk [mailto:lyn@ilovehotsprings.com]
Sent: Wednesday, July 02, 2014 3:47 PM
To: Fowler, Matt C@DOT
Subject: Hwy 9/1 project

Matt, I wanted to comment on the pending project for improving the traffic flow on Hwys 9 and River St. As someone who has watched the traffic problem in these areas daily for 25 years, I can only add my voice to those who enthusiastically support this project. As I type this, the traffic crossing Hwy 1 on River St. is backed up beyond the Potrero stop light in both lanes.

Daily we watch the chaos as people try to avoid the long line of cars crossing Hwy. 1 by driving up the right turn only lane, then cutting off traffic in the middle of the Highway. Happens to me on a regular basis, as I live in Felton and drive up Hwy. 9.

Ever since the Harvey West area has grown, especially with the addition of Costco, traffic here has become a constant source of frustration and concern to both our employees and customers. We hear daily about how hard it is to get into our store but worse is getting out. If cars don't leave the area open coming out of Cottonwood, my customers are stuck for quite some time.

It is past time to widen River to accommodate 2 lanes proceeding up Hwy 9. This should have been done when Costco went in and certainly will improve traffic flow considerably. We have literally gone from one of the easiest areas to navigate to the worst in the 25 years since we moved our business here.

If you have any questions about this area, we are the daily observers, just ask!

Lynda Sisk
 Vice President,
 Hot Spring Spas
 707 River St. (corner of River and Hwy 1)
 Santa Cruz
 831-425-7727
 Official Hot Tubber, since 1976!

47-1

Response to Comment 47 from Lynda Sisk, Hot Spring Spas

Response to Comment #47-1: Your support of the proposed project is noted and appreciated.

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Wednesday, July 02, 2014 8:27 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Highway 1-9 intersection in Santa Cruz

From: Bill Stamos [mailto:borderxings49@gmail.com]
Sent: Tuesday, July 01, 2014 7:47 PM
To: Fowler, Matt C@DOT
Subject: Highway 1-9 intersection in Santa Cruz

Matt Fowler, Caltrans

Someone who is living up Highway 9 and usually driving way around the 1/9 intersection, I am interested in the current interchange proposals in Santa Cruz.

Not long ago, The Santa Cruz Sentinel published a letter I submitted recommending that a European 'round-about' be used instead of the current proposals. I am just reiterating that letter, as I am amazed that, to my knowledge at least, this has not been given any serious consideration.

After traveling quite a bit in Europe, I very impressed how they work there. Anywhere there is a signal, even on small road intersections, there is often a line up of cars waiting for several miles, whereas even at the busiest of intersections, there seems never any delay or problems in the round-about interchanges.

Putting a round-about at the highway 1/9 intersection in Santa Cruz would not only save space, but come in at a fraction of the cost of present proposals. An underground or overhead passageway could probably be fairly inexpensively built for pedestrians and cyclists.

I've heard the objection raised that Americans don't know how to use roundabouts and would get confused. This is untrue. There are numerous round-about used in this country, by and large without incident. Santa Cruz just installed one at a busy intersection at the main beach without any traffic problems, or any major accidents as far as I know.

It would be a bit more challenging at a major intersection, but signs of explanation, especially on Highway 1 would help. Approaching speed limits would have to be reduced to 20 or 15 miles per hour, but isn't that better than the 20 minute wait as is often the case in the summer??

Bill Stamos

48-1

Response to Comment 48 from Bill Stamos

Response to Comment #48-1: 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 in that high volumes circulate $\frac{1}{2}$ (through traffic) or $\frac{3}{4}$ (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.

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Thursday, July 03, 2014 9:31 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Removal of heritage trees for highway 1/9 widening project

From: Erica Stanojevic [mailto:ericast@gmail.com]
Sent: Thursday, July 03, 2014 9:08 AM
To: Fowler, Matt C@DOT
Subject: Removal of heritage trees for highway 1/9 widening project

Please address the environmental impacts of removing 25 trees for this project, and please attempt to plan this project in order to save as many trees as possible. Also please work on replanting other trees as well.

49-1

Best,
Erica Stanojevic
Santa Cruz Resident

Response to Comment 49 from Erica Stanojevic

Response to Comment #49-1: The project includes replacement landscaping. Removal (as well as pruning 25% or more) of heritage trees and street trees is regulated by the City and requires a city permit. Heritage trees include all species of trees with a circumference of 44 inches or more (equivalent to a diameter of about 14 inches or more) measured at 54 inches above the existing grade. 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 Forester 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.

During environmental study of the project, the number of trees to be removed was estimated to be 25. However, the exact number of trees to be removed, including heritage trees, will be determined during the final design phase. The environmental impacts of removing 25 trees (worse case scenario) was discussed in the draft environmental document and updated in the final environmental document in Section 2.1.5, *Visual/Aesthetics* and 2.3.1, *Natural Communities*. Avoidance, minimization, and/or mitigation measures were also explained in those sections. A required city permit, as explained in those sections, would be obtained for any tree removal and would include a replanting option. See those sections of the environmental document for details.

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Friday, July 11, 2014 3:06 PM
To: Hoffmann, Yvonne M@DOT
Subject: FW: highway1/9 intersection in Santa Cruz - open comment

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

From: Connie Gabriel Wilson [mailto:camt@cruzio.com]
Sent: Friday, July 11, 2014 12:15 PM
To: Fowler, Matt C@DOT
Subject: highway1/9 intersection in Santa Cruz - open comment

Dear Mr. Fowler,
 I attended the open house and appreciated the information. My husband has a business in the Harvey West area and definitely appreciates the attempts to make it safer and less congested. I am a cyclist in town and work mid town so am a visitor to Harvey West area. I totally support the letter written by Amelia Conlen of People Power and all of her suggestions.
 We live on east side of the river so we do utilize the bike path along the river but do not use it at night due to safety concerns and lack of lighting.
 I did have errands the other day and biking out of Harvey West area on River Street is challenging. The lack of bike lanes makes it very difficult and many people do not even attempt entry or exit via alternative means due to the challenge and safety. I had errands on the west side and this is the only direct way to travel to that side of town. Please keep the bike lanes in the plan and green lanes would be fabulous!
 Also Harvey West is utilized by many young people with baseball and soccer fields as well as schools. It has the business community but many many young people use the park. So that too impacts the traffic flow in and out and if safer access for cyclists and pedestrians were implemented that could reduce some of the traffic concerns/problems?
 I also support trees and traffic calming along the corridor. Realizing there is a huge space/land issue this will be challenging but we need to be visionary in our approach to our ongoing utilization of the space we do have.
 Thank your for your consideration.
 Sincerely,
 Connie Wilson

50-1

Response to Comment 50 from Connie Wilson

Response to Comment #50-1: Thank you for letting us know that you support the comment letter written by Amelia Conlen of People Power and her suggestions. The goal of the project is to keep bicycle lanes in the plans and minimize tree removal. Green lanes will be considered during the final design phase. Also refer to *Response to Comment #11-2*.

Route 1/9 Intersection Improvement Project in Santa Cruz



51

COMMENT CARD

Monday, June 30, 2014

NAME: Connie Wilson

ADDRESS: _____ CITY: _____ ZIP: _____

REPRESENTING: self

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):

Please keep bike lanes on River in the
project - if necessary narrow lanes
so Central Home is not as impacted -

51-1

Why is reduction in traffic not being
addressed?

51-2

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



Response to Comment 51 from Connie Wilson

Response to Comment #51-1: The project includes bicycle lanes on River Street. The width of vehicular lanes in front of Central Home Supply are Caltrans standard for safety.

Response to Comment #51-2: Reduction in traffic is not being addressed because the purpose of the project, as stated in Section 1.2.1 of the final environmental document, is to improve traffic operations at the Route 1/9 intersection and better accommodate existing and projected traffic volumes. Exploring alternative modes of transportation to reduce traffic at this intersection is not practicable given the vehicular- and truck-dependent land uses in the Henry West area, which has many commercial and industrial land uses dependent in truck and vehicular traffic.

52

From: Fowler, Matt C@DOT
Sent: Thursday, June 05, 2014 4:07 PM
To: Hoffmann, Yvonne M@DOT; Wilkinson, Jason J@DOT
Subject: FW: Santa Cruz route 1/9 highway improvements
From: fiatplus@aol.com [<mailto:fiatplus@aol.com>]
Sent: Thursday, June 05, 2014 4:03 PM
To: Fowler, Matt C@DOT
Subject: Santa Cruz route 1/9 highway improvements

Matt,

I got three copies of the notice letter for the project named above. While I don't really see an issue with any of the proposed work, it certainly appears you will make it even easier for even more traffic to drive by my home on Encinal Street...

As it is, we have too many cars and trucks speeding by our home. And the traffic turning onto eastbound Encinal from northbound Sylvania that does not stop at the stop sign, often prevents us from turning left into our driveway for minutes...

I request that you add to your project:
A three way stop sign intersection at the corner of Encinal and Limekiln.
A left turn lane from westbound Encinal to southbound Limekiln.
A traffic speed bump on Encinal between Post and Limekiln.

Chris Obert
301 Encinal Street
Santa Cruz CA 95060

52-1

Response to Comment 52 from Chris Obert

Response to Comment #52-1: The traffic study shows that Encinal Street could accommodate additional traffic resulting from improvements on Route 9. Your comment letter identified potential improvements for three locations, but they are located west of the railroad tracks and outside the project limits. Here are the specific responses to each location. Improvements outside the Route 1/9 project limits would not meet the project objectives.

The three locations are on segments of the street under control of the City of San Cruz.

1. The development of a 3-way stop control at Encinal and Limekiln must meet stop controlled intersection warrants. In addition the close proximity of the railroad tracks to the recommended stop installation location would require that all westbound Encinal traffic stop on the railroad tracks, which is an unsafe practice and not recommended.
2. The development of a left-turn lane at Encinal and Limekiln must also meet warrants, and City staff will evaluate the need for a left-turn lane at the intersection in the future; if that is warranted, the City will recommend the local public review process needed to implement such a change. This requires a public meeting at the City Transportation and Public Works Commission and City Council to consider the technical criteria and potential parking removals.
3. Encinal is a Primary Emergency Response Route and arterial street, eliminating the street from consideration for speed humps.

53

July 7, 2014

Matt Fowler:

It is with great pleasure that most of us look forward to the completion of the proposed Highway 1/9 project.

53-1

In reference to Central Home Supply: The amount of square footage they are giving up as a result of the project is understandable, however the adjacent property formerly Salz Tannery, the equivalent square footage could and should be deeded to Central Home Supply to compensate for their loss.

Central Home Supply does make a substantial financial contribution to the Santa Cruz tax base. The former tannery and proposed theater arts project will not produce any tax base, but will become an additional tax burden for the citizens in Santa Cruz.

53-2

The Santa Cruz surrounding area currently has several theater and art schools and training facilities: example Cabrillo College, University California at Santa Cruz, Santa Cruz, Harbor, Soquel and Aptos high schools as well as The Loudon Nelson Center of Performing Arts. Instead of starting another theater and art school, why not support the ones we all ready have.

Respectfully,



Walker Woolever

Response to Comment 53 from Walker Woolever

Response to Comment #53-1: Your support of the proposed project is appreciated.

Response to Comment #53-2: Your comments are noted. The property where the former tannery is located is just outside of the project area, and none of it would be acquired for the project. To deed private property such as this is not within the purview of the proposed project or the authority of Caltrans and the City. As Chapter 2 Table 2-1 shows, the Tannery Art Center is already under construction.

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Tuesday, July 01, 2014 9:41 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Hwy 1/9 intersection

From: David Wright [mailto:david@davidwright.net]
Sent: Tuesday, July 01, 2014 8:50 AM
To: Fowler, Matt C@DOT
Subject: Hwy 1/9 intersection

Mr. Fowler,

I have always hoped that cars on hwy 9 would cross under hwy 1 via an underpass (or overpass). Please consider this option for this very busy intersection.

54-1

Thank you,
David Wright
Aptos

Response to Comment 54 from David Wright

Response to Comment #54-1: 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.

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Tuesday, June 24, 2014 9:02 AM
To: Hoffmann, Yvonne M@DOT
Subject: FW: Route 1/9 Intersection Improvement Project, Project ID 05-0002-0105

From: Michael Zelter [mailto:michaelzelter@comcast.net]
Sent: Tuesday, June 24, 2014 8:58 AM
To: Fowler, Matt C@DOT
Cc: Christophe Schneiter
Subject: Route 1/9 Intersection Improvement Project, Project ID 05-0002-0105

TO:
 Santa Cruz Public Works
 Attn: Chris Schneiter

FROM:
 Michael Zelter
 Owner's Representative / Project Manager, Tannery Arts Center

RE:
 Route 1/9 Intersection Improvement Project

Chris,

I have reviewed the Initial Study for the proposed improvements to the Route 1/9 intersection and have the following comments:

The Route 1/9 intersection has been severely impacted for many years as the existing improvements are not able to adequately serve the volume of traffic resulting in considerable traffic congestion. Pedestrian and bicycle safety is also a concern. Designing improvements to alleviate the traffic issues is very challenging due to the numerous constraints associated with the properties and natural features contiguous with the right-of-way.

The proposed improvements as detailed in the Initial Study, will improve traffic operations, increase safety and reduce congestion by adding the following:

- Traffic lanes & vehicle turn lanes.
- Shoulders.
- Sidewalks.
- Retaining walls.
- Bike lanes w/ detection devises.
- Improvements to facilitate turning into the Tannery at Encinal Street.

There are a number of impacts identified in the Initial Study, mitigated by the project's construction methodology and "Best Practice" procedures. Consultant oversight will be utilized where the necessary expertise is required, most notably, in the area of biotic resources. Sound walls are proposed to decrease the impact of traffic noise in the vicinity. The identified impacts and proposed mitigations, comply with the findings and requirements of CEQA.

55-1

In summary, I believe the cumulative effect of the proposed intersection upgrades will be a considerable improvement to the traffic operations in the Route 1/9 intersection; allowing for a greater volume of traffic with less congestion during periods of normal traffic flow and at peak traffic periods. The temporary disruption during construction and the mitigated impacts should be more than offset by the improved quality of the environment once the upgrades are complete; decreasing the pollution currently generated by idling vehicles during periods of extreme traffic congestion.

55-1
cont'd

Going forward, as the improvement plans are being finalized, there are several details I suggest require further review as follows:

- There is a large capacity sanitary sewer pump station serving the Tannery development at the southeast corner of the Encinal Street / Route 9 intersection in the area where vehicles enter the south parking lot at the Tannery. The design of the Route 9 shoulder, should avoid conflicts with the lift station.

55-2

- If the final design contemplates Central Home Supply remaining in business, then the ingress / egress access to the business will need to be considered. Currently, the access is problematic.

55-3

- To the extent possible, I suggest improvements and signage which encourage pedestrians and bicycles to use the river levee path rather than the Route 1/9 intersection. The ped. / bike transition from the river levee path to Route 9, should be as safe and clear as possible.

55-4

I support the design and look forward to the improvements to the intersection as proposed. I believe the upgrades will improve access to the Tannery and to the greater area at large, particularly during periods of peak traffic and special events.

Sincerely,

Michael Zelter
Owner's Representative
Project Manager, Tannery Arts Center

Response to Comment 55 from Michael Zilver, Tannery Arts Center

Response to Comment #55-1: Thank you for your support of the project.

Response to Comment #55-2: Your comment that the design of the Route 9 shoulder should avoid conflicts with the sanitary sewer pump station serving the Tannery development is appreciated. The geometric design currently proposed would not conflict with the pump station, and this will be verified (the protection/avoidance of the pump station) during the final design phase.

Response to Comment #55-3: Regarding your comment about entry/exit at Central Home Supply, Caltrans Traffic Operations and Safety require that the 2-foot raised median on Route 9 remain in the project as planned to Fern Street. A right-turn-in and right-turn-out condition will result at the Central Home Supply driveway. Relocation of the Central Home Supply driveway will be considered in the final design and right-of-way phase of the project.

Response to Comment #55-4: Thank you for your comment suggesting improvements and signage to encourage pedestrians and bicycles to use the San Lorenzo River Multipurpose Path. 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.

56

Hoffmann, Yvonne M@DOT

From: Fowler, Matt C@DOT
Sent: Wednesday, July 09, 2014 3:21 PM
To: Hoffmann, Yvonne M@DOT
Subject: FW: 9/1 INTERCHANGE

From: David Zweig [mailto:david.j.zweig@gmail.com]
Sent: Wednesday, July 09, 2014 3:00 PM
To: Fowler, Matt C@DOT
Subject: 9/1 INTERCHANGE

More traffic lanes. More and better bike paths. Dissolve the bottleneck!!

56-1

Response to Comment 56 from David Zweig

Response to Comment #56-1: The project addresses additional traffic lanes and bicycle paths. See Section 2.1.4, *Traffic and Transportation/Pedestrian and Bicycle Facilities* in the final environmental document. The project does not address the bottleneck at the San Lorenzo River Bridge. The City and Caltrans are currently evaluating the Route 1/San Lorenzo River Bridge Replacement project separately. The project would include widening the roadway to accommodate three lanes southbound and four lanes northbound. The project is on the list of approved State Transportation Improvement Projects (STIP). The project went through the scoping process, and development of preliminary design alternatives is scheduled to begin in 2015.

57

Route 1/9 Intersection Improvement Project in Santa Cruz



COMMENT CARD Monday, June 30, 2014

NAME: _____

ADDRESS: _____ CITY: _____ ZIP: _____

REPRESENTING: _____

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): _____

Pedestrian over or under pass ?

57-1

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



Response to Comment 57 from Anonymous

Response to Comment #57-1: An alternate route for pedestrians is the San Lorenzo River Multipurpose Path, which is an underpass below Route 1, just east of the intersection.

Section 3.0 Transcripts from Public Meeting

ROUTE 1/9 INTERSECTION
IMPROVEMENT PROJECT

REPORTER'S TRANSCRIPT OF
PUBLIC COMMENTS TAKEN ON
DATE JUNE 30, 2014

SANTA CRUZ PUBLIC LIBRARY
Second Floor Meeting Room
224 Church Street
Santa Cruz, CA 95060

Deposition of City of Santa Cruz

1 Public Comments June 30, 2014

2
3 PUBLIC COMMENTS AS FOLLOWS:
4

5 Tom Wilson -

6 My comment is simply that if there is going to be
7 this much time and energy and money spent on a project, it
8 really should include the river, the river crossing, San
9 Lorenzo River Bridge. That's it.

58-1

10
11 Bonnie Lipscomb -

12 I'm with the City of Santa Cruz. And probably
13 similar to Tom's comment -- we were just talking -- I want
14 to reinforce the support of also considering the bridge
15 replacement of the Highway 1 bridge; that needs to really go
16 hand-in-hand with traffic congestion in dealing with these
17 issues long term for the city and for the region. I think
18 it's really important that the intersection improvements
19 move forward.

59-1

20 I'm concerned that the map over there that shows
21 the total acquisition of two parcels for Central Home
22 Supply, because I do think that's an important business in
23 our community. And I'm concerned with that being a vacant
24 parcel, if it's being acquired and then vacant, because we
25 do have some issues in that area. So I'm concerned about

59-2

Deposition of City of Santa Cruz

1 making sure we're supporting that business to be in
2 operation and whether or not it's necessary to do the full
3 acquisition of that parcel; I think that should be looked at
4 a little more critically.

59-1
cont'd

5 I also think it would be good to look at the
6 possibility of a lighted intersection at Fern Street to do a
7 right-hand turn or left-hand turn, depending on which
8 direction you're coming from, into the Central Home Supply,
9 so moving that access further down, putting in a lighted
10 intersection there. Thank you.

59-3

11
12 Reed Santee -

13 I'm with Central Home Supply. My opinion -- I
14 also weighed in -- I think that it's absolutely critical to
15 add a second ingress and egress to the Harvey West Park
16 area. Anytime there is any kind of accident or pedestrian
17 injury in the intersection of Highway 1 and 9, it's
18 absolutely devastating. There is no access for even
19 emergency vehicles often to reach the location. You know,
20 with the frequent emergency vehicles, service vehicles, that
21 tend to the homeless shelter, it is really a public concern,
22 having been trapped at work for up to seven hours and not
23 being able to leave on southbound 9. I think it's really
24 important to consider an ingress/egress from Highway 1 to
25 Harvey West Boulevard at Coral Street. And even if it was a

60-1

Deposition of City of Santa Cruz

1 single egress from Harvey West along Costco back onto
2 Highway 1 north, I think that would greatly alleviate a lot
3 of congestion at this intersection.

60-1
cont'd

4 I feel the real issues of congestion are the San
5 Lorenzo Bridge being two lanes, and that widening this
6 intersection to have three lanes exiting the Harvey West
7 Park and into a two-lane bridge is only going to make the
8 congestion at the actual intersection worse; having
9 commercial driving experience from that location, when you
10 have even just two left-turn lanes from Highway 9 south onto
11 Highway 1 south, you frequently get backed up into the
12 intersection after a yellow light because all of the cars
13 ahead of you are congested at the bridge. The way the river
14 street right-turn lane is allowed to go while the left-turn
15 lanes from Highway 9 are also going south, causes three
16 lanes of traffic going into a two-lane bridge, which results
17 in the traffic backing all the way from the bridge back
18 around to Highway 9 southbound.

60-2

19 And I think that the true way to address this
20 intersection is to look further down the line than what
21 CALtran's current budget allows and bypass this project for
22 one that will actually solve the problem, which is the
23 reconstruction of the San Lorenzo River Bridge and adding a
24 second form of ingress and egress to the Harvey West Park
25 area. Thank you.