Santa Cruz County Regional Transportation Commission
November 5, 2015

Kelly McClendon, Associate Transportation Planner
Joe Erwin, Transportation Engineer
Study Partners
Study Team Organization

Steering Committee

Technical Advisory Group

CT Team
Study Goals

- Mobility
- Access
- Safety
- Coordination
Study Area

7.1 miles
Study Area
Purpose and Need

2013 PM

- Low Congestion
- Moderate Congestion
- High Congestion
- Demand Equals or Exceeds Capacity
Purpose and Need
Rainy weather creates gridlock on Highway 17 in Santa Cruz

Source: KSBW
Purpose and Need

Caltrans work to slow commute over hill on Highway 17 on Thursday

Source: Santa Cruz Sentinel

Source: Gilroy Patch
Purpose and Need

SAFE ON 17

Source: SCCRTC
Purpose and Need

SAFE ON 17
SAFE ON 17

Decrease in injury and fatal collisions from pre-program average

40%

Annual Total Fatal and Injuries 1996–2014

(Trendline; based on Safe on 17 2014 Annual Report)

Source: SCCRTC Safe on 17 2014 Annual Report
Access Management Principles
Access Management Principles

- Freeway
- Major Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Local Street

Increasing Mobility

Increasing Access
Access Management Principles
Access Management Principles
Access Management Application

Before 3/20/12

Conflict Points
- Crossing
- Merging
- Diverging - Turn Lane
- Diverging - No Turn Lane
Access Management Application

After 3/20/12

Conflict Points
- Crossing
- Merging
- Diverging - Turn Lane
- Diverging - No Turn Lane
Access Management Application
Provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability
Next Steps

Workshops & Farmers Market Booth

1. November 17th
   6–7:30 pm
   Happy Valley Elem. School

2. November 18th
   1:30–4 pm
   Downtown Farmers Market Table

3. November 18th
   5:30–7 pm
   Loma Prieta School

4. December 2nd
   San Lorenzo Valley – Valley Views

Schedule Summary
Fall 2015 – Community Engagement
Winter 2016 – Technical Analysis and Concept Development
Spring 2016 – Present Findings
Summer 2016 – Finalize Report
Thank You

Upcoming Website:

CA-HWY17AMP.ORG

*Scheduled launch November 12

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Santa Cruz County Regional Transportation Commission Meeting
Thursday, November 5, 2015

Agenda Item #20 – Project Updates from the City of Watsonville Public Works & Utilities Department
Airport Blvd from Freedom to City Limits

WAT 38
$1,286,000 Total Cost
$850,000 STIP Funds
$338,000 HSIP
Construct in 2016
Freedom Blvd from Broadis to Alta Vista

WAT 36
$2,400,000 Total Cost
$900,000 RSTPX Funds
Construct in 2016
Airport Blvd from Westgate/Larkin to Hanger

WAT 40
$1,500,000 Total Cost
$1,195,000 STIP Funds
Construct in 2017
Harkins Slough/Hwy 1 Project

WAT 01
$9,863,000 Total Cost
$7,340,000 STIP Funds
Pennsylvania at Clifford Roundabout

$580,000 Total Cost  $198,000 Air District Funds  Constructed in 2014
Freedom Blvd Adaptive Traffic Control System

$255,000 Total Cost
$200,000 Air District Funds
Construct in 2016
Pedestrian Improvements

Annual TDA funds allocation used for improving pedestrian facilities
School Crossings Upgrade

$400,000 Total Cost
$305,000 SR2S Funds
Under Construction
Sidewalk Infill

Harkins Slough Road

WAT 41
$200,000 Total Cost
$120,000 STIP Funds
Construct in 2016

Main Street/Hwy 152
Signal Upgrade and Pedestrian Enhancement

$510,000 Total Cost
$305,000 HSIP Funds
Construct in 2016
Trails Master Plan

Note: Alignments are conceptual and subject to change based on landscape, topography, environmental constraints, design requirements, etc.
$255,000 Natural Resources Agency Funds  Under Construction
Rail Trail Lee Road

TRL 18L
$1,300,000 Total Cost
$1,040,000 STIP Funds
Construct in 2017
$882,000 Total Cost
$668,000 ATP Funds
Construct in 2018
Highway 1 Corridor Investment Program

Highway 1 Tier I/II DEIR/EA

Project Update
November 2015
Agenda

- Project Overview
- Engineering
- Environmental review process

Note: refer to acronym sheet at the end of presentation
Corridor Limits

- Planned Improvements - 9 miles on Highway 1 – San Andreas to Morrissey
Purpose and Need

- Purpose of the Highway 1 Corridor Environmental Analysis
  - Reduce congestion
  - Encourage carpooling and use of alternative transportation modes as means to increase capacity
  - Improve safety
Purpose and Need

• Existing and Anticipated Needs to Address

- Recurrent congestion
- Existing and future delays for commuters, commerce, and emergency vehicles
- Disincentives to use transit; congestion prevents cost-effective transit service
- No incentives to carpool and lack of supporting facilities
- Accident rates exceed statewide averages
- “Cut-Through” traffic on local streets
Project Timeline

Adopt Tiered Approach per FHWA

DED Public Circulation

Final EIR/EA to FHWA

2011
June 2013
Nov 2015
Spring 2016
Fall 2016
2016

Administrative Draft EIR/EA Tiered Document

Select Preferred Alternative

FHWA Approval
Tier I Corridor - Alternatives Under Consideration

- **No Build Alternative**
  - Does not address corridor purpose and need but offers comparison with impacts of other alternatives

- **Transportation System Management (TSM) Alternative**
  - Lower cost improvements to partly address corridor purpose and need without adding capacity

- **High Occupancy Vehicle Lane (HOV) Alternative**
  - Designed to fully address corridor purpose and need
Key Issues

- Geometric constraints
- Interchange review process
- Engineering design-
  - Optimize local circulation
  - Caltrans standard design and right of way impacts
- Caltrans conceptual agreement on corridor footprint
Tier I Corridor: Engineering - Special Studies

- **Sustainable Design Elements**
  - Incorporate sustainable design elements

- **Mobility Assessment**
  - Transit Market Analysis (access and usage)
  - Mainline vehicular movements
  - Vehicular movements at ramp termini (safety)
  - Pedestrian movements at interchanges and overcrossings
Tier II : Engineering - Project Limits

- Standard Auxiliary Lanes
- Chanticleer Ped/Bike Overcrossing
- Total Project Cost $28M  Final Design, ROW, & Construction
  - Auxiliary Lanes $21M, Bike/Ped OC - $7M
Chanticleer Bike/Ped Overcrossing
Environmental Review Status
Environmental Document Overview

- Joint CEQA/NEPA document
  - California Environmental Quality Act (CEQA)
  - National Environmental Policy Act (NEPA)

- Environmental Impact Report/ Environmental Assessment

- Combined Tier I and Tier II document
What Is Tiering?

- Phased approach to implement project over an extended time period
  - Tier I: **Program**-level review (corridor)
  - Tier II: **Project**-level review (segment)
- Future Tier II projects subject to project level environmental analysis
Key Environmental Topics

- Right of way acquisition
- Traffic operations
- Visual impacts
- Noise
- Impacts to wetlands, threatened and endangered species
### Right of Way Acquisition

#### Number of Displaced Units by Land Use Type

<table>
<thead>
<tr>
<th>Land Use Type</th>
<th>Tier I Alternatives</th>
<th>Tier II Auxiliary Lane Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TSM Alternative</td>
<td>HOV Alternative</td>
</tr>
<tr>
<td>Residential Units</td>
<td>0</td>
<td>8</td>
</tr>
<tr>
<td>Business Units</td>
<td>0</td>
<td>12</td>
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</table>

Note: Partial acquisitions are required for all alternatives

Proposed mitigation:
- Financial compensation for property acquisition
- Relocation assistance
Traffic Operations

- Both Tier I build alternatives would
  - Improve average speeds in the corridor
  - Reduce traffic on parallel streets

- Tier II Auxiliary Lane Alternative would result in
  - Operational improvements, primarily in the northbound direction
  - Improved weaving/merging conditions through the busiest section of Highway 1 in Santa Cruz
## Visual Changes Resulting from Alternatives

<table>
<thead>
<tr>
<th>Tier I Build Alternatives</th>
<th>Tier II Auxiliary Lane Alternative</th>
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</thead>
<tbody>
<tr>
<td>New lanes</td>
<td>New lanes</td>
</tr>
<tr>
<td>New pedestrian/bike overcrossings</td>
<td>New pedestrian/bike overcrossing</td>
</tr>
<tr>
<td>New retaining walls and sound walls</td>
<td>New retaining walls</td>
</tr>
<tr>
<td>Removal of mature vegetation</td>
<td>Removal of mature vegetation</td>
</tr>
<tr>
<td>Bridge widening</td>
<td></td>
</tr>
<tr>
<td>Ramp reconstruction</td>
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</tr>
</tbody>
</table>
Visual Simulation Of Tier II Improvements

Existing view

View from Soquel Ave. sidewalk, looking east toward Chanticleer Ave.

Visual simulation
Visual Impact Measures

- Avoidance, minimization, and mitigation measures would include:
  - Save and protect as much existing vegetation as feasible
  - Landscape and revegetate disturbed areas to the greatest extent feasible
  - Include skyline trees in the planting palette
  - Apply aesthetic treatments to retaining walls and bridges
Noise Impacts

Number of Receptors Where Noise Would Approach or Exceed Abatement Criteria

<table>
<thead>
<tr>
<th>Tier I Alternatives</th>
<th>Tier II Auxiliary Lane Alternative</th>
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</thead>
<tbody>
<tr>
<td>TSM Alternative</td>
<td>108</td>
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<td>HOV Alternative</td>
<td>130</td>
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<td></td>
<td>7</td>
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</table>

- Tier II analyses will identify “feasible and reasonable" abatement per Caltrans protocol
- Tier II Auxiliary Lane Alternative
  - Noise insulation of 1 residence
  - Sound walls found to be feasible but not reasonable
# Wetland Impacts

## Permanent Wetland Impacts (acres)

<table>
<thead>
<tr>
<th></th>
<th>Tier I Alternatives</th>
<th>Tier II Auxiliary Lane Alternative</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>TSM Alternative</td>
<td>HOV Alternative</td>
</tr>
<tr>
<td>Army Corps wetlands</td>
<td>0.23</td>
<td>0.78</td>
</tr>
<tr>
<td>Army Corps other waters</td>
<td>0.10</td>
<td>0.15</td>
</tr>
<tr>
<td>Local Coastal Plan jurisdiction</td>
<td>2.20</td>
<td>3.22</td>
</tr>
<tr>
<td>CA Dept. of Fish &amp; Wildlife jurisdiction</td>
<td>3.58</td>
<td>8.98</td>
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</tbody>
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Note: There is some overlap among the various jurisdictions.
Impacts to Threatened and Endangered Species

- Tier I build alternatives may potentially affect
  - Tidewater goby
  - California Coast steelhead
  - California red-legged frog
  - Santa Cruz long-toed salamander
  - California tiger salamander
  - White-tailed kite
  - Tricolored blackbird

- Tier II Auxiliary Lane Alternative may affect
  - Tidewater goby
  - California red-legged frog
Avoidance, minimization, and mitigation measures for impacts would include:

- Measures to avoid and minimize impact during construction
- Compensatory mitigation would include in-kind, on-site and/or off-site replacement of vegetation

Tidewater goby
Environmental Review Process

- Environmental review process for Tier I/Tier II EIR/EA
  - Open forum public hearing on December 3, 2015
  - Response to comments/preparation of Final EIR/EA: Fall 2016