SCCRTC 2017 Call for Projects

PART I: General Project Information

1. **Project Title/Project Name: 41st/Soquel Auxiliary Lanes and Chanticleer Overcrossing**

2. **Project summary:** Supplemental funding to support final design (Plans, Specifications and Estimates (PS&E) and right-of-way of auxiliary lanes on Highway 1 between 41st Ave and Soquel Drive and the construction of the Chanticleer Pedestrian/Bike Overcrossing. The RTC previously committed $2M in STIP Reserves in the 2014 RTIP.

3. **Describe Project Location and Limits or Service Area:** The project area includes the busiest section of Highway 1 serving the entire county and providing safer pedestrian and bike access across the highway.

   - **Project Length: Approximately 1 mile along Highway 1 and 1,000' of overcrossing structure**.

   - *For projects on local roads,* ***Caltrans Roadway Classification*** **– State Highway**

4. **Total Funding Requested: $ 2,000,000** (PS&E and Right-of-Way)

   Total Project Cost: $ 34,000,000

5. **Project Applicant/Implementing Agency: SCCRTC/Caltrans**

6. **Project Priority: This is priority number** NA **of** NA **applications submitted.**

7. **Detailed Project Description/Scope:**
   Construct northbound and southbound auxiliary lanes between the 41st Avenue and Soquel Drive interchanges on Highway 1, and rehabilitate freeway pavement and drainage facilities. The project also includes construction of a bicycle/pedestrian overcrossing at Chanticleer Avenue varying in width from 12 to 14 feet, with lighting, and aesthetic treatments determined through community input.

8. **What accommodations, if any, are included for bicyclists, pedestrians, and/or transit in the proposed project?**
   The Chanticleer Overcrossing includes the following Complete Streets elements:
   - New Bike/Pedestrian Path Crossing Highway 1: Approximately ¼ mile
   - Sidewalk (approximately 200") along Soquel Avenue Adjacent to the Overcrossing Ramp
   - Traffic Calming Features TBD with County at Intersection of Soquel Avenue and Chanticleer
   - Shared-Lane Markings
   - Improved transit access to/from the Soquel Park and Ride Lot.

9. **If the proposed project does not incorporate both bicycle and pedestrian facilities, or if the proposed project would hinder bicycle or pedestrian travel, list reasons why the project is**

being proposed as designed.

- **Cost:** $5 million of the $18 million (28%) of the capital construction cost of the project is attributed to the Chanticleer B/P Overcrossing.
- **Right-of-way***:* $1.51 million capital and support costs per the draft Project Report

10. **Project Cost by Mode:**

	% of Total Cost by Mode
Road –Auto Serving	70%
Bicycle	10%
Pedestrian	15%
Transit	3%
TSM*[1]	2%
TOTAL	100%

11. **Regional Transportation Plan (RTP):**
    a. **Is project included in the 2014 RTP or draft 2040 RTP?** YES
    b. **If yes, RTP Project Number (ID#):** RTC – 24f
    c. **Project costs are identified as:** ☒ "Constrained" in the RTP

12. **Project Schedule**

Project Milestone – Capital Projects			**Month/Year**
Begin Environmental (PA&ED) Phase	Document Type (ex. EIR, Cat Ex, Neg Dec, etc)	EIR/EA	6/1/2003
Circulate Draft Environmental Document			11/8/2015
End Environmental Phase (PA&ED Milestone)			12/31/2018
Begin Design (PS&E) Phase			2/1/2019
End Design Phase (complete PS&E)			2/1/2021
Begin Right of Way Phase			2/1/2019
End Right of Way Phase (Right of Way Certification Milestone)			2/1/2021
Request Authorization to Proceed with Construction (completion of all prior tasks)			4/1/2021
Advertise/go out to bid			3/1/2021
Award Contract			5/31/2021
End Construction Phase (Construction Contract Acceptance Milestone)			1/15/2022
End Closeout Phase (Closeout Report)			7/15/2023

B. Contact Person/Project Manager Name: **Sarah Christensen**
Telephone Number: **(831) 460-3200** E-mail: **SChristensen@sccrtc.org**

**TSM=Transportation System Management (ex. ITS, signal synchronization)*

PART II: Project Benefits

1. **Generally, what are the benefits of this project?**

   This section of Highway 1 is the most heavily traveled roadway in Santa Cruz County, carrying in excess of 100,000 vehicles per day. Extended hours of daily congestion on Highway 1 result in: by-pass traffic on local arterials, compromising the safety and operational efficiency of the highway and local roadway network serving motorized and non-motorized travel; increased travel times and delay; and increased environmental impacts to air quality and noise along Highway 1 and local roadways. The Chanticleer Overcrossing improves pedestrian and bicycle safety and access across Highway 1.

2. **How many people will directly use or directly be served by this project per day?**

   # of direct users per day: 120,000
   # of indirect users: exact number unknown

   Basis for estimates: 2015 Caltrans Census = 1.2 persons/vehicle

3. **Which groups will be the primary users of this facility/project/program?**

X **Commuters**	X **Youth**	X **College Students**
X **Low income residents**	X **Elementary Schools**	X **Visitors**
X **Seniors**	X **Middle Schools**	X **Trucks (goods movement)**
X **Disabled**	X **High Schools**	X **Recreational users**

   X **Other: Emergency Responders, Service Providers, and Transit**

   a. **Briefly describe any indirect or secondary beneficiaries of the project:**
   Highway 1 is the Main Street of the county and lifeline of all activities that constitute the greater Santa Cruz County community.

4. **What are the key destinations served by this project and distance from project/facility?**
   (including on a map is encouraged, but not required)

X **Employment centers** < 1000 feet	X **Senior centers** < 1000 feet
X **Senior housing** < 1000 feet	X **K-12 Schools** < 1000 feet
X **Groceries/Services** < 1000 feet	X **Retail/Commercial cent** < 1000 feet
X **Transit centers** < 1000 feet	X **Visitor destination** < 1000 feet
X **Parks/recreational area** < 1000 feet	X **Civic/public facilities** < 1000 feet

   X **Other destinations:** Regional Hospital, Emergency Services & Medical Specialists

   a. **Are planned (future) land use projects anticipated to increase travel through project area?**
   ☐ Yes – significant growth in travel
   X **Yes – mild growth in travel**
   ☐ No – No growth in travel
   List planned transportation and/or land use projects that could affect circulation in the project area in the future – if any: Describe future developments planned or Enter "N/A"

5. Existing Roadway Conditions

	Existing	**With project** *(write "N/C" if no change)*
Functional classification of this road*	Freeway	N/C
# of automobile lanes (2, 4, 3, etc)	NB/EB: 2 SB/WB:2	NB/EB: 3 SB/WB:3
2-Way Center Turn Lane (Yes/No)	None	
Sidewalks (none, one side or both?)	None	Construct 200' of sidewalk along Soquel Ave adjacent to Overcrossing
Sidewalk width (in feet)	None	Varies from 6' to 14'
Landscaping (Yes/No)	Yes	Yes
On-Street Parking (Yes/No)	N/C	No
Bike lane width	None	Varies up 14'
Intersections (Signalized/unsignalized)	Varies	New Signals at Chanticleer/Soquel Ave
Pavement condition (PCI if available - or poor, fair, good)	Fair	Good
Posted speed limit	65	65
Traffic Volumes	100,000/day - 2015	124,300 - 2035
Transit Route/Stops (Yes/No)	No	No
Truck Route (Yes/No)	No	No

6. What travel condition(s) are improved or impacted as a result of the proposed project?

X Safety: Improves transportation safety

How will project improve safety? **_Updated design features and reduced congestion is expected to reduce congested related collisions, auxiliary lanes improve weaving and merging of vehicles at freeway ramps, widening of inside median and outside shoulders provides vehicle break area outside of the travel way, and provides a safer access for pedestrian and bicyclists across Highway 1 instead of existing freeway interchanges.**

X There is a history of collisions in the project area
X Number of severe injury or fatal incidents in project area in past 10 years: _Three-Year Accident Data for Hwy 1 reports actual 1.18 accidents per million vehicle miles vs statewide average of 0>82 at facilities with similar operating characteristics (Source: Draft Tier II EIR/EA).___
X Reduces potential for conflict between cyclists and/or pedestrians and vehicles
X Safety improved for youth, vulnerable users (pedestrians/bicyclist), and/or transportation disadvantaged (low income, seniors, disabled, minority status)
X Provides access to/for emergency services
X There are currently perceived safety issues in the project area
X Reduces automobile speeds (e.g. traffic calming, speed limit, etc)

X System Preservation: Preserves existing transportation infrastructure/facilities or services

- **X Improves Pavement Condition**
- **X Extends useful life of a facility**
- **X Maintains service**
- **X Maintains state of good repair**
- **X Repair/replace existing infrastructure/facility**

X Reduces Vehicle Miles Traveled (VMT)

- **X Shifts automobile travel to alternative modes**.

  Number of **trips per day** expected to shift from automobile to alternative mode as a result of this project: **_Unknown - Number of trips per day expected to shift from automobile to alternative mode as a result of the project**.

  - ☐ Decreases the number of people traveling in single occupancy vehicles
  - **X Improves access to alternative modes (walk, bike, bus, carpool, etc)**
  - **X Increases the percentage of people that could walk, bike, or take transit to key destinations within 30-minutes or less**
  - **X New bike or pedestrian path**
  - **X Increases ridesharing**
  - ☐ Increases telework options
  - ☐ Expands Transportation Demand Management (TDM) Programs
- ☐ Reduces the need for travel

- **X Increases walking**
  - **X There are currently lacking/insufficient pedestrian facilities**
    - **X There are currently NO safe parallel pedestrian facilities**
  - **X Improves connectivity, fills gap in sidewalk/pedestrian path network**
    - **X Reduces distance to walk trip between locations by _1-2 __ miles**
  - **X Adds new sidewalks or paths on: ☐ one or X both sides of the street**
  - **X Widens sidewalk path of travel for current and projected pedestrian volumes**
  - **X Adds missing curb ramps - @ Chanticleer/Soquel Ave**
  - **X Upgrades facility to meet ADA accessibility requirements, implement ADA Implementation Plan**
  - **X Reduces pedestrian crossing distance**
  - ☐ Adds pedestrian signal heads
  - ☐ Adds pedestrian-actuated traffic signals or automatic pedestrian cycles
  - ☐ Adds audible countdown at intersection
  - **X Adds pedestrian-level lighting**
  - **X Adds high visibility crosswalks**
  - **X Adds illumination at crosswalks**
  - **X Other crosswalk enhancements**
  - ☐ Adds median safety islands
  - **X Minimizes driveways**
  - ☐ Adds wayfinding signage
  - ☐ Adds shade trees (street trees)
  - ☐ Adds planter or buffer strips
  - ☐ Adds benches or other types of seating

- **X Increases bicycling**

X There are currently lacking/insufficient bicycle facilities
X There are currently NO safe parallel bicycle facilities
X Improves connectivity, fills gap in bicycle network
X Reduces distance to bike (on bike lane or path) between locations by ½ - 1 miles
☐ New Class I bicycle path
☐ New Class II bicycle path
X New Class IV bikeway (e.g. "protected bikeway" or a "cycle track")
X Shared-Lane Marking (Sharrow)
☐ New bicycle boulevard
☐ Widens bicycle lanes from ____ feet to _____feet wide
X Widens outside lanes or improve shoulders
☐ Adds bicycle actuation at signals (i.e., loop detectors and stencil or other means to make signals responsive to bicycles)
☐ Adds bicycle box at intersection
X Adds color-treated bicycle lane
☐ Adds floating bicycle lane
X Adds signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities
X Adds route/wayfinding signage
☐ Adds long-term bicycle parking (e.g., for commuters and residents)
☐ Adds short-term bicycle parking

☐ Increases public transit usage
X Increases access to transit
X Adds sidewalks (across the highway) to bus stops on Soquel Dr
X Improves access for people with disabilities

X Reduces air pollution – reduces congestion during peak periods.
X Reduces greenhouse gas emissions (GHG)
X Reduces fuel consumption

X Change in travel times and travel time reliability for what modes: __All modes_____
X Makes travel times more reliable/predictable (consistency or dependability in travel times)
X Reduces travel times
X Reduces total traffic congestion
X Reduces peak period traffic congestion _X__AM peak __X__PM peak
X **Reduces freight traffic congestion**

X Improves efficiency of the transportation system. Which modes? ___All modes_____
X Implements Transportation System Management (TSM) programs/projects

X Reduces disparities in safety and access for people who are transportation disadvantaged due to age, income, disability, minority status, or limited English proficiency

How does project reduce disparities?
X Provides access to low income housing - Improves access to low income housing
X Improves access to jobs

X Provides access to senior life services (e.g. hospital, doctors office, senior center, etc.)
X Other: Providing improved access and safer travel for people with no vehicle.

X Increases ecological function: X reduces storm water runoff;

X Other benefit(s). Please explain, if not addressed in prior questions:
Mitigation requirements will require a provision of protected habitat for flora and fauna on a 3 to 1 ratio into perpetuity, Also storm drainage requirements required for new pavement area under heavy rains should reduce storm water runoff for the entire facility under less than heavy rainy conditions. Non native plant material removed due to construction to be replaced with native plan material that is more drought tolerant.

7. **Will project result in the elimination or reduction of an existing bike path or sidewalk? Will the proposed project sever or remove all or part of an existing pedestrian or bicycle facility or block or hinder pedestrian or bicycle movement?** ☐ Yes **X No**.

8. **Has RTC previously funded a project in this area, what project and what year?**
The RTC completed the first increment of the long term vision for the corridor with the construction of auxiliary lanes between Soquel Drive and Morrissey Boulevard, including the reconstruction of the La Fonda Bridge.

9. **For ROADWAY Projects - Complete Streets Implementation/Design. Given the street design and existing and future conditions, please complete the following:**

a. Describe how this project is consistent with recommendations for street type in guidebook:
Incorporated bike/ped components

b. Is the project area a candidate for the following?
- Road Diet (3 or more lanes, but ADT <20,000, history of bicycle collisions) ☐ Yes ☒ No
- Traffic Calming: ☐ Yes ☒ No
- Roundabout: ☐ Yes ☒ No
- Transit/Bike/Ped Prioritization at Intersection: ☒ Yes ☐ No
- Transit-Oriented Development/Transit Corridor (15 min. headways): ☒ Yes ☐ No
- Neighborhood Shared Street (e.g. "greenway" that reduces vehicle speeds, partial street closures, public spaces and amenities that encourage biking or walking): ☐ Yes ☒ No
- Pedestrian place/universal street (ex. roadway or alley with restricted vehicle access which often is serves as a plaza for assorted businesses): ☐ Yes ☒ No

c. Is the complete streets cross section/design for this type of street (as recommended in the Guidebook) supportable for this project? ☐ Yes ☒ No
If not, explain why: Freeway

d. What alternative designs were considered, if any? Considered in enviro review

e. What refinements of the cross section/design were needed? na

f. Exemptions to Complete Streets (refer to Ch. 6 of the Guidebook) - *no*

10. **Describe the public input plan for this project.**

The RTC has held numerous meetings over the years associated with the Highway 1 Corridor environmental document, including the release of the Draft EIR/ERA for public comment. The

proposed bike/ped crossing is the result of meetings with local agencies, stakeholders, and the public to identify the 3 preferred crossing locations resulting in the proposed crossing at Chanticleer Avenue. As part of the RTP development, extensive public outreach was conducted and resulted in the inclusion of this project in the financially constrained list of projects.

11. Stakeholder Outreach: Which stakeholder groups have already provided input, or will be asked to provide input in future, on project scope and design?

Group	Provided input	Will seek input		Group	Provided input	Will seek input
Neighborhood Group	**X**	**X**		**Transit Agency**	**X**	**X**
Business Association	**X**	**X**		**Adjacent jurisdictions**	**X**	**X**
School	**X**	**X**		**Environmental Groups**	**X**	**X**
Property Owners	**X**	**X**		**Transportation Disadvantaged**	**X**	**X**
Bicycle Committees	**X**	**X**		**Senior Group**	**X**	**X**
Pedestrian Committee	**X**	**X**		**Other (define) CHP, Sheriff, Local Police & Fire Departments**	**X**	**X**

Have specific changes to the project/program been requested by stakeholders? X Yes ☐ No
Please explain: Bike Committee representatives provided input that modified design of the Chanticleer Overcrossing and facility designs at the intersection of SoquelAve/Chanticleer for traffic calming and bi-directional bicycle lane on Chanticleer Ave. Community meetings will be held to identify preferred design and detailed operational features of the Overcrossing during the final design phase.

12. Describe project readiness/deliverability and potential risks to project schedule:

- Project timing dependent on completion of the tired environmental document and any legal challenges to the final document
- Utility relocation and right of way (permanent and temporary) acquisition determines the critical path in the start of construction following completion of environmental study and securing necessary project development costs through the construction phase.
- The identification and status of appropriate environmental mitigation actions fitting the need of the project can prove to be very time consuming and subject to its own environmental clearance, in the absence of advanced mitigation program.

PART III
Project Budget & Funding Plan

CAPITAL PROJECTS

Complete both sections ***A. "Cost/Funding Summary"*** *and* ***B. "Detailed Cost Estimate"***

A. Cost/Funding Summary

Project Title: **41st/Soquel Auxiliary Lanes and Chanticleer Overcrossing**

Round figures to the nearest thousand dollars

			Phase of Work			
Sources (Specify fund source type - ex. STBG, RSTP,STIP, AB2766, Local, TDA, etc)	**Source Total**	**Committed or Uncommitted?**	**Environmental (PA/ED)**	**Design (PS&E)**	**Right-of-Way (ROW)**	**Construction**
New Funds Requested from RTC: STIP	**$2,000**	Reserved	$0	$580	$1,420	$0
STIP	**$4,000**	Committed	$0	$2,570	$1,430	$0
Measure D	**$28,000**	Committed	$0	$0	$0	$28,000
Total	**$34,000**		**$0**	**$3,150**	**$2,850**	**$28,000**

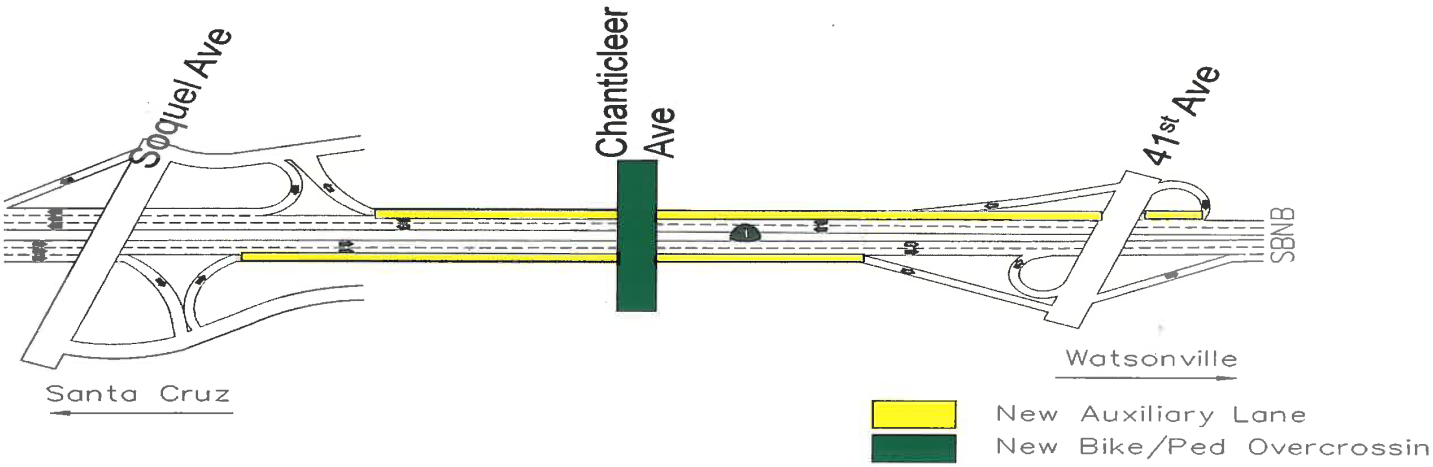
Fiscal Year each component to begin		**FY 18/19**	**FY 18/19**	**FY 20/21**
(e.g. FY17/18, FY18/19, FY19/20, FY20/21, FY21/22, FY22/23)	**Environmental (PA/ED)**	**Design (PS&E)**	**Right-of-Way (ROW)**	**Construction**

B. "Detailed Cost Estimate"

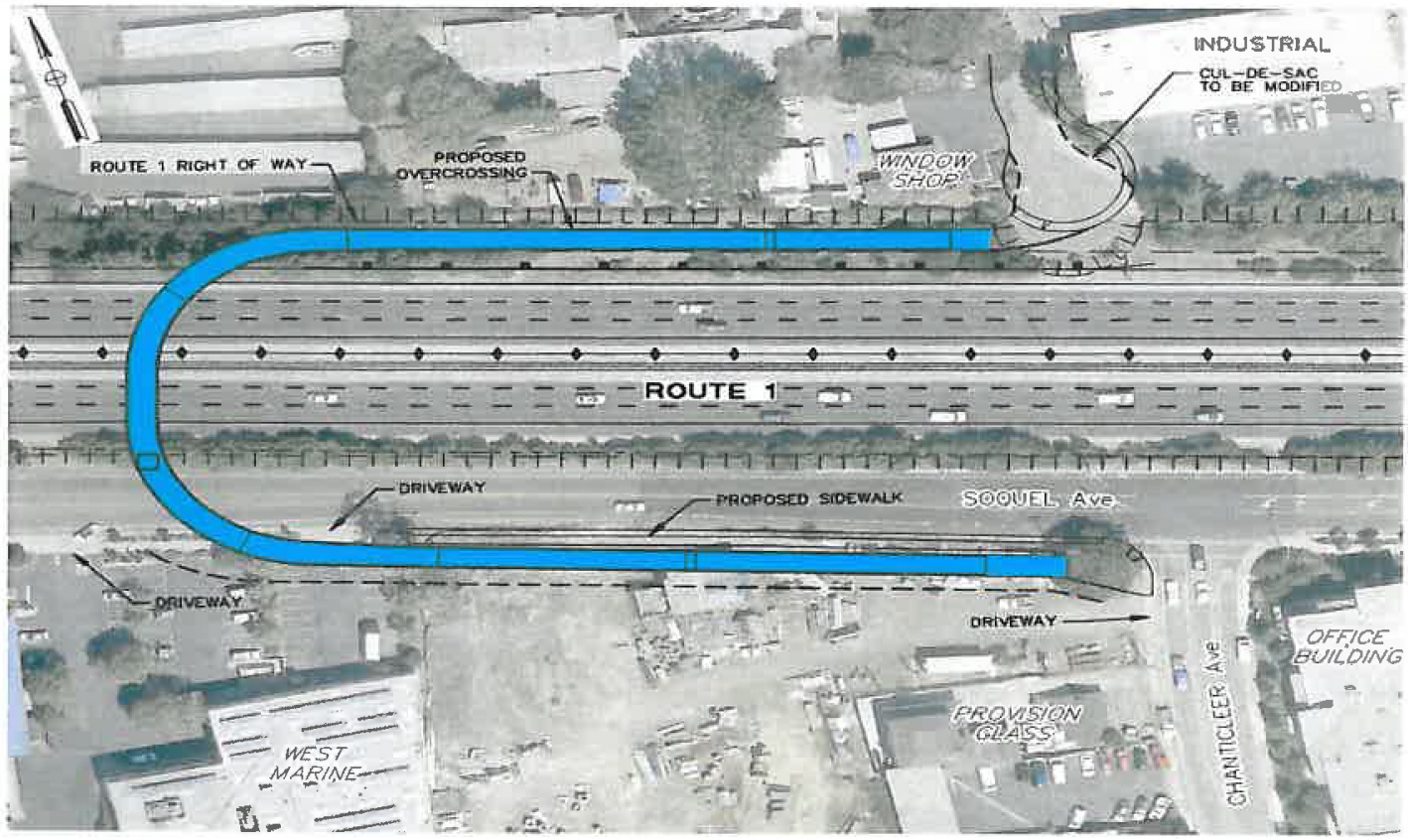
Project Title:	**41st/Soquel Auxiliary Lanes and Chanticleer Overcrossing**

Item No.	**Prreliminary Cost Estimate**		
	Environmental Studies and Permits		**Not a Part**
	Plans, Specifications, and Estimate		**$3,150,000**
	Right Away Capital & Support		**$2,850,000**
	CONSTRUCTION -*based on preliminary design*		
	Item Description	**Lump Sum Total**	
	Roadway Items		14,750,000
	Total Structure		5,500,000
	Construction Support, Survey, Material Testing, etc		$7,750,000
		SUB-TOTAL PROJECT COSTS	**$28,000,000**
Total Cost			**34,000,000**

PART IV: Project Map



Project: 41st Ave/Soquel Auxiliary Lanes and Chanticleer Overcrossing



Chanticleer Overcrossing Concept