

PART I: General Project Information

1. **Project Title/Project Name:** State Park/BayPorter Auxiliary Lanes Project
2. **Project summary:** Funding is for the preliminary design and project level environmental document (referred to as PA&ED) phase for the construction of auxiliary lanes on Highway 1 between the State Park to Park and Park to Bay/Porter Interchanges. Funding will be used for consultant services, RTC staff oversight, and public outreach activities.
3. **Describe Project Location and Limits or Service Area:** The project area includes a total of approximately 2.5 miles of auxiliary lanes on Highway 1 between the respective interchanges to be evaluated and constructed as a single project. The project will include the reconstruction of the Capitola Avenue overcrossing to accommodate the auxiliary lanes and long term vision of the Highway 1 Corridor.
 - **Project Length:** Approximately 2.5 miles along Highway 1 and approximately 1,125' of arterial overcrossing structure.
 - **Caltrans Roadway Classification:** State Highway
4. **Total Funding Requested:** \$ 2,400,000 (50% of estimated cost for the PA&ED phase)

Total Project Cost: \$ 73,000,000

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 State Park Drive and Park Avenue Interchanges and between Park Ave and Bay/Porter Interchanges on Highway 1, with retaining walls, sound walls, new drainage facilities and rehabilitate freeway sections as needed and pavement overlay. The project also includes the reconstruction of the Capitola Avenue Overcrossing to accommodate the future vision of the Highway 1 Corridor and to provide a wider sidewalk, continuation of bike lanes, and bridge lighting.
8. **What accommodations, if any, are included for bicyclists, pedestrians, and/or transit in the proposed project?**

The Capitola Overcrossing will be reconstructed with Complete Streets standards:

 - Existing 4' sidewalks will be widened to 6' on both sides of the overcrossing with curb cuts to existing ADA standards
 - Overcrossing will be widened to accommodate a continuation bike lanes on the inland side of the overcrossing
 - Travel lanes on the overcrossing will be reduced to 11' and shared lane markings on the ocean side of the overcrossing.

The auxiliary lanes will improve access between Soquel Ave/Drive and 41st Ave and improved

access to/from the Soquel Park and Ride Lot and medical services and facilities on Soquel Drive, by improving the weaving and merging at highway ramps and reduce the number of collisions currently above statewide averages for facilities of similar type.

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.**

N/A

10. **Project Cost by Mode:**

	% of Total Cost by Mode
Road –Auto Serving	85%
Bicycle	3%
Pedestrian	2%
Transit	5%
TSM*¹	5%
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 – 24e and 24g
 c. **Project costs are identified as:** X “Constrained” and/or “Unconstrained” 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	7/1/2019
Circulate Draft Environmental Document			3/15/2020
End Environmental Phase (PA&ED Milestone)			9/1/2020
Begin Design (PS&E) Phase			12/1/2020
End Design Phase (complete PS&E)			10/15/2021
Begin Right of Way Phase			12/1/2020
End Right of Way Phase (Right of Way Certification Milestone)			10/15/2021
Request Authorization to Proceed with Construction (completion of all prior tasks)			1/15/2022
Advertise/go out to bid			10/31/2021
Award Contract			2/1/2023
End Construction Phase (Construction Contract Acceptance Milestone)			9/30/2024
End Closeout Phase (Closeout Report)			3/15/2025

13. **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);

*TDM=Transportation Demand Management (ex. rideshare programs)

PART II: Project Benefits

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

This section of Highway 1 is one of the most heavily traveled segments of Highway 1 in Santa Cruz County, carrying an average daily traffic volume ranging from 90,000 to 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 reliability; and increased environmental impacts to air quality and noise along Highway 1 and local roadways. The project will include sound walls, retaining walls and lengthening of the Capitola Avenue Overcrossing to accommodate the long term vision for the corridor and also provide wider sidewalks and bicycle lanes on the bridge.

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 x 1.2 persons/vehicle

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

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

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

a. Are planned (future) land use projects anticipated to increase travel through project area?

- Yes – mild growth in travel

5. Existing Roadway Conditions

	Existing	With project (write "N/C" if no change)
<u>Functional classification</u> 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?)	4' sidewalk on both sides of Capitola Overcrossing	Construct aprox 1,100' of 6' sidewalk on both sides
Sidewalk width (in feet)	4'	6'
Landscaping (Yes/No)	Yes	Yes
On-Street Parking (Yes/No)	N/C	No
Bike lane width	None on Overcrossing	6' on both sides of the overcrossing
Intersections (Signalized/unsignalized)	None	Not a Part
Pavement condition (PCI if available - or poor, fair, good)	Fair	Excellent on new Overcrossing
Posted speed limit	35	35
Traffic Volumes (<i>Highway section</i>)	100,000/day - 2015	124,300 - 2035
Transit Route/Stops (Yes/No) (<i>Highway</i>)	Yes	Yes
Truck Route (Yes/No) (<i>Highway</i>)	Yes	Yes

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 during extended peak periods and reduced number of congested related collisions, auxiliary lanes improve weaving and merging of vehicles at freeway ramps, widening of inside median and outside shoulders provides vehicle breakdown area outside of the travel way.**

- 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 for the 41st/Soquel segment; data not yet collected for area between State Park and Bay/Porter).**
- X Reduces potential for conflict between cyclists and/or pedestrians and vehicles – On widened Capitola Overcrossing.**
- X Safety improved for youth, vulnerable users (pedestrians/bicyclist), and/or transportation disadvantaged (low income, seniors, disabled, minority status) – On Capitola Overcrossing**
- Provides access to/for emergency services
- There are currently perceived safety issues in the project area - **Unknown**
- 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 Other: Bottlenecks through section of State Park – Bay/Porter is responsible for congestion upstream sections during southbound peak periods.

Reduces Vehicle Miles Traveled (VMT)

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)

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

Increases ridesharing

Increases telework options

Expands Transportation Demand Management (TDM) Programs

Reduces the need for travel

X Increases walking

There are currently lacking/insufficient pedestrian facilities

There are currently NO safe parallel pedestrian facilities

Improves connectivity, fills gap in sidewalk/pedestrian path network

Reduces distance to walk trip between locations by ___miles

X Adds new wider 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 – On Capitola Overcrossing

X Upgrades facility to meet ADA accessibility requirements, implement ADA Implementation Plan

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

Other crosswalk enhancements

Adds median safety islands

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

- 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
- X New Class II bicycle path**
- New Class IV bikeway (e.g. “protected bikeway” or a “cycle track”)
- X Shared-Lane Marking (Sharrow) on the section of Capitola south of the bridge**
- 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
- 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**
- Adds route/wayfinding signage
- Adds long-term bicycle parking (e.g., for commuters and residents)
- Adds short-term bicycle parking

Increases public transit usage

- There are currently lacking/insufficient transit facilities
- There is currently lacking/insufficient transit service
- Improves connectivity of transit, fills gap in transit network
- Improves transit service reliability, frequency and/or **X** efficiency
- ITS/signal priority
- Priority bus lane –
- Bus bulbs/pull outs
- Increases transit service, reduces headways

X Increases access to transit

- X Adds Improves sidewalks (across the bridge) to bus stops at Capitola/Bay**
- Adds bicycle racks on buses
- X Improves access for people with disabilities**
- Adds bus stop(s)
- Improves bus stop/station (adds/upgrades seating, lighting, shade/shelter, trash can, route information/maps, etc)
- Provides real time bus arrival information
- Adds Wi-Fi on bus

X Reduces air pollution – reduces congestion during peak periods.

- X Reduces greenhouse gas emissions (GHG) – improves traffic flow during peak hours**

Reduces fuel consumption – improves traffic flow during peak hours

Cold in-place recycling or other lower emission paving process

Other: _____

Change in travel times and travel time reliability for what modes: All modes

Makes travel times more reliable/predictable (consistency or dependability in travel times)

Reduces travel times

Reduces total traffic congestion

Reduces peak period traffic congestion X AM peak X PM peak

Shifts peak travel to off-peak periods

Reduces freight traffic congestion

Improves efficiency of the transportation system. Which modes? All modes

Implements Transportation System Management (TSM) programs/projects

Increases miles facility/service can carry passengers and/or freight/goods

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?

Provides access to low income housing - Improves access to low income housing

Improves access to jobs

Provides access to senior life services (e.g. hospital, doctors office, senior center, etc.)

Other: Providing improved access and safer travel for people with no vehicle.

Increases ecological function (such as: increases tree canopy; improves habitat; improves water quality; reduces storm water runoff; enhances sensitive areas)

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 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 plant 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 **No.** *If yes, please explain why this condition is unavoidable and if bicycle and pedestrian accommodations are provided on an adjacent/parallel street.*

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 (for projects on roadways).

- Incorporated during design.

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 and as part of the RTP update, 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? Yes No

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 an 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:

State Park/BayPorter Auxiliary Lanes Project

Round figures to the nearest thousand dollars

Sources (Specify fund source type - ex. STBG, RSTP,STIP, AB2766, Local, TDA, etc)	Source Total	Committed or Uncommitted?	Phase of Work			
			Environmental (PA/ED)	Design (PS&E)	Right-of-Way (ROW)	Construction
New Funds Requested from RTC:	\$2,400		\$2,400	\$0	\$0	\$0
Measure D (includes 10%contingency/phase)	\$70,600		\$2,400	\$5,200	\$1,800	\$61,200
Total	\$73,000		\$4,800	\$5,200	\$1,800	\$61,200

Fiscal Year each component to begin

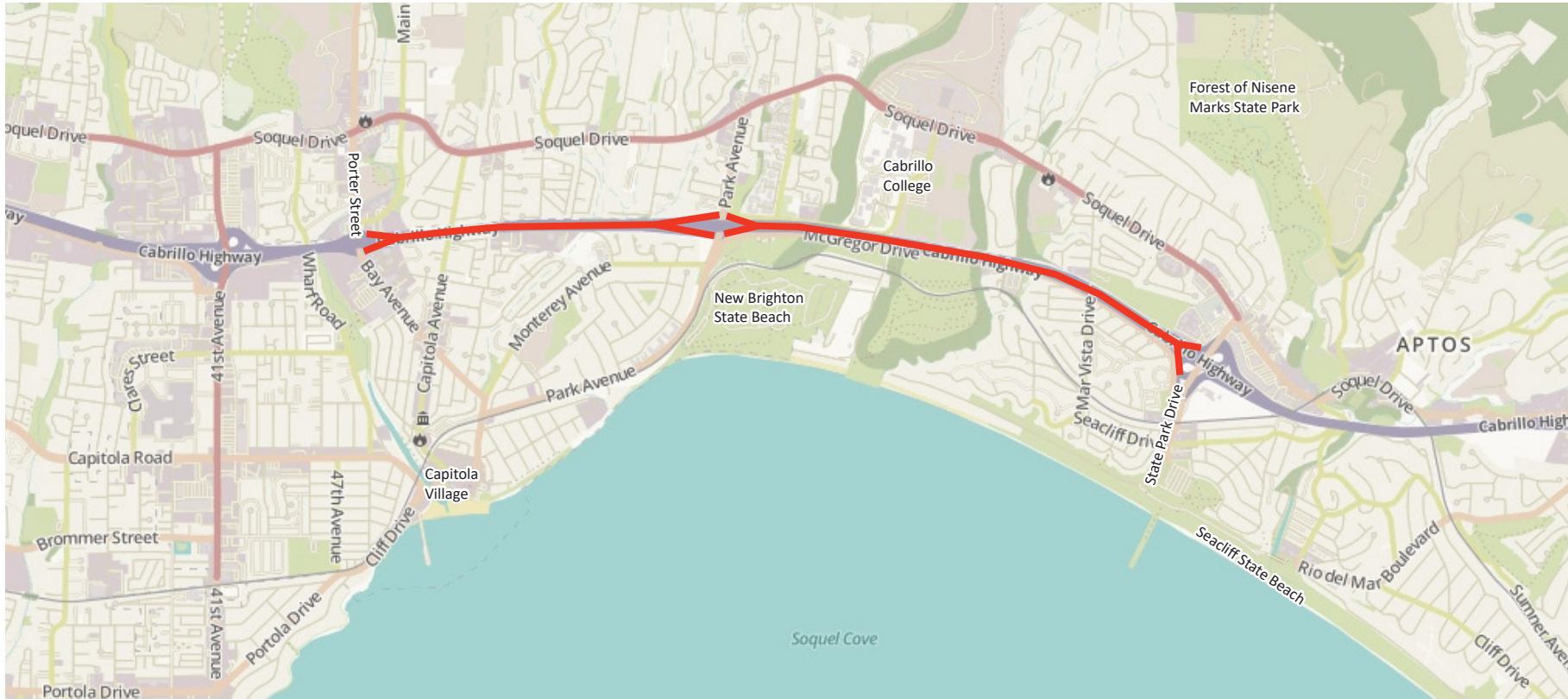
(e.g. FY17/18, FY18/19, FY19/20, FY20/21, FY21/22, FY22/23)

FY 19/20	FY 20/21	FY 20/21	FY 22/23
Environmental (PA/ED)	Design (PS&E)	Right-of-Way (ROW)	Construction

B. "Detailed Cost Estimate"

Project Title:	State Park/BayPorter Auxiliary Lanes Project	
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Item No.	Prreliminary Cost Estimate	
	Environmental Studies and Permits	\$4,800,000
	Plans, Specifications, and Estimate	\$5,200,000
	Right Away Capital & Support	\$1,800,000
	Capital & Support Costs	\$61,200,000
Total Cost		\$73,000,000



Project: State Park/Bay Porter Auxiliary Lanes Project