

PART I: General Project Information

1. **Project Title/Project Name:** Pacific Avenue Sidewalk

2. **Project summary:**

Construct new sidewalk and crossing on Pacific Avenue between Front Street and 55 Front Street, including installation of a new accessible crossing at Front and Pacific and approximately 150' of new bike lane.

3. **Project Location** and Limits or Service Area:

Pacific Avenue between Front St. and 55 Front St.

- **Project Length:** approx.. 200'
- **Caltrans Roadway Classification** – Minor Arterial

4. **Total Funding Requested:** \$ 339,870

Total Project Cost: \$ 439,870

5. **Project Applicant/Implementing Agency:** City of Santa Cruz

6. **Project Priority:** This is priority number # 4 of # 4 applications submitted.

7. **Detailed Project Description/Scope:**

This is a significant connection in the beach area that serves high volumes of local and visitor traffic and connects to transit service. Currently pedestrians walk in the street and behind diagonally parked vehicles. New sidewalk will be installed between Front Street and 55 Front Street, including installation of a new accessible crossing at Front and Pacific and 150' of new bike lane on Pacific Avenue. Through street reconfiguration, this will result in the loss of six metered parking spaces.

A project allocation of \$339,870 is requested, with \$100,000 in matching funds from Measure D. This segment of Pacific Avenue serves three Santa Cruz METRO bus routes and the City of Santa Cruz Downtown-Beach Trolley, provides a connection to the future Rail Trail and the West Cliff Drive Multi-Use Path for cyclists and pedestrians, and sees incredibly high volumes of active transportation users due to the proximity to the beach area and downtown. This project will dramatically improve the pedestrian facilities and add new bike lane.

8. **What accommodations, if any, are included for bicyclists, pedestrians, and/or transit in the proposed project?**

This is primarily a pedestrian project. This project aims to increase safety for all roadway users, but in particular pedestrians. A new segment of sidewalk and an improved crosswalk and ramps create a space for pedestrians separate from the travel lane so that pedestrians will no longer have to share the same space as cars.

This project provides improved access to the METRO transit stop at Pacific and 2nd and Pacific and Viaduct via new sidewalk and improved crossing.

The project also includes 150’ of new bike lane on Pacific Avenue that fills a gap between the Wharf roundabout and the existing bike lane.

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
Bicycle	2%
Pedestrian	98%
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#):** (from RTP Project List) SC-PO9
- c. **Project costs are identified as:** “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)	Cat-Ex	2/1/2018
Circulate Draft Environmental Document			3/15/2018
End Environmental Phase (PA&ED Milestone)			4/1/2018
Begin Design (PS&E) Phase			7/1/2018
End Design Phase (complete PS&E)			12/1/2018
Begin Right of Way Phase			9/1/2018
End Right of Way Phase (Right of Way Certification Milestone)			12/1/2018
Request Authorization to Proceed with Construction (completion of all prior tasks)			12/1/2018
Advertise/go out to bid			3/1/2019
Award Contract			4/1/2019
End Construction Phase (Construction Contract Acceptance Milestone)			7/1/2019
End Closeout Phase (Closeout Report)			11/1/2019

13. **Contact Person/Project Manager Name:** Christopher J Schneider

Telephone Number: 831-420-5422 E-mail: cschneider@cityofsantacruz.com

PART II: Project Benefits

Given the large backlog of transportation needs in the region and the extremely limited amount of funding available, it is important to ensure that funds are used cost effectively to maximize benefits to the transportation system. Additionally state and federal rules, as well as RTC policies, require consideration of how projects will contribute towards implementation of the long-range transportation plan (*Regional Transportation Plan*), the achievement of one or more transportation goals, and implementation of state and federal policies including the California Complete Streets Act of 2008, SB375, and the Federal FAST Act.

Information in this section will be used to evaluate projects. Projects are not expected to address all of the following. Please write N/A if something is not applicable to your project.

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

This project improves pedestrian safety through construction of new sidewalk and an improved crossing in a highly traveled corridor. Currently, large volumes of pedestrians are walking in the roadway, between the travel lane and diagonally parked cars. According to the Caltrans document “Local Roadway Safety: A Manual for California’s Local Road Owners”, sidewalks and walkways provide people with space to travel within the public right-of-way that is separated from roadway vehicles. The presence of sidewalks has been found to be related to significant reductions in the “walking along roadway” pedestrian crash risk compared to locations where no sidewalks or walkways exist. Collision reductions of 50 to 90 percent are documented for adding sidewalks.

The project also provides an additional 150’ of bike lane on Pacific Avenue, filling a gap between the Wharf roundabout and existing bike lanes on Pacific. Bike lanes increase bicyclist comfort and confidence on busy streets, create separation between bicyclists and automobiles, increase the predictability of bicyclist and motorist interaction, and increase the total capacity of streets.

This project solves these conflicts between pedestrians and bikes, autos, and transit vehicles and creates a safer environment for all roadway users.

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

of direct users per day: 723

of indirect users: 8,348

Basis for estimates:

Current transit riders: Based upon the Santa Cruz METRO’s Service Evaluation, daily ridership is as follows: Route 19: 1,366 people, Route 3: 158 people, Route 20: 1,553 people

Assuming that 10% of riders utilize the Pacific and 2nd or Pacific and Viaduct stops, 323 transit passengers would benefit from this improvement. (http://scmetroforward.com/wp-content/uploads/2016/02/SantaCruz-COA_ServiceEvaluation.pdf)

Drivers: 8,348 - based on ADT volumes, Oct. 2013 count

Bikes and pedestrians: estimated 400 people/day during the peak summer season.

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

Commuters

Youth

College Students

- | | | |
|--|--|--|
| <input checked="" type="checkbox"/> Low income residents | <input checked="" type="checkbox"/> Elementary Schools | <input checked="" type="checkbox"/> Visitors |
| <input checked="" type="checkbox"/> Seniors | <input checked="" type="checkbox"/> Middle Schools | <input type="checkbox"/> Trucks (goods movement) |
| <input checked="" type="checkbox"/> Disabled | <input checked="" type="checkbox"/> High Schools | <input checked="" type="checkbox"/> Recreational users |

a. Briefly describe any indirect or secondary beneficiaries of the project:
Drivers on Pacific Avenue and Front Street will indirectly benefit from this project through reduced conflicts with pedestrians walking in the roadway and bicyclists sharing the travel lane.

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

- | | |
|---|---|
| <input checked="" type="checkbox"/> Employment centers <u>1300'</u> | <input type="checkbox"/> Senior centers <u>na</u> |
| <input checked="" type="checkbox"/> Senior housing <u>450'</u> | <input type="checkbox"/> K-12 Schools <u>_</u> |
| <input type="checkbox"/> Groceries/Services <u>na</u> | <input checked="" type="checkbox"/> Retail/Commercial centers <u>0'</u> |
| <input type="checkbox"/> Transit centers <u>na</u> | <input checked="" type="checkbox"/> Visitor destination <u>40'</u> |
| <input checked="" type="checkbox"/> Parks/recreational area <u>315'</u> | <input checked="" type="checkbox"/> Civic/public facilities <u>315'</u> |

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

- Yes – significant growth in travel
 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: Future hotel and visitor serving development in the beach area, implementation of the Wharf Master Plan, and construction of the rail trail.

5. Existing Roadway Conditions – Projects on Roadways only – N/A for other projects

a. **Provide information on existing and projected conditions/context for projects on roadways**

	Existing	With project (write "N/C" if no change)
<u>Functional classification</u> of this road*	Minor Arterial	N/C
# of automobile lanes (2, 4, 3, etc)	NB/EB: 1 SB/WB:1	N/C
2-Way Center Turn Lane (Yes/No)	No	N/C
Sidewalks (none, one side or both?)	One side	Both
Sidewalk width (in feet)	None	9'
Landscaping (Yes/No)	No	Yes
On-Street Parking (Yes/No)	Yes	Yes
Bike lane width	No bike lane	4'- 4.5' bike lane
Intersections (Signalized/unsignalized)	Unsignalized	N/C
Pavement condition (PCI if available - or poor, fair, good)		
Posted speed limit	25mph	N/C
Traffic Volumes	8,348 (October 9 th , 2013)	N/C
Transit Route/Stops (Yes/No)	Yes	N/C
Truck Route (Yes/No)	No	N/C

*Note: STIP and STBG funds cannot be used on roads functionally classified as "local" or "rural minor collectors". See: http://dot.ca.gov/hq/tsip/hseb/crs_maps/index.php for classification information.

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

Safety: Improves transportation safety

How will project improve safety?

This project improves pedestrian safety through construction of new sidewalk and an improved crossing in a highly traveled corridor. Currently, large volumes of pedestrians are walking in the roadway, in between the travel lane and diagonally parked cars. This project also improves safety for bicyclists by filling a bike lane gap on Pacific Avenue.

- There is a history of collisions in the project area
- Number of severe injury or fatal incidents in project area in past 10 years: _____
- Reduces potential for conflict between cyclists and/or pedestrians and vehicles
- Safety improved for youth, vulnerable users (pedestrians/bicyclist), and/or transportation disadvantaged (low income, seniors, disabled, minority status)
- Provides access to/for emergency services
- There are currently perceived safety issues in the project area
- Reduces automobile speeds (e.g. traffic calming, speed limit, etc)

System Preservation: Preserves existing transportation infrastructure/facilities or services

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

Why is this location/facility a priority over other facilities? _____

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: _____

- Decreases the number of people traveling in single occupancy vehicles
- 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
- New bike or pedestrian path
- Increases ridesharing
- Increases telework options
- Expands Transportation Demand Management (TDM) Programs

Reduces the need for travel

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
- Adds new sidewalks or paths on: one or both sides of the street

- Widens sidewalk path of travel for current and projected pedestrian volumes
- Adds missing curb ramps
- 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
- Adds pedestrian-level lighting
- Adds high visibility crosswalks
- 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

- Increases bicycling
 - There are currently lacking/insufficient bicycle facilities
 - There are currently NO safe parallel bicycle facilities
 - Improves connectivity, fills gap in bicycle network
 - Reduces distance to bike (on bike lane or path) between locations by miles miles
 - New Class I bicycle path
 - New Class II bicycle path
 - New Class IV bikeway (e.g. “protected bikeway” or a “cycle track”)
 - Shared-Lane Marking (Sharrow)
 - New bicycle boulevard
 - Widens bicycle lanes from ____ feet to ____ feet wide
 - 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
 - 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 efficiency

- ITS/signal priority
- Priority bus lane
- Bus bulbs/pull outs
- Increases transit service, reduces headways
- Increases access to transit
 - Adds sidewalks to bus stops
 - Adds bicycle racks on buses
 - 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

- Reduces air pollution
 - Reduces greenhouse gas emissions (GHG)
 - Reduces fuel consumption
 - Cold in-place recycling or other lower emission paving process
 - Other: _____

- Change in travel times and travel time reliability for what 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 ___AM peak ___PM peak
 - Shifts peak travel to off-peak periods
 - Reduces freight traffic congestion

- Improves efficiency of the transportation system. Which 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 jobs
 - Provides access to senior life services (e.g. hospital, doctors office, senior center, etc.)
 - Other: _____

- 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:

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.

8. Has RTC previously funded a project in this area, what project and what year?

Segment 7 of the Monterey Bay Sanctuary Scenic Trail is expected to start construction next year. No other RTC-funded projects in the area.

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).

a. Describe how this project is consistent with recommendations for street type in guidebook:

Provides for all travel modes, which is an improvement upon the existing conditions. In line with the Complete Streets guidebook, this project prioritizes pedestrians on this “main street” segment type and adds additional Class II bike lane. This project results in the net loss of 6 parking spaces in order to provide for the needs of pedestrians and bicyclists.

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:

- | | |
|--|---|
| <input type="checkbox"/> Lack of ROW width | <input type="checkbox"/> Insufficient Funding |
| <input type="checkbox"/> Trees/environmental constraints | <input type="checkbox"/> Existing Structures |

d. What alternative designs were considered, if any? N/A

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

- Removed/partial zones (Guidebook Ch. 5) for:

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Bicyclists	<input type="checkbox"/> Landscaping	<input checked="" type="checkbox"/> Vehicles	<input type="checkbox"/> Parking
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- Considered alternative routes/locations for:

<input type="checkbox"/> Pedestrians	<input type="checkbox"/> Bicyclists	<input type="checkbox"/> Landscaping	<input type="checkbox"/> Vehicles	<input checked="" type="checkbox"/> Parking
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f. Exemptions to Complete Streets (refer to Ch. 6 of the Guidebook)

- Is the project exempt from accommodating certain users? Yes No
- Is the cost excessively disproportionate to the need or probable use? Yes No
- There is a documented absence of current and future need? Yes No
- Other: N/A

10. Describe the public input plan for this project.

This project is identified in the draft Active Transportation Plan as an important pedestrian project. The Active Transportation Plan public input process included four community meetings, a standing stakeholder group, multiple presentations to the Transportation and Public Works Commission, community outreach at Third Friday and Open Streets events, presentations to the E&DTAC, RTC Bike Committee, and the local chapter of the Sierra Club, outreach at the Bike Santa Cruz County member meeting, and an online interactive mapping tool and project website.

The project list has been thoroughly vetted, and this project was mentioned by multiple community members as being an important addition to the overall transportation network in a heavily used pedestrian area.

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	8/21/15 (Third Friday at the MAH)		Transit Agency	2015-2016	
Business Association			Adjacent jurisdictions	N/A	N/A
School	2015-2016		Environmental Groups	2015	
Property Owners		Upon Award	Transportation Disadvantaged		
Bicycle Committees	8/10/15		Senior Group	8/11/15	
Pedestrian Committee	8/11/15		Other (define)		

Have specific changes to the project/program been requested by stakeholders? Yes No
Please explain:

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

Concept design has been developed. No project risks are foreseen. This project will be ready to move forward upon award. Construction schedule will avoid conflict with summer tourism season.

PART III
Project Budget & Funding Plan
CAPITAL PROJECTS

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

A. Cost/Funding Summary

Enter the amount to be expended for each project phase in each fiscal year by funding source.
 Totals should calculate automatically if electronic file is used.

Project Title: **Pacific Avenue Sidewalk**

Round figures to the nearest thousand dollars

Sources (Specify fund source type - ex. STBG, RSTP, STP, 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:	\$339,870	Uncommitted	\$0	\$0	\$0	\$339,870
Source 2: Measure D	\$100,000	Committed	\$0	\$20,000	\$0	\$80,000
Source 3:	\$0		\$0	\$0	\$0	\$0
Source 4:	\$0		\$0	\$0	\$0	\$0
Source 5:	\$0		\$0	\$0	\$0	\$0
Source 6:	\$0		\$0	\$0	\$0	\$0
Source 7:	\$0		\$0	\$0	\$0	\$0
Total	\$439,870		\$0	\$20,000	\$0	\$419,870

Fiscal Year each component to begin <i>(e.g. FY16/17, FY17/18, FY18/19)</i>	FY 17/18 Environmental (PA/ED)	FY 18/19 Design (PS&E)	FY 18/19 Right-of-Way (ROW)	FY 18/19 Construction

PART III
Project Budget & Funding Plan
CAPITAL PROJECTS
B. "Detailed Cost Estimate"

Project Title:	Pacific Avenue Sidewalk
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Item No.	Engineer's Estimate				
1	Environmental Studies and Permits				\$0
2	Plans, Specifications, and Estimate				\$20,000
<u>RIGHT OF WAY</u>					
3	Right of Way Acquisition				\$0
4	Right of Way Support				\$0
5	Utility Relocation (exclude if included in construction)				\$0
TOTAL RIGHT OF WAY COMPONENT COST					\$0
<u>CONSTRUCTION (update items to match actual items for project)</u>					
	Item Description	Quantity	Units	Unit Cost	Total
6	Traffic Control	1	LS	\$10,000.00	\$10,000
7	Demolition and Removal	1	LS	\$20,000.00	\$20,000
8	Cold Plane Asphalt Concrete	5400	SF	\$3.00	\$16,200
9	Hot Mix Asphalt (Type A) (1/2")	225	TON	\$300.00	\$67,500
10	PCC Sidewalk	1900	SF	\$15.00	\$28,500
11	PCC Curb and Gutter	300	LF	\$60.00	\$18,000
12	12" SD Pipe	200	LF	\$250.00	\$50,000
13	Catch Basin (Type B)/Manhole	3	EA	\$15,000.00	\$45,000
14	Adjust Manhole Frame and Cover to Grade	5	EA	\$800.00	\$4,000
15	Decorative Streetlight	3	EA	\$12,000.00	\$36,000
16	Street Tree	6	EA	\$1,500.00	\$9,000
17	Irrigation System	1	LS	\$7,500.00	\$7,500
18	Extend Water Service	1	LS	\$7,500.00	\$7,500
19	PCC Curb Ramp	1	LS	\$7,500.00	\$7,500
20	Valley Gutter	300	SF	\$50.00	\$15,000
21	Signs and Striping	1	LS	\$10,000.00	\$10,000
22	Parking Meter Relocations	1	LS	\$5,000.00	\$5,000
23	Landscape/Hardscape	1	LS	\$10,000.00	\$10,000
24	Construction Engineering	1	LS	\$15,000.00	\$15,000
SUBTOTAL CONSTRUCTION ITEMS					\$381,700
10% CONTINGENCY					\$38,170
TOTAL CONSTRUCTION COST					\$419,870
Total Cost					439,870

Part IV

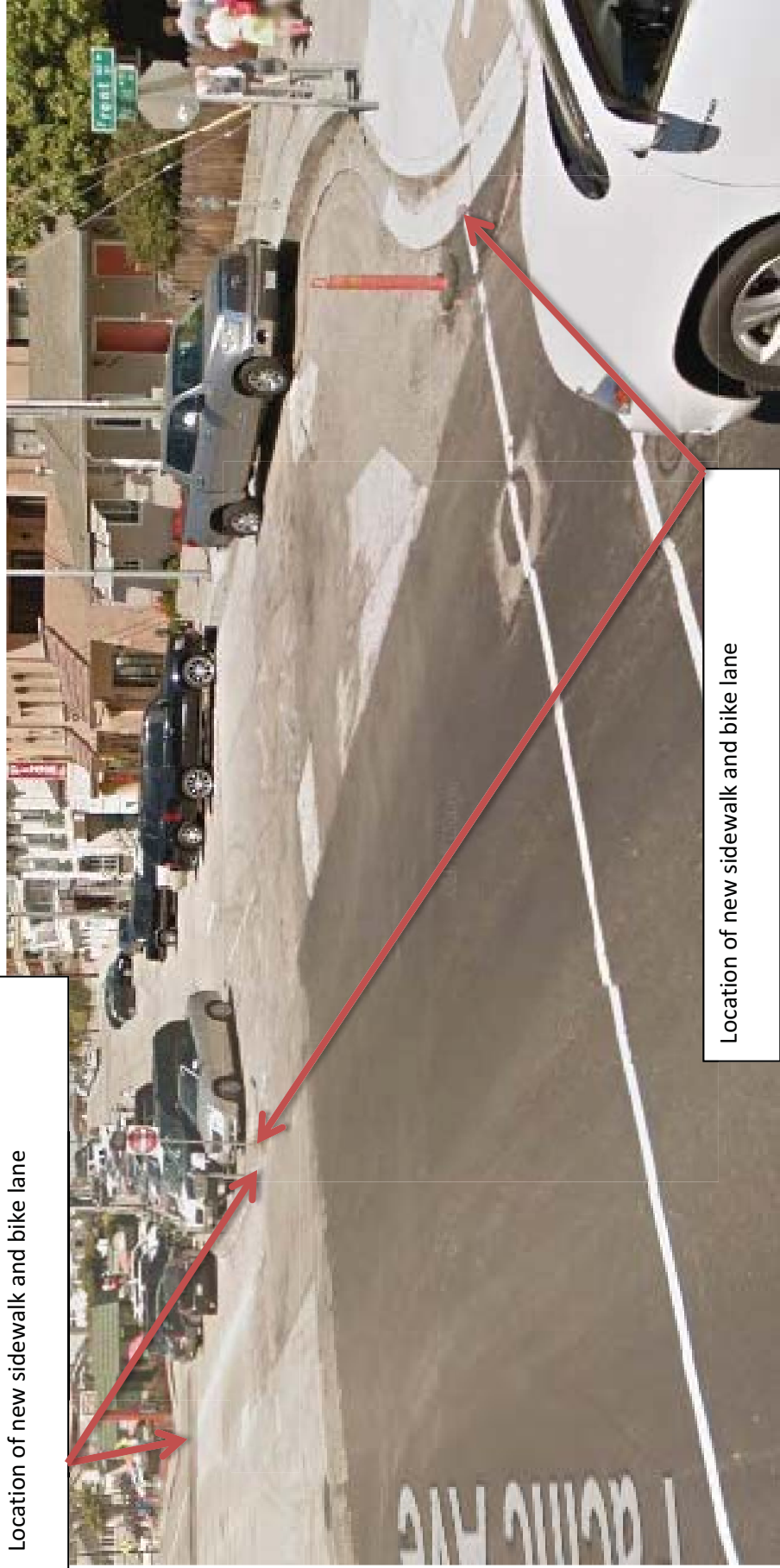


Location of new sidewalk and bike lane

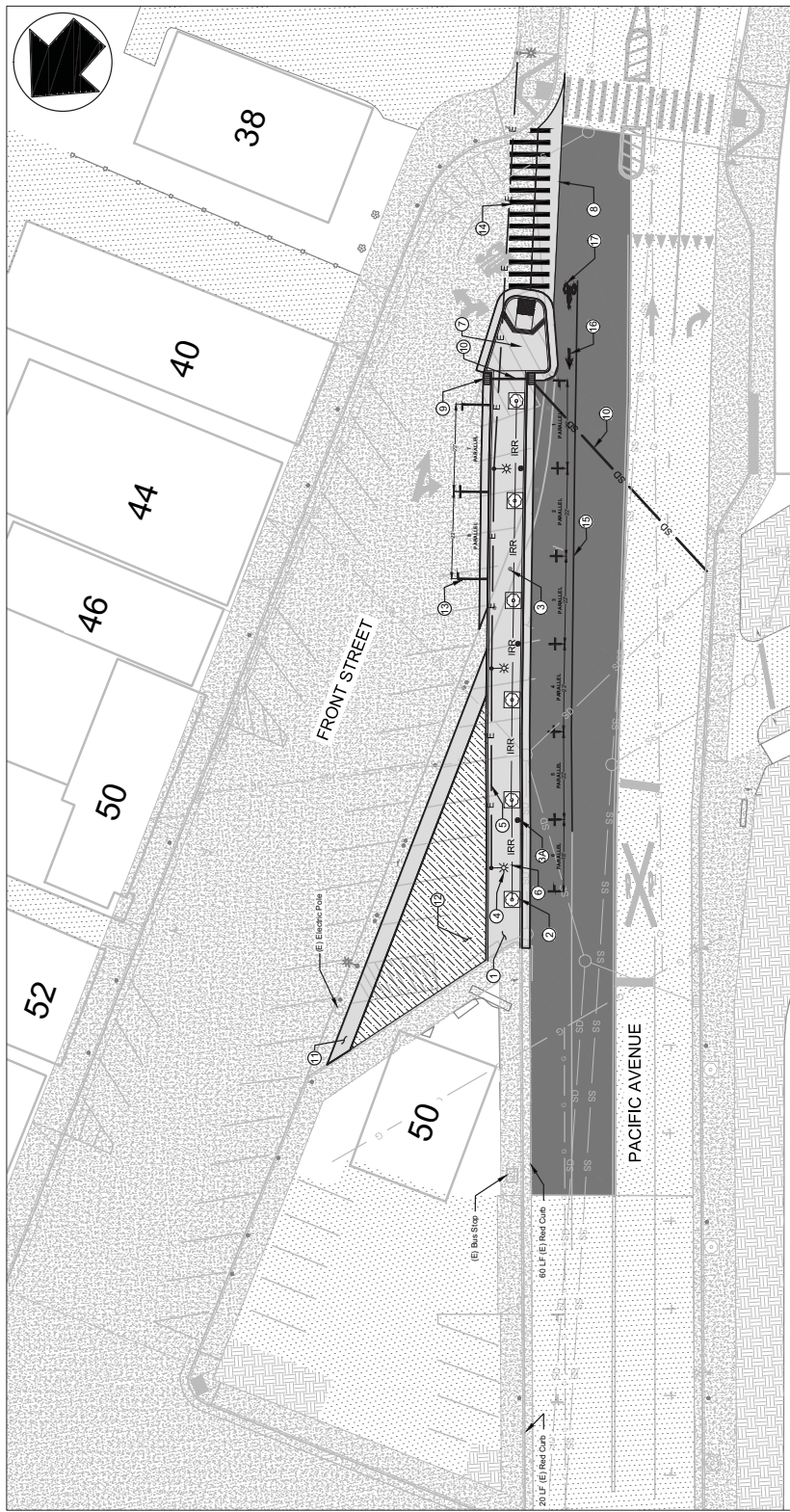


Location of new sidewalk and bike lane

Location of new sidewalk and bike lane

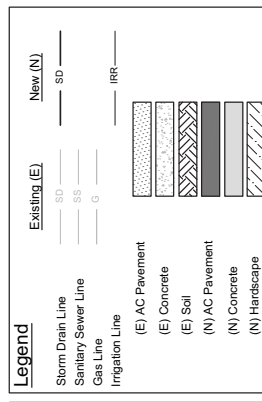


Location of new sidewalk and bike lane



Proposed Parking Count

	Pacific Avenue		Front Street	
	Existing	New	Existing	New
Standard 9' x 18'	8	0	31	26
Parallel 8' x 22'	7	12	2	4
Compact 6.5' x 16'	0	0	0	0
Motorcycle	0	0	4	4
Total	15	12	37	34



- Construction Notes**
- Extend width of curb 5'
 - Future hardscape area
 - Remove 3 (E) steel post for parking meter and install 3 (N) steel post at 3A, typ.
 - Install (N) decorative street light per holoplane drawing # TSG006613, typ.
 - Install (N) electrical conduit.
 - Install (N) irrigation line.
 - Install (N) curb ramp.
 - Install (N) valley gutter
 - Install (N) storm drain catch basin (type B), typ.
 - Install (N) 12" storm drain line.

REVISIONS

NO.	DATE	DESCRIPTION

CITY OF SANTA CRUZ
PUBLIC WORKS DEPARTMENT
 809 Center Street, Room 201
 Santa Cruz, CA 95060

PACIFIC AVENUE SIDEWALK

CONCEPT PLANS

DATE: 10/10/2017
 DRAWN: D. ESTRANERO
 DESIGN: STAFF
 CHECKED: N. NGUYEN

SCALE: 1" = 20'
 SHEET: 1 OF 1
 VAULT NO.: #