

SANTA CRUZ ROUTE 1

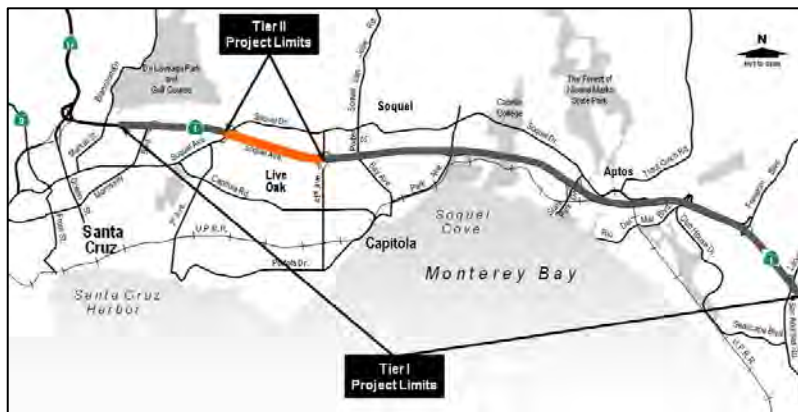
TIER I – CORRIDOR ANALYSIS OF HIGH OCCUPANCY VEHICLE (HOV) LANES AND TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVES AND

TIER II – BUILD PROJECT ANALYSIS OF 41ST AVENUE TO SOQUEL AVENUE/DRIVE AUXILIARY LANES AND CHANTICLEER AVENUE PEDESTRIAN-BICYCLE OVERCROSSING

SANTA CRUZ COUNTY, CALIFORNIA
DISTRICT 5 – SCr – 1, (R7.24/16.13)
EA 0C7300 / PI 05-0000-0023

Tier I and Tier II Final Environmental Impact Report/ Environmental Assessment with a Finding of No Significant Impact

RESPONSE TO PUBLIC COMMENTS



Prepared by the
Federal Highway Administration and
State of California Department of Transportation
December 2018



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This Volume 3 of 3 accompanies the Final EIR/EA with FONSI (Volume 1 of 3 and Volume 2 of 3). Volume 3 addresses the comments received on the Draft EIR/EA during the public review period between November 4, 2015, and February 28, 2016, and the open forum public hearing on December 3, 2015.

Comments received during the public review period are summarized below.

Type of Comment	Number Received
Written comments from agencies	4
Written comments from organizations	6
Written comments from individuals (representing the general public)	255

Federal Highway Administration and Caltrans Responses

The Federal Highway Administration (FHWA) and the California Department of Transportation (Caltrans) appreciate all comments and input provided by stakeholders on this important transportation project. The project team would like to thank everyone who took the time to inquire, provide viewpoints and comments, and express concerns. Several approaches have been used to respond to the comments that were received. Responses to each comment are organized and presented in three sections: Responses to Comments from Agencies, Responses to Comments from Organizations, and Responses to Comments from Individuals. The comments are summarized below. Responses are numbered to correspond to the specific comment presented. Comments and responses are presented in the order stated in the tables below.

Agencies

Comment Code	Agency	Commenter Name	Date Letter Received	Page Number
A-1	California Department of Fish and Wildlife	Melissa A. Farinha	1/20/16	11
A-2	Central Fire Protection District	Jeff Maxwell	12/1/15	12
A-3	California Transportation Commission	Will Kempton	11/13/15	13
A-4	Monterey Bay Unified Air Pollution Control District	David Frisby	11/15/16	15

Organizations

Comment Code	Organization	Commenter Name	Date Letter Received	Page Number
O-1	Santa Cruz County, Regional Transportation Commission	David Casterson	1/22/16	21
O-2	The Campaign for Sensible Transportation	Jack Nelson	1/25/16	27
O-3	Center for Biological Diversity	Nicholas Whipps, Jenny Loda, April Rose Sommer	1/19/16	49
O-4	Save the Frogs!	Kerry Kriger	1/15/16	72
O-5	Sierra Club, Santa Cruz County Group	Greg McPheeters	1/25/16	74
O-6	Wittwer/Parkin on behalf of The Campaign for Sensible Transportation	William P. Parkin	1/25/16	83

Individuals

Comment Code	Individual	Date Comment Received	Page Number
I-1	Dr. Dirt	12/3/15	103
I-2	Torri Donohue	12/3/15	104
I-3	Gene Fischer	12/3/15	105
I-4	<i>Anonymous</i>	12/3/15	106
I-5	David Van Brink	12/3/15	108
I-6	Rajan Khokhar	12/3/15	109
I-7	Pauline Seales	12/3/15	110
I-8	Pam Stearns	12/3/15	111
I-9	Marshall Ballard	12/3/15	112
I-10	Vasant Sharma	12/3/15	113
I-11	Roland Saher	12/3/15	114

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I-12	Roland Saher	12/3/15	115
I-13	Robert Schneider	12/3/15	116
I-14	Robert Schneider	12/3/15	118
I-15	Erica Stanojevic	12/3/15	121
I-16	Fred Molnar	12/3/15	123
I-17	Bridget Binko	12/3/15	124
I-18	Ryan Hoffrman	12/3/15	125
I-19	Sean Dineen	12/3/15	126
I-20	Laura Caldwell	12/3/15	129
I-21	Jean Anderson	1/11/16	131
I-22	Leslie and Ricard Andrews	1/19/16	132

Response to Public Comments

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I-23	Peter Andrews	1/19/16	133
I-24	Becky Bach	1/11/16	136
I-25	Dana Bagshaw	1/8/16	137
I-26	Cyn Baskin	1/16/16	138
I-27	David Green Baskin	1/16/16	139
I-28	Susan Becker	1/19/16	141
I-29	Barbara Bentley	No date	142
I-30	Stefan Berlinski	11/18/15	144
I-31	Jim Blain	1/16/16	145
I-32	Bob Bosso	1/16/16	146
I-33	Jack Bowers	1/15/16	147
I-34	Maryellen Boyle	1/16/16	148
I-35	Derek Brown	1/8/16	149
I-36	Norman Nelson	1/15/16	151
I-37	Richard Bruce	1/10/16	153
I-38	Helen Bryce	1/25/16	154
I-39	Ted Burke	1/19/16	157
I-40	Rebecca Byron Kleis	1/14/16	158
I-41	Patricia Canepa	1/10/16	159
I-42	Charles M. Carlson	1/11/16	161
I-43	Blake and Kim Carpenter	11/18/15	162
I-44	James Carpenter	1/17/16	163
I-45	Sheila Carrillo	1/11/16	165
I-46	Mike Carroll	1/11/16	167

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I-47	Kyle Carter	1/8/16	168
I-48	Carl Casey	1/13/16	169
I-49	Judy Cassada	1/25/16	170
I-50	Susan Cavalieri	12/4/15	171
I-51	Mark Chandler	1/12/16	172
I-52	Juliana Cheng	1/19/16	173
I-53	Leslie Chow	1/13/16	174
I-54	Janice M. Cockren	1/19/16	176
I-55	Lou Cole	1/13/16	177
I-56	Renee Coletta	1/12/16	179
I-57	Trician Comings	1/20/16	180
I-58	Trician Comings	1/22/16	182
I-59	Bill Comfort	1/17/16	183
I-60	Lydia Corser	1/8/16	188
I-61	Doug Crawford	1/17/16	189
I-62	Jim Cumming	1/20/16	191
I-63	Gina Cunningham	1/12/16	192
I-64	Scott Cunningham	1/21/16	193
I-65	Dan Davis	1/25/16	195
I-66	Michael DeArmond	1/8/16	196
I-67	William W. Delaney	1/18/16	197
I-68	Lynne Ann DeSpelder	1/19/16	199
I-69	Scott Dillingham	1/18/16	200
I-70	James Dixson and Patricia McGlynn	1/17/16	201

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I-71	Casey Douglas	1/13/16	204
I-72	H. Dowling	1/17/16	206
I-73	Dianne Dryer	1/25/16	207
I-74	John Dunn	1/20/16	208
I-75	Martha Mee Dunn	1/21/16	209
I-76	Rick Duquette	1/16/16	210
I-77	Justin Eatinger	12/15/15	211
I-78	Larry Ellis	1/17/16	212
I-79	Teren Ellison	11/18/15	213
I-80	Skip Ely	1/13/16	215
I-81	David Eselius	12/8/15	216
I-82	Steven Fannell	1/16/16	217
I-83	Nancy Faulstich	1/19/16	218
I-84	Ed Fields	1/14/16	222
I-85	Margo Fisher	1/10/16	223
I-86	Paolo Flansburg	1/9/16	224
I-87	Cathy Gamble	1/16/16	225
I-88	Danielle Garland	1/9/16	227
I-89	Veronica Garrett	1/12/16	228
I-90	Jan Gentes	1/13/16	230
I-91	Catharine and Jim Gill	11/8/15	231
I-92	Maria Gitin Torres and Samuel Torres, Jr.	1/11/16	232
I-93	Teresa J. Green	1/19/16	233
I-94	Alexander Grillo	1/12/16	235

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I-95	Judith Grunstra	1/10/16	238
I-96	Marciano Gutierrez	1/19/16	240
I-97	Z. Haas	1/16/16	241
I-98	Dennis Hagen and Diane Sipkin	1/23/16	242
I-99	Karen Hall	1/13/16	243
I-100	Pat Hamb	1/11/16	244
I-101	Grace Hammond	1/15/16	245
I-102	Kevin Hanks	1/8/16	246
I-103	Cody Harris	1/17/16	247
I-104	Steve Hartley	1/18/16	248
I-105	Steve Hartley	1/19/16	249
I-106	Tom and Becky Hart	1/18/16	250
I-107	Lee Heathorn	1/15/16	251
I-108	Michele and Derek Heidenreich	1/18/16	252
I-109	Karl Heiman	1/15/16	254
I-110	Will Hendricks	1/20/16	255
I-111	Bill Henry	1/26/16	256
I-112	Jo and Sam Hernandez	1/20/16	257
I-113	Crystal Nelson	1/18/16	259
I-114	Jeff Hill	11/5/15	261
I-115	Michael Hobbs M.Sc.	1/16/16	263
I-116	Ted Hoff	1/10/16	265
I-117	Michael Holler	1/8/16	266
I-118	Don Honda	1/9/16	267

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I-119	Karleen Horobin	1/23/16	269
I-120	Kris Houser	11/29/15	271
I-121	Thomas P. House	1/16/16	274
I-122	Greg Howerton	1/12/16	275
I-123	Deborah Howey	1/21/16	276
I-124	Robert Hull	11/8/15	277
I-125	John Hunt	1/16/16	278
I-126	Lowell Hurst	1/17/16	280
I-127	Hal Hyde	1/14/16	281
I-128	Richard James	1/15/16	282
I-129	Bruno Kaiser	1/16/16	288
I-130	Michael Kaping	1/16/16	289
I-131	Jan Karwin	1/16/16	290
I-132	Liz Karzag	1/18/16	291
I-133	Betty Kayton	1/18/16	292
I-134	Maura Kelsea	1/22/16	293
I-135	Carol Kent	11/18/15	295
I-136	Danial Kent	11/18/15	296
I-137	John S. Kent	11/17/15	297
I-138	Myles H. Kitchen	1/18/16	298
I-139	Joy Koch	1/16/16	301
I-140	Jeff Kordik	1/15/16	302
I-141	Robert Kuhn	1/11/16	303
I-142	Mark Lang	1/8/16	304
I-143	Diane Landy	1/8/16	305

Comment Code	Individual	Date Comment Received	Page Number
I-144	David Laughlin	1/21/16	306
I-145	Don Lauritson	1/18/16	307
I-146	Jascha Lee	1/16/16	310
I-147	Mark Lilley	1/19/16	311
I-148	Greg Lindholm	1/8/16	312
I-149	Gordon Lion	1/20/16	313
I-150	Linda Locatelli	1/25/16	314
I-151	Matthew Lockridge	1/15/16	315
I-152	Rick Longinotti	1/25/16	316
I-153	Bruce Lorenzen	11/20/15	324
I-154	Bill Malone	1/19/16	325
I-155	Christopher Mann	1/19/16	332
I-156	Dolores Manning	1/19/16	333
I-157	Pilar Marien	1/15/16	335
I-158	Ron Marquez	1/14/16	336
I-159	Christy Martin	1/19/16	337
I-160	Ellen Martinez	1/9/16	338
I-161	Joe Martinez	1/9/16	340
I-162	Clint Mattacola	1/18/16	341
I-163	Charles May	1/15/16	342
I-164	Todd Mayer	1/7/16	343
I-165	John E. McCombs	1/20/16	344
I-166	Melinda McEvoy	11/18/15	345
I-167	Marcus Melander	1/11/16	347
I-168	Brian Miller	1/8/16	348

Response to Public Comments

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I-169	Marshall Miller	1/14/16	350
I-170	Rick Moe	1/16/16	351
I-171	Martin Mogaard	1/10/16	352
I-172	Robert Morgan	No date	353
I-173	Marsha and Keith Munger	11/30/15	357
I-174	Ron Nance	1/18/16	358
I-175	Jack Nelson	11/20/15	362
I-176	Jack Nelson	1/25/16	364
I-177	André Neu	1/24/16	365
I-178	Nicola	1/25/16	366
I-179	Diane and Walter Nielsen	1/15/16	368
I-180	Graham Orndorff	1/18/16	369
I-181	Joe Palandrani	1/10/16	370
I-182	Charles Paulden	1/17/16	371
I-183	Charles Paulden	11/13/15	373
I-184	Brian Peoples	1/9/16	375
I-185	Carey Pico	1/23/16	376
I-186	Steve Piercy	1/25/16	377
I-187	Micah Posner	No date	379
I-188	Janet Reedy	1/10/16	380
I-189	Michael Regan	1/18/16	381
I-190	Cathy Reinhard	1/15/16	382
I-191	Michele and Alan Replogle	11/18/15	383

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I-192	Frank Rimicci, Jr.	1/9/16	385
I-193	Barbara Riverwoman	1/18/16	386
I-194	Lani Roberts	11/20/15	387
I-195	Lois Robin	1/20/16	388
I-196	Ed Rodden	1/17/16	390
I-197	Elaine Rohlfes	1/18/16	392
I-198	Mike Rotkin	12/22/15	394
I-199	Pam Rucker	1/10/16	396
I-200	Sandra Russell	1/16/16	397
I-201	Raymond J. and Anna Dale Sasser	1/18/16	398
I-202	Lynn Scally	1/13/16	399
I-203	Andrew Schiffrin	1/24/16	400
I-204	Rebecca Schiffrin	1/16/16	407
I-205	Robert S. Schneider	10/10/15	409
I-206	Barry Scott	1/18/16	412
I-207	Barry Scott	1/25/16	414
I-208	Isabelle Scott	1/19/16	417
I-209	Pauline Seales	1/12/16	419
I-210	Pauline Seales	1/15/16	420
I-211	Vasant Sharma	1/25/16	425
I-212	Erin Sheva	1/20/16	429
I-213	Patti Shimokawa	1/23/16	430
I-214	Maryjane Slade	1/23/16	431
I-215	Colin Smith	1/16/16	433

Response to Public Comments

Comment Code	Individual	Date Comment Received	Page Number
I-216	Louise Smith	1/16/16	434
I-217	Daryl Snedigar	1/8/16	435
I-218	Carol Souza	1/16/16	436
I-219	Ed Spurr	1/18/16	437
I-220	Carolyn Stallard	1/15/16	440
I-221	Peter Stanger	1/16/16	441
I-222	Anonymous	No date	442
I-223	Alicia Stanton	1/11/16	443
I-224	Phil and Pam Stearns	1/19/16	445
I-225	Woutje Swets	1/12/16	446
I-226	Joan DJ Timpany	1/17/16	447
I-227	Steve Trujillo	1/19/16	449
I-228	Eugene Tsuji	1/22/16	451
I-229	James Turk Dess	1/17/16	452
I-230	Tom Valiante	1/12/16	453
I-231	Louis Van Buren	1/13/16	454
I-232	Gerard and Barbara Van Hoven	1/11/16	455
I-233	Elissa Wagner	1/18/16	456
I-234	Jeff Wagner	1/18/16	459
I-235	Steve Walker	1/22/16	460

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I-236	Steven Walker	1/15/16	461
I-237	Ian Walton	1/11/16	462
I-238	Frederick Ward	1/15/16	463
I-239	Joe Ward	No date	465
I-240	Oliver Warren	No date	466
I-241	Barry Weavers	11/18/15	467
I-242	Jim and Pat Weber	1/15/16	468
I-243	Mary Lou Weidlich	1/17/16	469
I-244	Alice Weigel	1/16/16	470
I-245	Patrick White	1/21/16	472
I-246	Ann Whitlock	1/16/16	473
I-247	John Wilkes	1/12/16	474
I-248	Lenora Wrightsman	1/20/16	475
I-249	Susan Wright	1/17/16	476
I-250	Kurt Yeager	1/8/16	479
I-251	Kelley Youmans	1/10/16	480
I-252	Tim Youmans	1/16/16	481
I-253	Glenn Zimmermann	1/8/16	482
I-254	Andrea Ratto	1/11/16	483
I-255	Alan J. Hiromura	1/12/16	485

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Agencies

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Comment A-1

A-1

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Draft Environmental Impact Report for the Santa Cruz County Highway 1 Corridor Investment Program
Date: Wednesday, January 20, 2016 2:44:42 PM
Attachments: [CRD v. Newhall and CDFW.pdf](#)

From: Farinha, Melissa@Wildlife
Sent: Wednesday, January 20, 2016 12:12 PM
To: Fowler, Matt C@DOT
Cc: Escaron, Melissa@Wildlife; Adair, Randi@Wildlife; Hultman, Debbie@Wildlife
Subject: FW: Draft Environmental Impact Report for the Santa Cruz County Highway 1 Corridor Investment Program

Good Afternoon Mr. Fowler,
I am the CDFW Santa Cruz County Environmental Scientist, Melissa Escaron who I've cc'ed here is our CalTrans liaison. Before finalization of the DEIR, I wanted to take this opportunity to provide you with the attached California State Supreme Court opinion that was filed after the DEIR began circulation and may be in conflict with some of the mitigation measures described for the fully protected Santa Cruz long-toed salamander. If you have any further questions please contact Ms. Escaron.

Thank You,

Melissa A. Farinha
California Department of Fish and Wildlife
Environmental Scientist - Santa Cruz County
7329 Silverado Trail
Napa, CA 94558
(707) 944-5579

A-1

Response to Comment Letter A-1

California Department of Fish and Wildlife Comment A-1

During preparation of the Final EIR/EA with FONSI, additional studies were conducted to address potential impacts to Santa Cruz long-toed salamander, a State fully protected species. The additional study that was conducted was a Habitat Assessment for Santa Cruz long-toed salamander and California tiger salamander by known species expert Mr. Bryan Mori. The results of this survey identified suitable habitat for Santa Cruz long-toed salamander within the proposed project impact area. The project has been modified to avoid these potentially suitable habitat areas to ensure that there would be no effect to this species, as described in the Final EIR/EA with FONSI in Section 2.3.5, Threatened and Endangered Species. The study results were documented within the *Natural Environment Study Addendum* (2018) and summarized in Section 2.3.5 of the Final EIR/EA with FONSI.

Comment Letter A-2

A-2

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertaine, Lara E@DOT
Subject: FW: Highway 1 EIR comments
Date: Tuesday, December 01, 2015 1:47:22 PM

From: Jeff Maxwell [mailto:JeffM@centralfpd.com]
Sent: Tuesday, December 01, 2015 1:07 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 EIR comments

Matt, just a couple of observations from the brief review of the EIR. The plan omits water service purveyor information being provided to Live Oak residents and suggests that there is an Aptos Police Department. City of Santa Cruz Water serves Live Oak, and the SO covers Aptos.

A-2a

Aside from minor notes – the Fire District recognizes the benefits of the proposed long term plans and short term phased approach. Although there will be continued congestion during construction the long term benefits outweigh the disruption. The District does not find issue with the presented report.

A-2b

Good luck on the 3rd.

Jeff Maxwell, Fire Chief
Central Fire Protection District
930 17th Ave. Santa Cruz, CA 95062

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Response to Comment Letter A-2

Central Fire Protection District

Comment A-2a

Section 2.1.4, Utilities and Emergency Services, has been revised to include Live Oak as serviced by the Santa Cruz Water Department.

In addition, the reference regarding the existence of an Aptos Police Department has been removed, and a change has been made to more explicitly state that police protection and traffic enforcement in the study area are serviced by the entities listed.

Central Fire Protection District

Comment A-2b

Continued coordination with the Central Fire Protection District will occur through project construction to avoid or minimize disruptions to emergency services to the greatest extent practicable.

Comment Letter A-3

LUCETTA DUNN, Chair
BOB ALVARADO, Vice Chair
DARIUS ASSEMI
YVONNE B. BURKE
JAMES EARP
DARIO FROMIER
JAMES C. GHELMETTI
CARL GUARDINO
FRANK HANAN
JAMES MACAFFER
JOSEPH TAVAGLIONE
SENATOR JIM BEALL, Ex Officio
ASSEMBLY MEMBER JIM FRAZIER, Ex Officio
WILL KEMPTON, Executive Director

STATE OF CALIFORNIA



EDMUND G. BROWN Jr., Governor

CALIFORNIA TRANSPORTATION COMMISSION

1120 N STREET, MS-62
SACRAMENTO, CA 95814
P.O. BOX 942873
SACRAMENTO, CA 94273-0001
FAX (916) 653-2134
(916) 654-4245
<http://www.ctc.ca.gov>

November 13, 2015

Mr. Matt Fowler
Office of Environmental Analysis
Department of Transportation, District 5
50 Higuera Street
San Luis Obispo, CA 93401

RE: Draft Environmental Impact Report/Environmental Assessment for the Santa Cruz State Route 1 Tier I and Tier II Project

Dear Mr. Fowler,

The California Transportation Commission (Commission), as a Responsible Agency, received the Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) prepared by the California Department of Transportation (Caltrans) for the Santa Cruz State Route 1 Tier I - Corridor Analysis of High Occupancy Vehicle (HOV) Lanes and Transportation System Management Alternatives and Tier II - Build Project Analysis of 41st Avenue to Sequel Avenue / Dive Auxiliary Lanes and Chanticleer Avenue Pedestrian-Bicycle Overcrossing. The proposed improvements under consideration include a mainline HOV lanes, HOV on-ramp bypass lanes, auxiliary lanes, pedestrian and bicycle overcrossing and reconstructed interchanges.

The Commission has no comments with respect to the project purpose and need, the alternatives studied, the impacts evaluated, and the evaluation methods used. However, the Commission recommends that the Department and its partners identify and secure the necessary funding to complete the project.

As actions under the purview of the Commission are anticipated, upon completion of the final environmental document, notification should be provided to the Commission as a Responsible Agency. The Commission cannot allocate funds to a project for design, right of way or construction or approve a new public road connection or route adoption, until the final environmental document is complete and the Commission has considered the

A-3

environmental impacts of the project and approved the environmentally cleared project for future consideration of funding.

Upon completion of the CEQA process, prior to the Commission's action to approve the project for future consideration of funding, the Commission expects the lead and/or implementing agency to provide written assurance whether the selected alternative identified in the final environmental document is or is not consistent with the project programmed by the Commission and included in the Regional Transportation Plan.

If you have any questions, please contact Teresa Favila (916) 653-2064.

Sincerely,

WILL KEMPTON
Executive Director

c: Katrina Pierce, Chief, Caltrans Division of Environmental Analysis

A-3b
cont.

A-3c

A-3a

A-3b

Response to Comment Letter A-3

California Transportation Commission

Comment A-3a

Projections of available future funding for transportation projects are very difficult to make given uncertainties associated with State and federal legislation and economic conditions. The Santa Cruz Route 1 HOV Lane Project is included in the 2040 Regional Transportation Plan as a financially unconstrained project, reflecting the Santa Cruz County Regional Transportation Commission's long-term commitment to Tier I of the project, while also indicating that the project cannot be implemented unless there are significant changes in the amount of local, State, and federal funding available for transportation. The passage of Santa Cruz County Measure D in 2016 provides revenue from a half-cent sales tax, which will help fund the project. The Tier II Auxiliary Lane Alternative is now fully funded with the addition of the Measure D funds, and Measure D also will provide funding for some subsequent projects that are part of the Tier I project. However, even with this new source of revenue, additional funding is needed to complete the Tier I project. The Final EIR/EA with FONSI has been prepared under the assumption that additional funding to complete the Tier I project will occur over a multiyear time frame. As portions of the Tier I project are ultimately programmed for design and construction, they will become Tier II projects and will be analyzed in separate Tier II environmental documents.

California Transportation Commission

Comment A-3b

Upon completion of the environmental process, Caltrans, as the California Environmental Quality Act lead agency, will provide the Final EIR/EA with FONSI to the Commission for future consideration of funding.

California Transportation Commission

Comment A-3c

The Santa Cruz Route 1 HOV Lane Project is included in the 2040 Regional Transportation Plan as a financially unconstrained project, reflecting the Santa Cruz County Regional Transportation Commission's long-term commitment to the project. The Tier I Corridor HOV Lane Alternative has been identified as the preferred alternative. Written assurance will be provided to the Commission indicating that the project will be consistent with the project programmed by the Commission and included in the Regional Transportation Plan. In addition, Measure D, the 2016 Transportation Expenditure Plan for Santa Cruz County, was approved in November 2016 after garnering more than two-thirds of the vote required for approval from Santa Cruz County voters. One quarter of funds from Measure D will be allocated to improving highway corridors, including Route 1 improvements.

Comment Letter A-4



24580 Silver Cloud Court
Monterey, CA 93949
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A-4

January 15, 2016

Submitted Via E-mail

Matt Fowler, Senior Environmental Planner
California Department of Transportation, Environmental Planning
50 Higuera Street
San Luis Obispo, CA 93401-5415
Email: Matt_C_Fowler@dot.ca.gov

Subject: **Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment for Proposed Improvements on Route 1 in Santa Cruz County**

Dear Mr. Fowler:

Thank you for providing the Monterey Bay Unified Air Pollution Control District (Air District) the opportunity to comment on the above-referenced document. The Air District has reviewed the document and has the following comments.

Air District's CEQA Guidelines

The air quality aspects of the project should be considered in relation to the Air District's 2008 California Environmental Quality Act (CEQA) Air Quality Guidelines. Emissions associated with the project should be estimated and compared to the significance thresholds in the document. The guidelines can be accessed at: http://www.mbuapcd.org/mbuapcd/pdf/mbuapcd/pdf/CEQA_full.pdf.

A-4a

Emissions from Construction Equipment

The Air District is concerned with the potential impacts of construction related emissions on nearby residences and, therefore, recommends the use of Tier 3 and Tier 4 rated off-road equipment and on-road engines meeting the 2010 standards. Also, the Air District recommends that alternatively fueled construction equipment, such as compressed natural gas (CNG), liquefied natural gas (LNG), propane, biodiesel, or electricity is used where feasible during construction.

A-4b

Page 2.2.5-8, Asbestos Containing Materials Investigation

Please be aware that the requirements of Air District Rule 424 National Emissions Standards for Hazardous Air Pollutants could be triggered for any asbestos survey and removal activities for building demolitions, and for the disturbance of underground piping or any other asbestos containing construction materials. Rule 424 contains the investigation and reporting requirements whenever asbestos is found. If you have any questions about District Rule 424, please contact Mike Sheehan, Air District Compliance Coordinator, at (831) 647-9411 x 217.

A-4c

Air District Rule 439 applies to any deconstruction and removal of buildings during this project. This rule establishes requirements for visible emissions and work practice standards for deconstruction of buildings. The rules can be accessed at <http://www.arb.ca.gov/drdb/mbu/cur.htm>.

Richard A. Stedman, Air Pollution Control Officer

Pages 3-14 to 3-15: Greenhouse Gas Analysis

The annual greenhouse gas (GHG) emissions indicated in Table 3-2: *Estimated Carbon Dioxide Emissions by Tier I Alternative – Annual Emissions* were apparently derived from the *Highway 1 HOV Lane Project – Annual GHG Emissions Design Year 2035* table found on page 408 of the **Air Quality Study Report, March 2013**. It is unclear how the vehicle miles traveled (VMT) listed in this table were determined as they appear to be underestimated and, if modified, could substantially increase the total annual GHG emissions estimates. Please reference the source and explain the methodology for determining VMT for daily peak and non-peak hours in the body of the report.

A-4d

Please contact me if you have questions, I can be reached at (831) 647-9418 ext. 234 or dfrisbey@mbard.org.

Best regards,

David Frisbey
Air Quality Planner II

cc: Bob Nunes, Air Quality Planner III

Richard A. Stedman, Air Pollution Control Officer

Response to Comment Letter A-4

Monterey Bay Unified Air Pollution Control District Comment A-4a

The Monterey Bay Unified Air Pollution Control District has established guidance that may be used to assess projects within its jurisdiction, but the guidance does not establish air quality standards. In regard to considering the project in relation to the Monterey Bay Unified Air Pollution Control District California Environmental Quality Act Guidelines, Caltrans is the Lead Agency and has full discretion to establish the criteria for determining significance under the California Environmental Quality Act. For informational purposes, the Monterey Bay Unified Air Pollution Control District significance thresholds are presented on page 72 of the *Air Quality Study Report*, which was publically circulated with the Draft EIR/EA.

The air quality analysis has been prepared in accordance with the requirements under the National Environmental Policy Act and California Environmental Quality Act, as well as those by the federal Clean Air Act, Transportation Conformity Regulations, and policies and guidance by the United States Environmental Protection Agency, Federal Highway Administration, and Caltrans as appropriate. A mobile source air toxics analysis has been prepared following the latest Federal Highway Administration Mobile Source Air Toxics Interim Guidance. A carbon monoxide analysis has been prepared based on the United States Environmental Protection Agency-approved Carbon Monoxide Protocol developed by the Institute of Transportation Studies at the University of California, Davis, in cooperation with Caltrans.

Monterey Bay Unified Air Pollution Control District Comment A-4b

Construction emissions are discussed, quantified, and disclosed in Section 2.4.4, Construction Phase Impacts, Air Quality, of the Final

EIR/EA with FONSI. As described in Section 2.4.4, the contractor will be required to comply with Caltrans' Standard Specifications and with the Monterey Bay Unified Air Pollution Control District rules, ordinances, and regulations in regard to air quality restrictions. However, Caltrans does not have the authority to require use of specific equipment or to apply other direct restrictions on contractor equipment fleet emissions in excess of federal and State requirements.

Monterey Bay Unified Air Pollution Control District Comment A-4c

Construction Emission Minimization Measure 16 requires the construction contractor to comply with Monterey Bay Unified Air Pollution Control District rules, ordinances, and regulations in regard to air quality restrictions. This measure will be implemented under Caltrans oversight and will ensure that the project complies with legal requirements regarding building demolitions. The project would fully comply with Rules 424 and 439.

Monterey Bay Unified Air Pollution Control District Comment A-4d

The greenhouse gas analysis for the project was updated, resulting in revised greenhouse gas emissions, which are presented in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI. More detail regarding the revised analysis is provided in the *Air Quality Study Report Addendum* (Caltrans 2018). The update of the analysis used the latest U.S. Environmental Protection Agency-approved emissions factor model (EMFAC2014) and a revised method for converting peak-hour vehicle miles traveled to annual vehicle miles traveled. The peak-period vehicle miles traveled and average speeds were obtained from data presented in Section 2.1.5, Traffic and Transportation/ Pedestrian and Bicycle Facilities, of the Draft EIR/EA. These data have been supplemented in the Final EIR/EA with FONSI by 2016 vehicle miles traveled and average speeds contained in the

Addendum to the Traffic Operations Report (July 2017). The peak-hour vehicle miles traveled was converted to annual vehicle miles traveled using the following steps.

1. Obtain average weekday peak-hour vehicle miles traveled from the traffic study (vehicle miles traveled/weekday_{PeakHour}).
2. Multiply the average weekday AM and PM peak-hour vehicle miles traveled by 6 hours to obtain the total peak-period vehicle miles traveled (vehicle miles traveled/weekday_{PeakPeriod} = 6 * vehicle miles traveled/weekday_{PeakHour}).
3. Multiply each peak-period vehicle miles traveled value by 260 days to obtain the annual weekday peak-period vehicle miles traveled (vehicle miles traveled_{annual}/weekday_{PeakPeriod} = 260 * vehicle miles traveled/weekday_{PeakPeriod}).
4. Estimate weekend and holiday vehicle miles traveled assuming traffic averages 66 percent of weekday vehicle miles traveled over the course of a year. This is a best faith estimate, and it is acknowledged that some weekends would have a higher percentage and some weekends would have a lower percentage. (vehicle miles traveled/weekend_{PeakPeriod} = 0.66 * vehicle miles traveled/weekday_{PeakPeriod}).
5. Multiply the total daily weekend and holiday peak-period vehicle miles traveled by 105 days to obtain the total annual peak period vehicle miles traveled (vehicle miles traveled_{annual}/weekend_{PeakPeriod} = 105 * vehicle miles traveled/weekend_{PeakPeriod}).
6. Estimate off-peak period vehicle miles traveled assuming a northbound vehicle miles traveled ratio of 74 percent peak period and 26 percent off-peak period. The southbound vehicle miles traveled ratio is 73 percent peak period and 27 percent off-peak period. This information was obtained from the regional transportation model.

Annual vehicle miles traveled is summarized in the table below for each alternative. Please refer to Appendix A of the *Air Quality and Greenhouse Gas Addendum* for calculation sheets that show the step-

by-step process to obtain the annual vehicle miles traveled. Overall, traffic conditions along the study corridor have generally deteriorated from the 2003 to 2016 conditions—the extent and duration of congestion have increased, the average level of service values have worsened, average speeds have reduced, average delays have increased, and vehicle throughputs have increased. Nonetheless, vehicle-miles-traveled growth has been lower than the growth observed in vehicle throughput; in fact, vehicle-miles-traveled values reduced along northbound Highway 1 from 2003 to 2016. This suggests that there has been an increase in carpooling, as well as transit use, and/or a reduction in average trip lengths along the study corridor.

Vehicle Miles Traveled, by Alternative

Alternative	Annual Vehicle Miles Traveled
Current Conditions (2016)	320,743,991
Horizon/Design-Year (2035)	
No Build Alternative (2035 Baseline)	351,777,547
TSM Alternative	405,514,479
HOV Lane Alternative	454,726,420

Source: Air Quality Study Report Addendum, Caltrans 2018

Greenhouse gas emissions were estimated using the vehicle miles traveled and the California Air Resources Board's EMFAC2014 model (the latest U.S. Environmental Protection Agency-approved emissions factor model). The table below compares annual metric tons of greenhouse gas emissions between the scenarios and alternatives. This table replaces Table 3-2 in the Draft EIR/EA (Estimated Carbon Dioxide Emissions by Tier I Alternative—Annual Emissions).

Modeled Annual CO₂ Emissions

Alternative	CO ₂ Emissions (Metric Tons per Year)
Current Conditions (2016)	129,904
Horizon/Design-Year (2035)	
No Build Alternative	100,808
TSM Alternative	103,212
HOV Lane Alternative	100,301
Current Conditions (2016) Comparison	
No Build Alternative (2035) Relative to Current	-29,098
TSM Alternative (2035) Relative to Current	-26,692
HOV Lane Alternative (2035) Relative to Current	-29,603
No Build Alternative (2035 Baseline) Comparison	
TSM Alternative (2035) Relative to No Build	2,405
HOV Lane Alternative (2035) Relative to No Build	-505

CO₂ = carbon dioxide

Source: Air Quality Study Report, Caltrans 2018

carbon dioxide numbers provided are only useful for a comparison of alternatives.

Table 3-1 in the Draft EIR/EA showing only peak-hour emissions has been updated in the Final EIR/EA with FONSI with the results of the updated analysis. Revised emissions are higher than those presented in the Draft EIR/EA due to the revised annual vehicle miles traveled. The analysis represents a best faith effort to describe the potential greenhouse gas emissions related to the proposed project.

While EMFAC has a rigorous scientific foundation and has been vetted through multiple stakeholder reviews, its emission rates are based on tailpipe emission test data. The numbers are estimates of carbon dioxide emissions and not necessarily the actual carbon dioxide emissions. The model does not account for factors such as the rate of acceleration and the vehicles' aerodynamics, which would influence carbon dioxide emissions. To account for carbon dioxide emissions, California Air Resources Board's Greenhouse Gas Inventory follows the Intergovernmental Panel on Climate Change guideline by assuming complete fuel combustion, while still using EMFAC data to calculate methane and nitrous oxide emissions. Though EMFAC is currently the best available tool for use in calculating greenhouse gas emissions, it is important to note that the

Organizations

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Comment Letter O-1



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 • FAX (831) 460-3215 • EMAIL: info@sccrtc.org

January 22, 2016

Regional Transportation Commission
1523 Pacific Ave
Santa Cruz, CA 95060

Caltrans
Matt Fowler, Central Coast Environmental Analysis, Caltrans District 5
Via email

RE: Highway 1 Corridor Tier I and Tier II Document Comments

Dear Regional Transportation Commissioners and Caltrans:

The Bicycle Advisory Committee welcomes the opportunity to review the *Highway 1 Tiered Draft Environmental Documents* and offers the following comments pertaining to cycling. We are appreciative and generally supportive of the bicycle projects planned for both the immediate (Tier II) alternative (i.e., the Chanticleer crossing) and for either long-term (Tier I) alternative, such as the Trevethan and Mar Vista crossings. Furthermore, we are gratified that the Draft EIR commits to installing a Class 1 bicycle and pedestrian facility on Morrissey Boulevard over Highway 1 and bike lanes on Rio Del Mar Boulevard if no long-term highway project happens (Tier I No Project Alternative).

Tier II Comments – Chanticleer bicycle and pedestrian overcrossing

We are thankful for and supportive of several aspects of the Chanticleer crossing plans and staff assurances made to date. Your staff and its consultants are to be commended for having already responded to our earlier request to ensure that bicyclists can conveniently ride across the freeway without dismounting. Please ensure that such design elements are retained in the final plans:

- Sloped curbs around the entire corner to provide 180 degree bike access;
- 12 -14 foot wide bridge;
- Rideable 5 percent or less grade; and
- Negotiable curvature.

Our major long-standing and remaining concern is how northbound Chanticleer cyclists (who will be riding in the bike lane at the right side of the road) will cross Chanticleer to access the new bridge. Cyclists will have to cross both the north and southbound travel lanes close to or at the intersection with Soquel Avenue, which could cause conflicts with motorists. Also, there is the potential for conflict with Soquel eastbound motorists making a right turn onto Chanticleer exactly where cyclists will be crossing onto and off the bridge.

In order to address this and other concerns, we request that the following elements be included in the final project design:

- Pathway lighting (e.g., inset into structure, similar to that on the Arana Gulch bridges);
- Center line striping on the overcrossing;
- Entrance designs, including signing and pavement markings that make clear that motor vehicles are not allowed;

MEMBER AGENCIES: Cities of Capitola, Santa Cruz, Scotts Valley and Watsonville; County of Santa Cruz; Santa Cruz Metropolitan Transit District; Caltrans

O-1

O-1a

O-1b

O-1c

- Railing and structure design that does not obscure sight distance for eastbound drivers on Soquel Avenue approaching Chanticleer; and
- Pavement markings and signing (including green bike lane treatments and green bike boxes) that both alert motorists to cyclists crossing Soquel Avenue and Chanticleer and show cyclists the appropriate crossings;
- Stop sign or traffic signal on eastbound Soquel at Chanticleer to prevent free right turns;
- Consideration of extending a two way bike path on the west side of Chanticleer from the bridge landing at Soquel Avenue south to where a clearly visible and cyclist maneuverable crossing of Chanticleer can be installed (such as at the Staples parking lot entrance intersection with Chanticleer).

**O-1c
cont.**

In order to ensure that the proposed bridge be bike friendly in these regards, we recommend that the process leading to implementation includes the following:

- Coordination with County Public Works as to Soquel Ave/Chanticleer intersection modifications, such as signing and pavement markings;
- Preparation of two alternative signing and striping plans – one for the current stop sign configuration, one for if the intersection becomes signalized;
- Completion of at least preliminary intersection design before bridge plans are finalized to ensure that the approaches are designed in sync with the pavement marking and signing plans and that any additional right of way needed to ensure smooth transition and access to the overcrossing is concurrently identified and acquired;
- RTC's Bicycle Advisory Committee review of final bridge and street plans;
- If entry for northbound Chanticleer cyclists remains right at the intersection with Soquel, monitoring of potential conflicts with motorists as described above, and if conflicts arise, installing a two way bike path along the first block of Chanticleer so that a crossing of Chanticleer be established further south of the Soquel Avenue intersection where site distances may be better (ex. a 4 way intersection at the Staples driveway);
- Finishing the bridge design and certifying the environmental review of it as soon as possible so that it could be constructed as a stand-alone project (if funding is available) if the remainder of the auxiliary lane is delayed or cancelled;
- Conversely, ensuring that if the Soquel-to-41st Ave auxiliary project is constructed, that this bridge remain an integral part of that project's funding and final design and be concurrently constructed.

O-1d

Finally, an aesthetically appealing design, worthy of the great Santa Cruz County community, should be designed and utilized.

O-1e

Tier I comments – HOV, TMS or no project alternatives – Mar Vista and Trevethan and other crossings

At this time we only have some general suggestions for you to consider as the process unfolds. We understand that there will be further environmental review and plan refinement on all project components of whatever long-term alternative is chosen.

Mar Vista bike-ped bridge: Since this project to connect the elementary school with a neighborhood it serves across the freeway is mostly funded, we suggest adding it (and a discussion of any of its impacts) into Tier II (the immediate projects category). Then it could proceed once this EIR was completed. As design progresses we suggest that elements similar to those listed above for Chanticleer be included, again with the objective that cyclists can ride over the freeway without dismounting.

O-1f

Trevethan bike-ped bridge: We reiterate our long standing recognition of the need to improve or replace the current Morrissey Boulevard crossing. If the Trevethan location remains the preferred replacement and can occur soon, then again we would hope to work with your staff on an appropriate bike-friendly design. If

O-1g

Response to Comments from Organizations

not, we would look to both short- and long-term improvements for cyclists (and pedestrians) to the Morrissey crossing itself.

**O-1g
cont.**

Work affecting roads adjacent to and across the freeway: We note that several roads that cross or parallel Highway One will be impacted by future work and some will be partially rebuilt. We recommend that any work done on any of these roads maintain, improve or add bike lanes.

O-1h

Attached are specific recommendations for EIR revisions to address these concerns.

We look forward to seeing our suggestions incorporated in the final EIR and project plans. The Committee appreciates your pursuit of these highly valuable cycling projects. Please feel free to contact the RTC's Bicycle Program Manager and staff to the Bicycle Advisory Committee Cory Caletti at (831) 460-3201 or by email at ccaletti@sccrtc.org for any further discussion about the projects and suggestions mentioned in this letter.

Sincerely,


David Casterson
Bicycle Advisory Committee

Attachment 1:

cc: Santa Cruz County Public Works Department
RTC Bicycle Advisory Committee

ATTACHMENT 1: REQUESTED EIR REVISIONS

p. 2.1.5-12 Comment: The description of the current bike lane network is slightly misleading.

Suggested Revision: "Connecting the communities of Live Oak, Soquel, and Aptos to the cities of Santa Cruz and Capitola is a series of Class II bikeways that runs from the University of California at Santa Cruz campus to Watsonville. Within the study area this network is along major streets including Soquel Avenue, Soquel Drive, and Freedom Boulevard, sometimes running close to and parallel to the freeway while other times being a considerable distance away. Some portions of this route have heavy traffic, on-street parking and/or poor shoulder conditions that can impede safe and efficient bicycle travel. An alternate network of Class II route connects Soquel Drive to Watsonville along San Andreas Road, except that the Bonita Drive segment lacks bike lanes."

O-1i

p. 2.1.5-12 Comment: As indicated in the paragraph preceding this one, alternate routes on the map are not official designations.

Suggested revision: "Clares Street within Capitola is designed shown as an alternate route for bicycles seeking access to the Capitola Mall Transit Facility, but lacks bike lanes."

O-1j

pp. 2.1.5-12, 2.1.5-20 Comment: The EIR does not discuss interchange crossing issues.

Suggested Revision: Add a discussion about conflicting cyclists and motorists movements at surface street intersections with highway interchanges due to free right turn lanes and vehicle movements and associated ingress and egress speeds, potentially becoming more problematic as freeway traffic increases.

O-1k

pp. 2.1.5-20 and 2.1.5-28. Comment: As stated, the three new bridges would improve bicycle travel across the freeway, but not along the freeway route. We note that the project plans show work would be done on several of the parallel streets.

Suggested Revision: add a sentence to the bicycle impact discussion: "However, bicycle travel would not be improved along the corridor and may be impacted by any reconfiguration of parallel streets, such as Rooney St., Soquel Ave., Soquel Dr., Kennedy Dr., McGregor Dr., and Bonita Dr., that may occur as part of the highway widening project."

O-1l

p. 2.1.5-30 Comment: As indicated, the new Chanticleer bridge "would have a positive effect on multimodal connectivity." However, effectiveness depends on the final design plans, the corresponding roadway plans that County Public Works has jurisdiction over and whether and when it actually gets built.

Suggested Revision: add a sentence: "However, it will be important to ensure that final overcrossing design plans and corresponding roadway signing, striping and signalization plans allow for cyclists to safely and conveniently ride to, from and on the bridge."

O-1m

p. 2.1.5-36 Comment: We are appreciative of the commitment to install "a Class I bicycle and pedestrian facility on Morrissey Boulevard overpass at Route 1" if neither the HOV lanes or TSM/auxiliary lanes are built. However, when this may happen is not clear. The EIR time frame is to 2035. We know that there is not money to build the HOV lanes by 2035. Furthermore, the draft sales tax expenditure plan for 30 years (i.e., 2017- 2047) would only fund the Chanticleer and Mar Vista overcrossings, not a new one at Trevethan. So, when and with what funding would the Morrissey Class I overcrossing occur?

Suggested Revision: add more discussion of the current, inadequate conditions for bicyclists and pedestrians at the Morrissey overcrossing; the history of proposals for

O-1n

Response to Comment Letter O-1

improvements at either Morrissey or a new crossing at Trevethan; what improvements might occur in the short, medium and long term; and a realistic time frame for such improvements.

**O-1n
cont.**

p. 2.1.5-36 Comment: As indicated above there could be some adverse impacts on bicycle travel that would require mitigation.

Suggested Revision: add the following mitigation measures:

1. "Final design plans for the Chanticleer overcrossing and nearby roadways should ensure that cyclists can ride safely and conveniently to, from and on the new bridge, pursuant to the recommendations in the 1/22/2016 letter from the Bicycle Committee."
2. "Any work performed on or affecting roads parallel to Highway One should maintain and improve, if necessary, existing bike lanes and add bike lanes or paths where there are gaps in a continuous bicycle network along the corridor."
3. "Where freeway on and off ramps intersect streets, employ sufficient and innovative measures to minimize conflicts between cyclists and motorists, such as green lanes, bike boxes or other pavement markings across intersections; redesigned free right turn lanes; and bicycle-friendly adjustments to traffic signals and detections."
4. "Ongoing coordination should occur among the RTC, Caltrans and the City of Santa Cruz regarding improvements to make at the current Morrissey overcrossing (or a substitution at Trevethan) for bicyclists and pedestrians in the short, medium and long term."

O-1o

p. 2.3.4 #5 Comment: The mitigation measure to "identify nearby alternate routes" "in the event of temporary obstruction of ... bicycle paths" during construction is insufficient. If a bike path is obstructed or a road (with or without a bike lane) is completely closed then this measure should apply; otherwise, routing through the construction zone needs to be provided in accordance with state regulations.

Suggested Revision: "In the event of temporary obstruction closure of pedestrian walkways or bicycle paths or streets, the Transportation Management Plan would identify nearby alternate bicycle and pedestrian routes, including pedestrian routes that meet Americans with Disabilities Act requirements, as appropriate. In the event of temporary obstruction of streets the California Manual on Uniform Traffic Control Devices for Streets and Highways PART 6 Temporary Traffic Control and the Community Traffic Safety Coalition Recommended Guidelines to Protect the Safety of Bicyclists, Pedestrians, and Disabled Travelers during Road Construction" would be followed.

O-1p

Appendix G Tier I Corridor HOV Drawing HOV4 Comment: This drawing does not have the latest version of the Chanticleer bridge plans.

Suggested Revision: Revise drawing to include the updated rideable curved design that is shown on Sheet T2-L2 in Appendix I.

O-1q

Appendix G Tier I Corridor HOV Drawing HIOV 2 and HIOV 12 Comment: The zig zag design illustration for the Mar Vista and Trevethan overcrossings would not be rideable and hence are not acceptable.

Suggested Revision: Revise the bridge designs to look like the latest Chanticleer one, i.e., with enough space and gentle curvature so that riders will not need to dismount.

O-1r

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Santa Cruz County Regional Transportation Commission

Comment O-1a

The Bicycle Advisory Committee's support of bicycle projects planned under both the Tier I and Tier II alternatives has been noted for the record.

Santa Cruz County Regional Transportation Commission

Comment O-1b

The current design provides for 12-foot-wide ramps and a 14-foot-wide bridge over Route 1. Following approval of the Final EIR/EA with FONSI, the design phase of the current Tier II project, which includes the bicycle/pedestrian crossing at Chanticleer Avenue, will address design concerns. Caltrans and the Project Team will take into account the recommended design elements provided in the comment during the final design phase. The Bicycle Advisory Committee, as well as other interested members of the community, will have the opportunity to review and comment on proposed designs during the final design phase.

Santa Cruz County Regional Transportation Commission

Comment O-1c

Following approval of the final environmental document, the final design phase of the current Tier II project will address concerns discussed in this comment, such as pathway lighting, striping, entrance designs, railing and structure design, pavement markings, and signing. The information provided in this comment will be considered during the final design phase. The Bicycle Advisory Committee and other interested members of the community will have an opportunity to review and comment on proposed designs during the final design phase. Potential future bicycle facilities outside the limits of the proposed project would need to be studied by others.

**Santa Cruz County Regional Transportation Commission
Comment O-1d**

Following approval of the final environmental document, the final design phase of the current Tier II project will address concerns discussed in this comment, such as coordinating design of the pedestrian/bicycle overcrossing approaches with the pavement marking and signing plans. The information provided in this comment will be considered during the final design phase. The Bicycle Advisory Committee and others in the community will have the opportunity to review and comment on proposed designs during the final design phase. Potential future bicycle facilities outside the limits of the proposed project would need to be studied by others.

**Santa Cruz County Regional Transportation Commission
Comment O-1e**

Following approval of the final environmental document, the design phase of the current Tier II project will address design concerns, including development of aesthetic treatments to the proposed pedestrian/bicycle overcrossing, consistent with the Measures for Corridor Aesthetics described in Section 2.1.6, Visual/Aesthetics, of the Final EIR/EA with FONSI, which discusses corridor aesthetic guidelines and the incorporation of community input. It is anticipated that the aesthetic treatments for this bridge would be coordinated with the Santa Cruz County Regional Transportation Commission and the community at-large.

**Santa Cruz County Regional Transportation Commission
Comment O-1f**

The current Tier II build alternative was developed as part of an alternatives analysis that incorporated public input; adding the Mar Vista overcrossing to the current Tier II project would result in delays and added cost for the current Tier II project to update existing environmental studies and coordinate with affected stakeholders. However, the Mar Vista overcrossing will proceed as a

stand-alone project after approval of the Final EIR/EA with FONSI for the Tier I/ Tier II project.

**Santa Cruz County Regional Transportation Commission
Comment O-1g**

Caltrans and the Santa Cruz County Regional Transportation Commission anticipate coordinating with the Bicycle Advisory Committee in further developing future Tier II projects, including the Morrissey Boulevard Overcrossing and Trevethan Avenue Pedestrian and Bicycle Overcrossing.

**Santa Cruz County Regional Transportation Commission
Comment O-1h**

The proposed project focuses on State Route 1, which is under Caltrans jurisdiction; therefore, Caltrans is the California Environmental Quality Act lead agency. Due to the focus on this State highway, the project does not include bicycle facilities on adjacent roadways. Local government agencies could potentially consider developing bicycle facility projects for such roadways.

**Santa Cruz County Regional Transportation Commission
Comment O-1i**

The Bicycle Advisory Committee's suggestion has been incorporated into Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, Affected Environment, Bicycle Facilities, Tier I Corridor Alternatives, of the Final EIR/EA with FONSI.

**Santa Cruz County Regional Transportation Commission
Comment O-1j**

The Bicycle Advisory Committee's suggestion has been incorporated into Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, Affected Environment, Bicycle Facilities, Tier I Corridor Alternatives, of the Final EIR/EA with FONSI.

**Santa Cruz County Regional Transportation Commission
Comment O-1k**

Based on the Bicycle Advisory Committee's suggestion, the following discussion has been added to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, Affected Environment, Bicycle Facilities, Tier I Corridor Alternatives, of the Final EIR/EA with FONSI:

“While there are many existing bicycle facilities in the study area, there are also interchange crossing issues. At times, bicyclists' and motorists' movements conflict with one another, particularly at the intersection of surface streets and highway interchanges. This can cause safety hazards for bicycles due to free right turns, vehicle movements, and ingress and egress speeds; issues which could become more problematic as highway traffic increases.”

**Santa Cruz County Regional Transportation Commission
Comment O-1l**

Based on the Bicycle Advisory Committee's suggestion, a statement has been added to the TSM and HOV Pedestrian and Bicycle Overcrossings sections to acknowledge that the project would not improve east-west bicycle travel along Route 1. However, neither build alternative would affect bicycle travel on the streets parallel to Route 1.

**Santa Cruz County Regional Transportation Commission
Comment O-1m**

Based on the Bicycle Advisory Committee's suggestion, a similar revision was added to the Pedestrian and Bicycle Conditions discussion for the Tier II Auxiliary Lane Alternative in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI.

**Santa Cruz County Regional Transportation Commission
Comment O-1n**

The Class I bicycle facility on the Morrissey Boulevard overpass of Route 1 is listed as a constrained project in the 2014 Regional Transportation Plan for Santa Cruz County (see SC-P29). This means that it is a project that could be funded by 2035 with reasonably foreseeable transportation revenues, including dedicated and already programmed funds. For this reason, the Final EIR/EA with FONSI assumes that the project will be implemented with or without approval of the proposed project and includes the facility as part of the No Build Alternative.

Based on the 2014 Regional Transportation Plan, it can be assumed that the Class I bicycle facility on the Morrissey Boulevard overpass will be constructed by 2035 with some of the \$2.8 billion in local, State, and federal funds that was reasonably expected to be available through 2035 in the Regional Transportation Plan. Because the Morrissey Boulevard bike lane project is outside the scope of the proposed project, it is not believed that the commenter's suggested revisions to the EIR/EA regarding inadequate conditions for bicyclists and pedestrians at Morrissey Boulevard, and the history of proposals for bicycle facilities at Morrissey Boulevard, are necessary.

The bicycle/pedestrian overcrossing at Trevethan Avenue is included as part of both Tier I alternatives. The Tier I Corridor HOV Lane Alternative was selected as the preferred alternative for the Tier I project. The commenter is correct that the Trevethan Avenue overcrossing has not been specifically identified by the Santa Cruz County Regional Transportation Commission as being funded by Measure D revenues. Rather, the Trevethan Avenue improvements may be funded through a variety of sources, including local, State, and federal funding sources. The Tier I project is evaluated at a high level with less specificity because it includes phases that are not currently funded. In the future, as funding becomes available,

segments of the Tier I project will be evaluated with greater specificity at the project level in future Tier II environmental documents, at which point there will be additional opportunities for public comment.

input on overcrossing design during the future environmental review of these projects.

Santa Cruz County Regional Transportation Commission

Comment O-1o

Based on the Bicycle Advisory Committee's suggestion, three of the four suggested revisions have been included in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, as avoidance and minimization measures. Suggestion #1 has been included in the Tier II section, while Suggestions #3 and #4 have been included in the Tier I section. Regarding Suggestion #2, the build alternatives would not affect bicycle travel on parallel roadways.

Santa Cruz County Regional Transportation Commission

Comment O-1p

Based on the Bicycle Advisory Committee's Suggestion #5, similar revisions have been made to Section 2.4.1, Construction Phase Impacts, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI.

Santa Cruz County Regional Transportation Commission

Comment O-1q

Sheet HOV-4 in Appendix G was revised to show that the design of the Chanticleer pedestrian/bicycle overcrossing provided on Sheet T2-L2 of Appendix I is the proposed design for this overcrossing.

Santa Cruz County Regional Transportation Commission

Comment O-1r

The Tier I plans presented in Appendix G are conceptual. More specific information regarding the design of these overcrossings will be developed during environmental review of the future Tier II projects that will include the Mar Vista and Trevethan overcrossings. The Bicycle Advisory Committee will have opportunities to provide

Comment Letter O-2

O-2



The Campaign for Sensible Transportation

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

January 25, 2016

Mr. Matt Fowler, Senior Environmental Planner
Caltrans
50 Higuera St., San Luis Obispo, CA 93401
by email attachment to Matt.c.fowler@dot.ca.gov

Re: Comments on the Santa Cruz Route 1 Draft EIR

Dear Mr. Fowler:

Thank you kindly for the opportunity to comment on the Draft EIR. The Campaign for Sensible Transportation (CFST) has these comments.

We agree with the Santa Cruz County Regional Transportation Commission and others: peak period vehicle congestion on Highway 1, in Santa Cruz County's nine mile section included in this project, is a problem. We understand this as the primary motivation for the proposed project. However, for reasons we'll explain, we question whether the two project alternatives considered in this Draft EIR are adequate alternatives for the best way(s) to address the problem.

O-2a

We observe there are other societal purposes, such as not contributing to destabilization of the climate, and providing more genuine alternatives to driving, which are due to be included in the development of project alternatives. These added essential concerns are supported more than ever before by State of California laws as well as local government plans, and by attention to the current findings of climate science.

This Highway 1 project design follows from the view that if there is traffic congestion on Highway 1, it's because there is not yet enough capacity for more vehicles to get through. This approach does not consider whether more vehicle congestion follows predictably as an outcome of overdependence on a single travel mode: automobiles as the way to move large numbers of people, especially commuters to work, in the same direction at the same time, on the same route.

O-2b

The Purpose and Need described on pages 1-9 and 1-10 of the main Draft EIR document also includes "promote the use of alternative transportation modes" and "encourage carpooling and ridesharing." But the only alternative examined (TSM) that has some prospect of being funded and built during the life of the EIR is chiefly aimed at vehicle throughput on Highway 1.

O-2c

The TSM (Transportation Systems Management) Alternative would have a negligible effect in reducing congestion by year 2035:

O-2d

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-- Building the TSM Alternative "would result in a very slight improvement in traffic congestion when compared to the No Build Alternative."¹ (We observe, that outcome is actually overoptimistic, since the traffic analysis did not consider induced travel.)

-- The EIR predicts "severe breakdown of [traffic conditions on] State Route 1 by year 2035" following completion of the auxiliary lanes project.² This is due to an increase in car traffic.

-- "The Tier I Corridor TSM Alternative would not achieve sufficient congestion relief to attract any substantial number of vehicles that had diverted to the local street system back to the freeway. Local access to, and circulation around, community facilities near these intersections would not improve relative to no-build conditions."³

-- "Compared to no-build conditions, traffic operations at study intersections with Tier I Corridor TSM Alternative improvements would worsen marginally."⁴

O-2d
cont.

The project's promotion of auto-centered travel outweighs its promotion of alternative transportation modes:

The justification for stating the TSM Alternative promotes alternative transportation modes is that the project includes construction of three new pedestrian/ bicycle overcrossings over Highway 1, and improvements to pedestrian and bicycle facilities on several existing overcrossings. However, the main expenditure in the TSM Alternative is for auxiliary lanes on Highway 1, and reconstruction of overcrossings and onramps. For the amount of funding proposed to construct the auxiliary lanes, a far greater promotion of alternative transportation could be achieved.

O-2e

Besides the TSM Alternative, the only other Build Alternative offered (HOV) is no longer considered financially feasible during the life of the EIR:

"The cost of completing the entire HOV lanes project on Highway 1 (approximately \$600 million) is beyond the amount of discretionary funding that can be used for highway projects in our county through 2035. Additional Highway 1 Corridor projects, including several new interchanges, that would need to be designed and constructed in advance of HOV lanes are identified in the unconstrained project list as needs that are not currently financially feasible with revenues projected through 2035."⁵

O-2f

This uncontested reality is a further argument for full consideration of environmentally superior project alternatives of greater sustainability, performance, community quality of life, and financial feasibility. We'll name some of those alternatives later in this letter.

¹ Draft EIR, page 2.1.5-16

² page 2.1.5-14

³ page 2.1.5-17

⁴ page 2.1.5-17

⁵ 2014 Santa Cruz County Regional Transportation Plan, page 6-4

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The Campaign for Sensible Transportation shares the following common concerns and questions about the Draft EIR with the Santa Cruz County Group of the Sierra Club. The Sierra Club's comments letter submitted separately to Caltrans states equally: the following comments of this letter:

The Highway 1 Draft EIR is out of date:

The Draft EIR is using out of date information in many respects, including in the model and data for the basic traffic analysis. With some of the report work prepared beginning in the early 2000s, it is no longer current and is in need of reworking.

We see a need for editors and experts to go through the documents and check: is this current information for current policies, and is the DEIR now internally consistent?

For a single example among many, on page 1 of the Technical Memorandum on Energy Impacts, May 2011, the report states the Calif. Air Resources Board has not yet set certain greenhouse gas (GHG) reduction targets for our region. But, the ARB set those targets initially in 2010, and has issued increased targets since then.

An edit for corrections, updates, and readability is needed.

Combined with the out of date information, some of the Draft EIR has not been text edited to incorporate extensive errata and editing that is already identified as needed. Some of the reports begin with over twenty pages of errata at the front before the table of contents may be found, such as the Air Quality Study Report.

The Air Quality report begins, for example, with a first errata item that is an attempt to compensate for an out of date report, but the correction is itself nearly incomprehensible, as follows: "The use of Existing as it refers to 2003 conditions is revised to Baseline. This above-described usage of the term "Baseline" supersedes any other usage of the term "Baseline" or "baseline" in the report." Should members of the public or agencies be expected to understand this and then themselves make the related edits throughout, as they read the report?

The traffic model is not current.

It appears the current-conditions traffic data presented is from 2001-2003, which is out of date. Similarly, the Association of Monterey Bay Area Governments (AMBAG) 2005 Regional Travel Demand Model that was used for traffic modeling is out of date and relied on an even older forecast of population, employment and travel, one that was far higher than the current AMBAG forecast. The report refers to a future Design Year 2015, but 2015 is now in the past.

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The project's "Purpose and Need" (pages 1-9, 1-10), and the two highway widening versions identified in response, are *conceptually* out of date, considering...

(1) a present-day understanding of the most foreseeable long term outcomes of freeway widenings on existing congested California freeways, and

(2) it is now "unequivocal that anthropogenic increases in the well-mixed greenhouse gases have substantially increased the greenhouse effect, and the resulting [climate] forcing continues to increase."⁶ The science-based conclusions of climate research are clear that the present trajectory of cumulative greenhouse gas emissions is heading California and the world toward catastrophic climate changes that could make problems like traffic congestion pale in comparison. The State of California requirements to greatly reduce greenhouse gas emissions, and our science-based societal need to do so, must inform the project direction at the outset, for instance as to identifying sustainable project alternatives that do not lead to increased dependence on automobiles.

The Purpose and Need do not reflect current California state law and Governor's executive orders requiring reductions in greenhouse gas emissions and reductions in vehicle miles traveled.

The speculative reasoning in the DEIR that motor vehicles "may" more often travel at fuel-efficient travel speeds and thereby may reduce GHG emissions if/when congestion is reduced, is contradicted by the report's own findings that with either project build option, vehicle congestion will continue and vehicle miles traveled will grow substantially. If it is also correctly acknowledged that freeway expansions induce new travel by temporarily reducing the time cost and increasing the convenience of private vehicle travel, then the project outcome as to greenhouse emissions must be even worse.

The Highway 1 expansion project that this EIR analyzes was conceived in the late 1990s, at a time when a different set of understandings may have existed for three key questions:

1) How to respond to chronic, statewide problems of vehicle traffic congestion that occurs on California freeways like Highway 1 in mid-Santa Cruz County? Today it is increasingly recognized in transportation research that "Adding capacity to roadways fails to alleviate congestion for long."⁷

Thankfully, Caltrans practice is showing evidence of change in overall planning direction away from freeway capacity expansion, as evident in Caltrans' draft California Transportation Plan 2040, which states on page 59, "Reduced funding and the need to reduce GHG emissions make the case that adding automobile capacity is not the answer."

⁶ Intergovernmental Panel on Climate Change, Fifth Assessment Report, at Working Group I, "Climate Change 2013, The Physical Science Basis," page 661. Available on web at www.ipcc.ch

⁷ Susan Handy PhD, "Increasing Highway Capacity Unlikely to Relieve Traffic Congestion," 2015, UC Davis Institute of Transportation Studies.

O-2j

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O-2l

O-2g

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O-2i

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2) What are the interactions between freeway expansion and related travel patterns, land use patterns, population shifts, and economic activity? Today, land use plans increasingly aim to reduce, not support, sprawl and vehicle miles traveled.

Major investments in freeway expansion projects are not just costly; they run counter to land use plans for transit-oriented, compact development and sustainable communities.

3) What role, going forward, should transportation projects or programs have in greatly reducing greenhouse gas emissions as now called for by state law? The proposed Highway 1 widening project, in either alternative, would increase automobile dependency, vehicle miles traveled, and greenhouse gas emissions.

This set of concerns went poorly recognized by local Santa Cruz County transportation commissioners when the project was conceived in the late 1990s. Those commissioners at the time overruled the concluding recommendation of their consultant team in the 1998 Major Transportation Investment Study. The MTIS Final Report, December 1998, recommended a focus of transportation investment on the parallel rail corridor in Santa Cruz County and not on Highway 1.

The DEIR does not quantify and present in clear fashion, existing and future vehicle miles traveled and greenhouse gas emissions.

This is a significant gap in information for the public and decision makers. It appears these estimates were compiled in data tables in obscure, unnumbered pages at the back of the Air Quality Study Report, though with evident errors as to the units of measure and other labeling. The main DEIR document then only states VMT and GHG emissions would "increase" and gives annual GHG figures that are implausible on units of measure.

The DEIR does not provide an analysis of the potential cumulatively considerable effect of greenhouse gas emissions from the project.

On page 3-12, the DEIR excuses itself from this crucial analysis as too difficult, even though at least one court has ruled that the impact of greenhouse gas emissions is "precisely the kind of cumulative impacts analysis that NEPA requires agencies to conduct." (We observe the DEIR is a NEPA, National Environmental Policy Act, as well as CEQA document.)

The DEIR must consider environmentally superior alternatives:

This Highway 1 project concept *began* with an evident assumption or conclusion that the only viable way to respond to freeway congestion is by adding lanes or other increased throughput to the freeway. The DEIR thus only analyzes two flavors of widening Highway 1, and compares that *only* to doing nothing. But, hundreds of millions of dollars can accomplish something for transportation besides widen a freeway.

O-2m

O-2n

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O-2p

O-2q

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There is great need now for dedicated effort to examine more sustainable, potentially less costly and more effective alternative projects and programs to address freeway traffic congestion, such as:

- Bus-on-shoulder for Metro buses on Highway 1. State law was amended in 2013 explicitly to allow this potential use by Meiro, and Meiro is seeking to study it.
- Transportation Demand Management to include deep support for employer/employee incentives to reduce peak period drive-alone commuting. Local pilot projects for TDM have shown successes but lack funding and recognition.
- Transit on the now publicly owned rail corridor.
- New safer routes for bicycles and pedestrians, including rail-trail, to reduce short-trip driving.
- Bus Rapid Transit.
- Location Efficient Mortgages or any other innovative means of encouraging less single occupant vehicle, distance highway commuting due to housing costs.
- Programs that can in any way ameliorate traffic merit consideration under CEQA's guidance, whether or not they lie within the expertise or conventional purview of Caltrans and the Santa Cruz County Regional Transportation Commission.

O-2q
cont.

The DEIR does not provide an analysis of what the outcome might be of building the "next" three auxiliary lanes projects on Highway 1.

This is a specific project package that the SCCRTC is considering for inclusion in a Santa Cruz County 30 year half cent sales tax ballot measure. While proponents of this three-auxiliary-lanes scenario promote it as providing congestion relief, this limited program of auxiliary lanes construction is not analyzed as a package in the DEIR for Highway 1.

O-2r

What would result, especially over time? The DEIR reports on a more comprehensive "Transportation Systems Management" (TSM) Alternative that would include two further auxiliary lanes projects (total, five) and ramp metering; this is not the same program, and people are confused by this.

The DEIR does not acknowledge the role of induced travel in affecting the outcome of adding lanes or capacity on existing congested freeways. Page 2.1.5-23 about this does not provide full citation information for the referenced studies, and the DEIR does not make those studies accessible to the public. The associated claim that recent research indicates induced travel is a minor effect, is just not true and is out of date. The research work "Handy 2003" cited to support that, should be updated to Susan Handy and Marlon Boarnet's more current published research finding that "Given the induced travel effect, capacity expansion has limited potential as a strategy for reducing congestion."⁸

O-2s

O-2t

⁸ Susan Handy and Marlon Boarnet, "Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions," Sept. 2014, California Air Resources Board.

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The outdated traffic model used for the DEIR does not account for induced travel, according to the AMBAG staff who managed it, and there is no indication that any model post-processing steps were taken to otherwise account for induced travel.

**O-2t
cont.**

The DEIR's failure to take induced travel into account distorts the data results and leads to overly favorable conclusions regarding congestion reduction and travel time reduction from adding highway lanes, throughout the DEIR. This is no small mistake.

What would be the effect of chronic construction delay conditions if many sequential, Tier II projects were built on Highway 1? This question is not addressed in the DEIR, yet it could be a significant traffic congestion outcome for many years of construction. The recently constructed Soquel-Morrissey Auxiliary Lanes project resulted in ongoing traffic delays during construction, including when actual lanes were not closed.

O-2u

The proposed Tier I HOV and TSM alternatives would damage the Valencia Lagoon habitat of the listed endangered Santa Cruz Long-toed Salamander:

The report defers answers to this concern to a later point in time, including even possibly to be resolved during construction, even though the preliminary plans do show retaining wall and fill encroachment into known existing essential habitat. The question of further impaired runoff water quality to the habitat is also not addressed.

O-2v

A full Biotic Assessment is needed up front, and a USFWS approved Habitat Conservation Plan may be appropriate, before this design concept that impacts this endangered species in one of its few places of existence moves forward, including to show how any conjectures about creating replacement habitat and moving salamanders, etc., would actually be funded and accomplished.

Visual changes resulting from either project alternative are acknowledged in the DEIR to have an adverse visual quality impact.

However, we take issue with the claim that after removal of many mature and skyline trees, the remaining trees would be "providing visual interest similar to the existing landscape," and that "architectural treatments would... maintain a moderate to moderately high degree of visual quality along the Route 1 corridor."

O-2w

The very extensive new hardscapes (pavement, retaining walls, sound walls, hardened slopes, etc.) would degrade the visual quality of the route, not only for residents but for tourists who presently comprise an important Santa Cruz County economic activity. Also, the visual representations should be updated to show the before and after, actual visual outcomes of the Soquel-Morrissey Auxiliary Lanes and the Highway 1/17 Merge Lanes projects, with cumulative effect considered.

For these proposed projects that could result in some hundreds of thousands of added vehicle miles traveled on Highway 1 per day (yet to be disclosed), the Campaign for Sensible Transportation also has concerns about either project option inevitably leading to increased traffic noise, increased human exposure to toxic diesel and exhaust gases and

O-2x

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particulate matter, potential blighting of close-by neighborhoods impacted by these effects with or without soundwalls, and increased contamination of watersheds from polluted highway runoff.

**O-2x
cont.**

Of added concern, other worthy human beings, species, and environments in other places are incrementally impacted by the intensive resource extraction required to maintain automobile-reliant transportation systems, which depend on inefficient energy consumption and high materials and wastes throughput.

O-2y

Public health and environmental justice have become better recognized as issues to address in transportation planning. Obesity, asthma, stress, and other health conditions are increased by exposure to and use of multilane freeways. Low income people often end up living in the worst adjacent-location exposures to the effects of large freeways, and an analysis at census tract scale does not capture this effect. We don't find these concerns adequately addressed in the DEIR.

O-2z

In conclusion, the public's expectation for clear, accurate, current, science-based information in a Draft EIR has not yet been met. The public and commenting agencies have not been presented with the quality of information needed for making informed comments.

O-2aa

Accordingly, the DEIR should be withdrawn, reconceived especially as to goals and alternative projects, corrected and updated, and recirculated as a revised Draft EIR.

The Campaign for Sensible Transportation appreciates in advance, your consideration and action on these comments.

Sincerely,

Jack Nelson

Jack Nelson, Co-chair, Campaign for Sensible Transportation

cc: Santa Cruz County Regional Transportation Commission

Response to Comment Letter O-2

The Campaign for Sensible Transportation

Comment O-2a

The development of project alternatives took into consideration the need to provide alternatives to driving, as well as input from stakeholders during public information meetings and meetings with local agency staff and elected officials, to meet the identified project purpose. The purpose of the Tier I Project is to (1) reduce congestion; (2) promote the use of alternative transportation modes as means to increase transportation system capacity; and (3) encourage carpooling and ridesharing. By establishing an HOV lane, thereby improving bus mobility and reducing congestion along Highway 1, and by including bicycle/pedestrian overcrossings, the Tier I Project would achieve the project purpose.

Further, by reducing congestion, the Tier I Project would reduce greenhouse gas emissions compared to the No Build Alternative. Caltrans has taken an active role in addressing greenhouse gas emission reduction and climate change. One of the main strategies in the Caltrans's Climate Action Program to reduce greenhouse gas emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced. The proposed project is designed to decrease congestion and increase vehicle speeds on Route 1 during the heavily congested peak hours. As shown in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative would reduce carbon dioxide

emissions compared to the No Build Alternative and Tier I Corridor TSM Alternative.

The Campaign for Sensible Transportation

Comment O-2b

The 2008 Transit Market Analysis of Freeway-Oriented Express Buses for the Route 1 project, prepared by Caltrans, the Santa Cruz County Regional Transportation Commission, and the Federal Highway Administration, found that the Tier I Corridor HOV Lane Alternative would significantly improve travel times for public transit and is capable of capturing the projected future transit ridership and more. In contrast, with the exception of southbound traffic during the evening peak hour, the Tier I Corridor TSM Alternative would improve travel times through the corridor but not enough to support the projected future transit ridership. Additionally, the Tier I Corridor HOV Lane Alternative would encourage carpooling and ridesharing. These findings are supported by the *Update to the Transit Market Analysis of Freeway-Oriented Express Buses* (2018). The potential operation of buses on the shoulders of Route 1 is under consideration and would not be precluded by the proposed Tier I and Tier II project.

The EIR/EA did consider the potential for additional capacity to encourage more drivers to use the highway (a phenomenon referred to as "induced demand"). As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, elasticity calculations indicate that induced demand would result in a less than 1 percent increase in vehicle miles traveled for both Tier I build alternatives. In other words, while the proposed improvements would result in some additional induced traffic, these effects would be minimal. More information is available in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI. Section 2.1.5 summarized the detailed information that is provided in the *Estimation of Induced Traffic Demand and Congestion-Related*

Costs Memorandum (2017), which is included as an addendum to the *Traffic Operations Report*.

The Campaign for Sensible Transportation Comment O-2c

The Tier I project would promote the use of alternative transportation modes and encourage carpooling and ridesharing. As described in Section 1.4, Project Description, of the Final EIR/EA with FONSI, both the Tier I Corridor HOV Lane Alternative and the Tier I Corridor TSM Alternative would construct pedestrian/bicycle overcrossings (at Mar Vista Drive, Chanticleer Avenue, and Trevethan Avenue) to address identified deficiencies in the ability of pedestrians and bicyclists to get across Highway 1. These improvements would promote increased use of these alternative transportation modes, as bicyclists and pedestrians would have improved and safer travel routes. Additionally, both the Tier I Corridor HOV Lane Alternative and the Tier I Corridor TSM Alternative would include HOV bypass lanes on interchange on-ramps; however, only the Tier I Corridor HOV Lane Alternative would provide dedicated HOV lanes. Although both Tier I build alternatives would encourage carpooling and ridesharing, the Tier I Corridor HOV Lane Alternative's superior performance in this respect contributed to its selection as the preferred alternative.

As described in Section 1.1.2, Project Funding, of the Final EIR/EA with FONSI, the proposed project is included in the 2040 Regional Transportation Plan as a financially unconstrained project, reflecting Santa Cruz County Regional Transportation Commission's long-term commitment to this project. Although funding sources are not currently identified for this project, several future funding scenarios exist, and Santa Cruz County Regional Transportation Commission and Caltrans remain fully committed to implementing the project.

The Campaign for Sensible Transportation Comment O-2d

Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, as this section has been updated since publication of the Draft EIR/EA. Although the Tier I Corridor TSM Alternative would not solve all congestion problems on Route 1, as shown in Section 2.1.5, Traffic and Transportation/ Pedestrian and Bicycle Facilities, and shown in Table 2.1.5-10, the Tier I Corridor TSM Alternative would substantially improve peak-hour average travel time, average speed, and other measures of effectiveness on Highway 1 in the northbound direction under 2035 conditions compared to the No Build Alternative. Improvements would be more modest in the southbound direction, and during the peak PM travel period, average travel time and travel speed would slightly worsen. Overall, the Tier I Corridor TSM Alternative would improve traffic operations and accommodate greater vehicle throughput on Highway 1; however, it may result in some adverse traffic effects on local streets near the highway (e.g., delays/backup from metering).

For many of the reasons that the commenter notes, Caltrans/Federal Highway Administration have selected the Tier I Corridor HOV Lane Alternative as the preferred alternative for the Tier I project, as it would substantially outperform the Tier I Corridor TSM Alternative in terms of reducing congestion and improving traffic conditions.

The Campaign for Sensible Transportation Comment O-2e

In addition to improving multimodal connectivity along the Route 1 corridor by constructing new pedestrian and bicycle overcrossings, the Tier I Corridor TSM Alternative also includes several roadway capacity improvements (e.g., HOV bypass lane on-ramps) and Intelligent Transportation Systems technologies (e.g., vehicle detection systems) that would benefit public transit operations along

Route 1; however, these improvements would not result in increased transit service or transit ridership (see Final EIR/EA with FONSI Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities).

As discussed in Chapter 1, Proposed Project, of the Final EIR/EA with FONSI, the Project Development Team did not recommend the Tier I Corridor TSM Alternative as the preferred alternative due to its limitations in addressing the project purpose and need.

The Campaign for Sensible Transportation

Comment O-2f

The EIR/EA evaluated several different alternatives. As described in Section 1.5, Alternatives, many of these were considered but eliminated from further discussion because they either failed to avoid or substantially lessen any significant environmental impacts of the proposed project or would not feasibly attain most of the basic objectives of the project.

As described in Section 1.1.2, Project Funding, of the Final EIR/EA with FONSI, the Santa Cruz Route 1 HOV Lane Project is included in the 2040 Regional Transportation Plan as a financially unconstrained project, reflecting Santa Cruz County Regional Transportation Commission's long-term commitment to this project. As noted in the Regional Transportation Plan, "unconstrained" projects are those that cannot be implemented over the next 22 years unless there are significant changes in the amount of local, State, and federal funding available for transportation.

While specific funding sources have not yet been identified for all of the Tier I project components (the recently passed Measure D ½ cent sales tax will provide funds for the Tier II project and some portions of the Tier I project), the Regional Transportation Plan allows for a phased implementation approach to allow Santa Cruz County Regional Transportation Commission to make incremental improvements in the corridor as future funding opportunities allow.

This approach is consistent with Federal Highway Administration policy, which allows States and their regional or local partners to begin the environmental review process without having "dollars in the bank" to construct the project (Federal Highway Administration, 2017). Rather, States and/or their partners may start the environmental review process for a project without demonstrating fiscal constraint provided funding for subsequent phases of the project is shown in the applicable transportation plan (Federal Highway Administration, 2017).

The Tier I Corridor HOV Lane Alternative was selected as the preferred alternative by the Project Development Team. The Project Development Team is essentially the steering committee for the project. Its members include individuals from a wide range of disciplines and representatives from outside agencies that have a stake in the outcome of the project. The Project Development Team for the environmental phase of the proposed project includes Caltrans, the Santa Cruz County Regional Transportation Commission, Santa Cruz County and all cities in the county, the Santa Cruz Metropolitan Transit District, and the California Highway Patrol.

The Project Development Team used a comparative matrix of various project attributes and performance measures to evaluate the merits of the different alternatives considered in the EIR/EA. In selecting the Tier I Corridor HOV Lane Alternative as the preferred Tier I project and the Build Alternative as the preferred Tier II project, the Project Development Team cited the following reasons for making its recommendations:

- The Tier I Corridor HOV Lane Alternative and Tier II Build Alternative best meet the stated purposes and needs of the respective projects;
- The Tier I Corridor HOV Lane Alternative provides more options for future Tier II projects than would be provided by the

Tier I Corridor TSM Alternative to better respond to any changes in future travel patterns;

- The Tier I Corridor HOV Lane Alternative would reduce cut-through traffic on local streets and roads, which is important to the community, and which in turn is expected to further reduce the production of greenhouse gases beyond the Highway 1 Corridor as measured in the environmental studies;
- The Tier I Corridor HOV Lane Alternative provides more incentives for carpooling and travel time savings and efficiencies in providing transit services, as well as improved bike and pedestrian facilities; and
- The Tier II Build Alternative is consistent with the Measure D transportation sales tax measure recently approved by the voters.

The Campaign for Sensible Transportation

Comment O-2g

As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, additional traffic data were collected in 2016, and an analysis was conducted to evaluate the validity of the analysis of traffic impacts presented in the Draft EIR/EA. Other sections of the Final EIR/EA with FONSI present the findings of similar evaluations conducted since circulation of the Draft EIR/EA, including air quality (Section 2.2.6, Air Quality), greenhouse gases (Section 3.2.5, Climate Change under the California Environmental Quality Act.), growth (Section 2.1.2, Growth), and cumulative impacts (Section 2.5, Cumulative Impacts). Please see Section 3.2.5, Climate Change under the California Environmental Quality Act, for current information regarding the California Air Resources Board's greenhouse gas reduction targets.

The Campaign for Sensible Transportation

Comment O-2h

The Final EIR/EA with FONSI and the technical study addenda have been edited for corrections, updates, and readability. Any updates to the technical studies prepared prior to circulation of the Draft

EIR/EA have been provided in the form of stand-alone addenda. The reason for this is that the technical studies prepared prior to circulation of the Draft EIR/EA are part of the administrative record for the Draft EIR/EA. The full list of technical studies and technical study addenda, including the date on which each of the documents was completed, is provided after Appendix N. The list of technical studies and technical study addenda is bookmarked in the electronic PDF file of the Appendices to the Final EIR/EA with FONSI.

The Campaign for Sensible Transportation

Comment O-2i

Additional traffic counts were conducted in late 2016 to identify more current traffic conditions. The results have been incorporated into Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI and are included in the *2017 Traffic Analysis Update Technical Memorandum*, which provides an update to the 2012 *Traffic Operations Report*. A comparison of the existing conditions in 2001/2003 reported in the 2012 *Traffic Operations Report* and current (2016) conditions shows that traffic operations have generally deteriorated along the study corridor. The extent and duration of traffic congestion have increased from 2001/2003 conditions, especially in the peak directions of travel (i.e., northbound during the AM peak period and southbound during the PM peak period). Currently, the study corridor is congested for most of the 6-hour peak period in the peak directions; whereas, in 2001/03, it was congested for approximately 4 hours. This information is included in the *2017 Traffic Analysis Update Technical Memorandum* on pages 9 through 13.

The reason for continuing to use the 2004 Association of Monterey Bay Area Governments Model rather than the recent 2014 Association of Monterey Bay Area Governments Model for traffic forecasting is that the 2004 Association of Monterey Bay Area Governments Model forecasts were found to be closer to the 2016 field volumes than the 2014 Association of Monterey Bay Area

Governments Model forecasts would predict for 2016, suggesting that the 2016 projections obtained from the 2004 Association of Monterey Bay Area Governments Model are more accurate than those obtained from the 2014 Association of Monterey Bay Area Governments Model in terms of the ability of the model to replicate current 2016 conditions. Additionally, the following two key factors support the decision to continue using the 2012 *Traffic Operations Report* results from the 2004 Association of Monterey Bay Area Governments Model for the Final EIR/EA with FONSI of this project instead of using the recent 2014 Association of Monterey Bay Area Governments Model:

1. The economies in both Santa Clara and Santa Cruz counties have recovered more quickly from the 2008 recession than was expected in the population and employment forecasts used in the 2014 Association of Monterey Bay Area Governments model.
2. While employment growth in Santa Cruz County has been robust since 2011, it has not been enough to slow the growth in demand for out-commuting to Silicon Valley and the greater Bay Area. This type of growth results in increased demand for peak-direction travel on Highway 1.

Traffic forecasts obtained from the 2004 Association of Monterey Bay Area Governments Travel Demand Model and traffic operational analysis results reported in the 2012 *Traffic Operations Report* appear to be low-end estimates and do not overstate traffic growth in the corridor. The actual performance of the study corridor in the future could be worse than the estimates provided in the 2012 *Traffic Operations Report*. Similarly, the use of the 2014 Association of Monterey Bay Area Governments Model suggests that traffic forecasts in the peak directions of travel under 2030/2035 conditions could be worse than those reported in the 2012 *Traffic Operations Report*, thereby further strengthening the need for the proposed project. However, looking at the recent, post-recession growth trend in traffic and employment levels in and around the study corridor

(Silicon Valley and Santa Cruz County), the slow-growth assumptions of the 2014 Association of Monterey Bay Area Governments Model may not accurately represent future traffic conditions along the study corridor. Therefore, using the 2004 Association of Monterey Bay Area Governments Model is the most suitable approach for this project.

The 2012 *Traffic Operations Report* included 2015 projections for Build and No Build conditions; however, as noted by the comment, that date has now passed. Nevertheless, those 2015 projections were extrapolated from the 2004 Association of Monterey Bay Area Governments Travel Demand Model, as well as to develop the 2016 projections that were compared to field volumes in the 2017 *Traffic Analysis Update Technical Memorandum*.

The Campaign for Sensible Transportation

Comment O-2j

As stated in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI, the purpose of the Tier I project is to:

- Reduce congestion.
- Promote the use of alternative transportation modes as means to increase transportation system capacity.
- Encourage carpooling and ridesharing.

Reducing congestion and increasing the use of public transit and other alternative modes of transportation are key priorities for reducing transportation-related greenhouse gas emissions. The highest levels of carbon dioxide from mobile sources such as automobiles occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions,

particularly carbon dioxide, may be reduced. For more information, please see response to Comment O-2k.

Caltrans' Strategic Management Plan, released in 2015, creates a performance-based framework to preserve the environment and reduce greenhouse gas emissions, among other goals. This plan includes specific performance targets to increase the percentage of non-auto modes of transportation, which will help reduce greenhouse gas emissions. The 2008 *Transit Market Analysis of Freeway-Oriented Express Buses* for the Route 1 project, prepared by Caltrans, the Santa Cruz County Regional Transportation Commission, and the Federal Highway Administration, indicates that public transit ridership, specifically express bus ridership, along the Route 1 corridor is highly sensitive to travel time changes. The analysis found that the Tier I Corridor HOV Lane Alternative would significantly improve travel times for public transit and is capable of capturing the projected future transit ridership and more. In contrast, with the exception of southbound traffic during the evening peak hour, the Tier I Corridor TSM Alternative would improve travel times through the corridor but not enough to support the projected future transit ridership. These findings were supported by the *Update to the Transit Market Analysis of Freeway-Oriented Express Buses* (2018).

The Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions compared with the No Build Alternative. Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI presents the results of the updated quantitative analysis of greenhouse gas emissions provided in the *Air Quality Study Report Addendum* (Caltrans, 2018), which shows that, in year 2035 the Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions by 505 metric tons per year compared to the No Build Alternative; whereas the Tier I Corridor TSM Alternative would increase greenhouse gas emissions by 2,405 metric tons per year compared with the No Build

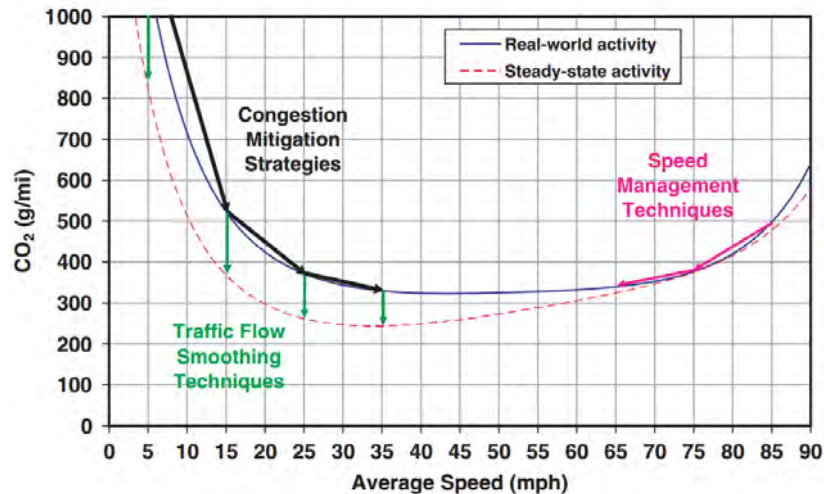
Alternative. For more information, please see response to Comment A-4d.

The Campaign for Sensible Transportation Comment O-2k

California State law and Governor's executive orders regarding greenhouse gas emissions are discussed in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI, which also describes Caltrans activities to help achieve the greenhouse gas reduction targets set forth in Assembly Bill 32. Executive Order B-30-15, issued in April 2015, and Senate Bill 32 (2016), set a new interim target to cut greenhouse gas emissions to 40 percent below 1990 levels by 2030. In addition to the major initiatives underway at Caltrans to help meet these targets, Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI describes the project-level strategies to reduce greenhouse gas emissions that are incorporated in the Route 1 Tier I and Tier II projects. The purpose of the Tier I Project (reduce congestion, promote the use of alternative transportation modes as means to increase transportation system capacity, and encourage carpooling and ridesharing) supports the implementation of Caltrans' strategies to reduce greenhouse gas emissions described in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI.

According to the figure shown below, the highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour (see the figure below). To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced.

FIGURE O-2K: Possible Use of Traffic Operation Strategies in Reducing On-Road CO₂ Emissions



Source: Matthew Barth and Kanok Boriboonsomsin, University of California, Riverside, May 2010 (<http://uctc.berkeley.edu/research/papers/846.pdf>)

Projects can individually emit carbon dioxide emissions without significantly contributing to the statewide carbon dioxide emissions impact. Caltrans has adopted plans, programs, and policies consistent with State goals to reduce emissions. In 2018, the Santa Cruz County Regional Transportation Commission approved the *2040 Regional Transportation Plan/Sustainable Communities Strategy*, which selected projects that support sustainability goals including access, greenhouse gas emission reduction, economic vitality, health, safety, travel time reliability, equity, and maintenance of the existing transportation network. The inclusion of the Tier I and Tier II Projects in this plan recognizes the role of these projects as part of a sustainable transportation system that supports the attainment of the region's goals for reducing greenhouse gas emissions. The *Santa Cruz County Regional Transportation Plan* is also incorporated into the Association of Monterey Bay Area Governments' tri-county

Metropolitan Transportation Plan/Sustainable Communities Strategy that covers the counties of Santa Cruz, Monterey, and San Benito. The Santa Cruz County RTP must be consistent with and plan for a transportation system that supports the California Senate Bill 375-mandated Sustainable Communities Strategy for reducing greenhouse gas emissions, which is included in the Association of Monterey Bay Area Governments' tri-county *Metropolitan Transportation Plan/Sustainable Communities Strategy*.

Carbon dioxide emissions associated with the Tier I Corridor HOV Lane Alternative or the Tier I Corridor TSM Alternative are not individually inconsistent with statewide goals. As demonstrated above, Caltrans as a State agency has developed and continues to develop plans, policies, and programs to contribute to the attainment of statewide targets.

With regard to the potential for freeway expansions to induce new travel, an induced demand study was conducted as described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI. The results of the study showed that an increase in vehicle miles traveled due to induced demand generated by the project is expected to be minimal (less than 1 percent) for the project alternatives. For more information, please see response to Comment O-2s. Detailed information regarding the induced demand analysis is provided in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), which is included as an addendum to the *Traffic Operations Report*.

Under the Tier I Corridor HOV Lane Alternative, traffic volumes on the surface street network would decrease relative to the No Build Alternative, while traffic volumes on the freeway would increase. This would improve access to facilities and regional circulation. The regional traffic model does not provide vehicle miles traveled and speeds for the surface street network, which is needed to estimate greenhouse gas emissions. However, as described in response to Comment I-145b, the Tier I Corridor HOV Lane Alternative would

substantially reduce cut-through traffic. Depending on the location, average daily cut-through traffic would decrease by 18,200 to 30,500 vehicles on Soquel Drive; 3,900 to 4,600 vehicles on Capitola Road; and approximately 4,100 vehicles for Park Avenue. One location on Soquel Avenue directly adjacent to Highway 1 has been identified as potentially experiencing an increase of 2,900 daily vehicles.

As noted above, the highest levels of carbon dioxide from mobile sources such as automobiles occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced. Traffic volumes on local streets often operate in stop-and-go conditions (e.g., stop lights) and low speeds that generate highest emissions. Based on the reduction of cut-through traffic on local streets discussed above, the Tier I Corridor HOV Lane Alternative would reduce carbon dioxide emissions on local streets compared to the No Build Alternative by shifting daily traffic away from stop-and-go conditions onto Highway 1.

The Campaign for Sensible Transportation Comment O-21

The commenter is correct that the addition of highway capacity will not permanently alleviate congestion problems. However, adding capacity is an effective means of alleviating congestion over a defined time period. Caltrans projects are developed with consideration of the 20-year design horizon. The proposed project improvements would address transportation and traffic deficiencies over this time frame.

Additionally, while the proposed project would add capacity to the Highway 1 corridor, it would do so through a measured approach that would encourage multi-occupant forms of transportation. In general, carpoolers, vanpoolers, and transit users are the direct

beneficiaries of an HOV lane, while vehicles using the adjoining general-purpose lanes are indirect beneficiaries, due to the shift of carpoolers, vanpoolers, etc. from general purpose lanes to the HOV lane. Experience with HOV lanes from around the country has shown a positive relationship between ridership and travel time savings, suggesting that as congestion grows, the travelers' willingness to carpool or ride a bus that uses the HOV lane also grows. For more information, please see response to Comment I-205c.

The EIR/EA also considered the potential for the additional capacity to be provided on Highway 1 to result in "induced demand." As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, and in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), included as an addendum to the *Traffic Operations Report*, induced demand associated with the proposed project would be approximately 0.8 percent and 0.3 percent for the Tier I Corridor HOV Lane Alternative and Tier I Corridor TSM Alternative under 2035 conditions, respectively. In other words, vehicle miles traveled would increase by less than 1 percent as a result of induced demand from the proposed project.

The California Transportation Plan is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas emissions. The California Transportation Plan defines performance-based goals, policies, and strategies to achieve our collective vision for California's future statewide, integrated, multimodal transportation system. It serves as an umbrella document for all of the other statewide transportation planning documents. The California Transportation Plan identifies the statewide transportation system needed to achieve maximum feasible greenhouse gas emission reductions while meeting the state's transportation needs. Implementation of the California Transportation Plan 2040 includes

improving highways and roads, as well as public transit, and bicycle and pedestrian facilities, and other improvements.

The Campaign for Sensible Transportation

Comment O-2m

State law requires the Metropolitan Planning Organization for each region to develop a Sustainable Communities Strategy that integrates transportation, land-use, and housing policies to plan how it will achieve the emissions target for its region. The Association of Monterey Bay Area Governments, as the Metropolitan Planning Organization for Santa Cruz, Monterey, and San Benito counties, prepared the 2014 Metropolitan Transportation Plan/Sustainable Communities Strategy for its three-county region. The plan's overall land use development pattern provides for transit-oriented, compact development, and sustainable communities. This land use development pattern complements the proposed transportation network, which was designed to provide a strategic expansion of the transportation system, targeting this expansion around mutually supportive bus transit, rail, active transportation, and key roadway projects, including Tier I and Tier II project.

The interactions between freeway expansion and related travel patterns, land use patterns, population shifts, and economic activity are built into travel demand models that are used in the development of regional transportation plans. Senate Bill 375 assures the California Transportation Commission's oversight of guidelines for these models, including the Association of Monterey Bay Area Governments Model that was used to prepare the Metropolitan Transportation Plan/Sustainable Communities Strategy. Thus, the Tier I and Tier II project is an integral part of the Sustainable Communities Strategy, which seeks to develop and enhance transit-oriented, compact development, and sustainable communities.

By creating a dedicated HOV lane and improving travel speeds on Route 1, the Tier I Corridor HOV Lane Alternative, which was identified as the preferred alternative for the Tier I project, would

have a beneficial effect on travel times for express buses. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Transit Market Analysis of Freeway-Oriented Express Buses that was commissioned for the proposed project found that the Tier I Corridor HOV Lane Alternative would increase transit ridership by capturing a portion of latent demand through improved travel times. By contrast, the analysis found that the No Build Alternative may decrease transit ridership because of worsening travel times for transit vehicles, while the Tier I Corridor TSM Alternative would likely not be able to realize the projected growth in transit ridership or capture any latent demand because it would not substantially improve travel times. These findings were supported by the *Update to the Transit Market Analysis of Freeway-Oriented Express Buses* (2018).

The Campaign for Sensible Transportation

Comment O-2n

The California Transportation Plan is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas emissions. The California Transportation Plan 2040 identifies the statewide transportation system needed to achieve maximum feasible greenhouse gas emission reductions while meeting the state's transportation needs. Implementation of the California Transportation Plan 2040 includes improving highways and roads, as well as public transit and bicycle and pedestrian facilities, and other improvements.

As described in response to Comment I-198b, the Santa Cruz METRO and Monterey-Salinas Transit have evaluated the feasibility of bus on shoulder operations along SR-1 located in Santa Cruz and Monterey counties as part of the "Monterey Bay Area Feasibility Study of Bus on Shoulder Operations on State Route 1 and the Monterey Branch Line." The potential operation of buses on the shoulder of Route 1 is under consideration and would not be

precluded by the proposed project. Please refer to response to Comment I-198b for additional information.

The Santa Cruz County Regional Transportation Commission has included the Santa Cruz Branch Rail Line in the Expenditure Plan, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. However, the most recent traffic analysis showed that the increase in traffic was due to job market growth in, and commuting to, Silicon Valley; a route that is not connected/served by rail. The existing and projected congestion in the peak direction on Route 1 would not be addressed with rail improvements.

The addition of an HOV lane under the Tier I Corridor HOV Lane Alternative would help encourage public transportation and reduce cut through traffic. Without capacity improvements, increased future congestion will restrict the demand for express bus service on Route 1. The Tier I project seeks capacity improvements that will encourage alternative modes, while providing time-saving incentives for users of ridesharing and express transit. Please see response to Comment I-15b for additional detail.

The analysis conducted for the proposed project shows that not widening the highway would not necessarily reduce or cap vehicle miles traveled. Data show that from 2005 to 2016, a period in which widening did not occur, vehicle miles traveled increased on Highway 1 during the peak commute hours (with the exception of the northbound PM traffic direction, where vehicle miles traveled decreased due to reduction in vehicle throughput and travel demand). See Table 3 of the *Santa Cruz Highway 1 Widening/HOV Lane Project – Final 2017 Traffic Analysis Update* memorandum, which is included in Appendix K to the *Traffic Operations Report*, for additional information. Likewise, Table 2.1.5-19 in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI shows that vehicle miles traveled is projected to increase under the No Build Alternative in 2035: in the

northbound direction, vehicle miles traveled is projected to increase by 3 percent in the AM peak period and 13 percent in the PM peak period (although vehicle miles traveled would decrease during the AM and PM peak hours due to increase in traffic congestion); in the southbound direction, vehicle miles traveled would increase by 31 percent in the AM peak hour and 27 percent in the PM peak period (although vehicle miles traveled would decrease during the PM hours). In short, the commenter's implication that not widening the highway will limit or halt vehicle miles traveled increases is not necessarily accurate.

The EIR/EA analysis further shows that the Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions compared with the No Build Alternative. As shown in Table 3-2 of the Final EIR/EA with FONSI, in year 2035 the Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions by 505 metric tons per year compared to the No Build Alternative; whereas the Tier I Corridor TSM Alternative would increase greenhouse gas emissions by 2,405 metric tons per year compared with the No Build Alternative. This reduction is largely due to the Tier I Corridor HOV Lane Alternative's improvements in congestion and travel speeds. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. Therefore, to the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced. Please refer to response to Comment A-4d and Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI for additional information.

The Campaign for Sensible Transportation

Comment O-2o

An updated analysis of greenhouse gas emissions has been prepared with revised carbon dioxide emissions using the latest U.S. Environmental Protection Agency-approved emissions factor model (EMFAC2014) and new annual conversion factors. Refer to response to Comment A-4d from the Monterey Bay Unified Air Pollution Control for results and detailed methodology. Refer to Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI, for a description of the updated analysis of greenhouse gas emissions, including the projected annual greenhouse gas emissions. More information about the analysis can be found in the *Air Quality Study Report Addendum*, Appendix F.

The Campaign for Sensible Transportation

Comment O-2p

An individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of greenhouse gas.¹ Under the California Environmental Quality Act, an assessment of cumulative impacts must determine if a project's incremental effect is "cumulatively considerable" (California Environmental Quality Act Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. The greenhouse gas analysis described in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI, and presented in greater detail in the *Air Quality Study Report Addendum*, is based on modeling that was conducted for the

project's design year of 2035 and accounts for anticipated future development and growth in the region, California vehicle fuel specifications and emissions standards, and requirements for achieving and maintaining federal and State ambient air quality standards. Thus, the estimated operational emissions of the Route 1 project are inherently cumulative, and additional modeling and analysis is not necessary to characterize cumulative emissions. Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI presents a best faith effort to evaluate the potential greenhouse gas emissions related to the proposed project. The *Air Quality Study Addendum* was prepared using the latest U.S. Environmental Protection Agency-approved emissions factor model (EMFAC2014) and new annual conversion factors.

Regarding National Environmental Policy Act, neither the United States Environmental Protection Agency nor the Federal Highway Administration has issued explicit guidance or methods to conduct project-level greenhouse gas analysis. The Federal Highway Administration emphasizes concepts of resilience and sustainability in highway planning, project development, design, operations, and maintenance. Because there have been requirements set forth in California legislation and executive orders on climate change, the issue is addressed within the California Environmental Quality Act analysis in Chapter 3 of the Final EIR/EA with FONSI. The California Environmental Quality Act analysis is used to inform the National Environmental Policy Act determination for the project.

The Campaign for Sensible Transportation

Comment O-2q

The environmentally superior alternative is identified in the Final EIR/EA with FONSI, which follows the Draft EIR/EA that was

¹ This approach is supported by the AEP: Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents (March 5, 2007), as well as the South

Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

circulated and its associated public comment period, as required by the California Environmental Quality Act. The identification of the environmentally superior alternative would not preclude the other alternatives from being selected for implementation, including the No Build Alternative, as described in more detail in response to Comment O-6c.

With regard to bus-on-the-shoulder, transit on the rail corridor, and bus rapid transit, please see response to Comment O-2n, above.

With regard to new safer routes for bicycles and pedestrians, including rail-trail, Santa Cruz County Regional Transportation Commission has included widening Route 1, while also including alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz.

Transportation demand management and location efficient mortgages are outside the scope of this project and are outside the purview of Caltrans; however, these suggestions could be brought to the appropriate local jurisdictions

The Campaign for Sensible Transportation

Comment O-2r

Chapter 1, Proposed Project, of the Final EIR/EA with FONSI identifies two Tier I Build Alternatives that are evaluated in this environmental document. Each of the Tier I Build Alternatives encompasses five segments of highway in which auxiliary lanes may be added. The three auxiliary lane projects that are planned to be constructed next, as proposed in the Measure D, Transportation

Improvement Plan, are part of the Tier I Build Alternatives, and the results of the analysis presented in the Tier I document include these auxiliary lane projects. The Tier I Build Alternatives were developed to consider the impacts resulting from the whole Tier I project and avoid the problem of “segmentation,” in which a project is divided into smaller bits, which when considered in isolation, may not include the full range and intensity of impacts that would result from the whole project. Nevertheless, each of the proposed auxiliary lanes was evaluated independently by comparing the study corridor operations with and without auxiliary lane scenarios. Under 2015 conditions, each of the three auxiliary lane projects was expected to reduce the average travel time along the study corridor by a maximum of 22 percent during the peak commute hours (approximately 11 to 22 percent in the northbound AM peak and zero to 12 percent in the southbound PM peak). Even though these are 2-year-old estimates, they are still valid, because they represent low-end estimates. When these auxiliary lanes will be constructed in the next 5 to 8 years, traffic operational benefits associated with the auxiliary lanes are expected to be higher than those reported under 2015 conditions, because traffic congestion along the study corridor is expected to worsen over the next 5 to 8 years.

Auxiliary lanes are provided to improve traffic operations, but not to increase capacity; as such, vehicle and person throughputs associated with each auxiliary lane project are expected to remain similar to no-build conditions. As a result, the three auxiliary lane projects to be constructed next, when functioning together without the other two auxiliary lane projects, would function similarly to the No Build Alternative with respect to vehicle and person throughputs for the whole study corridor. These results are described in Chapter 8 of the 2012 *Traffic Operations Report*. Also, prior to implementation of each future Tier II project, a project-level environmental document will be prepared and will consider the impacts resulting from the applicable future Tier II project.

The Campaign for Sensible Transportation

Comment O-2s

Per comments received during public circulation of the Draft EIR/EA, an induced demand study was conducted as described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI. The results of the study showed that an increase in vehicle miles traveled due to induced demand generated by the project is expected to be minimal (less than 1 percent) for the project alternatives. Even with the additional capacity under the Tier I Corridor HOV Lane Alternative, the mixed-flow lanes would continue to experience congestion. Any substantial improvement to traffic operations during the peak hours would be limited to carpools and buses only in the long run. As such, the proposed corridor improvements are not anticipated to result in any substantial trip inducement. Detailed information regarding the analysis is provided in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), included as an addendum to the *Traffic Operations Report*.

The Campaign for Sensible Transportation

Comment O-2t

As described in response to Comment O-2s, an induced travel study was conducted, and the results showed that an increase in vehicle miles traveled due to induced demand generated by the project is expected to be minimal (less than 1 percent) for the project alternatives. For more information, please see response to Comment O-2s.

The Campaign for Sensible Transportation

Comment O-2u

The auxiliary lanes will be scheduled for construction depending on when funds will be available. Santa Cruz County Regional Transportation Commission has adopted 5-year plans for all Measure D auxiliary lane projects, which assume construction of the current Tier II project in Fiscal Year 2020-21. The auxiliary lanes

between State Park and Bay/Porter would be subject to Tier II environmental review starting in Fiscal Year 2019-20. Unfortunately, most construction projects on the highway are expected to involve temporary delays and congestion. However, measures will be taken to minimize, if not avoid, construction-related temporary impacts, especially during commute hours. A separate Tier II analysis document will be developed for each project before its construction. Also, a Transportation Management Plan would be developed and implemented, in accordance with Caltrans' Transportation Management Plan Guidelines, as part of the project construction planning phase for each Tier II project under either of the Tier I Corridor Alternatives.

It should be noted that as reported Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA, annual costs of congestion would summate to at least \$152 million and \$107 million (2016 \$) under 2035 No Build and 2035 TSM Build conditions, respectively. Hence, though the construction of auxiliary lanes would involve temporary construction-related delays, it would reduce the costs of congestion by at least \$45 million annually upon completion. Detailed information regarding this analysis is provided in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017).

The Campaign for Sensible Transportation

Comment O-2v

The comment identifies that the proposed alternatives would damage habitat for the Santa Cruz long-toed salamander. However, as stated in response to Comment A-1, revisions to the proposed project have eliminated any direct impact to potentially suitable habitat for Santa Cruz long-toed salamander or individuals. Santa Cruz long-toed salamander is not only a federally endangered species, but also a State fully protected species. Under State law, there is no legal mechanism to allow the "take" of a fully protected species or habitat being utilized by the species. The State definition of "take" is limited

to direct take such as hunting, shooting, capturing, etc. Therefore, the project has been revised to result in no take (including capture and relocation) of the species or loss of suitable habitat that would be utilized by the species, as identified by species expert Mr. Bryan Mori. Furthermore, direct impacts to water quality within Valencia lagoon or other suitable habitat areas would be mitigated through stormwater treatment measures.

The Campaign for Sensible Transportation

Comment O-2w

In Section 2.1.6, Visual/Aesthetics, of the Draft EIR/EA, details of the impacts of new hardscape are discussed and, in particular, tourists and residents are identified as user groups that would be affected by changes to visual elements as a result of the project. As identified in the Draft EIR/EA, the removal of trees, even with mitigation, would have an adverse impact. However, there are other trees farther away from the corridor that will remain in place. Many of these remaining trees will have more of a visual presence to the corridor aesthetics than they currently have. Furthermore, aesthetic design approaches, including textures, forms, and potentially color applications, will be applied to the structures to help them fit in with the community's aesthetic preferences. New landscaping will be planted within disturbed areas, which will help provide scale and screening to the corridor. While these changes will be different from the existing corridor, they do not necessarily imply that the view is degraded.

It is possible to go from an attractive natural view to an attractive built environment view. These views will be different in appearance, but on an aesthetic consideration, they can still be at an equal level. Additionally, the Draft EIR/EA addresses the full range of visual impacts including impacts from retaining walls, bridge aesthetics, fencing and barriers, landscaping plants, and stormwater treatment facilities with a range of mitigation, minimization, and avoidance measures.

Subsequent to circulation of the Draft EIR/EA, Caltrans undertook an addendum to the project's *Visual Impact Assessment*, providing a more detailed analysis of the Morrissey Auxiliary Lanes Project completed in 2015 and the Hwy 1/17 Merge Lanes Project completed in 2010. The initial *Visual Impact Assessment* determined that the two Tier I build alternatives would result in a continuation of many of the same design elements that were first introduced into the corridor by the Route 1/Route 17 Merge Lanes Project and continued by the Route 1 Auxiliary Lanes Project between Soquel Drive and Morrissey Boulevard. Soundwalls and retaining walls, wider pavement sections, and reduced planting areas from these two previous projects would increase the built environment of the Route 1 corridor, replacing the current vegetated visual appearances with one more associated with hardscape/paving elements. It was anticipated that the overall cumulative changes to the corridor under the Tier I Alternatives, coupled with the previous projects, would substantially change the visual environment along the Route 1 corridor. Completion of the Morrissey to Soquel Auxiliary Lanes Project does not change this finding. Rather it reinforces the original determination that the trend of the proposed project would increase the urbanized character of the roadway.

The Campaign for Sensible Transportation

Comment O-2x

The five issues identified in Comment O-2x are discussed below, specifically the projected 2035 vehicle miles traveled, noise impacts, air quality, blight of neighborhoods, and contamination of watersheds.

Projected 2035 vehicle miles traveled. The vehicle miles traveled projections for the study corridor under 2035 No Build, 2035 HOV Build, and 2035 TSM Build conditions are provided in Tables 2.1.5-10 and 2.1.5-15, in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, and in Tables 5-3 and 5-7 of the 2012 *Traffic*

Operations Report. It should be noted that these are corridor-level vehicle miles traveled estimates, but not county-level estimates, and they do not include the reduction in vehicle miles traveled values of parallel corridors associated with traffic rerouting from longer parallel corridors to the shorter Route 1 corridor with the proposed highway improvements. At the region or county level, vehicle miles traveled value would increase minimally (less than 1 percent) for the Tier I Corridor HOV Lane Alternative and Tier I Corridor TSM Alternative scenarios, as described in the Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum (2017).

Noise Impacts. The noise impact analysis discussed in Section 2.2.7, Noise, of the Final EIR/EA with FONSI identified noise impacts per noise abatement criteria identified in United States Title 23 Part 772 of the *Code of Federal Regulations* (23CFR772), Procedures for Abatement of Highway Traffic Noise and Construction Noise. This analysis showed that, under the Tier I Corridor HOV Lane Alternative, future noise at 130 noise receptors, such as residences and houses of worship, would approach or exceed the noise abatement criteria. Under the Tier II TSM Alternative, projected noise at 108 noise receptors would approach or exceed the noise abatement criteria. For the Tier II Auxiliary Lane Alternative, projected noise at 7 noise receptors would approach or exceed the noise abatement criteria.

In addition, noise abatement was considered based on the Federal Highway Administration Noise Abatement Criteria, as well as Caltrans Traffic Noise Analysis Protocols. For the Tier I build alternatives, 20 soundwalls were recommended under the Tier I Corridor HOV Lane Alternative, and 15 soundwalls were recommended under the Tier I Corridor TSM Alternative, including 2 soundwalls that were constructed as part of the Highway 1 Soquel/Morrissey Auxiliary Lanes Project. The reasonableness of the soundwalls recommended under the Tier I build alternatives will be

analyzed during future Tier II environmental review as future Tier II projects proceed to implementation. For the Tier II Auxiliary Lane Alternative, the noise analysis determined that abatement in the form of soundwalls is feasible but not reasonable, based on Federal Highway Administration criteria, and is therefore not recommended. However, abatement in the form of a short soundwall or building acoustical treatment will be considered for one residence that would realize a severe noise increase.

Air Quality. As noted in its Standard Environmental Reference, Caltrans has adopted Federal Highway Administration guidance for evaluating mobile source air toxics emissions, which includes diesel particulate matter. The Federal Highway Administration has indicated that quantitative analysis (i.e., dispersion modeling) cannot provide any meaningful comparison of alternatives and, in fact, may provide misleading information as to the current understanding of mobile source air toxics and the capabilities of current tools. As part of the development of the Federal Highway Administration mobile source air toxics guidance, the Federal Highway Administration conducted a thorough review of the scientific information related to mobile source air toxics from transportation sources. As a result of that review, the Federal Highway Administration concluded that the available technical tools do not enable us to reliably estimate pollutant exposure concentrations or predict the project-specific health impacts of the emissions changes associated with transportation project alternatives; therefore, at this time, the Federal Highway Administration does not support dispersion modeling. The Federal Highway Administration Guidance for Mobile Source Air Toxics Analysis indicates that available technical tools do not reliably predict the project-specific health impacts of the mobile source air toxics emission changes associated with project alternatives. Refer to Federal Highway Administration Updated Interim Guidance on Mobile Source Air Toxic Analysis published on October 18, 2016, for further discussion of the limitation associated with predicting these impacts.

Refer to page 2.2.6-21 of the Draft EIR/EA for a detailed discussion of mobile source air toxics. The additional travel lanes would have the effect of moving some traffic closer to homes, schools, and businesses, which may increase ambient concentrations of mobile source air toxics in localized areas along the project corridor. The localized level of mobile source air toxics emitted could be higher than from the No Build Alternative. Localized and peak-period increases would likely be offset by the increases in travel speeds and reduction in traffic congestion, which are associated with lower mobile source air toxic emissions.

A carbon monoxide hot-spot analysis was completed for the Tier I Corridor Alternatives and found that carbon monoxide concentrations for the Tier I Corridor Alternatives would be well below the State and federal standards. Thus, neither the Tier I Corridor HOV Lane Alternative nor the Tier I Corridor TSM Alternative would result in an adverse impact related to carbon monoxide hot spots. The intersection volumes for the Tier II Auxiliary Lane Alternative would be similar to the volumes for the Tier I Corridor Alternatives. It is reasonable to assume that Tier II Auxiliary Lane Alternative carbon monoxide concentrations would be below the standards; therefore, the Tier II Auxiliary Lane Alternative would not result in an adverse impact related to carbon monoxide concentrations. Please see Section 2.2.6, Air Quality, of the Final EIR/EA with FONSI for more information.

Potential Blight. “Blight” of a developed area may be defined as “a deteriorated condition” (Merriam-Webster, 2018). The potential for highway-related noise and air quality to result in deteriorated conditions for close-by neighborhoods is discussed in more detail in the above paragraphs. Although soundwalls would not remove all noise, where they are found to be feasible and reasonable, Caltrans will work with the affected neighbors to consider implementing soundwalls that would reduce long-term noise impacts. During construction, noise impacts would be reduced by implementing noise

abatement measures, as described in Section 2.4, Construction Phase Impacts, of the Final EIR/EA with FONSI. With regard to air quality, as noted above, although the localized level of mobile source air toxics emitted could be higher from the Tier I Corridor Alternatives and the Tier II Auxiliary Lane Alternative than from the No Build Alternative, localized and peak-period increases would likely be offset by the increases in travel speeds and reduction in traffic congestion, which are associated with lower mobile source air toxic emissions. During construction, air quality impacts would be reduced by implementing construction emission minimization measures, as described in Section 2.4, Construction Phase Impacts, of the Final EIR/EA with FONSI.

Water Quality Impacts. Water quality impacts are discussed in the Final EIR/EA with FONSI, Section 2.2.2, Water Quality and Stormwater Runoff. Stormwater runoff volumes and velocities from the proposed project area are expected to increase with implementation of the proposed project due to the increase in impervious surfaces; therefore, pollutant loading may also be increased. However, in comparison with the overall watershed of the creeks, the increase in flow due to the proposed increase in impervious surface under the Tier I Corridor Alternatives and the Tier II Auxiliary Lane would not be substantial. Additionally, project design features for the Tier I Corridor Alternatives and the Tier II Auxiliary Lane Alternative would avoid or minimize long-term adverse impacts to water quality and stormwater runoff. The proposed project’s design goal is to maintain preconstruction stormwater discharge flows by promoting infiltration and metering or detaining flows to preconstruction rates prior to discharge to a receiving water body or to a municipal separate storm sewer system. Design features required for the proposed Tier I and Tier II projects, in compliance with the permits and approvals described in the Draft EIR/EA, include the following:

- Use of biofiltration devices or infiltration devices as preferred Treatment Best Management Practices and consideration of opportunities for other Treatment Best Management Practice devices, such as media filters, detention devices, wet basins, and multi-chambered treatment trains.
- Permanent erosion control measures shall be applied to all new or exposed slopes.
- Preservation of Existing Vegetation – At all locations, preserving existing vegetation is beneficial. The following general steps shall be taken to preserve existing vegetation during the design phase:
 - a. Identify and delineate in contract documents all vegetation to be retained.
 - b. Designer shall provide specification in contract documents that the Contractor would delineate the areas to be preserved in the field prior to the start of soil-disturbing activities.
 - c. Designer shall provide specification in contract documents that the Contractor would minimize disturbed areas by locating temporary roadways to avoid stands of trees and shrubs and to follow existing contours to reduce areas of cut and fill.
 - d. Designer shall, when specifying the removal of vegetation, consider provisions included in the contract documents to minimize impacts (i.e., increased exposure or wind damage) to the adjacent vegetation that will be preserved.
- Proper design of the following drainage facilities to handle concentrated flows:
 - Ditches, berms, dikes, and/or swales
 - Overside drains
 - Flared end sections
 - Outlet protection/velocity dissipation device

- Slope/Surface Protection Systems – The following control measures must be implemented to stabilize slopes that are created or modified by the project:
 - a. Vegetated surfaces
 - b. Hard surfaces

The Campaign for Sensible Transportation

Comment O-2y

Because the effect of the proposed project in the context of the countywide travel model is too small to demonstrate energy impacts, in accordance with Caltrans' Standard Environmental Reference Guidelines, a qualitative energy analysis was conducted for the Tier I Corridor Alternatives and is described in Section 2.2.8, Energy, of the Final EIR/EA with FONSI, which summarizes information reported in the *Technical Memorandum on Energy Impacts* (2011) and the *Energy Memorandum to the File* (2018). The analysis found that improvements in traffic operations under the Tier I Corridor HOV Lane Alternative would reduce operating energy use, whether in the form of petroleum fuels or alternative sources, compared to higher fuel consumption under the No Build Alternative. Construction of proposed pedestrian and bicycle overcrossings would also reduce some vehicle trips, although this trip reduction would not have measurable energy effects. The Tier II Auxiliary Lane Alternative would have a minimal effect in reducing energy consumption because improvements proposed under this alternative would not entirely relieve traffic congestion.

Several State requirements and funding guidelines help ensure the balance of future regional transportation planning. The Regional Transportation Plan and State Transportation Improvement Program, for example, set forth guidance on developing a region's vision and goals for future transportation projects. Specifically, the Regional Transportation Plan states that a region's transportation plan must be a policy that "helps shape the region's economy, environment and social future, and communicates regional and vision to the State and

federal government.” (Caltrans, 2017 – Regional Transportation Plan Guidelines for Metropolitan Planning Organizations). Moreover, State Transportation Improvement Program funding is provided to a vast array of transportation projects, including public transit projects that provide an alternative to single-occupancy vehicle use.

The Santa Cruz Regional Transportation Commission has included widening Route 1, while also including alternative modes of transportation, such as pedestrian, bicycle, and transit improvements. The Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz County.

The Campaign for Sensible Transportation

Comment O-2z

Consistent with Executive Order 12898, Census Tract Block Group data were used when available for this analysis; however, the American Fact Finder website, which manages the 2010 U.S. Census data, was used in the analysis for the Draft EIR/EA and did not include data at the block group level for the categories of median household incomes and poverty. There was a specific data gap on the American Fact Finder site for the years 2010 to 2012. Additional consultation with the U.S. Census following release of the Draft EIS/EA identified an additional data set gathered and managed by the American Community Survey that covers Census Block Group data for median household income and poverty. An analysis of this data set identified two additional instances of low-income populations within the study area. Relevant information from this new data was incorporated into Section 2.1.3, Community Impacts, of the Final EIR/EA with FONSI, and all relevant tables, and text, and conclusions have been updated to reflect this new information.

The EIR/EA undertook a qualitative analysis of mobile source air toxics. The analysis concluded that when comparing the Tier I Corridor HOV Lane Alternative annual emissions to baseline conditions, in 2035, mobile source emissions during peak periods

would realize a minor decrease in four criteria pollutants and a minor increase in two. Additionally, the Tier I Corridor HOV Lane Alternative would substantially reduce cut-through traffic and reroute traffic from longer parallel corridors to the shorter Route 1 corridor. The localized level of mobile source air toxics emitted from the Tier I build alternatives and Tier II Auxiliary Lane Alternative would be lower than or similar to 2003 conditions and current (2016) conditions but could be higher for some pollutants than from the 2035 No Build Alternative (baseline condition). The EIR/EA concluded the Tier I Corridor HOV Lane Alternative would not result in an adverse impact related to annual project-level emissions.

The Campaign for Sensible Transportation

Comment O-2aa

As discussed in response to Comment O-2g, where appropriate, updated information has been incorporated into this Final EIR/EA with FONSI, including information pertaining to traffic, air quality, greenhouse gases, growth, and cumulative impacts. Response to Comment O-2i provides more detail regarding the update of the traffic study. Please refer to response to Comments O-2g and O-2i for additional information on the updates performed for the Final EIR/EA with FONSI. The updates to the technical studies did not necessitate recirculation of the Draft EIR/EA because they did not result in the addition of any significant new information being added to the EIR. No new significant environmental impacts were identified, nor any substantial increase in the severity of an environmental impact. The modifications to the EIR are insignificant and help to amplify the information presented in the Draft EIR.

Comment Letter O-3



CENTER for BIOLOGICAL DIVERSITY

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O-3

January 19, 2016

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Re: Highway 1 Corridor Investment Program, Tier I/Tier II Draft Environmental Impact Report/Environmental Assessment

Dear Mr. Fowler:

The Center for Biological Diversity (Center) submits these comments in response to the Highway 1 Corridor Investment Program (Program) Draft Environmental Impact Report/Environmental Assessment (DEIR/EA).

The DEIR/EA has inadequately discusses and addresses impacts to species protected under the Endangered Species Act (ESA) that will be directly and indirectly harmed by the Project. The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA) (collectively, "the Agencies") must conduct proper ESA Section 7 consultation and mitigation to guarantee their actions do not jeopardize listed species present within the Project site. Furthermore, FHWA has failed to sufficiently analyze Project alternatives and climate change under the National Environmental Policy Act (NEPA) or the California Environmental Quality Act (CEQA). In addition, FHWA has inappropriately determined that an environmental assessment (EA) is the appropriate level of review for the Project. To fully comply with NEPA, FHWA must prepare an EIS for both Tier I and Tier II of the Project. To ensure the adequacy of NEPA and CEQA, Caltrans and FHWA must also do more to sufficiently describe the Project's impacts on the environment.

O-3a

O-3b

O-3c

I. Factual Background

The Project seeks to improve circulation on Highway 1 in Santa Cruz County over an 8.9-mile stretch of the highway.¹ The DEIR/EA is divided into two tiers. Tier I is described as a "program" or "master" DEIR/EA, while Tier II is drafted as a DEIR/EA for a discrete project that is "ultimately programmed for design and construction."² The Tier II analysis of the DEIR/EA discusses impacts that would occur over 1.4 miles of highway within the Tier I project footprint, between Soquel Avenue and 41st Avenue.³

Tier I may convert nearly 11.6 acres of coastal habitat into freeway.⁴ Tier I build-out may cause over 150 acres of additional impacts to nearby habitat, including riverine/freshwater marsh (1.08 acres), riparian forest (8.88 acres), coast live oak woodland (9.45 acres), mixed conifer woodland (6.08 acres), eucalyptus woodland (1.02 acres), annual grassland (4.53 acres), and ruderal/disturbed land (13.31 acres). It also stands to impact nearly ten acres of federal jurisdictional wetlands.⁵ Sensitive species that Tier I may impact include foothill yellow-legged frog, California red-legged frog, Santa Cruz long-toed salamander, California tiger salamander, western pond turtle, tidewater goby, central California coast steelhead, monarch butterfly, California linderella, Cooper's hawk, tricolored blackbird, great blue heron, short-eared owl, burrowing owl, white-tailed kite, least Bell's vireo, pallid bat, hoary bat, roosting bat, American badger, and over a dozen birds protected under the Migratory Bird Treaty Act.⁶ In addition, the United States Fish and Wildlife Service's (USFWS) Information for Planning and Conservation (IPaC) tool lists several additional species that the DEIR/EA does not consider, including the Monterey gilia (*Gilia tenuiflora ssp. arenaria*), Scotts Valley polygonum (*Polygonum hickmanii*), Scotts Valley spineflower (*Chorizanthe robusta var. hartwegii*), Ohlone tiger beetle (*Cicindela ohlone*), Zayante band-winged grasshopper (*Trimerotropis infantilis*), San Joaquin kit fox (*Vulpes macrotis mutica*), southern sea otter (*Enhydra lutris nereis*), and the San Francisco garter snake (*Thamnophis sirtalis tetrastriatus*).⁷ Tier I intersects steelhead salmon critical habitat in three locations, displayed in figure 1, below.⁸

O-3d

Tier II has parallel impacts to those of Tier I. Under Tier II, 0.33 acres of land would be permanently converted to transportation uses.⁹ It would add 4.89 acres of impervious surfaces, and would impact approximately 5.9 acres of riverine/freshwater marsh (0.02 acres), riparian forest (0.13 acres), coast live oak woodland (0.001 acres), ruderal/disturbed land (5.55 acres).¹⁰

O-3e

¹ Santa Cruz Route 1—Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment S-1 (2015) [hereinafter DEIR/EA].

² *Id.*

³ *Id.*, at S-i, vi.

⁴ *Id.*, at S-xi.

⁵ *Id.*, at 2.3-16.

⁶ *Id.*, at S-xviii.

⁷ See *Highway 1 Corridor Investment Program: Tier I*, U.S. FISH & WILDLIFE SERV. (2015), available at <http://ecos.fws.gov/ipac/project/AIR6CTGSWNEJENAA1PZZZY6E4/resources>.

⁸ *Id.*

⁹ DEIR/EA, at S-xxvi.

¹⁰ *Id.*, at S-xxviii.

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Tier II will impact 0.13 acres of jurisdictional wetlands.¹¹ The DEIR/EA also states Tier II may kill, harass California red-legged frog and tidewater goby or destroy their habitat.¹² Species that may be present within the Tier II footprint but that the DEIR/EA does not identify as specifically occurring within this footprint include the California tiger salamander (*Ambystoma californiense*), Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*), California least tern (*Sterna antillarum browni*), least Bell's vireo (*Vireo bellii pusillus*), marbled Murrelet (*Brachyramphus marmoratus*), southwestern willow flycatcher (*Empidonax traillii eximius*), western snowy plover (*Charadrius alexandrinus nivosus*), marsh sandwort (*Arenaria paludicola*), Santa Cruz tarplant (*Holocarpha macradenia*), Scotts Valley polygonum (*Polygonum hickmanii*), Scotts Valley spineflower (*Chorizanthe robusta* var. *hartwegii*), Ohlone tiger beetle (*Cicindela ohlone*), Zayante band-winged grasshopper (*Trimerotropis infantilis*), southern sea otter (*Enhydra lutris nereis*), and the San Francisco garter snake (*Thamnophis sirtalis tetrastenia*).

O-3e
cont.

Figure 1 – Steelhead Critical Habitat Impacted Under Tier I



(critical habitat in red)

II. Legal Background

A. The Endangered Species Act

The Endangered Species Act prohibits the unauthorized taking of species listed under the ESA as threatened or endangered.¹³ “Take” is defined as to “harass, harm, pursue, hunt, shoot, wound, kill, trap, capture, or collect, or to attempt to engage in any such conduct.”¹⁴ An ESA-

O-3f

¹¹ *Id.*, at 2.3-16.

¹² *Id.*, at S-xxix.

¹³ 16 U.S.C. § 1538(a).

¹⁴ *Id.* § 1532(19).

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listed species is taken when “significant habitat modification or degradation [] actually kills or injures wildlife by significantly impairing essential behavioral patterns, including, breeding, spawning, rearing, migrating, feeding or sheltering.”¹⁵ “Take” also occurs where “an intentional or negligent act or omission [] creates the likelihood of injury to wildlife by annoying it to such an extent as to significantly disrupt normal behavioral patterns.”¹⁶

In order to fulfill the purpose of the ESA, Section 7(a)(2) of the statute requires each federal agency to consult with the U.S. Fish and Wildlife Service (USFWS) and the National Marine Fisheries Service (NMFS) to “insure that any action authorized, funded, or carried out by such agency . . . is not likely to jeopardize the continued existence of any endangered species or threatened species.”¹⁷ Thus, Section 7(a)(2) imposes two obligations upon federal agencies. The first is procedural and requires that agencies consult with USFWS and NMFS to determine the effects of their actions on endangered or threatened species and their critical habitat.¹⁸ The second is substantive and requires agencies to ensure that their actions do not jeopardize the continued existence of listed species.¹⁹ If the agency proposing the project determines that the project “may affect” a listed species, the agency must engage in formal consultation with USFWS and NMFS.²⁰ Formal consultation culminates in a report called a biological opinion.²¹ In the biological opinion, USFWS and NMFS must determine “whether the action is likely to jeopardize the continued existence of a listed species,” and it must suggest mitigation measures to ensure such jeopardy does not occur.²²

O-3f
cont.

B. The National Environmental Policy Act

The National Environmental Policy Act (NEPA) directs agencies to review the environmental impacts of their actions.²³ The purpose of NEPA is to guarantee that agencies (1) take a hard look at the environmental consequences of their actions before these actions occur; and (2) make relevant information available to the public so that the public may also play a role in both the decision-making process and the implementation of these decisions.²⁴

NEPA requires federal agencies to prepare an EIS for all “major federal actions significantly affecting the quality of the human environment.”²⁵ An EIS is required if “substantial questions are raised as to whether a project . . . may cause significant degradation of some human environmental

O-3g

¹⁵ 50 C.F.R. § 222.102.

¹⁶ 15 C.F.R. § 17.3.

¹⁷ *Id.* § 1536(a)(2).

¹⁸ *Id.* § 1536(b).

¹⁹ *Id.* § 1536(a)(2).

²⁰ *Id.* § 1536(b); 50 C.F.R. § 420.4.

²¹ *Id.* § 1536(b)(3)-(4).

²² *Id.*

²³ See 42 U.S.C. §§ 4321 *et seq.*

²⁴ See, e.g., 40 C.F.R. §§ 1500.1, 1500.2(d) (“To assure transparency and thoroughness, agencies also must “to the fullest extent possible . . . [e]ncourage and facilitate public involvement” in decision-making.”).

²⁵ 42 U.S.C. § 4332(2)(C); see also 40 C.F.R. § 1501.4.

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factor.”²⁶ To aid in this analysis, the Council on Environmental Quality (CEQ) has compiled a list of ten significance factors to determine whether a project will have a significant impact on the environment and thus require the agency to prepare an EIS.²⁷ The presence of even one of CEQ’s ten significance factors may require an agency to prepare an EIS.²⁸

CEQ’s ten significance criteria are²⁹:

- 1) Impacts that may be both beneficial and adverse. A significant effect may exist even if the Federal agency believes that on balance the effect will be beneficial.
- 2) The degree to which the proposed action affects public health or safety.
- 3) Unique characteristics of the geographic area such as proximity to historic or cultural resources, park lands, prime farmlands, wetlands, wild and scenic rivers, or ecologically critical areas.
- 4) The degree to which the effects on the quality of the human environment are likely to be highly controversial.
- 5) The degree to which the possible effects on the human environment are highly uncertain or involve unique or unknown risks.
- 6) The degree to which the action may establish a precedent for future actions with significant effects or represents a decision in principle about a future consideration.
- 7) Whether the action is related to other actions with individually insignificant but cumulatively significant impacts. Significance exists if it is reasonable to anticipate a cumulatively significant impact on the environment. Significance cannot be avoided by terming an action temporary or by breaking it down into small component parts.
- 8) The degree to which the action may adversely affect districts, sites, highways, structures, or objects listed in or eligible for listing in the National Register of Historic Places or may cause loss or destruction of significant scientific, cultural, or historical resources.
- 9) The degree to which the action may adversely affect an endangered or threatened species or its habitat that has been determined to be critical under the Endangered Species Act of 1973.
- 10) Whether the action threatens a violation of Federal, State, or local law or requirements imposed for the protection of the environment.

A project’s significance cannot be determined in isolation. A project’s impacts may be found to be significant when the indirect outcomes of the project have a significant impact on the environment, or when the individual impacts of the project may be insignificant but are significant when viewed in connection with other nearby past, present, and future agency actions.³⁰

²⁶ *Idaho Sporting Congress v. Thomas*, 137 F.3d 1146, 1149-50 (9th Cir. 1998).

²⁷ 40 C.F.R. § 1508.27(b).

²⁸ *Ocean Advocates v. United States Army Corps of Eng’rs*, 402 F.3d 846, 865 (9th Cir. 2005).

²⁹ 40 C.F.R. § 1508.27(b).

³⁰ 40 C.F.R. § 1508.8(b).

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C. Cumulative Impacts Under CEQA and NEPA

The DEIR/EA does not adequately discuss the cumulative impacts to biological resources as required by the California Environmental Quality Act (CEQA) and NEPA. Therefore, it fails as an informational document and must be revised to adequately assess these cumulative impacts and how they may affect biological resources.

CEQA Guidelines define a cumulative impact as “two or more individual effects which, when considered together, are considerable, or which compound or increase other environmental impacts.”³¹ The “individual effects” may arise from “a single project or a number of separate projects.”³² A “cumulative impact” occurs when there is a “change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable future projects.”³³

For the purposes of NEPA, a cumulative impact “is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions.”³⁴ CEQ reminds agencies that “cumulative actions can result from individually minor but collectively significant actions taking place over a period of time.”³⁵

The primary function of the DEIR/EA is to serve as an informational document. Under the California Environmental Quality Act (CEQA), an EIR must inform “public agencies in systematically identifying . . . the significant effects of proposed projects.”³⁶ CEQA guidelines state, “[a]n EIR is an informational document which will inform public agency decisionmakers and the public generally of the significant environmental effect of a project.”³⁷

Similarly, NEPA is intended to “foster both informed decision-making and informed public participation.”³⁸ The EIS is a “disclosure document” that must provide a “full and fair discussion of significant environmental impacts and shall inform decisionmakers and the public of [] reasonable alternatives.”³⁹ “Where the information in the . . . EIS [is] so incomplete or misleading that the decision-maker and the public [can]not make an informed comparison of the alternatives, revision of an EIS may be necessary to provide a reasonable, good faith, and objective presentation of the subjects required by NEPA.”⁴⁰

³¹ CEQA Guidelines § 15355.

³² CEQA Guidelines § 15355(a).

³³ CEQA Guidelines § 15355(b).

³⁴ 40 C.F.R. § 1508.7.

³⁵ 40 C.F.R. § 1508.7.

³⁶ Cal. Pub. Res. Code §§ 21002; 21003(a).

³⁷ 40 C.F.R. § 15121.

³⁸ *California v. Block*, 690 F.3d 753, 761 (9th Cir. 1982); 42 U.S.C. § 4332; 40 C.F.R. § 1502.1.

³⁹ 40 C.F.R. § 1502.1.

⁴⁰ *Animal Defense Council v. Hodel*, 840 F.2d 1432, 1439 (9th Cir. 1988) (internal quotation omitted).

Center for Biological Diversity – Highway 1 Investment Corridor DEIR/EA

O-3g
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O-3h

III. The Agencies Must Consult with NMFS and USFWS to Ensure Their Actions Do Not Jeopardize Any Listed Species that May Be Affected by the Project

FHWA and Cal Tans have already concluded that they must consult with NMFS and USFWS to make sure their actions do not jeopardize the continued existence of some ESA-listed species. The Agencies, NMFS, and USFWS must take information regarding the specific life history of ESA-listed reptiles and amphibians that may be present within the Project area in order for the jeopardy determination to be valid. In addition, the Agencies must not only consult regarding species that have a documented presence on site; they must also consider impacts to species that are likely to occur on site.

O-3i

A. The Agencies Must Conduct a More In-Depth Analysis and Explanation Regarding Impacts to Sensitive Species

The proposed project area is home to numerous rare and sensitive species, including a several species protected under the federal Endangered Species Act. Consultation with the U.S. Fish and Wildlife Service and the National Marine Fisheries Service will be necessary prior to implementation of this project. In order to ensure that impacts to these protected species are properly analyzed in the EIR/EA the Center requests completion of consultation prior to finalization of the EIR/EA and certification of the EIR. The impacts and ability of mitigation to offset those impacts cannot be properly assessed without full involvement and input from the expert federal agencies.

O-3j

Since completion of the Natural Environment Study for this project, the U.S. Fish and Wildlife Service made positive 90-day findings for the western pond turtle and the foothill yellow-legged frog, in response to an ESA listing petition filed by the Center. These positive findings indicate that the species may qualify for listing under the ESA, as the USFWS determined that the petition presents sufficient information to warrant further consideration and USFWS is now conducting a full status review of both species. This new information should be incorporated into the EIR/EA, and additional analyses should be made to look at the potential implications of these additional protections on the Hwy 1 Corridor Investment Program and the alternatives presented in the DEIR.

O-3k

One species that is likely to be affected by this project and that is of particular concern to the Center is the Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*), an species that has been listed as endangered since 1967 and protected under the Endangered Species Act since its adoption. The Santa Cruz long-toed salamander (SCLTS) is restricted to southern Santa Cruz and northern Monterey counties and is still considered to be a highly imperiled species, despite more than 40 years of federal protection. Valencia Lagoon, the wetland adjacent to Hwy 1 and within the project area, is one of only 21 breeding sites for this species, and only 1 of 4 breeding wetlands in the Valencia-Seascape metapopulation. Valencia

O-3l

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Lagoon was nearly eliminated in 1969 when Highway 1 was converted into a freeway. This site already has limited upland habitat available since it is bordered by Highway 1 to the north, and residential development to the west, south, and east.

The USFWS has reported marked declines in estimates of the long-toed salamander population at Valencia Lagoon from 1977-1978 to 2007-2008. The marked declines in the SCLTS population at Valencia Lagoon must be taken into consideration when considering the added impacts that this project will have on this imperiled species. In addition to direct impacts the project may have on the lagoon itself, such as dewatering, impacts on the uplands are equally important, especially given the already limited supply of upland habitat around Valencia Lagoon. In addition, SCLTS may suffer indirect effects from the proposed project, such as from sediment and pollutant runoff.

O-3l
cont.

B. The Agencies Must Consult NMFS and USFWS Regarding Other Endangered and Threatened Species that May Occur Within the Project Area

There are several species the Agencies have excluded from further review because limited seasonal surveys have not found these species to be present.⁴¹ However, the DEIR/EA has yet to consider or conduct surveys for several species USFWS' IPaC website states may be present on site. In addition, the Agencies should consult USFWS regarding other species that may not have been visible during limited surveying but that have suitable habitat on site.

There are several species the DEIR/EA does not discuss at all, but that USFWS states are likely to occur on site. Without additional scientific review or on-site surveys to determine whether these species or suitable habitat may be impacted by the Projects, the Agencies should presume these species are present on site and request formal consultation to ensure their actions do not jeopardize the continued existence of these species. These species include: Monterey gilia (*Gilia leuiflora* ssp. *arenaria*), Scotts Valley polygonum (*Polygonum hickmanii*), Scotts Valley spineflower (*Chorizanthe robusta* var. *hartwegii*), Ohlone tiger beetle (*Cicindela ohlone*), Zayante band-winged grasshopper (*Trimerotropis infantilis*), San Joaquin kit fox (*Vulpes macrotis mufica*), southern sea urchin (*Enhydra lutris nereis*), and the San Francisco garter snake (*Thamnophis sirtalis tetraenia*).⁴² It is important to consider impacts to these species outside of the limited footprint of the Project because the Project stands to harm, harass, or destroy these species' habitats well outside of the Project's footprint.

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There are also several species the DEIR/EA discusses but suggests will not be considered for Section 7 consultation.⁴³ These include the Santa Cruz tarplant (*Holocarpha macradenia*), robust spineflower (*Chorizanthe robusta* var. *robusta*), Monterey spineflower (*Chorizanthe*

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⁴¹ See DEIR/EA, at 2.3-28, 51-55.

⁴² See Highway 1 Corridor Investment Program: Tier I, U.S. FISH & WILDLIFE SERV. (2015), available at <http://ecos.fws.gov/ipac/project/AIR6CTGSWNCEJENAAHPZZZY6E4/resources>.

⁴³ See, e.g., DEIR/EA, at S-xix; 2.3-47-50.

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pungens var. *pungens*), and the marsh sandwort (*Arenaria paludicola*). Many of these species would have been impossible to spot during site surveys. Many of these species are primarily identifiable by their blossoms, which only occur seasonally, and only limited species surveys were conducted. In addition, California's drought may have prevented perennial plants from being visibly present, as only desiccated plants may have been on site. The Agencies should conduct additional surveys in 2016 during seasons when these species are more visible.

IV. FHWA Must Prepare an EIS Because the Project Triggers Several Significance Factors

FHWA has initially chosen to prepare an EA, rather than an EIS. However, FHWA must ultimately prepare an EIS because the direct, indirect, and cumulative impacts of both tiers of the Project trigger multiple significance criteria.

A. There Will Be Significant Impacts to Biological Resources

The Project will cause significant impacts to "unique characteristics of the geographic area, such as . . . wetlands . . . or ecologically critical areas."⁴⁴ The Project will also significantly impact several endangered and threatened species, in addition to steelhead critical habitat.⁴⁵ These impacts alone are sufficient to trigger the preparation of an EIS.

First, both tiers of the Project will take members of ESA-listed species or irreversibly damage their habitat. The DEIR/EA admits that:

Habitat areas could be temporarily disturbed during construction activities for any of the alternatives. Construction noise and movements of workers could disturb bird nesting or bat roosting. Temporary dewatering/diversion of streams could interrupt passage for fish and amphibians. Removal of mature trees could affect monarch butterfly roosting or bird nesting. Disruption of highway structures could disturb bat roosting. Construction activities for the Tier I Corridor Alternatives have the potential to encroach.⁴⁶

In addition, the DEIR/EA states that "[p]ermanent impacts to California red-legged frog could occur due to habitat loss at Rodeo Creek Gulch and the ditch adjacent to the Soquel Drive-In. Potential impacts to tidewater goby would occur due to habitat loss at Rodeo Creek Gulch." The Project is also "likely to adversely affect [the] Santa Cruz long-toed salamander," and may affect the California tiger salamander.⁴⁸ To add to this, the Project will likely remove suitable nesting habitat for several birds protected under the Migratory Bird Treaty Act (MBTA),⁴⁹ as

⁴⁴ 40 C.F.R. § 1508.27(b)(3).

⁴⁵ 40 C.F.R. § 1508.27(b)(9).

⁴⁶ DEIR/EA, at 3-4.

⁴⁷ DEIR/EA, at S-xxix.

⁴⁸ DEIR/EA, at S-xix.

⁴⁹ DEIR/EA, at S-xix.

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well as several other species the DEIR/EA either does not discuss or prematurely excludes from further consideration.⁵⁰

Importantly, the Project may also "result in temporary and/or permanent impacts on central California coast steelhead critical habitat" through erosion, harmful runoff, or by removing vegetation along Arana Gulch, Aptos Creek, Soquel Creek, and their watersheds.⁵¹ The Project may also temporarily impact steelhead habitat by The Project may also permanently impact proposed critical habitat proposed critical habitat for the tidewater goby in Soquel Creek, Rodeo Creek Gulch, and Aptos Creek.⁵²

On a related note, the Project proposes to impact dozens of acres of upland habitat.⁵³ It also can directly impact over fifteen acres of wetlands that are suitable habitat for special status species and indirectly impact dozens more.⁵⁴ Species, such as the California tiger salamander, likely use both types of habitat, and any modification of this habitat will directly impact them. However, these direct and indirect impacts are extensive enough that they will likely negatively affect all ESA-listed species that use the Project area. As discussed above, some of this land is essential for the continued survival of some species, such as the Valencia Lagoon—one of the few existent ponds known to be breeding habitat for the Santa Cruz long-toed salamander.⁵⁵

Furthermore, it is telling that FHWA recognizes that it must conduct Section 7 consultation for at least some ESA-listed species.⁵⁶ The Agencies have already admitted that the Project "is likely to adversely affect" multiple ESA-listed species, including steelhead, the tidewater goby, the California red-legged frog, and the Santa Cruz long-toed salamander.⁵⁷ It would be inconsistent for FHWA to recognize these significant impacts as part of the Section 7 consultation process, but then determine these impacts to be less than significant for purposes of NEPA. To maintain consistency, FHWA must conclude that the Project "may adversely affect [] endangered [and] threatened species" and prepare an EIS, accordingly.

In summary, the Project stands to heavily impact wetlands and other areas that are ecologically critical for a wide variety of federally threatened and endangered species, thus triggering CEQ's third significance criterion.⁵⁸ The Project will cause permanent and temporary impacts salamander breeding ponds. Furthermore, the Project triggers the ninth significance criterion because it "may adversely affect [] endangered or threatened species" and their critical habitat.⁵⁹ Impacts to federally protected species include both permanent and temporary alteration of steelhead critical habitat, as well as tidewater goby proposed critical habitat and

⁵⁰ See *supra*, Part III.B.

⁵¹ DEIR/EA, at 2.3-51.

⁵² DEIR/EA, at 2.3-51.

⁵³ DEIR/EA, at 2.3-8.

⁵⁴ DEIR/EA, at 2.3-16, 18.

⁵⁵ See *supra*, Part III.A; DEIR/EA, at 2.3-34.

⁵⁶ See, e.g., DEIR/EA, at S-xxix.

⁵⁷ DEIR/EA, at S-xix.

⁵⁸ 40 C.F.R. § 1508.27(b)(3).

⁵⁹ 40 C.F.R. § 1508.27(b)(9).

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direct and indirect impacts to dozens of other species protected under the ESA and the MBTA. Therefore, biological impacts alone trigger the need to prepare an EIS.

B. The Project Will Impact Cultural and Historical Resources

Next, the Project will significantly impact cultural and historical resources present on site.

The DEIR/EA discusses multiple potential historic sites⁶⁰:

The Tier I Corridor Alternatives may adversely affect portions of the three unevaluated archaeological sites and their potential buried archaeological deposits within the archaeological Area of Potential Effects In addition, potential impacts to unidentified, buried archaeological resources within the Route 1 corridor could occur during project construction

In addition, there is a “high potential” for the Project to impact “scientifically important” fossils on site.⁶¹

As discussed in the DEIR/EA, the Project “may cause loss or destruction of significant scientific, cultural, or historical resources.”⁶² Because the scientific, cultural, and historical value of the archaeological and paleontological sites has yet to be determined, it should be presumed that the Project will stand to significantly and negatively impact valuable resources. Some of these characteristics—such as the presence of the Pliocene Purisima formation, Plio-Pleistocene Aromas sand, and Pleistocene terrace deposits—represent “unique [historical and cultural] characteristics of the geographic area” that the Project will significantly impact.⁶³

C. The Project Will Significantly Impact the Air Quality Surrounding Highway 1

The Project will also have significant impacts to the air quality in the vicinity of Highway 1. It is highly likely that the Project will negatively impact air quality near the highway and add to further congestion, especially leading up to Route 17 and at either end of the Project. However, even if Agencies erroneously conclude that the Project will significantly benefit local and regional air quality, they must still analyze these impacts so long as FHWA “believes and on balance the effect will be beneficial.”⁶⁴

⁶⁰ DEIR/EA, at 3-5.

⁶¹ DEIR/EA, at 3-5.

⁶² 40 C.F.R. § 1508.27(3), (8).

⁶³ 40 C.F.R. § 1508.27(3).

⁶⁴ 40 C.F.R. § 1508.27(1).

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V. The DEIR/EA Fails to Adequately Describe Cumulative Impacts to Special Status Species

The DEIR/EA does not adequately discuss cumulative impacts to biological resources that may be present within and surrounding the Project area. The failure of the DEIR/EA to more fully discuss environmental impacts does not adequately serve CEQA’s and NEPA’s information-sharing directives.

The DEIR does not consider all impacts to sensitive species. For some reason, the Biological Resources section lists several projects occurring or that will occur in the future, but quizzically does not discuss how these projects may cumulatively impact species present within the Project area in its cumulative impacts analysis.⁶⁵

In some instances, the Agencies fail to discuss well-known impacts that are currently affecting sensitive species, and that the Project will exacerbate. For example, the assessment of cumulative impacts to the federally endangered Santa Cruz long-toed salamander fails to consider the high level of road mortality that salamanders from Valencia Lagoon are experiencing when crossing Bonita Drive, a road that is adjacent to the project area.⁶⁶ The USFWS has reported declines in the long-toed salamander population at Valencia Lagoon,⁶⁷ thus the DEIR/EA must consider the effects of this road mortality and other potential causes of this decline in its cumulative effects analysis. USFWS attributed this decline to Valencia Lagoon’s “isolation from other breeding ponds, mortality of migrating individuals on nearby roadways, and the loss of adjacent uplands to residential development,” yet these factors are not mentioned in the cumulative impacts discussions for this project.⁶⁸

The Cumulative Impacts section of the DEIR/EA fails to provide an adequate discussion of cumulative impacts to biological resources. It simply states:

In the case of the proposed Tier I and Tier II build alternatives, although they would result in impacts to various habitats and special-status animal species, any contribution to cumulative impacts is anticipated to be minimal because impacts to these resources will be addressed by the mitigation, minimization, and avoidance measures identified in Section 2.3, Biological Environment.⁶⁹

Furthermore, the Natural Environment Study (Study) in the appendix also fails to adequately discuss cumulative impacts. For instance, regarding cumulative impacts to wetlands, the Study concludes “any cumulative effects to jurisdictional wetlands or other waters within the

⁶⁵ See DEIR/EA, at 2.5-3-5, 9.

⁶⁶ Hobbs, M. T. (2013) *Amphibian Mortality on Roads: A Case Study in Santa Cruz Long-toed Salamander Habitat* (Doctoral dissertation, San José State University). Available at http://scholarworks.sjsu.edu/etd_theses/4389/ (Last Accessed Jan. 19, 2016).

⁶⁷ U.S. Fish and Wildlife Service. 2009. *5-Year Review of Santa Cruz Long-Toed Salamander*. Available at http://ecos.fws.gov/docs/five_year_review/doc2630.pdf (Last Accessed Jan. 19, 2016).

⁶⁸ *Id.* at 8.

⁶⁹ DEIR/EA, at 3.5-9.

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BSA as a result of implementing the proposed project are likely to be minimal, as impacts to these resources will be mitigated with the previously mentioned mitigation measures.⁷⁰ The Study provides nearly identical conclusions for each other cumulative impact within its discussion.⁷¹

This analysis misses the point of the cumulative impacts analysis. By the Agencies' reasoning, all approved projects would categorically never cause cumulative impacts, no matter how much the intensity of number of local activities increase. So long as the Agencies make any significance determination that legally complies with CEQA and NEPA requirements, then no project in the county can be susceptible, or contribute, to local cumulative impacts. This is pure fiction, and it nullifies the purpose of the cumulative effects analysis. According to the reasoning in the DEIR/EA, a project can only have cumulative impacts to wildlife if the county or the project violates CEQA. This cannot be the purpose of the cumulative impacts reporting duties outlined in CEQA and NEPA, which requires the Agencies to consider "individually minor but collectively significant projects taking place over a period of time."⁷² Worse, the DEIR/EA's unsupported cumulative impacts conclusion fails to provide the public and decision-makers of the meaningful cumulative impacts analysis that CEQA and NEPA mandate.⁷³

Contrary to the DEIR/EA's flawed reasoning, most "less than significant" impacts, when combined with other "less than significant" impacts have the ability to cumulatively harm plant and animal species. "Less than significant" does not equate to "no impact," so each individual "less than significant" impact has an additive quality that the Agencies should have discussed. What the Agencies fail to recognize is that its "less than significant" determination is a legal fiction. The construction and use of State Route 1, as well as other human activities in the vicinity, will still have a cumulative impact on wildlife species despite the Agencies' mitigation proposals. These species will lose habitat, there will be increased human presence and increased traffic, there will be added noise, species will be excluded from suitable habitat, suitable upland and riparian habitat will be destroyed, and runoff will alter stream quality. The Agencies should have fully accounted for all combined impacts.

The purpose of analyzing cumulative environmental impacts is to assess adverse environmental change "as a whole greater than the sum of its parts."⁷⁴ Absent meaningful cumulative analysis there would be no control of development and "piecemeal development would inevitably cause havoc in virtually every aspect of the environment."⁷⁵ Because the DEIR/EA only provides a cursory and conclusory cumulative impacts analysis for biological

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resources, it fails to provide the public with an accurate and informative cumulative impacts analysis.⁷⁶

VI. There Has Been No Cognizable Greenhouse Gas Emission Analysis, Conclusions, or Proposed Mitigation as Required by CEQA

Lead agencies must analyze the greenhouse gas emissions of proposed projects, and must reach a conclusion regarding the significance of those emissions.⁷⁷ When a project's greenhouse gas emissions may be significant, lead agencies must consider a range of potential mitigation measures to reduce those emissions.⁷⁸ CEQA mandates analysis of a proposed project's potential energy use (including transportation-related energy), sources of energy supply, and ways to reduce energy demand, including through the use of efficient transportation alternatives.⁷⁹

Here, CalTRANS has failed to conduct valid analysis of greenhouse gas emissions, reached no conclusions regarding the significance of those emissions, and did not consider any potential mitigation measures to reduce those emissions. In other words, CalTRANS has entirely failed to address greenhouse gas emissions in any cognizable, much less meaningful and legally sufficient, manner.

The bare bones effort to consider greenhouse gas emission does not account for construction related impacts, do not include any cumulative analysis on emission, and does not offer a valid analysis of how the project will ultimately impact the number of vehicles on the road and energy use.

The entire analysis offered is a few pages summarized in two tables. Immediately following the below table, CalTRANS states "The incremental increase in 2015 daily greenhouse gas emissions as a result of the Tier I Corridor HOV Lane Alternative would be approximately 0.02 percent and the incremental decrease in 2035 emissions would be approximately 0.24 percent. The incremental decrease in 2015 daily greenhouse gas emissions as a result of the Tier I Corridor TSM Alternative would be approximately 0.06 percent and the incremental increase in 2035 emissions would be approximately 0.35 percent."⁸⁰

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⁷⁰ DEIR/EA, Natural Environment Study, at 127.

⁷¹ See DEIR/EA, Natural Environment Study, at 130, 134, 138-39, 141, etc., etc., etc.

⁷² CEQA Guidelines § 15355(b); 40 C.F.R. § 1508.7.

⁷³ Cal. Pub. Res. Code §§ 21001(g); 21002.1(a) & (e); 21003(b); *California v. Block*, 690 F.3d 753, 761 (9th Cir. 1982); 42 U.S.C. § 4332; 40 C.F.R. § 1502.1; 40 C.F.R. § 1502.1; *Animal Defense Council v. Hodel*, 840 F.2d 1432, 1439 (9th Cir. 1988) (internal quotation omitted).

⁷⁴ *Environmental Protection Information Center v. Johnson* (1985) 170 Cal.App.3d 604, 625.

⁷⁵ *Kings County Farm Bureau v. City of Hanford* (1990) 221 Cal.App.3d 692, 721.

⁷⁶ Cal. Pub. Res. Code §§ 21001(g); 21002.1(a) & (e); 21003(b); *California v. Block*, 690 F.3d 753, 761 (9th Cir. 1982); 42 U.S.C. § 4332; 40 C.F.R. § 1502.1; 40 C.F.R. § 1502.1; *Animal Defense Council v. Hodel*, 840 F.2d 1432, 1439 (9th Cir. 1988) (internal quotation omitted).

⁷⁷ See CEQA Guidelines § 15064.4.

⁷⁸ See CEQA Guidelines § 15126.4(c).

⁷⁹ See CEQA Guidelines, Appendix F.

⁸⁰ DEIR/EA at p. 3-14.

Table 3-1: Estimated Carbon Dioxide Emissions by Tier I Alternative – AM and PM Hours Emissions

Alternative	2015 (Metric Tons per AM and PM Peak Hours)	2035 (Metric Tons per AM and PM Peak Hours)
Existing	59	59
No Build	68	87
HOV Lane	69	71
TSM	64	94

Source: Based on vehicle miles traveled and speeds obtained from the Traffic Operations Report (2012); Emission factors obtained from EMFAC2011.

This conclusion is not only not supported by substantial evidence, but is also in direct contravention to the evidence presented and that evidence is based upon an entirely results-oriented methodology that lacks even the faintest glimmer of credibility.

Some of the glaring faults in the methodology include:

- Comparison to Association of Monterey Bay Area Governments data for Monterey, San Benito and Santa Cruz County is inappropriate for a 9 mile stretch of highway entirely within Santa Cruz County. Comparison should be, at the least, at the County level. Santa Cruz County has conducted emission inventories and this is a more appropriate benchmark than an arbitrary 3 county area.
- The table appears to be limited to some unidentified number of hours and so comparison to daily data is deceptive and in error.
- Since no project alternative has been put in place in 2015, the comparison to alternatives for 2015 makes no sense as this is a hypothetical that is not possible.
- The claim that emissions under “existing” conditions will be the same in 2015 as 2035 is clearly in error.
- There is no explanation offered as to why 2035 was selected as future comparison date to the exclusion of any other time period.
- The analysis includes only one source of emissions ignoring all other sources such as construction.

Even if this was a valid model, which it is not, the stated conclusions are in direct contravention to the results. The table shows an increase for all project alternatives from both 2015 and 2035 “existing” conditions yet CalTRANS claims a 2035 decrease for the HOV Lane alternative and 2015 decrease for TSM alternative.

Table 3-2 suffers from all the same problems and likewise shows an increase in emissions for all alternatives.

Based upon the above-described and further errors, CalTRANS concludes “It is likely that annual emissions would follow the same trends as the peak-hour analysis provided above

and that the various alternatives would affect regional greenhouse gas emission by a maximum of .35 percent.”

The .35% figure is that cited for 2035 TSM alternative for part of the day compared to data for an entire day in the 3 county area. This is an analysis clearly meant to dilute the impact of the project by making an inappropriate comparison larger in scale and time.

Even this flawed analysis shows that TSM alternative would, in fact, result in a 37% (not .37 but 37) increase in emissions over existing conditions. This is a huge increase out of line with California emissions reductions goals. CalTRANS fails to even identify this as a significant impact and proposes no mitigation to address this significant impact.

CalTRANS needs to entirely dispose of the useless information presented in this DEIR on carbon dioxide emission and present the public an analysis of the greenhouse gas emission impacts of this proposed project as required by CEQA.

VII. The Alternatives Analysis Is Legally Insufficient

The DEIR/EA does not provide a No Project alternative. The No Project alternative that is described is defined as including part of the HOV project alternative. By design, a No Project alternative cannot be a subset of another alternative.

VIII. Conclusion

The Project’s proposed improvements to State Route 1 will significantly and irreparably impact several federally protected species. The Agencies must consult with NMFS and USFWS regarding impacts to these species in order to comply with the ESA. In addition, impacts to biological, cultural, and historical resources, as well as air quality, are all significant under CEQA’s significance criteria. Therefore, FHWA must prepare an EIS instead of an EA. Next, in order to adequately serve as an informational document under CEQA and NEPA, the Agencies must provide more—and more accurate—information regarding cumulative impacts, air quality, and traffic. Finally, the final EIR/EIS must provide analysis regarding a true “No Project” alternative in order to be legally sufficient.

The Center supports efforts to increase bicycle and pedestrian safety and access but this highway widening project is not necessary to accomplish such improvement. The Center recommends that measures to increase bicycle and pedestrian access and safety be implemented and that an HOV lane be created from the existing lanes.

Thank you for considering our comments. If you have any questions, please feel free to contact us at the information provided below.

Center for Biological Diversity – Highway I Investment Corridor DEIR/EA

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Sincerely,

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Center for Biological Diversity – Highway 1 Investment Corridor DEIR/EA

Response to Comment Letter O-3

Center for Biological Diversity

Comment O-3a

The Federal Highway Administration is required to formally consult under Section 7 of the Endangered Species Act with federal resource agencies such as U.S. Fish and Wildlife Service and the National Oceanic and Atmospheric Administration's National Marine Fisheries Service. Section 7 consultation requires the identification of a project; therefore, it could not be initiated until selection of the preferred alternative for the Tier II project. Because the Tier I project is evaluated at a planning level and will be implemented incrementally through a series of future Tier II projects, a separate Biological Assessment will be prepared for each Tier II project. As described in the Final EIR/EA with FONSI, in Section 2.3.5, Threatened and Endangered Species, the U.S. Fish and Wildlife Service has provided a formal determination as part of the current Section 7 process to determine whether the Tier II project actions would result in jeopardy of federally listed species. Section 7 consultation with the National Marine Fisheries Service was not required for the current Tier II project, because this project does not involve impacts to Central California coast steelhead or any other species under jurisdiction of the National Marine Fisheries Service.

Center for Biological Diversity

Comment O-3b

The Draft and Final EIR/EA with FONSI meets the National Environmental Policy Act and California Environmental Quality Act requirements for the evaluation of alternatives. The California Environmental Quality Act does not require an EIR to consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decision making and public participation. An EIR is not required to consider alternatives which are infeasible. As required by the California Environmental Quality Act, Caltrans selected a range

of project alternatives for examination and has publicly disclosed its reasoning with regard to the selection of alternatives. Chapter 1, Proposed Project, of the EIR describes the alternatives that are evaluated in detail in the EIR, as well as other alternatives that were considered and withdrawn, and the specific reasons for withdrawing the alternatives that have not been evaluated in detail in the EIR. An EIR needs to examine in detail only the alternatives that could feasibly attain most of the basic objectives of the project. Under the National Environmental Policy Act, an EA must discuss the no-action (or No Build) alternative and either (1) discuss the preferred alternative and identify any other alternatives considered or (2) if a preferred alternative has not been identified, discuss the alternatives under consideration. The EA does not need to evaluate in detail all reasonable alternatives for the project and may be prepared for one or more build alternatives. The National Environmental Policy Act also requires an EA to discuss any alternatives considered but eliminated prior to preparation of the EA and explain the reasons for their elimination; these explanations are provided in Chapter 1, Proposed Project, of the Draft and Final EIR/EA with FONSI.

With regard to greenhouse gases, Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Draft and Final EIR/EA with FONSI describes the federal and State requirements regarding the evaluation of greenhouse gas emissions and presents information on how the project meets these requirements. Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI describes Caltrans activities to help achieve the greenhouse gas reduction targets set forth in Assembly Bill 32. Executive Order B-30-15, issued in April 2015, and Senate 32 (2016), set a new interim target to cut greenhouse gas emissions to 40 percent below 1990 levels by 2030. In addition to the major initiatives underway at Caltrans to help meet these targets, Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI describes the project-level strategies to reduce

greenhouse gas emissions that are incorporated in the Route 1 Tier I and Tier II Project. Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI presents the results of the quantitative analysis of greenhouse gas emissions from the *Air Quality Study Report Addendum* (Caltrans, 2018), which show that, in year 2035 the Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions by 505 metric tons per year compared to the No Build Alternative (2035); whereas the Tier I Corridor TSM Alternative would increase greenhouse gas emissions by 2,405 metric tons per year compared with the No Build Alternative.

Center for Biological Diversity

Comment O-3c

The National Environmental Policy Act requires that an Environmental Impact Statement be prepared when the proposed federal action (project) as a whole has the potential to “significantly affect the quality of the human environment.” As further described in response to Comment O-3g, upon consideration of the information presented in the EA and associated technical studies, the Federal Highway Administration has determined that the project will not significantly affect the quality of the human environment, as described in the Finding of No Significant Impact; therefore, an Environmental Impact Statement is not required.

As described in responses to Comments O-2g and O-2i, updated information has been incorporated into this Final EIR/EA with FONSI, including information pertaining to traffic, air quality, greenhouse gases, growth, and cumulative impacts to more comprehensively describe the proposed project’s impacts on the environment.

The National Environmental Policy Act does not require that a determination of significant impacts be stated in the environmental document (whereas the California Environmental Quality Act does). Therefore, when Caltrans prepares a joint California Environmental

Quality Act/National Environmental Policy Act EIR/EA, the discussions of significance are placed in a separate chapter that focuses on the California Environmental Quality Act. Caltrans has found this to be an appropriate approach given the differing requirements of the State and federal environmental laws. The California Environmental Quality Act-related discussions of significance are in the project's Final EIR/EA with FONSI in Chapter 3, California Environmental Quality Act Evaluation. The National Environmental Policy Act discussion of significance is provided in the Finding of No Significant Impact.

Center for Biological Diversity

Comment O-3d

The comment identifies several species that were included within the U.S. Fish and Wildlife Service iPaC species list for the project area. The commenter is correct that these species were not previously identified in the Draft EIR/EA. However, these species were identified within the *Natural Environment Study* prepared in 2015 and determined to be absent from the study area. The U.S. Fish and Wildlife Service iPaC is constantly maintained and updated by the U.S. Fish and Wildlife Service, as is the California Natural Diversity Database by the California Department of Fish and Wildlife. As a result, the original lists utilized for impact analysis in the Draft EIR/EA have been updated with new information since the Draft EIR/EA was released. The Final EIR/EA with FONSI includes an analysis of the species mentioned in the comment. In addition, new species that have been added to the California Natural Diversity Database and U.S. Fish and Wildlife Service iPaC subsequent to release of the Draft EIR/EA have been included within the *Natural Environment Study Addendum* (2018).

Center for Biological Diversity

Comment O-3e

The comment identifies several species that were included within the U.S. Fish and Wildlife Service iPaC species list for the project area.

The commenter is correct that these species have not been identified in the Draft EIR/EA. These species were identified within the project's Natural Environment Study prepared in 2015 and determined to be absent from the study area. The U.S. Fish and Wildlife Service iPaC is constantly maintained and updated by the U.S. Fish and Wildlife Service, as is the California Natural Diversity Database by the California Department of Fish and Wildlife. As a result, the original lists utilized for impact analysis in the Draft EIR/EA have been updated with new information since the Draft EIR/EA was released. The Final EIR/EA with FONSI includes an analysis of the species mentioned in the comment. In addition, new species that have been added to the California Natural Diversity Database and U.S. Fish and Wildlife Service iPaC subsequent to release of the Draft EIR have been included within the *Natural Environment Study Addendum* (Caltrans 2018).

Center for Biological Diversity

Comment O-3f

The commenter's summary of the Endangered Species Act appears to be accurate. Please refer to the full set of responses to Comment Letter O-3 for detailed discussion of biological resources issues and possible impacts.

Center for Biological Diversity

Comment O-3g

The commenter correctly cites 42 United States Code 4332(2)(C) with respect to the National Environmental Policy Act's requirement to prepare an Environmental Impact Statement for "major federal actions significantly affecting the quality of the human environment;" however, the Council on Environmental Quality's 10 factors noted in Comment O-3g do not function as thresholds of significance; rather, they are factors which a federal agency may use to consider the intensity of impact resulting from a project as a whole, in determining whether an Environmental Impact Statement should be prepared. National Environmental Policy Act

determinations of significance require consideration of both context and intensity, as described in the Council on Environmental Quality Regulations (40 CFR 15078.27). Context means that the setting of the proposed action must be considered when determining significance. Intensity refers to the severity of the impact. The Council on Environmental Quality provides 10 factors (40 CFR 15078.27, quoted in the Center's letter) to consider when evaluating intensity. The federal agency may use these factors to consider the intensity of impact; however, the federal lead agency has considerable discretion regarding its choice of analysis methodology and determination of significance under the National Environmental Policy Act. The Federal Highway Administration has taken these factors into consideration in preparing the Finding of No Significant Impact for the project.

The National Environmental Policy Act requires the disclosure of cumulative impacts, and 40 CFR §1508.7. clarifies that cumulative impacts, under the National Environmental Policy Act, refer to "... the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions." Cumulative impacts must be identified and considered by the National Environmental Policy Act lead agency. However, when determining whether it is necessary to prepare an Environmental Impact Statement, the federal agency considers the significance of the project as a whole, including context and intensity of the cumulative impacts as well as the other impacts that are disclosed in an EA.

Center for Biological Diversity

Comment O-3h

In response to public comments on the Draft EIR/EA, the cumulative impact analysis has been updated using the eight-step cumulative impact analysis methodology detailed in the *Guidance for Preparers*

of Cumulative Impact Analysis (Caltrans, 2016) that was developed by Caltrans in coordination with the Federal Highway Administration and the United States Environmental Protection Agency.

The cumulative impact analysis addressed resource topic areas in which the California Environmental Quality Act analysis found that significant impacts may occur, as well as resource topic areas that at risk or are in poor or declining health, even if the impact is less than significant. For each of these resource topic areas, a resource study area was delineated that was large enough to encompass projects that have potential to affect the same resources that will be affected by the Tier I and Tier II projects. The resource study areas were defined in consultation with authors of the applicable technical studies and based on scientific literature regarding the applicable resources.

A literature search conducted to document the current health and historical context of resources is included in the cumulative impacts analysis. The term "health" is used broadly to refer to the overall condition, stability, or vitality of a resource, as described in the Caltrans cumulative impact analysis guidance. The review of the historical context for each resource included in the cumulative impact analysis identified key factors in the past that have affected the resource, leading to its current condition. After summarizing the impacts from each of the proposed project alternatives on the resources included in the Cumulative Impacts Analysis, a list of other current and reasonably foreseeable projects was generated for each resource study area.

The next step was to assess, for each resource, whether cumulative impacts exist, and whether the identified cumulative impacts could be considered beneficial or adverse. After cumulative impacts were identified, the project team assessed whether the proposed project would have a considerable contribution to the cumulative impact. For each resource found to have an adverse cumulative impact, this included a consideration of the current health and trend of the

resource, the sensitivity of the resource, whether the project's impact to the resource is proposed to be fully mitigated (no net contribution), and any available information regarding the abundance of the resource. The final step was to conduct a review and summary of the mitigation measures identified in the project's Draft EIR/EA, and to recommend actions to sustain these resources that various agencies could potentially take to influence the sustainability of the resources.

A summary of the Cumulative Impact Analysis is provided in Section 2.5, Cumulative Impacts, of the Final EIR/EA with FONSI, which references the Cumulative Impact Analysis technical study. The Cumulative Impact Analysis supports the EIR/EA in meeting the California Environmental Quality Act and National Environmental Policy Act requirements for full disclosure of information regarding environmental impacts.

The EIR/EA has adequately discussed the cumulative impacts to biological resources and other resource topic areas and complies with California Environmental Quality Act and National Environmental Policy Act requirements, including requirements related to cumulative impacts, information disclosure, and evaluation of alternatives. Because this is a joint California Environmental Quality Act/National Environmental Policy Act document, Caltrans places all of the California Environmental Quality Act-specific discussions in Chapter 3, California Environmental Quality Act Evaluation. The National Environmental Policy Act requires the National Environmental Policy Act lead agency to prepare an Environmental Impact Statement if a proposed action, as a whole, would result in significant impact. The Federal Highway Administration considered the information presented in the EA and associated technical studies and prepared a Finding of No Significant Impact. Please refer to the Finding of No Significant Impact for more information.

Center for Biological Diversity

Comment O-3i

The comment states that the federal agencies must ensure the actions do not jeopardize any listed species that may be affected by the project. The comment serves as a good summary of the consultation process that is required by law. As noted in response to Comment O-3a, at this time, the current Tier II project is the only portion of the project that will undergo Section 7 consultation with federal agencies. Future projects within the Tier I area will also undergo Section 7 Consultation once designs are completed and the potential impacts are evaluated within a Biological Assessment, as part of the future environmental review of future Tier II projects.

Center for Biological Diversity

Comment O-3j

The comment is similar to Comment O-3i above. By law, Section 7 consultation will be conducted for the current Tier II project. As future projects located within the Tier I corridor advance, these projects would be evaluated for potential impacts to federally listed species at the project-level and Section 7 consultation initiated for each project as required.

Center for Biological Diversity

Comment O-3k

As of July 2018, neither of these species have been formally listed under the Endangered Species Act.

Center for Biological Diversity

Comment O-3l

The comment states that the proposed project is likely to affect Santa Cruz long-toed salamander. As described in response to Comment A-1, during the preparation of the Final EIR/EA with FONSI, additional studies were conducted to address potential impacts to the Santa Cruz long-toed salamander, and the project has been modified to avoid potentially suitable habitat areas to ensure that there would be no effect to this species, as described in the Final EIR/EA with

FONSI in Section 2.3.5, Threatened and Endangered Species. Please refer to response for Comment A-1 for more detail.

Center for Biological Diversity

Comment O-3m

Refer to response for Comment O-3d.

Center for Biological Diversity

Comment O-3n

During preparation of the Final EIR/EA with FONSI, additional floristic surveys were conducted in 2016 to determine presence/absence of sensitive plant species. No sensitive species were identified. The results have been documented within the *Natural Environment Study Addendum* (Caltrans 2018) and summarized in the Final EIR/EA with FONSI, in Section 2.3.3, Plant Species.

Center for Biological Diversity

Comment O-3o

As described in responses to Comments O-3c and O-3g, the National Environmental Policy Act differs from the California Environmental Quality Act with respect to significance determinations. Unlike the California Environmental Quality Act, the National Environmental Policy Act does not require use of significance criteria or determinations of significance for individual impacts in environmental documents. Rather, under the National Environmental Policy Act, federal agencies are advised to consider the impact of the whole of the action, in light of the project's context and intensity of impact. An EIS must be prepared for "major federal actions significantly affecting the quality of the human environment." As described in the Finding of No Significant Impact, the Federal Highway Administration has determined that the project as a whole will not result in a significant impact under the National Environmental Policy Act. With regard to the assertion that "both tiers of the Project trigger multiple significance criteria," There are no significance criteria. Please see response to Comment O-3g for an

in-depth discussion of how federal agencies utilize the Council for Environmental Quality's 10 significance factors under the National Environmental Policy Act.

With regard to the impacts to wetlands, critical habitat for the central California coast steelhead, and impacts to other threatened and endangered species, these impacts and proposed mitigation are disclosed in the Final EIR/EA with FONSI, in Section 2.3.2, Wetlands and Other Waters, and Section 2.3.5, Threatened and Endangered Species. The Federal Highway Administration has considered these impacts, together with the other impacts disclosed in the EIR/EA and has determined, based on the context and intensity, that the project as a whole will not have a significant impact, as described in the Finding of No Significant Impact.

Center for Biological Diversity

Comment O-3p

The comment states that both the Tier I and Tier II projects would result in permanent impacts to federally listed species or their habitat. Permanent impacts that would occur as a result of habitat loss for California red-legged frog at Rodeo Gulch and the ditch adjacent to the former Soquel Drive-In theater and habitat loss for tidewater goby at Rodeo Gulch will be fully mitigated through implementation of the mitigation measures identified in Section 2.3.5, Threatened and Endangered Species, of the Final EIR/EA with FONSI. The result would be no net loss of habitat. With regard to the Santa Cruz long-toed salamander, please refer to the response for Comment A-1. The project is anticipated to have no effect on the Santa Cruz long-toed salamander. According the additional studies conducted by local species expert, Mr. Bryan Mori, following the Draft EIR/EA the nearest known California tiger salamander breeding site is approximately 2.5 miles southeast of the southern end of the project area. No suitable California tiger salamander upland habitat is present between the Buena Vista breeding pond and

the project site. The project site is located well beyond the documented distance of upland movement for these species.

Center for Biological Diversity

Comment O-3q

Potential impacts to bird species identified within the federal Migratory Bird Treaty Act are discussed in Section 2.3.4 of the Final EIR/EA with FONSI. The federal Migratory Bird Treaty Act is inclusive of all native bird species expected to occur in the project area.

Center for Biological Diversity

Comment O-3r

The comment states that the proposed project may result in impacts to steelhead critical habitat. It is anticipated that these impacts would be fully mitigated by measures outlined within Section 2.3.5, Threatened and Endangered Species, of the Final EIR/EA with FONSI; avoidance and minimization measures in Appendix F; and species protection plans that will be included during Section 7 consultation with the National Marine Fisheries Service for future Tier II projects that include habitat for the central California coast steelhead. Currently, only the Tier II project between post miles 13.5 and 14.9 will be implemented, and it does not include habitat for this species. As future projects located within the Tier I corridor advance, these projects would be evaluated for potential impacts to federally listed species at the project level. Currently, the Tier I project is only evaluated at a programmatic level and is not suitable for formal Section 7 consultation, which requires a project alternative to be selected and evaluated at the project level of analysis. Furthermore, implementation of the mitigation and monitoring plans that will be required for permitting with various resources agencies are anticipated to result in no net loss to this habitat.

Center for Biological Diversity

Comment O-3s

As described in response to Comment A-1, during the preparation of the Final EIR/EA with FONSI, additional studies were conducted to address potential impacts to the Santa Cruz long-toed salamander, and the project has been modified to avoid potentially suitable habitat areas, including suitable upland habitat, to ensure that there would be no effect to this species, as described in the Final EIR/EA with FONSI in Section 2.3.5, Threatened and Endangered Species. Please refer to response for Comment A-1 for more detail.

Center for Biological Diversity

Comment O-3t

As discussed in response to Comment O-3c, the National Environmental Policy Act requires that an EIS be prepared when the proposed federal action (project) as a whole has the potential to “significantly affect the quality of the human environment.” Under the National Environmental Policy Act, an EA is suitable when the significance of impacts of a transportation project is uncertain. After an EA is prepared, the federal agency considers whether the proposed action, as a whole, would result in significant impacts. If it is found that significant impacts will result, the preparation of an EIS would be needed. Although there are anticipated impacts to federal species identified within the EIR/EA, the project as a whole would not significantly affect the quality of the environment, as described in the Finding of No Significant Impact. Therefore, an EIS has not been identified as the suitable National Environmental Policy Act documentation for this project.

Center for Biological Diversity

Comment O-3u

As currently proposed, the project would not result in permanent or temporary impacts to known salamander breeding ponds. As discussed in response to Comment A-1, additional studies were conducted during the preparation of the Final EIR/EA with FONSI to

identify suitable habitat for the Santa Cruz long-toed salamander, and the proposed project has been refined to avoid impacts to any suitable upland habitat or breeding ponds for salamander species. As discussed in response to Comment O-3g, the Council for Environmental Quality's 10 factors are not thresholds of significance; rather, they are factors which a federal agency uses to consider the context and intensity of impact from a project in determining whether an EIS should be prepared. Under the National Environmental Policy Act, individual impacts are not considered for significance, but instead are taken into account as part of the whole of the action. The 10 factors referenced by the commenter aid federal agencies in considering the context and intensity of anticipated impacts; however, the existence of impacts to the resources discussed in the 10 factors is not necessarily significant. The federal agency must determine the significance of the impact resulting from the project as a whole, depending on the context and intensity.

Center for Biological Diversity

Comment O-3v

Comment O-3v suggests that "... the Project will significantly impact cultural and historical resources present on the site." However, there are no known cultural and historical resources within the project's Area of Potential Effects. The archaeological Area of Potential Effects includes portions of three unevaluated sites. It is currently unknown whether these portions of unevaluated sites will be found eligible for listing in the National Register of Historic Places. Due to the invasiveness of testing, the long timeframe over which Tier I improvements would be built, and the fact that a Tier II environmental review will be conducted prior to future construction, testing of these buried sites has not been undertaken and will be conducted as part of future Tier II environmental review. The EIR/EA explains the process that will be undertaken in the event the sites are found to be eligible. Avoidance, minimization, and/or mitigation measures are included in the Final EIR/EA with FONSI to avoid loss or destruction of any buried cultural resources.

Additionally, Comment O-3v cites "... a 'high potential' for the Project to impact 'scientifically important' fossils on the site." No known paleontological resources have been identified at the site; however, fossils have been found at other locations in the region in stratigraphic units that also occur within the project area (Pliocene Purisima Formation, Plio-Pleistocene Aromas Sand, and Pleistocene terrace deposits). In order to avoid or mitigate the potential loss or destruction of scientifically important fossils, the Final EIR/EA with FONSI includes avoidance, minimization, and/or mitigation measures, including paleontological monitoring during construction.

Additionally, the commenter is referred to responses to Comments O-3c and O-3g. As described in these comment responses, the National Environmental Policy Act differs substantially from the California Environmental Quality Act with respect to significance determinations; unlike the California Environmental Quality Act, the National Environmental Policy Act does not require federal agencies to include significance determinations for individual impacts in environmental documents. Rather, federal agencies must consider the impact of the whole of the action, in light of the context and intensity.

Center for Biological Diversity

Comment O-3w

The air quality analysis has been prepared in accordance with the requirements under the National Environmental Policy Act and California Environmental Quality Act, as well as requirements of the federal Clean Air Act, Transportation Conformity Regulations, and policies and guidance of the United States Environmental Protection Agency, Federal Highway Administration, and Caltrans, as appropriate.

Regarding criteria pollutant emissions, a revised analysis was conducted resulting in revised projected emissions using the latest U.S. Environmental Protection Agency-approved emissions factor model (EMFAC2014) and new annual conversion factors, as

described in Section 2.2.6, *Air Quality*, of the Final EIR/EA with FONSI. Refer to Response to Comment A-4d from the Monterey Bay Unified Air Pollution Control for results and detailed methodology. Revised criteria pollutant and ozone precursor emissions are shown below. Annual emissions would be less under the HOV Lane and TSM Alternatives when compared to Existing 2016 conditions. In comparison to the No Build Alternative, in 2035, the Tier I Corridor HOV Lane Alternative would result in peak-period reductions in four criteria pollutants and minor increases in two criteria pollutant emissions, while the Tier I Corridor TSM Alternative would result in minor increases in annual emissions in three criteria pollutants and minor decreases in three criteria pollutants. Thus, the build alternatives would result in less than significant California Environmental Quality Act impacts related to criteria pollutant emissions. Criteria pollutant and ozone precursor exhaust emissions would generally decrease with the build alternatives, although emissions would increase in certain conditions for sulfur oxides and particulate matter 10 microns or less in diameter. Local monitoring has shown that the study area has not recently exceeded ambient air quality standards. Therefore, it is unlikely that the standards would be exceeded in future when total emissions are lower.

The Draft EIR/EA also included a detailed discussion of localized Mobile Source Air Toxics relevant to the entire project area, including Route 17 and at either end of the project. Refer to Page 2.2.6-21 of the Draft EIR/EA for a detailed discussion of mobile source air toxics. The additional travel lanes would have the effect of moving some traffic closer to homes, schools, and businesses, which may increase ambient concentrations of mobile source air toxics in localized areas along the project corridor. The localized level of mobile source air toxics emitted could be higher than from the No Build Alternative. Localized and peak-period increases would likely be offset by the increases in travel speeds and reduction in traffic

congestion, which are associated with lower mobile source air toxic emissions.

As noted in its Standard Environmental Reference, Caltrans has adopted Federal Highway Administration guidance for evaluating mobile source air toxics emissions, which includes diesel particulate matter. The Federal Highway Administration has indicated that quantitative analysis (i.e., dispersion modeling) cannot provide any meaningful comparison of alternatives and, in fact, may provide misleading information as to the current understanding of mobile source air toxics and the capabilities of current tools. As part of the development of the Federal Highway Administration mobile source air toxics guidance, the Federal Highway Administration conducted a thorough review of the scientific information related to mobile source air toxics from transportation sources. As a result of that review, the Federal Highway Administration concluded that the available technical tools do not enable us to reliably estimate pollutant exposure concentrations or predict the project-specific health impacts of the emissions changes associated with transportation project alternatives. Therefore, at this time, the Federal Highway Administration does not support dispersion modeling. The Federal Highway Administration Guidance for Mobile Source Air Toxics Analysis indicates that available technical tools do not reliably predict the project-specific health impacts of the mobile source air toxics emission changes associated with project alternatives. Refer to the Federal Highway Administration Updated Interim Guidance on Mobile Source Air Toxic Analysis published on October 18, 2016, for further discussion of the limitation associated with predicting these impacts.

With regard to the suggestion that the project could potentially add to further congestion, especially leading up to Route 17 and at either end of the project, even with the additional capacity provided under the Tier I Corridor HOV Lane Alternative, the mixed-flow lanes would continue to experience congestion. This is described in

Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI. In 2035, under the Tier I Corridor HOV Lane Alternative, the HOV lane would operate at level of service C or better in the peak commute directions, while the mixed flow lanes would operate at level of service E. Since any substantial improvements to traffic operations during the peak hours would be limited to carpools and buses only in the long run, the proposed corridor improvements are not anticipated to provide any substantial inducement for new or longer trips. Simple elasticity calculations support that the vehicle miles traveled increase due to induced demand is expected to be minimal (less than 1 percent) for the project alternatives. Because the project would not result in a substantial increase of vehicle miles traveled, the project is not expected to result in substantially increased levels of congestion on Route 1, including segments of Route 1 leading up to Route 17, and at either end of the project. This expectation is supported by the modeling of 2035 conditions, which showed that traffic volumes going toward Half Moon Bay and Highway 17 would remain similar under 2035 No Build and 2035 HOV Build Conditions during the morning peak period. Traffic volumes at the southern end of the study corridor, south of San Andreas Road/Larkin Valley Road, would increase with the Tier I Corridor HOV Lane Alternative during the evening peak period, but Highway 1 is not expected to be congested at this location.

Center for Biological Diversity

Comment O-3x

Following the circulation of the Draft EIR/EA, Caltrans conducted a detailed evaluation of the cumulative impacts of the proposed project, using an eight-step methodology developed by Caltrans, the United States Environmental Protection Agency, and the Federal Highway Administration. This cumulative impact analysis is summarized in Section 2.5, Cumulative Impacts, of the Final EIR/EA with FONSI and is documented in the *Cumulative Impacts Analysis* (Caltrans 2018). As noted in response to Comment O-3d,

the U.S. Fish and Wildlife Service iPaC is constantly maintained and updated by the U.S. Fish and Wildlife Service, as is the California Natural Diversity Database by the California Department of Fish and Wildlife. As a result, the original lists utilized for impact analysis in the Draft EIR/EA have been updated with new information since the Draft EIR was released. The Final EIR/EA with FONSI includes an analysis of the species mentioned in the comment. In addition, new species added to the California Natural Diversity Database and U.S. Fish and Wildlife Service iPaC subsequent to the release of the Draft EIR/EA have been included within the *Natural Environment Study Addendum* (Caltrans 2018).

Center for Biological Diversity

Comment O-3y

The road mortality of the Santa Cruz long-toed salamander has been considered in the *Cumulative Impact Analysis* as part of the historic context and current health of this species.

Center for Biological Diversity

Comment O-3z

In the Final EIR/EA with FONSI, Section 2.5, Cumulative Impacts, the discussion of biological resources has been expanded to describe the findings and recommendations of the eight-step *Cumulative Impacts Analysis* (2018).

Center for Biological Diversity

Comment O-3aa

Per Caltrans guidance, cumulative impacts have been addressed within the EIR/EA. No revisions to the NES are required at this time as they would be duplicative of the revisions made in the Final EIR/EA with FONSI.

Center for Biological Diversity

Comment O-3bb

The Cumulative Impact Analysis has taken into consideration the “less than significant” impacts of the proposed project, when

combined with other projects that may have “less than significant” impacts. Additionally, the consideration of mitigation for adverse cumulative impacts was documented in the *Cumulative Impact Analysis*.

Center for Biological Diversity

Comment O-3cc

Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI includes a best faith effort to describe the potential carbon dioxide emissions related to the proposed project. An Addendum to the *Air Quality Study Report* has been prepared with revised greenhouse gas emissions using the latest U.S. Environmental Protection Agency-approved emissions factor model (EMFAC2014) and new annual conversion factors. Please refer to Response to Comment A-4d from the Monterey Bay Unified Air Pollution Control for results and detailed methodology. Refer to the *Air Quality Study Report Addendum* for clear documentation of emissions estimates.

With regard to the Tier I alternatives’ greenhouse gas emissions, the *Air Quality Study Report Addendum* finds that, in year 2035, the Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions by 505 metric tons per year compared to the No Build Alternative (2035), whereas the Tier I Corridor TSM Alternative would increase greenhouse gas emissions by 2,405 metric tons per year compared with the No Build Alternative. These results are presented in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI.

An individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a

project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of greenhouse gas.² Under the California Environmental Quality Act, an assessment of cumulative impacts must determine if a project’s incremental effect is “cumulatively considerable” (California Environmental Quality Act Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. The greenhouse gas analysis described in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI, and presented in greater detail in the *Air Quality Study Report Addendum*, is based on modeling that was conducted for the project’s design year of 2035 and accounts for anticipated future development and growth in the region, California vehicle fuel specifications and emissions standards, and requirements for achieving and maintaining federal and State ambient air quality standards. Thus, the estimated operational emissions of the Route 1 project are inherently cumulative and additional modeling and analysis is not necessary to characterize cumulative emissions.

Projects can individually emit greenhouse gas emissions without significantly contributing to the statewide carbon dioxide emissions impact. In 2018, the Santa Cruz County Regional Transportation Commission approved the *2040 Regional Transportation Plan/Sustainable Communities Strategy*, which selected projects that support sustainability goals including access, greenhouse gas emission reduction, economic vitality, health, safety, travel time reliability, equity, and maintenance of the existing transportation network. The inclusion of the Tier I and Tier II Projects in this plan recognizes the role of these projects as part of a sustainable transportation system that supports the attainment of the region’s

² This approach is supported by the AEP: Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents (March 5, 2007), as well as the South

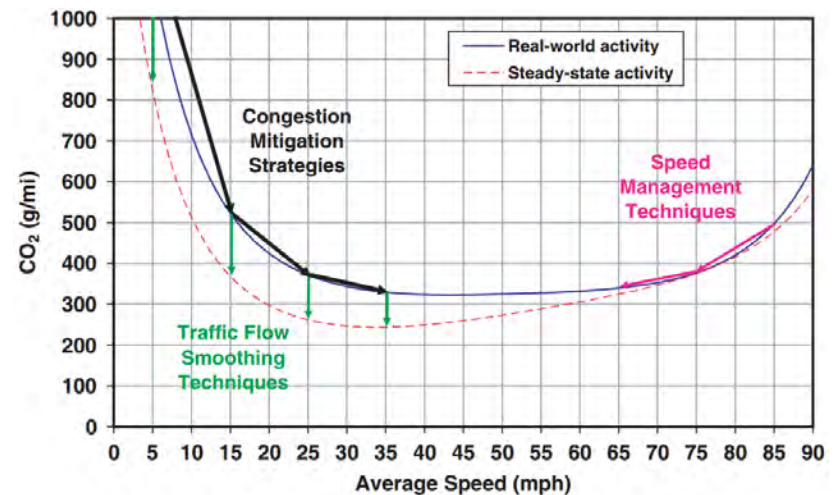
Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

goals for reducing greenhouse gas emissions. The *Santa Cruz County Regional Transportation Plan* is also incorporated into the Association of Monterey Bay Area Governments' tri-county *Metropolitan Transportation Plan/Sustainable Communities Strategy* that covers the counties of Santa Cruz, Monterey and San Benito. The *Santa Cruz County Regional Transportation Plan* must be consistent with and plan for a transportation system that supports the California Senate Bill 375-mandated Sustainable Communities Strategy for reducing greenhouse gas emissions, which is included in the Association of Monterey Bay Area Governments' tri-county *Metropolitan Transportation Plan/Sustainable Communities Strategy*.

Caltrans has adopted plans, programs, and policies consistent with State goals to reduce emissions. Over the next 25 years, California will be working to improve transit, reduce long-run repair and maintenance costs of roadways, developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways. The figure shown below illustrates how traffic operation strategies can help reduce on-road carbon dioxide emissions. As indicated in the figure, the highest levels of carbon dioxide from mobile sources such as automobiles occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour.

Carbon dioxide emissions associated with the Tier I Corridor HOV Lane Alternative are not individually inconsistent with statewide goals. As demonstrated above, Caltrans as a State agency has developed and continues to develop plans, policies, and programs to contribute to the attainment of statewide targets.

Possible Use of Traffic Operation Strategies in Reducing On-Road CO₂ Emissions



Source: Matthew Barth and Kanok Boriboonsomsin, University of California, Riverside, May 2010 (<http://uctc.berkeley.edu/research/papers/846.pdf>)

With regard to the California Environmental Quality Act requirement to evaluate a proposed project's potential energy use, this has been addressed in Section 2.2.8, Energy, of the Final EIR/EA with FONSI, which summarizes detailed information presented in the *Technical Memorandum on Energy Impacts* (2011) and the *Energy Memorandum to the File* (2018). Section 2.2.8 describes the analysis of the potential energy use of the project and presents the conclusion that, under the Tier I Corridor HOV Lane Alternative, the lessening of congestion and related traffic delay associated with faster and less variable average travel speeds would result in more efficient vehicle operation under the Tier I Corridor HOV Lane Alternative compared to the No Build Alternative. The improved operations are likely to reduce vehicle energy use, whether in the form of petroleum fuels or alternative sources of energy (e.g., biodiesel or ethanol). The analysis also finds that the elements of the Tier I Corridor TSM Alternative, such as auxiliary lanes and ramp

metering, would provide some congestion relief, and the TSM Alternative would not adversely affect energy consumption compared to the No Build Alternative.

**Center for Biological Diversity
Comment O-3dd**

Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI presents projections of the greenhouse gas emissions that would occur during construction of the Tier I and Tier II project, including emissions produced by on-site construction equipment, and emissions arising from traffic delays due to construction. Section 3.2.5 also identifies strategies for reducing greenhouse gas emissions, such as the implementation of plans and specifications to require better traffic management during construction phases. More detailed information regarding the analysis of greenhouse gas impacts during construction is provided in Section 3.2.5, which summarizes more detailed information from the Air Quality Study Report Addendum (Caltrans 2018). Please refer to Response to Comment O-3cc for additional information related to the validity of the climate change analysis.

With regard to the number of vehicles on the road, vehicle miles traveled projections for the study corridor under 2035 No Build, 2035 HOV Build, and 2035 TSM Build conditions are provided in Tables 2.1.5-10 and 2.1.5-15 of the Final EIR/EA with FONSI. Please see response to Comment I-83b, which includes a table (Table I-83b) that summarizes the hourly vehicle miles traveled estimates under 2035 conditions. It should be noted that these are corridor-level vehicle miles traveled estimates, but not county-level estimates, and they do not include the reduction in vehicle miles traveled values of parallel corridors associated with traffic rerouting from longer parallel corridors to the shorter SR-1 corridor with the proposed highway improvements. At the region or county level, the vehicle miles traveled value would increase minimally (less than 1 percent) for the HOV Build and TSM Build scenarios, as described in Section

2.1.5 of the Final EIR/EA with FONSI, which summarized the detailed information presented in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017).

With regard to energy use, as discussed in more detail in response to Comment O-3cc, the California Environmental Quality Act requirement to evaluate a proposed project's potential energy use has been addressed Section 2.2.8, Energy, of the Final EIR/EA with FONSI, which summarizes more detailed information presented in the *Technical Memorandum on Energy Impacts* (2011) and the *Energy Memorandum to the File* (2018) prepared for the proposed project.

**Center for Biological Diversity
Comment O-3ee**

The Final EIR/EA with FONSI includes a best faith effort to describe the potential carbon dioxide emissions related to the proposed project. As described in Section 3.2.5, Climate Change under the California Environmental Quality Act, the greenhouse gas analysis for the project has been updated, resulting in revised carbon dioxide emissions. The updated analysis used the latest U.S. Environmental Protection Agency-approved emissions factor model (EMFAC2014) and new annual conversion factors. More detailed information about the updated analysis is provided in the *Air Quality Study Report Addendum* (Caltrans 2018).

An individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all

other sources of greenhouse gas.³ Under the California Environmental Quality Act, an assessment of cumulative impacts must determine if a project's incremental effect is "cumulatively considerable" (California Environmental Quality Act Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. The greenhouse gas analysis described in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI, and presented in greater detail in the *Air Quality Study Report Addendum*, is based on modeling that was conducted for the project's design year of 2035 and accounts for anticipated future development and growth in the region, California vehicle fuel specifications and emissions standards, and requirements for achieving and maintaining federal and State ambient air quality standards.

Center for Biological Diversity

Comment O-3ff

Per Section 15126.6 of the California Environmental Quality Act Guidelines, in addition to evaluating a range of action alternatives, EIRs must also evaluate a No Project Alternative that accounts for what is reasonably expected to occur in the foreseeable future if the project is not implemented. The Federal Highway Administration's National Environmental Policy Act requirements for evaluation of the No Project Alternative are described in the Federal Highway Administration's Technical Guidance (T 6640.8A). The purpose of describing and analyzing the No Project Alternative is to allow decision-makers to compare the impacts of approving the project with the impacts of not approving the project. When the No Project

Alternative would result in predictable actions by others, those actions should be evaluated as part of the No Project Alternative.

The description of the No Project Alternative for the Route 1 project, referred to as the "No Build Alternative" in Section 1.5.4, No Build Alternative, of the Final EIR/EA with FONSI, is based on the assumption that there would be no major construction on Route 1 through the Tier I project limits other than currently planned and programmed improvements and continued routine maintenance. As discussed in Section 1.5.4, the Santa Cruz County Regional Transportation Commission's 2040 Regional Transportation Plan anticipates implementation of interchange improvements at 41st Avenue and Bay Avenue/Porter Avenue, as detailed under the Tier I HOV Lane Alternative, but as a stand-alone project, in the event that the larger Route 1 project does not proceed. As a result, the inclusion of these interchange improvements in the No Build Alternative is consistent with California Environmental Quality Act and National Environmental Policy Act requirements.

Center for Biological Diversity

Comment O-3gg

As described in response to Comment O-3a, consultation under Section 7 of the federal Endangered Species Act has been conducted for the Tier II project. As future segments of the Tier I project are implemented incrementally, the Section 7 consultation will be conducted for each future Tier II project. As described in response to Comment O-3g, the Council on Environmental Quality's 10 factors are not thresholds of significance but are factors to consider when evaluating the potential for a project, as a whole, to have a significance impact on the environment. The Federal Highway Administration has taken these factors into consideration in preparing the Finding of No Significant Impact for the project. Since

³ This approach is supported by the AEP: Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents (March 5, 2007), as well as the South

Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

the project was not identified to have a significant impact, an EIS is not required. As discussed in response to Comment O-2g, after the circulation of the Draft EIR/EA, Caltrans conducted the following studies, which validated the conclusions presented in the Draft EIR/EA regarding traffic, air quality greenhouse gases, biological resources, and cumulative impacts. Information from the updated studies has been incorporated into the Final EIR/EA with FONSI. As discussed in response to Comment O-3ff, the description of the No Project Alternative in Section 1.5.4, No Build Alternative, of the Final EIR/EA with FONSI, is based on the assumption that there would be no major construction on Route 1 through the Tier I project limits other than currently planned and programmed improvements and continued routine maintenance; this description of the No Build Alternative meets the California Environmental Quality Act and National Environmental Policy Act requirements.

Center for Biological Diversity

Comment O-3hh

The Center's recommendations have been taken into consideration as part of the project record. In addition to Caltrans' efforts to support bicycle and pedestrian safety and access, Caltrans is responsible for addressing the deficiencies in traffic operations on Highway 1 described in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI. As discussed in Section 1.3, Highway 1 currently experiences extended periods of congestion, with congestion-related queuing extending for miles. If no capacity improvements are made, Route 1 would not be able to accommodate future travel demand, and delays would escalate. By the year 2035, delays would grow to 49 minutes (227 percent increase from 2003 conditions) in the southbound direction during the evening peak hour and 48 minutes (243 percent increase over 2003 conditions) in the northbound direction during the morning peak.

The EIR/EA considered a Reversible HOV Lanes Alternative, under which one reversible HOV lane would have been constructed in the

median of Route 1, allowing for northbound traffic during the morning peak period and southbound traffic during the evening peak period. However, this alternative was ultimately eliminated from further discussion because it would not sufficiently reduce congestion. Because travel demand (heavy traffic) on this segment of Route 1 is in both directions during both peak periods, a single reversible HOV lane would not have met the basic project objectives of reducing congestion, encouraging the use of alternative transportation modes, improving travel times, and reducing travel delay. Moreover, when implemented, a reversible lane operation would be extremely challenging and costly to operate.

The Tier I Corridor HOV Lane Alternative was selected as the preferred alternative for the Tier I project because it best meets the identified purpose and need, which includes reducing congestion, promoting the use of alternative transportation modes as means to increase transportation system capacity, and encouraging carpooling and ridesharing. With increasing congestion and increased demand for alternative modes of transportation, the expansion of transit services is needed to support the needs of Santa Cruz County residents; however, there is a lack of transit-supportive facilities on Route 1 and a lack of travel time and reliability incentives for drivers to carpool and vanpool. The addition of an HOV lane under the Tier I Corridor HOV Lane Alternative would help encourage public transportation and reduce cut-through traffic. Without capacity improvements, increased future congestion would restrict the demand for express bus service on Route 1. The Tier I project seeks capacity improvements that will encourage alternative modes, while providing time-saving incentives for users of ridesharing and express transit. Additionally, the bicycle and pedestrian elements of the Tier I Corridor HOV Lane Alternative would improve bicycle and pedestrian safety and access in the project area.

Response to Comment Letter O-4

O-4

From: Fowler, Matt C@DOT [matt.c.fowler@dot.ca.gov]
Sent: Friday, January 15, 2016 9:41 AM
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Highway 1 Corridor Project in Santa Cruz: potential to impact amphibians

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

From: Kerry Kriger [mailto:kerry@savethefrogs.com]
Sent: Friday, January 15, 2016 7:11 AM
To: Fowler, Matt C@DOT; info@sccrtc.org
Cc: Jenny Loda; Sarah Kupferberg
Subject: Highway 1 Corridor Project in Santa Cruz: potential to impact amphibians

Dear Matt Fowler,

On behalf of SAVE THE FROGS! and our members in Santa Cruz County, in California and worldwide, I am writing to express our concerns about any roadwork in Santa Cruz that impacts amphibians. Santa Cruz is home to federally protected California Tiger Salamanders, Santa Cruz Long-Toed Salamanders and California Red-Legged Frogs, as well as many more common species. Highways, cars, construction teams, anti-freeze, light pollution, noise pollution, and roadkill issues all cause problems for amphibians and thus any highway projects should include ways to minimize damage AND funds for nonprofit organizations to educate local communities about amphibians and to restore and construct amphibian habitat.

SAVE THE FROGS! is the world's leading amphibian education and conservation organization and has been working in Santa Cruz county to educate citizens and create amphibian habitat. Please let me know how the DOT can financial support our efforts as a way to mitigate for this project's harm to amphibians and in order to increase the benefit for amphibians in the long term.

Thank you,

Dr. Kerry Kriger

SAVE THE FROGS!

Founder, Executive Director, Ecologist

https://urldefense.proofpoint.com/v2/url?u=http-3A__www.savethefrogs.com&d=BQIGaQ&c=NwF-pp4xtYRe0sCRVM8_LWH54joYF7EKmrYIdfxIq10&r=zGRNWGbUen2X_rbRpU4HRYNwZeSoM26pgbgZe48_r1I&m=uHosq

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GwVutseoPiz9hAiDloVpBi2iNyu7pKi9rCztYM&s=iyUuoZ3uhDzd1TZZ_3t0HL-qJ1A6o0cNiFXsLISSz2o&e=

kerry@savethefrogs.com

415-878-6525 (Office)

SAVE THE FROGS! is the world's leading amphibian conservation organization. We work in California, across the USA, and around the world to prevent the extinction of amphibians, and to create a better planet for humans and wildlife. Since 2008, SAVE THE FROGS! has organized over 1,600 educational events in 60 countries to raise awareness for endangered amphibians. Visit our online Gift Center at:

shop.savethefrogs.com

On Fri, Jan 15, 2016 at 4:03 AM, Sarah Kupferberg <skupferberg@gmail.com> wrote:

> Hi Jenny

>

> I am afraid I am swamped with other commitments right now.....

> > -sk

> > On Wed, Jan 13, 2016 at 2:28 PM, Jenny

Loda > <jloda@biologicaldiversity.org>

> wrote:

>> >> Hi,

>> One of our members just alerted us this morning to a project in Santa

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Response to Comments from Organizations

>> Cruz to do widening and other work on Hwy 1 and I wanted to make sure
>> you are aware of it since I know STF used to be based in Santa Cruz
>> and probably has some good supporters there. Unfortunately this is a
>> really last minute notice, as comments are due on the DEIR/EA on
>> Monday, Jan 18, and the only public hearing was last month.
>>
>>
>>
>> She brought it to us in the context of her concerns for impacts to
>> the Santa Cruz long-toed salamander, which has already been impacted
>> by the 1 in the past, but it may have affects on other listed/SSC
>> amphibs. They are known to occupy Valencia lagoon which is adjacent
>> to the Hwy - I haven't had a chance to look in depth at the DEIR/EA
>> but the member told us that it may directly impact the lagoon, and of
>> course with its adjacency to the Hwy it will at least be subject to
>> some indirect effects. I took a look at the species list in the DEIR
>> and they do say there that the project may affect the SC long-toed
>> salamander, CTS, CRLF, and FYLF. CTS and CRLF are not known from
>> very close locations, but FYLF are found in a creek only 0.16 miles away.
>>
>>
>>
>> We are going to submit some comments, although I'm not sure how
>> extensive they will be given the short timeline and a couple other
>> comments I have with deadlines over the next week. I also spoke with
>> Michael Hobbs, who you may know, who will submit some comments as
>> well on SCLTS. In case you aren't familiar with him (I just met him
>> at APTF this past weekend) he studied these guys for his master's

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>> degree, specifically on a road that they cross that runs
>> perpendicular to Hwy 1 in this area. Apparently there are a lot of
>> salamanders getting run over on that private road and they are
>> travelling to/from that same Valencia Lagoon, which make any impacts around the Lagoon
even more of an issue when you consider cumulative impacts.
>>
>>
>>
>> https://urldefense.proofpoint.com/v2/url?u=http-3A__scrtc.org_projects_streets-2Dhighways_hwy1corridor_&d=BQIGaQ&c=Nwf-pp4xtYRe0sCRVM8_LwH54joYF7EKmrYIdfxIq10&r=zGRNWGbUen2X_rbRpU4HRYNwZeSoM26pgbgZe48_r1I&m=uHosqGwVutseoPiz9hAiDloVpBi2iNyu7pKi9rCztYM&s=w_4mvDKbFn-c2tJ9LxaTh9rvntDacUyLTL4aQgDJf9M&e=
>>
>>
>>
>> Thanks,
>>
>> Jenny Loda
>>
>> Amphibian and Reptile Staff Attorney
>>
>> Center for Biological Diversity
>> 1212 Broadway, Ste 800
>> Oakland, CA 94612
>> (510) 844-7100 x 336
>> JLoda@biologicaldiversity.org
>> https://urldefense.proofpoint.com/v2/url?u=http-3A__www.BiologicalDiversity.org&d=BQIGaQ&c=Nwf-pp4xtYRe0sCRVM8_LwH54joYF7EKmrYIdfxIq10&r=zGRNWGbUen2X_rbRpU4HRYNwZeSoM26pgbgZe48_r1I&m=uHosqGwVutseoPiz9hAiDloVpBi2iNyu7pKi9rCztYM&s=au-4ST-n91Bx7GZpxttb63BqbXRya3a1djdGJu3qPM&e=

4

Response to Comment Letter O-4

Save the Frogs!

Comment O-4

The EIR/EA evaluated potential impacts to amphibians from project construction activities and has proposed several avoidance, minimization, and mitigation measures to avoid or reduce these impacts to the extent possible. As described in Section 2.3, Biological Environment, measures that would be implemented for the Tier II project and that are anticipated to be implemented for future Tier II projects include requirements for full-time biological monitoring; coordination with federal, state, and local wildlife agencies regarding construction schedules; flagging and avoidance of sensitive habitat areas; implementation of erosion control measures; limiting in-stream work to the dry season; and in-kind, off-site replacement of riparian vegetation impacted by construction activities. Additionally, compensatory mitigation of wetland habitat is proposed. All these measures would serve to reduce potential for, or compensate for, adverse effects on amphibians. Contributing funds to non-profit organizations for educational programs is not identified as a mitigation measure.

Comment Letter O-5

O-5



SANTA CRUZ COUNTY GROUP
Of The Ventana Chapter
P.O. Box 604, Santa Cruz, CA 95061
<https://ventana2.sierraclub.org/santacruz/>
e-mail: sierraclubsantacruz@gmail.com

January 25, 2016

Matt Fowler, Senior Environmental Planner (Matt.c.fowler@dot.ca.gov)
Caltrans, San Luis Obispo, CA

cc: Santa Cruz County Regional Transportation Commission (info@scrtc.org)

Subject: Sierra Club comments on the Santa Cruz Route 1 Draft EIR

Dear Matt Fowler:

Thank you for the opportunity to comment on the Highway 1 Draft EIR.

The California Environmental Quality Act is designed to encourage public input on projects, and the Santa Cruz County Group of the Sierra Club has these comments and questions to offer.

The Highway 1 Draft EIR is out of date.

The Draft EIR is using out of date information in many respects, including in the model and data for the basic traffic analysis. With some of the report work prepared beginning in the early 2000s, it is no longer current and is in need of reworking.

We see a need for editors and experts to go through the documents and check: is this current information for current policies, and is the DEIR now internally consistent?

For a single example among many, on page 1 of the Technical Memorandum on Energy Impacts, May 2011, the report states the Calif. Air Resources Board has not yet set certain greenhouse gas (GHG) reduction targets for our region. But, the ARB set those targets initially in 2010, and has issued increased targets since then.

An edit for corrections, updates, and readability is needed.

Combined with the out of date information, some of the Draft EIR has not been text edited to incorporate extensive errata and editing that is already identified as needed. Some of the reports begin with over twenty pages of errata at the front before the table of contents may be found, such as the Air Quality Study Report.

The Air Quality report begins, for example, with a first errata item that is an attempt to compensate for an out of date report, but the correction is itself nearly incomprehensible, as follows: "The use of Existing as it refers to 2003 conditions is revised to Baseline. This above-described usage of the term "Baseline" supersedes any other usage of the term "Baseline" or

O-5a

O-5b

Response to Comments from Organizations

Sierra Club Comments, Highway 1 Draft EIR
January 25, 2016

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"baseline" in the report." Should members of the public or agencies be expected to understand this and then themselves make the related edits throughout, as they read the report?

**O-5b
cont.**

The traffic model is not current.

It appears the current-conditions traffic data presented is from 2001-2003, which is out of date. Similarly, the Association of Monterey Bay Area Governments (AMBAG) 2005 Regional Travel Demand Model that was used for traffic modeling is out of date and relied on an even older forecast of population, employment and travel, one that was far higher than the current AMBAG forecast. The report refers to a future Design Year 2015, but 2015 is now in the past.

O-5c

The project's "Purpose and Need" (pages 1-9, 1-10), and the two highway widening versions identified in response, are conceptually out of date, considering...

(1) a present-day understanding of the most foreseeable long term outcomes of freeway widenings on existing congested California freeways, and

(2) it is now "unequivocal that anthropogenic increases in the well-mixed greenhouse gases have substantially increased the greenhouse effect, and the resulting [climate] forcing continues to increase."¹ The science-based conclusions of climate research are clear that the present trajectory of cumulative greenhouse gas emissions is heading California and the world toward catastrophic climate changes that could make problems like traffic congestion pale in comparison. The State of California requirements to greatly reduce greenhouse gas emissions, and our science-based societal need to do so, must inform the project direction at the outset, for instance as to identifying sustainable project alternatives that do not lead to increased dependence on automobiles.

O-5d

The Purpose and Need do not reflect current California state law and Governor's executive orders requiring reductions in greenhouse gas emissions and reductions in vehicle miles traveled.

The speculative reasoning in the DEIR that motor vehicles "may" more often travel at fuel-efficient travel speeds and thereby may reduce GHG emissions if/when congestion is reduced, is contradicted by the report's own findings that with either project build option, vehicle congestion will continue and vehicle miles traveled will grow substantially. If it is also correctly acknowledged that freeway expansions induce new travel by temporarily reducing the time cost and increasing the convenience of private vehicle travel, then the project outcome as to greenhouse emissions must be even worse.

O-5e

The Highway 1 expansion project that this EIR analyzes was conceived in the late 1990s, at a time when a different set of understandings may have existed for three key questions:

1) How to respond to chronic, statewide problems of vehicle traffic congestion that occurs on California freeways like Highway 1 in mid-Santa Cruz County? Today it is increasingly

O-5f

¹ Intergovernmental Panel on Climate Change, Fifth Assessment Report, at Working Group I, "Climate Change 2013, The Physical Science Basis," page 661. Available on web at www.ipcc.ch

Sierra Club, Santa Cruz Group

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January 25, 2016

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recognized in transportation research that "Adding capacity to roadways fails to alleviate congestion for long."²

Thankfully, Caltrans practice is showing evidence of change in overall planning direction away from freeway capacity expansion, as evident in Caltrans' draft California Transportation Plan 2040, which states on page 59, "Reduced funding and the need to reduce GHG emissions make the case that adding automobile capacity is not the answer."

2) What are the interactions between freeway expansion and related travel patterns, land use patterns, population shifts, and economic activity? Today, land use plans increasingly aim to reduce, not support, sprawl and vehicle miles traveled.

Major investments in freeway expansion projects are not just costly; they run counter to land use plans for transit-oriented, compact development and sustainable communities.

3) What role, going forward, should transportation projects or programs have in greatly reducing greenhouse gas emissions as now called for by state law? The proposed Highway 1 widening project, in either alternative, would increase automobile dependency, vehicle miles traveled, and greenhouse gas emissions.

This set of concerns went poorly recognized by local Santa Cruz County transportation commissioners when the project was conceived in the late 1990s. Those commissioners at the time overruled the concluding recommendation of their consultant team in the 1998 Major Transportation Investment Study. The MTIS Final Report, December 1998, recommended a focus of transportation investment on the parallel rail corridor in Santa Cruz County and not on Highway 1.

The DEIR does not quantify and present in clear fashion, existing and future vehicle miles traveled and greenhouse gas emissions.

This is a significant gap in information for the public and decision makers. It appears these estimates were compiled in data tables in obscure, unnumbered pages at the back of the Air Quality Study Report, though with evident errors as to the units of measure and other labeling. The main DEIR document then only states VMT and GHG emissions would "increase" and gives annual GHG figures that are implausible on units of measure.

**O-5f
cont.**

O-5g

The DEIR does not provide an analysis of the potential cumulatively considerable effect of greenhouse gas emissions from the project.

On page 3-12, the DEIR excuses itself from this crucial analysis as too difficult, even though at least one court has ruled that the impact of greenhouse gas emissions is "precisely the kind of cumulative impacts analysis that NEPA requires agencies to conduct." (We observe the DEIR is a NEPA, National Environmental Policy Act, as well as CEQA document.)

O-5h

The DEIR must consider environmentally superior alternatives.

O-5i

² Susan Handy PhD, "Increasing Highway Capacity Unlikely to Relieve Traffic Congestion," 2015, UC Davis Institute of Transportation Studies.

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Response to Comments from Organizations

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This Highway 1 project concept *began* with an evident assumption or conclusion that the only viable way to respond to freeway congestion is by adding lanes or other increased throughput to the freeway. The DEIR thus only analyzes two flavors of widening Highway 1, and compares that *only* to doing nothing. But, hundreds of millions of dollars can accomplish something for transportation besides widen a freeway.

There is great need now for dedicated effort to examine more sustainable, potentially less costly and more effective alternative projects and programs to address freeway traffic congestion, such as:

- Bus-on-shoulder for Metro buses on Highway 1. State law was amended in 2013 explicitly to allow this potential use by Metro, and Metro is seeking to study it.
- Transportation Demand Management to include deep support for employer/ employee incentives to reduce peak period drive-alone commuting. Local pilot projects for TDM have shown successes but lack funding and recognition.
- Transit on the now publicly owned rail corridor.
- New safer routes for bicycles and pedestrians, including rail-trail, to reduce short-trip driving.
- Bus Rapid Transit.
- Location Efficient Mortgages or any other innovative means of encouraging less single occupant vehicle, distance highway commuting due to housing costs.
- Programs that can in any way ameliorate traffic merit consideration under CEQA's guidance, whether or not they lie within the expertise or conventional purview of Caltrans and the Santa Cruz County Regional Transportation Commission.

The DEIR does not provide an analysis of what the outcome might be of building the "next" three auxiliary lanes projects on Highway 1.

This is a specific project package that the SCCRTC is considering for inclusion in a Santa Cruz County 30 year half-cent sales tax ballot measure. While proponents of this three-auxiliary-lanes scenario promote it as providing congestion relief, this limited program of auxiliary lanes construction is not analyzed as a package in the DEIR for Highway 1.

What would result, especially over time? The DEIR reports on a more comprehensive "Transportation Systems Management" (TSM) Alternative that would include two further auxiliary lanes projects (total, five) and ramp metering; this is not the same program, and people are confused by this.

The DEIR does not acknowledge the role of induced travel in affecting the outcome of adding lanes or capacity on existing congested freeways. Page 2.1.5-23 about this does not provide full citation information for the referenced studies, and the DEIR does not make those studies accessible to the public. The associated claim that recent research indicates induced travel is a minor effect, is just not true and is out of date. The research work "Handy 2003" cited to support that, should be updated to Susan Handy's more current published research finding that "Given

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the induced travel effect, capacity expansion has limited potential as a strategy for reducing congestion."³

The outdated traffic model used for the DEIR does not account for induced travel, according to the AMBAG staff who managed it, and there is no indication that any model post-processing steps were taken to otherwise account for induced travel.

The DEIR's failure to take induced travel into account distorts the data results and leads to overly favorable conclusions regarding congestion reduction and travel time reduction from adding highway lanes, throughout the DEIR. This is no small mistake.

What would be the effect of chronic construction delay conditions if many sequential, Tier II projects were built on Highway 1? This question is not addressed in the DEIR, yet it could be a significant traffic congestion outcome for many years of construction. The recently constructed Soquel-Morrissey Auxiliary Lanes project resulted in ongoing traffic delays during construction, including when actual lanes were not closed.

The proposed Tier I HOV and TSM alternatives would damage the Valencia Lagoon habitat of the listed endangered Santa Cruz Long-toed Salamander.

The report defers answers to this concern to a later point in time, including even possibly to be resolved during construction, even though the preliminary plans do show retaining wall and fill encroachment into known existing essential habitat. The question of further impaired runoff water quality to the habitat is also not addressed.

A full Biotic Assessment is needed up front, and a USFWS approved Habitat Conservation Plan may be appropriate, before this design concept that impacts this endangered species in one of its few places of existence moves forward, including to show how any conjectures about creating replacement habitat and moving salamanders, etc., would actually be funded and accomplished.

Visual changes resulting from either project alternative are acknowledged in the DEIR to have an adverse visual quality impact.

However, we take issue with the claim that after removal of many mature and skyline trees, the remaining trees would be "providing visual interest similar to the existing landscape," and that "architectural treatments would... maintain a moderate to moderately high degree of visual quality along the Route 1 corridor."

The very extensive new hardscapes (pavement, retaining walls, sound walls, hardened slopes, etc.) would degrade the visual quality of the route, not only for residents but for tourists who presently comprise an important Santa Cruz County economic activity. Also, the visual representations should be updated to show the before and after, actual visual outcomes of the Soquel-Morrissey Auxiliary Lanes and the Highway 1/17 Merge Lanes projects, with cumulative effect considered.

³ Susan Handy and Marlon Boarnet, "Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions," Sept. 2014, California Air Resources Board.

Sierra Club, Santa Cruz Group

O-5k
cont.

O-5l

O-5m

O-5i
cont.

O-5j

O-5k

O-5n

Response to Comment Letter O-5

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For these proposed projects that could result in some hundreds of thousands of added vehicle miles traveled on Highway 1 per day (yet to be disclosed), the Sierra Club also has concerns about either project option inevitably leading to increased traffic noise, increased human exposure to toxic diesel and exhaust gases and particulate matter, potential blighting of close-by neighborhoods impacted by these effects with or without soundwalls, and increased contamination of watersheds from polluted highway runoff.

Of added concern, other worthy human beings, species, and environments in other places are incrementally impacted by the intensive resource extraction required to maintain automobile-reliant transportation systems, which depend on inefficient energy consumption and high materials and wastes throughput.

Public health and environmental justice have become better recognized as issues to address in transportation planning. Obesity, asthma, stress, and other health conditions are increased by exposure to and use of multilane freeways. Low income people often end up living in the worst adjacent-location exposures to the effects of large freeways, and an analysis at census tract scale does not capture this effect. We don't find these concerns adequately addressed in the DEIR.

In conclusion, the public's expectation for clear, accurate, current, science-based information in a Draft EIR has not yet been met. The public and commenting agencies have not been presented with the quality of information needed for making informed comments. Accordingly, the DEIR should be withdrawn, reconceived especially as to goals and alternative projects, corrected and updated, and recirculated as a revised Draft EIR.

We very much appreciate your fullest consideration of these comments.

Sincerely,

Greg McPheeters
Chair, Santa Cruz Group, Sierra Club

Sierra Club, Santa Cruz Group

O-5o

O-5p

Sierra Club, Santa Cruz County Group

Comment O-5a

As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, additional traffic data were collected in 2016, and an analysis was conducted to evaluate the validity of the analysis of traffic impacts presented in the Draft EIR/EA. Other sections of the Final EIR/EA with FONSI present the findings of similar evaluations conducted since the circulation of the Draft document, including air quality (Section 2.2.6), greenhouse gases (Section 3.2.5, Climate Change under the California Environmental Quality Act.), growth (Section 2.1.2), and cumulative impacts (Section 2.5). Please see Section 3.2.5, Climate Change under the California Environmental Quality Act, for current information regarding the Air Resource Board's greenhouse gas reduction targets.

Sierra Club, Santa Cruz County Group

Comment O-5b

The Final EIR/EA with FONSI and technical study addenda have been edited as needed to provide corrections and updates. The Final EIR/EA with FONSI has been edited for general readability by a non-technical audience; however, the technical studies and technical study addenda are intended for a technical audience and have been edited accordingly. Any updates to the technical studies prepared prior to the circulation of the Draft EIR/EA have been provided in the form of stand-alone addenda or appendices to the technical studies. The reason for this approach is that the technical studies prepared prior to the circulation of the Draft EIR/EA are part of the administrative record for the Draft EIR/EA. The full list of technical studies and technical study addenda, including the date on which each of the documents was completed, is provided after Appendix N.

The list of technical studies and technical study addenda is bookmarked in the electronic PDF file of the Appendices to the Final EIR/EA with FONSI.

Sierra Club, Santa Cruz County Group

Comment O-5c

Additional traffic counts have been conducted, and the data from 2001/2003 have been verified. Caltrans decided to continue to use the 2004 Association of Monterey Bay Area Governments Model, rather than the recent 2014 Association of Monterey Bay Area Governments Model, because the 2004 Association of Monterey Bay Area Governments Model forecasts were found to be closer to the 2016 field conditions than the 2014 Association of Monterey Bay Area Governments Model predictions, and therefore more accurate. Additionally, economic and employment factors support the use of the 2004 Association of Monterey Bay Area Governments Model. Because this comment is substantially similar to Comment O-2i, readers are encouraged to refer to the response to Comment O-2i for additional information.

Sierra Club, Santa Cruz County Group

Comment O-5d

The pertinent conclusions derived from project-specific studies regarding public transit, traffic volumes, and greenhouse gas emissions can be summarized as follows: The Tier I HOV Lane Alternative would substantially improve travel times for public transit and is fully capable of capturing the projected 2035 transit ridership. The Tier I Corridor HOV Lane Alternative also would increase travel speeds for all vehicles in the study corridor. As shown in Table 2.1.5-15 of the Final EIR/EA with FONSI, compared to 2035 baseline (i.e., No Build Alternative) conditions, the Tier I Corridor HOV Lane Alternative would increase average vehicle speeds by 225 percent during the peak AM hour and 147 percent in the peak PM hour. Importantly, the Tier I Corridor HOV Lane Alternative would increase average speeds over 25 miles per hour.

During the peak AM hour, average speed would increase from 12 miles per hour under the No Build Alternative to 39 miles per hour under the Tier I Corridor HOV Lane Alternative. During the peak PM hour, average speed would increase from 17 miles per hour to 42 miles per hour.

The highest levels of carbon dioxide emissions from mobile sources, such as automobiles, occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. Therefore, to the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced. As shown in Table 3-1 of the Final EIR/EA with FONSI, as a result of the proposed project's beneficial effects on congestion and vehicle travel speeds (among other factors), the Tier I Corridor HOV Lane Alternative would reduce carbon dioxide emissions during the AM and PM peak hours by 12 metric tons compared to current (2016) conditions. The Tier I Corridor HOV Lane Alternative would decrease carbon dioxide emissions during the peak hours by 5 metric tons compared to the Year 2035 baseline.

Finally, although the Tier I Corridor HOV Lane Alternative would increase traffic volumes along Route 1, traffic volumes on local streets that tend to operate in stop-and-go conditions (zero to 25 miles per hour, which correlates to the highest levels of automobile carbon dioxide emissions) would be substantially decreased. Please refer to response to Comment O-2j for additional information on the project's effects on public transit ridership and greenhouse gas emissions.

Sierra Club, Santa Cruz County Group

Comment O-5e

The EIR/EA considers current California State law and the Governor's executive orders requiring reductions in greenhouse gas emissions (see Section 3.2.5, Climate Change under the California

Environmental Quality Act, of the Final EIR/EA with FONSI). The proposed project is consistent with Caltrans' strategies to reduce greenhouse gas emissions. The Final EIR/EA with FONSI finds that the Tier I Corridor HOV Lane Alternative would substantially reduce congestion along Route 1, and thereby would reduce carbon dioxide emissions during peak AM and PM hours compared to the No Build Alternative under 2035 conditions. These results hold even considering potential "induced demand." As described in Section 2.1.5, Traffic and Transportation/ Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, elasticity calculations indicate that induced demand would result in a less than one-percent increase in vehicle miles traveled for both Tier I build alternatives. In other words, while the proposed improvements would result in some additional induced traffic, these effects would be minimal. Because this comment is substantially similar to Comment O-2k, readers are encouraged to refer to the response to Comment O-2k for additional information.

Sierra Club, Santa Cruz County Group
Comment O-5f

Per comments received during public circulation of the Draft EIR/EA, an induced demand study was conducted, as described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, and detailed in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), which is included as an addendum to the *Traffic Operations Report*. The results of the study showed that an increase in vehicle miles traveled due to induced demand generated by the project is expected to be minimal (less than 1 percent) for the project alternatives. The Tier I Corridor HOV Lane Alternative would provide a noticeable improvement in travel times, which provides incentive for drivers to carpool, vanpool, and use public transportation. Please refer to the response to Comment O-2s for additional discussion.

Sierra Club, Santa Cruz County Group
Comment O-5g

Vehicle miles traveled projections for the study corridor under 2035 No Build, 2035 HOV Build, and 2035 TSM Build conditions are provided in Tables 2.1.5-10 and 2.1.5-15, in Section 2.1.5, Traffic and Transportation/ Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI. Hourly vehicle miles traveled estimates under 2035 conditions are summarized in the response to Comment I-83b. It should be noted that these are corridor-level vehicle miles traveled estimates, but not county-level estimates, and they do not include the reduction in vehicle miles traveled values of parallel corridors associated with traffic rerouting from longer parallel corridors to shorter SR-1 corridor with the proposed highway improvements. At the region or county level, vehicle miles traveled value would increase minimally (less than 1 percent) for the HOV Build and TSM Build scenarios, as described in Section 2.1.5, Traffic and Transportation/ Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI.

The Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions compared with the No Build Alternative. As discussed in more detail in response to Comment A-4d, Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI presents the results of the updated quantitative analysis of greenhouse gas emissions presented in the *Air Quality Study Report Addendum* (Caltrans 2018), which show that, in year 2035 the Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions by 505 metric tons per year compared to the No Build Alternative. The Tier I Corridor TSM Alternative would increase greenhouse gas emissions by 2,405 metric tons per year compared with the No Build Alternative.

Sierra Club, Santa Cruz County Group

Comment O-5h

The analysis presented in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI is a best faith effort to evaluate the potential greenhouse gas emissions related to the proposed project and is inherently cumulative in nature. Neither the United States Environmental Protection Agency nor the Federal Highway Administration has issued explicit guidance or methods to conduct project-level greenhouse gas analysis. Because requirements have been set forth in California legislation and executive orders on climate change, the issue is addressed within the California Environmental Quality Act analysis in Chapter 3 of the EIR/EA. Because this comment is substantially similar to Comment O-2p, readers are encouraged to refer to the response to Comment O-2p for additional information.

Sierra Club, Santa Cruz County Group

Comment O-5i

The environmentally superior alternative discussion is provided in the Final EIR/EA with FONSI, which follows the Draft EIR/EA that was circulated and its associated public comment period, as required by the California Environmental Quality Act. The identification of the environmentally superior alternative would not preclude the other alternatives from being selected for implementation, including the No Build Alternative, as described in more detail in response to Comment O-6c.

With regard to bus-on-the-shoulder and transit-on-the rail corridor, the Santa Cruz METRO and Monterey-Salinas Transit have evaluated the feasibility of bus on shoulder operations along SR-1 located in Santa Cruz and Monterey counties, as well as public transit on the Santa Cruz Branch Line, as part of the *Monterey Bay Area Feasibility Study of Bus on Shoulder Operations on State Route 1 and the Monterey Branch Line*. With regard to transit-on-the-rail corridor, and bus rapid transit, the Santa Cruz County Regional

Transportation Commission has included in the Expenditure Plan the Santa Cruz Branch Rail Line, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. For more information on these topics, please see response to Comment O-2n.

With regard to new safer routes for bicycles and pedestrians, including rail-trail, Santa Cruz County Regional Transportation Commission has included widening Route 1, while also including alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz.

Transportation demand management and location-efficient mortgages are outside the scope of this project and are outside the purview of Caltrans. However, these suggestions could be brought to the appropriate local jurisdictions.

Sierra Club, Santa Cruz County Group

Comment O-5j

Chapter 1 of the Final EIR/EA with FONSI identifies two Tier I build alternatives that are evaluated in this environmental document. Each of the Tier I build alternatives encompasses five segments of highway in which auxiliary lanes may be added. The three auxiliary lane projects that are planned to be constructed next, as proposed in the Measure D, Transportation Improvement Plan, are part of the Tier I build alternatives, and the results of the analysis presented in the Tier I document include these auxiliary lane projects. The Tier I build alternatives were developed to consider the impacts resulting from the whole Tier I project and avoid the problem of

“segmentation,” in which a project is divided into smaller bits, which when considered in isolation, may not include the full range and intensity of impacts that would result from the whole project. Nevertheless, each of the proposed auxiliary lanes was evaluated independently by comparing the study corridor operations with and without auxiliary lane scenarios. Under 2015 conditions, each of the three auxiliary lane projects was expected to reduce the average travel time along the study corridor by a maximum of 22 percent during the peak commute hours (about 11 to 22 percent in the northbound AM peak and zero to 12 percent in the southbound PM peak). Even though these are 3-year-old estimates, they are still valid, since they represent low-end estimates. When these auxiliary lanes will be constructed in the next 5 to 8 years, traffic operational benefits associated with the auxiliary lanes are expected to be higher than those reported under 2015 conditions, since traffic congestion along the study corridor is expected to worsen over the next 5 to 8 years.

Auxiliary lanes are provided to improve traffic operations, but not to increase capacity; as such, vehicle and person throughputs associated with each auxiliary lane project are expected to remain similar to No Build conditions. As a result, the three auxiliary lane projects to be constructed next, when functioning together without the other two auxiliary lane projects, would function similarly to the No Build Alternative with respect to vehicle and person throughputs for the whole study corridor. These results are described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI. Also, prior to the implementation of each future Tier II project, a project-level environmental document will be prepared and will consider the impacts resulting from the applicable future Tier II project.

Sierra Club, Santa Cruz County Group

Comment O-5k

Per comments received during public circulation of the Draft EIR/EA, an induced demand study was conducted as described in in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, which summarizes the detailed information presented in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), included as an addendum to the *Traffic Operations Report*. The results of the study showed that an increase in vehicle miles traveled due to induced demand generated by the project is expected to be minimal (less than 1 percent) for the project alternatives. Even with the additional capacity under the Tier I Corridor HOV Lane Alternative, the mixed-flow lanes would continue to experience congestion. Any substantial improvement to traffic operations during the peak hours would be limited to carpools and buses only in the long run. As such, the proposed corridor improvements are not anticipated to result in any substantial trip inducement. Because this comment is substantially similar to Comment O-2s, readers are encouraged to refer to response to Comment O-2s for additional information.

Sierra Club, Santa Cruz County Group

Comment O-5l

Other than the Tier II Auxiliary Lanes Project, which was evaluated at the project-level in the EIR/EA, the subsequent auxiliary lane projects included as part of the Tier I project will be scheduled for construction in the future following project-level environmental review and design. Unfortunately, most construction projects on the highway are expected to involve temporary delays and congestion. However, measures will be taken to minimize, if not avoid, construction-related temporary impacts, especially during commute hours. A separate Tier II analysis document will be developed for each project before its construction. Also, a Transportation Management Plan would be developed and implemented, in

accordance with Caltrans' Transportation Management Plan Guidelines, as part of the project construction planning phase for the current Tier II Auxiliary Lanes Project, and for each Tier II project under either of the Tier I Corridor Alternatives. Please refer to response to Comment O-2u for additional discussion.

Sierra Club, Santa Cruz County Group

Comment O-5m

Revisions to the proposed project would avoid direct impacts to potentially suitable habitat for Santa Cruz long-toed salamander. Additionally, stormwater treatment facilities will be included in the project to treat stormwater runoff from impervious surfaces. Because this comment is substantially similar to Comment O-2v, readers are encouraged to refer to the response to Comment O-2v for additional information.

Sierra Club, Santa Cruz County Group

Comment O-5n

Your comment has been considered as part of the project record. The Final EIR/EA with FONSI identifies the removal of trees adjacent to the existing roadway as an adverse impact; however, other trees further distant would remain and would assume a more prominent visual presence. Additionally, aesthetic treatments to the proposed walls and bridges would minimize impacts to the corridor's visual conditions. Subsequent to the circulation of the Draft EIR/EA, Caltrans prepared an addendum to the project's *Visual Impact Assessment*, which provides more detailed analysis of the Morrissey Auxiliary Lanes project completed in 2015 and the Highway 1/17 Merge lanes project completed in 2010. Because this comment is substantially similar to Comment O-2w, readers are encouraged to refer to the response to Comment O-2w for additional information.

Sierra Club, Santa Cruz County Group

Comment O-5o

The Final EIR/EA with FONSI considered each of the environmental effects and issues discussed in Comment O-5o and conducted the

evaluations of environmental impacts using the applicable guidelines and methods. Because this comment is substantially similar to Comments O-2x, O-2y, and O-2z, readers are referred to the responses to those comments for more information. The response to Comment O-2x provides a discussion of vehicle miles traveled, traffic noise, air quality impacts, potential for blight, and water quality impacts. Response to Comment O-2y discusses energy usage and automobile-reliant transportation systems, and response to Comment O-2z discusses environmental justice.

Sierra Club, Santa Cruz County Group

Comment O-5p

Where appropriate, updated information has been incorporated into this Final EIR/EA with FONSI, including information pertaining to traffic, air quality, greenhouse gases, growth, and cumulative impacts. The updates to the technical studies did not necessitate the recirculation of the Draft EIR/EA because they did not result in any significant new information being added to the EIR. No new significant environmental impacts and no substantial increase in the severity of an environmental impact were identified. The modifications to the EIR are insignificant and help to amplify the information presented in the Draft EIR. Please refer to responses to Comments O-2g and O-2i for more information.

Comment Letter O-6

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O-6

January 25, 2016

VIA EMAIL

Mr. Matt Fowler
Senior Environmental Planner
Environmental Analysis
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

Re: Draft EIR/EA for Highway 1 in Santa Cruz County
Tier I Corridor Analysis for HOV and TSM Alternatives and Tier II Project
Analysis of 41st Avenue to Soquel Drive for Highway 1

Dear Mr. Fowler:

This law firm submits the following comments on the above referenced Draft Environmental Impact Report/Environmental Assessment (DEIR) on behalf of The Campaign for Sensible Transportation. For the reasons stated below, the DEIR is wholly deficient and inadequate. Thus, the document must be revised and recirculated for public comment once the deficiencies are cured.

1) The DEIR lacks a reasonable range of alternatives. Thus, the DEIR violates the California Environmental Quality Act (CEQA) because it does not consider other multi-modal transportation options to reduce congestion, such as the Regional Transportation Commission's intended use of the Santa Cruz Branch Line for rail and bike lanes.

An EIR must "describe a range of reasonable alternatives to the project, or to the location of the project ... and evaluate comparative merits of the alternatives." 14 Cal. Code Regs. § 15126.6 (a). The "EIR shall include sufficient information about each alternative to allow meaningful evaluation, analysis, and comparison with the proposed project." 14 Cal. Code Regs. § 15126.6 (d). "Without meaningful analysis of alternatives in the EIR, neither the courts nor the public can fulfill their proper roles in the CEQA process." *Laurel Heights Improvement Assn. v. Regents of University of California* (1988) 47 Cal.3d 376, 404; *Preservation Action Council v. City of San Jose* (2006) 141 Cal.App.4th 1336, 1350.

The lead agency should describe reasonable alternatives "which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project" even if these alternatives "would be more costly." 14 Cal. Code

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Regs § 15126.6 (a) & (b). The lead agency is "not required to consider alternatives which are infeasible," however it must publicly disclose the reason why certain alternatives were considered but rejected as infeasible. 14 Cal. Code Regs. § 15126.6.

CEQA requires that an agency have the ability to make a reasoned choice among the alternatives. *San Bernardino Valley Audubon Society, Inc. v. County of San Bernardino* (1984) 155 Cal.App.3d 738, 750-751.

The core of an EIR is the mitigation and alternatives sections. The Legislature has declared it the policy of the State to "consider alternatives to proposed actions affecting the environment." ... [I]t is the policy of the state that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects ...

Preservation Action Council v. City of San Jose (2006) 141 Cal.App.4th 1336, 1350-1351.

An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives. An EIR need not consider every conceivable alternative to a project. Rather it must consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation. An EIR is not required to consider alternatives which are infeasible. The lead agency is responsible for selecting a range of project alternatives for examination and must publicly disclose its reasoning for selecting those alternatives. There is no ironclad rule governing the nature or scope of the alternatives to be discussed other than the rule of reason. (CEQA Guidelines, § 15126.6, subd. (a).)

Watsonville Pilots Assn. v. City of Watsonville (2010) 183 Cal.App.4th 1059, 1086.

The Supreme Court stated that CEQA requires agencies to adopt feasible alternatives when there are unavoidable impacts of a proposed project.

CEQA does not authorize an agency to proceed with a project that will have significant, unmitigated effects on the environment, based simply on a weighing of those effects against the project's benefits, **unless the measures necessary to mitigate those effects are truly infeasible**. Such a rule, even were it not wholly inconsistent with the relevant statute (id., § 21081, subd. (b)), would tend to displace the fundamental obligation of

O-6a
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O-6a

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"[e]ach public agency [to] mitigate or avoid the significant effects on the environment of projects that it carries out or approves whenever it is feasible to do so" (id., § 21002.1, subd. (b)).

City of Marina v. Board of Trustees of California State University (2006) 39 Cal.4th 341, 368-369 (emphasis added); see also *County of San Diego v. Grossmont-Cuyamaca Community College Dist.* (2006) 141 Cal.App.4th 86, 98, 108, fn.18. Employing mitigations and alternatives are substantive mandates, not mere perfunctory informational requirements which the City can ignore by simply finding that the benefits outweigh the harm. This case was followed by another appellate decision that echoed the holding of the Supreme Court:

Further, the Legislature has also declared it to be the policy of the state "that public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects . . ." (§ 21002.) "Our Supreme Court has described the alternatives and mitigation sections as 'the core' of an EIR." (*Los Angeles Unified School Dist. v. City of Los Angeles* (1997) 58 Cal.App.4th 1019, 1029.) In furtherance of this policy, section 21081, subdivision (a), "contains a 'substantive mandate' requiring public agencies to refrain from approving projects with significant environmental effects if 'there are feasible alternatives or mitigation measures' that can substantially lessen or avoid those effects." (*County of San Diego v. Grossmont-Cuyamaca Community College Dist.* (2006) 141 Cal.App.4th 86, 98, italics omitted; *Mountain Lion Foundation v. Fish & Game Com.* (1997) 16 Cal.4th 105, 134.)

Uphold Our Heritage v. Town of Woodside (2007) 147 Cal.App.4th 587, 597-598 (review denied); *Center for Biological Diversity v. County of San Bernardino* (2010) 185 Cal.App.4th 866, 883. The Court of Appeal in *Watsonville Pilots Association* echoed this sentiment:

The purpose of an EIR is *not* to identify alleged alternatives that meet few if any of the project's objectives so that these alleged alternatives may be readily eliminated. Since the purpose of an alternatives analysis is to allow the decision maker to determine whether there is an environmentally superior alternative that will meet most of the project's objectives, the key to the selection of the range of alternatives is to identify alternatives that meet most of the project's objectives but have a reduced level of environmental impacts.

Watsonville Pilots Assn. v. City of Watsonville, supra, 183 Cal.App.4th at 1089.

Here, the project objective is to "reduce congestion" and "promote alternative

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transportation." (DEIR, p. S-iii). There are alternatives, other than highway widening, that would meet this objective.

The Regional Transportation Commission (RTC) is proposing a ballot measure that would include some components of the Tier I TSM Alternative, but not all. Moreover, the Santa Cruz Branch Line has been purchased since the Notice of Preparation was issued for the DEIR. The RTC plans to include money in the ballot measure to improve and maintain the rail line. (See, Exhibit A attached hereto). There are other options, such as providing for bus lanes and improvements to the Soquel corridor, that could reduce congestion. Since the DEIR admits that 25% of commuters on Highway 1 travel to Silicon Valley, that means another 75% do not. (DEIR, p. S-ii). Yet, the DEIR fails to include multi-modal alternatives to reduce congestion. Despite the fact that the DEIR glosses over the increase in greenhouse gas emissions that will be caused by the HOV and TSM alternatives (as discussed *infra*), use of the rail line and other multi-modal options would reduce such emissions. The DEIR simply examines the project narrowly without considering other modes of transportation. The fact that other transportation options are available, and the fact that the RTC is seeking funding to implement some of those options, requires the DEIR to examine rail as an alternative to the Tier I and Tier II projects. This is particularly true since one of the objects of the Tier I and Tier II projects is to "promote alternative transportation." (DEIR, p. S-iii). Leaving out an alternative that is being considered by the RTC violates CEQA. Moreover, expanding Highway 1 will not encourage alternative transportation, but will continue to encourage automobile travel. This is particularly troublesome since the DEIR assumes that the TSM alternative will improve northbound peak traffic congestion, but will slightly exacerbate southbound traffic congestion.

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2) Assuming for the sake of argument that the DEIR did not have to consider an alternative that includes rail, the DEIR also must consider the reduction in automobile travel that will occur with the implementation of RTC's other initiatives. The DEIR assumes that automobile travel will continue to grow immensely under the No Project alternative. However, the forecasts do not take into account RTC's other initiatives, including rail.

O-6b

3) Even among the limited alternatives that are set forth in the DEIR, the DEIR fails to identify the Environmentally Superior Alternative. This violates CEQA. An EIR must identify the environmentally superior alternatives. 1 Kostka & Zischke, Practice Under the Cal. Environmental Quality Act (Cont.Ed.Bar 2d ed. 2011) § 15.37. If the no-project alternative is the environmentally superior alternative, then the EIR must also identify an environmentally superior alternative from among the other alternatives. 14 Cal Code Regs. § 15126.6(e)(2).

O-6c

4) The RTC's proposed sales tax only includes some of the analyzed TSM projects. The DEIR must analyze the impacts of only proceeding with those projects instead of all of the

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projects. In other words, as the DEIR admits elsewhere, providing relief in one segment of Highway 1 can increase congestion elsewhere along the corridor. This is because the congestion in one part of the corridor meters traffic. This was true after improvements to the Fishhook and the auxiliary lanes were completed. Traffic that used to stack up on Highway 17 now stacks up on Highway 1 and the metering effect was lost. Indeed, on page 1-13, the DEIR admits that if congestion relief is provided in northern segments of the corridor, congestion will move south towards Aptos. The DEIR then states "therefore, the proposed project corridor study area and limits extend to the San Andreas/Larkin Valley Road interchange." If the RTC has no plans to fund congestion relief all the way to this interchange, or has the inability to fund all the improvements for the entire study area, then the DEIR must address the impacts of RTC not pursuing all these projects.

5) The Land Use section of the DEIR fails to provide any mitigations for the inconsistencies with the Local Coastal Program. The DEIR, p. 2.1.1-20, simply concludes that "Avoidance and minimization measures will employ sound resource conservation principles, such as minimizing and avoiding impacts to protect natural resources. Design approaches will also be employed to minimize impacts to the maximum extent feasible..." The DEIR, p. 2.1.6-47, states as a mitigation measure the following: "Work with the community during preliminary design to develop Corridor Aesthetic Guidelines for the project improvements through a formalized structure that allows for community input." Another mitigation measure provides "develop construction plans that apply aesthetic treatments to the soundwalls." See also, DEIR p. 2.1.6-48 through 50. These are not adequate mitigation measures.

In an analogous case, "A commitment to pay fees without any evidence that mitigation will actually occur is inadequate." *Save Our Peninsula Committee v. Monterey County Bd. of Supervisors* (2001) 87 Cal.App.4th 99, 140. When a project will result in an adverse change to the physical environment, CEQA instructs that:

"the agency 'shall provide that measures to mitigate or avoid significant effects on the environment are fully enforceable through permit conditions, agreements, or other measures' ([Public Resources Code] § 21081.6, subd. (b)) and must adopt a monitoring program to ensure that the mitigation measures are implemented ([Public Resources Code] § 21081.6, subd. (a)). The purpose of these requirements is to ensure that feasible mitigation measures will actually be implemented as a condition of development, and not merely adopted and then neglected or disregarded. (See § 21002.1, subd. (b))."

Federation of Hillside & Canyon Associations v. City of Los Angeles (2000) 83 Cal.App.4th 1252, 1260-126 (fn. omitted.)

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In *Anderson First Coalition v. City of Anderson* (2005) 130 Cal.App.4th 1173, the court considered a fair share mitigation fee program that required the proposed project to pay 16.87 percent of the estimated cost of an interstate highway interchange. *Id.* at 1188. After noting fee-based mitigation programs may constitute adequate measures under CEQA, *Anderson First* cautioned that "[t]o be adequate, these mitigation fees, in line with the principle discussed above, must be part of a reasonable plan of actual mitigation that the relevant agency commits itself to implementing." *Id.* at 1188 (emphasis added). The mitigation measure in that case did not pass muster under CEQA because it was "vague regarding 'the program to provide [those] improvements'; in staff reports, City states it [was] preparing an update to the traffic impact fee program to include the I-5 interchange improvements, and note[d] that 'Condition 16 requires payment of the impact fee.'" *Id.* at 1188-1189. Instead, the City of Anderson was required to "make these fees part of a reasonable, enforceable plan or program that is sufficiently tied to the actual mitigation of the traffic impacts at issue." *Id.* at 1189. An EIR is required to include "[t]he Mitigation Measures Proposed to Minimize the Significant Effects." 14 Cal. Code Regs. § 15126(e).

The mitigation measures in the DEIR are vague and unuseable to analyze whether they actually mitigate identified environmental impacts.

6) The DEIR ignores a provision of the Coastal Act that prevents any harm to riparian and wetland resources. By way of example, Valencia Lagoon is designated as an Environmentally Sensitive Habitat (ESHA). Public Resources Code § 30240. Valencia Lagoon is ESHA because it is both a wetland and provides habitat for the endangered Santa Cruz Long-toed Salamander. This lagoon is one of three areas where the salamander is found. One is the nearby Seascape Uplands, and the other is Ellicott Slough on San Andreas Road. Public Resource Code Section 30240, subdivision (a), provides that "[ESHA] shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas." Public Resources Code § 30240. The highway expansion is not a resource dependent use under the Coastal Act. Thus, Valencia Lagoon cannot be dewatered or developed with permanent structures in any fashion. (Dewatering would also be development under the Coastal Act. See, Public Resources Code § 30106.) The riparian areas and creeks within the Coastal Zone also constitute ESHA. The DEIR must address this conflict, among others, with the Coastal Act. The upland areas along Valencia Lagoon is also habitat since that is where the salamanders estivate. Thus, the construction proposed in these areas as stated in the DEIR at p. 2.3-53 violates the Coastal Act and the Local Coastal Program, and is prohibited under the Coastal Act.

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7) The DEIR, p. 2.1.2-4 concludes:

"that the proposed project is not likely to stimulate unplanned residential or commercial growth and therefore have less than significant impacts on growth along the Route 1 corridor. The lack of developable land, relative availability and affordability of housing, constraint of land use plans in the corridor, and negative public attitudes toward growth are major factors preventing unplanned growth in areas where the project benefits would influence growth."

The DEIR concludes that the Project will not cause growth, but would merely serve planned and existing growth. However, the County of Santa Cruz is poised to approve a Housing Element that calls for more growth than what is projected by AMBAG and that goes beyond providing affordable housing. The County has failed to address the impacts of this additional growth and development on traffic and infrastructure, and simply states that the impacts will be addressed during the proposal for specific development projects. (See, excerpts of Negative Declaration for Housing Element, attached hereto as Exhibit B, that is slated for approval by the Board of Supervisors in February 2016). The DEIR relies on AMBAG projections. Moreover, the County has been engaged in a sweeping zoning code "reform" effort to loosen development standards. (See e.g., Exhibit C attached hereto). The DEIR suffers from the same fatal mistake by not taking into account that the County is in a pro-growth mode and seeks to loosen land use restrictions for development. Thus, the DEIR must be revised to take into account these changing land use policies. Furthermore, it calls into question the use of AMBAG's traffic and population data since the County seeks more growth than envisioned by AMBAG. Indeed, Highway 1 improvements could be the catalyst for this kind of growth and development.

8) The baseline traffic and emissions data for the entire DEIR is 13 years old. The DEIR states that emissions data from 2003 was chosen because that was when the Notice of Preparation was prepared. The DEIR asserts that this is proper pursuant to *Sunnyvale West Neighborhood Association v. City of Sunnyvale*. (DEIR, p. 2.2.6-12). We assert that the DEIR stretches the meaning of *Sunnyvale*. It is true that an "EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective." 14 Cal. Code Regs. § 15125, subd. (a); *Sunnyvale West Neighborhood Assn. v. City of Sunnyvale City Council* (2010) 190 Cal.App.4th 135. The guidelines clarify that "[t]his environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." 14 Cal. Code Regs. § 15125, subd. (a), italics added. Case law clarifies that the inclusion of the word "normally" "necessarily contemplates" that physical conditions at a point in time other than the two specified may constitute the appropriate baseline or

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environmental setting." *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal.4th 439, 469; (citing *Cherry Valley Pass Acres & Neighbors v. City of Beaumont* (2010) 190 Cal.App.4th 316, 336).

The Supreme Court has held that "[w]here environmental conditions are expected to change quickly during the period of environmental review for reasons other than the proposed project, project effects might reasonably be compared to predicted conditions at the expected date of approval, rather than to conditions at the time analysis is begun." *Communities for a Better Environment v. South Coast Air Quality Management Dist.*, 48 Cal.4th 310, 328. According to the Supreme Court, while flexibility in establishing a baseline must be allowed, the selected baseline must result in a **reliable evaluation of a project's impacts**." *Neighbors for Smart Rail v. Exposition Metro Line Construction Authority* (2013) 57 Cal.4th 439, 457. Thus, "traffic levels as of the time the project is approved may be a more accurate representation of the existing baseline against which to measure the impact of the project." *Save Our Peninsula Committee v. Monterey County Bd. of Supervisors*, 87 Cal.App.4th 99; see e.g., *Fairview Neighbors v. County of Ventura* (1999) 70 Cal.App.4th 238 [maximum estimated traffic was appropriate baseline].

What is clear is that the DEIR's release was delayed. The delay of the release of a DEIR for 12-13 years cannot form the basis for an argument that old data can be used to determine environmental impacts. The DEIR preparers had control of the schedule. The Notice of Preparation was prematurely released. Thus, the DEIR must be updated to accurately reflect the current baseline conditions.

9) As a corollary to the argument above concerning the proper baseline, the DEIR is woefully out-of-date. The DEIR includes analysis of auxiliary lanes between Soquel Drive and Morrissey Boulevard. See for instance, before and after photos of the Santa Cruz-Arana Gulch Landscape Unit, pp. 2.1.6-9, 2.1.6-29. The same is true of flooding at Arana Gulch (DEIR p. 2.2.1-10). This segment is already built. If this analysis is to be included, actual photos of the current unit after landscaping should be compared to the simulations to determine whether the mitigations actually worked as planned. The DEIR also includes reference to the drive-in theater, which is long gone. Also, the DEIR, p. 1-11, makes the preposterous statement that "The population growth of Santa Cruz County has doubled in the past 30 years." This statement dramatically alters the perception of the need for highway expansion. The reality is that the 1980 census (35 years ago) concluded that the population of Santa Cruz County was 188,141, and the 2010 census concluded the population was 262,382. (See, Exhibit D attached hereto). While clearly there has been significant growth, the population has not doubled in the last 30 years. As the DEIR states, AMBAG predicts slower growth in the future (although the County wishes for more). These factors indicate that the DEIR was prepared some years ago and simply recycled rather than updated to reflect the current day environment and baseline.

O-6h
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10) The DEIR concludes that the No Build alternative conflicts with the Coastal Act and the Local Coastal Program because it hinders access to recreational areas and beaches. This is not rooted in any Coastal Act or Local Coastal Program policy. In fact, the Coastal Commission has not been supportive of efforts to expand freeways under the guise of providing additional public access. Moreover, the majority of traffic traveling to Santa Cruz on any given weekend comes from Silicon Valley. Highway 17 and Ocean Street in Santa Cruz are where the biggest traffic backups occur. The Tier I and Tier II projects are geared toward relieving peak commuter traffic demands. Nothing in the DEIR provides analysis of recreational traffic. Thus, this is a conclusory statement with no evidentiary support.

11) The DEIR, p. 2.5-2, the cumulative impact analysis is inadequate. The DEIR relies on AMBAG forecasts for its analysis. But, the County of Santa Cruz is currently embarking on zoning code reform to foster more development, and it is poised to adopt its housing element to allow for housing growth beyond AMBAG projections. See discussion above. Furthermore, the DEIR only analyzes specific projects within the narrow corridor of Highway 1. However, growth can occur outside the corridor and contribute to cumulative impacts.

12) The DEIR, p. 2.2.1-14 through 17, dismisses floodplain impacts for the Tier I Corridor improvements and Tier II Auxiliary Lane Alternative improvements because the increase in footprint is small compared to the overall watershed. However, the DEIR fails to address the cumulative impacts associated with development of the floodplain. This is a fatal flaw of the DEIR because continued development in the watersheds of Santa Cruz County exacerbate floodplain impacts. The analysis of impacts to groundwater resources suffers from the same flaw. See DEIR p. 2.2.2-12. Finally, the DEIR, p. 2.5-9, makes the similar mistakes with respect to biological impacts. The DEIR makes a conclusory statement that there are no cumulative biological impacts because the impacts of this project are mitigated. This is not the correct analysis under CEQA. Under CEQA, the DEIR must analyze the impacts of this project in association with other projects in Santa Cruz County. Many of the habitats described are continually fragmented and impacted by development over time. The Tier I and Tier II projects will exacerbate these impacts.

“Cumulative impacts” refer to two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” 14 Cal. Code Regs. §15355. “The cumulative impact from several projects is the change in the environment which results from the incremental impact of the project when added to other closely related past, present, and reasonably foreseeable probable future projects.” 14 Cal. Code Regs. §15355(b). “Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.” 14 Cal. Code Regs. §15355(b). “The full environmental impact of a proposed [] action cannot be gauged in a vacuum.” *Whitman v. Board*

O-6j

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O-6l

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of Supervisors (1979) 88 Cal.App.3d 397, 408-409; *Akers v. Resor* (W.D.Tenn. 1978) 443 F.Supp. 1355. “An agency may not . . . [treat] a project as an isolated ‘single shot’ venture in the face of persuasive evidence that it is but one of several substantially similar operations, each of which will have the same polluting effect in the same area.” *Whitman v. Board of Supervisors*, *supra*, 88 Cal.App.3d at 408-409 (quoting *Natural Resources Defense Council v. Callaway* (2d Cir. 1975) 524 F.2d 79.) Ignoring prospective cumulative effects “could be to risk ecological disaster.” *Id.*

The DEIR provided no explanation of why the incremental effects were not cumulatively considerable. “An omission of such magnitude inevitably renders an analysis of cumulative impacts inaccurate and inadequate because the severity and significance of the impacts will, perforce, be gravely understated.” *San Franciscans for Reasonable Growth v. City and County of San Francisco*, *supra*, 151 Cal.App.3d at 74.

13) The DEIR, p. 2.2.6-21, concludes that the Tier I and Tier II Alternatives “would have the effect of moving some traffic closer to homes, schools, and businesses, which may increase ambient concentrations of mobile source air toxics in localized areas along the project corridor.” The DEIR then concludes simply that EPA’s regulations will “lower future mobile source air toxics levels regionwide than there are today.” (DEIR, p. 2.2.6-21). This is a conclusory statement. The DEIR fails to quantify the air toxics impacts on schools, businesses and residents. Residents and schools are sensitive receptors and there are a number of schools and residents along the corridor. Moreover, without quantifying the impacts, there is not basis to conclude that the impacts are insignificant. Finally, despite the fact that regionwide toxics will be reduced, localized toxic hot spots along freeways are known to be a concern and problem. The DEIR must address these impacts.

14) The Noise analysis in the DEIR is incomplete and inadequate. First, the DEIR does not examine the noise standards in relation to local standards. For instance, the General Plan for the County of Santa Cruz has specific noise standards and protocols for ground transportation, and seeks to reduce noise impacts from ground transportation. (See, Exhibit E attached hereto). The DEIR even uses a standards of 67 decibels, which is well above the standard in the County General Plan. (DEIR, p. 2.2.7-6). Second, the DEIR fails to examine the increase in ambient noise impacts beyond those areas immediately adjacent to Highway 1. Given the topography of the County, Highway 1 is the largest source of ambient noise throughout a large region, such as the hills above Soquel and Aptos, as well as along the coast. Much of this depends on prevailing winds at any given moment. The DEIR must examine the greater area impacts.

15) The DEIR, section 3.2, discusses significance of environmental impacts. But, there is absolutely no discussion of the significance thresholds. The analysis is based on a conclusory

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statements with no evidentiary support. This violates CEQA.

"A threshold of significance is an identifiable quantitative, qualitative, or performance level of a particular environmental effect, non-compliance with which means the effect will normally be determined to be significant by the agency." 14 Cal. Code Regs. §15064.7; *Protect the Historic Amador Waterways v. Amador Water Agency* (2004) 116 Cal.App.4th 1099, 1107. "The determination of whether a project may have a significant effect on the environment calls for careful judgment on the part of the public agency involved, based to the extent possible on scientific and factual data." 14 Cal. Code Regs. §15064(b). An environmental document may not simply present data without meaningful analysis. *Save our Peninsula Committee v. Monterey County Board Supervisors* (2001) 87 Cal.App.4th 99, 124.

16) The DEIR acknowledges that transportation in California is the largest source of greenhouse gas (GHG) emissions. Yet, the DEIR does not address the cumulative impact of the Tier I alternatives. Indeed, the Tier I alternatives emissions of greenhouse gases is higher than the No Project alternative.

The DEIR relies on CalTrans' Climate Action Plan (CAP) for reducing greenhouse gas emissions. The CEQA guidelines allow a lead agency to rely upon an existing plan in evaluating the cumulative impacts of the problem *only if* the environmental document explains how the project complies with the Plan. "When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable." 14 Cal. Code Regs. §15064 (h)(3). Further, if a plan's "requirements are not otherwise binding and enforceable" the lead agency *must* "incorporate those requirements as mitigation measures applicable to the project." 14 Cal. Code Regs. § 15183.5.

Here, the DEIR fails to demonstrate how the project will comply with the CAP or the Sustainable Communities Strategy. Further, the DEIR is inadequate because it does not, as required, incorporate the requirements of these plans into mitigate measures applicable to the project.

A lead agency should consider the following factors, among others, when assessing the significance of impacts from greenhouse gas emissions on the environment:

- (1) The extent to which the project may increase or reduce greenhouse gas emissions as compared to the existing environmental setting;
- (2) Whether the project emissions exceed a threshold of significance that the lead agency determines applies to the project.

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O-6p

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(3) The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of greenhouse gas emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of greenhouse gas emissions. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding compliance with the adopted regulations or requirements, an EIR must be prepared for the project.

14 Cal. Code Regs. 15064.4(b).

When relying on a plan, regulation or program, the lead agency should explain how implementing the particular requirements in the plan, regulation or program ensure that the project's incremental contribution to the cumulative effect is not cumulatively considerable. If there is substantial evidence that the possible effects of a particular project are still cumulatively considerable notwithstanding that the project complies with the specified plan or mitigation program addressing the cumulative problem, an EIR must be prepared for the project.

14 Cal. Code Regs. §15064 (h)(3) (emphasis added).

Here, because the DEIR does not adopt a standard of significance, does not make a significance finding, and does not adopt enforceable mitigation measures, it is inadequate. *See Sierra Club v. County of San Diego* (2014) 231 Cal.App.4th 1152; *Communities for a Better Environment v. City of Richmond* (2010) 184 Cal.App.4th 70.

Sierra Club v. County of San Diego is instructive. In that case, the court found that the lead agency relied upon a CAP that failed to provide "detailed GHG-reduction targets and deadlines, comprehensive and enforceable GHG emissions-reduction measures, and implementation, monitoring, and reporting of progress..." 231 Cal.App.4th at 1174. Further, the Project caused unmitigated significant impacts because the project caused an increase in GHG emissions.

Instead of maintaining a constant rate of GHG emissions reductions after 2020, as required by Executive Order No. S-3-05, the County admits that GHG emissions will instead increase after 2020. Thus, the County's own documents demonstrate that the CAP and Thresholds project will not meet the requirements of Assembly Bill No. 32 and Executive Order No. S-3-05 and thus will have significant impacts that had not previously been addressed in the general plan update PEIR.

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Id. at 1175.

Similarly here, the project will cause significant impacts because the DEIR shows an increase in GHG emissions after the year 2020. (DEIR, p. 3-15, Table 3-2). In addition, the DEIR contains the same infirmities as the environmental document in *Sierra Club v. County of San Diego*, particularly the lack of comprehensive and enforceable GHG emissions-reduction measures.

Furthermore, in *Center for Biological Diversity v. Department of Fish & Wildlife* (2015) 62 Cal.4th 204, the environmental document was inadequate because it “did not provide a “baseline GHG emissions inventory; detailed GHG-reduction targets and deadlines; comprehensive and enforceable GHG emissions-reduction measures; and implementation, monitoring, and reporting of progress toward the targets defined in the CAP.” *Id.* at 1174.

Finally, in *Friends of Oroville v. City of Oroville* (2013) 219 Cal.App.4th 832, 842. The Court held that

The relevant question to be addressed in the EIR is not the relative amount of GHG emitted by the Project when compared with California's GHG emissions, but whether the Project's GHG emissions should be considered significant in light of the threshold-of-significance standard of Assembly Bill 32, which seeks to cut about 30 percent from business-as-usual emission levels projected for 2020, or about 10 percent from 2010 levels. (See *Communities for a Better Environment v. California Resources Agency* (2002) 103 Cal.App.4th 98, 118–120 ... [discussing an analogous issue of how to determine whether a project's relatively small additional environmental impact is significant in an area already highly impacted].)

The DEIR lacks sufficient data and analysis to be adequate. The document contains bare conclusory statements regarding significant impacts and mitigations. In many instances, the DEIR does not meet the substantive mandates of CEQA. For this reason, the DEIR must be substantially revised and recirculated for public comment.

Pursuant to Public Resources Code § 21167(f), we are requesting that the Caltrans forward a Notice of Determination to this office if and when the Project is finally approved. That section provides:

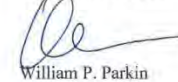
If a person has made a written request to the public agency for a copy of the notice specified in Section 21108 or 21152 prior to the date on which the agency approves

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or determines to carry out the project, then not later than five days from the date of the agency's action, the public agency shall deposit a written copy of the notice addressed to that person in the United States mail, first class postage prepaid.

Thank you for your consideration of these comments. We look forward to the Caltrans' written response to these comments.

Very truly yours,
WITTWER PARKIN LLP



William P. Parkin

Encl.

cc: client

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Response to Comment Letter O-6

Wittwer/Parkin on behalf of The Campaign for Sensible Transportation Comment O-6a

As explained in Section 15126.6 of the California Environmental Quality Act Guidelines, an EIR need not consider every conceivable alternative to a project. Rather, an EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives.

The Federal Highway Administration's Technical Advisory T 6640.8A explains that an EA need not evaluate in detail all reasonable alternatives for the project but is required to evaluate at least one build alternative. Alternatives considered but eliminated must be thoroughly discussed and the reasons for their elimination clearly explained.

The range of alternatives considered in the EIR/EA was based on the purpose and need described in Section 1.3. The alternatives that did not meet the most basic objectives as described in the purpose and need were withdrawn, as discussed in Section 1.5.6, Alternatives Considered but Eliminated from Further Discussion, of the Final EIR/EA with FONSI.

The Santa Cruz County Regional Transportation Commission has included improvements to Route 1, while also including improvements for alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network.

The Santa Cruz Branch Line does not extend to Silicon Valley, which is the primary commute destination generating peak-direction travel on Route 1. The Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz. The rail line project is outside the scope of the Route 1 project. Any concerns regarding those projects can be directed to the Santa Cruz County Regional Transportation Commission, by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Wittwer/Parkin on behalf of The Campaign for Sensible Transportation Comment O-6b

As described in response to Comment O-6a, the Santa Cruz County Regional Transportation Commission has included the Santa Cruz Branch Rail Line in the Expenditure Plan. This would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Any improvement within the rail right-of-way would be a separate future project that would go through its own environmental clearance process. However, the most recent traffic analysis showed that the increase in traffic was more due to job market growth in, and commuting to, Silicon Valley; a route that is not connected/served by rail. The existing and projected congestion in the peak direction on Route 1 would not be addressed with rail improvements.

The Final EIR/EA with FONSI's traffic forecasts take into account the best available data, and the available data have been verified through recent (2016) traffic counts. Please refer to response to Comment O-2i for detailed discussion of how traffic data was verified and for the reasoning behind using the 2004 Association of Monterey Bay Area Governments Model forecasts.

Wittwer/Parkin on behalf of The Campaign for Sensible Transportation

Comment O-6c

The environmentally superior alternative is identified in the Final EIR/EA with FONSI, which follows the Draft EIR/EA that was circulated and its associated public comment period, as required by the California Environmental Quality Act. The identification of the environmentally superior alternative would not preclude the other alternatives from being selected for implementation, including the No Build Alternative. In a scenario where the No Build Alternative is found to be the environmentally superior alternative, the EIR must identify an environmentally superior alternative among other alternatives according to Section 15126.6 of the California Environmental Quality Act.

Wittwer/Parkin on behalf of The Campaign for Sensible Transportation

Comment O-6d

The projects identified in sales tax measures were based on anticipated funding, and the Draft EIR/EA analyzed the entire corridor as Tier I as planning level and the Soquel to 41st Avenue Auxiliary Lanes as the first Tier II project. The *Traffic Operations Report* included a project prioritization study and identified the auxiliary lanes improvements to have independent utility. The implementation of auxiliary lanes on an individual segment of Route 1 will not preclude Tier I implementation over time and as funding becomes available. Additionally, prior to the implementation of each future Tier II project, a project-level environmental document will be prepared and will consider the impacts of implementing the applicable future Tier II project.

Wittwer/Parkin on behalf of The Campaign for Sensible Transportation

Comment O-6e

The Tier I Project has the potential to affect resources protected by Local Coastal Programs designed to preserve and protect coastal resources. Potential inconsistencies are listed on Table 2.1.1-2 of the Draft EIR. Mitigations for potential inconsistencies with the Local Coastal Program include the following:

- Measures for Corridor Aesthetics:
 - Work with the community during preliminary design to develop Corridor Aesthetic Guidelines for the project improvements through a formalized structure that allows for community input.
- Measures to Preserve Existing Vegetation:
 - Beginning with preliminary design and continuing through final design and construction, save and protect as much existing vegetation in the corridor as feasible, especially eucalyptus and other skyline trees.
 - Survey exact locations for trees and include in plan set.
 - Protect the drip zone of isolated trees with temporary fencing.
 - Protect large infield areas of existing plantings to be preserved with temporary fencing.
- Biological Measures – Section 2.3 of the Draft EIR, including compensatory mitigation, monitoring, and revegetation.

The Tier II project is not located within the coastal zone. As such, mitigation measures are not required for the current Tier II project. In addition, the Environmental Commitments Record will be created to track the implementation of all avoidance, minimization, and/or mitigation measures.

Wittwer/Parkin on behalf of The Campaign for Sensible Transportation

Comment O-6f

As described in response to Comment A-1, the project has been modified to avoid these potentially suitable habitat areas for the Santa Cruz long-toed salamander. The areas to be avoided include Valencia Lagoon. Also, in cases where proposed development is inconsistent with a Local Coastal Plan, the Coastal Act allows agencies authorized to undertake a public works project to request an Local Coastal Plan amendment to ensure consistency. The need for project-specific Local Coastal Plan amendments often arises when projects cannot meet policy requirements or development standards included in a Local Coastal Plan, such as permitted use limitations or setback standards for wetlands, environmentally sensitive habitat areas, and agricultural resources, or where a project creates a land use designation or zoning conflict. Caltrans may request a traditional Local Coastal Plan amendment, but the amendment must be initiated, written, and processed by the local government through both the local and California Coastal Commission Local Coastal Plan review process.

Wittwer/Parkin on behalf of The Campaign for Sensible Transportation

Comment O-6g

Comment O-6g may have been made prior to the release of the updated housing element. The new housing element for the County of Santa Cruz is consistent with 2014 Association of Monterey Bay Area Governments projections.

The previous growth study (2008 Growth Study) was updated, as described in Section 2.1.2, Growth, of the Final EIR/EA with FONSI. The updated analysis confirmed the previous study's conclusions that the proposed Highway 1 improvements will not cause growth but would serve planned and existing growth. Consequently, no substantial impacts are expected to resources of

concern from induced growth. Further detail regarding the updated analysis is provided in the *Growth Cumulative Inducement Study Addendum* (Caltrans 2018).

The Addendum included a review of current regional plans of the residential zones and revised commuter shed, review of forecasted population and employment growth in the residential and employment zones as well as consultation with local planners, to consider the current growth/housing environment in the region, including any changes to land use policies. This reevaluation found that the changes in plans, data, and policies would not have a material effect on the conclusions of the 2008 study. Please also see the response to Comment I-154d.

Wittwer/Parkin on behalf of The Campaign for Sensible Transportation

Comment O-6h

Section 15125 of the California Environmental Quality Act Guidelines states the following: "An EIR must include a description of the physical environmental conditions in the vicinity of the project, as they exist at the time the notice of preparation is published, or if no notice of preparation is published, at the time environmental analysis is commenced, from both a local and regional perspective. This environmental setting will normally constitute the baseline physical conditions by which a lead agency determines whether an impact is significant." The commenter suggests that a baseline other than the norm of using conditions at the time the notice of preparation was published may be warranted for the Route 1 project, in order for the baseline to "...result in a reliable evaluation of a project's impacts."

The Federal Highway Administration and Caltrans have determined that is more appropriate to compare projected traffic under the Tier I Project to the 2035 no build conditions than the 2016 existing conditions. A comparison of existing traffic conditions to future conditions with the project could create the mistaken impression that

the project condition will occur soon after the existing condition, as typically occurs in most projects. In a typical traffic analysis, a twenty-year time horizon is modeled to demonstrate the conditions that would occur after the project has been in operation for a number of years. However, unlike most environmental documents, the proposed project improvements would not be fully constructed in the near term. Instead, the project operations modeled in the traffic analysis are anticipated to begin after 2035. Since the full benefits of the proposed improvements are not anticipated to be realized until after 2035, comparing the project condition with the future No Build condition is much more informative than a comparison with existing conditions.

**Wittwer/Parkin on behalf of The Campaign for Sensible Transportation
Comment O-6i**

New before and after photographs for the Santa Cruz-Arana Gulch Landscape Unit were developed and are provided in an addendum to the Visual Impact Assessment, which is described in more detail in response to Comment O-2w. Updated images have been included in the Final EIR/EA with FONSI. In addition, references to the Soquel Drive-In theater have been revised to “former Soquel Drive-In theater.” Finally, the population claims on Page 1-11 of the DEIR have been revised to reflect a 39 percent increase from 1980 to 2010.

**Wittwer/Parkin on behalf of The Campaign for Sensible Transportation
Comment O-6j**

Policy 3.14.2 (prioritize road improvements that provide access to recreational resources) was deleted from Table 2.1.1-2 in Section 2.1.1, *Land Use*, of the Final EIR/EA with FONSI.

**Wittwer/Parkin on behalf of The Campaign for Sensible Transportation
Comment O-6k**

Comment O-6k may have been made prior to the release of the updated housing element. The new housing element for the County of Santa Cruz is consistent with 2014 Association of Monterey Bay Area Governments projections.

The 2018 update of the 2008 Growth Study, described in the response to Comment O-6g, considered the potential growth effects in areas beyond the Route 1 corridor, including the City of Salinas, San Benito County, City of San Juan Bautista, and City of Hollister. The 2008 and the 2018 growth analyses considered the effect of commute times to job centers throughout the region, not just to jobs in Santa Cruz County. The Addendum confirmed the previous study’s conclusions that the proposed Highway 1 improvements will not cause growth but would serve planned and existing growth. See also the response to Comment I-154d. A summary of the 2018 update is provided in Section 2.1.2, Growth, of the Final EIR/EA with FONSI; further detail is provided in the *Growth Cumulative Inducement Study Addendum* (2018).

**Wittwer/Parkin on behalf of The Campaign for Sensible Transportation
Comment O-6l**

As described in response to Comment O-3z, in the Final EIR/EA with FONSI, in Section 2.5, Cumulative Impacts, the discussion of biological resources has been expanded to describe the findings and recommendations of the eight-step Cumulative Impacts Analysis (2018). The Cumulative Impacts Analysis includes a discussion of the basis for determining whether the project would have a cumulatively considerable contribution to an adverse cumulative impact.

The Caltrans 8-step guidance for cumulative impact analysis requires consideration of resource areas in which there were significant

project-level impacts, and resources that are at risk or are in poor or declining health, even if the impact is less than significant. As part of Step 1 of the 8-step cumulative impact analysis, floodplain and groundwater resources in Santa Cruz County were determined to be in a stable condition and in a moderate level of health. The floodplains located in the study area were found to provide beneficial uses, including fish, wildlife, plants, open space, natural beauty, natural moderation of floods, water quality maintenance, and groundwater recharge. The project's hydraulic analysis indicated that, under existing conditions, the Route 1 crossing of Arana Gulch would be overtopped in a 100-year storm event. Local history of flooding includes major flooding in Soquel Creek basin in 1955 and 1982, resulting from obstacles and major log jams near the Soquel Avenue bridge downstream of the Route 1 crossing. Groundwater varies along the corridor and is dependent on the local geology, influence from local streams and creeks and the topography. The groundwater resources in the area do not represent a sole source aquifer. Since floodplain and groundwater resources were not found to be at risk or in poor or declining health during Step 1 of the analysis, these resources were not considered in the subsequent steps of the 8-step cumulative impact analysis.

Although the trend for water quality and stormwater is considered to be generally stable, this resource is in a condition of poor health, and the effect of past, current, and future development, including the proposed Tier I and Tier II project, has the potential to further degrade this resource. As a result, an adverse cumulative impact was identified. The increase in flow due to the proposed increase in impervious surface for the Tier I or Tier II build alternatives was determined not be substantial in comparison with the overall watershed of the creeks affected by the project, and that the project would address permanent impacts by incorporating stormwater treatment facilities and erosion control measures, and the project's temporary impacts would be addressed with construction best management practices. The analysis concluded that the incremental

contribution of the Tier I and Tier II project to the cumulative stormwater and water quality impact would not be considerable.

Various biological resources were considered in the updated cumulative impact analysis, including various sensitive natural communities (e.g., riverine/freshwater marsh, riparian forest, oak woodland, coastal scrub, wetlands) and special-status species (e.g., foothill yellow-legged frog, monarch butterfly, western pond turtle, Cooper's hawk, short-eared owl). Please refer to the revised cumulative discussion in Section 2.5, Cumulative Impacts, of the Final EIR/EA with FONSI. As described in Section 2.5, a detailed cumulative impacts analysis was conducted following the circulation of the Draft EIR/EA. This analysis did not identify new significant impacts nor any substantial increase in the severity of an impact compared with the impacts disclosed in the Draft EIR/EA.

Wittwer/Parkin on behalf of The Campaign for Sensible Transportation Comment O-6m

As noted in its Standard Environmental Reference, Caltrans has adopted Federal Highway Administration guidance for evaluating mobile source air toxics emissions, which includes diesel particulate matter. The Federal Highway Administration has indicated that quantitative analysis (i.e., dispersion modeling) cannot provide any meaningful comparison of alternatives and, in fact, may provide misleading information as to the current understanding of mobile source air toxics and the capabilities of current tools. As part of the development of the Federal Highway Administration interim mobile source air toxics guidance, the Federal Highway Administration conducted a thorough review of the scientific information related to mobile source air toxics from transportation sources. As a result of that review, the Federal Highway Administration concluded that the available technical tools do not enable us to reliably estimate pollutant exposure concentrations or predict the project-specific health impacts of the emissions changes associated with

transportation project alternatives; therefore, at this time, the Federal Highway Administration does not support dispersion modeling.

The Federal Highway Administration Interim Guidance for mobile source air toxics analysis indicates that available technical tools do not reliably predict the project-specific health impacts of the mobile source air toxics emission changes associated with project alternatives. Limitations of the tools include the following:

- **Emissions:** Information is incomplete or unavailable to credibly predict the project-specific health impacts due to changes in mobile source air toxics emissions associated with a proposed set of highway alternatives. The outcome of such an assessment, adverse or not, would be influenced more by the uncertainty introduced into the process through assumption and speculation rather than any genuine insight into the actual health impacts directly attributable to mobile source air toxics exposure associated with a proposed action. The tools available from United States Environmental Protection Agency and the California Air Resources Board to estimate mobile source air toxics emissions from motor vehicles are not sensitive to key variables that determine emissions of mobile source air toxics in the context of highway projects.
- **Dispersion:** The methodologies for forecasting health impacts include emissions modeling; dispersion modeling; exposure modeling; and then final determination of health impacts – each step in the process building on the model predictions obtained in the previous step. All are encumbered by technical shortcomings or uncertain science that prevents a more complete differentiation of the mobile source air toxics health impacts among a set of project alternatives. The tools to predict how mobile source air toxics disperse are also limited. The current United States Environmental Protection Agency and California line-source regulatory models, such as CALINE3, CAL3QHC, and CALINE4, were developed and validated for the purpose of

predicting episodic concentrations of carbon monoxide to determine compliance with the National Ambient Air Quality Standards. The performance of these dispersion models is adequate for predicting maximum concentrations that can occur over short periods. Alternative dispersion models, such as United States Environmental Protection Agency's AERMOD, were not developed for use with line sources, requiring adaptation and approximation of line emission sources such as roads. Along with these general limitations of dispersion models, the Federal Highway Administration is also faced with a lack of monitoring data in most areas for use in establishing project-specific mobile source air toxics background concentrations.

- **Exposure Levels and Health Effects:** Even if emission levels and concentrations of mobile source air toxics could be accurately predicted, shortcomings in current techniques for exposure assessment and risk analysis preclude the analysis from reaching meaningful conclusions about project-specific health impacts. It is particularly difficult to reliably forecast 70-year lifetime mobile source air toxics concentrations and exposure near roadways; to determine the portion of time that people are actually exposed at a specific location; and to establish the extent attributable to a proposed action, especially given that some of the information needed is unavailable. Unsupportable assumptions would have to be made regarding changes in travel patterns and vehicle technology, which affects emissions rates, over a 70-year period. A worst-case analysis approach does not mitigate these concerns because it replaces uncertainty with assumptions that lead to risk estimates that almost certainly are far in excess of anything realistic.

A carbon monoxide hot-spot analysis was completed for the Tier I Corridor Alternatives and found that carbon monoxide concentrations for the Tier I Corridor Alternatives would be well below the State and federal standards. Thus, neither the Tier I Corridor HOV Lane Alternative nor the Tier I Corridor TSM

Alternative would result in an adverse impact related to carbon monoxide hot spots. The intersection volumes for the Tier II Auxiliary Lane Alternative would be similar to the volumes for the Tier I Corridor Alternatives. It is reasonable to assume that Tier II Auxiliary Lane Alternative carbon monoxide concentrations would be below the standards; therefore, the Tier II Auxiliary Lane Alternative would not result in an adverse impact related to carbon monoxide concentrations. Please see Section 2.2.6, Air Quality, of the Final EIR/EA with FONSI for more information.

Wittwer/Parkin on behalf of The Campaign for Sensible Transportation

Comment O-6n

Under the California Environmental Quality Act, the significance of impacts is analyzed by identifying the anticipated increase in ambient noise levels caused by the proposed project. For projects with federal funding, noise studies prepared for environmental documentation should also address United States Title 23 Part 772 of the Code of Federal Regulations (23CFR772), Procedures for Abatement of Highway Traffic Noise and Construction Noise under the National Environmental Policy Act. The noise impact analysis for this project was developed in accordance with the *Traffic Noise Analysis Protocol for New Highway Construction, Reconstruction, and Retrofit Barrier Projects* (Protocol) developed by Caltrans to present policies and procedures for applying 23 CFR772 in California. The impact criteria prescribed in the Caltrans Protocol are based on the Federal Highway Administration Noise Abatement Criteria, as per stated in 23 CFR 772. All projects on the California State highway system use these criteria to ensure consistency throughout the State rather than following local standards which can vary between different jurisdictions. Guidelines in the General Plan are normally used as a planning tool for local governments and would not be appropriate for use in designing abatement measures.

As Route 1 is the predominant noise source, noise impacts would be greatest at the first-row residences, and noise would dissipate quickly due to distances and the attenuation of noise as the distance from the roadway to a row of buildings increases. The noise abatement that is provided for the impacted first-row residences may also benefit second-row receptors even if they are not experiencing noise levels above the Noise Abatement Criteria. Receptors are considered benefited if a 5-dB reduction can be attained by the abatement measure. Furthermore, the accuracy of the Traffic Noise Model that was used in the analysis is only valid in predicting noise levels at receptors at a distance of up to 500 feet. The model is not intended to predict project noise levels at distances further than 500 feet. Additionally, the effects of other noise sources in the community may begin to increase relative to highway noise, as the distance from the highway increases.

Wittwer/Parkin on behalf of The Campaign for Sensible Transportation

Comment O-6o

With regard to significant thresholds and Section 3.2 of the Draft EIR/EA, Caltrans has not adopted thresholds of significance. Under Section 15064.7 of the State California Environmental Quality Act Guidelines, public agencies are encouraged, but not required, to develop and publish thresholds of significance. Given that Caltrans, as a statewide agency, covers diverse geographic areas, it is the agency's policy to leave the determination of significance to district Project Development Team members. Further clarification regarding the determination of significance under California Environmental Quality Act has been added to Section 3.2 in the Final EIR/EA with FONSI.

Wittwer/Parkin on behalf of The Campaign for Sensible Transportation

Comment O-6p

The Final EIR/EA with FONSI includes a best faith effort to describe the potential carbon dioxide emissions related to the proposed project and associated alternatives. An update of the project's greenhouse gas analysis was conducted and resulted in revised carbon dioxide emissions, as described in Section 3.2.5, Climate Change under the California Environmental Quality Act. The updated analysis used the latest U.S. Environmental Protection Agency-approved emissions factor model (EMFAC2014) and new annual conversion factors. Refer to Response to Comment A-4d from the Monterey Bay Unified Air Pollution Control for results and detailed methodology. Refer to the *Air Quality Study Report Addendum* (2018) for clear documentation of emissions estimates.

An individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of greenhouse gas.⁴ Under the California Environmental Quality Act, an assessment of cumulative impacts must determine if a project's incremental effect is "cumulatively considerable" (California Environmental Quality Act Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. The greenhouse gas analysis described in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI, and presented in greater detail in the *Air Quality Study Report Addendum*, is based on modeling that was conducted for the

project's design year of 2035 and accounts for anticipated future development and growth in the region, California vehicle fuel specifications and emissions standards, and requirements for achieving and maintaining federal and State ambient air quality standards. Thus, the estimated operational emissions of the Route 1 project are inherently cumulative and additional modeling and analysis is not necessary to characterize cumulative emissions.

Projects can individually emit carbon dioxide emissions without significantly contributing to the statewide carbon dioxide emissions impact. In 2018, the Santa Cruz County Regional Transportation Commission approved the *2040 Regional Transportation Plan/Sustainable Communities Strategy*, which selected projects that support sustainability goals including access, greenhouse gas emission reduction, economic vitality, health, safety, travel time reliability, equity, and maintenance of the existing transportation network. The inclusion of the Tier I and Tier II Projects in this plan recognizes the role of these projects as part of a sustainable transportation system that supports the attainment of the region's goals for reducing greenhouse gas emissions.

Caltrans has adopted plans, programs, and policies consistent with State goals to reduce emissions. The figure shown below illustrates how traffic operation strategies can help reduce on-road carbon dioxide emissions. As indicated in the figure, the highest levels of carbon dioxide from mobile sources such as automobiles occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour.

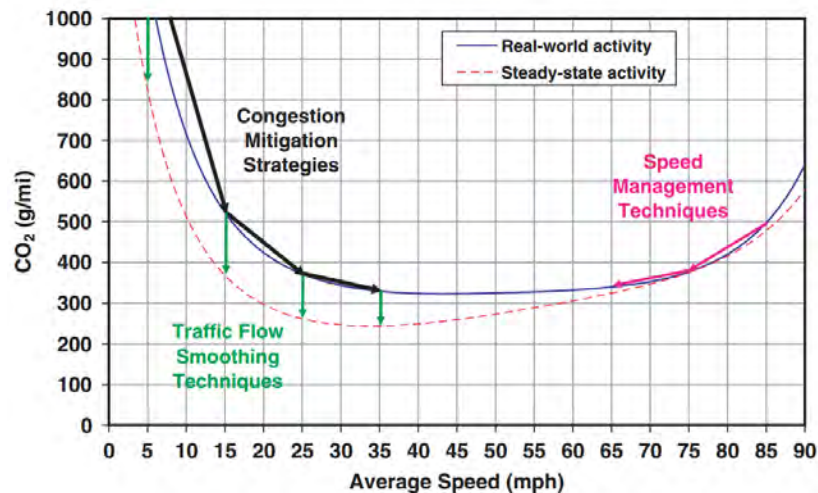
With regard to the Tier I alternatives' emissions of greenhouse gases, the *Air Quality Study Report Addendum* finds that, in year 2035, the

⁴ This approach is supported by the AEP: Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents (March 5, 2007), as well as the South

Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the US Forest Service (Climate Change Considerations in Project Level NEPA Analysis, July 13, 2009).

Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions by 505 metric tons per year compared to the No Build Alternative (2035); whereas the Tier I Corridor TSM Alternative would increase greenhouse gas emissions by 2,405 metric tons per year compared with the No Build Alternative. These results are presented in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI.

Possible Use of Traffic Operation Strategies in Reducing On-Road CO₂ EMISSIONS



Source: Matthew Barth and Kanok Boriboonsomsin, University of California, Riverside, May 2010 (<http://uctc.berkeley.edu/research/papers/846.pdf>)

Carbon dioxide emissions associated with the Tier I Corridor HOV Lane Alternative or the TSM Alternative are not individually inconsistent with statewide goals. In California, responsibility for transportation planning and coordination is assigned to regional transportation planning agencies. The Santa Cruz County Regional Transportation Commission is the designated regional transportation planning agency. The Regional Transportation Commission is

required to periodically undertake long-range planning efforts as a way to set the course for meeting the transportation needs of their respective regions and communities over a 20 plus year timeframe. This long-range planning effort is called the Regional Transportation Plan. The Regional Transportation Plan reflects a wide spectrum of sustainability objectives for this long-range planning effort. A sustainable transportation system requires a plan that encompasses improvements to access, mobility, the environment, public health, safety, the economy and equity, as well as preservation of the current transportation system, all within financial constraints.

As stated on Page 1-6 of the Regional Transportation Plan, "Santa Cruz County residents have suggested many strategies to respond to congestion and reduce how long it takes to get places, but with increased demands on even more limited financial resources, an aging system that is already difficult to maintain, and requirements for reducing greenhouse gas emissions, it is no longer expected that the community can completely eliminate congestion. The region must find ways to operate and utilize our existing highway and transit networks more efficiently and sustainably over the long term." In 2018, the Santa Cruz County Regional Transportation Commission approved the 2040 Regional Transportation Plan/Sustainable Communities Strategy, which selected projects that support sustainability goals including access, greenhouse gas emission reduction, economic vitality, health, safety, travel time reliability, equity, and maintenance of the existing transportation network. The project is included in the Regional Transportation Plan and is therefore one of many projects planned in combination to reduce congestion and greenhouse gas emissions. The project is included in the Regional Transportation Plan and is consistent with the related transportation and air quality modeling. The Santa Cruz County Regional Transportation Plan is also incorporated into the Association of Monterey Bay Area Governments' tri-county *Metropolitan Transportation Plan/Sustainable Communities Strategy* that covers the counties of Santa Cruz, Monterey, and San Benito.

The *Santa Cruz County Regional Transportation Plan* must be consistent with and plan for a transportation system that supports the California Senate Bill 375-mandated Sustainable Communities Strategy for reducing greenhouse gas emissions, which is included in the Association of Monterey Bay Area Governments' tri-county *Metropolitan Transportation Plan/Sustainable Communities Strategy*.

In addition, the Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI includes comprehensive discussion of Caltrans adaptation strategies, which refer to how Caltrans and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. No additional analysis is required to satisfy requirements related to assessing potential impacts associated greenhouse gas emissions.

Wittwer/Parkin on behalf of The Campaign for Sensible Transportation

Comment O-6q

The level of analysis differs for Tier I and Tier II of the proposed project, in accordance with the California Environmental Quality Act and National Environmental Policy Act guidelines. The Tier I project is evaluated at a high level with less specificity because it includes phases that are not currently funded. In the future, as funding becomes available, segments of the Tier I project will be evaluated with greater specificity at the project level in future Tier II environmental documents. A description of the Tier I project can be found in Chapter 1 of the Final EIR/EA with FONSI.

The Tier II project, on the other hand, is analyzed in depth. Based on responses to public and agency comments, addenda to the Traffic, Air Quality, Growth, Visual Impact, Community Impact, Natural Environment, and Noise studies have been included as updates to the existing technical studies. A Biological Assessment was submitted to the U.S. Fish and Wildlife Service, and a Biological Opinion was

issued for the Tier II project. These updates are incorporated and included in the Final EIR/EA with FONSI. Wittwer/Parkin was added to the project notification list.


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Individuals

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Comment Letter I-1

**Draft Environmental Impact Report/Environmental Assessment for
PROPOSED PROJECTS ON HIGHWAY 1 in Santa Cruz County (Tier I and Tier II) I-1**



COMMENT CARD

NAME: DR. DIRT REPRESENTING: _____

Do you wish to be added to the project e-mail list? (circle one) YES ☐ NO ☒

If Yes, please provide your email address: _____

MAIL TO: CALTRANS, DISTRICT 5
ATTN: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401-5415
E-mail: Matt.C.Fowler@dot.ca.gov

I would like you to consider these comments and make them part of the project record.

I was thinking about making a comment ~~about~~ about the EIR... but from the exhibits (which are poorly prepared) - it's clear that it's a white wash - There will be very little benefit - so - lets do it.

BTW - the explanations on the exhibits were poorly done - your group would have done very poorly in the classes - LFL.

Logos: SCERTC, 1, and Caltrans.

Response to Comment Letter I-1


Dr. Dirt

Comment I-1

Your comment has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA and consideration of public comments, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the presented project alternatives and identified the Tier I Corridor HOV Lane and Tier II Auxiliary Lane Build Alternatives as the Preferred Alternatives.

Comment Letter I-2

**Draft Environmental Impact Report/Environmental Assessment for
PROPOSED PROJECTS ON HIGHWAY 1 in Santa Cruz County (Tier I and Tier II) I-2**



COMMENT CARD

NAME: Tom Donohue REPRESENTING: _____

Do you wish to be added to the project e-mail list? (circle one) ☒ YES ☐ NO

If Yes, please provide your email address: td@studiotom.com

MAIL TO: CALTRANS, DISTRICT 5
ATTN: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401-5415
E-mail: Matt.C.Fowler@dot.ca.gov

I would like you to consider these comments and make them part of the project record.

I like the proposals and support their implementation. I hope that they can be implemented as quickly as possible, as the traffic situation is becoming unmanageable on highway 1 during peak hours. I would like to recommend the HOV alternative option for the tier I implementation, as this appears to provide for greater and longer term benefits. Please be sure to take environmental concerns seriously and address them to ensure the least environmental impact, as the residents of Santa Cruz tend to be quite environmentally conscious. I appreciate the efforts that have been made to address the impacts to neighborhoods, and I hope this attentiveness to the needs of residents (especially those who will be displaced) will continue throughout the completion of these projects. Thank you for all of your hard work on this project, its importance to the quality of life for Santa Cruzians cannot be underscored enough. I only wish that there was a better way to fund these projects besides a regressive sales tax. Even so, the result should be well worth the investment.

1-2

SCCRTC 1 4

Response to Comment Letter I-2


Tom Donohue

Comment I-2

Your comment has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA and consideration of public comments, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the presented project alternatives and identified the Tier I Corridor HOV Lane and Tier II Auxiliary Lane Build Alternatives as the Preferred Alternatives. The avoidance, minimization, and mitigation measures identified in the Draft EIR/EA were developed to reduce environmental impacts. The needs of residents in the study area are very important to the project team; just compensation will be provided to those who may be displaced by the Tier I Corridor Alternatives.

Comment Letter I-3

**Draft Environmental Impact Report/Environmental Assessment for
PROPOSED PROJECTS ON HIGHWAY 1 in Santa Cruz County (Tier I and Tier II)** **I-3**



COMMENT CARD

NAME: Gene Fischer REPRESENTING: Self

Do you wish to be added to the project e-mail list? (circle one) YES NO

If Yes, please provide your email address: genefischer@yahoo.com

MAIL TO: CALTRANS, DISTRICT 5
ATTN: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401-5415
E-mail: Matt.C.Fowler@dot.ca.gov




I would like you to consider these comments and make them part of the project record.

① Separate the ballot measure from Hwy 1 widening and the Rail/Trail project. First priority is to widen Hwy 1 - I too preferred. The Rail/Trail project is gonna doom the Hwy 1 project. I-3a

② Because of expense, build Auxiliary lane between Soquel and 41st Ave first. Second, build the Aux lane between Rio Del Mar and Freedom ^{Highway} (Schools). I-3b

Third build the Auxiliary lane between State Park and Rio Del Mar. (Bottleneck) Traffic backs up to Buena Vista.

③ Option - Save money by connecting the train ^{have} bridge crossing with the State train bridge crossing (RDH). In other words, keep the train track on the South side of the Hwy. This will eliminate the need to drop the Highway by 30% (\$1.1B). You may ^{have} to remove 2 lanes, but it will be less ~~and~~ more cost effective. I-3c

Response to Comment Letter I-3

Gene Fischer

Comment I-3a

The 2016 ballot measure regarding the ½ cent sales tax for transportation was developed to fund a wide range of transportation projects; however, this EIR/EA only addresses the Tier I and Tier II projects for Route 1. The rail trail project is considered in a separate environmental review process.

Gene Fischer

Comment I-3b

The auxiliary lanes between Soquel Avenue and 41st Avenue are included as part of the Tier II project, which will move forward to final design and construction after approval of the Final EIR/EA with FONSI. Auxiliary lanes included as part of the Tier I project (e.g., between Rio Del Mar Boulevard and Freedom Boulevard, and between Rio Del Mar Boulevard and State Park Drive) will proceed as funding is available and following project-level environmental analysis. Please refer to Section 1.1.3, Project Phasing, of the Final EIR/EA with FONSI for additional information on project phasing. Proposed auxiliary lanes will be constructed/prioritized based on their potential to relieve congestion/improve traffic conditions.

Gene Fischer

Comment I-3c

The modifications to the Santa Cruz Branch Line bridge crossings are being considered as part of the Tier I project. As such, the modifications described in the EIR/EA, and shown in the Tier I project plans included as Appendix G to the Final EIR/EA with FONSI, are conceptual in nature. More specific information regarding the railroad bridge crossings will be developed during the environmental review of the future Tier II project(s). Your comments have been taken into account as part of the project record and your

suggestions may be considered in developing the future Tier II project(s).

Comment Letter I-4

I-4

Concerns regarding noise levels from Highway 1 construction-extension of the lanes past 41st Avenue.

[Arana gulch location](#)

Cabrillo Hwy

Santa Cruz, CA 95065

GPS location:

The current report seems to rely on noise measurements conducted several years ago. There are two significant concerns here; first that noise has certainly increased since then especially given the new auxiliary lane starting at Soquel Dr (northbound) and second, that the auxiliary lane construction changed the vegetation and, to some extent the topography upon which those noise measurements were based. In fact, many trees were cut down in order to put in that new auxiliary lane. This increased noise in our area by a factor of ten.

I-4

Response to Comment Letter I-4

Unnamed Comment I-4

Noise impact assessments are based on the predicted worst-hour future noise levels generated by the proposed project using the project design drawings and future design year traffic conditions. The predicted noise levels are then compared to the Federal Highway Administration Noise Abatement Criteria to determine whether noise abatement measures should be considered based on Caltrans and Federal Highway Administration guidelines for feasibility and reasonableness.


Existing noise measurements are conducted to calibrate the traffic noise model and to assess the existing noise environment only. Future worst-hour noise levels are predicted utilizing the Federal Highway Administration Traffic Noise Model using the latest project design plans and profiles, as well as future design-year traffic conditions that would generate the highest worst-case noise levels. For example, traffic noise in free-flowing traffic would be worst when the traffic is at its highest free-flowing speeds and traffic volumes are at capacity. Traffic engineers refer to this as Level-of-Service C conditions. Interim changes in ambient noise levels and temporary construction noise would not affect how future operational noise impact is assessed. However, any future Tier II projects would require a new noise study to evaluate the current conditions specific to that location and would need to consider noise abatement features if the predicted future noise exceeds the Noise Abatement Criteria.

Trees and vegetation in large part are not effective in the reduction of traffic noise. There is an effect that has been identified in the scientific study of sound perception (known as psychoacoustics) in which physical obstacles and a lack of direct line of sight to a noise source can cause the receiver to perceive an increase in noise level

when an obstacle is removed. It takes a band of trees 100 feet wide to begin to be noticeable in reducing traffic noise levels.

Comment Letter I-5

**Draft Environmental Impact Report/Environmental Assessment for
PROPOSED PROJECTS ON HIGHWAY 1 in Santa Cruz County (Tier I and Tier II) I-5**



COMMENT CARD

NAME: DAVID VAN BRINK REPRESENTING: SELF




Do you wish to be added to the project e-mail list? (circle one) YES NO

If Yes, please provide your email address: david.van.brink@gmail.com

MAIL TO: CALTRANS, DISTRICT 5
ATTN: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401-5415
E-mail: Matt.C.Fowler@dot.ca.gov

I would like you to consider these comments and make them part of the project record.

AS PART OF ADDRESSING ONGOING TRANSPORTATION
NEEDS, I WONDER:
WHAT SORT OF PUBLIC EDUCATION CAN/SHOULD
BE DONE, TO REDUCE USAGE IN GENERAL?
OR TO ENCOURAGE USE OF PUBLIC/MASS
TRANSIT?
WE MIDDLE-CLASS FOLKS OFTEN DON'T EVEN
CONSIDER RIDING BUSES. THIS SHOULD CHANGE!
-dub

Response to Comment Letter I-5


David Van Brink

Comment I-5

While public education to encourage the use of alternative modes of transportation has not been identified as part of the current project, Caltrans administers several funding and technical assistance programs to reduce vehicle usage and encourage transit, including the Bicycle Transportation Program, Safe Routes to School, Transportation Enhancement Funds, and Transit Planning Grants. Additional programs are implemented at the local level by Santa Cruz County Regional Transportation Commission and local jurisdictions.

Comment Letter I-6

Draft Environmental Impact Report/Environmental Assessment for
PROPOSED PROJECTS ON HIGHWAY 1 in Santa Cruz County (Tier I and Tier II) **I-6**



COMMENT CARD

NAME: Rajan Khokhar REPRESENTING: THE KHOKHAR HOUSEHOLD




Do you wish to be added to the project e-mail list? (circle one) ☒ YES ☐ NO

If Yes, please provide your email address: RAJAN.KHOKHAR@HOTMAIL.COM

MAIL TO: CALTRANS, DISTRICT 5
ATTN: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401-5415
E-mail: Matt.C.Fowler@dot.ca.gov

I would like you to consider these comments and make them part of the project record.

THIS COUNTY IS IN NEED INFRASTRUCTURE	I-6
IMPROVEMENTS. HIGHWAY 1 HAS BEEN LARGELY UNCHANGED	
FOR FAR TOO LONG. THESE TIER I & II PROJECTS	
NEED TO BE FAST TRACKED. PLEASE EXPEDITE	
THIS PROCESS	

Response to Comment Letter I-6

Rajan Khokhar


Comment I-6

Your comment has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA and consideration of public comments, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the presented project alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Lane Alternative as the Preferred Alternatives.

Project improvements will be prioritized based on traffic operational conditions; therefore, the timetable for improvements within the study corridor will be established based on estimated delay, queuing, vehicle miles traveled along the corridor, and available funding to implement the projects. Caltrans and the Santa Cruz County Regional Transportation Commission have made this project a priority, and they will expedite the process as much as possible.

Comment Letter I-7

Draft Environmental Impact Report/Environmental Assessment for
PROPOSED PROJECTS ON HIGHWAY 1 in Santa Cruz County (Tier I and Tier II) **I-7**



COMMENT CARD

NAME: PAULINE SEALES REPRESENTING: SANTA CRUZ CLIMATE ACTION NETWORK




Do you wish to be added to the project e-mail list? (circle one) YES NO

If Yes, please provide your email address: Pauline.seales.120@gmail.com

MAIL TO: CALTRANS, DISTRICT 5
ATTN: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401-5415
E-mail: Matt.C.Fowler@dot.ca.gov

I would like you to consider these comments and make them part of the project record.

The Paris Climate Conference is just starting (12.3.15)
It is ESSENTIAL to reduce CO₂ emissions. In this
county they are MAINLY due to vehicles.
Priorities need to be ENCOURAGING / FINANCING / IMPROVING
CLEAN TRANSPORTATION.
Your EIR shows that CO₂ would be increased by
adding lanes. We need a plan which reduces CO₂
to zero. Spending \$100 million of public funds
on a project with no long term benefits to commuters
is NOT ACCEPTABLE.
PLEASE take the AUX lanes out of the proposal and
increase funds for the other sections.
Such a proposal is more likely to be accepted by
67% of voters in 2016

Response to Comment Letter I-7


Pauline Seales

Comment I-7

Caltrans and its parent agency, the Transportation Agency, are committed to addressing greenhouse gas emission reduction and climate change. Constructing the Tier I Corridor HOV Lane Alternative, which has been identified as the preferred alternative for the Tier I project, would emit carbon dioxide from the operation of construction equipment and related activities, but over the long-term, this alternative would reduce carbon dioxide emissions compared to the No Build Alternative. By reducing congestion and increasing vehicle speeds on Route 1 during the heavily congested peak hours (the highest levels of carbon dioxide from mobile sources, such as automobiles, occur from zero to 25 miles per hour), the Tier I Corridor HOV Lane Alternative would reduce carbon dioxide emissions compared to the No Build and TSM Alternatives, as described in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI. The Tier I Corridor HOV Lane Alternative includes auxiliary lanes, as well as the proposed HOV lane, as described in Section 1.5, Project Description. Auxiliary lanes are designed to reduce conflicts between traffic entering and exiting the highway by connecting the on-ramp of one interchange to the off-ramp of the next. Although auxiliary lanes are not designed to serve through traffic, they provide improved merging operations, which can reduce congestion and improve safety.

Comment Letter I-8

Draft Environmental Impact Report/Environmental Assessment for
PROPOSED PROJECTS ON HIGHWAY 1 in Santa Cruz County (Tier I and Tier II)



COMMENT CARD

NAME: Pam Stearns REPRESENTING: myself

Do you wish to be added to the project e-mail list? (circle one) YES NO

If Yes, please provide your email address: pclares@aol.com

MAIL TO: CALTRANS, DISTRICT 5
ATTN: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401-5415
E-mail: Matt.C.Fowler@dot.ca.gov

I would like you to consider these comments and make them part of the project record.

Ten years ago, upon our retirement from 35 yrs. of residence and work in Santa Clara Valley, we moved to a much smaller town, Santa Cruz. After witnessing perpetual highway widening of the Santa Cruz, always with only very temporary congestion relief w/ further widening and on and on, we hoped spending the rest of our lives among forward-thinking people would avoid the simplistic transit "solutions" of the Santa Clara County. I'm hoping the widening of Hwy 1 is voted down, but if we must have it, it must be done with great care using metering lights and other innovative methods of congestion control. Can we use the alternating directional "zipper" used in some areas? We have such an obvious need for more transportation choices. We have our car, walk, bike, bus.

all of which need support & implementation, the methods need more support!

I-8

Response to Comment Letter I-8

Pam Stearns


Comment I-8

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would include ramp metering on the Route 1 ramps within the Tier I project limits. This alternative also would include several other transportation operations system elements, such as changeable message signs, closed-circuit television, microwave detection systems, and vehicle detection systems, all of which could be used to improve traffic conditions.

The EIR/EA considered a Reversible HOV Lanes Alternative, which would have constructed one reversible HOV lane in the median of Route 1, allowing for northbound traffic during the morning peak period and southbound traffic during the evening peak period. However, this alternative was ultimately eliminated from further discussion because it would not sufficiently reduce congestion. Because travel demand on this segment of Route 1 is in both directions (in other words, heavy traffic occurs in both directions) during both peak periods, a single reversible HOV lane would not have met the basic project objectives reducing congestion, encouraging the use of alternative transportation modes, improving travel times, and reducing travel delay. Moreover, when implemented, a reversible lane operation would be extremely challenging and costly to operate.

Comment Letter I-9

Draft Environmental Impact Report/Environmental Assessment for
PROPOSED PROJECTS ON HIGHWAY 1 in Santa Cruz County (Tier I and Tier II) **I-9**



COMMENT CARD

NAME: Marshall Ballard REPRESENTING: _____

Do you wish to be added to the project e-mail list? (circle one) YES NO


If Yes, please provide your email address: marshall.ballard@gmail.com

MAIL TO: CALTRANS, DISTRICT 5
ATTN: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401-5415
E-mail: Matt.C.Fowler@dot.ca.gov

I would like you to consider these comments and make them part of the project record.

Please provide bike lanes on chahteleer between Ave 1 and Sequel Dr. Also Bike lanes from chahteleer to Capitola.

Complete the bicycle + Pedestrian



Response to Comment Letter I-9


Marshall Ballard

Comment I-9

The proposed Tier II project focuses on improvements to the immediate Route 1 corridor and will include a new bicycle/pedestrian overcrossing over Route 1 at Chanticleer Avenue. Caltrans is the California Environmental Quality Act lead agency for this EIR/EA, which focuses on improvements related to Route 1. Bicycle facilities on local roads, such as those described in this comment, could potentially be considered by Santa Cruz County Regional Transportation Commission or the County of Santa Cruz as part of a future project.

Comment Letter I-10

Draft Environmental Impact Report/Environmental Assessment for
PROPOSED PROJECTS ON HIGHWAY 1 in Santa Cruz County (Tier I and Tier II) **I-10**



COMMENT CARD

NAME: VASANT SHARMA REPRESENTING: CAPITOLA RESIDENT

Do you wish to be added to the project e-mail list? (circle one) YES NO

If Yes, please provide your email address: vsharma@cityofsantacruz.com

MAIL TO: CALTRANS, DISTRICT 5
ATTN: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401-5415
E-mail: Matt.C.Fowler@dot.ca.gov

I would like you to consider these comments and make them part of the project record.

THERE IS NO SHORTAGE OF DATA SHOWING THAT INCREASING HIGHWAY CAPACITY DOES NOTHING TO REDUCE TRAFFIC, BUT RATHER CAUSES PEOPLE TO DRIVE SIGNIFICANTLY MORE. FOR EXAMPLE, A 17-YEAR UC BERKELEY STUDY COVERING 30 CALIFORNIA COUNTIES FOUND AN APPROXIMATELY 1:1 RATIO BETWEEN INCREASING HIGHWAY CAPACITY AND TRAFFIC CONGESTION. WHEN SAN FRANCISCO'S EMBARCADEDO FREEWAY WAS REMOLISHED AFTER THE '89 EARTHQUAKE, THE APOCALYPTIC WARNINGS OF TRAFFIC ENGINEERS FAILED TO MATERIALIZE AND LOCALIZED CONGESTION ACTUALLY LEASENED. A RECENT BRITISH STUDY FOUND THAT ROAD REMOVALS HAD A TENDENCY TO BOOST LOCAL ECONOMIES, WHILE ~~ROAD~~ ROAD EXPANSION HAD A POSITIVE CORRELATION WITH LOCAL UNEMPLOYMENT. FUNDAMENTALLY, THIS IS A WASTEFUL, MISGUIDED AND INEFFECTIVE PROJECT THAT HAS THE CAPACITY TO PERMANENTLY DISFIGURE THE BEAUTIFUL LANDSCAPE OF SANTA CRUZ COUNTY.

SCCRTC

Response to Comment Letter I-10


Vasant Sharma

Comment I-10

Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, which summarizes information from the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), included as an addendum to the *Traffic Operations Report*. As described in this section, a quantitative analysis was conducted of induced traffic demand that could be caused by the proposed project. The analysis relied on the research conducted by Robert Cervero; this was deemed appropriate because Mr. Cervero's research was based on data obtained for 24 California freeway projects across 15 years and was therefore applicable to the proposed project. Based on simple elasticity calculations, the analysis found that induced demand associated with the proposed project would be about 0.8 percent and 0.3 percent for the HOV Build and TSM Build alternatives under 2035 conditions, respectively. In other words, vehicle miles traveled would increase by less than 1 percent as a result of induced demand from the proposed project.

Comment Letter I-11

Draft Environmental Impact Report/Environmental Assessment for
PROPOSED PROJECTS ON HIGHWAY 1 in Santa Cruz County (Tier I and Tier II) **I-11**



COMMENT CARD

NAME: Roland Saher REPRESENTING: Self

Do you wish to be added to the project e-mail list? (circle one) YES NO




If Yes, please provide your email address: roland.saher@gmail.com

MAIL TO: CALTRANS, DISTRICT 5
ATTN: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401-5415
E-mail: Matt.C.Fowler@dot.ca.gov

I would like you to consider these comments and make them part of the project record.

It would be very helpful to have information on the effectiveness of highway widening projects. E.g., did the widening of Hwy 1 from the fishhook to Soquel actually improve traffic? Did taxpayers get something for their tax dollars? If so, what? (This would also have an impact on CO₂ emissions, I'd guess.)

Are there other projects that could lend maybe important information on what works and what doesn't? Check with Caltrans if necessary.

Response to Comment Letter I-11

Roland Saher


Comment I-11

As an example project that had a positive effect on traffic conditions, the bottleneck that existed between Soquel Avenue and Morrissey Boulevard interchanges during the morning commute hours was eliminated due to the construction of the auxiliary lane between those interchanges. This project also reduced congestion during evening commute hours along northbound Highway 1 at this location. For additional information, please refer to Section 2.1.5, Traffic and Transportation/ Pedestrian and Bicycle Facilities, of Final EIR/EA with FONSI, which summarizes the detailed information presented in the *Santa Cruz Highway 1 Widening/HOV Lane Project – Final 2017 Traffic Analysis Update* memorandum. This memo is included in Appendix K of the *Traffic Operations Report*.

The *Initial Study/Environmental Assessment/Finding of No Significant Impact* prepared for the Soquel Avenue to Morrissey Boulevard Auxiliary Lane project (Caltrans 2009) states that the project was anticipated to provide greenhouse gas emissions reducing benefits, such as the reduction of congestion (which helps vehicles operate at speeds that produce less carbon dioxide). Although Caltrans did anticipate a reduction in greenhouse gas emissions with the Soquel Avenue to Morrissey Boulevard Auxiliary Lanes Project, it is too speculative to make a determination regarding the project's direct impact and its contribution on the cumulative scale to climate change.

Comment Letter I-12

**Draft Environmental Impact Report/Environmental Assessment for
PROPOSED PROJECTS ON HIGHWAY 1 in Santa Cruz County (Tier I and Tier II) I-12**



COMMENT CARD

NAME: Roland Saher REPRESENTING: self

Do you wish to be added to the project e-mail list? (circle one) YES NO

If Yes, please provide your email address: rolandsaher@gmail.com

your staff was open to criticism and inviting questions.

MAIL TO: CALTRANS, DISTRICT 5
ATTN: Matt Fowler
50 Higuera Street
San Luis Obispo, CA 93401-5415
E-mail: Matt.C.Fowler@dot.ca.gov

I would like you to consider these comments and make them part of the project record.

It's good to have all the posters explaining various aspects of the project.

I am particularly concerned with two ~~specific~~ findings of the EIR: the small amount of congestion relief and the increase of CO₂ emissions.

I was told that you didn't research CO₂ emissions because it's not a "federal criteria" issue. I believe that it's important to look into that!

Also, it would be very helpful to have information on alternatives to the widening, such as increased and improved public transportation measures. Studying only ~~these~~ measures that have been implemented before is not like here enough to solve our problems.

It's annoying to have only this (nice looking) exhibit as if one couldn't even think of other things to do

SCCRTC 1 4

Response to Comment Letter I-12

Roland Saher

Comment I-12a

The Tier I Corridor HOV Lane Alternative would provide substantial congestion relief, particularly in comparison to future conditions under the No Build Alternative. As shown in Section 2.1.5, Traffic and Transportation/ Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, compared to the No Build Alternative under 2035 conditions, the Tier I Corridor HOV Lane Alternative would decrease the northbound direction AM peak hour delay by 42 minutes, or 88 percent, and the PM peak hour delay by 21 minutes, or 84 percent. In the southbound direction, the AM peak hour delay would decrease by 17 minutes, or 89 percent, and the PM peak hour delay would decrease by 40 minutes, or 82 percent.

As a result of these reductions in congestion compared with the No Build Alternative, the Tier I Corridor HOV Lane Alternative would reduce carbon dioxide emissions during the AM and PM peak hours and reduce annual carbon dioxide emissions. The evaluation of carbon dioxide emissions was conducted in accordance with the California Environmental Quality Act, and the results of the analysis are discussed in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI. Carbon dioxide emissions are not discussed in the Air Quality section (Section 2.2.6) of the EIR/EA, because that section focuses on the federal and state criteria air pollutants. Carbon dioxide is not one of the federal and state criteria air pollutants.

Roland Saher

Comment I-12b

The Santa Cruz METRO and Monterey-Salinas Transit have evaluated the feasibility of bus on shoulder operations along SR-1 located in Santa Cruz and Monterey counties as part of the "Monterey Bay Area Feasibility Study of Bus on Shoulder

Operations on State Route 1 and the Monterey Branch Line.” The potential operation of buses along the shoulder of Route 1 is under consideration and would not be precluded by the proposed project. Please refer to response to Comment I-198b for additional information.

The Santa Cruz County Regional Transportation Commission has included improvements to Route 1, while also including alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. However, the most recent traffic analysis showed that the increase in traffic was more due to job market growth in, and commuting to, Silicon Valley, a route that is not connected/served by rail. The existing and projected congestion in the peak direction on Route 1 would not be addressed with rail improvements. The Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz. The rail line project is outside the scope of the Route 1 project. Any concerns regarding that project can be directed to the Santa Cruz County Regional Transportation Commission

Roland Saher
Comment I-12c

This comment has been incorporated as part of the project record. It is unclear which exhibits are referred to. The editing of the Final EIR/EA with FONSI included a review of the document’s figures to confirm that they are sufficiently legible to convey the intended information.

Comment Letter I-13

I-13

1 12/3/2015
2 ROBERT SCHNEIDER: One of the things lacking in
3 the EIR and accompanying documents appears to be a
4 cost-benefit analysis whereby we could look at costs of
5 what we're paying for in terms of the capital costs and
6 then basically the amount of through-put traffic or even
7 people-moving that we can get, and I think I wasn't
8 clear if that was in any of the documents. I don't
9 believe it was. But just again, a simple cost-benefit
10 type of table would have been very helpful to include in
11 the EIR.
12 A suggestion here about highway funding.
13 Highway funding needs to consider collecting vehicle
14 data -- miles -- of every vehicle in the country and
15 then consider synthesizing that data without violating
16 privacy rights and then looking to sell that data to
17 marketing companies and that funding or those monies
18 could go to fund highway rehabilitation.
19 (End of comment.)
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I-13a

I-13b

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Response to Comment Letter I-13

Robert Schneider

Comment I-13a

An analysis of congestion-related economic costs was conducted for the proposed project, as summarized in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, and detailed in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), included as an addendum to the *Traffic Operations Report*.

Congestion-related economic costs were calculated using the economic parameters developed by Caltrans for year 2016. The annual cost of congestion on the study corridor is about \$152.5 million under Baseline conditions (i.e., year 2035 No Build Alternative). With the implementation of the Tier I Corridor HOV Lane Alternative, the annual cost of congestion would be about \$31 million in 2035. By contrast, the annual cost of congestion with implementation of the TSM Alternative would be roughly \$107 million by 2035. It should be noted that all these costs are reported in 2016 dollars, and include travel time costs associated with congestion, but do not include vehicle operation costs, costs attributed to collisions, and emission costs associated with high levels of congestion. With those costs included, the total costs of congestion would be higher than those reported above.

Because the Tier I project is at a conceptual stage, detailed cost information has not been developed. Planning level construction and right-of-way cost estimates for the Tier I Corridor Alternatives are \$400 million for the HOV Lanes Alternative and \$170 million for the TSM Alternative. Typically, project development costs (environmental documentation, final design engineering, right-of-way administration, and construction management) would be an additional 40 to 45 percent of the estimated construction cost.

Robert Schneider

Comment I-13b

Since circulation of the Draft EIR/EA, Measure D (½-cent sales tax) passed in Santa Cruz County, which has provided funding for the Tier II project and some portions of the Tier I project. Funding for remaining portions of the Tier I project may come from Measure D funds and/or other local, State, and federal revenue sources. The suggestion provided by the commenter is outside the scope of the current project and at present is not under consideration as a funding source.

Comment Letter I-14

I-14

1 12/3/2015

2 ROBERT SCHNEIDER: My first, I guess, comment
3 is I believe the EIR is inadequate in the following
4 area.

5 The team that put together the document should
6 have included one more alternative that I would say
7 would fit between the full build-out alternative and the
8 transportation system management alternative. This
9 alternative is distinct enough in its characteristics
10 that it should have been considered.

11 To describe the alternative is like, I would
12 say, a hybrid between the full build-out alternative and
13 what's called the transportation management system
14 alternative. This alternative would forego the
15 construction of an HOV lane and include a -- what do
16 they call it? -- full mixed-use lane in lieu of that HOV
17 lane and extend it from Morrissey Boulevard down to
18 State Park Drive.

19 In addition, this alternative would include the
20 auxiliary lanes from Morrissey Boulevard down to, say,
21 Park Boulevard and forego installation all the way to
22 San Andreas Road. This alternative, I believe, would
23 increase the through-put of traffic while addressing the
24 most critical bottleneck, which is the 41st Avenue/Bay
25 Avenue sections of Highway 1. At the same time, it

I-14a

2

1 would lessen the costs of the full build-out, and I
2 think that would be a better balance and a better use of
3 funds and allow then for the use of funds in other areas
4 such as bicycle improvements and local projects.

5 So to restate, I believe the team should have
6 added this hybrid alternative, and in not doing so
7 really kind of short-changed the viability of the CEQA
8 document.

9 It would be helpful for the public to
10 understand kind of a ratio of values, kind of using a
11 value engineering concept, which is well-known in the
12 engineering community, of trying to develop a cost over
13 vehicle through-put number that could be put in a table
14 and used for comparison purposes of the three
15 alternatives, the two that are in the document and the
16 one that I mentioned earlier in a previous comment.

17 I think it really gets down to providing kind
18 of a metric for how much bang for the dollar are we
19 getting. Or maybe to say it another way, how much
20 improvement could occur and how much congestion could be
21 reduced and at what dollar amount are the taxpayers
22 going to, you know, be taxed to pay for some level of
23 improvement. That would have been a nice comparison in
24 this situation or for this proposed project.

25 You should understand, too, that they are going

I-14a
cont.

I-14b

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Response to Comment Letter I-14

Robert Schneider

Comment I-14a

Your comments have been taken into account as part of the environmental review process. As described in the Final EIR/EA with FONSI, in Section 1.5.6, Alternatives Considered but Eliminated from Further Discussion, the Project Development Team considered a wide range of alternatives during development of the EIR/EA. Ultimately, the alternatives carried forward for detailed analysis were those that best met the project objectives while minimizing environmental impacts. One of the alternatives considered but eliminated from detailed discussion would have widened the highway to eight lanes, with two new mixed-flow lanes in each direction. That alternative was ultimately dismissed from further consideration, in part because, without specifically dedicating an HOV lane in each direction, it would have been less effective than the Tier I Corridor HOV Lane Alternative in addressing aspects of the project purpose related to promoting the use of alternative transportation modes as means to increase transportation system capacity and encourage carpooling and ridesharing. Another alternative considered but eliminated from detailed discussion would have widened the highway to eight lanes, with one new mixed-flow lane and one HOV lane in each direction. That alternative was ultimately dismissed from further consideration because it would have resulted in a wider roadway than under the Tier I Corridor HOV Lane Alternative, resulting in greater environmental impacts. Please refer to the Final EIR/EA with FONSI for additional information.

As described in Section 1.3.1, Purpose, of the Final EIR/EA with FONSI, the purpose of the Tier I project is to (1) reduce congestion; (2) promote the use of alternative transportation modes as means to increase transportation system capacity; and (3) encourage carpooling and ridesharing. Therefore, alternatives that add mixed-

1 to spend a bunch of money and we want them to spend it
2 wisely and getting an optimal balance between the
3 dollars and how much congestion relief without further
4 damaging the environment can we achieve. And that's the
5 balance that we need to know or understand. And,
6 unfortunately, I don't think the document, as written
7 today, really understood that that's what people need to
8 see.

9 One of the things lacking in the EIR and
10 accompanying documents appears to be a cost-benefit
11 analysis whereby we could look at costs of what we're
12 paying for in terms of the capital costs and then
13 basically the amount of through-put traffic or even
14 people-moving that we can get, and I think I wasn't
15 clear if that was in any of the documents. I don't
16 believe it was. But just again, a simple cost-benefit
17 type of table would have been very helpful to include in
18 the EIR.

19 A suggestion here about highway funding.
20 Highway funding needs to consider collecting vehicle
21 data -- miles -- of every vehicle in the country and
22 then consider synthesizing that data without violating
23 privacy rights and then looking to sell that data to
24 marketing companies and that funding or those monies
25 could go to fund highway rehabilitation. (End.)

I-14c

I-14d

lanes only, such as the Hybrid Alternative proposed by the commenter, would not meet the third project purpose listed above.

Robert Schneider
Comment I-14b

An analysis of congestion-related economic costs was conducted for the proposed project, as summarized in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI and detailed in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), included as an addendum to the *Traffic Operations Report*. This analysis found that the Tier I Corridor HOV Lane Alternative would substantially decrease the costs of congestion by 2035 compared to both the No Build Alternative and TSM Alternative. Planning level construction and right-of-way cost estimates for the Tier I Corridor Alternatives are \$400 million for the HOV Lanes Alternative and \$170 million for the TSM Alternative. Typically, project development costs (environmental documentation, final design engineering, right-of-way administration, and construction management) would be an additional 40 to 45 percent of the estimated construction cost. Please refer to response to Comment I-13a for more information.

The suggested Hybrid Alternative would not meet the aspects of the project purpose that are intended to “encourage carpooling and ridesharing.” For more information, please refer to response to Comment I-14a.

Robert Schneider
Comment I-14c

An analysis of congestion-related economic costs was conducted for the proposed project, as summarized in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, and detailed in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), included as an addendum to the *Traffic Operations Report*. This cost

information is presented in Table 4 of the memorandum, and is also summarized in Tables 2.15-3, 2.15-11, and 2.15-14 of the Final EIR/EA with FONSI. For more information, please see response to Comment I-13a.

Robert Schneider
Comment I-14d

Please refer to response to Comment I-13b.

Comment Letter I-15

I-15

1 12/3/2015

2 ERICA STANOJEVIC. CalTran' studies show that

3 widening the highways and increasing road building

4 doesn't actually relieve congestion in the long term,

5 and so I think our community needs more sustainable

6 approaches, really robust sustainable approaches like

7 bicycling and pedestrian stuff. Beefing up public

8 transportation to the point of really considering the

9 important nodes and places, destinations, that people

10 need to get to. With all that in mind, I think all of

11 that needs to be beefed up a lot, a lot, a lot more

12 before we consider widening Highway 1, which in the end

13 will still be congested and also will not help with our

14 greenhouse gas emissions locally.

15 I also believe the Environmental Impact Report

16 needs to consider more than just the no-build

17 alternative. We need to really look carefully at all of

18 the bicycling, pedestrian, all those other local

19 projects as an alternative instead of just the no-build

20 alternative.

21 (End of comments.)

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I-15a

I-15b

I-15c

Response to Comment Letter I-15

Erica Stanojevic

Comment I-15a

The most recent traffic analysis showed that the increase in traffic was more due to job market growth in, and commuting to, Silicon Valley; a route that is not connected/served by rail and is not well suited for pedestrian and bicycle commuting. The existing and projected congestion in the peak direction on Route 1 would not be addressed with improvements related to rail, bicycle, or pedestrian modes of transportation.

With regard to the comment that “widening the highways and increasing road building doesn't actually relieve congestion in the long term”. The commenter may be referring to the potential for additional capacity to encourage more drivers to use the highway, a phenomenon referred to as “induced demand” or “induced travel”, which is discussed in other comments on the Draft EIR/EA, including comment O-2s.

The EIR/EA considered the potential for additional capacity to encourage more drivers to use the highway. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, elasticity calculations indicate that induced demand would result in a less than one-percent increase in vehicle miles traveled for both Tier I build alternatives. In other words, while the proposed improvements would result in some additional induced travel, these effects would be minimal. More information is available in *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), which is included as an addendum to the *Traffic Operations Report* and summarized in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI.

Erica Stanojevic

Comment I-15b

With increasing congestion and increased demand for alternative modes of transportation, the expansion of transit services is needed to support the needs of Santa Cruz County residents; however, there is a lack of transit-supportive facilities on Route 1 and a lack of travel time and reliability incentives for drivers to carpool and vanpool. Without capacity improvements, increased future congestion will restrict the demand for express bus service on Route 1. The Tier I project seeks capacity improvements that will encourage alternative modes, while providing time-saving incentives for users of ridesharing and express transit. On October 24, 2008, the Santa Cruz Metropolitan Transit District Board formally endorsed the Tier I Corridor HOV Lane Alternative and agreed it is a transit project as much as a highway project, that would benefit Metro by improving travel time by approximately 30 percent, increasing ridership by approximately 40 percent, and providing improved service reliability. In general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane, while vehicles using the adjoining general-purpose lanes are indirect beneficiaries, due to the shift of carpoolers, vanpoolers, etc. from general purpose lanes to the HOV lane. Experience with HOV lanes from around the country has shown a positive relationship between ridership and travel time savings, suggesting that as congestion grows, the travelers' willingness to carpool or ride a bus that uses the HOV lane also grows. For more information, please see response to Comment I-205c.

In addition to the proposed HOV lanes on Route 1, and the three bicycle/pedestrian overcrossings incorporated into the proposed project, the Santa Cruz Regional Transportation Commission has encouraged alternative modes of transportation by proposing other pedestrian and bicycle improvements and studying the development of a rail line. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation

options to best serve the residents and workers of Santa Cruz County.

The Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions compared with the No Build Alternative. Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI presents the results of the updated quantitative analysis of greenhouse gas emissions presented in the *Air Quality Study Report Addendum* (Caltrans 2018), which show that, in year 2035 the Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions by 505 metric tons per year compared to the No Build Alternative; whereas the Tier I Corridor TSM Alternative would increase greenhouse gas emissions by 2,405 metric tons per year compared with the No Build Alternative. For more information, please see response to Comment A-4d.

Erica Stanojevic

Comment I-15c

Three alternatives were evaluated in the EIR/EA for the Tier I project: the Tier I Corridor HOV Lane Alternative, the TSM Alternative, and the No Build Alternative, as described in Section 1.5, Project Description, of the Final EIR/EA with FONSI. Section 1.5 of the Final EIR/EA with FONSI also describes other alternatives that were considered but withdrawn from consideration because they could not meet the most basic objectives of the project, which are described in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI.

Both the Tier I Corridor HOV Lane Alternative and the TSM Alternative include improvements for bicycle and pedestrian modes of travel. Both of these alternatives include three pedestrian/bicycle overcrossings of Route 1, and the Tier I Corridor HOV Lane Alternative also sidewalk improvements at some interchanges, as described in Section 1.5, Project Description, of the Final EIR/EA with FONSI.

The No Build Alternative, as described in Section 1.5.4, No Build Alternative, of the Final EIR/EA with FONSI, is based on the assumption that there would be no major construction on Route 1 through the Tier I project limits other than currently planned and programmed improvements and continued routine maintenance.

Caltrans is the California Environmental Quality Act lead agency for this EIR/EA, which focuses on improvements to Route 1. The Santa Cruz County Regional Transportation Commission is also considering separate projects to provide bicycling and pedestrian improvements, such as the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the bicycle facility network.

Comment Letter I-16

I-16

1 12/3/2015
 2 FRED MOLNAR: We think Chanticleer would be a
 3 much better choice for the overpass as opposed to
 4 Madison, because Chanticleer on the south side is much
 5 more developed, better sidewalks and bike lanes, and on
 6 the other side it would give us better access to our
 7 destinations. We live on the south side and oftentimes
 8 we go to the north side, and we would be more inclined
 9 to walk or ride our bikes if the Chanticleer overpass
 10 was there.
 11 (End of comment.)
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I-16

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Response to Comment Letter I-16

Fred Molnar

Comment I-16

The Tier II Auxiliary Lane Alternative, which was selected as the preferred alternative for the Tier II project, would construct a pedestrian/bicycle overcrossing of Route 1 at Chanticleer Avenue. The crossing would start at the Chanticleer Avenue cul-de-sac on the north side of Route 1 and run parallel the highway for approximately 400 feet to the west and then cross Route 1 and Soquel Avenue (frontage road) on a curved alignment, terminating just west of Chanticleer Avenue on the south side of the highway and Soquel Avenue (frontage road). Please refer to Section 1.5, Project Description, of the Final EIR/EA with FONSI for additional information.

Comment Letter I-17

I-17

1 12/3/2015
 2 BRIDGET BINKO: I strongly support the
 3 pedestrian/bicycle overpass between Soquel and 41st
 4 Avenue. As a bicycle commuter from the Live Oak area
 5 over to Dominican Hospital, it would greatly improve the
 6 safety of my commute. I prefer the Chanticleer crossing
 7 to Madison because the south side of Chanticleer is a
 8 wide street with bicycle lanes. However, any crossing
 9 in that stretch between Soquel and 41st is greatly
 10 needed, and I strongly support it.
 11 (End of comment.)

I-17

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Response to Comment Letter I-17

Bridget Binko

Comment I-17

The Tier II Auxiliary Lane Alternative, which was selected as the preferred alternative for the Tier II project, would construct a pedestrian/bicycle overcrossing of Route 1 at Chanticleer Avenue. The crossing would start at the Chanticleer Avenue cul-de-sac on the north side of Route 1 and run parallel the highway for approximately 400 feet to the west and then cross Route 1 and Soquel Avenue (frontage road) on a curved alignment, terminating just west of Chanticleer Avenue on the south side of the highway and Soquel Avenue (frontage road). Please refer to Section 1.5, Alternatives, of the Final EIR/EA with FONSI for additional information.

Comment Letter I-18

I-18

1 12/3/2015
 2 RYAN HOFFMAN: I would just like to say that I
 3 am in strong support of the bicycle and pedestrian
 4 overcrossing which would safely bypass a dangerous
 5 intersection at Soquel Avenue. I live in the Live Oak
 6 area and drive my car approximately three miles a day to
 7 get to Sutter for work. This is a trip I would love to
 8 take by bicycle, but after prior experiences commuting
 9 by bike in the past, I don't feel it's safe to do it any
 10 longer. So the quality of life would be improved, a
 11 better commute, less emissions, and one happy Santa
 12 Cruz if we can get this overpass built. Thank you.
 13 (End of comment.)
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I-18

Response to Comment Letter I-18

Ryan Hoffman

Comment I-18

Your support for the project has been taken into consideration as part of the project record. Chanticleer has been selected as the location of the overcrossing under the Tier II project.

Comment Letter I-19

I-19

1 12/3/2015

2 SEAN DINEEN: I am in favor of Tier II, Option

3 II, which is auxiliary lanes between Soquel Avenue and

4 41st Avenue. I would hope that that designation of 41st

5 Avenue includes through to Bay Avenue. That's just the

6 way to describe it, I guess. So in my description, I'm

7 in favor of taking it through the Bay Avenue entrances

8 and exits.

9 In the story in the paper about public comments

10 on Draft Highway 1 EIR -- I don't have the date of the

11 article, but it was after they announced this meeting --

12 anyway, a comment was made regarding project improvement

13 northbound at rush hour, and it states that, "but the

14 new lanes would worsen southbound rush hour traffic and

15 offer negligible improvements in the non-peak directions

16 of travel."

17 My comment is: I cannot, for the life of me,

18 unless Newton's laws of gravity have been turned around,

19 understand how adding that lane could worsen southbound

20 rush hour traffic. It defies logic.

21 The comment from an environmental group,

22 Campaign for Sensible Transportation says, "Widening

23 Highway 1 won't fix traffic woes," et cetera. "The

24 report is saying you're not going to get much congestion

25 relief and you are going to grow greenhouse gas

I-19a

I-19b

9

1 emissions,' said the group's co-chair, Jack Nelson, a
2 retired land use planner for the County. Improvements
3 to highways often welcome additional motorists. Nelson
4 says that the increase in the carbon dioxide emissions
5 is important to consider."

I-19b
cont.

6 My comment is the extra traffic is on Soquel
7 Drive. I cannot leave my street, which enters onto
8 Soquel Drive between 2:00 and 6:00 p.m., Monday to
9 Friday, because of the traffic diverted from Highway 1
10 south onto Soquel Drive south. It is absolutely
11 landlocked. That's a carbon dioxide emissions problem
12 right there. So let's move that back to the highway
13 where it is better served.

I-19c

14 One additional concern is noise impact with
15 the addition of additional lanes for houses bordering
16 Highway 1, which mine does. I talked to a gentleman
17 here who explained noise reduction issues and sound wall
18 criteria and so forth, and it looks like what I need to
19 do is approach CalTrans separately about it. But it is
20 a concern, I think, that apparently the CalTrans studies
21 don't indicate the noise levels that we think they
22 already have. And I will approach that separately with
23 CalTrans to try and get some new evidence perhaps, or
24 something like that. But this is a concern that the
25 people who are working on this project and the EIR

I-19d

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1 should rethink perhaps.
2 (End of comment.)
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I-19d
cont.

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Response to Comment Letter I-19

Sean Dineen

Comment I-19a

Your support for the Tier II Auxiliary Lane Alternative has been taken into consideration as part of the project record. The current Tier II project extends from 41st Avenue to Soquel Drive and will not extend the auxiliary lanes to Bay Avenue. The extension of auxiliary lanes from 41st Avenue to Bay Avenue is one of the parts of the Tier I Corridor improvements that have been funded through the Measure D half-cent sales tax. That segment will be further designed and evaluated as a future Tier II project. Funding for the complete Tier I project has not been identified yet; therefore, a schedule for completing the Tier I project is not available.

Sean Dineen

Comment I-19b

The analysis in the Final EIR/EA with FONSI found that the Tier I Corridor HOV Lane Alternative, which has been selected as the preferred alternative for the Tier I project, would reduce carbon dioxide emissions compared to the No Build Alternative. As described in the Final EIR/EA with FONSI, the highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. Therefore, by increasing vehicle speeds and improving travel times, the Tier I Corridor HOV Lane Alternative would reduce emissions.

These findings hold true even taking into account the potential for adding additional highway capacity to attract additional vehicle use (i.e., the idea of “induced demand”). As described in Section 2.1.5, Traffic and Transportation/ Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, elasticity calculations indicate that induced demand would result in a less than one-percent increase in

vehicle miles traveled for both Tier I build alternatives. More detail regarding this analysis is provided in *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), included as an addendum to the *Traffic Operations Report*.

Sean Dineen

Comment I-19c

Improved freeway corridor conditions with the Tier I Corridor HOV Lane Alternative would attract vehicles currently diverted to parallel arterials back to Route 1, relieving local city streets from excessive cut-through commuter traffic, including Soquel Drive. The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would substantially reduce cut-through traffic on local roads. In the southern end of the corridor, average daily cut-through traffic on Soquel Drive would decrease by 3,000 vehicles, while, in the more congested northern end of the corridor average daily cut-through traffic on Soquel Drive would decrease by 30,000 vehicles. There would be a decrease in daily cut-through traffic of about 4,000 to 4,500 vehicles on Capitola Road; and about 4,000 vehicles for Park Avenue. The regional traffic model does not provide vehicle miles traveled and speeds for the surface street network, which is needed to estimate greenhouse gas emissions; however, to the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced. The highest levels of carbon dioxide from mobile sources such as automobiles occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. Traffic volumes on local streets often operate in stop-and-go conditions (e.g., stop lights) and low speeds that generate highest emissions. Based on the traffic volumes discussed above, the Tier I Corridor HOV Lane Alternative would reduce carbon dioxide emissions on local streets compared to the No Build Alternative by shifting daily traffic away from stop-and-go conditions onto

Highway 1. For more information, please see response to Comment I-145b.

Sean Dineen
Comment I-19d

The assessment of the feasibility of noise abatement is presented in Section 2.2.7, Noise, of the Final EIR/EA with FONSI. As discussed in Section 2.2.7, for the Tier II Auxiliary Lane Alternative, soundwalls are not recommended because they do not meet the reasonableness criteria; however, noise abatement in the form of a short soundwall or building acoustical treatment will be considered for one house. As discussed in Section 2.2.7, as future Tier II projects are programmed, they will be subject to separate environmental reviews, including updated noise analyses. As a result of those analyses, some of the projected future noise levels and attenuation recommendations provided in the Final EIR/EA with FONSI could change. In addition, those analyses will evaluate the reasonableness of feasible soundwalls based on cost and technical issues in accordance with the Caltrans Traffic Noise Analysis Protocol. Soundwalls and other noise abatement measures will be considered based on Caltrans and Federal Highway Administration guidelines for feasibility and reasonableness. Noise impact assessments will be conducted based on the predicted worst-hour future noise levels generated by the proposed project using the project design drawings and future design year traffic conditions. The predicted noise levels will then be compared to the Federal Highway Administration Noise Abatement Criteria to determine whether an impact is expected and if the proposed soundwalls meet the eligibility requirements for abatement.

Comment Letter I-20

I-20

1 12/3/2015
2 LAURA CALDWELL: This concerns the Soquel
3 Avenue overcrossing. I would like to see a separate
4 off-ramp added on the north side of the overpass. The
5 way it is now, you have to go under the overpass, go to
6 a stoplight, do a big U-turn up here to another
7 stoplight, and then cross over the overpass. It would
8 be so much easier if the exit just exited from the
9 freeway to Soquel Avenue and you can either go right or
10 left over the overpass.
11 I think you should keep the other exit for
12 people who are coming here, 17th and Brommer, all this,
13 that would give access to this neighborhood.
14 But to be able to just go gently to the exit,
15 turn right. And there's a high school, Harbor High
16 School is about a quarter of a mile from this exit with
17 lots of people going there every morning. About another
18 three blocks beyond that is Palo Alto Medical
19 Foundation, a big business office building with lots of
20 doctors' offices and Urgent Care all that.
21 And then if you continue on Capitola Road
22 extension, you go down to the yacht harbor. So there's
23 a lot of people using that route, and it gets so
24 congested because the people all have to go through that
25 circuitous route and around.

I-20a

12

1 If you ever saw it at the time of day people
2 are going to work -- now, over the overpass is Dominican
3 Hospital, there's Sutter Maternity Hospital with tons of
4 doctors offices. So at the time that all those people
5 are trying to get to work, they have to do that same
6 dumb thing of going over the overpass up and around and
7 then over the overpass with about, like, five stoplights
8 in between. They kept adding stoplights, as if that was
9 going to really help. It's not a solution.

10 I will say the auxiliary lane has been
11 fabulous, from Morrissey to Soquel Avenue overcrossing.
12 That's really been fabulous since they added that. But
13 I think they could go a little further to improve
14 things.

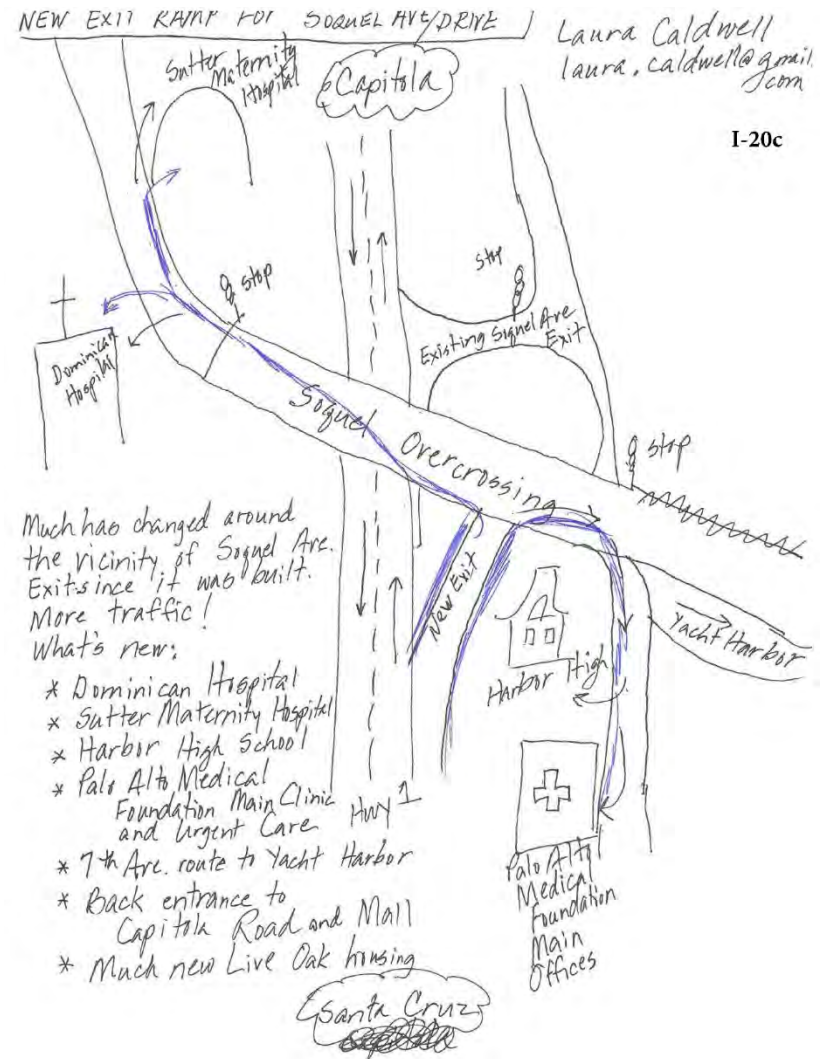
15 Please see my drawing submitted in the comments
16 box.

17 (End of comment.)

I-20a
cont.

I-20b

13



Response to Comment Letter I-20

Laura Caldwell

Comment I-20a

Your comment and suggestion regarding interchange design are appreciated. The Soquel overcrossing is part of the Tier I project, and its design is therefore conceptual. During the future Tier II project that includes Soquel Avenue interchange improvements to address traffic operations and local circulation, a project-level environmental document will be prepared to evaluate the impacts of the future proposed Tier II project. Upon approval of the future Tier II environmental document, final design drawings will be prepared. Information from the current Tier I/Tier II Final EIR/EA with FONSI will be considered during the future Tier II phases.

Laura Caldwell

Comment I-20b

Future modifications to this segment of the Tier I project would be a considered in a future Tier II project-level environmental document. Upon approval of the future Tier II environmental document, final design drawings will be prepared. Information from the current Tier I/Tier II Final EIR/EA with FONSI will be considered during the future Tier II phases.

Laura Caldwell

Comment I-20c

Please see the response to Comment I-20a for a discussion of the process for developing improvements to this interchange as part of a future Tier II project.

Comment Letter I-21

I-21

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Anderson, Jennifer](mailto:Larson.Theresa@Anderson.Jennifer)
Cc: [Beltrina, Lara F@DOT](mailto:Beltrina.Lara.F@DOT)
Subject: FW: I approve of the Tier 1 and Tier 2 Highway 1 Santa Cruz Projects
Date: Monday, January 11, 2016 9:29:07 AM

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

From: Jean Anderson [<mailto:jeanaw@comcast.net>]
Sent: Friday, January 08, 2016 10:10 PM
To: Fowler, Matt C@DOT; Anderson, Jean
Subject: I approve of the Tier 1 and Tier 2 Highway 1 Santa Cruz Projects

Dear Matt
I approve of the Tier 1 and Tier 2 Highway 1 Santa Cruz Projects.

Please let's just do this as soon as possible. It is common sense and inevitable. The sooner, the better.

Thanks
Jean Anderson

I-21

Response to Comment Letter I-21

Jean Anderson

Comment I-21

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction.

Comment Letter I-22

I-22

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: Tier II comments
Date: Tuesday, January 19, 2016 12:24:10 PM

From: Leslie Andrews [mailto:lesliea@cruzio.com]
Sent: Saturday, January 16, 2016 2:43 PM
To: Fowler, Matt C@DOT
Subject: Tier II comments

Dear Mr. Fowler,

I am a long term (since 1972) resident of Santa Cruz and have been driving the highway 1 corridor for a long time. Obviously I have watched it get worse and worse until now it is a parking lot from Morrissey to Park and sometimes beyond. Although I am now retired and no longer have to subject myself to highway #1 at commute hours, I am none the less highly in favor of its widening as quickly as possible. The current plan to add the auxiliary lane between 41st Avenue and Soquel will help. However the remainder needs to continue as funds become available. This county has grown enough to need a 3 lane freeway going both north and south. I have applauded the additions so far and will applaud and support each additional segment. It is too late to decide we don't want to grow. The reality is that we have a Highway #1 that is no longer able to handle the the amount of cars who need it. Let's just get on with it and widen it!!

Leslie and Ricard Andrews
905 3rd Street
Santa Cruz, CA 95060

lesliea@cruzio.com
831-588-6676

I-22

Response to Comment Letter I-22

Leslie and Ricard Andrews

Comment I-22

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction.

Caltrans recognizes the recurrent congestion that affects highway operations along this critical stretch of Route 1. Caltrans' Interregional Transportation Strategic Plan identifies Route 1 as a High Emphasis Route from the Carmel Bridge in Monterey County to Route 17 in Santa Cruz County. A High Emphasis Route is a subset of roadways within the Interregional Road System that is accorded additional consideration when establishing funding priorities because they connect major economic centers. As portions of the Tier I project are ultimately programmed for design and construction, they will become Tier II projects and will be analyzed in separate Tier II environmental documents. The tiered approach is being used for the corridor because it is anticipated that funding to implement transportation improvements within the corridor will occur over a multiyear time frame.

Comment Letter I-23

I-23

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa, Anderson, Jennifer](mailto:Larson.Theresa.Anderson.Jennifer)
Cc: [Bertaina, Lara E@DOT](mailto:Bertaina.Lara.E@DOT)
Subject: FW: Proposed widening of Highway 1 in Santa Cruz County
Date: Tuesday, January 19, 2016 12:37:49 PM

From: Peter Andrews [mailto:peterandrews2000@hotmail.com]
Sent: Saturday, January 16, 2016 11:34 PM
To: Fowler, Matt C@DOT
Subject: Proposed widening of Highway 1 in Santa Cruz County

Dear Sir,

We have been invited to submit comments regarding the proposed widening of the Highway 1 freeway. In connection with the offer to make comments the website including the "Highway 1 Corridor Investment Program Environmental Documents" was attached.

My comments.

Highway 1 between San Andreas Road and Morrisey in the morning, and the reverse in the afternoon, is a hopelessly inadequate road, and desperately needs to be widened. OR....a tunnel needs to be dug between roughly Aptos and somewhere near Los Gatos to take the Highway 17 traffic away from the congested areas. Taking the highway 17 traffic away from wanting to go through Santa Cruz would alleviate some of the current problem, as so much of the early morning traffic goes on to San Jose.

I-23a

The documents that it was suggested one should read before making comments (which should normally be sensible) includes 528 pages for the Draft Environmental Document, 929 pages of appendices, plus a 380 page 'All Appendices', and 6,212 pages of Technical Studies. For putting an extra lane in an existing highway for 2 or 3 miles this is horrendously expensive nonsense. I would like to pay my taxes to have some good roads, not for the government people and consultants to spend years writing on paper. It takes no science at all to know that the road is inadequate.

I-23b

I tend to benefit from HOV lanes, simply because when I am going somewhere I usually have my wife with me in the car. But I am not in favor of HOV lanes. I do not believe they work. I do not want them.

I-23c

If you insist on having HOV lanes, then it is essential that you build sizable free parking areas at highway entrances for people to leave their cars when they join up with the car pool.

I am very disappointed to see that the exits from the highway are still the very old fashioned

I-23d

and inconvenient exits, and not replaced by much safer and more convenient roundabouts. I know people have to get educated about roundabouts, but they must come here (and much more quickly than they are coming). They are one of the reasons why European roads are so much safer than our roads here.

**I-23d
cont.**

My main comment is "Please get on with it".

Peter Andrews
Seacliff

Response to Comment Letter I-23

Peter Andrews

Comment I-23a

The Tier I corridor planning process evaluated Route 1 from San Andreas Road to Morrissey Boulevard and has identified two alternatives to address congestion. The Tier I Corridor HOV Lane Alternative would provide for additional capacity for carpool and public transit. The Tier I Corridor TSM Alternative would improve traffic operation along this stretch of Route 1. Additional alternatives were also considered, but were withdrawn because they did not meet the most basic objectives of the project, as described in Section 1.5.6, Alternatives Considered but Eliminated from Further Discussion, of the Final EIR/EA with FONSI. After the end of the public review period of the Draft EIR/EA and consideration of public comments, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the presented project alternatives and identified the Tier I Corridor HOV Lane Alternative as the Preferred Alternative for the Tier I project, which is considered at a planning or programmatic level. The cost of the tunnel described in comment I-23a would be substantially higher. Also, a tunnel of this scale would be one of the longest road tunnel in the world, and it would cross the San Andreas Fault.

Peter Andrews

Comment I-23b

Your comment has been taken into consideration as part of the project record. The proposed project is a joint project by Caltrans and the Federal Highway Administration and is subject to State and federal environmental review requirements. Project documentation, therefore, has been prepared in compliance with both the California Environmental Quality Act and the National Environmental Policy Act and for disclosure to the public and approval by both Caltrans and Federal Highway Administration.

Peter Andrews

Comment I-23c

Your comments on the project have been taken into consideration as part of the project record. Within Santa Cruz County, there are six park-and-ride lots where carpool users can leave their vehicles: three are adjacent to Route 1 and three are adjacent to Route 17, northwest of the project area. The locations of these facilities are listed below:

- Resurrection Church, Aptos (Route 1 and Old Dominion Court/Soquel Drive-Seacliff/State Park Drive exit).
- Soquel Drive/Paul Sweet Road, Santa Cruz (Route 1 and Soquel Drive)
- Quaker Meetinghouse, Santa Cruz (Route 1 and Morrissey at 225 Rooney Street)
- Pasatiempo, Santa Cruz (Route 17 at the Pasatiempo exit)
- Scotts Valley Transit Center (Kings Village Road, off Mount Hermon Road)
- Summit Road (Route 17 at Summit Road)

Santa Cruz County Regional Transportation Commission is also considering additional lots at the Larkin Valley Road/San Andreas Road and 41st Avenue interchanges as part of separate future projects.

Peter Andrews

Comment I-23d

Your comments on the project have been taken into consideration as part of the project record. At this time, no roundabouts are proposed as part of the Santa Cruz Route 1 Project. However, the inclusion of roundabouts at highway exits may be considered as future Tier II projects are programmed and designed. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred

alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction.

As additional funding becomes available, additional Tier II projects will proceed through environmental review and design.

Comment Letter I-24

I-24

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Hwy 1
Date: Monday, January 11, 2016 9:43:09 AM

From: Becky Bach [<mailto:rettrout@gmail.com>]
Sent: Saturday, January 09, 2016 6:56 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1

Yes, please widen, carpool would be great if possible.

I-24

Becky Bach
Santa Cruz

Response to Comment Letter I-24

Becky Bach Comment I-24

Your support for the Tier I Corridor HOV Lane Alternative has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design. The Tier I project will ultimately construct northbound and southbound HOV lanes throughout the project limits and provide HOV on-ramp bypass lanes, thus providing time-saving incentives for users of ridesharing, carpooling, and express transit.

Comment Letter I-25

I-25

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Anderson, Jennifer](mailto:Larson.Theresa;Anderson.Jennifer)
Cc: [Bertana, Lara F@DOT](mailto:Bertana.Lara.F@DOT)
Subject: FW: Highway 1
Date: Friday, January 08, 2016 2:35:00 PM

Matt Fowler
 Central Coast Environmental Analysis
 Central Region- District 5
 (805) 542-4603

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

From: dana bagshaw [mailto:cdbagshaw@att.net]
 Sent: Friday, January 08, 2016 2:24 PM
 To: Fowler, Matt C@DOT
 Subject: Highway 1

I found an invitation to submit comments to you on Next Door.

I oppose Highway Widening because it only invites more cars on the highway, very quickly becomes congested, and causes more carbon emissions. Instead we should be putting our efforts into moving away from cars and onto public transit. Trains and light rails in the future, but right now we have a good bus service with the METRO that we need to support and encourage people to use.

I-25

Response to Comment Letter I-25

Dana Bagshaw

Comment I-25

Per comments received during public circulation of the Draft EIR/EA, an induced demand study was conducted as summarized in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI. The results of the study showed that an increase in vehicle miles traveled due to induced demand generated by the project is expected to be minimal (less than 1 percent) for the project alternatives. Even with the additional capacity under the Tier I Corridor HOV Lane Alternative, which has been identified as the preferred alternative for the Tier I project, the mixed-flow lanes would continue to experience congestion. Any substantial improvement to traffic operations during the peak hours would be limited to carpools and buses only in the long term. As such, the proposed corridor improvements are not anticipated to result in any substantial trip inducement. Additional information can be found in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), included as an addendum to the *Traffic Operations Report*.

Further, Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI explains that the Tier I Corridor HOV Lane Alternative would substantially reduce congestion in the future compared to the No Build Alternative. As shown in Table 2.1.5-15 of the Final EIR/EA with FONSI, compared to the No Build Alternative under year 2035 conditions, the Tier I Corridor HOV Lane Alternative would decrease the AM peak hour delay in the northbound direction by 42 minutes (88 percent); and the PM peak hour delay by 21 minutes (84 percent). In the southbound direction, the Tier I Corridor HOV Lane Alternative would decrease AM and PM peak hour delays by 17 minutes (89 percent) and 40 minutes (82 percent), respectively.

Comment Letter I-26

I-26

With regard to carbon emissions, as described in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative would reduce carbon dioxide emissions compared to the No Build Alternative. As discussed in Section 3.2.5, Climate Change under the California Environmental Quality Act, the highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. By increasing vehicle speeds and improving travel times, the Tier I Corridor HOV Lane Alternative would reduce emissions.

With regard to potential train and light rail improvements, Santa Cruz County Regional Transportation Commission is in the process of developing the Santa Cruz Branch Rail Line and may consider other rail projects in the future. The primary commute is from Santa Cruz County to jobs in Silicon Valley and the San Francisco Bay Area, which is not served by rail. Therefore, improvements to the Santa Cruz Branch Rail Line would not alleviate the primary source of congestion in the project corridor. Any concerns regarding proposed or possible future rail projects can be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Finally, in regard to bus service, the Final EIR/EA with FONSI found that the Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of the HOV lanes, results indicate that express buses and other high occupancy vehicles would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No Build Alternative.

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertina, Lara F@DOT
Subject: FW: Hi way 1 widening
Date: Tuesday, January 19, 2016 12:22:16 PM

-----Original Message-----
From: Cyn Baskin [<mailto:cynbaskin@gmail.com>]
Sent: Saturday, January 16, 2016 2:10 PM
To: Fowler, Matt C@DOT
Subject: Hi way 1 widening

I live on the upper westside, do not commute the hill, and try to be home by noon to avoid traffic. The time hi way 1 widening is the most frustrating to me is Friday evening when I try to go to religious services in Aptos. I need at least a one hour window to make the 10 minute commute. I do not believe that widening the highway will increase traffic or residents. We really do have a finite amount of land for more housing. More affordable housing is available in south county, so unless the residents stay put, they would certainly benefit from a more efficient hi way system. I am a 40 year Santa Cruz resident. Please serve the tax payers and widen the hiway.

Sent from Cyn's iPad

I-26

Response to Comment Letter I-26

Cyn Baskin
Comment I-26

With regard to potential for the proposed project to result in increased traffic (a phenomenon referred to as “induced demand”), following the circulation of the Draft EIR/EA, a quantitative analysis was conducted of induced traffic demand that could be caused by the proposed project. Based on simple elasticity calculations, the analysis found that induced demand associated with the proposed project would be about 0.8 percent and 0.3 percent for the HOV Build and TSM Build alternatives under 2035 conditions, respectively. In other words, there would be a minimal increase in vehicle miles traveled (an increase of less than 1 percent) as a result of induced demand from the proposed project. The analysis of induced demand is summarized in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, and described in detail in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), which is included as an addendum to the *Traffic Operations Report*.

Comment Letter I-27

I-27

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Anderson, Jennifer](#)
Cc: [Bertana, Lara E@DOT](#)
Subject: FW: Comment to Highway 1 Proposals and Environmental Analysis
Date: Tuesday, January 19, 2016 12:25:27 PM

From: David Green Baskin [mailto:degbaskin49@gmail.com]
Sent: Saturday, January 16, 2016 2:44 PM
To: Fowler, Matt C@DOT
Subject: Comment to Highway 1 Proposals and Environmental Analysis

I believe the environmental analysis does not adequately assess the adverse consequences to the community that do and will result from the failure to widen Highway 1 to 3 lanes in each direction all the way from Soquel Drive past 41st Avenue to Aptos. Currently there is gridlock far too many hours each day, with traffic stuck in gridlock and belching out toxic fumes into the atmosphere. During this time, emergency vehicles can't move expeditiously to provide their services to the community, from which we all suffer. I don't think it's realistic to get people out of their vehicles using alternative transportation such as bicycles. The train will not work unless we have connecting bus routes to move the train riders after they get off the train. A significant part of the City of Santa Cruz workforce will continue to be unable to afford to live in the City due to the high cost of housing, so there will be an expansion of those commuting along the Highway 1 corridor. The best thing for our environment and economy will be to widen Highway 1 while continuing to encourage the development of more efficient vehicles and more affordable housing.

I-27

Submitted: David Green Baskin, 633 Highland Ave., Santa Cruz, CA 95060-2035.
degbaskin49@gmail.com

Response to Comment Letter I-27

David Green Baskin

Comment I-27

Your support for the project has been taken into consideration as part of the project record. The EIR/EA includes an evaluation of the No Build Alternative, an alternative that assumes that there would be no major construction on Route 1 through the Tier I project limits other than currently planned and programmed improvements and continued routine maintenance. The No Build Alternative is described in Section 1.5.4, No Build Alternative. All the environmental analyses conducted for the proposed project included an evaluation of the No Build Alternative. According to the traffic operations analysis, as stated in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, traffic performance is projected to worsen by year 2035 under the No Build Alternative. Traffic demand would increase as population grows and the region matures, while delays and densities would escalate. In contrast, under the Tier I Corridor HOV Lane Alternative, by year 2035, projected average travel times would improve by 50 to 73 percent over the No Build Alternative, depending on the direction of travel and the peak period. For the northbound direction during the AM peak hour and in the southbound direction during the PM peak hour, travel times would improve by 73 percent and 69 percent, respectively, over the No Build Alternative by year 2035. Travel time improvements are projected for the Tier I Corridor TSM Alternative as well; however, southbound traffic delay is expected to increase by 2 percent over the No Build Alternative by year 2035.

After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative as the preferred alternative for the Tier I project, which is considered at a planning or

programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. As additional funding becomes available, additional Tier II projects will proceed through environmental review and design.

Comment Letter I-28

I-28

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertrana, Lara E@DOT](mailto:Bertrana.Lara.E@DOT)
Subject: FW: widening highway one
Date: Tuesday, January 19, 2016 2:43:38 PM

From: Susan Becker [mailto:suebecker108@sbcglobal.net]
Sent: Monday, January 18, 2016 2:06 PM
To: Fowler, Matt C@DOT
Subject: widening highway one

Dear Matt,
I am in favor of widening Highway 1, especially the third lane between Soquel and 441st Ave. The tie up on HW 1 going south in rush hour is terrible, and also the northbound tie up in the morning. I am also in favor of fast lanes for buses and those with more than one person in the car. We have to do this for the sake of commuters, lessening air pollution and getting cars off the streets near the highway. I hope I am not too late to have my vote count. Thanks, Sue Becker, Capitola, Ca.

I-28

Response to Comment Letter I-28

Susan Becker

Comment I-28

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment Letter I-29

I-29

Highway 1 Corridor Investment Program – EIR/EA Comments

The EIR and supporting analysis is clear that the ultimate Tier 1 improvements with HIOV lanes will significantly improve highway conditions northbound and southbound in planning year 2035. Consistent with the findings of the EIR, Highway 1 desperately needs to be widened to three lanes from Santa Cruz to Larkin Valley/San Andreas Roads to alleviate daily congestion, reduce impacts on the surrounding roadway network, reduce emissions and improve inter-county commerce.

I-29a

Ongoing community discussion about the Tier 1 and 2 improvements cite numerous planning and transportation studies that conclude that incremental widening of highways, in general, is a short term solution to congestion management. The argument against widening is that regional housing and population growth eventually catches up to highway capacity, leaving transportation agencies in the same predicament with pressure to widen again. In many areas of California and the country, these findings may be applicable. For example, in rapidly expanding areas such as Sacramento and other areas with ample land area that are prone to urban sprawl, focusing only on highway expansion is indeed a short-sighted solution to complex regional transportation needs, and designing communities around the automobile is antiquated planning practice. Multiple transportation modes are much more effective, promote healthy communities, and are better for the environment.

But in Santa Cruz County and along the Highway 1 corridor, our conditions are different, and those legitimate transportation planning arguments do not apply here. Here's why:

1. Given our topography and geography, there are no viable alternative north/south routes to bypass congestion, other than Soquel Drive and our neighborhoods. In the past three years there has been a noticeable increase in cut-through traffic impacting San Andreas, Larkin Valley, Bonita, Clubhouse, Summer, Center, MacGregor, Aptos Beach Road, etc., and that's just in South County. Inter-county traffic needs to stay on the mainline facility. Our neighborhoods are experiencing unsafe conditions, and the traffic volumes are taking a toll on roadway and pavement conditions. During the morning commute, Highway 1 is not a reliable option to ensure timely travel. Our family has no choice but to rely on neighborhood streets despite the negative impact on our neighbors.
2. Santa Cruz County has such significant land use and water constraints, that unbridled growth and sprawl is not feasible here. Fears of "build it and they will come" are not founded, as our population and housing growth is highly restricted and measured by environmental, political and economic conditions.
3. Heavy traffic congestion on Highway 1 is present year round, even on weekends, for a reason. Commercial areas, job centers, recreation opportunities, UCSC, tourist traffic, and north/south through traffic are spread throughout the region and all users compete for the same four lanes of highway through our county. This is not just a jobs/housing balance problem associated with Silicon Valley. This is a multi-user capacity problem that is impacting inter-county commerce, as the highway has become a barrier to moving goods and customers as necessary for a healthy economy. Anyone with a job outside the home, or children, or both, will agree. I consistently avoid traveling Highway 1 due to the congestion, stress, and time burden for travel. I rarely shop in downtown Santa Cruz, though I support the "buying local" movement. Sadly I have resorted to online shopping primarily due to the congestion of Highway 1.

I-29b

As passenger rail will do little to alleviate Highway 1 congestion and will cause other neighborhood level impacts associated with noise and safety, conversion of the rail line to a first class recreational trail appears to be the best and most cost effective use of this valuable right of way. Regardless, with or without rail in the equation, we urge Caltrans and SCCRTC to aggressively pursue funding and implement projects that ultimately lead to increased capacity of Highway 1 consistent with the Tier 1 with HIOV lanes alternative. If there is one location on the state highway system that will immediately benefit from capacity improvements, this is it.

I-29c

Barbara Bentley
Aptos

Response to Comment Letter I-29

Barbara Bentley

Comment I-29a

Your support for the Tier I Corridor HOV Lane Alternative has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Barbara Bentley

Comment I-29b

The Final EIR/EA with FONSI analysis supports your assertion that increasing capacity on Route 1 will result in minimal “induced demand”—the term that describes the tendency for the construction of roadway improvements that reduce travel time to induce some new trips that otherwise would not be taken. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, elasticity calculations indicate that the project alternatives would increase vehicle miles traveled as a result of induced demand by less than 1 percent.

Caltrans also notes the substantial adverse effects of congestion on residents and businesses in the Santa Cruz area. The Final EIR/EA with FONSI incorporated an analysis of the costs of congestion in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, and found that the Tier I Corridor HOV Lane Alternative (preferred alternative) would substantially reduce congestion-related costs compared to the No Build Alternative. Specifically, the Final

EIR/EA with FONSI found that the annual cost of congestion under the 2035 baseline condition is \$152,477,390. The Tier I Corridor HOV Lane Alternative would result in an annual congestion cost of \$30,878,487 in 2035, which is a substantial reduction (roughly 80 percent) over the No Build Scenario. More detailed information is available in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), which is included as an addendum to the *Traffic Operations Report*.

Barbara Bentley

Comment I-29c

Your support for the Tier I Corridor HOV Lane Alternative has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. As additional funding becomes available, additional Tier II projects will proceed through environmental review and design. The future of the Santa Cruz Branch Rail Line is outside the scope of this project. Any concerns about the rail line can be directed towards the Santa Cruz County Regional Transportation Commission by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment Letter I-30

I-30

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: Larson, Theresa; Andersen, Jennifer
Cc: Bernata, Lara E@DOT
Subject: FW: Hwy 1 draft EIR comments- Santa Cruz County
Date: Wednesday, November 18, 2015 3:36:53 PM

From: Stefan Berlinski [mailto:coqavin@att.net]
Sent: Wednesday, November 18, 2015 7:45 AM
To: Fowler, Matt C@DOT
Subject: Hwy 1 draft EIR comments- Santa Cruz County

Dear Mr. Fowler,

My wife and I have been commuting from Moss Landing to Soquel Drive along Hwy 1 every day for some years. Every time we car pool, we joke about how the state just doesn't get the need for a light rail or even a commuter train. For the \$600 million proposed for highway expansion, we could really fix up the right of way, est. cost \$14 million, and get some nice rail cars and a frequent schedule going. Let's stop thinking 1950's solutions to a 21st century problem. Please.

Stefan Berlinski
Moss Landing
831 325 6215

I-30

Response to Comment Letter I-30

Stefan Berlinski

Comment I-30

This EIR/EA focuses on the nine-mile corridor from San Andreas Road/Larkin Valley Road to Morrissey Boulevard. Within this corridor, the dominant commute pattern is between Santa Cruz and Silicon Valley/San Francisco Bay Area, which is not served by rail. The existing and projected congestion in the peak direction on Route 1 would not be addressed with rail improvements. As a separate project, Santa Cruz County Regional Transportation Commission is in the process of developing the Santa Cruz Branch Rail Line and may consider other rail projects in the future. Comments or concerns regarding rail projects can be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment Letter I-31

I-31

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bernina, Lara F@DOT](mailto:Bernina.Lara.F@DOT)
Subject: FW: Hiway 1
Date: Tuesday, January 19, 2016 11:46:37 AM

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

From: Jim W. Blain [<mailto:jimw@pacbell.net>]
Sent: Saturday, January 16, 2016 9:11 AM
To: Fowler, Matt C@DOT
Subject: Hiway 1

Matt,

Our family has lived in the area for 45 years . To us, major road improvements down through the years have been in short segments which have only moved the traffic problem from one mile to the next . This is costly and not very effective . What is needed is a project that will solve the remaining hiway gridlock problem at a much faster pace. In my opinion , the preparation ,planning and endless approval cycle for this vital work is absurd. We also support any effort to develop a good rail transportation system between Santa,Cruz through Watsonville to Monterey.

With best regards,
Jim Blain
Scotts Valley, CA

I-31

Response to Comment Letter I-31

Jim Blain

Comment I-31

Although funding sources are not currently identified for the full nine-mile Tier I project, several future funding scenarios exist and Santa Cruz County Regional Transportation Commission and Caltrans remain fully committed to implementing the project. As described in Section 1.1.3, Project Phasing of the Final EIR/EA with FONSI, the Tier I project will be implemented in a series of phases, based on the anticipated availability of funding. In general, the proposed project elements will be constructed by priority based on their potential to relieve congestion and minimize traffic hot spots along the corridor. The auxiliary lanes between Soquel Avenue and 41st Avenue are included as part of the current Tier II project, which will move forward to final design and construction after approval of the Final EIR/EA with FONSI.

Rail transportation is being studied separately, because it is outside of the scope of the proposed project and would not address the dominant commute pattern in the project area, due to a lack of rail facilities between Santa Cruz and Silicon Valley/the San Francisco Bay Area. Santa Cruz County Regional Transportation Commission is in the process of developing the Santa Cruz Branch Rail Line, which would serve the area between Watsonville and Santa Cruz. Comments and concerns regarding that project or other possible rail projects in the future can be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://scrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@scrtc.org.

Comment Letter I-32

I-32

From: [Fowler, Matt C@DOT](mailto:Fowler_Matt_C@DOT)
To: [Larson, Theresa; Anderson, Jennifer](mailto:Larson_Theresa@Anderson_Jennifer)
Cc: [Perkins, Lera F@DOT](mailto:Perkins_Lera_F@DOT)
Subject: EIR
Date: Tuesday, January 19, 2016 11:43:54 AM

From: bigbob203@aol.com [mailto:bigbob203@aol.com]
Sent: Saturday, January 16, 2016 8:37 AM
To: Fowler, Matt C@DOT
Subject: EIR

I am constantly disturbed that people who live on the Westside of Santa Cruz and rarely use the Highway One corridor are the strongest opponents of widening. As one who uses that corridor at least once a week at commute time (now 3 - 6 pm), I have found the added lanes to Soquel Avenue to be a big help, but then it slows down again. If that could be expanded past Capitola, it would be a great benefit, and beyond Rio Del Mar, even better, in part because a lot of over the hill commuters use Old San Jose Road and get on at Capitola. The idea that somehow added lanes add cars is nuts. Those folks are out there now jamming all of the surface streets like Capitola Road and East Cliff Drive into Capitola, Soquel Drive into Soquel and 41st Avenue as people try to drive around the parking lot on Highway One.

I-32

[\[mailto:bigbob203@aol.com\]](mailto:bigbob203@aol.com) Bob Bosso

Response to Comment Letter I-32

Bob Bosso

Comment I-32

Your support for the Tier I Corridor HOV Lane Alternative has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the Tier I project will proceed through environmental review and design. Both Capitola Avenue and Rio Del Mar Boulevard are included in the Tier I project limits and Route 1 improvements are anticipated in those areas as future Tier II projects.

Comment Letter I-33

I-33

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Beltrina, Lara F@DOT](mailto:Beltrina.Lara.F@DOT)
Subject: FW: Highway 1 Widening, Santa Cruz
Date: Tuesday, January 19, 2016 11:39:06 AM

From: Jack Bowers [mailto:jbowerspiano@aol.com]
Sent: Friday, January 15, 2016 9:44 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 Widening, Santa Cruz

Mr. Fowler-

I would like to express my firm opposition to widening Highway 1 to 41st Ave. Our state, our country, our planet are in no position to carry forward more fossil based private transportation schemes. Please divert the funds allocated for this project to public and alternative transportation scheme. We must make them attractive for everyone.

Jack Bowers
422 Windsor St
Santa Cruz 95062

[My friends are my estate.\[brainyquote.com\]](http://www.brainyquote.com)
Emily Dickinson

I-33

Response to Comment Letter I-33

Jack Bowers

Comment I-33

Your comments regarding the project have been considered as part of the project record. Please refer to Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI for discussion of the project's greenhouse gas emissions and contribution to global climate change. As described in this section, the Tier I Corridor HOV Lane Alternative (which was identified as the preferred alternative for the Tier I project) would reduce carbon dioxide emissions compared to the No Build Alternative, by reducing congestion and improving travel times. Carbon dioxide emissions from mobile sources, such as automobiles, are most severe from zero to 25 miles per hour; therefore, to the extent a project can reduce congestion, it can reduce carbon dioxide emissions.

Additionally, the Tier I Corridor HOV Lane Alternative includes three new pedestrian/bicycle overcrossings over Route 1 to address existing pedestrian/bicycle access limitations in the area, which should encourage use of these alternative transportation modes. Likewise, by creating a dedicated HOV lane and improving travel speeds on Route 1, the proposed project also would have a beneficial effect on travel times for express buses. As described in Section 2.1.5, Traffic and Transportation/ Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Transit Market Analysis of Freeway-Oriented Express Buses that was commissioned for the proposed project found that the Tier I Corridor HOV Lane Alternative would increase transit ridership by capturing a portion of latent demand through improved travel times. By contrast, the analysis found that the No Build Alternative may decrease transit ridership because of worsening travel times for transit vehicles, while the TSM Alternative would likely not be able to realize the projected growth in transit ridership or capture any latent demand

because it would not substantially improve travel times. These findings were supported by the Update to the *Transit Market Analysis of Freeway-Oriented Express Buses* (2018).

Comment Letter I-34

I-34

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: Larson, Theresa; Anderson, Jennifer
Cc: Betana, Lara F@DOT
Subject: FW: HWY 1
Date: Tuesday, January 19, 2016 11:48:39 AM

-----Original Message-----
From: Maryellen Boyle [<mailto:mboyle@sraio.com>]
Sent: Saturday, January 16, 2016 10:01 AM
To: Fowler, Matt C@DOT
Subject: HWY 1

I am very much in favor of the HWY 1 widening efforts. I do not believe that widening the highway will promote more development—there is no more land to develop. The traffic congestion on HWY promotes more air pollution!

I-34

Maryellen Boyle
223 May Avenue
Santa Cruz, CA 95060

Response to Comment Letter I-34

Maryellen Boyle

Comment I-34

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. As additional funding becomes available, additional Tier II projects will proceed through environmental review and design. For information on growth in Santa Cruz, please refer to Section 2.1.2, Growth, of the Final EIR/EA with FONSI, which summarizes the *Cumulative Growth Inducement Analysis Addendum*. More detailed information is available in the Cumulative Growth Inducement Analysis Addendum.

Comment Letter I-35

I-35

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertana, Lara E@DOT](mailto:Bertana.Lara.E@DOT)
Subject: FW: Highway 1 plan comments
Date: Friday, January 08, 2016 5:23:19 PM

-----Original Message-----
From: dnb24@me.com [<mailto:dnb24@me.com>]
Sent: Friday, January 08, 2016 5:11 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 plan comments

Dear Mr. Fowler,

Thank you for the opportunity to submit plan comments.

- I strongly support widening Highway 1 ASAP. One major fringe benefit will be to get high speed commuters off the rural roads being used to "cut the corner" between 17 and 1. Either HOV or just wider, whatever gets traffic flowing better.

I-35a

- I would strongly encourage LOWERING the speed limits on Highway 1 and 17 and ENFORCING all speed limits with speed cameras. I spent multiple years driving the autobahns of Germany and have a high performance car, but those two roads have physical constraints that make them unsafe at 65mph and 17 at 55mph coming out of Scotts Valley - and crazy unsafe that the higher speeds people typically are going.

I-35b

Thank you,
 Derek Brown
 4365 Branciforte Drive

Response to Comment Letter I-35

Derek Brown

Comment I-35a

Your support for the project has been taken into consideration as part of the project record. Decrease in freeway congestion and improvements in travel conditions along Route 1 would attract previous “cut-through” traffic back to the freeway from local roads. As discussed in response to Comment I-145b, the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would substantially reduce cut-through traffic. In the southern end of the corridor, average daily cut-through traffic on Soquel Drive would decrease by 3,000 vehicles, while, in the more congested northern end of the corridor average daily cut-through traffic on Soquel Drive would decrease by 30,000 vehicles. There would be a decrease in daily cut-through traffic of about 4,000 to 4,500 vehicles on Capitola Road; and about 4,000 vehicles for Park Avenue.

Derek Brown

Comment I-35b

The project is designed in accordance with the Caltrans Highway Design Manual. The manual establishes uniform policies and procedures to carry out the State highway design function. Within the manual, highway design speed is defined as “a speed selected to establish specific minimum geometric design elements for a particular section of highway.” The elements of a speed limit designation include vertical and horizontal alignment, and sight distance.

In addition, Caltrans established a procedure for setting speed limits in California in the 2014 California Manual for Setting Speed Limits. By following a uniform procedure, agencies systematically establish speed limits that are consistent throughout the State. According to the Caltrans manual, it is possible to select a speed limit that is both

reasonable and effective by measuring drivers' speeds. Speed limits, determined by an Engineering and Traffic Survey (E&TS), are normally set near the 85th percentile speed, which is the speed at or below which 85 percent of the traffic is moving, and statistically represents one standard deviation above the average speed. The project is not proposing to change existing set speed limits within the project limits. HWY 17 is outside of the scope of the project. The proposed project does not address the enforcement of speed limits. The California Highway Patrol is responsible for law enforcement on the State Highway System.

Comment Letter I-36

I-36

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Comment on Draft Highway 1 EIR
Date: Friday, January 15, 2016 1:54:11 PM

From: Norman Nelson [mailto:labnfn@hotmail.com]
Sent: Friday, January 15, 2016 1:50 PM
To: Fowler, Matt C@DOT
Subject: Comment on Draft Highway 1 EIR

Deadline Monday, January 18th

Dear Mr. Fowler:

We are long-time residents (over 40 years in this area) of the region adjacent to the proposed Highway 1 widening. We have noticed that the previous widening of 1 seems to have brought in more traffic along the road. We have felt for some time that light rail and improvements on other forms of transportation would be better for many people and certainly for the environment. Why can't our tax dollars be spent on clean running light rail instead of highway widening? Expanding the highway will undoubtedly bring negligible benefits, produce more greenhouse gases, and contribute to global warming. We have noticed from the previous widening of Highway 1, there has been increased traffic and noise, and some homes along the widened stretch of Highway 1 have suffered decreases in property value. We don't perceive that this was the right thing to do to the neighborhoods just to have more cars on the highway. This area has long been known to be an environmentally friendly/supportive region. Please consider viable alternatives to widening Highway 1.

Respectfully,

Lois A. Brown
 Norman F. Nelson
 2613 Willowbrook Lane #74
 Aptos, CA 95003

I-36

Response to Comment Letter I-36

Norman Nelson

Comment I-36

Rail transportation is being studied separately, because it is outside of the scope of the proposed project and would not address the dominant commute pattern in the project area, due to a lack of rail facilities between Santa Cruz and Silicon Valley/the San Francisco Bay Area. As part of a separate project, Santa Cruz County Regional Transportation Commission is in the process of developing the Santa Cruz Branch Rail Line, which would serve the area between Watsonville and Santa Cruz. Comments and concerns regarding this project or other possible rail projects in the future can be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

By creating a dedicated HOV lane and improving travel speeds on Route 1, the proposed project would have a beneficial effect on travel times for express buses. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Transit Market Analysis of Freeway-Oriented Express Buses that was commissioned for the proposed project found that the Tier I Corridor HOV Lane Alternative would increase transit ridership by capturing a portion of latent demand through improved travel times. By contrast, the analysis found that the No Build Alternative may decrease transit ridership because of worsening travel times for transit vehicles, while the TSM Alternative would likely not be able to realize the projected growth in transit ridership or capture any latent demand because it would not substantially improve travel times. These findings were supported by the *Update to the Transit Market Analysis of Freeway-Oriented Express Buses* (2018).

The Final EIR/EA with FONSI found that the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would substantially reduce congestion in the project area. Compared to the No Build Alternative under year 2035 conditions, the Tier I Corridor HOV Lane Alternative would decrease the AM and PM peak hour delay in the northbound direction by 42 minutes (88 percent) and 21 minutes (84 percent), respectively. In the southbound direction, the Tier I Corridor HOV Lane Alternative would decrease AM and PM peak hour delay by 17 minutes (89 percent) and 40 minutes (82 percent).

As a result of these reductions in congestion, the Tier I Corridor HOV Lane Alternative would reduce carbon dioxide emissions compared to the No Build Alternative. As described in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI, the highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. Therefore, by increasing vehicle speeds and improving travel times, the Tier I Corridor HOV Lane Alternative would reduce emissions.

Potential noise impacts from proposed project activities will be mitigated through noise abatement measures, in accordance with Caltrans and Federal Highway Administration procedures. As discussed in the Section 2.2.7, Noise, of the Final EIR/EA with FONSI, soundwalls are not recommended for the Tier II Auxiliary Lane Alternative because they do not meet the reasonableness criteria; however, noise abatement in the form of a short soundwall or building acoustical treatment will be considered for one house. Assessment of the feasibility of noise abatement for the Tier I Corridor Alternatives is also presented. As future Tier II projects are programmed, they will be subject to separate environmental review, including updated noise analyses. As a result of those analyses, some of the projected future noise levels and attenuation recommendations

provided in the Final EIR/EA with FONSI could change. In addition, those analyses will evaluate the reasonableness of feasible soundwalls based on cost and technical issues in accordance with the Caltrans Traffic Noise Analysis Protocol.

Comment Letter I-37

I-37

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Berfaini, Lara F@DOT](mailto:Berfaini.Lara.F@DOT)
Subject: FW: Draft Highway 1 EIR
Date: Monday, January 11, 2016 9:46:52 AM

From: richard bruce [mailto:richard.bruce@gmail.com]
Sent: Sunday, January 10, 2016 9:01 AM
To: Fowler, Matt C@DOT
Subject: Draft Highway 1 EIR

Dear Matt,

Highway 1 through Santa Cruz has become a parking lot during commute times. As you know this is a waste of energy and people's time and a cause for pollution. People want to move here but the infrastructure has not kept up. With the high price of housing, many workers who provide needed services are forced to commute. When the population grows, transportation needs to grow also. Having a carpool lane would be a wonderful addition, but we are told it is too expensive. Hopefully you can find a solution to our problem.

Richard Bruce
4625 N Rodeo Gulch Rd
Soquel, CA 95073

I-37

Response to Comment Letter I-37

Richard Bruce Comment I-37

Your comment has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment Letter I-38

I-38

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertalana, Lara E@DOT
Subject: FW: Highway 1 Corridor Investment Program Environmental Documents
Date: Tuesday, January 26, 2016 3:21:00 PM
Attachments: US Boondoggles2_son_0.pdf

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

From: Helen Bryce [mailto:helen.s.bryce@gmail.com]

Sent: Monday, January 25, 2016 3:50 PM

To: Fowler, Matt C@DOT

Subject: Highway 1 Corridor Investment Program Environmental Documents

Dear Mr Fowler,

After reviewing the Highway 1 Corridor Investment Program Environmental Documents, I support the NO BUILD option.

The negative environmental impacts of both Tier 1 and Tier 2 are far too great.

In addition, it is clear that the assumptions made by the study (that No Build would have detrimental effects on future transportation and environment are false). I refer to Tables S-1 and S-2.

In response, I am sending to you "Highways Boondoggles 2: More Wasted Money and America's Transportation Future", a study released this month (January 19, 2016) by US PIRG and the Frontier Group. Please note the policy recommendations on pages 43-44. You can also see the study here: https://urldefense.proofpoint.com/v2/url?u=http-3A__uspirg.org_reports_usp_highway-2Dboondoggles-2D2&d=B_QIGaQ&c=NwF-pp4xtYRe0sCRVM8_LWH54joYF7EKmrYldfdq10&r=zGRNwGbuUm2X_rbrpU4HRYNwZeSoM26pgbgZe48_rll&m=J1ZjZUwVaPsQvCHJJDdxw6x_T6odeC3EB9-rUlp4h5s&s=qOzvqUWB2PKvqWlns-vuh-0H15inZiUu6cbN5Pn-Bs&e=

I pasted a synopsis below from:

http://urldefense.proofpoint.com/v2/url?u=http-3A__thehill.com_policy_transportation_266278-2Dstudy-2Dstates-2Dwasting-2D24-2Dbillion-2Don-2Dunnecessary-2Dhighway-2Dprojects&d=B_QIGaQ&c=NwF-pp4xtYRe0sCRVM8_LWH54joYF7EKmrYldfdq10&r=zGRNwGbuUm2X_rbrpU4HRYNwZeSoM26pgbgZe48_rll&m=J1ZjZUwVaPsQvCHJJDdxw6x_T6odeC3EB9-rUlp4h5s&s=MXrbdXLEQeU_3DWC3a-5c8A2kD0vrrfB2vw-zyRU5cE&e=

Study: States wasting billions on highways By Keith Laing - 01/19/16 11:07 AM EST

State governments are wasting \$24 billion on highway projects that are unnecessary, according to a new study released Monday by the United States Public Interest Research Group Education Fund.

The study "details how despite America's massive repair and maintenance backlog, and in defiance of America's changing transportation needs, state governments continue to spend billions each year on new and wider highways," according to the group, which typically pushes for more transit investment.

"Many state governments continue to prioritize wasteful highway projects that fail to effectively address congestion while leaving our roads and bridges to crumble," John Olivier, the national campaign director for 21st Century Transportation at the United States Public Interest Research Group Education Fund, said in a statement.

"This in turn saddles future generations with massive repair and maintenance backlogs that only grow more painful and expensive to fix the longer we wait to do so," he continued.

The finding comes after Congress passed a five-year, \$305 billion highway measure last fall. The measure, known as the Fixing America's Surface Transportation (FAST) Act, calls for spending approximately

I-38a

I-38b

\$205 billion on highways and \$48 billion on transit projects over the next five years.

The authors of the study said state governments are too focused on using the money to build new highways, however.

"America's long-term travel needs are changing, especially among Millennials, who are driving fewer miles, getting driver's licenses in fewer numbers, and expressing greater preferences to live in areas where they do not need to use a car often," Tony Dutzik, senior policy analyst at Frontier Group, said in a statement.

"Despite the fact that Millennials are the nation's largest generation, and the unquestioned consumers of tomorrow's transportation system, states are failing to adequately respond to these changing trends," he added.

The study recommended that states "adopt fix-it-first policies that reorient transportation funding away from highway expansion and toward repair of existing roads and bridges."

Other recommendations include investing "in transportation solutions that reduce the need for costly and disruptive highway expansion projects by improving and expanding public transit, biking, and walking options" and giving "priority to funding transportation projects that reduce the number of vehicle-miles people travel each year, thereby also reducing air pollution, carbon-emissions, and future road repair and maintenance needs."

--

Thank you very much.

Helen Bryce

**I-38b
cont.**

Response to Comment Letter I-38

Helen Bryce

Comment I-38a

Your comments on the project have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design. The avoidance, minimization, and mitigation measures included in the Final EIR/EA with FONSI will be implemented to reduce the environmental impacts of the project.

Helen Bryce

Comment I-38b

Your comments have been considered as part of the project record. The Final EIR/EA with FONSI evaluated the potential for the proposed project to result in “induced demand” (i.e., the possibility that transportation improvements may result in increased travel). As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, elasticity calculations indicate that the project alternatives would increase vehicle miles traveled by less than 1 percent as a result of induced demand. Greater detail regarding the analysis is provided in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), which is included as an addendum to the *Traffic Operations Report*.

The EIR/EA analysis, which is based on the best available data and model projections, finds that with increasing population growth in

the region, and without construction of capacity improvements, traffic conditions on Highway 1 would worsen substantially by 2035. Please refer to Table 2.1.5-19 in the Final EIR/EA for additional information.

Further, the EIR/EA finds that the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would substantially reduce congestion. As shown in Table 2.1.5-15 of the Final EIR/EA, compared to the No Build Alternative under 2035 conditions, the Tier I Corridor HOV Lane Alternative would decrease the AM and PM peak hour delay in the northbound direction by 42 minutes (88 percent) and 21 minutes (84 percent), respectively. In the southbound direction, the Tier I Corridor HOV Lane Alternative would decrease AM and PM peak hour delay by 17 minutes (89 percent) and 40 minutes (82 percent).

In summary, proposed project would result in minimal induced travel demand and substantially improved future congestion conditions.

Comment Letter I-39

I-39

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertagna, Lara E@DOT
Subject: FW: RTC expenditure plan
Date: Tuesday, January 19, 2016 3:11:08 PM

From: Ted Burke [mailto:TedBurke@shadowbrook-capitola.com]
Sent: Tuesday, January 19, 2016 10:45 AM
To: Fowler, Matt C@DOT
Subject: RTC expenditure plan

Thanks for inviting comments about the Santa Cruz RTC expenditure plan:

1. It needs to have a "maintenance-of-effort" element under highway projects to ensure that new \$\$ from the measure will be in addition to and not a replacement of historical RTC spending for Highway 1 improvements.
2. Move the expensive proposed bike/pedestrian overpass projects and related expenditures to the category of bike/pedestrian projects and not under highway improvements where it currently has been misplaced.
3. Retain the trail plan but drop the rail road idea and save the \$\$ for local roads.
4. Insert a "maintenance-of-effort" element to any \$\$ going to Metro in order that new \$\$ from the measure will go to underfunded programs and not to replace current spending in order to support a swollen personnel benefits cost commitment of the agency. Either that or drop them completely as a fund recipient in view that it already receives a full .5% county-wide sales tax revenue stream and forever.

Ted

TED BURKE
 Shadowbrook Restaurant
 Co-owner
 PO Box 65
 Capitola, CA 95010
 (831) 475-1222 (Office)
tedburke@shadowbrook-capitola.com
www.shadowbrook-capitola.com/shadowbrook-capitola.com

Response to Comment Letter I-39

Ted Burke Comment I-39

The EIR/EA is separate from the Santa Cruz Santa Cruz County Regional Transportation Commission Expenditure Plan, and instead focuses specifically on the Tier I Corridor Alternatives, which are evaluated at a programmatic level, and the current Tier II build alternative, which is evaluated at a project level. Project funding is described in Section 1.1.2, Project Funding, of the Final EIR/EA with FONSI. As described in Section 1.1.2, the Santa Cruz Route 1 HOV Lane Project (Tier I) is included in the 2040 Regional Transportation Plan, where it is identified as a financially unconstrained project. Unconstrained projects are those that cannot be implemented over the next 22 years unless there are significant changes in the amount of local, State, and federal funding available for transportation. Potential funding scenarios and revenue sources for incremental development of the Route 1 corridor under the Tier I project is described in Section 1.1.2.

In December 2011, Santa Cruz County Regional Transportation Commission designated \$4 million of the region's share of 2012 State Transportation Improvement Program funds for final design and right-of-way phases of the Tier II Route 1 41st Avenue/Soquel Avenue Auxiliary Lanes and Chanticleer Overcrossing Project, which was subsequently approved by the California Transportation Commission in the adopted 2012 State Transportation Improvement Program. Funding the construction phase of the Tier II Project will be considered by Santa Cruz County Regional Transportation Commission in forthcoming funding cycles.

I-39

Comment Letter I-40

I-40

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertina, Lara F@DOT
Subject: FW: Widen HWY 1
Date: Thursday, January 14, 2016 12:52:13 PM

From: Rebecca Byron Kleis [mailto:beccabyron@hotmail.com]
Sent: Thursday, January 14, 2016 11:42 AM
To: Fowler, Matt C@DOT
Subject: Widen HWY 1

Dear Matt,

Please help launch us into a future with a wider highway, pristine coastal trail, and rapid bus system.

The highway commute will not get better with a train. (RTC Feasibility Study)

*The money that would go to the train can be spent to build a wider Highway 1.
(Whether it is an HOV lane or just a lane, period)*

The money saved from eliminating the train, can help fund the new bridges on Highway 1. Federal and State money would match 50%.

The money put into an underused train, can fund a rapid bus transit system.

The relatively small cost of and maintenance of a coastal TRAIL parkway, like the one in Monterey, will be enjoyed forever by thousands of locals and visitors. Picture people walking, running, bicycling, enjoying nature, quietly savoring the serenity of the forest and coast, while saving tax money and boosting the economy.

*Thank you for your consideration,
Rebecca*

Life is like riding a bicycle, keep moving and you'll stay balanced.

*Rebecca Byron Kleis
514 Middlefield Dr.
Aptos, CA 95003
425-591-4161*

I-40a

I-40b

Response to Comment Letter I-40

Rebecca Byron Kleis

Comment I-40a

The Tier I Corridor HOV Lane Alternative, which would add one HOV lane in each direction, was selected as the preferred alternative for the Tier I project and will be implemented in phases in the future, following project-level environmental review for each phase. By creating a dedicated HOV lane and improving travel speeds on Route 1, the Tier I project would have a beneficial effect on travel times for express buses. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Transit Market Analysis of Freeway-Oriented Express Buses that was commissioned for the proposed project found that the Tier I Corridor HOV Lane Alternative would increase transit ridership by capturing a portion of latent demand through improved travel times. These findings were supported by the *Update to the Transit Market Analysis of Freeway-Oriented Express Buses* (2018).

As described in Section 1.1.2, Project Funding, specific funding sources for the Tier I project have not yet been identified, and several potential future funding scenarios exist. Although potential trail and train projects are not included as part of the proposed project, as a separate project, Santa Cruz County Regional Transportation Commission is in the process of developing the Santa Cruz Branch Rail Line, which would serve the area between Watsonville and Santa Cruz. Comments and concerns regarding that project or other possible rail projects in the future can be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://scrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@scrtc.org.

Rebecca Byron Kleis

Comment I-40b

As described in response to Comment I-40a, trail projects are not being considered as part of the proposed project. Santa Cruz County Regional Transportation Commission has included improvements to Route 1, while also including improvements for alternative modes of transportation, such as pedestrian and bicycle improvements, in the Expenditure Plan. That plan includes the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the bicycle facility network. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz. The scenic trail project is outside the scope of the Route 1 project. Concerns regarding the trail project should be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment Letter I-41

I-41

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Andersen, Jennifer](mailto:Larson.Theresa@Andersen.Jennifer)
Cc: [Beltrina, Lara F@DOT](mailto:Beltrina.Lara.F@DOT)
Subject: FW: highway widening
Date: Monday, January 11, 2016 10:44:41 AM

-----Original Message-----
From: Trish [<mailto:trish@baymoon.com>]
Sent: Sunday, January 10, 2016 9:25 PM
To: Fowler, Matt C@DOT
Subject: highway widening

Hi,
 I am writing in to let you know I support widening Highway 1. Not everyone can work where they can afford to live. That is a reality in our expensive area. Our quality of life is impacted the longer we are in our cars. Public transportation isn't an option at this point.
 Some people say an extra lane will only create more traffic. I disagree.
 I used to travel on Hwy 101 north of Sausalito often and the difference in the traffic flow since adding a third lane has been huge. It used to be congested at all times of day, but now traffic flows. I believe our situation on Hwy 1 would be similar.
 Please support this project to help families trying to make a living and get to and from work.
 Thank you,
 Patricia Canepa

I-41a

I-41b

Response to Comment Letter I-41

Patricia Canepa

Comment I-41a

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Patricia Canepa

Comment I-41b

Adding HOV lanes, as well as ramp metering and auxiliary lanes, is expected to improve the ability of Route 1 to meet future travel demand within the study area. The potential for the proposed project to induce travel was evaluated, as summarized in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, and detailed in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), included as an addendum to the *Traffic Operations Report*. The results of the study showed that an increase in vehicle miles traveled due to induced demand generated by the project is expected to be minimal (less than 1 percent) for the project alternatives.

The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to

final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment Letter I-42

I-42

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bestaina, Lara F@DOT](mailto:Bestaina.Lara.F@DOT)
Subject: FW: Highway 1 in Santa Cruz County
Date: Monday, January 11, 2016 9:23:10 AM

From: Cmcarlson@aol.com [mailto:Cmcarlson@aol.com]
Sent: Monday, January 11, 2016 9:21 AM
To: Fowler, Matt C@DOT
Subject: Highway 1 in Santa Cruz County

Mr. Fowler,

I do not drive Highway 1 each and fight the traffic. I am retired, but I strongly believe in efforts to make that Highway less of a torturous drive for people getting to and from their jobs.

I am continually disappointed in the attitude of so many people in the county who do not have to commute on Highway 1 daily. People are not making that drive because they like it. Santa Cruz has made it easy for businesses and jobs to relocate and makes little or no effort to attract quality jobs to this area.

We owe it to those people raising families and paying taxes in this county to do what we can to make their commute a bit easier.

Thank you,

Charles M. Carlson
724 Clubhouse Drive
Aptos, CA 95003

I-42

Response to Comment Letter I-42

Charles M. Carlson

Comment I-42

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment Letter I-43

I-43

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Beltrina, Lara F@DOT](mailto:Beltrina.Lara.F@DOT)
Subject: FW: Hwy 1 in Aptos, Santa Cruz county
Date: Thursday, November 12, 2015 11:47:02 AM

From: Blake and Kim Carpenter [mailto:carpenterandcarpenter@gmail.com]
Sent: Friday, November 06, 2015 9:58 AM
To: Fowler, Matt C@DOT
Subject: Hwy 1 in Aptos, Santa Cruz county

Hi Matt

I live in Aptos and I drive. I want to give you my two bits of the South bound afternoon traffic problem. There are only two lanes coming off 17, yet when the traffic hits Hwy 1, it bogs down. I believe there are more cars getting off freeway in this area than are getting on, yet it bogs. I thing I know why. I think what happens is the traffic getting on at Bay Avenue needs to climb a fairly steep hill while accelerating to freeway speed. There is a bridge (Capitola Ave) at the top of the on ramp. If a slow truck can't get up to speed it still has to merge into the slow lane before it gets to the bridge. This is where the coagulation starts. He moves into the slow lane doing 30 mph, then the guy behind moves over at 35 and the turd is formed. Tear out that bridge and pull the plug. It will flow. If you don't replace the bridge you will just have a three land parking lot behind it.

I-43

cheers

Blake

--
Carpenter and Carpenter
Design, Engineering, and Title 24
831-359-8080

Response to Comment Letter I-43

Blake and Kim Carpenter

Comment I-43

Replacement of the existing Capitola bridge is included in the Tier I project, which is considered at a planning or programmatic level. Future modifications to this segment of the Tier I project would be considered in a future Tier II project-level environmental document.

Comment Letter I-44

I-44

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Highway 1 EIR
Date: Wednesday, November 18, 2015 3:45:48 PM

From: James Carpenter [mailto:joenetking@hotmail.com]
Sent: Wednesday, November 18, 2015 2:44 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 EIR

Dear Matt Fowler,

I read the draft of Highway 1 EIR and I questioned the validity of the report as begin current. The traffic studies are from 2003 and 2010 and there have been substantial changes to both Highway 1 and the economy since the last traffic study has been completed.

I-44a

The tiers of the study no longer appear appropriate. It would seem to me that there would be one Tier for North of 41 Ave and another Tier for South of 41 Ave, it should be a full three lanes from 41st to Hwy 17. what would be the point of adding a lane between 41st Ave and Soquel and then dropping down a lane Morrissey when going north?

I-44b

The last construction project on Hwy 1 between Soquel and the 17 took far to long to complete and turned the Highway 1 into a parking lot for 3 years or more. The study should include a speed of construction clause to mitigate traffic during construction of new lanes lest we have another 5 year parking lot courtesy of Cal Trans.

I-44c

The environmental impact report should include impacts and mitigation of construction lest we just have a highway under construction for 10 of the next 20 years which would be substantially worse than not doing the construction in the first place.

The last construction project certainly did not build for the future its did not accomplish any goals in improving traffic. We have lanes that stop and start and back up regularly when going north on highway which should have been alleviated by the last construction project. The current proposed project does not appear to build properly for the future as 3 full lanes from 41st need to be consider to HWY 17 not just adding a land between 41st and Soquel.

I-44d

I request a new traffic study be completed.

I-44e

James Carpenter
 718 Modesto Ave
 Santa Cruz, CA 95060

Response to Comment Letter I-44

James Carpenter

Comment I-44a

Information about current conditions based on traffic counts collected in late 2016 is provided in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, which summarizes the 2017 *Traffic Analysis Technical Memorandum*. Also, a discussion on the validity of traffic analysis results reported in the 2012 *Traffic Operations Report* is included in the memorandum. The memorandum determines that the results of traffic studies reported in the 2012 *Traffic Operations Report* and the Draft EIR/EA are valid for use in the Final EIR/EA with FONSI. As such, a new traffic study is not warranted.

James Carpenter

Comment I-44b

The “tiers” of the study refer to the level of environmental analysis. Tier I indicates a program-level of environmental review, while Tier II indicates project-level analysis. The current Tier II project would provide a new auxiliary lane between 41st Avenue and Soquel Avenue. An auxiliary lane is an extra lane on the highway between two interchanges, which gives drivers more time to merge in or out. There are existing auxiliary lanes between Soquel Avenue and Morrissey Boulevard. An auxiliary lane is designed to terminate at an off-ramp and does not continue through an interchange.

The Tier I Corridor HOV Lane Alternative has been selected as the preferred alternative and is anticipated to be implemented in a series of phases, based on the potential for elements of the Tier I project to relieve congestion and minimize traffic hot spots along the corridor. As currently planned, following are the primary elements of the phased improvements under a limited funding scenario:

1. Construct auxiliary lanes and bike/pedestrian overcrossings in phases between Larkin Valley/San Andreas Road and Soquel Drive, including replacement of the Capitola Avenue Overcrossing, Santa Cruz Branch Rail Line, and Aptos Creek Bridges. Projects along the highway to construct auxiliary lanes would be completed consistent with the long-term Tier I vision for the corridor. After the 41st Avenue – Soquel Drive Auxiliary Lane project, the next Tier II projects would be the Mar Vista Drive pedestrian/bicycle overcrossing project, the auxiliary lane projects between State Park Drive Interchange, and the Bay/Porter Avenue Interchange, as proposed in the Measure D, Transportation Improvement Plan.
2. Construct full or partial interchange improvements consistent with the long-term vision for the corridor, including local roadway and ramp improvements to accommodate a future ramp metering system.
3. Construct new median HOV lanes.

The improvements listed above are prioritized based on traffic operational conditions and the timetable will be determined primarily by available funding.

James Carpenter
Comment I-44c

The Tier I Corridor HOV Lane Alternative (which was selected as the preferred alternative for the Tier I project) will be implemented in phases. Please refer to Section 2.4.1, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI for discussion of construction-period impacts on transportation and traffic. As described in Section 2.4.1, it is anticipated that during the construction of each phase of the Tier I project, there would be temporary impacts on transportation. This may include closure of existing bicycle, transit, or pedestrian facilities at times, and may require temporary rerouting of transit service due to interchange work and ramp closures. Increased

congestion on Route 1 and on local streets would occur during construction due to short-term lane closures, detours, and as a result of signage stipulating reduced speeds through construction zones.

The first phase of the Tier I Corridor HOV Lane Alternative will consist of constructing auxiliary lanes between Soquel Avenue and 41st Avenue and a bicycle/pedestrian overcrossing of Route 1 at Chanticleer Avenue, which was studied in this EIR/EA as the Tier II Auxiliary Lane Alternative and is the preferred alternative for the Tier II project. These improvements will move forward to final design and construction after approval of the Final EIR/EA with FONSI. The avoidance, minimization, and mitigation measures identified in Section 2.4.1, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI for the Tier II Auxiliary Lane Alternative will be implemented during construction of this project.

The EIR/EA provides various avoidance, minimization and mitigation measures to reduce the adverse effects of construction activity on traffic conditions during construction, including preparation and implementation of a project-specific Transportation Management Plan. Caltrans acknowledges that construction-related travel delays affect local residents and other highway users and has identified measures to reduce these effects to the extent feasible. As the Tier I project is implemented through a series of future Tier II projects, each project will be subject to a project-specific environmental review process and will be developed/ analyzed further in a future project-level environmental document.

James Carpenter
Comment I-44d

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would provide for three continuous lanes of travel. Due to funding constraints, the Tier I Corridor HOV Lane Alternative will be implemented in a series of phases, based on the potential for elements of the Tier I project to relieve congestion and

minimize traffic hot spots along the corridor. As currently planned, the earliest phases would construct auxiliary lanes and bike/pedestrian overcrossings. After the construction of the current Tier II 41st Avenue – Soquel Drive Auxiliary Lane project, the next Tier II projects would be the Mar Vista Drive pedestrian/bicycle overcrossing project, the auxiliary lane projects between State Park Drive Interchange, and the Bay/Porter Avenue Interchange, as proposed in the Measure D, Transportation Improvement Plan. For more information about the phasing of the Tier I Corridor HOV Lane Alternative, please refer to response to Comment I-44b.

James Carpenter

Comment I-44e

As discussed in response to Comment I-44a, a new traffic analysis was conducted using traffic counts collected in 2016, which validated the use of the 2012 *Traffic Operations Report*.

Comment Letter I-45

I-45

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa/ Andersen, Jennifer](mailto:Larson.Theresa@Andersen.Jennifer)
Cc: [Berfaino, Lara F@DOT](mailto:Berfaino.Lara.F@DOT)
Subject: FW: highway 1 widening
Date: Tuesday, January 19, 2016 1:55:26 PM

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

From: Sheila Carrillo [<mailto:escudifia@baymoon.com>]
Sent: Sunday, January 17, 2016 7:08 AM
To: Fowler, Matt C@DOT
Subject: highway 1 widening

Hello,

I have lived in Santa Cruz County for over 40 years and love our community. I am not convinced that widening Highway 1 would have any positive outcome. I have read repeatedly that widening roads just encourages more cars, more driving, more development--the opposite of what we want and need--and eventually results in the same bottlenecks. I think about Los Angeles as my daughter lives in Venice. How many lanes do the freeways have???

Yet there are insufferable traffic jams daily.

The most environmentally sound and positive direction is to support and subsidize alternatives like carpooling, efficient and affordable mass and rapid transit, biking and bike sharing, and walking, through action, incentives, and education modelling ourselves after successful examples.

We can set goals for cutting car travel and become a role model for sustainable transportation systems. Santa Cruz can do it!!

Thanks.

I-45a

I-45b

Response to Comment Letter I-45

Sheila Carrillo

Comment I-45a

The Final EIR/EA with FONSI evaluated the potential for the proposed project to result in “induced travel demand” -- which is the term used to describe the tendency for roadway improvements that reduce travel times to result in new vehicle trips that would not otherwise taken. Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI for a description of an analysis of induced demand conducted in 2017, in which elasticity calculations indicated that the project alternatives would increase vehicle miles traveled by less than 1 percent as a result of induced demand. In other words, while adding capacity to Highway 1 could encourage some increased use of the highway, these impacts would be minimal. More information regarding that analysis be found in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), which is included as an addendum to the *Traffic Operations Report* and summarized in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI. Additionally, Section 2.1.5 shows that the proposed project would substantially reduce congestion under future year traffic conditions (refer to Table 2.1.5-15 in the Final EIR/EA with FONSI).

Sheila Carrillo

Comment I-45b

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would support carpooling, mass transit in the form of express buses, and pedestrian/bicycle travel. As described in Section 1.5, Alternatives, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative would include one new HOV lane in each direction of Highway 1, as well as three new pedestrian/bicycle highway overcrossings. Section 2.1.5, Traffic

and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI analysis finds that, by reducing congestion, the proposed project will improve bus travel speeds on Highway 1, and thereby may promote increased ridership. Further, the new pedestrian/bicycle overcrossings will address existing deficiencies in bicycle and pedestrian access/ability to cross Highway 1 in the area, which will encourage use of these alternative transportation modes.

Passenger rail is outside the scope of this project; Santa Cruz County Regional Transportation Commission is currently in the process of developing the Santa Cruz Branch Rail Line, which is identified in its Expenditure Plan. Any concerns or comments related to passenger rail can be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment Letter I-46

I-46

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Berdina, Lara E@DOT](mailto:Berdina.Lara.E@DOT)
Subject: FW: auxiliary lanes
Date: Monday, January 11, 2016 11:25:24 AM

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

From: mike carroll [<mailto:mike22@prodigy.net>]
Sent: Monday, January 11, 2016 11:23 AM
To: Fowler, Matt C@DOT
Subject: auxiliary lanes

Matt. -- Lived here for over 55 years and the traffic only gets worse. The best up grade in the last few years have been the auxiliary lanes from the fish hook to Soquel Ave. I fully support the addition of new lanes from Soquel to 41st and beyond to park ave.
What ever it takes I'm for it. Mike Carroll. Mike22@prodigy.net

I-46

Response to Comment Letter I-46

Mike Carroll

Comment I-46

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment Letter I-47

I-47

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Highway 1 tier II plan comments
Date: Friday, January 08, 2016 11:10:59 AM

From: kyle carter [mailto:kcarter1977@yahoo.com]
Sent: Friday, January 08, 2016 10:52 AM
To: Fowler, Matt C@DOT
Subject: Highway 1 tier II plan comments

Hi, I live in Aptos and commute on highway 1 to highway 17 then to San Jose. I can understand putting in longer on and off ramps to lessen the affect of the main traffic. But since putting in the auxiliary lanes from Morrissey to Soquel, traffic has not been improved. The main problem is there are too many cars for the 2 lanes of highway. I would rather see my money spent on widening highway 1 to 3 lanes in each direction from Santa Cruz to Watsonville, along with longer on and off ramps. This would reduce the problems caused by people trying to get on and off the highway and allow for the many cars to travel at faster speeds.

Thank you,
Kyle
Aptos

I-47

Response to Comment Letter I-47

Kyle Carter Comment I-47

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would provide for three continuous lanes of travel. Due to funding constraints, the Tier I Corridor HOV Lane Alternative will be implemented in a series of phases, as described in response to Comment I-44b. Under both Tier I alternatives interchanges will have longer on/off ramps.

Comment Letter I-48

I-48

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Beltrina, Lara F@DOT](mailto:Beltrina.Lara.F@DOT)
Subject: FW: Highway 1 Tier I/Tier II Draft Environmental Impact Report & Environmental Assessment
Date: Thursday, January 14, 2016 9:54:01 AM

From: carl casey [mailto:carl.casey@oracle.com]
Sent: Wednesday, January 13, 2016 5:46 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 Tier I/Tier II Draft Environmental Impact Report & Environmental Assessment

Mr. Fowler, I strongly encourage you to consider the outrageous cost of developing a commuter rail corridor in Santa Cruz county. It is completely unwarranted, it would be a boondoggle that nobody would use, and would have an unsustainable yearly maintenance and operating cost. Instead, we should develop the old rail line as a walking and biking path only, and add merge lanes, HOV lanes, and longer on-ramps with metering lights on Highway 1 from the intersection of Hwy 17 south to Freedom Blvd. sincerely, carl casey, santa cruz county resident.

I-48

Response to Comment Letter I-48

Carl Casey

Comment I-48

Passenger rail is not included as part of the proposed project. Please refer any concerns or comments regarding any proposed rail and/or trail projects to Santa Cruz County Regional Transportation Commission. As described in Section 1.5, Alternatives, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would include one new HOV lane in each direction, auxiliary lanes in several locations, and metering lights/other transportation system management measures.

Comment Letter I-49

I-49

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
 To: Larson, Theresa; Anderson, Jennifer
 Cc: Bernano, Lara E@DOT
 Subject: FW: Hwy 1 Widening
 Date: Tuesday, January 26, 2016 2:58 16 PM

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

From: Judy [[mailto.expresso76@yahoo.com](mailto:jmailto.expresso76@yahoo.com)]
 Sent: Monday, January 25, 2016 8:02 AM
 To: Fowler, Matt C@DOT
 Subject: Hwy 1 Widening

Dear Mr. Fowler,

Thank you for taking comments regarding Hwy. 1 widening. I am as strongly opposed to its widening as I am FOR our terribly limited resources being used for sensible, safe, and community-oriented rail trails, pedestrian bridges, and shared-use path designs. A resident since 1976, I hope I'm still alive when some of these forward looking improvements are finally and fully invested in and implemented.

Progress for a more humane community, largely dependent on improved transportation methods, has been painfully slow. I have remained hopeful and committed the whole of my 40 years here. To date, it has not been a progression I am proud of. All indicators point to the urgent need to move away from our shortsighted, gluttonous support for single occupancy vehicle infrastructure.

Please do the right thing. Help renew pride in our community. Thank you for your time and consideration. Best wishes.

Judy Cassada
 P.O. Box 1363
 Capitola, CA 95010
 (831) 479-7491

I-49

Response to Comment Letter I-49

Judy Cassada

Comment I-49

Your comments on the project have been taken into consideration as part of the project record. Passenger rail and trails are outside the scope of this project but may be considered by Santa Cruz County Regional Transportation Commission. Santa Cruz County Regional Transportation Commission has included improvements to Route 1, while also including improvements for alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz. Any concerns regarding the Santa Cruz Branch Rail Line or the Monterey Bay Sanctuary Scenic Trail Network can be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://scrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@scrtc.org.

The proposed project would include pedestrian/bicycle infrastructure improvements and would encourage carpooling, vanpooling, and bus transit. As described in Section 1.5, Alternatives, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would include one new HOV lane in each direction, as well as three new pedestrian/bicycle overcrossings of Highway 1. In addition to reducing congestion, these improvements would promote use of these alternative modes of transportation and help to reduce incentives for single-occupancy vehicle use.

Comment Letter I-50

I-50

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Andersen, Jennifer](mailto:Larson.Theresa.Andersen.Jennifer)
Cc: [Beltrina, Lara E@DOT](mailto:Beltrina.Lara.E@DOT)
Subject: FW: Proposed projects on highway 1 in Santa Cruz County
Date: Friday, December 04, 2015 12:36:09 PM

From: Susan Cavalieri [mailto:susanwcavalieri@gmail.com]
Sent: Friday, December 04, 2015 10:25 AM
To: Fowler, Matt C@DOT
Subject: Proposed projects on highway 1 in Santa Cruz County

Dear Mr. Fowler,

I am writing to oppose the proposed widening of highway 1 and to voice my support for bike, bus and rail transportation options. According to the NY Times, on 12/3/15, driving to work alone everyday uses "more than your entire carbon budget for the year." As a society we cannot continue to buy cars and travel independently in them. Climate changes affect the entire globe and we all may be doomed as CO2 levels continue to increase. Our 20th century lifestyle cannot continue into the 21st century. Only fewer cars on the road will solve highway 1 congestion. Santa Cruz County must encourage fewer cars and innovative low carbon transportation, which will be a model for other communities, rather than supporting a transportation system which will lead to our collective demise.

Sincerely,
Susan Cavalieri
190 Walnut Ave., Unit 101
Santa Cruz, Ca 95060

I-50

Response to Comment Letter I-50

Susan Cavalieri

Comment I-50

Your comments have been considered as part of the project record. The proposed project would support bus and bicycle transportation. As described in Section 1.5, Alternatives, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would include a new HOV lane in each direction and three new pedestrian/bicycle overcrossings of Highway 1. By reducing congestion, the EIR/EA analysis finds that the HOV lane alternative would improve bus travel speeds and thereby promote increased bus ridership.

Further, please refer to Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI, which evaluates the proposed project's carbon dioxide emissions and contribution to global climate change. As described in this section, by reducing congestion, the Tier I Corridor HOV Lane Alternative would reduce carbon dioxide emissions compared to the No Build. As discussed in Section 3.2.5, Climate Change under the California Environmental Quality Act, the highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. Therefore, to the extent that projects may increase vehicle speeds and improve travel times, they may reduce carbon dioxide emissions.

Rail solutions are not considered as part of this project but may be considered by Santa Cruz County Regional Transportation Commission in the future. Santa Cruz County Regional Transportation Commission is currently in the process of developing the Santa Cruz Branch Rail Line, which is identified in its

Expenditure Plan. Any concerns or comments related to passenger rail can be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment Letter I-51

I-51

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Andersen, Jennifer](mailto:Larson.Theresa@Andersen.Jennifer)
Cc: [Beltrina, Lara F@DOT](mailto:Beltrina.Lara.F@DOT)
Subject: FW: Hwy 1 from Hwy 17 to Seacliff exit-
Date: Tuesday, January 12, 2016 4:21:28 PM

From: mark chandler [<mailto:markchandlerflyfish1@outlook.com>]
Sent: Tuesday, January 12, 2016 3:39 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1 from Hwy 17 to Seacliff exit-

Hi, I am hoping that you see my logic in our transportation woes here in Santa Cruz during peak hours—ie, approx. 4pm to 6 pm southbound. 7 am to 9 am northbound. On the SB commute we have an on ramp at Morrissey Blvd that is impossibly short-there is no way for vehicles to get to 65 mph and merge safely-I recommend that you close the on ramp from Fairmont. Another on ramp that slows commute traffic is at the Soquel Ave SB on ramp-once again it is way to short a distance to get up to freeway speeds. There is room to lengthen that on ramp. There is one more on ramp at Bay Ave that not much can be done about-since that is uphill and heavy trucks cannot reach freeway speeds. Also another possibility would be to add another lane from Soquel to 41st and close off the left lane for traffic going on to Aptos and Watsonville. As far as Northbound goes-same issues with short on ramps. Address these issues and solve our traffic woes. Thanks for your consideration Mark Chandler.

Sent from [Mail\[go.microsoft.com\]](mailto:Mail[go.microsoft.com]) for Windows 10

I-51

Response to Comment Letter I-51

Mark Chandler

Comment I-51

The Tier I corridor planning process has looked at number of different alternatives to improve operation for each of the interchanges, including merge weave movements. Detailed analysis and proposed improvements at the Morrissey Boulevard Interchange will need to be further evaluated in the future, when this project reaches its own Tier II (design and implementation) phase. There will be an opportunity to comment on specific improvements during the project-level environmental review of each future Tier II project.

Comment Letter I-52

I-52

From: JulianaCheng [mailto:deoxyjanhh@aol.com]

Sent: Tuesday, January 19, 2016 3:24 PM

To: info@scrtc.org; deoxyjanhh@aol.com

Subject: Re: UPDATE: Extension to Jan 25 for Public Review for SCR Hwy 1 DEIR/EA

Two years instead of one was used to expand Hwy 1 to six lanes just to solve the congestion issues. Are there no more traffic jam today during rush hours around 4pm? Issues not solved AT ALL!

JULIANA CHENG
Santa Cruz, Calif. 95065

I-52

Response to Comment Letter I-52

Juliana Cheng

Comment I-52

Your comment regarding the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction in 2019. More detailed design and construction of the Tier I project will occur over a multiyear time frame. As portions of the Tier I project are ultimately programmed for design and construction, they will become Tier II projects and will be analyzed in separate Tier II environmental documents. As discussed in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, with implementation of the project features included as part of the Preferred Alternative, Tier I Corridor HOV Lane Alternative, traffic delay would be reduced substantially in both the northbound and southbound directions in year 2035. In the northbound direction, the AM peak hour delay would decrease by 42 minutes, or 88 percent; the PM peak hour delay would decrease by 40 minutes, or 84 percent. In the southbound direction, the AM peak hour delay would decrease by 17 minutes, or 89 percent; the PM peak hour delay would decrease by 40 minutes, or 82 percent.

Comment Letter I-53

I-53

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: public comment on draft highway 1 EIR
Date: Wednesday, January 13, 2016 2:44:37 PM

From: Leslie Chow [mailto:lchow@iconicsport.com]
Sent: Wednesday, January 13, 2016 2:08 PM
To: Fowler, Matt C@DOT
Cc: Leslie Chow
Subject: public comment on draft highway 1 EIR

Dear Matt

As a local business owner and Aptos resident I strongly encourage the Tier II project addition of auxiliary lanes between Soquel Dr and 41st avenue and the Tier I plan adoption of a widening strategy (either the corridor TSM or HOV alternative or other affordable compromise version) as soon as possible. I also support the improved bicycle and pedestrian aspects of the Tier I project.

I-53a

The traffic delays which last over 4 hours southbound (typically 3pm thru 7-8 pm and 7am thru 10 am northbound on weekdays make operating a business in santa cruz county nearly untenable and The time wasted sitting in traffic has been a significant economic loss to my business and I am considering closing my business.

Because the traffic delays are also significant during the weekend, especially during tourist season, the rt 1 conditions also severely reduce my overall satisfaction as a resident in the county. As an Aptos resident and individual consumer I have reluctantly reduced my patronage of both merchant and service businesses in the north county (Capitola and Santa Cruz), moving to online vendors even though I prefer to support local businesses.

The alternative street routes are barely better than Rt 1 due to traffic and lack of traffic light synchronization. Besides the economic impact of the time wasted and lost revenue to local businesses, the environment impact of thousands of barely moving cars for 6-8 hours per day is significant even though not measured in the report.

I-53b

The report refers to 'current' (2009 data) baseline delays of 15 minutes (southbound) and 0 northbound during peak traffic which I think is very low compared to my actual experience which I would estimate at 15 min northbound and 15 - 45 minutes southbound going to/from the fishhook to State park drive. The traffic now is very much worse than it was in 2009 and much worse than it was only a couple years ago so I think the report's improvement times are very much understated and should be restated with more current baseline data.

Thank you for soliciting comments from the community.

Leslie Chow
 Aptos resident and local business owner

PS. I found the 528 page document extremely difficult to navigate and skipped reading some

I-53c

Response to Comment Letter I-53

relevant sections because it was too hard to find them. Suggest the addition of document hyperlinks from the Table of Contents to sections and inline when the document refers to other sections as well as a hyperlinked index. Thanks in advance.

**I-53c
cont.**

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Leslie Chow

Comment I-53a

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Leslie Chow

Comment I-53b

Current traffic conditions along the study corridor are documented in the Section 2.1.5, Traffic, Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, which summarizes the 2017 *Traffic Analysis Technical Memorandum*. This is based on the most recent traffic counts collected in late 2016. Based on the latest traffic data, the average travel time is about 31 minutes per vehicle during the peak commute hours and the average travel delay is about 20 minutes per vehicle. The 2016 traffic data are presented in Section 2.1.5 of the Final EIR/EA with FONSI. However, as discussed in the 2017 *Traffic Analysis Technical Memorandum*, the 2004 Association of Monterey Bay Area Governments Model provided more reliable results for actual conditions in 2016 than using the more recent 2014 Association of Monterey Bay Area Governments Model for traffic forecasting.

With regard to the identification of baseline conditions for conducting the traffic analysis, Caltrans and the Federal Highway Administration determined that it is more appropriate to compare

Comment Letter I-54

I-54

projected traffic under the Tier I Project to the 2035 no build conditions than the 2016 existing conditions. A comparison of existing traffic conditions to future conditions with the project could create the mistaken impression that the project condition will occur soon after the existing condition, as typically occurs in most projects. In a typical traffic analysis, a twenty-year time horizon is modeled to demonstrate the conditions that would occur after the project has been in operation for a number of years. However, unlike most environmental documents, the proposed project improvements would not be fully constructed in the near term. Instead, the project operations modeled in the traffic analysis are anticipated to begin after 2035. Since the full benefits of the proposed improvements are not anticipated to be realized until after 2035, comparing the project condition with the future No Build condition is much more informative than a comparison with existing conditions.

Leslie Chow

Comment I-53c

The electronic version of the Final EIR/EA with FONSI, Volume I, includes hyperlinks in the Table of Contents, and at inline references to other sections. It was not feasible to prepare a hyperlinked index

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertaina, Lara E@DOT](mailto:Bertaina.Lara.E@DOT)
Subject: FW: Highway 1 project
Date: Tuesday, January 19, 2016 3:13:02 PM

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

From: JANICE M COCKREN [<mailto:jcockren@sbccglobal.net>]
Sent: Tuesday, January 19, 2016 1:40 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 project

I am a supporter of widening Highway 1 through to where it would meet the current 3 lanes north and south. I also support the rail line. Having lived in Watsonville for 30+ years and suffered the daily commute to UCSC, I am sympathetic to those now enduring the constant unending crawl to and from Santa Cruz. Although retired, I still am caught in never knowing, even late morning and mid afternoon, if I need an hour to get to an appointment or if it will be a smooth 30 minute drive. Something has to happen to relieve those of us who live in south county. Talking of bike trails won't get a person to work from Watsonville. Buses have to use the same available roads as autos so there's no relief there. I hope something finally happens even though we're years behind. Janice Cockren

I-54

Response to Comment Letter I-54

Janice M. Cockren

Comment I-54

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects within the larger Tier I project will proceed through environmental review and design.

Comment Letter I-55

I-55

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Beltrame, Lara F@DOT](mailto:Beltrame.Lara.F@DOT)
Subject: FW: HWY 1 Improvements
Date: Thursday, January 14, 2016 8:53:23 AM

From: Lou Cole [<mailto:lou9251@gmail.com>]
Sent: Wednesday, January 13, 2016 5:30 PM
To: Fowler, Matt C@DOT
Subject: HWY 1 Improvements

Hello,

I am very much in favor of both Tier 2 & Tier 1 improvements to HWY 1 in the Santa Cruz county area!

I-55

Thank you, Lou Cole

Response to Comment Letter I-55

Lou Cole

Comment I-55

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects within the larger Tier I project will proceed through environmental review and design.

Comment Letter I-56

I-56

From: [Fowler, Matt C@DOT](mailto:Fowler_Matt_C@DOT)
To: Larson, Theresa; Andersen, Jennifer
Cc: [Bertalno, Lara F@DOT](mailto:Bertalno, Lara_F@DOT)
Subject: FW: Highway 1 development
Date: Tuesday, January 12, 2016 11:22:25 AM

Matt Fowler
Central Coast Environmental Analysis
Central Region- District 5
(805) 542-4603

From: Renee Coletta [<mailto:rcoletta@cityofsantacruz.com>]
Sent: Tuesday, January 12, 2016 11:19 AM
To: Fowler, Matt C@DOT
Subject: Highway 1 development

I drive the daily commute from Watsonville to Santa Cruz and back in order to go to work. All I can say is that we need help. From Rio Del Mar to Highway 1 exit and from the fishhook in Santa Cruz to State Parks exit in Aptos, it's hell. We need help. Thanks.

I-56

Renee COLETTA | WATER DEPARTMENT | Phone: 831-420-5204
Adm. Asst. | 212 Locust Street | rcoletta@cityofsantacruz.com
Suite A
Santa Cruz, CA 95060



Response to Comment Letter I-56

Renee Coletta

Comment I-56

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects within the larger Tier I project will proceed through environmental review and design.

Comment Letter I-57

I-57

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Berfaino, Lara F@DOT](mailto:Berfaino.Lara.F@DOT)
Subject: FW: Highway 1 comments
Date: Thursday, January 21, 2016 9:17:21 AM

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

From: Trician Comings [mailto:triciansc@mindspring.com]
Sent: Wednesday, January 20, 2016 7:17 PM
To: Fowler, Matt C@DOT; Cory Caletti
Subject: Highway 1 comments

Dear SCCRTC,

I have been following these issues for years, but have to admit I have not read the relevant documents. So my comments may be more off the cuff, intuitive or instinctual.

It would be a better use of our resources and for the planet to try to move people in all manners OTHER than single occupancy cars and highway widening. Think busses with bikes, van pools, encouraging more carpooling, bicycling/walking on the Rail Trail, and even a cross county train.

I am all for bridges going over the highway so people can access neighborhoods easily and without cars.

I think planners should look to how other countries, especially in Europe, deal with transportation issues. There are plenty of places where you really do not NEED a car to have a good life. With the oil and climate issues, we really should be focusing on how we can get around without harming our environment.

NO on more Highway widening! It is just NOT a sustainable solution.

People may squirm and complain for awhile but they will get on board, just like during a war or a water crisis.

Santa Cruz can do better.

Trician
 Santa Cruz

I-57

Response to Comment Letter I-57

Trician Comings

Comment I-57

Your comments have been considered as part of the project record. The proposed project would support carpooling, van pools, bus transit, and bicycling/walking. As described in Section 1.5, Alternatives, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would include a new HOV lane in each direction and three new pedestrian/bicycle overcrossings of Highway 1. The EIR/EA analysis finds that, by reducing congestion, the HOV lane alternative would improve bus travel speeds and thereby promote increased bus ridership. Further, by providing a dedicated HOV lane, motorists would have additional incentives to carpool or use express bus transit. The pedestrian/bicycle overcrossings would address existing deficiencies in pedestrian and bicycle access across Highway 1 and would thereby encourage increased use of these alternative transportation modes.

Rail solutions are not being considered as part of the proposed project but may be considered by Santa Cruz County Regional Transportation Commission separately. Santa Cruz County Regional Transportation Commission has included improvements to Route 1, while also including improvements for alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz. Any concerns regarding the Santa Cruz Branch Rail Line or the Monterey Bay Sanctuary Scenic Trail Network, as well as comments related to

other possible transit improvements, can be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://scrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@scrtc.org.

Comment Letter I-58

I-58

-----Original Message-----
From: Trician Comings [<mailto:triciansc@mindspring.com>]
Sent: Friday, January 22, 2016 5:57 PM
To: info@scrtc.org
Subject: Comments

Dear SCCRTC,

I have been following these issues for years, but have to admit I have not read the relevant documents. So my comments may be more off the cuff, intuitive or instinctual.

It would be a better use of our resources and for the planet to try to move people in all manners OTHER than single occupancy cars and highway widening. Think buses with bikes, van pools, encouraging more carpooling, bicycling/walking on the Rail Trail, and even a cross county small train.

I am all for bridges going over the highway so people can access neighborhoods easily and without cars.

I think planners should look to how other countries (especially in Europe) deal with transportation issues. There are plenty of places where you really do not NEED a car to have a good life. With the oil and climate issues, we ought to be focusing on how we can get around without harming our environment.

I personally think more smaller buses (jitneys?) that would circulate regularly on certain routes could work better than the enormous buses that are often empty.

NO to more Highway widening! It is just NOT a sustainable solution.

People may squirm and complain for awhile but they will get on board, just like during a war or a water crisis.

Santa Cruz can do better!

Trician
Santa Cruz

Response to Comment Letter I-58

Trician Comings

Comment I-58

Please see response to Comment I-57.

I-58

Comment Letter I-59

I-59

From: Fowler, Matt C@DOT
To: Lanson, Theresa; Anderson, Jennifer
Cc: Bethana, Lara F@DOT
Subject: FW: Highway 1 EIR Comments
Date: Tuesday, January 19, 2016 2:01:12 PM

From: Bill Comfort [mailto:bill@wmcomfort.net]
Sent: Sunday, January 17, 2016 11:55 AM
To: Fowler, Matt C@DOT
Subject: Highway 1 EIR Comments

To: Matt Fowler
From: Bill Comfort
RE: Hwy 1 EIR Comments
DATE: 01/17/16

Brief Comments on the HWY 1 EIR

- The population projection is high; most of future population will be in the over-70 crowd. **I-59a**
- Thank you for including "induced traffic" and exposing it as the rouse it is. **I-59b**
- Cut-through traffic not included--previous studies have shown it; this study should include it. **I-59c**
- This report seems aimed to please the RTC's anti-widening politics and does not address transportation for the residents: the single route which carries most people, most labor/skilled trades, and everything we all consume or use. **I-59d**
- Study should include greenhouse gas production and the effect of the shift toward EV and Hybrids. **I-59e**
- If you must assume gas/diesel fuels, then include in the greenhouse gas production in the FREQ (or related analysis) such as: **I-59f**
http://www.uctc.net/access/35/access35_Traffic_Congestion_and_Greenhouse_Gases.pdf
- FREQ (or related analysis) needs to show the economic cost we all suffer because of Hwy 1 congestion--a cost needs to be assigned to delay--it's been done by others. At one time, AMBAG had an analyst that did that (Dean Munn, no longer at AMBAG). **I-59g**
- EIR needs to include time required for each Aux-lane and the degraded use of Hwy 1 by residents for the many years required to do the projects piece-meal **I-59h**
- EIR needs to include the time required for the HOV-lane and the degraded use of Hwy 1 by residents (assuming a tax measure that includes HOV and outside funding because we would be a self-help county. **I-59i**
- EIR should remind people that the highway was originally built in 1949-50 and our population has grown from 66,500 to 262,380: by nearly four times. **I-59j**
- FREQ should address the flow pattern assuming all Aux lanes completed (many years from now) to show the pinch points at each un-widened overpass. **I-59k**
- Consider widening with HOV lanes beginning from Larkin instead of 41st. **I-59l**
- EIR should point out that HOV facilitates system solution including BRT. **I-59m**
- Consider Design-Build for HOV lanes and estimate construction time and cost.

Response to Comment Letter I-59

Bill Comfort Comment I-59a

The Draft EIR/EA uses population data from the U.S. Census Bureau American Community Survey. Population growth trends used in the Draft EIR/EA are consistent with local governmental plans and policies, housing prices, and availability, availability of supporting infrastructure, public attitudes toward growth, terrain, and land use as stated in Section 2.1.2.1 of this Draft EIR/EA. The findings of the 2018 Growth Study Addendum confirmed the adequacy of the findings of the 2008 Highway 1 Growth Inducement Study as reported in the Draft EIR/EA. No changes to the Census data described in the EA/EIR are needed and therefore the data reported in the Draft EIR/EA was not revised in the Final EIR/EA with FONSI. In addition, Section 2.1.1, Land Use, of the Final EIR/EA with FONSI indicates a 15.4 percent decline in residents aged 25 to 44 and an increase of 21.8 percent in residents 45 to 64 in the city of Santa Cruz -- which appears to support the statement that the future population may be in the over-70 crowd.

Bill Comfort Comment I-59b

Following comments received during public review of the Draft EIR/EA, further study and discussion has been added to the Final EIR/EA with FONSI in Section 2.1.5, Traffic and Transportation/ Pedestrian and Bicycle Facilities, regarding induced demand. The study supports that assertion that vehicle miles traveled increase due to induced demand is expected to be minimal (less than 1 percent) for the Tier I Corridor HOV Lane Alternative. For more information, please refer to response to Comment O-2s.

Bill Comfort
Comment I-59c

Details about the cut-through traffic on major parallel arterials (Soquel Drive, Capitola Road, and Park Avenue) at various locations is provided in Figure 4-4 and Table 4-9 of the 2012 *Traffic Operations Report* and have been added to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI. Under 2035 No Build conditions, Soquel Drive is expected to have the most cut-through traffic, followed by Capitola Road and Park Avenue. Depending on location, average daily cut-through traffic on Soquel Drive would range from 3,000 vehicles near the southern end of the corridor to 30,000 vehicles in the more congested northern end of the corridor. Average daily cut-through traffic would range from 4,000-4,500 vehicles for Capitola Road; and about 4,000 vehicles for Park Avenue. The large variation in the results of the analysis of cut-through traffic on Soquel Drive is because this roadway runs parallel to Highway 1 for most of the study area, and the variation of conditions along the corridor. Due to lower effective travel speeds, cut-through traffic is not expected to travel continuously for the 8- to 10-mile portion that runs parallel to the study corridor, but would travel for a mile or two to bypass the major bottlenecks on Highway 1. Near the southern end of the study area, cut-through traffic on Soquel Drive is expected to be low, around 3,000 vehicles daily, due to lower congestion levels on Highway 1 and fewer destinations in that area. Whereas, near the north end of the study area, where congestion levels on Highway 1 are higher, and there are more origins and destinations, cut-through traffic on Soquel Drive is expected to be about 30,000 vehicles daily. In addition to lower travel speed and proximity of freeway congestion, roadway capacity on Soquel Drive decreases from a 4-lane roadway on the northern end to a 2-lane roadway on the southern end, thus further contributing to the large variation in the estimated cut-through traffic volumes.

Bill Comfort
Comment I-59d

Chapter 1 of the Final EIR/EA with FONSI discusses the purpose and need for the project and indicates the importance of Route 1 as a major transportation route for commuters within the project area and region as a whole. As you have stated, Route 1 is the primary route connecting communities in the southern and central areas of Santa Cruz County and is the only continuous commuter route linking Watsonville, Capitola, Aptos, Cabrillo College, Santa Cruz, and the University of California at Santa Cruz. Approximately 25 percent of commuters using Route 1 continue on Route 17 to jobs in Santa Clara County. Route 1 is also the southern terminus for State Routes 9 and 17, which bring heavy tourist traffic to coastal destinations in Santa Cruz and Monterey counties.

The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects within the larger Tier I project will proceed through environmental review and design. As described in the Final EIR/EA with FONSI, the preferred alternatives will result in the widening of Route 1 within the project limits.

In general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane, while vehicles using the adjoining general-purpose lanes are indirect beneficiaries, due to the shift of carpoolers, vanpoolers, etc. from general purpose lanes to the HOV lane. For more information, please see response to Comment I-205c.

Bill Comfort
Comment I-59e

Carbon dioxide emissions were quantified and presented in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Draft EIR/EA and have been revised in the Final EIR/EA with FONSI and an Addendum to the *Air Quality Study Report*. Emissions were based project-specific traffic data and emission rates from the California Air Resources Board's EMFAC2014 model. EMFAC2014 (the latest U.S. Environmental Protection Agency-approved emissions factor model) developed by California Air Resources Board to assess emissions from on-road vehicles including cars and trucks in California, and to support regulatory and air quality planning efforts to meet the Federal Highway Administration's transportation planning requirements. According to California Air Resources Board, EMFAC2014 can be used to show how California motor vehicle emissions have changed over time and are projected to change in the future. Vehicle emission rates in the model are adjusted by the California Air Resources Board to account for the phasing out of older vehicles from the fleet, engine and fuel regulatory requirements, and anticipated changes in regional fleet mix.

It is widely anticipated that the on-going shift from gasoline and diesel vehicles towards electric and hybrid vehicles will reduce transportation-related greenhouse gas emissions. Electric vehicles do not generate direct greenhouse gas emissions and hybrid vehicles generate substantially less emissions than gasoline and diesel vehicles. It is acknowledged that electric and hybrid vehicles require energy production that can generate indirect greenhouse gas emissions. However, on October 7, 2015, Governor Brown signed legislation to require 50 percent of the State's electricity to come from renewable energy by December 31, 2030. The State's commitment to renewable energy will reduce all electricity-related greenhouse gas emissions, including emissions related to powering electric and hybrid vehicles.

Bill Comfort
Comment I-59f

The website link provided in the comment was broken, although it is believed that the same article is accessed at <http://www.accessmagazine.org/fall-2009/traffic-congestion-greenhouse-gases/>. The article concludes by stating that congestion mitigation (e.g., ramp metering), speed management, and traffic smoothing are strategies to reduce carbon dioxide emissions. As stated in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI, one of the purposes of project is to reduce congestion. A project-specific traffic study was developed to quantify the congestion effects of the project. Results of the traffic study, including changes in vehicle speeds associated with the No Build and Build Alternatives, were presented Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Draft EIR/EA. Based on this information, greenhouse gas emissions were quantified and presented in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Draft EIR/EA using the California Air Resources Board's EMFAC model. Section 3.2.5 presents the results of an updated analysis of greenhouse gas emissions that is documented in the *Air Quality Study Report Addendum*. Please refer to Response to Comment A-4d for information related to the recalculation of greenhouse gas emissions based on updates to the EMFAC model and current (2016) traffic data.

Bill Comfort
Comment I-59g

An analysis of congestion-related economic costs was conducted, as described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, which summarizes the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017). This memo is included as an addendum to the *Traffic Operations Report*. Congestion-related economic costs were calculated using the

economic parameters developed by Caltrans for year 2016. The annual cost of congestion on the study corridor is about \$153 million under 2035 baseline conditions (No Build Alternative). With the implementation of the proposed project alternatives, the annual cost of congestion is expected to be about \$31 million and \$107 million under 2035 HOV Build and 2035 TSM Build conditions, respectively. It should be noted that all of these costs are reported in 2016 dollars, and include travel time costs associated with congestion, but do include vehicle operation costs, costs attributed to collisions, and emission costs associated with high levels of congestion. With these costs, the total costs of congestion would be higher than those reported above.

Bill Comfort

Comment I-59h

As discussed in Section 1.1.1, Project Background, of the Final EIR/EA with FONSI, construction of the current Tier II project between 41st Avenue and Soquel Drive could begin as early as Fiscal Year 2020-2021 and is anticipated to be completed in approximately one year. Funding has been identified for the Mar Vista bicycle/pedestrian overcrossing for construction to begin as early as FY 2020-21, and the two additional aux lanes included in Measure D, which will follow the current Tier II project with construction anticipated as early as Spring 2023. The construction schedules for subsequent future phases of the Tier I Highway 1 Corridor Improvement Program are unknown at this time and are dependent on the availability of funding. Section 2.4, Construction Phase Impacts, of the Final EIR/EA with FONSI, includes discussions of the impacts that would be experienced by residents as a result of the phased construction of the Tier I build alternatives, including increased congestion on Route 1 and on local streets due to short-term lane closures, detours, and as a result of reduced speeds through construction zones; construction noise and fugitive dust would also affect residents, and roadway obstruction from construction activities may limit the use of some properties located

within the project vicinity. Construction impacts would generally have greater effects on residents of the immediate project area than upon other Route 1 users. The effects of each future auxiliary lane project would generally have greater effects on the residents in the vicinity of the proposed improvements. Section 2.4, Construction Phase Impacts, of the Final EIR/EA with FONSI identifies avoidance, minimization, and mitigation measures to address construction phase impacts, including noise and dust control measures and the development and implementation of Transportation Management Plans for each future Tier II project, to address potential impacts to circulation of all modes (transit, bicycles, pedestrians, and private vehicles), with a public outreach program to communicate any temporary lane or road closures and detours, and measures to maintain access during project construction. The phased approach to construction is necessary due to the practical constraints of securing future funding. Santa Cruz County Regional Transportation Commission will attempt to leverage local transportation funds to secure funding to expand the Route 1 program visioned in Measure D. As a part of the Measure D implementation effort, 5-year plans are approved each year that identifies Highway 1 Corridor project development activities.

Bill Comfort

Comment I-59i

Under the “Travel Time Delays Due to Congestion” subsection in Chapter 1 of the Final EIR/EA with FONSI, it is noted that the population in Santa Cruz County has doubled over the past 45 years, and that, during this timeframe, improvements have been made to the route within the project corridor, but there have been no capacity enhancements.

Bill Comfort

Comment I-59j

As discussed in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, an analysis

of the Tier I Corridor TSM Alternative was conducted to consider flow patterns at interchanges that are not widened, or “pinch points.” In order to consider the potential for congestion at interchanges under the Tier I Corridor TSM Alternative, which includes no widening of interchanges, a traffic analysis was conducted using the FREQ software. The congestion patterns and hot spots for the Tier I Corridor TSM Alternative under 2035 conditions is shown in the new Figure 2.1.5-3, in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI. The figure includes four graphs showing the distribution of anticipated travel speeds along northbound and southbound study corridor during the AM and PM peak periods. In those graphs, green-colored segments represent free flow conditions, while the remaining colors represent various levels of congested flows. Major bottlenecks or “pinch points” are expected to occur at the following locations under the TSM Alternative for 2035 conditions:

- Northbound AM Peak Period – At Morrissey Avenue, State Park Drive, and Rio Del Mar Boulevard interchanges, and from Larkin Valley On-Ramp to Freedom Boulevard Off-Ramp segment
- Northbound PM Peak Period – At Morrissey Avenue and 41st Street interchanges, and from Rio Del Mar On-Ramp to State Park Drive Off-Ramp and from State Park Drive On-Ramp to Park Avenue Off-Ramp segments
- Southbound AM Peak Period – At Bay Avenue/Porter Street and Rio Del Mar Boulevard interchanges
- Southbound PM Peak Period – At Rio Del Mar Boulevard, Park Avenue, and Bay Avenue/Porter Street interchanges.

Bill Comfort

Comment I-59k

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, includes HOV lanes for the extent of the

Tier I corridor, between San Andreas Road/Larkin Valley Road and Morrissey Boulevard. Due to funding constraints, the Tier I Corridor HOV Lane Alternative will be implemented in a series of phases, based on the potential for elements of the Tier I project to relieve congestion and minimize traffic hot spots along the corridor. As currently planned, the earliest phases would construct auxiliary lanes and bike/pedestrian overcrossings. After the construction of the current Tier II project, the 41st Avenue – Soquel Drive Auxiliary Lane project, the next Tier II projects would be the Mar Vista Drive pedestrian/bicycle overcrossing project, the auxiliary lane projects between State Park Drive Interchange, and the Bay/Porter Avenue Interchange, as proposed in the Measure D, Transportation Improvement Plan. More information about the phasing of the Tier I Corridor HOV Lane Alternative is provided in the response to Comment I-44b; however, the phasing of construction of the HOV lanes has not yet been planned and will be the subject of a future study. There will be an opportunity to Comment on specific improvements during the project-level environmental review of each future Tier II project.

Bill Comfort

Comment I-59l

As noted in Section 1.3.2, Need, of the Final EIR/EA with FONSI, currently, transit buses, vanpools, and other carpoolers travel in mixed-flow traffic lanes on Route 1. There are no facilities in place, such as HOV lanes and HOV bypass lanes on highway ramps, to improve travel time and reliability for these users of the highway; therefore, transit buses, Express buses, vanpools, and other carpoolers traveling along Route 1 are subjected to the same congested travel conditions as single-occupant automobiles. The Tier I project seeks capacity improvements that encourage alternative modes, such as HOV mainline lanes, HOV on-ramp bypass lanes, transit stops at highway ramps, and pedestrian/bicycle crossings over the highway (also provided for Tier II). HOV lanes would provide time-saving incentives for users of ridesharing and express transit.

Bill Comfort
Comment I-59m

The Tier I Corridor HOV Lane Alternative is evaluated at a programmatic level for planning purposes, and therefore does not provide specific construction details or consider project delivery methods. Successive Tier II project documents (e.g., for phased implementation of the Tier I Corridor HOV Lane Alternative) will have the opportunity to evaluate alternative project delivery methods, such as design-build. The decision as to whether to use a design-build approach will be made separately from any decisions made pursuant to this Final EIR/EA with FONSI.

Comment Letter I-60

I-60

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Tier II project between Soquel and 41st Avenue
Date: Friday, January 08, 2016 5:21:58 PM

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

From: Lydia Corser [<mailto:ecolydia@cruzio.com>]
Sent: Friday, January 08, 2016 5:08 PM
To: Fowler, Matt C@DOT
Subject: Tier II project between Soquel and 41st Avenue

Dear Matt-

I am among the many people in Santa Cruz who strongly protest highway widening. I like the pedestrian/bicycle overpass at Chanticleer in this project, but that's it. I would much rather see that money go to the Rail Trail project and other pedestrian and bicycle improvements around the county.

I feel sad that the powers that be have not listened to the people and stood firm to prevent these Highway 1 widening projects. Letting the congestion remain would help us limit growth and force people to get out of their cars and use other forms of transportation, or just not drive so much, alone in their cars.

Thank you,
Lydia Corser

I-60

Response to Comment Letter I-60

Lydia Corser

Comment I-60

Your comments have been considered as part of the project record. Rail and trail solutions are not being considered as part of the proposed project, but may be considered by Santa Cruz County Regional Transportation Commission separately. Santa Cruz County Regional Transportation Commission has included improvements to Route 1, while also including improvements for alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz. Any concerns regarding the Santa Cruz Branch Rail Line or the Monterey Bay Sanctuary Scenic Trail Network can be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://scrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@scrtc.org.

Also, the proposed project would support bicycle and pedestrian travel, as well as encourage carpooling, van pooling, and increased bus ridership. The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would add a new HOV lane in each direction of Highway 1 and provide three new pedestrian/bicycle overcrossings. These improvements would reduce congestion, increase vehicle (including express bus) speeds, increase incentives for traveling in HOVs, and address existing deficiencies in bicycle and pedestrian access across Highway 1.

Comment Letter I-61

I-61

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Anderson, Jennifer](mailto:Larson.Theresa.Anderson.Jennifer)
Cc: [Berthina, Lara F@DOT](mailto:Berthina.Lara.F@DOT)
Subject: FW: Highway 1 - Santa Cruz - Commentary
Date: Tuesday, January 19, 2016 2:03:21 PM

From: Doug Crawford [<mailto:primejoist@gmail.com>]
Sent: Sunday, January 17, 2016 12:00 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 - Santa Cruz - Commentary

Dear Mr. Fowler:

My recommendations below are in addition to the current proposal under review. I support widening/adding auxiliary lanes. I do not think a pedestrian/bike overpass connecting the Chanticleers is necessary. 41st and Soquel handle this sufficiently.

I-61a

Please keep the focus on the highway itself. I urge the CA DOT to continue to improve Highway 1. It has exceeded its carrying capacity for many years now. Please review my recommendations below:

1. Make the Hwy.17/Hwy.1 ("The Fish-hook") usable. It is dangerous, archaic, and is a massive pinch-point in the AM/PM commute. There are near-daily incidents here backing up traffic for hours. During the current stormy weather this chaotic interchange has seen nearly twice daily incidents.

I-61b

2. Continue the widening process from 41st Ave. all the way south to where the incongruous widening of Hwy.1 from four to six lanes begins (roughly Rio del Mar to Buena Vista in Watsonville). Traffic travels at a near stand-still as it pinches down to four lanes at the congested Bay/Porter intersection. Bay-Porter also has the distinction of carrying all the traffic traveling the Old San Jose-Soquel Rd., now used by thousands trying to avoid the Fish-hook in their commute over and back to jobs in Silicon Valley.

I-61c

3. This may not be in your area of responsibility but I must state it nevertheless: This majority of residents using Hwy.1 do not need, want, or care about passenger rail parallel to the freeway and consider any diversion of highway funds illogical to the extreme. Similarly a regional bike/pedestrian trail is a secondary consideration. The priority needs to be what the actual users of Hwy.1 wants.

I-61d

4. Please consider the views of all residents of Santa Cruz County as well as those living in the surrounding counties of Santa Clara, San Mateo, Monterey, and San Benito that are all forced to use this miserable roadway to earn a living. The views of the myopic overly utopian City of Santa Cruz and the UCSB campus have, as usual, very little to do with reality. Their commute is usually from home to a coffee shop to discuss transportation in heaven.

I-61e

Thank you for your time.

 Doug Crawford
 Sky Ranch
 25685 Skyland Rd.
 Los Gatos, CA 95033

PS - while carrying a Santa Clara city's name in my address, we are actually located in Santa Cruz County.

Response to Comment Letter I-61

Doug Crawford

Comment I-61a

Your comments on the project has been taken into consideration as part of the project record.

Within the project corridor, there is currently a limited opportunity for pedestrians and bicyclists to get across Route 1. Existing crossings are limited to nine highway interchanges, in addition to the overcrossings at La Fonda Avenue and Capitola Avenue. Existing overcrossings at Capitola Avenue, Soquel Avenue, and Morrissey Boulevard do not have standard bicycle lanes, although a bicycle lane is planned on the Morrissey Boulevard overcrossing as a separate, future project. The current operational features and the lack of standard sidewalks and bicycle lanes on available Route 1 overcrossings, in addition to the limited number of existing Route 1 crossings, impedes bicycle and pedestrian access between communities and land uses north and south of Route 1 within the project corridor. The lack of access and facilities, such as standard sidewalks, crosswalks, and bicycle lanes serve to discourage these modes of travel. As such, in efforts to promote alternative forms of transportation while improving existing systems, Caltrans proposes to construct additional pedestrian/bicycle overcrossings as part of this project to improved accessibility and safety for pedestrians and bicyclists.

The Sustainable Santa Cruz County Plan (County of Santa Cruz 2014) states that new Highway 1 crossings would create new local-serving north-south connections for all modes of transportation, and specifically identifies three new crossings of Highway 1 in the community of Live Oak: a pedestrian/bicycle crossing at Chanticleer Avenue, and proposed new crossings at 17th Avenue and Mattison Lane that would serve vehicles, bicycles, and pedestrians.

Doug Crawford

Comment I-61b

The proposed project is focused on the segment of Highway 1 from Aptos to the City of Santa Cruz and does not include the “Fish Hook” at the junction of Highway 17 and Highway 1 (see Figure 1-3 of the Final EIR/EA with FONSI for a map of the project limits). Caltrans may consider improvements to this junction as part of a separate project.

Doug Crawford

Comment I-61c

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, includes HOV lanes for the entire extent of the Tier I corridor, between San Andreas Road/Larkin Valley Road and Morrissey Boulevard. Due to funding constraints, the Tier I Corridor HOV Lane Alternative will be implemented in a series of phases, based on the potential for elements of the Tier I project to relieve congestion and minimize traffic hot spots along the corridor. As currently planned, the earliest phases would construct auxiliary lanes between interchanges and bike/pedestrian overcrossings. After the construction of the current Tier II project (the 41st Avenue – Soquel Drive Auxiliary Lane project), the next Tier II projects would be the Mar Vista Drive pedestrian/bicycle overcrossing project, the auxiliary lane projects between State Park Drive Interchange, and the Bay/Porter Avenue Interchange, as proposed in the Measure D, Transportation Improvement Plan. More information about the phasing of the Tier I Corridor HOV Lane Alternative is provided in the response to Comment I-44b. The southern limit of the project (San Andreas Road/Larkin Valley Road) was based on relative levels of congestion and, given funding limitations, sections north of San Andreas were prioritized.

Doug Crawford
Comment I-61d

Santa Cruz County Regional Transportation Commission has included widening Route 1, while also including alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz.

That said, the future of the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network in Santa Cruz County is outside the scope of this project. Any concerns regarding the rail line or trail projects can be directed towards the Santa Cruz County Regional Transportation Commission, by visiting <https://scrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@scrtc.org.

Doug Crawford
Comment I-61e

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects within the larger Tier I project will proceed through environmental review and design. As described in the Final EIR/EA with FONSI, the preferred alternatives will result in the widening of Route 1 within the project limits.

Comment Letter I-62

I-62

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Beltrina, Lara F@DOT](mailto:Beltrina.Lara.F@DOT)
Subject: FW: Hwy 1 widening
Date: Thursday, January 21, 2016 9:15:17 AM

From: Jim Cumming [<mailto:jcumming60@gmail.com>]
Sent: Wednesday, January 20, 2016 7:00 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1 widening

I like the idea of widening for a car pool Lane from Watsonville/ Aptos to Santa Cruz. Use the Upcoming proposed Nov. Sales tax increase for roads and give back the \$11 m to the Feds.
Pull the tracks out and make a world class pedestrian and bike path.

Trail Now has the right idea.

Jim Cumming

I-62

Response to Comment Letter I-62

Jim Cumming Comment I-62

Your comments have been taken into consideration as part of the project record. The proposed HOV lane would extend to Aptos, but would not extend all the way to Watsonville. As described in Section 1.1.2, Project Funding, specific funding sources for the Tier I project have not yet been identified, but several future funding scenarios are possible.

A bicycle/pedestrian trail is not being considered as part of the proposed project but may be considered by Santa Cruz County Regional Transportation Commission separately. Santa Cruz County Regional Transportation Commission has included improvements to Route 1, while also including improvements for alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz. Any concerns regarding the Santa Cruz Branch Rail Line or the Monterey Bay Sanctuary Scenic Trail Network can be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment Letter I-63

I-63

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Andersen, Jennifer](mailto:Larson.Theresa@Andersen.Jennifer)
Cc: [Bertaina, Lara E@DOT](mailto:Bertaina.Lara.E@DOT)
Subject: FW: Public Comment on draft Highway 1 EIR
Date: Tuesday, January 12, 2016 4:22:15 PM

From: Gina Cunningham [<mailto:gina@mrandmrsc.com>]
Sent: Tuesday, January 12, 2016 3:45 PM
To: Fowler, Matt C@DOT
Subject: Public Comment on draft Highway 1 EIR

My comment is not on the EIR but on the situation in general. Any monies spent to reduce congestion in this area will be appreciated by the residents of the area. The vocal minority has kept us polluting and moving slow for many years, but the improvement made recently have helped so much and any new ones will also help. Road rage is reduced and quality of life is increased when people do not have to spend so much time in their cars commuting. Please go forward with any possible widening of the highway in Santa Cruz County.

I-63

Response to Comment Letter I-63

Gina Cunningham

Comment I-63

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects within the larger Tier I project will proceed through environmental review and design. As described in the Final EIR/EA with FONSI, the preferred alternatives will result in the widening of Route 1 within the project limits.

Comment Letter I-64

I-64

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa/ Andersen, Jennifer](mailto:Larson.Theresa@Andersen.Jennifer)
Cc: [Berfaini, Lara F@DOT](mailto:Berfaini.Lara.F@DOT)
Subject: FW: Highway 1 expansion plan in Santa Cruz
Date: Friday, January 22, 2016 9:27:29 AM

From: Scott Cunningham [mailto:scott@mrandmrsc.com]
Sent: Thursday, January 21, 2016 7:22 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 expansion plan in Santa Cruz

I read the Sentinel article about the proposed widening of Highway 1 in Santa Cruz. The argument that "if you build it, they will come" doesn't work as they are already here. I bought a house on one of the side streets in what once was a quiet little neighborhood that has now become a secondary route to bypass the section of the freeway between Soquel ave and 41st ave. I can accept growth and change but cars sit in front of my house for two hours every weeknight spewing their exhaust. That is hard to accept. The same is happening on the freeway. I have parked my car blocks from my house and walked home because it was easier to go back later to pick up my car than to sit in traffic on my own street. I even retired early partly because the commute from downtown Santa Cruz to 41st ave got to be way too frustrating. I feel for the poor people coming up from south county to work. One cant tell me that cars sitting the parking lot of the freeway as well as all the side streets with their engines running has a bigger environmental impact than smooth running traffic. This project needs to go forward. I think the plan for the diamond lane all the way to San Andreas makes the most sense, but short sightedness prevents the spending of the money.

I-64

Thanks for listening to my rant

Scott Cunningham

Response to Comment Letter I-64

Scott Cunningham

Comment I-64

Your support for the project has been taken into consideration as part of the project record. As discussed in the response to Comment I-145b, under the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, improved freeway corridor conditions would attract vehicles diverted to parallel arterials back to Route 1, relieving local city streets from excessive cut-through commuter traffic. Average daily cut-through traffic on Soquel Drive would decrease by 3,000 vehicles, while, in the more congested northern end of the corridor average daily cut-through traffic on Soquel Drive would decrease by 30,000 vehicles. There would be a decrease in daily cut-through traffic of about 4,000 to 4,500 vehicles on Capitola Road; and about 4,000 vehicles for Park Avenue.

The Tier I Corridor HOV Lane Alternative, which has been selected as the preferred alternative for the Tier I project, would generally reduce emissions. In comparison with the No Build Alternative, annual emissions of all criteria air quality pollutants would be reduced, although there would be a minor increase in peak emissions for certain criteria pollutants. Because the study area has not recently exceeded ambient air quality standards, it is unlikely that the standards would be exceeded in the future when total emissions are lower. With regard to carbon dioxide and other greenhouse gases, Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI presents the results of the updated quantitative analysis of greenhouse gas emissions provided in the *Air Quality Study Report Addendum* (Caltrans 2018), which show that, in year 2035 the Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions by 505 metric tons per year compared to the No Build Alternative. More

information regarding the green house gas analysis is provided in response to Comment A-4d.

Comment Letter I-65

831-234-0404 cell
CalBRE #01036100

I-65

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Betaina, Lara E@DOT
Subject: FW: Santa Cruz hiway 1
Date: Tuesday, January 26, 2016 3:01:25 PM

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From: Davis, Daniel [mailto:daniel.davis@cbnocal.com]
Sent: Monday, January 25, 2016 10:50 AM
To: Fowler, Matt C@DOT
Subject: Santa Cruz hiway 1

Hello,

I want to voice that I am in favor of widening hiway 1 in Santa Cruz county. The amount of cars on hiway 1 has increased significantly the past couple of years. Possibly the improving economy has added to the number of cars with more businesses having more calls and likely more travelers as the Monterey Bay area is a popular tourist area. I have had trade people I call to do some work mention that they have to adjust their work schedule to get to various parts north or south depending on the time of day. As traffic gets worse it seems likely that it will impact the ability of particularly many small businesses such as for example plumbers, carpet installers and delivery people to curtail and lessen their business. I don't want to get into the debate about widening the roads will only invite more cars and traffic. I have lived in various parts of Santa Cruz county since 1970. The population has grown considerably and much as we who live here would like to think it will remain as it is, it is most likely that other will continue to come and live or at least visit this beautiful areal. To think that we will stop that by making life difficult is I think self defeating. Better to deal with the changes than to ignore them. It reminds me of when one of the northbound lanes of hiway was removed years ago after the fishhook project was completed. It seemed like a ridiculous idea to restrict and narrow the access approaching hiway 17. Those in favor said that it would only take a short time for drivers to adjust to the change. Well the adjustment whatever it was supposed to be never occurred as we continued to see the increase in accidents and black tire marks on not only the road surface but even concrete side wall. Common sense finally prevailed and the lane was added back in and has continued since.

I-65

It only makes sense that if there are more cars that adding a 3rd lane will lessen the traffic slowdowns. The 3rd lane will be especially appreciated when there is an accident or road work as currently going to 1 lane makes traffic come to a stop when there is some incident causing the loss of a lane.

Thank you for your attention to this matter,
Dan Davis

--
Dan Davis
Coldwell Banker
831-662-6529 direct

Response to Comment Letter I-65

Dan Davis

Comment I-65

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects within the larger Tier I project will proceed through environmental review and design. As described in the Final EIR/EA with FONSI, the preferred alternatives will result in the widening of Route 1 within the project limits.

Comment Letter I-66

I-66

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertana, Lara E@DOT](mailto:Bertana.Lara.E@DOT)
Subject: FW: Highway 1 widening
Date: Friday, January 08, 2016 3:27:44 PM

-----Original Message-----
From: Michael DeArmond [<mailto:michaeldarmond@gmail.com>]
Sent: Friday, January 08, 2016 2:43 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 widening

I support and will pay for full Tier I widening of Highway 1 from Soquel Ave to San Andreas.
 It is the best way to alleviate traffic problems in our county.
 I will never support any taxes, bonds or whatever that includes any Rail service with Highway funding.
 No Rail, build the highways we need.
 Michael DeArmond
 Aptos resident

I-66

Response to Comment Letter I-66

Michael DeArmond

Comment I-66

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. As additional funding becomes available, additional Tier II projects will proceed through environmental review and design. As described in the Final EIR/EA with FONSI, the preferred alternatives will result in the widening of Route 1 within the project limits. The future of the Santa Cruz Branch Rail Line is outside the scope of this project. Any concerns can be directed towards the Santa Cruz County Regional Transportation Commission, by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment Letter I-67

I-67

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Beltrame, Lara F@DOT](mailto:Beltrame.Lara.F@DOT)
Subject: FW: Highway 1
Date: Tuesday, January 19, 2016 2:48:05 PM

From: Bill (<mailto:william.delaney@gmail.com>)
Sent: Monday, January 18, 2016 2:53 PM
To: Fowler, Matt C@DOT
Subject: Highway 1

#1

This taxpayer wishes to express his wholehearted and enthusiastic support of the Tier II Build Project as proposed between 41st Avenue and Soquel! I drive regularly between Capitola and the west side of Santa Cruz including High Street to the vicinity of the university. I have also had to make the journey during rush hour from the west side to Aptos Junior High.

Critics of the build project argue that the benefits are insignificant. I say that is nonsense and would expect any and all calculations of public costs and benefits to confirm that.

Earlier phases of this project, all within the City of Santa Cruz, have had a dramatic impact on flow between the Fish Hook and the exit at Soquel. Traffic on the multiple parallel routes eased noticeably to the benefit of residents of the east side of the city as those driving through those neighborhoods..

The delay in continuing the build project has disturbed me and, from my point of view, is indicative of failed government. I do not understand the details for the interruption but would note that non-highway interests have been given a remarkably excessive amount of time and resources of the County's transportation agency.

#2

Given that shoddy performance of the RTC, I have absolutely no confidence in that agency and its misguided leadership. I intend to vote against tax proposals to fund rail, trail and all other such diversions from the public's overwhelming need for an increase in highway capacity to mid- and south-county trips.

I would like to see some state agency take over the functions of that agency and impose a moratorium on any projects in the rail corridor. As previous commissions intended, that property should be placed in trust for future availability out of the reach of executive directors and staff who appear to believe they have a mandate from the voters to bully and frighten citizens with proposals that cater to narrow special interests.

#3

I do not support HOV lanes north of the Rio Del Mar interchange that would remove desperately needed capacity.

William W Delaney
 Capitola

I-67a

I-67b

I-67c

Response to Comment Letter I-67

William W. Delaney

Comment I-67a

Your support for the Tier II project has been taken into consideration as part of the project record. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project and will proceed to final design and construction. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Santa Cruz Route 1 HOV Lane Project is included in the 2040 Regional Transportation Plan as a financially unconstrained project, reflecting Santa Cruz County Regional Transportation Commission's long-term commitment to this project. In addition, Caltrans' has identified the corridor as a high emphasis route, meaning that additional consideration is given when establishing funding priorities for future projects.

William W. Delaney

Comment I-67b

Your comments have been considered as part of the project record. The proposed project does not consider rail or trail improvements/projects. The proposed project's Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would construct one new HOV lane in each direction on Highway 1, as well as auxiliary lanes in several locations, three pedestrian/bicycle overcrossings, reconstruction of two Santa Cruz Branch Rail Line overcrossings, and other elements. Please refer to Section 1.5, Alternatives, of the Final EIR/EA with FONSI for additional information.

Also, please see Section 1.1.2, Project Funding, of the Final EIR/EA with FONSI. As described in this section, specific funding sources

have not yet been identified for the Tier I project. Several future funding scenarios are described in the EIR/EA.

William W. Delaney

Comment I-67c

The proposed HOV lanes would not remove capacity, as these lanes would be entirely new and would function alongside the existing two mixed-flow lanes in each direction. Additionally, please refer to response to Comment I-205c. As described in this comment response, HOV lanes increase capacity because of a shift of existing HOV travelers in mixed-lanes to the dedicated HOV lanes. As such, vehicles using mixed-lanes are indirect beneficiaries of reduced congestion and improved travel times.

Comment Letter I-68

I-68

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Anderson, Jennifer](mailto:Larson.Theresa.Anderson.Jennifer)
Cc: [Beltrina, Lara F@DOT](mailto:Beltrina.Lara.F@DOT)
Subject: FW: HWY 1 Feedback
Date: Tuesday, January 19, 2016 3:20:53 PM
Importance: High

From: Lynne Ann DeSpelder [mailto:pacpubs@attglobal.net]
Sent: Tuesday, January 19, 2016 3:08 PM
To: Fowler, Matt C@DOT
Subject: HWY 1 Feedback
Importance: High

Hello Matt,

To keep this short and sweet, I am in favor of:

The No Build project alternative forecasts future conditions along the corridor in the event no capacity or significant operational improvements are made to the highway. The No Build baseline conditions of the corridor are then compared with the two project build (the HOV and TSM) alternatives to identify both adverse and beneficial impacts along the corridor.

Funding for the project is my major concern. Due to the recent drop in the state gas tax, no new funds are currently anticipated until approximately June 2022. Along with that, I will not vote in a sales tax to widen the highway. I am also opposed to both a vehicle registration fee or traffic impact fees to provide funding for Highway 1 projects.

Hope that makes my position clear, Lynne

Lynne Ann DeSpelder
[Cabrillo Website\[cabrillo.edu\]](mailto:Cabrillo.Website@cabrillo.edu)
[Last Dance Website\[higuered.mheducation.com\]](mailto>Last.Dance.Website@higuered.mheducation.com)

Response to Comment Letter I-68

Lynne Ann DeSpelder

Comment I-68a

Your comments regarding the project have been taken into consideration as part of the project record.

Lynne Ann DeSpelder

Comment I-68b

Projections of available future funding for transportation projects are very difficult to make given uncertainties associated with State and federal legislation and economic conditions. With the tiered environmental approach, the Tier I Final EIR/EA with FONSI will be used as a planning level study of overall project impacts from which smaller future projects may be identified and analyzed consistent with available resources. Since the publication of the Draft EIR/EA, Measure D (½-cent sales tax) passed in Santa Cruz County, which has provided a funding source for some of the proposed improvements. The Tier II project is now fully funded with the addition of the Measure D funds. Measure D will also provide funding for several subsequent portions of the Tier I project, specifically the auxiliary lane projects between Bay Avenue/Porter Street and Park Avenue, and Park Avenue and State Park Drive, as well as the bicycle/pedestrian overcrossing at Mar Vista Drive. Remaining portions of the Tier I project may be funded through Measure D revenues and/or other local, State, and federal funding sources. The Final EIR/EA with FONSI has been prepared under the assumption that additional funding to complete the Tier I project will occur over a multiyear time frame. As portions of the Tier I project are ultimately programmed for design and construction, they will become Tier II projects and will be analyzed in separate Tier II environmental documents.

Comment Letter I-69

I-69

From: [Fowler, Matt C@DDOT](mailto:Fowler.Matt.C@DDOT)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara F@DDOT](#)
Subject: FW: Comments - Tier I/Tier II Draft Environmental Impact Report/Environmental Assessment (DEIR/EA)
Date: Tuesday, January 19, 2016 2:56:12 PM

From: scottndebbie1545@comcast.net [mailto:scottndebbie1545@comcast.net]
Sent: Monday, January 18, 2016 5:54 PM
To: Fowler, Matt C@DDOT
Subject: Comments- Tier I/Tier II Draft Environmental Impact Report/Environmental Assessment (DEIR/EA)

Hi Matt,

Thank you for your work on this study.

It is my belief that, based on my 37 plus years as a Santa Cruz commuter, that the No Build Alternative would result in a greater delay of transit times throughout the region's corridors in addition to the Hwy 1 transit times than has been calculated. This is because, historically, population/commuter growth has increased regardless of highway size. In my experience, growth in the number of drivers has far preceded growth of highways rather than the other way around.

I have seen my commute times on southbound Hwy 1 from the Hwy 17 interchange (including the fishhook) to the Soquel exit drop from 35 minutes to 15 minutes since the previous Fishhook/Auxiliary Lanes project was completed. Plus, I am no longer a sitting duck waiting to be rear-ended by an out of control driver while waiting to enter the Fishhook from Hwy 17. Additionally, congestion in our neighborhoods has been reduced south of Morrissey. However, when Hwy 1 traffic does back up from congestion south of the Soquel exit, congestion in our Live Oak neighborhoods from drivers seeking alternative routes becomes frustrating.

Best Regards,
Scott Dillingham

Response to Comment Letter I-69

Scott Dillingham

Comment I-69

Your support for the Tier II project has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Alternative as the Preferred Alternatives. The Preferred Alternatives are expected to improve the ability of Route 1 to meet future travel demand within the study area through addition of HOV lanes, as well as ramp metering and auxiliary lanes.

I-69

Comment Letter I-70

I-70

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertana, Lara E@DOT
Subject: FW: Comments on SANTA CRUZ ROUTE 1 Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment
Date: Tuesday, January 19, 2016 2:13:19 PM
Importance: High

From: Tish & Jim [mailto:tish-jim@pacbell.net]
Sent: Sunday, January 17, 2016 3:22 PM
To: Fowler, Matt C@DOT
Cc: info@scrtc.org; zach.friend@co.santa-cruz.ca.us
Subject: Comments on SANTA CRUZ ROUTE 1 Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment
Importance: High

I have reviewed the **SANTA CRUZ ROUTE 1 Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment Prepared by the Federal Highway Administration and State of California Department of Transportation dated November 2015** and submit the following questions and comments:

1. Does the implementation of the **Tier II Auxiliary Lane Alternative** between the 41st Avenue and Soquel Avenue/Drive interchanges, as the next phase of HW 1 improvements, impact the implementation of the **Tier I Corridor HOV Lane Alternative** should that be the Tier I alternative selected? If so, the implementation of any Tier II projects must be held until a final decision is made on the Tier I Alternatives.
2. The Highway 1 corridor is the most important asset the county has in terms of transportation. A commuter train, if ever actually built, will not remove autos and trucks from HW 1. A Bus Rapid Transit (BRT) system is a much more effective means of moving people around the county. A BRT will be most efficient if HW 1 is widened as outlined in the **Tier I Corridor HOV Lane Alternative**.
3. The **No Build Alternative** will only reduce the quality of life in Santa Cruz County due to increased congestion and increased pollution not

I-70a

I-70b

I-70c

only on HW 1 but also on surrounding surface streets as motorists seek relief during peak commute periods and/or whenever there is an accident on HW 1. This creates an immediate public safety issue for the residents and businesses located along the affected surface streets. Public transit and emergency services vehicles are also adversely impacted, reducing the safety and well being of all county residents.

I-70c
cont.

4. **The Tier I TSM Alternative**, while a significant improvement over the No Build Alternative, still does not yield the full benefits of the HOV Lane Alternative, specifically reduced travel times, the incentives for carpooling and giving busses and emergency services vehicles a faster means of traversing the county.

I-70d

5. Section 2.1.6 addresses the **Visual/Aesthetics**. We do not live directly adjacent to HW 1, but we do travel it on a daily basis. In looking at the "before & after" visuals provided in the Draft EIR, as well as the seeing the recently completed HW 17 to Soquel Ave/Dr interchange Aux Lane project, we do not consider the visual/aesthetic impact of the **Tier I Corridor HOV Lane Alternative** to be unacceptable.

I-70e

6. My wife and I strongly support and request the approval of the **Tier 1 Corridor HOV Lane Alternative**. We believe this is the best option available and well worth the cost.

I-70f

Respectfully,

James Dixon & Patricia McGlynn
 352 Rio Del Mar Blvd
 Aptos, CA 95003

Response to Comment Letter I-70

James Dixon and Patricia McGlynn

Comment I-70a

The Tier II Auxiliary Lane Alternative, which was selected as the preferred alternative for the Tier II project, is the first step in implementing either the Tier I Corridor HOV Lane Alternative or the Tier I Corridor TSM Alternative. The Tier I Corridor HOV Lane Alternative was selected as the preferred alternative for the Tier I project. Please note that the Tier I Corridor HOV Lane Alternative will be implemented by constructing a series of smaller “Tier II” projects. Thus, the current Tier II project, as well as future Tier II projects, will not preclude, but will support the selected Tier I alternative.

James Dixon and Patricia McGlynn

Comment I-70b

The Tier I project seeks capacity improvements that encourage alternative modes, such as HOV mainline lanes, HOV on-ramp bypass lanes, transit stops at highway ramps, and pedestrian/bicycle crossings over the highway (also provided for Tier II). HOV lanes would provide time-saving incentives for users of ridesharing and express transit.

James Dixon and Patricia McGlynn

Comment I-70c

Your comments regarding the No Build Alternative have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects within the larger Tier I project will

proceed through environmental review and design. As described in the Final EIR/EA with FONSI, the preferred alternatives will result in the widening of Route 1 within the project limits.

James Dixon and Patricia McGlynn

Comment I-70d

In general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane, while vehicles using the adjoining general purpose lanes are indirect beneficiaries, due to the shift of carpoolers, vanpoolers, etc. from general purpose lanes to the HOV lane. Experience with HOV lanes from around the country has shown a positive relationship between ridership and travel time savings, suggesting that as congestion grows, the travelers’ willingness to carpool or ride a bus that uses the HOV lane also grows. For more information, please see response to Comment I-205c.

James Dixon and Patricia McGlynn

Comment I-70e

The commenter’s statement about the visual impacts of the Tier I Corridor HOV Lane Alternative has been taken into consideration as part of the project record. The assessment of visual and aesthetics impacts is based on the methodology established by Federal Highway Administration’s Visual Impact Assessment for Highway Projects (1981). This methodology divides the views into landscape or character units that have distinct, but not necessarily homogenous, visual character. Typical views are selected for each landscape unit to represent the views to/from the project. Please refer to Section 2.1.6, Visual/Aesthetics, of the Final EIR/EA with FONSI for more information about the visual impact assessment.

James Dixon and Patricia McGlynn

Comment I-70f

Your support for the Tier I Corridor HOV Lane Alternative has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred

alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects within the larger Tier I project will proceed through environmental review and design.

Comment Letter I-71

I-71

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertaina, Lara E@DOT](mailto:Bertaina.Lara.E@DOT)
Subject: FW: Comment on Highway 1
Date: Wednesday, January 13, 2016 3:00:27 PM

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

From: Casey Douglas [<mailto:kad3927@gmail.com>]
Sent: Wednesday, January 13, 2016 2:57 PM
To: Fowler, Matt C@DOT
Subject: Comment on Highway 1

I am writing in strong opposition to widening Highway 1, either through modification or adding lanes. It is a stop gap measure and the County seems uninterested in the number of studies showing that lane widening and adding is not a successful solution to transportation issues. Further, supporting a tax increase for a rail trail because a trail is 'a transportation alternative' is patently, demographically absurd. We need a long term, wisely planned alternative to cars; anything else is a poorly applied, very costly band aid.

Here, respectfully, is a policy brief from the UC Davis Institute of Transportation Studies, based on a review of the research and entitled 'Increasing Highway Capacity Unlikely to Relieve Traffic Congestion.' The studies cited are hardly 'irrelevant'. We need fewer cars, not more, on Highway 1.

Sincerely,

Casey Douglas
Rip Del Mar

https://urldefense.proofpoint.com/v2/url?u=http-3A__www.dot.ca.gov_research_docs_10-2D12-2D2015-2DNCST-5FBrief-5FInducedTravel-5FCS6-5Fv3.pdfdocs_10-2D12-2D2015-2DNCST-5FBrief-5FInducedTravel-5FCS6-5Fv3.pdf&d=BQIFAg&c=Nwf-pp4xtYRe0sCRVM8_LWH54joYF7EKmrYldfxIq10&r=zGRNWGbUen2X_rbRpU4HRYNwZeSoM26pgbgZe48_rI&m=8T8FTONUr_p4XTAlh_JsxyOFOEk-J-z3942jtJyVclw&s=_58IS7ahrgSl4XGDgsDLY_1DGkpji6TdHpprtAEih_Q&e=

I-71

<https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Response to Comment Letter I-71

Casey Douglas

Comment I-71

Your comments have been considered as part of the project record. The EIR/EA analysis indicates that the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would reduce congestion substantially compared to the No Build Alternative, as well as provide incentives for carpooling and express bus ridership. Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI for additional information.

As part of the Final EIR/EA with FONSI analysis, Caltrans considered the potential for the proposed project to result in induced demand and found that such effects would be minimal (i.e., less than 1 percent increase in vehicle miles traveled as a result of induced demand). This analysis is described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI. More detail regarding the analysis is provided in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), which is included as an addendum to the *Traffic Operations Report*.

Additionally, rail and trail solutions are not being considered as part of the proposed project. The Tier I Corridor HOV Lane Alternative would include reconstruction of rail overcrossings over Highway 1 that would support future development of the Santa Cruz Branch Rail Line, but the rail project itself is being considered separately by Santa Cruz County Regional Transportation Commission. Concerns and comments regarding this project, as well as Santa Cruz County Regional Transportation Commission's proposed Monterey Bay Scenic Trail Network, can be directed to Santa Cruz County Regional Transportation Commission, by visiting

Comment Letter I-72

I-72

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Hwy. 1 in Santa Cruz, CA
Date: Tuesday, January 19, 2016 1:56:50 PM

From: H Dowling [mailto:hdowling7@gmail.com]
Sent: Sunday, January 17, 2016 10:17 AM
To: Fowler, Matt C@DOT
Subject: Hwy. 1 in Santa Cruz, CA

Mr. Fowler:

My family has been in Santa Cruz county since 1851 and so obviously has seen change as a normal occurrence.

The bottleneck of traffic through the county in general and on Mission Street within the city of Santa Cruz is horrendous. Incompetence on every bureaucratic level has created this nightmare, starting with the city council, whose defining characteristics are hubris and ignorance. For example, what sort of municipality keeps a water department manager on the job for 25 years whose credentials are a degree in psychology, and who has figured out how to enrich himself through his alignment with the desalination lobby?

You have asked for comments. Here is mine: do the job you get paid to do. Come up with a plan to take the traffic off of Mission Street. And this does not mean diverting it to other surface streets. That is just as stupid as installing more traffic lights would be.

H. Dowling

I-72

Response to Comment Letter I-72

H. Dowling Comment I-72

After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Alternative as the Preferred Alternatives. The Preferred Alternative, by adding HOV lanes, as well as ramp metering and auxiliary lanes, is expected to improve the ability of Route 1 to meet future travel demand within the traffic study area. The improved freeway conditions would draw vehicles that would otherwise divert onto parallel arterials back to Route 1, relieving the local city streets from excessive cut-through commuter traffic. However project limits do not include Mission Street.

Comment Letter I-73

I-73

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Beltrina, Lara F@DOT](mailto:Beltrina.Lara.F@DOT)
Subject: FW: Comments on Hwy 1 Proposed Plans
Date: Tuesday, January 26, 2016 3:23:27 PM

From: Dianne [mailto:blueiris@gmail.com]

Sent: Monday, January 25, 2016 4:17 PM

To: Fowler, Matt C@DOT

Subject: Comments on Hwy 1 Proposed Plans

Though I would prefer some kind of rail line between Watsonville and Santa Cruz, I don't see it mentioned in the highway planning documents as an alternative. I'd like to know why!

If there's no possibility of a rail line, I would support the Tier 2 project **IF** the resulting changes will dovetail with future HOV lanes.

Bottom line: I urge you to make decisions that **reduce car travel** over the next several years **by making transit and non-fossil fuel transportation available** to more people.

Thank you for your consideration.

Dianne Dryer
Thurber Lane
Santa Cruz

I-73

Response to Comment Letter I-73

Dianne Dryer

Comment I-73

Your comments have been considered as part of the project record. Railway improvements are not being considered as part of the proposed project; however, the Santa Cruz Branch Rail Line is being considered as a separate project by Santa Cruz County Regional Transportation Commission. The most recent traffic analysis showed that the increase in traffic was substantially due to job market growth in, and commuting to, Silicon Valley; a route that is not connected/served by rail. The existing and projected congestion in the peak direction on Route 1 would not be addressed with rail improvements.

The Tier II Auxiliary Lane Alternative, which was selected as the preferred alternative for the Tier II project, will help facilitate the future development of the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative by Caltrans/Federal Highway Administration and the Project Development Team. The Tier I Corridor HOV Lane Alternative would reduce congestion compared to the No Build Alternative, improve bus travel speeds and thereby encourage ridership, and provide incentives for carpooling and vanpooling.

Comment Letter I-74

I-74

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: HWY 1 Widening
Date: Wednesday, January 20, 2016 3:31:56 PM

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

From: J and J Dunn [<mailto:jandjdunn@hotmail.com>]
Sent: Wednesday, January 20, 2016 3:16 PM
To: Fowler, Matt C@DOT
Subject: HWY 1 Widening

Please, please, please add an unrestricted third lane in both directions of HWY 1 between Soquel Drive and San Andreas Rd. Hours and hours of wasted time and gallons and gallons of gas could be saved if HWY 1 is updated to match the current population of Santa Cruz county.

Thank You
John Dunn
45 Year Resident Of Santa Cruz County

Sent from my iPhone

I-74

Response to Comment Letter I-74

John Dunn

Comment I-74

Your comments have been taken into consideration as part of the project record. Comments received during project scoping suggested widening Route 1 to eight lanes within the project limits, either with one new mixed-flow lane and one HOV lane in each direction, or with two new mixed-flow lanes in each direction to address long-term travel demand requirements. These alternatives were considered and eliminated from further discussion, as described in Section 1.5.6, Alternatives Considered but Eliminated from Further Discussion, of the Final EIR/EA with FONSI. The eight-lane alternative would have resulted in a wider roadway than under the Tier I Corridor HOV Lane Alternative, resulting in greater environmental impacts. Without specifically dedicating an HOV lane in each direction, this alternative would have been less effective than the Tier I Corridor HOV Lane Alternative in addressing the aspects of the project purpose related to promoting the use of alternative transportation modes as means to increase transportation system capacity, and encouraging carpooling and ride sharing. After the end of the public review period of the Draft EIR/EA with FONSI, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Alternative as the preferred alternatives. The preferred alternatives are expected to improve the ability of Route 1 to meet future travel demand within the study area through addition of HOV lanes, as well as ramp metering and auxiliary lanes.

Comment Letter I-75

I-75

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Andersen, Jennifer](mailto:Larson.Theresa@Andersen.Jennifer)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Highway widening proposal
Date: Thursday, January 21, 2016 10:29:48 AM

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

From: Marty Dunn [<mailto:malto.mastil@cruzio.com>]
Sent: Thursday, January 21, 2016 10:13 AM
To: Fowler, Matt C@DOT
Subject: Highway widening proposal

Dear Mr. Fowler,

I am writing to voice my strong opposition to the proposed further widening of Hwy. One. The last round of widening was terrifically expensive, caused long-term staggering gridlock, and, ultimately and literally, just pushed the problem down the road. We now find ourselves poised to consider similar action, putting yet another band-aid on a large, untreated sore.

The only sustainable solution for this situation is to convince commuters to abandon the idea of one person per car. That can be achieved by changing mindsets. Changing mindsets can be achieved by offering enhanced public transportation—buses as well as consideration of light rail, perhaps elevated—and beginning serious carpooling efforts. This will take time, money and creativity—and throw in a lot of top-flight planning, of course!

We need to move past the idea of “if we build it, they will come,” because “they” have already arrived! Instead, we must focus on improving on what is established and going forward from there. Innovation and cooperation will take us as a society much further than sitting in stalled traffic will.

Sincerely,
Martha Mee Dunn

I-75

Response to Comment Letter I-75

Martha Mee Dunn

Comment I-75

Your comments have been considered as part of the project record. The Final EIR/EA with FONSI acknowledges the impacts of construction activities on the local area, and identifies avoidance, minimization and mitigation measures to reduce the temporary construction impacts (e.g., increased congestion) that would result from the proposed project to the extent feasible. Please refer to Section 2.4.1, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI for discussion of the construction phase impacts on traffic and transportation/pedestrian and bicycle facilities.

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would support bus transit and carpooling. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, by reducing congestion and creating a dedicated HOV lane, the Tier I Corridor HOV Lane Alternative would improve bus travel speeds, thereby likely increasing bus ridership, and providing incentives for individuals to carpool or otherwise travel in HOVs.

Rail is not being considered as part of the proposed project but is being considered separately by Santa Cruz County Regional Transportation Commission. Santa Cruz County Regional Transportation Commission’s Expenditure Plan includes the Santa Cruz Branch Rail Line, which would create incentives for alternative modes of transportation by expanding the transit network. Any comments or concerns regarding the Santa Cruz Branch Rail Line or other possible future rail projects can be directed to Santa Cruz County Regional Transportation Commission. The most recent traffic analysis showed that the increase in traffic was more due to

job market growth in, and commuting to, Silicon Valley; a route that is not connected/served by rail. The existing and projected congestion in the peak direction on Route 1 would not be addressed with rail improvements. Please refer to Section 1.3, Purpose and Need, for additional information.

Comment Letter I-76

I-76

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Andersen, Jennifer](mailto:Larson.Theresa@Andersen.Jennifer)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Draft Highway 1 EIR
Date: Tuesday, January 19, 2016 12:26:20 PM

-----Original Message-----
From: William Duquette [<mailto:rduquette@sbcglobal.net>]
Sent: Saturday, January 16, 2016 2:46 PM
To: Fowler, Matt C@DOT
Subject: Draft Highway 1 EIR

Mr. Fowler,

Your EIR does not address the potential reduction in traffic along County roads resulting from the lack of congestion on Highway 1 during commute hours. My personal experience is that many commuters traveling north are bypassing the highway in the morning and using Soquel east of the highway, and San Andreas, Seascave and Sumner west of the highway. Much wear and tear to our roads not to mention many of the commuters are traveling well over the speed limit along Sumner. Residents along the Sumner corridor have been complaining for a long time about motorists driving at unsafe speeds through their residential district.

Further analysis might be worthwhile and in support of the project.

Rick Duquette

I-76

Response to Comment Letter I-76

Rick Duquette

Comment I-76

As discussed in response to Comment I-59c, details about the cut-through traffic on major parallel arterials (Soquel Drive, Capitola Road, and Park Avenue) at various locations is provided in Figure 4-4 and Table 4-9 of the 2012 *Traffic Operations Report*, and have been added to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI. Under 2035 No Build conditions, Soquel Drive is expected to have the most cut-through traffic, followed by Capitola Road and Park Avenue.

Depending on location, average daily cut-through traffic on Soquel Drive would range from 3,000 vehicles near to the southern end of the corridor to 30,000 vehicles in the more congested northern end of the corridor. Average daily cut-through traffic would range from 4,000-4,500 vehicles for Capitola Road; and about 4,000 vehicles for Park Avenue. The large variation in the results of the analysis of cut-through traffic on Soquel Drive is due to the fact that this roadway runs parallel to Highway 1 for most of the study area. However, due to lower effective travel speeds, cut-through traffic is not expected to travel continuously for the 8-10-mile portion that runs parallel to the study corridor, but would travel for a mile or two to bypass the major bottlenecks on Highway 1. Near the southern end of the study area, cut-through traffic on Soquel Drive is expected to be low, around 3,000 vehicles daily, due to lower congestion levels on Highway 1 and fewer destinations in that area. Whereas, near the north end of the study area, where congestion levels on Highway 1 are higher, and there are more destinations, cut-through traffic on Soquel Drive is expected to be about 30,000 vehicles daily. In addition to lower travel speed and proximity of freeway congestion, roadway capacity on Soquel Drive decreases from a 4-lane roadway on the northern end to a 2-lane roadway on the southern end, thus further contributing to the large variation in the estimated cut-through traffic volumes.

Comment Letter I-77

I-77

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertana, Lara E@DOT](mailto:Bertana.Lara.E@DOT)
Subject: FW: Highway 1 Corridor Investment Program
Date: Tuesday, December 15, 2015 12:28:35 PM

Matt Fowler
 Central Coast Environmental Analysis
 Central Region- District 5
 (805) 542-4603

From: Justin Eatinger [<mailto:justin.eatinger@gmail.com>]
Sent: Tuesday, December 15, 2015 12:12 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 Corridor Investment Program

Hello,

I support both Tier I and II, including the various alternatives, of this proposed project.

Thanks,
 Justin Eatinger
 108 Hope Lane
 Santa Cruz, CA 95060

I-77

Response to Comment Letter I-77

Justin Eatinger

Comment I-77

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects within the larger Tier I project will proceed through environmental review and design.

Comment Letter I-78

I-78

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Beltrina, Lara E@DOT](mailto:Beltrina.Lara.E@DOT)
Subject: FW: HWY 1
Date: Tuesday, January 19, 2016 1:57:17 PM

From: Larry Ellis [mailto:tinmanlar@hotmail.com]
Sent: Sunday, January 17, 2016 10:20 AM
To: Fowler, Matt C@DOT
Subject: HWY 1

Get the job done! I got my drivers license in 1962 when Santa Cruz County had 60,000 people and the roads haven't changed. Now we have, including UCSC, about 300,000. I think we have a infrastructure problem.

I-78

Response to Comment Letter I-78

Larry Ellis

Comment I-78

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects within the larger Tier I project will proceed through environmental review and design.

Comment Letter I-79

I-79

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertana, Lara E@DOT
Subject: FW: Highway 1, Santa Cruz corridor
Date: Wednesday, November 18, 2015 3:41:37 PM

From: Teren Ellison [mailto:terend@mac.com]
Sent: Wednesday, November 18, 2015 11:49 AM
To: Fowler, Matt C@DOT
Subject: Highway 1, Santa Cruz corridor

Dear Sir:

While I have high regard for the analysis work that all at Caltrans have done and continue to do I all areas of vehicular transportation, I must voice my despair at the mindlessness with which our society continues to make the same mistake regarding highway and road congestion. All history (obviously recent) reveals that widening roads is, at BEST, a temporary solution and often only for a particular segment of the roadway. Yet we are willing to spend millions of dollars, throwing good money after bad, repeating this mistake.

A sign of intelligence is recognizing a mistake and coming up with other solutions. To me the no-brainer answer is mass transportation. Of course that is a political and economic maze with the power still firmly in the hands of oil companies who have no wish to see mass transportation take hold. I realize this. Yet do we blindly go ahead with stupid, wasteful, ineffective actions because the right one seems impossible? Can I justify being silent because no one seems to listen? Can you continue to play the game because it pays your mortgage or puts your children through college?

Forgive me for making this personal but it IS personal - for every single one of us.

As you already know, I am 100% opposed to any highway widening and wish to go on record as such. Not only does it make the highway ugly, but it does not solve the underlying issues of congestion.

Thank you your time and your efforts, even if I do not agree with them.

Sincerely,
 Teren Ellison
 //

I-79

Response to Comment Letter I-79

Teren Ellison

Comment I-79

Your comments have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would support bus transit. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of HOV lanes, results indicate that buses and other high occupancy vehicles would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No Build Alternative. Additionally, the Tier I Corridor HOV Lane Alternative would provide incentives for carpooling and vanpooling and thereby encourage a shift away from single-occupancy vehicle use.

Rail solutions are not being considered as part of the proposed project but are being considered separately by Santa Cruz County Regional Transportation Commission. Santa Cruz County Regional Transportation Commission has included improvements to Route 1, while also including improvements for alternative modes of transportation, such as development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line, which would create incentives for alternative modes of transportation by expanding the transit network. Any concerns regarding the Santa Cruz Branch Rail Line can be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org. The most recent traffic analysis showed that the increase in traffic was more due to job market growth in, and commuting to, Silicon Valley; a route that is not connected/served by

rail. The existing and projected congestion in the peak direction on Route 1 would not be addressed with rail improvements. Please refer to Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI for more information.

Comment Letter I-80

I-80

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertana, Lara F@DOT](mailto:Bertana.Lara.F@DOT)
Subject: FW: Please complete the Tier I project ASAP
Date: Wednesday, January 13, 2016 2:56:52 PM

From: Skip Ely [<mailto:skipper@elyxir.com>]
Sent: Wednesday, January 13, 2016 2:38 PM
To: Fowler, Matt C@DOT
Subject: Please complete the Tier I project ASAP

Hundreds, if not thousands of hours of productivity are wasted, and mass quantities of air pollutants are unnecessarily added to our atmosphere every day due to the inadequate capacity of Highway 1 between Santa Cruz and Aptos. The sooner lanes are added the better it will be for everyone in Santa Cruz County.

I-80

Skip Ely
(831) 750-5005

Response to Comment Letter I-80

Skip Ely

Comment I-80

Your support for the project has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Lanes Alternative. The Tier I Corridor HOV Lane Alternative would generally reduce emissions and would result in savings of over \$120 million in the reduction of congestion-related costs in comparison to year 2035 No Build Alternative conditions. For more information, please see response to Comment I-59g.

Comment Letter I-81

I-81

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa/ Andersen, Jennifer](mailto:Larson.Theresa@Andersen.Jennifer)
Cc: [Berfaini, Lara F@DOT](mailto:Berfaini.Lara.F@DOT)
Subject: FW: Aptos two RR trestles of SCCRTC
Date: Wednesday, December 09, 2015 9:44:47 AM

From: David Eselius [<mailto:david.eselius@gmail.com>]
Sent: Tuesday, December 08, 2015 10:05 PM
To: DOT D05Info D5
Subject: Aptos two RR trestles of SCCRTC

To: CALTRANS EIR Comments, Highway 1

Subject: **Aptos two RR trestles of SCCRTC**

Highway One widening project within Santa Cruz County has been extensively reviewed by the Caltrans EIR. However, the topic of Aptos two railway trestles crossing Highway 1 needs identification. The Santa Cruz County Transportation Commission (SCCRTC) owns the 32-mile "multipurpose" railway-right-of-way, which contains Aptos two RR trestles.

The SCCRTC considers the 32-mile "multipurpose" railway-right-of-way a major transportation item. Commitments to a "rail to trail project" by the SCCRTC includes Santa Cruz County and extends into Monterey County.

In the early 2000s, in a show and tell public meeting with the SCCRTC, Caltrans explained two construction paths for replacement of the Aptos trestles.

According to publically identified SCCRTC priorities, the 32-mile "multipurpose" railway-right-of-way is to carry freight trains, passenger trains, include bicycle pathway, and pedestrian pathway. It is necessary (again) for the Caltrans HWY-1 EIR to identify trestle alternatives for SCCRTC railway right-of-way crossing Highway 1 at Aptos.

It is important that the Caltrans HWY-1 EIR identify Aptos two trestles. The trestles MUST be replace to secure necessary pathway for Highway 1 widening. Without the replacement of Aptos two trestles, Caltrans lacks the necessary winding right-of-way and cannot start the Highway 1 widening project, which is a major project issue.

I-81

Response to Comment Letter I-81

David Eselius

Comment I-81

As described in Section 1.5, Project Description, of the Final EIR/EA with FONSI, both the Tier I Corridor HOV Lane Alternative and the Tier I Corridor TSM Alternative would include reconstruction of the Santa Cruz Branch Rail Line bridges over Route 1. The Santa Cruz Branch Line railroad overpass structures are proposed to be modified or replaced to accommodate highway widening to match the ultimate six-through-lane concept. These modifications will lower the highway profile to provide standard clearances. The replacement trestles will be wide enough for both railroad tracks and a trail.

Comment Letter I-82

I-82

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertaina, Lara E@DOT](mailto:Bertaina.Lara.E@DOT)
Subject: FW: Highway One
Date: Tuesday, January 19, 2016 12:15:33 PM

From: Steven Fannell [<mailto:candycap@gmail.com>]
Sent: Saturday, January 16, 2016 12:12 PM
To: Fowler, Matt C@DOT
Subject: Highway One

Hi Matt,
This is Steven Fannell.
I have been a North Coast resident for the past 20yrs. And WE need a bike trail all the way up to San Francisco, but up to Davenport, CA. Would be a good start!!
Put my name on this one please.
Anything I can do to help, please let me know.
Thank You,
Steven Fannell
831-234-2292
Candycap@gmail.com

I-82

Response to Comment Letter I-82

Steven Fannell

Comment I-82

The proposed project is focused on the segment of Route 1 between roughly Watsonville and the City of Santa Cruz (see Figure 1-2 of the Final EIR/EA with FONSI). Therefore, the area noted in the comment is outside of the project area. Such bicycle facilities may be considered as part of a future project. Please refer to Caltrans District 5's *Transportation Concept Report for Route 1 in Santa Cruz County* (available at the following link:

http://www.dot.ca.gov/dist05/planning/sys_plan_docs/factsheets_dataheets/sr_1/sr_1.pdf) for a description of existing facilities and possible future projects in the region.

Comment Letter I-83

I-83

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Betaina, Lara E@DOT
Subject: FW: some comments on the Draft EIR
Date: Tuesday, January 19, 2016 9:17:43 AM

From: Nancy Faulstich [mailto:climateaction421@gmail.com]
Sent: Tuesday, January 19, 2016 12:21 AM
To: Fowler, Matt C@DOT
Subject: some comments on the Draft EIR

Dear Mr. Fowler,
 I'm a parent and educator living in South County just outside Watsonville City limits off Green Valley Rd.

I'm glad to see there is a section in the EIR discussing climate change, however, I believe an Environmental Impact report should be **centered** on impacts related to human-caused climate change, **since climate change is the biggest force affecting everyone's environment at this time.**

As acknowledged, transportation is one of the key elements of society that is creating climate change.

In Santa Cruz County over 50% of green house gas emissions are attributed to the transportation sector.

Given the need to bring emissions to zero as soon as possible, I believe our community needs to invest in alternatives to cars, and that widening a highway is going down the road of more environmental destruction rather than improving the health of the environment.

I quote pg 3 - 13 (my emphasis):

"To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced. The purpose of the proposed project is to relieve congestion and improve operational efficiency on improve Route 1 in Santa Cruz from approximately 0.4 mile south of the San Andreas/ Larkin Valley Road interchange to 0.4 mile north of the Morrissey Boulevard interchange."

This project is anticipated to result in only slight relief of traffic congestion; therefore in my opinion the negative environmental impact of climate change is too high and should be reflected in the report.

Thus, I recommend this report be emphasize the understanding that all future planning must be done looking through the lens of reducing emissions. Environmental impacts must specify impacts on maintaining a livable planet.

For example, I would like a clearer projection of vehicle miles traveled for the 3 options described in the plan (HOV, TSM, No build).

I-83a

I-83b

More vehicle miles traveled means more emissions.

This report states that there would not be disproportionate negative impact on low income or minority communities. Yet, climate change DOES disproportionately impact these communities, so that should be reflected in the report as a by-product of widening the highway. Low income populations are more impacted by heat waves, floods, lack of food and water. They have fewer resources to respond to changes.

Adding lanes leads to induced demand.
 2.1.5 - 23

Please refer to Handy's 2014 policy brief, updated from 2003 that is cited in the EIR. (my emphasis)

Impact of Highway Capacity and Induced Travel on Passenger Vehicle Use and Greenhouse Gas Emissions

Policy Brief

Susan Handy, University of California, Davis Marlon G. Boarnet, University of Southern California

September 30, 2014

One concern with this strategy is that the additional capacity may lead to additional vehicle travel. The basic economic principles of supply and demand explain this phenomenon: adding capacity decreases travel time, in effect lowering the "price" of driving; when prices go down, the quantity of driving goes up (Noland and Lem, 2002). An increase in vehicle miles traveled (VMT) attributable to increases in capacity is called "induced travel." **Any induced travel that occurs reduces the effectiveness of capacity expansion as a strategy for alleviating traffic congestion and offsets any reductions in GHG emissions that would result from reduced congestion.** If the percentage increase in VMT matches the percentage increase in capacity, congestion (a function of the ratio of VMT to capacity) is not alleviated at all.

Thank you for considering my input.

Nancy Faulstich

Watsonville Climate Action Network

I-83b
 cont.

I-83c

I-83d

Response to Comment Letter I-83

Nancy Faulstich

Comment I-83a

The project is one of many transportation projects planned in Santa Cruz County. In California, responsibility for transportation planning and coordination is assigned to regional transportation planning agencies. The Santa Cruz County Regional Transportation Commission is the designated regional transportation planning agency. The Regional Transportation Commission is required to periodically undertake long-range planning efforts, as a way to set the course for meeting the transportation needs of their respective regions and communities over a 20 plus year timeframe. This long-range planning effort is called the Regional Transportation Plan. The Regional Transportation Plan reflects a wide spectrum of sustainability objectives for this long-range planning effort. A sustainable transportation system requires a plan that encompasses improvements to access, mobility, the environment, public health, safety, the economy and equity, as well as preservation of the current transportation system, all within financial constraints.

As stated on Page 1-6 of the Regional Transportation Plan, "Santa Cruz County residents have suggested many strategies to respond to congestion and reduce how long it takes to get places, but with increased demands on even more limited financial resources, an aging system that is already difficult to maintain, and requirements for reducing greenhouse gas emissions, it is no longer expected that the community can completely eliminate congestion. The region must find ways to operate and utilize our existing highway and transit networks more efficiently and sustainably over the long term." The project is included in the Regional Transportation Plan and is therefore one of many projects planned in combination to reduce congestion and greenhouse gas emissions. The project is included in the Regional Transportation Plan and is consistent with the related transportation and air quality modeling.

In 2018, the Santa Cruz County Regional Transportation Commission approved the *2040 Regional Transportation Plan/Sustainable Communities Strategy*, which selected projects that support sustainability goals including access, greenhouse gas emission reduction, economic vitality, health, safety, travel time reliability, equity, and maintenance of the existing transportation network. The inclusion of the Tier I and Tier II Projects in this plan recognizes the role of these projects as part of a sustainable transportation system that supports the attainment of the region's goals for reducing greenhouse gas emissions. The *Santa Cruz County Regional Transportation Plan* is also incorporated into the Association of Monterey Bay Area Governments' tri-county *Metropolitan Transportation Plan/Sustainable Communities Strategy* that covers the counties of Santa Cruz, Monterey, and San Benito. The *Santa Cruz County Regional Transportation Plan* must be consistent with and plan for a transportation system that supports the California Senate Bill 375-mandated Sustainable Communities Strategy for reducing greenhouse gas emissions, which is included in the Association of Monterey Bay Area Governments' tri-county *Metropolitan Transportation Plan/Sustainable Communities Strategy*.

In addition, the Final EIR/EA with FONSI includes comprehensive discussion of Caltrans adaptation strategies, which refer to how Caltrans and others can plan for the effects of climate change on the state's transportation infrastructure and strengthen or protect the facilities from damage. No additional analysis is required to satisfy California Environmental Quality Act requirements related to assessing potential impacts associated greenhouse gas emissions.

Nancy Faulstich

Comment I-83b

Vehicle miles traveled projections for the study corridor under 2035 No Build, 2035 HOV Build, and 2035 TSM Build conditions are provided in Tables 2.1.5-10 and 2.1.5-15 of the Final EIR/EA with

FONSI. Hourly vehicle miles traveled estimates under 2035 conditions are summarized at the end of this comment (Table I-83b). It should be noted that these are corridor-level vehicle miles traveled estimates, but not county-level estimates, and they do not include the reduction in vehicle miles traveled values of parallel corridors associated with traffic rerouting from longer parallel corridors to shorter SR-1 corridor with the proposed highway improvements. At the region or county level, vehicle miles traveled value would increase minimally (less than 1 percent) for the HOV Build and TSM Build scenarios, as described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, which summarizes the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017).

Table I-83b
Summary of Route 1 Corridor Vehicle Miles Traveled

Direction	Time Period	2035 No Build	2035 TSM Build	2035 HOV Build
Northbound AM	Peak Hour	32,646	47,030	50,360
	Peak Period	36,922	43,009	47,269
Northbound PM	Peak Hour	31,138	38,582	47,555
	Peak Period	31,568	35,455	40,048
Southbound AM	Peak Hour	32,248	40,278	43,081
	Peak Period	30,863	31,715	34,179
Southbound PM	Peak Hour	28,956	36,169	49,038
	Peak Period	31,544	40,707	47,692

Nancy Faulstich
Comment I-83c

Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI considers the potential for the proposed project to contribute to global climate change. An individual project does not generate enough carbon dioxide

emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of greenhouse gases. In assessing cumulative impacts, it must be determined if a project's incremental effect is "cumulatively considerable" (California Environmental Quality Act Guidelines Sections 15064(h)(1) and 15130). To make this determination the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. As described in Section 3.2.5, Climate Change under the California Environmental Quality Act, the quantitative analysis of greenhouse gas emissions in the *Air Quality Study Report Addendum* (Caltrans 2018) shows that, in year 2035 the Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions by 505 metric tons per year compared to the No Build Alternative (2035); whereas the Tier I Corridor TSM Alternative would increase greenhouse gas emissions by 2,405 metric tons per year compared with the No Build Alternative.

Projects can individually emit greenhouse gas emissions without significantly contributing to the statewide carbon dioxide emissions impact. Caltrans has adopted plans, programs, and policies consistent with State goals to reduce emissions. Over the next 25 years, California will be working to improve transit, reduce long-run repair and maintenance costs of roadways, developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

In California, responsibility for transportation planning and coordination is assigned to regional transportation planning agencies. The Santa Cruz County Regional Transportation Commission is the designated regional transportation planning agency. The Regional Transportation Commission is required to periodically undertake

long-range planning efforts as a way to set the course for meeting the transportation needs of their respective regions and communities over a 20 plus year timeframe. This long-range planning effort is called the Regional Transportation Plan. The Regional Transportation Plan reflects a wide spectrum of sustainability objectives for this long-range planning effort. A sustainable transportation system requires a plan that encompasses improvements to access, mobility, the environment, public health, safety, the economy and equity, as well as preservation of the current transportation system, all within financial constraints. As described in Response to Comment I-83a, above, the inclusion of the Tier I and Tier II Projects in the *Santa Cruz County Regional Transportation Plan/ Sustainable Communities Strategy* recognizes the role of the Tier I and Tier II projects as part of a sustainable transportation system that supports the attainment of the region's goals for reducing greenhouse gas emissions.

Caltrans is actively participating in the State of California's climate change adaptation efforts, including the implementation of Executive Order B-30-15, signed by Governor Jerry Brown in April 2015, requiring State agencies to factor climate change into all planning and investment decisions. Climate change adaptation for transportation infrastructure involves long-term planning and risk management to address vulnerabilities in the transportation system from increased precipitation, and flooding; the increased frequency and intensity of storms and wildfires; rising temperatures; and rising sea levels. Caltrans is actively engaged in working towards identifying these risks throughout the State and will work to incorporate this information into all planning and investment decisions as directed in Executive Order B-30-15.

All projects must consider future climate conditions in the planning and design decisions. The sea level rise evaluation found that, overall, the Tier I and Tier II projects would not be potentially affected by an increase in sea level rise, and no mitigation is

required, as described in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI. The analysis of floodplain impacts in Section 2.2.2.1 of the Final EIR/EA with FONSI found that the project-induced changes to the amount of water entering the creeks is so small as to be negligible.

With regard to environmental justice, as described in Section 2.1.1.3 of the Final EIR/EA with FONSI, an analysis was conducted to evaluate the potential for the project to result in disproportionately high and adverse impacts to low income and minority populations, in accordance with federal Executive Order 12898. As described in Section 2.1.1.3, the analysis identified one Census Tract (Census Tract 1213, Block Group 4) that met or exceeded the criteria suggested by the Council on Environmental Quality for identifying low income and minority populations. Nevertheless, the project study area includes somewhat wealthier residents and a lower proportion of minorities than within Santa Cruz County or the city of Santa Cruz as a whole. The analysis concluded that the impacts of the Tier I project would be distributed along the project corridor and would not fall disproportionately on low-income and minority populations; and with the implementation of avoidance, minimization, and/or mitigation measures described in Sections 2.1.6 (Visual/Aesthetics), 2.1.7 (Noise), and 2.4 (Construction Impacts), the Tier II project would not result in disproportionate adverse impacts on minority or low-income populations.

Nancy Faulstich
Comment I-83d

As described in Response to Comment O-2s, an induced travel study was conducted, and the results showed that an increase in vehicle miles traveled due to induced demand generated by the project is expected to be minimal (less than 1 percent) for the project alternatives. For more information, please see response to Comment O-2s.

Comment Letter I-84

I-84

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Beltramo, Lara E@DOT
Subject: FW: Highway 1 in Santa Cruz County....
Date: Thursday, January 14, 2016 2:51:21 PM

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

From: Ed Fields [mailto:fields_95018@yahoo.com]
Sent: Thursday, January 14, 2016 1:19 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 in Santa Cruz County....

Dear Sir,
I am in favor of widening State Highway 1 in Santa Cruz County between the Soquel Drive exit and the Park Avenue exit.
Sincerely,
Ed Fields
Felton, Ca.

I-84

Response to Comment Letter I-84

Ed Fields

Comment I-84

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects within the larger Tier I project will proceed through environmental review and design.

Comment Letter I-85

I-85

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Anderson, Jennifer](mailto:Larson.Theresa.Anderson.Jennifer)
Cc: [Bertaina, Lara E@DOT](mailto:Bertaina.Lara.E@DOT)
Subject: FW: Widening Hwy 1 in Santa Cruz County
Date: Monday, January 11, 2016 10:41:28 AM

From: Margo Fisher [mailto:margo.fisher@gmail.com]
Sent: Sunday, January 10, 2016 4:47 PM
To: Fowler, Matt C@DOT
Subject: Widening Hwy 1 in Santa Cruz County

Hi - I lived in Los Angeles in the 70's and in Seattle for 20 years starting in 1992. Both those cities had increasingly terrible traffic problems and both chose to solve the problem by adding more space for vehicles. Both cities continue to have terrible traffic problems. Perhaps we could learn from their mistakes.

I would advocate for the money to be spent on public transportation. Maybe a large garage could be built in the Aptos area and some kind of elevated line be put in of Soquel Ave to whisk people in and out of Santa Cruz and Capitola. Maybe buses only lanes should be established on the freeway during commute times and more buses added. Adding more lanes and more cars will not solve the traffic problems and will contribute to more air pollution.

I agree with Micah Posner. His article in the Santa Cruz Sentinel (1/10/16) is titled "Era of wider highways long gone". We should try something new instead of repeating the same solutions that have not worked for many others.

Thank you,
Margo Fisher
721 Bay St., #119, Santa Cruz, CA 95060

--
Margo Fisher
margo.fisher@gmail.com
(206)898-5117 cell

Response to Comment Letter I-85

Margo Fisher

Comment I-85

Your comments have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would be supportive of bus transit. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of HOV lanes, results indicate that buses and other high occupancy vehicles would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No Build Alternative. Additionally, the Tier I Corridor HOV Lane Alternative would provide incentives for carpooling and vanpooling.

Further, as described in Section 1.5.1, Tier I Corridor HOV Lane Alternative, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative would not preclude development of future transit improvements under consideration, such as bus pads and bus stop shelters at the Park Avenue and Bay Avenue/Porter Street/41st Avenue interchanges, and future park-and-ride lots at the Larkin Valley Road/San Andreas Road and 41st Avenue interchanges.

A garage and elevated line in Aptos is not currently under consideration but could potentially be considered in the future by Santa Cruz County Regional Transportation Commission. Santa Cruz County Regional Transportation Commission has included improvements to Route 1, while also including improvements for alternative modes of transportation, such as development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line, which would create incentives for alternative

modes of transportation by expanding the transit network. Any concerns regarding the Santa Cruz Branch Rail Line can be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://scrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@scrtc.org. The most recent traffic analysis showed that the increase in traffic was more due to job market growth in, and commuting to, Silicon Valley; a route that is not connected/served by rail. The existing and projected congestion in the peak direction on Route 1 would not be addressed with rail improvements. Please refer to Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI for more information.

Comment Letter I-86

I-86

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertana, Lara F@DOT](mailto:Bertana.Lara.F@DOT)
Subject: FW: Hwy 1 widening
Date: Monday, January 11, 2016 9:32:55 AM

-----Original Message-----
From: Paolo Flansburg [<mailto:paflansburg@icloud.com>]
Sent: Saturday, January 09, 2016 5:21 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1 widening

We want it all the way to Park Ave. the bridge at Chanticleer should be a traffic bridge(Autos). The Soquel overpass needs to be reconfigured. The south 1 on/off ramp/ Soquel Dr/Ave intersection is an engineering joke.

Sent from my iPhone

I-86

Response to Comment Letter I-86

Paolo Flansburg

Comment I-86

The Tier I Corridor HOV Lane Alternative, which was selected as the Tier I preferred alternative, would provide an HOV lane from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. Due to funding constraints, the Tier I Corridor HOV Lane Alternative will be implemented in a series of phases, based on the potential for elements of the Tier I project to relieve congestion and minimize traffic hot spots along the corridor. As currently planned, the earliest phases would construct auxiliary lanes between interchanges and bike/pedestrian overcrossings. After the construction of the current Tier II project (the 41st Avenue – Soquel Drive Auxiliary Lane project), the next Tier II projects would be the Mar Vista Drive pedestrian/bicycle overcrossing project, the auxiliary lane projects between State Park Drive Interchange, and the Bay/Porter Avenue Interchange, as proposed in the Measure D, Transportation Improvement Plan. More information about the phasing of the Tier I Corridor HOV Lane Alternative is provided in the response to Comment I-44b. Reconfiguration of the Soquel Avenue interchange is included in both the Tier I Corridor HOV Lane Alternative and the Tier I Corridor TSM Alternative. A pedestrian/bicycle overcrossing at Chanticleer is already included in the Tier II Auxiliary Lane Alternative, which is the preferred alternative for the current Tier II project. The location of this pedestrian/bicycle overcrossing was identified as part of a process that incorporated public input. Including this pedestrian/bicycle overcrossing in the Tier II Auxiliary Lane Alternative addresses the project purpose and need. As described in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI, there are currently limited opportunities for pedestrians and bicyclists to safely get across Route 1. An automobile crossing at Chanticleer would be much more expensive and would not meet the project's purpose and need to the same degree.

Comment Letter I-87

I-87

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Andersen, Jennifer](mailto:Larson.Theresa@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Comments re EIR Draft for Hwy 1 expansion
Date: Tuesday, January 19, 2016 12:32:53 PM

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

From: Cathy Gamble [<mailto:cathy.gamble@hotmail.com>]
Sent: Saturday, January 16, 2016 6:08 PM
To: Fowler, Matt C@DOT
Subject: Comments re EIR Draft for Hwy 1 expansion

Hi Matt,

I've been a resident/homeowner on Seacliff Drive in Aptos for 20 years.

Thanks for considering my suggestions, comments & questions re the expansion of Highway 1. Here they are:

- 1) Wildlife corridors to mitigate additional habitat fragmentation should be incorporated into existing & expansion construction plans. Is it easier & cheaper to do this during expansion rather than later?
- 2) What happens if landscaping mitigation plans fail?
- 3) Since the pine trees & other vegetation which once lined Highway 1 have been removed, the highway noise pollution at my house has grown considerably. Today it's greater than the jets using the airways above me in their approaches to SFO & OAK. What's being done about highway noise pollution? Rush hour traffic noise is minimal due to the slow pace of the vehicles, but the rest of the time it's way too loud. Additional lanes would mean more traffic ... or existing slow traffic moving faster & creating more noise in the process. Any additional noise pollution mitigation plans being made?

Thank you for your time & consideration,

Cathy Gamble

I-87a

I-87b

I-87c

Response to Comment Letter I-87

Cathy Gamble

Comment I-87a

According to the California Essential Habitat Connectivity project, the project does not transect any major wildlife corridor areas. However, smaller riparian drainages would be considered wildlife corridors on a smaller scale. As currently proposed the Tier II project would not result in impediments to wildlife using these localized corridors.

Cathy Gamble

Comment I-87b

The landscaping and revegetation for the project will include a 3-year plant establishment period to ensure adequate revegetation of the areas impacted by the project, as discussed in Section 2.4.11, Visual/Aesthetics, of the Final EIR/EA with FONSI. (Section 2.4.11 addresses the visual impacts during construction, whereas Section 2.1.6, Visual/Aesthetics, addresses the long-term visual impacts of the project after construction has been completed.) New plantings can be expected to become established in their new location within a 1- to 3- year time frame. After establishment, the new plantings should start to achieve their standard growth rates. The new tree plantings will take decades to achieve a mature size, depending on the individual species.

Cathy Gamble

Comment I-87c

Noise impact assessments are based on the predicted worst-hour future noise levels generated by the proposed project, using the project design drawings and future design year traffic conditions. Future worst-hour noise levels are predicted utilizing the Federal Highway Administration Traffic Noise Model using the latest project design plans and profiles, as well as future design-year traffic conditions that would generate the highest worst-case noise levels.

For example, traffic noise in free-flowing traffic conditions would be worst when the traffic is at its highest free-flowing speeds and traffic volumes are at capacity. Traffic engineers refer to this as Level-of-Service C conditions. The predicted noise levels are then compared to the Federal Highway Administration Noise Abatement Criteria to determine whether noise abatement measures should be considered based on Caltrans and Federal Highway Administration guidelines for feasibility and reasonableness.

The assessment of the feasibility of noise abatement for the Tier I Corridor Alternatives is presented in Section 2.2.7, Noise, of the Final EIR/EA with FONSI. As future Tier II projects are programmed, they will be subject to separate environmental reviews, including updated noise analyses. As a result of those analyses, some of the projected future noise levels and attenuation recommendations provided in the Final EIR/EA with FONSI could change. In addition, those analyses will evaluate the reasonableness of feasible soundwalls based on cost and technical issues in accordance with the Caltrans Traffic Noise Analysis Protocol.

The *Noise Study Report* prepared for the project recommended a 10-foot-high soundwall for both the HOV and TSM alternatives near the commenter's residence. Trees and vegetation in large part are not effective in the reduction of traffic noise. There is an effect that has been identified in the scientific study of sound perception (known as psychoacoustics) in which physical obstacles and a lack of direct line of sight to a noise source can cause the receiver to perceive an increase in noise level when an obstacle is removed. It takes a band of trees 100 feet wide to begin to be noticeable in reducing traffic noise levels.

The proposed soundwall will produce a notable reduction for those residences nearest to the highway. There are also atmospheric effects that contribute to how a line source, such as the highway, is propagated. Higher daytime temperatures cause the air to rise and tends to bend sound upward since sound is moving through the air as

its medium. During the morning or evening hours, the cooler air bends the traffic noise downward after being projected upwards from the pavement. This phenomenon is most prevalent at a distance of approximately 1,000 feet from the freeway. This could be what the commenter is noticing.

Comment Letter I-88

I-88

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Hwy 1
Date: Monday, January 11, 2016 9:30:30 AM

From: Danie [mailto:dg436@live.com]
Sent: Saturday, January 09, 2016 10:19 AM
To: Fowler, Matt C@DOT
Subject: Hwy 1

I live in Aptos. Please, please, please move plans along to widen Hwy 1.
Thanks
Danielle Garland

I-88

Response to Comment Letter I-88

Danielle Garland

Comment I-88

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects within the larger Tier I project will proceed through environmental review and design.

Comment Letter I-89

I-89

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Santa Cruz County Highway 1 widening proposal
Date: Wednesday, January 13, 2016 9:03:05 AM

From: veronica garrett [mailto:velake@hotmail.com]
Sent: Tuesday, January 12, 2016 6:49 PM
To: Fowler, Matt C@DOT
Subject: Santa Cruz County Highway 1 widening proposal

Dear Mr. Fowler,
 I just wanted to contribute my opinion that I am against widening the highway. It is a misguided expense that will not solve the problem. Every time I've seen this idea put on the ballot, it gets rejected, and yet the county finds a way around it and does it anyway. Accommodating more and more cars is the way of the past. Providing rail and bike trails and other methods to make it easier to leave the cars behind is the way forward.
 Thank you,
 Veronica Garrett

I-89

Response to Comment Letter I-89

Veronica Garrett

Comment I-89

Your comments on the proposed project have been taken into account as part of the project record. The proposed project is projected to reduce congestion in the Route 1 corridor. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, compared to the No Build Alternative under 2035 conditions, the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would decrease the AM and PM peak hour delay in the northbound direction by 42 minutes (88 percent) and 21 minutes (84 percent), respectively. In the southbound direction, the Tier I Corridor HOV Lane Alternative would decrease AM and PM peak hour delay by 17 minutes (89 percent) and 40 minutes (82 percent). The Tier I Corridor HOV Lane Alternative also would be supportive of bicycling as it would include three new pedestrian/bicycle overcrossings to address existing deficiencies in pedestrian/bicycle access across Highway 1 in this area.

Rail solutions are not being considered as part of the proposed project but are being considered separately by Santa Cruz County Regional Transportation Commission. Santa Cruz County Regional Transportation Commission has included improvements to Route 1, while also including improvements for alternative modes of transportation, such as development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line, which would create incentives for alternative modes of transportation by expanding the transit network. Any concerns regarding the Santa Cruz Branch Rail Line can be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org. The most recent traffic analysis showed that the increase in traffic was more due to job market growth in, and

commuting to, Silicon Valley; a route that is not connected/served by rail. The existing and projected congestion in the peak direction on Route 1 would not be addressed with rail improvements. Please refer to Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI for more information.

Comment Letter I-90

I-90

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Hwy 1 widening/SC County
Date: Wednesday, January 13, 2016 3:02:07 PM

From: jan gentes [mailto:jangentes@aol.com]
Sent: Wednesday, January 13, 2016 2:59 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1 widening/SC County

Mr. Fowler-

The proposed Hwy 1 widening in Santa Cruz County really should have taken place a decade ago. We have always been a very short-sighted community, unfortunately. Bewildering to any of us who live in South County. I live in Soquel (Park Avenue exit) and my commute to work downtown (5 miles) is 30 mins. commute home @ 4pm can easily be 45-60 minutes (still 5 miles). Unacceptable and getting worse every year. But undoubtedly, you've heard the same story by other south county residents so no need to complain further. This project simply HAS to take place. If not now, when? If we had taken care of it years ago with a little foresight, we would not be in the absolutely ridiculous mess we are in today. I say let's get 'er done!

Thank you,
Jan Gentes

Response to Comment Letter I-90

Jan Gentes

Comment I-90

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. As additional funding becomes available, additional Tier II projects will proceed through environmental review and design.

Under the Tier I Corridor HOV Lane Alternative, project average travel times would improve by 50 to 73 percent, depending on the direction of travel and the peak period, over the No Build Alternative by year 2035. For the northbound direction during the AM peak hour and in the southbound direction during the PM peak hour, travel times would improve by 73 percent and 69 percent, respectively, over the No Build Alternative by year 2035. Travel time improvements are projected for the Tier I Corridor TSM Alternative as well; however, southbound traffic delay is expected to increase by 2 percent over the No Build Alternative by year 2035.

I-90

Comment Letter I-91

I-91

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Subject: FW: Santa Cruz County RTC Highway 1 EIR
Date: Thursday, November 12, 2015 11:41:01 AM

From: James Gill [<mailto:gill111@sbcglobal.net>]
Sent: Sunday, November 08, 2015 12:26 PM
To: Fowler, Matt C@DOT
Subject: Santa Cruz County RTC Highway 1 EIR

Today's SC Sentinel carried a Public Notice about Proposed Projects on Highway 1 in Santa Cruz County. It says that a copy of the EIR is available at sccrtc.org/hwy1eir but that site is unknown to search engines. If possible, please send me a pdf of the EIR, or clarify the web site at which it can be reviewed.

Thanks
Jim Gill

Catharine and Jim Gill 831-425-3817 111 John St, Santa Cruz CA 95060

I-91

From: Kim Shultz [<mailto:kshultz@sccrtc.org>]
Sent: Thursday, November 12, 2015 4:07 PM
To: <mailto:gill111@sbcglobal.net>
Cc: Fowler, Matt C@DOT
Subject: FW: Santa Cruz County RTC Highway 1 EIR

Good Afternoon Mr. Gill,

Please [click this link\[sccrtc.org\]](http://sccrtc.org) to access the Hwy1 EIR documents. It sounds like you entered our short link into a search engine, instead of pasting it into your web browser's address bar.

We created the short link for convenience so that people reading or receiving printed material could easily type in the 18-character short link rather than the full 81-character URL (<http://sccrtc.org/projects/streets-highways/hwy1corridor/environmental-documents/sccrtc.org>); but it doesn't work if they enter that link into a search engine, rather than the address bar of their browser.

Thank for your patience and interest in the Highway 1 project.

Kim

.....
[Kim Shultz](mailto:Kim.Shultz@sccrtc.org), Highway 1 Project Manager/Senior Planner
[Regional Transportation Commission\[sccrtc.org\]](mailto:Regional.Transportation.Commission@sccrtc.org)
831.460.3208

From: James Gill [<mailto:gill111@sbcglobal.net>]
Sent: Sunday, November 08, 2015 12:26 PM
To: Fowler, Matt C@DOT
Subject: Santa Cruz County RTC Highway 1 EIR

Today's SC Sentinel carried a Public Notice about Proposed Projects on Highway 1 in Santa Cruz County. It says that a copy of the EIR is available at sccrtc.org/hwy1eir but that site is unknown to search engines. If possible, please send me a pdf of the EIR, or clarify the web site at which it can be reviewed.

Thanks

Jim Gill

Catharine and Jim Gill 831-425-3817 111 John St, Santa Cruz CA 95060

Response to Comment Letter I-91

Catharine and Jim Gill

Comment I-91

The environmental document and associated technical studies is available for public review at the Caltrans office at 50 Higuera Street, San Luis Obispo, CA; Santa Cruz County Regional Transportation Commission at 1523 Pacific Avenue, Santa Cruz, CA; at various public libraries; or at: <https://sccrtc.org/projects/streets-highways/hwy1corridor/environmental-documents/>. Additionally, the commenter was added to the project mailing list, to receive a notice when the Final EIR/EA with FONSI is available.

Comment Letter I-92

I-92

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Draft Highway 1 EIR
Date: Monday, January 11, 2016 2:23:35 PM

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

From: Maria Gitin [<mailto:m.gitin@pgot.net>]
Sent: Monday, January 11, 2016 2:12 PM
To: Matt C.Fowler@ca.gov; Fowler, Matt C@DOT
Cc: Samuel Torres
Subject: Draft Highway 1 EIR

For Public Comment on the Highway 1 EIR

We are long time home owning residents of mid-county Santa Cruz. My husband and I both believe that Highway 1 needs to be widened to 3 lanes from the Fishhook (Highway 17 & 1) to San Andreas Road. Whether that is accomplished by auxiliary lanes or other means is less important than that it be done. We are not in favor of HOV lanes. Everyone should have equal access to the highway so that they can drive in the lane that is safest for their car and their own driving abilities.

I-92

Sincerely,
Maria Gitin Torres and Samuel Torres Jr
PO Box 216
Capitola, CA 95010

831.708.2560

Response to Comment Letter I-92

Maria Gitin Torres and Samuel Torres, Jr.

Comment I-92

An alternative with additional mixed-flow lanes only was evaluated early in the scoping process. It was determined that this alternative would not meet the Caltrans and Santa Cruz County Regional Transportation Commission approved purpose and need, as identified in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI. Without specifically dedicating an HOV lane in each direction, this alternative would have been less effective than the Tier I Corridor HOV Lane Alternative in addressing the aspects of the project purpose related to promoting the use of alternative transportation modes as means to increase transportation system capacity and encourage carpooling and ridesharing. As discussed in more detail in response to Comment I-205c, in general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane; however, the vehicles using the adjoining general purpose lanes would be indirect beneficiaries of the HOV lane, due to the shift of carpoolers, vanpoolers, etc., from general purpose lanes to the HOV lane. Experience with HOV lanes from around the country has shown a positive relationship between ridership and travel time savings, suggesting that as congestion grows, the travelers' willingness to carpool or ride a bus that uses the HOV lane also grows.

Comment Letter I-93

I-93

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Hiway 1 Review comment
Date: Tuesday, January 19, 2016 3:14:26 PM

From: Teresa Green [<mailto:teresa.jgreen@me.com>]
Sent: Tuesday, January 19, 2016 2:23 PM
To: Fowler, Matt C@DOT
Subject: Hiway 1 Review comment

Matt,

Glad the deadline was extended. I tried to comment Sunday and could not access.

I am all for the HOV Auxiliary Lane modifications. I live off Bay Ave in Capitola. It seems there is already an auxiliary lane between 41st Ave and Bay (southbound) and it is the worst mess I have seen with cars weaving in and out to get on or off route 1. I do not see how the TSM alternative would help this situation at all. A combined ramp for 41st and Bay/Porter makes so much sense to me. The distance between the two exits is too short as it is now.

I-93a

Also, we must encourage carpooling. This can only be accomplished with HOV lanes. And we must have ramp metering to help with traffic flow. These have both been shown to help with traffic congestion in other areas. Let's get them in place here.

I-93b

The environmental impact of cars sitting on the road idling for hours on end is unacceptable. The traffic backed up on local roads to avoid Route 1 is intolerable.

Thanks for this opportunity for me to comment.

Teresa J. Green

Response to Comment Letter I-93

Teresa J. Green

Comment I-93a

Your support for the Tier I Corridor HOV Lane Alternative and opposition to the Tier I Corridor TSM Alternative has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Alternative as the Preferred Alternatives. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) will proceed to final design and construction. In the future, additional Tier II projects within the Tier I project will proceed through environmental review and design.

Teresa J. Green

Comment I-93b

One of the primary purposes of the Tier I project is to encourage carpooling and ridesharing, as stated in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI. HOV lanes would provide time-saving incentives for users of ridesharing and express transit. Ramp metering is included in the current Tier II project, which will now proceed to final design and construction, and it will also be included in the future Tier II projects.

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would reduce annual emissions of all criteria air pollutants, in comparison with the No Build Alternative, although there would be a minor increase in peak emissions for certain criteria pollutants. Because the study area has not recently exceeded ambient air quality standards, it is unlikely that the standards would be exceeded in the future when total emissions are lower. With regard to carbon dioxide and other greenhouse gases,

Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI presents the results of the updated quantitative analysis of greenhouse gas emissions provided in the *Air Quality Study Report Addendum* (Caltrans 2018), which show that, in year 2035 the Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions by 505 metric tons per year compared to the No Build Alternative. More information is provided in response to Comment A-4d.

Additionally, improved freeway corridor conditions with the Tier I Corridor HOV Lane Alternative would attract vehicles currently diverted to parallel arterials back to Route 1, relieving local city streets from excessive cut-through commuter traffic, including Soquel Drive. The Tier I Corridor HOV Lane Alternative would substantially reduce cut-through traffic on local roads. In the southern end of the corridor, average daily cut-through traffic on Soquel Drive would decrease by 3,000 vehicles, while in the more congested northern end of the corridor average daily cut-through traffic on Soquel Drive would decrease by 30,000 vehicles. There would be a decrease in daily cut-through traffic of about 4,000 to 4,500 vehicles on Capitola Road; and about 4,000 vehicles for Park Avenue.

Comment Letter I-94

I-94

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Comment on Draft 1 EIR for Santa Cruz County
Date: Tuesday, January 12, 2016 5:12:48 PM

From: Alex Grillo [mailto:grillo.aa@gmail.com]
Sent: Tuesday, January 12, 2016 5:05 PM
To: Fowler, Matt C@DOT
Subject: Comment on Draft 1 EIR for Santa Cruz County

Dear Mr. Fowler:

As one who commutes daily from mid/south county to the UC Campus in Santa Cruz, I have a great deal of experience with the County's traffic problems. Having also lived in Santa Clara County for many years before moving here 15 years ago, I know the difference between a functional and very dysfunctional traffic engineering agency.

I am not surprised at the recent report that stated very little improvement to highway 1 congestion by the addition of auxiliary lanes between on and off ramps. Such auxiliary lanes work well to improve traffic flow when traffic is flowing. This was demonstrated in Santa Clara County by the addition of such lanes to Interstate 280. When traffic is gridlocked as it is during commute time in Santa Cruz County, these lanes only provide extra parking places for the cars that have no place to move. I agree that the addition of such lanes will have minimal effect on the present problem.

The only solution to the traffic problem in our county is the addition to highway 1 of an HOV lane in both directions that ideally would require high occupancy vehicles 24/7. I add the request for full time restriction to high occupancy vehicles because the traffic congestion is not limited to weekday worker commute times but also occurs on most weekends and often even in mid-day. These "off hours" traffic jams is just another measure of how acute the traffic problem has become.

I ride to work in a vanpool with 7-9 other co-workers each day and we are caught in the same gridlock as all the single occupant vehicles. Busses experience the same fate. Emergency vehicles crawl through the gridlock as cars try to get out of their way.

All these vehicles are spewing CO2 and other fumes in much larger volumes than if the vehicles were traveling at a normal speed, operating at normal fuel efficiency. Our environment would be much better served by the addition of these HOV lanes to allow the existing traffic to flow smoothly.

The population density of the County is not high enough to support the types of public transportation envisioned by those objecting to adding a lane to highway 1. At least with the addition of an HOV lane, express busses could start to compete with cars for time of commute. This may provide enough incentive to get more people out of cars and into busses, carpools or vanpools. At present there is no such incentive.

In spite of the fact that there are not sufficient funds to now construct these HOV lanes I

request, this should be the highest priority project for the County such that other projects are held off until these lanes can be constructed, at the very least constructed in sections as funds become available. The smooth flowing of traffic on highway 1 will also greatly reduce the number of cars that use surface streets, neighborhood streets, to escape the highway 1 congestion. This would improve neighborhood safety and reduce the need for constant repair to the surface streets.

Sincerely,
 Alexander Grillo
 P.O. Box 2436
 Aptos, CA 95001

I-94e
 cont.
 I-94f

I-94a

I-94b

I-94c

I-94d

I-94e

Response to Comment Letter I-94

Alexander Grillo

Comment I-94a

This comment, including the observations regarding the operational improvements afforded by auxiliary lanes, has been taken into consideration as part of the project record. The traffic analysis of Tier I Corridor TSM Alternative found that providing ramp metering and auxiliary lanes would not relieve the congestion in the peak commute direction, although it would increase the corridor's ability to carry more vehicles, as stated in the Final EIR/EA with FONSI, in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, under the heading "Tier I Corridor TSM Alternative" and subheading "Peak-Hour Traffic Conditions in 2035."

Alexander Grillo

Comment I-94b

Your support for the Tier I Corridor HOV Lane Alternative has been taken into consideration as part of the project record. This alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. As additional funding becomes available, additional Tier II projects will proceed through environmental review and design. During that time, decisions regarding HOV operation, such as full-time restrictions and occupancy requirements, will be addressed in a separate HOV lane study.

Although Route 1 currently includes park-and-ride lots to support transit users, vanpools, carpools, and other HOV users, there are no incentives, such as ramp metering with HOV bypass lanes or mainline HOV lanes to encourage additional transit use and

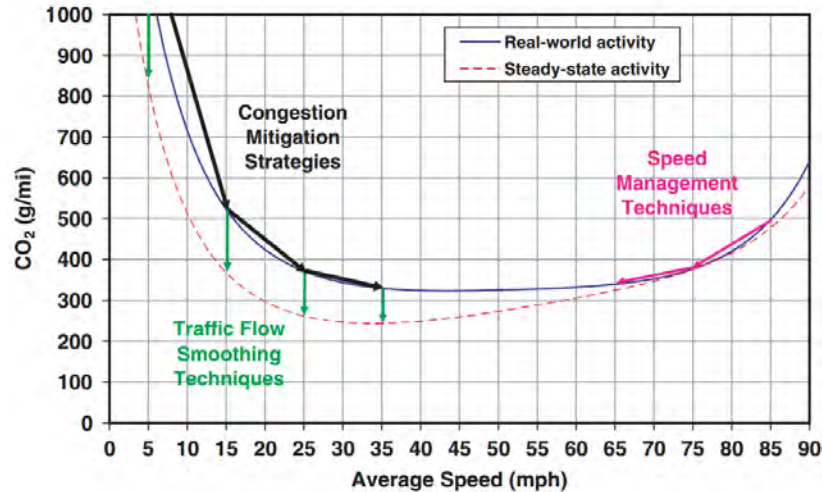
ridesharing. Express buses move slowly in congested, mixed-flow traffic. Recurrent congestion increases transit operating costs and acts as a disincentive for increasing service. The Tier I project seeks capacity improvements that encourage alternative modes, such as HOV mainline lanes, HOV on-ramp bypass lanes, transit stops at highway ramps, and pedestrian/bicycle crossings over the highway (also provided for Tier II). HOV lanes would provide time-saving incentives for users of ridesharing and express transit. In general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane, while vehicles using the adjoining general purpose lanes are indirect beneficiaries, due to the shift of carpoolers, vanpoolers, etc. from general purpose lanes to the HOV lane.

Alexander Grillo

Comment I-94c

According to the figure shown below, the highest levels of carbon dioxide from mobile sources such as automobiles occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour (see the figure below). To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced. The quantitative analysis of greenhouse gas emissions in the *Air Quality Study Report Addendum* (Caltrans 2018) shows that, in year 2035 the Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions by 505 metric tons per year compared to the No Build Alternative (2035); whereas the Tier I Corridor TSM Alternative would increase greenhouse gas emissions by 2,405 metric tons per year compared with the No Build Alternative.

FIGURE O-2K: POSSIBLE USE OF TRAFFIC OPERATION STRATEGIES IN REDUCING ON-ROAD CO₂ EMISSIONS



Source: Matthew Barth and Kanok Boriboonsomsin, University of California, Riverside, May 2010 (<http://uctc.berkeley.edu/research/papers/846.pdf>)

Alexander Grillo

Comment I-94d

HOV lanes would provide time-saving incentives for users of ridesharing and express transit. In general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane, while vehicles using the adjoining general purpose lanes are indirect beneficiaries, due to the shift of carpoolers, vanpoolers, etc. from general purpose lanes to the HOV lane. Experience with HOV lanes from around the country has shown a positive relationship between ridership and travel time savings, suggesting that as congestion grows, the travelers' willingness to carpool or ride a bus that uses the HOV lane also grows. For more information, please see response to Comment I-205c.

Alexander Grillo

Comment I-94e

Caltrans has identified Route 1 as a High Emphasis Route that is accorded additional consideration when establishing funding priorities. The prioritization of Tier I improvements or project phasing will be performed separately for freeway and interchange improvements based on their potential to relieve congestion and minimize or avoid traffic hot spots within the project corridor. The improvements will be prioritized based on traffic operational conditions; therefore, the timetable for improvements within the study corridor will be established based on estimated delay, queuing, vehicle miles traveled along the corridor, and available funding to implement the projects. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Alexander Grillo

Comment I-94f

With regard to the reduction of the number of cars that use surface streets ("cut-through traffic") due to congested conditions on Route 1, as discussed in response to Comment I-145b, the Tier I Corridor HOV Lane Alternative would substantially reduce cut-through traffic on local roads. In the southern end of the corridor, average daily cut-through traffic on Soquel Drive would decrease by 3,000 vehicles, while, in the more congested northern end of the corridor average daily cut-through traffic on Soquel Drive would decrease by 30,000 vehicles. There would be a decrease in daily cut-through traffic of about 4,000 to 4,500 vehicles on Capitola Road; and about 4,000 vehicles for Park Avenue.

Comment Letter I-95

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: Highway 1 Draft EIR Public Input
Date: Monday, January 11, 2016 9:51:38 AM

From: Judi [mailto:judiriva@hotmail.com]
Sent: Sunday, January 10, 2016 11:07 AM
To: Fowler, Matt C@DOT
Subject: Highway 1 Draft EIR Public Input

Dear Mr. Fowler: I am against spending millions of dollars to widen Highway 1 piece by piece via merge lanes or in a longer segment. Many studies have shown that adding more lanes does not do much to alleviate the traffic. I do encounter this traffic when I drive to work from the west side of Santa Cruz to Watsonville (I work an irregular schedule). When I have to be at work at 4 pm for a 4-hour shift I may have to spend up to 2 hours on the total commute. (leaving my house at 2:45 to allow for the traffic heading south anytime after 2:30 pm). (driving north at 8 pm only takes a half hour). Do I like spending this much time in traffic? (usually on Soquel Dr., NOT Highway 1). No I do not. But I know I must allow enough time and I plan accordingly. Employers should be encouraged to offer shifts that avoid rush hour.

Recent widening projects (adding lanes between Morrissey and Soquel exits) make things a little faster at times but not enough to warrant the expense. Things just clog up after that, as they would if lanes were added between Soquel & 41st Ave., Capitola exits, State Park Drive, and traffic would only flow faster once past Rio Del Mar. And eventually even that would fill up. The push to add more housing is the root of the problem. More people equals more cars, no matter how much bicycling is encouraged. At some point this county is going to be "built out" due to its geography, water limits, etc. That limit may already have been reached.

Of course it is important for emergency vehicles to be able to travel quickly. I don't know if bus ridership would increase if the buses could travel quicker than cars. One still has to get from the bus stops to where one is going. A bike share program might be a good solution for that. This would also apply to any rail transportation project. Thank you.

Judith Grunstra
 Santa Cruz

I-95

I-95a

I-95b

Response to Comment Letter I-95

Judith Grunstra

Comment I-95a

Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, which summarizes information from the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), included as an addendum to the *Traffic Operations Report*. As described in this section, a quantitative analysis of induced traffic demand (the potential for highway improvements to induce additional traffic) that could be caused by the proposed project was conducted. Based on simple elasticity calculations, the analysis found that induced demand associated with the proposed project would be about 0.8 percent and 0.3 percent for the HOV Build and TSM Build alternatives under 2035 conditions, respectively. In other words, vehicle miles traveled would increase by less than 1 percent as a result of induced demand from the proposed project.

The Final EIR/EA with FONSI also evaluates the effects of the Project Alternatives on traffic conditions. As shown in Table 2.1.5-15, compared to the No Build Alternative in 2035, the Tier I Corridor HOV Lane Alternative would substantially reduce delays in both the northbound and southbound directions. In the northbound direction, the AM peak hour delay would decrease by 42 minutes, or 88 percent; the PM peak hour delay would decrease by 40 minutes, or 84 percent. In the southbound direction, the AM peak hour delay would decrease by 17 minutes, or 89 percent; the PM peak hour delay would decrease by 40 minutes, or 82 percent. The traffic analysis also finds that the Tier I Corridor HOV Lane Alternative would substantially reduce the amount of "cut-through" traffic on major arterials adjacent to Highway 1, including Soquel Drive (see Figure 2.1.5-4), which would improve operations on these facilities.

In regard to the suggestion to encourage employers to offer shifts that avoid rush hour, this is outside the jurisdiction of Caltrans and Federal Highway Administration. However, such a suggestion could be taken up with local or regional agencies, such as Santa Cruz County Regional Transportation Commission.

Finally, with respect to build-out of the county, as described in Section 2.1.2, Growth, of the Final EIR/EA with FONSI, Caltrans updated the 2008 Cumulative Growth Inducement Study (2008 Study) in 2018 to determine whether the findings of the 2008 Growth Study remain valid. This involved reviewing factors such as traffic and commute time forecasts, regional employment and population projections, city and county plans, and opinions of local planning and real estate experts. The 2018 update confirmed the 2008 Study's findings that the Tier I Corridor HOV Lane Alternative would not stimulate unplanned residential or related commercial growth but would support existing planned growth for the corridor. Principally, the growth inducement analysis found that traffic and commute time are not limiting factors for growth in the area; therefore, improvements to Highway 1 would not substantially affect (i.e., accelerate) on-going build-out of the county. Also, Caltrans and the Federal Highway Administration have no authority with respect to local residential growth controls. Detailed information regarding the growth study update is provided in the *Cumulative Growth Inducement Analysis Addendum* (2018).

Judith Grunstra

Comment I-95b

The Transit Market Analysis conducted for the proposed project found that bus ridership would increase with implementation of the Tier I Corridor HOV Lane Alternative. The analysis first found that the Tier I Corridor HOV Lane Alternative would accommodate the projected increase in ridership that would occur with increasing population out to 2035. Second, the analysis found that the Tier I Corridor HOV Lane Alternative, by providing improved transit

travel times, would capture half of the latent transit demand, which is estimated to be roughly 40 percent of the projected future ridership. The *Update to the Transit Market Analysis of Freeway-Oriented Express Buses* (2018) similarly indicated that the latent ridership would not be captured as congestion on the highway continues to worsen, and "choice riders," who can choose transit or another mode, would likely seek another mode of transportation to save time.

As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of HOV lanes, buses and other high occupancy vehicles would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No Build Alternative.

Santa Cruz County Regional Transportation Commission conducts a variety of activities to promote bicycle transportation. The Mobility Chapter of the City of Santa Cruz General Plan and Local Coastal Program includes goals and policies to systematically interconnect bicycle and pedestrian facilities, and to implement pedestrian and bicycle improvements that support transit ridership. With regard to the suggestion for a bike share program, such a program is outside the scope of the proposed project and Caltrans/Federal Highway Administration have no authority to implement such a program. Comments regarding a potential bike share program can be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org, or you may contact the applicable local jurisdiction.

Comment Letter I-96

I-96

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Andersen, Jennifer](mailto:Larson.Theresa.Andersen.Jennifer)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Highway 1 Comments
Date: Tuesday, January 19, 2016 5:59:04 PM

From: Marciano Gutierrez [mailto:marciano_gutierrez@yahoo.com]
Sent: Tuesday, January 19, 2016 5:17 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 Comments

The current structure of highway 1 will not sustain the projected growth of Santa Cruz County. As with any other building/ construction project, there will be environmental impacts, but the benefit of faster flowing traffic is worth it, especially when it comes to the movement of our first responders.

Sent from my Verizon 4G LTE Smartphone

I-96

Response to Comment Letter I-96

Marciano Gutierrez

Comment I-96

Your support for the project has been taken into consideration as part of the project record. According to the traffic operations analysis as stated in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, traffic performance is projected to worsen by year 2035 under no-build conditions. Traffic demand would increase as population grows and the region matures, while delays and densities would escalate.

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would increase travel speeds for all vehicles in the study corridor. As shown in Table 2.1.5-15 of the Final EIR/EA with FONSI, compared to baseline (i.e., year 2035 No Build Alternative) conditions, the Tier I Corridor HOV Lane Alternative would increase average vehicle speeds by 225 percent during the peak AM hour and 147 percent in the peak PM hour. During the peak AM hour, average speed would increase from 12 miles per hour under the No Build Alternative to 39 miles per hour under the Tier I Corridor HOV Lane Alternative; during the peak PM hour, average speed would increase from 17 miles per hour to 42 miles per hour.

Comment Letter I-97

I-97

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: I support highway one widening
Date: Tuesday, January 19, 2016 12:30:46 PM

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

From: Z HAAS [mailto:zhaas@arrow.com]
 Sent: Saturday, January 16, 2016 5:30 PM
 To: Fowler, Matt C@DOT
 Subject: I support highway one widening

Hello Mr. Fowler,

My name is Z Haas, I am a lifelong Santa Cruz resident (except college in San Diego and a year working in Los Angeles in 1995) I own a home on the west side where I grew up and went to high school.

I wanted to let you know I absolutely support widening highway one to 41st and eventually park ave.

As you know the traffic on highway one is horrendous and it takes 40 minutes to go 3 miles.

As much as I love that the people of Santa Cruz want to be involved on every issue I feel most complain just to complain. Of course widening the road would not fix the entire congestion issue but would be a significant improvement and benefit the entire town.

The highway between soquel and 41st has ample room for additional lanes with "0" impact on any trees, wildlife, etc.

Please for the sake of Santa Cruz approve and move forward with this project as soon as possible

Thank you and best regards,

Z Haas
 224 San Jose ave
 Santa Cruz ca 95060
 831 239 0159
 zhaas@arrow.com

Sent from my iPhone

I-97

Response to Comment Letter I-97

Z. Haas

Comment I-97

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. As additional funding becomes available, additional Tier II projects will proceed through environmental review and design.

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would increase travel speeds for all vehicles in the study corridor. As shown in Table 2.1.5-15 of the Final EIR/EA with FONSI, compared to the 2035 baseline condition (i.e., No Build Alternative), the Tier I Corridor HOV Lane Alternative would increase average vehicle speeds by 225 percent during the peak AM hour and 147 percent in the peak PM hour. During the peak AM hour, average speed would increase from 12 miles per hour under the No Build Alternative to 39 miles per hour under the Tier I Corridor HOV Lane Alternative; during the peak PM hour, average speed would increase from 17 miles per hour to 42 miles per hour.

The Tier II project, which would add auxiliary lanes between Soquel Boulevard and 41st Avenue, would have impacts on trees, wildlife, and other resources. Impacts to wildlife resulting from the Tier II project are described in Sections 2.3, Animal Species, and 2.5, Threatened and Endangered Species, of the Final EIR/EA with FONSI. Impacts to riparian forest and coast live oak woodland habitats are discussed in Section 2.3.1, Natural Communities. The

removal of landscaped area is discussed in Section 2.1.6, Visual Impacts/Aesthetics.

Comment Letter I-98

I-98

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: Santa Cruz County Highway Corridor
Date: Tuesday, January 26, 2016 2:48:56 PM

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

From: Dennis Hagen [<mailto:hagensipkin@gmail.com>]
Sent: Saturday, January 23, 2016 10:01 PM
To: Fowler, Matt C@DOT
Subject: Santa Cruz County Highway Corridor

As residents of the City of Santa Cruz, we are writing in support of the widening of highway 1 in Santa Cruz County, as proposed in the Draft EIR.
The no-build option is unacceptable.
Dennis Hagen
Diane Sipkin
10 Camille LN
Santa Cruz CA 95065
hagensipkin@gmail.com

I-98

Response to Comment Letter I-98

Dennis Hagen and Diane Sipkin

Comment I-98

Your support for the project as well as your opposition to the No Build Alternative has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. As additional funding becomes available, additional Tier II projects will proceed through environmental review and design.

Comment Letter I-99

I-99

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Highway 1 EIR
Date: Thursday, January 14, 2016 8:54:35 AM

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

From: Karen Hall [<mailto:karenhall@sbccglobal.net>]
Sent: Wednesday, January 13, 2016 5:58 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 EIR

Please get our highway widened. It seems that some people don't remember how the traffic used to back up onto highway 17 at the fishhook until the additional lanes were added. Widening the highway is not going to bring more people to this area-- we are already here and it shouldn't take an hour to travel 10 miles during commute times.

I-99

Karen Hall

Sent from my iPad

Response to Comment Letter I-99

Karen Hall
Comment I-99

Your support for the project has been taken into consideration as part of the project record. Following comments received during public review of the Draft EIR/EA, further study and discussion has been added to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, regarding induced demand (the potential for improvements to a congested roadway to induce additional trips). The study indicated that the increase of vehicle miles traveled due to induced demand would be minimal (less than 1 percent) for the project alternatives. For more information, please see response to Comment O-2s.

Comment Letter I-100

I-100

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Andersen, Jennifer](mailto:Larson.Theresa.Andersen.Jennifer)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Public Comment Highway 1 EIR Santa Cruz
Date: Monday, January 11, 2016 11:03:19 AM

From: HAMB, PATRICK D [mailto:ph3838@att.com]
Sent: Monday, January 11, 2016 9:51 AM
To: Fowler, Matt C@DOT
Subject: Public Comment Highway 1 EIR Santa Cruz

Matt,

As a 45 year resident of SC County and user of the highway one corridor on a daily basis. I am in strong support of anything that can be done to relieve the daily delays and congestion. Some years ago I had a small service business and operated a number of vehicles serving the County consumers. It was very difficult to meet my schedule commitments to customers in the afternoons given the uncertainty based on traffic. The growth in South County will continue as that is where people can afford to live, and people are commuting from Salinas and points further South. A vocal minority in SC County is against development or transportation improvements. Thank you for your consideration Matt. Those sitting in traffic everyday are very frustrated.

I-100

Pat Hamb
220 Berkeley Way
Santa Cruz, CA. 95062
831 4271588

Response to Comment Letter I-100

Pat Hamb

Comment I-100

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment Letter I-101

I-101

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](#); [Anderson, Jennifer](#)
Cc: [Bertina, Lara E@DOT](#)
Subject: FW: Highway 1
Date: Friday, January 15, 2016 9:42:08 AM

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

From: Grace [<mailto:grace.hammond@cgghammond.com>]
Sent: Friday, January 15, 2016 8:01 AM
To: Fowler, Matt C@DOT
Subject: Highway 1

We are opposed to further widening of Highway 1. Transit options need to be pursued instead.

Sent from my iPhone

I-101

Response to Comment Letter I-101

Grace Hammond

Comment I-101

Your comments have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would be supportive of bus transit. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of HOV lanes, results indicate that express buses and other high occupancy vehicles would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No Build Alternative. Additionally, the Tier I Corridor HOV Lane Alternative would provide incentives for carpooling and vanpooling.

Comment Letter I-102

I-102

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Highway 1 Future Developments
Date: Friday, January 08, 2016 5:22:14 PM

From: Kevin Hanks [mailto:kevhanks@gmail.com]
Sent: Friday, January 08, 2016 5:07 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 Future Developments

Hi Matt,

I just wanted to let you know that I support ANY development of the Highway 1 corridor in regards to helping traffic congestion. As a current Santa Cruz Owner/landlord and past resident, I highway 1 was the biggest headache. Thanks for everything and lets push this forward!

Kevin

Owner, 846 32nd Ave, Santa Cruz
 (650) 898-7335

I-102

Response to Comment Letter I-102

Kevin Hanks
Comment I-102

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects within the larger Tier I project will proceed through environmental review and design.

Comment Letter I-103

I-103

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertana, Lara F@DOT](#)
Subject: FW: Comment Regarding the Santa Cruz County Highway 1 Corridor Investment Program
Date: Tuesday, January 19, 2016 2:16:33 PM

From: Cody Harris [mailto:moloko6@gmail.com]
Sent: Sunday, January 17, 2016 5:15 PM
To: Fowler, Matt C@DOT
Subject: Comment Regarding the Santa Cruz County Highway 1 Corridor Investment Program

Dear Mr. Fowler,

Briefly, I believe that the expansion of the Highway 1 Corridor is a wrongheaded and shortsighted idea. Additional (or auxiliary) lanes shall result in more people opting to make highway trips, ultimately leading to congestion once again nullifying any improvements in efficiency.

I-103a

Eventually, congestion levels after a highway expansion will settle into a level equivalent to today's, in terms of per-car delay. The goal of relieving delays caused by traffic will not be achieved. In other words, individual drivers on the road will not see reduced commute times, despite an increased number of cars.

Far better methods of relieving congestion exist than widening the highway. One of the best is to minimize the need to commute from areas of homes to areas of jobs. Principally, less restrictive, heterogeneous, local zoning that allows workplaces and housing to intermingle is a long-term solution to relieve the stress on our highways by dispersing and shortening commutes, rather than concentrating drivers onto trunk roads that will need never-ending expansion as the population grows.

I-103b

Sincerely,

Cody Harris

Response to Comment Letter I-103

Cody Harris

Comment I-103a

Your comments have been taken into account as part of the project record. The Final EIR/EA with FONSI evaluated the potential for the proposed project to result in induced travel demand (i.e. more people opting to make highway trips following capacity improvements) and found these effects are likely to be minimal. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, elasticity calculations indicate that the project alternatives would increase vehicle miles traveled by less than 1 percent as a result of induced demand. Further, the EIR/EA analysis found that the proposed project would substantially reduce congestion under future year traffic conditions (refer to Table 2.1.5-15 in the Final EIR/EA with FONSI). More detailed information about the analysis is presented in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), which is included as an addendum to the *Traffic Operations Report*.

Cody Harris

Comment I-103b

The methods described by the commenter are outside the jurisdiction of Caltrans/Federal Highway Administration, and, therefore, would be infeasible as a project alternative. Land use zoning is the purview of local land use authorities. Various local agencies are implementing policies to reduce the need for long commuting by car (e.g., transit-oriented development, mixed-use development) through their general plans and zoning ordinances. The Project alternatives evaluated in the EIR/EA were developed through an iterative and public process, as described in Section 1.5, Alternatives, such as to meet the identified project purpose and need described in Section 1.3, Purpose and Need. Please refer to Section 1.5, Alternatives, of the Final EIR/EA with FONSI for additional information on the project alternatives.

Comment Letter I-104

I-104

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertana, Lara E@DOT
Subject: FW: Highway 1 project
Date: Tuesday, January 19, 2016 3:02:20 PM

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

From: Hartley, Steve [mailto:shartley@hcp.org]
Sent: Monday, January 18, 2016 9:43 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 project

Hello Mr. Fowler,

Please add my voice to those who strongly SUPPORT widening Highway 1 from the fishhook to San Andreas. This is the only sensible solution to the county's transportation and environmental problems.

There was a neighborhood blog on this topic a few months ago. The following text was my contribution to the discussion and my reasons for supporting any improvement in Highway 1.

Please use our transportation money where it can do the most good - Highway 1!

Thank you,

Steve Hartley
 812 Via Palo Alto
 Aptos, CA 95003

... your idea of replacing our dependence on Hwy 1 is a noble one. However, rail as it is currently planned falls short for the volume of people to move - and is useless until it can go over the hill to the valley. The equation for Commuters, Beachgoers, and Residents to somehow get out of their car near downtown SC to catch a train just doesn't add up.

In the meantime, the current highway artery is woefully inadequate for the actual capacity of 1995, let alone twenty years later in 2015. Fixing Hwy 1 has been the proverbial can kicked down the road by politicians and the environmental fringe at an actual expense to the environment. Instead of saving the environment, they created an every increasing negative environmental impact by stonewalling any solution proposed in the last century.

Does anyone remember the recent battle with "environmentalists" to fix the fishhook? We could have fixed the fishhook AND saved the impacted species if everyone chose to work together on a solution. Instead, the usual environmental stonewall tactic was used to stop the development of any solution. <sound of a rattling can being kicked>

Throwing a local rail line at this problem does not solve the environmental impact of Hwy 1. It just makes it worse and kicks the can further down the road for a real solution. Meanwhile, cars sit idling on the highway in ever increasing numbers, causing an increasingly larger environmental impact, an impact created by the same people who believe they are saving the environment.

I-104

Response to Comment Letter I-104

Steve Hartley Comment I-104

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design. The future of the Santa Cruz Branch Rail Line is outside the scope of this project. Any concerns regarding the rail line can be directed to the Santa Cruz County Regional Transportation Commission, by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org

Comment Letter I-105

I-105

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Highway 1 project
Date: Tuesday, January 19, 2016 3:16:27 PM

From: Hartley, Steve [mailto:shartley@bcp.org]
Sent: Tuesday, January 19, 2016 2:50 PM
To: Fowler, Matt C@DOT
Subject: RE: Highway 1 project

Hello Mr. Fowler,

I am resending my email after hearing about the server problems on 1/18/16.

Thanks,
Steve Hartley

From: Hartley, Steve
Sent: Monday, January 18, 2016 9:43 PM
To: Matt.C.Fowler@dot.ca.gov
Subject: Highway 1 project

Hello Mr. Fowler,

Please add my voice to those who strongly SUPPORT widening Highway 1 from the fishhook to San Andreas. This is the only sensible solution to the county's transportation and environmental problems.

There was a neighborhood blog on this topic a few months ago. The following text was my contribution to the discussion and my reasons for supporting any improvement in Highway 1.

Please use our transportation money where it can do the most good - Highway 1!

Thank you,

Steve Hartley
812 Via Palo Alto
Aptos, CA 95003

... your idea of replacing our dependence on Hwy 1 is a noble one. However, rail as it is currently planned falls short for the volume of people to move - and is useless until it can go over the hill to the valley. The equation for Commuters, Beachgoers, and Residents to somehow get out of their car near downtown SC to catch a train just doesn't add up.

In the meantime, the current highway artery is woefully inadequate for the actual capacity of 1995, let alone twenty years later in 2015. Fixing Hwy 1 has been the proverbial can kicked down the road by politicians and the environmental fringe at an actual expense to the environment. Instead of saving the environment, they created an every increasing negative environmental impact by stonewalling any solution proposed in the last century.

Does anyone remember the recent battle with "environmentalists" to fix the fishhook? We could have fixed the fishhook AND saved the impacted species if everyone chose to work together on a solution. Instead, the usual environmental stonewall tactic was used to stop the development of any solution. <sound of a rattling can being kicked>

Throwing a local rail line at this problem does not solve the environmental impact of Hwy 1. It just makes it worse and kicks the can further down the road for a real solution. Meanwhile, cars sit idling on the highway in ever increasing numbers, causing an increasingly larger environmental impact, an impact created by the same people who believe they are saving the environment.

I-105

I-105
cont.

Response to Comment Letter I-105

Steve Hartley
Comment I-105

Your support for the project has been taken into consideration as part of the project record.

Comment Letter I-106

I-106

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: HY1
Date: Tuesday, January 19, 2016 2:20:34 PM

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

From: Tom Hart [<mailto:wchart52@baymoon.com>]
Sent: Monday, January 18, 2016 5:56 AM
To: Fowler, Matt C@DOT
Subject: HY1

Dear Mr Fowler

My wife and I support widening HY 1 that should reduce traffic congestion not only on HY1 but for those mostly residential and commercial roadways that are being used for cut thru traffic during the am-pm peak.

Tom and Becky Hart

I-106

Response to Comment Letter I-106

Tom and Becky Hart

Comment I-106

Your support for the project has been taken into consideration as part of the project record. The improved freeway conditions under the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would draw vehicles that would otherwise divert onto parallel arterials back to Route 1, relieving the local city streets from excessive cut-through commuter traffic. Average daily cut-through traffic on Soquel Drive would decrease by 3,000 vehicles, while, in the more congested northern end of the corridor average daily cut-through traffic on Soquel Drive would decrease by 30,000 vehicles. There would be a decrease in daily cut-through traffic of about 4,000 to 4,500 vehicles on Capitola Road; and about 4,000 vehicles for Park Avenue. For more information, please see response to Comment I-145b.

Comment Letter I-107

I-107

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertana, Lara F@DOT](mailto:Bertana.Lara.F@DOT)
Subject: FW: Highway 1
Date: Tuesday, January 19, 2016 11:27:11 AM

From: lee heathorn [mailto:leeheathorn@sbcglobal.net]
Sent: Friday, January 15, 2016 5:48 PM
To: Fowler, Matt C@DOT
Subject: Highway 1

Hello Mr. Fowler:

I drive Highway 1 almost every day and the 3 lanes need to continue southbound from Soquel to 41st Street in Capitola. There is daily stop and go traffic from 2:30 to 6:45 pm., wasting time and gas as well as increasing air pollution. The other southbound streets are also congested (Soquel, Brommer, Riverside, West Cliff etc.) The regional population continues to increase and the infrastructure also needs to improve. The rail to Watsonville is a ridiculous idea for use of public funds. The bus service is good except for the smelly people who ride and the need for a car when the ride is over. I'm 70 years old with knees and hips too painful for a bicycle long distance.

Thank you for your consideration,
 Lee Heathorn
 540 Council Street
 Santa Cruz Unincorporated County

I-107

Response to Comment Letter I-107

Lee Heathorn

Comment I-107

Your support for the project has been taken into consideration as part of the project record. Caltrans and Santa Cruz County Regional Transportation Commission understands the importance of Route 1 as a transportation route that serves both local and regional needs. The future of the Santa Cruz Branch Rail Line is outside the scope of this project. Any concerns regarding the rail line can be directed towards the Santa Cruz County Regional Transportation Commission by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment Letter I-108

I-108

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Highway One Widening
Date: Tuesday, January 19, 2016 2:58:39 PM

From: Michele Heidenreich [<mailto:michele.heidenreich@gmail.com>]
Sent: Monday, January 18, 2016 6:04 PM
To: Fowler, Matt C@DOT
Subject: Highway One Widening

Dear Mr. Fowler,

The Highway 1 Corridor is in serious need of widening. Every morning, drivers race through our neighborhood using it as an alternate to Highway 1. We live on Aptos Beach Drive where there are three school bus stops between Rio Del Mar Blvd and Spreckels Drive. Our neighborhood has become a cut-through for drivers looking to avoid the traffic congestion that regularly happens in Aptos. Every morning the traffic news is the same, "stopped traffic through Aptos starting at Mar Monte and finally easing at Park Drive."

Commuters have told me directly that they use the following route: They exit Highway 1 at San Andreas Road, take San Andreas to Seascape Blvd, to Sumner Ave, to Rio del Mar Blvd, to Aptos Beach Drive, to Spreckels Drive, to Seaclyff Drive, to Center Ave and get back on the highway at State Park Drive, which takes them all directly through our neighborhood.

While these commuters hurry to get to work on time, they disregard speed and safety laws and endanger others. I have seen for myself cars ignoring school buses and racing around them, nearly hitting children. My own son was nearly hit by a car doing just that, which prompted the bus driver to add a school bus stop to our side of the street.

This problem is not just on our street. Soquel Drive is so backed up and The Aptos Village is so congested with morning commute traffic that I have seen cars speeding through parking lots and jumping speed bumps just to get a few car lengths ahead. Bonita Drive between San Andreas Road and Clubhouse Drive has also become a clogged route that commuters use to get through Aptos.

Zach Friend's article in the November 2015, Vol. 4, No.4, "LIFE, Everything

I-108

Response to Comment Letter I-108

Michele and Derek Heidenreich

Comment I-108

Your comments have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected by Caltrans as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, improved freeway corridor conditions with the Tier I Corridor HOV Lane Alternative would attract vehicles diverted to parallel arterials back to Route 1, relieving local city streets from excessive cut-through commuter traffic. As shown in Figure 2.1.5-4, under the Tier I Corridor HOV Lane Alternative in the year 2035, traffic volumes would increase on Highway 1 and decrease on adjacent streets compared to the No Build Alternative at all modeled locations along the study corridor. This would result in improved operations on local streets adjacent to Highway 1 (e.g. Soquel Drive) as a result of the project.

Aptos, Capitola and Soquel”, about School zone safety projects and improvements was a welcomed read. The concerns of our residents are well-founded and I am glad to see some improvements being made. But the need for many of these improvements is a direct result of non-resident commuters using our neighborhoods as short-cuts due to the inadequate size of Highway 1.

We desperately need the highway to be widened to accommodate the huge amount of traffic in our part of the county. This will help to improve the lives of local residents and commuters who travel to Silicon Valley for jobs.

Respectfully,

Michele and Derek Heidenreich
250 Aptos Beach Drive
Aptos, CA 95003

**I-108
cont.**

Comment Letter I-109

I-109

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Support on Highway 1 Widening
Date: Tuesday, January 19, 2016 11:29:07 AM

From: Cruzio Email [mailto:karlheiman@cruzio.com]
Sent: Friday, January 15, 2016 5:55 PM
To: Fowler, Matt C@DOT
Subject: Support on Highway 1 Widening

Dear Matt,

This is a letter of support to widen Highway 1. It is the responsibility of public officials to provide basic infrastructure for Santa Cruz. Most of Highway 1 issues revolve around commuters but that is only one segment that uses Highway 1. Other segments that rely on using Highway 1 are elderly people, young mothers with children, business owners, students, tourists and disabled people.

I-109a

Also, as you know, the County collects a Hotel Tax that goes to the CVC to promote and invite people from all over the world to visit Santa Cruz. If the Highway tax and widening doesn't happen then the County need to repeal the Hotel tax. Why would we invite people from all over the world and not provide the basic infrastructure for them to get around?

I-109b

Please use this letter as endorsement of widening Highway 1.

I-109c

Thank you for your help in making sure Highway 1 gets widened.

Best regards,

Karl Heiman
 Santa Cruz Business owner
 Co-Chair Think Local First
 Downtown Commissioner

Response to Comment Letter I-109

Karl Heiman Comment I-109a

Caltrans and Santa Cruz County Regional Transportation Commission understand that Route 1 serves as the primary route for connecting local communities in the southern and central areas of Santa Cruz County, commuters going to regional job centers and Santa Clara County, and tourists traveling to coastal destinations in Santa Cruz and Monterey counties. Route 1 is a High Emphasis Route in the Caltrans Interregional Transportation Strategic Plan. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction.

Karl Heiman Comment I-109b

Your comments have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected by Caltrans as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects within the larger Tier I project will proceed through environmental review and design.

Revenue from the Santa Cruz County Hotel Tax (Measure N, 2012) is administered by the Santa Cruz County Supervisors. The County is responsible for directing the use of collected funds from tax

measures approved through voter initiatives at the county level. Therefore, use of Hotel Tax funds is outside the jurisdiction of Caltrans/Federal Highway Administration. For more information, please contact the Santa Cruz County Administrative Officer.

Karl Heiman
Comment I-109c

Your support for the project has been taken into consideration as part of the project record.

Comment Letter I-110

I-110

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Widening highway one
Date: Thursday, January 21, 2016 9:21:41 AM

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

From: Walnut Commons Owners Association [mailto:walnutcommonsmembers@gmail.com]
Sent: Wednesday, January 20, 2016 8:37 PM
To: Fowler, Matt C@DOT
Subject: Widening highway one

I am neutral on the value of widening highway one. Doing it will not do much to solve our overall transportation issues.

But not doing it will not help either. I believe it will be politically impossible to transfer the funds saved by not doing it to any other place that will solve our transportation issues. It seems that not doing it will just make our transportation problems worse.

We will need much more financing and change of structure than any amount saved.

Cheers,

Will Hendricks

I-110

Response to Comment Letter I-110

Will Hendricks

Comment I-110

Your comments on the proposed project have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. Projections of available future funding for transportation projects are very difficult to make given uncertainties associated with State and federal legislation and economic conditions. Since the circulation of the Draft EIR/EA, Measure D (½-cent sales tax) passed in Santa Cruz County, which has provided funding for the Tier II project and some subsequent portions of the larger Tier I project. Funding for remaining portions of the Tier I project may come from Measure D funds and/or other local, State, and federal funding sources. In the future, additional Tier II projects making up the larger Tier I project will proceed through environmental review and design.

Comment Letter I-111

I-111

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Anderson, Jennifer](#)
Cc: [Bertana, Lara E@DOT](#)
Subject: FW: Highway 1 Corridor Investment Program Environmental Documents
Date: Tuesday, January 26, 2016 3:53:53 PM
Attachments: [Groundswell logo - email.png](#)

From: Bill Henry [mailto:rwhenryii@gmail.com]
Sent: Tuesday, January 26, 2016 6:15 AM
To: Fowler, Matt C@DOT
Subject: Highway 1 Corridor Investment Program Environmental Documents

Hello Matt,

I am writing re: the Highway 1 Corridor Investment Program Environmental Documents. I would like to recommend that the character and aesthetic of our native local Santa Cruz environment be preserved and enhanced as part of the mitigation measures for the Highway 1 Corridor Improvements.

I-111a

This includes vegetating and revegetating the Corridor with techniques of ecological restoration. I strongly the RTC use include site appropriate native plant communities along the Highway 1 Corridor that include native Northern Coastal Scrub, Coastal Prairie, Riparian, Redwood, Chaparral, and Oak Woodland. Plants should be sources from locally collected seed and grown locally, by local native plant nurseries and contractors familiar with local habitats and their ecological parameters. These communities are drought resistant and locally adapted and, if micrositied by professional restoration practitioners, and maintained by a regular schedule of stewardship until establishment will have high probability of survivorship. The extensive use of irrigation to support establishment of these communities should be critically examined, as it can predispose a project to fail.

I-111b

I appreciate your support in maintaining the ecological identity of Santa Cruz County, especially in a location that receives high volume of local and visitor usage.

Thank you for your time,
 Bill Henry

Bill Henry, Ph.D. Director,
 Groundswell Coastal Ecology
 Social and Environmental Entrepreneurs 501(c)(3)
rwhenryii@gmail.com | 831.566.2704



Response to Comment Letter I-111

Bill Henry

Comment I-111a

As discussed in the Final EIR/EA with FONSI, in Section 2.1.6, Visual/Aesthetics, the avoidance, minimization, and/or mitigation measures for the project propose to work with the community during preliminary design to develop Corridor Aesthetic Guidelines for the project improvements through a formalized structure that allows for community input. In addition, the measures require that existing vegetation be saved and protected as much as is feasible within the corridor, especially eucalyptus and other skyline trees.

Bill Henry

Comment I-111b

As discussed in Section 2.1.6, Visual, of the Final EIR/EA with FONSI, avoidance, minimization, and/or mitigation measures are included to reduce adverse impacts to the visual environment within the corridor, including saving and protecting as much existing vegetation in the corridor and using locally sourced native plants and locally collected seeds in the revegetation effort, to the extent feasible. The landscaping and revegetation for the project will include a 3-year plant establishment period to ensure adequate revegetation of the areas impacted by the project, as discussed in Section 2.4.11, Visual/Aesthetics, of the Final EIR/EA with FONSI. (Section 2.4.11 addresses the visual impacts during construction, whereas Section 2.1.6 addresses the long-term visual impacts of the project after construction has been completed.) New plantings can be expected to become established in their new location within a 1- to 3- year time frame. After establishment, the new plantings should start to achieve their standard growth rates. The new tree plantings will take decades to achieve a mature size, depending on the individual species.

Comment Letter I-112

I-112

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Betaniga, Lara F@DOT
Subject: FW: highway 1
Date: Wednesday, January 20, 2016 1:48:09 PM

From: Jo Farb Hernandez [mailto:jfh@cruzio.com]
Sent: Wednesday, January 20, 2016 8:54 AM
To: Fowler, Matt C@DOT
Cc: 'Jo Farb Hernandez'
Subject: highway 1

Hi,

We're out of town so haven't been privy to the detailed discussions about the Highway 1 proposals, but wanted to weigh in nevertheless...

We think it's crucial that the community think creatively about navigating highway 1 between Watsonville and Santa Cruz; I take Highway 1 to 17 to SJSU twice a week and have found that unless I leave prior to 6 am it will take me longer to drive the distance from Larkin Valley Road to the fishhook than from the fishhook to downtown San Jose. I would be thrilled to have easily accessible public transportation up Highway 1 and over the hill, but at this point it would take me over 2 ½ hours to get there by bus. If some kind of tram/train/bus with few stops could collect folks from mid- or south-county, connecting easily with the 17 bus over the hill, I think you'd find many subscribers.

While I am happy to see more hiking/biking trails, etc., the traffic situation has gotten to such a difficult point in Santa Cruz County that we don't have the luxury of using the highway or old train corridors for recreation. We have even stopped going into downtown SC for movies or restaurants because it takes too long to get there. Surely in a county this size some kind of creative and energy-efficient solution can be found to our traffic/transportation challenges.

Thanks for your attention to these comments.

Jo and Sam Hernández
345 White Road
Watsonville, CA 95076

Jo Farb Hernández, Resident Director
California State University International Program
c/ Professor Aranguren s/n.
Facultad de Filosofía – Edif. B.
Universidad Complutense de Madrid
Madrid 28040
Spain

Professor and Director, Natalie and James Thompson Art Gallery
Department of Art and Art History
San José State University
One Washington Square
San José, CA 95192-0089

I-112a

I-112b

Response to Comment Letter I-112

Jo and Sam Hernandez

Comment I-112a

Your comments have been taken into consideration as part of the project record. As described in Section 2.1.5, Traffic and Transportation/ Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. Under the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, results of the traffic analysis indicate that buses and other high occupancy vehicles would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No Build Alternative.

While the proposed project is focused on the segment of Route 1 between roughly Watsonville and Santa Cruz, other future projects may address transit or highway improvements along Highway 17.

Rail solutions are not being considered as part of the proposed project but are being considered separately by Santa Cruz County Regional Transportation Commission. Santa Cruz County Regional Transportation Commission has included improvements to Route 1, while also including improvements for alternative modes of transportation, such as development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line, which would create incentives for alternative modes of transportation by expanding the transit network.

Jo and Sam Hernandez

Comment I-112b

The existing congestion along Route 1 is acknowledged. Traffic modeling projections indicate that congestion will become substantially worse without capacity improvements. The Tier I Corridor HOV Lane Alternative would substantially reduce congestion compared to the No Build Alternative. As shown in Section 2.1.5, Traffic and Transportation/ Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, compared to the No Build Alternative under 2035 conditions, the Tier I Corridor HOV Lane Alternative would decrease the northbound direction AM peak hour delay by 42 minutes, or 88 percent; and the PM peak hour delay by 21 minutes, or 84 percent. In the southbound direction, the AM peak hour delay would decrease by 17 minutes, or 89 percent; the PM peak hour delay would decrease by 40 minutes, or 82 percent. The Tier I Corridor HOV Lane Alternative would also reduce "cut-through traffic" on local streets, as described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, and it would reduce greenhouse gas emissions compared to the No Build Alternative, as described in Section 3.2.5, Climate Change under the California Environmental Quality Act.

Comment Letter I-113

I-113

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Andersen, Jennifer](mailto:Larson.Theresa.Andersen.Jennifer)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Highway 1 traffic
Date: Tuesday, January 19, 2016 2:42:52 PM

From: Crystal Hickey - Nelson [mailto:crystalhickey@gmail.com]
Sent: Monday, January 18, 2016 1:50 PM
To: Fowler, Matt C@DOT
Cc: Jeffrey Nelson
Subject: Highway 1 traffic

Good Afternoon Matt -

I wanted to make sure I wrote you in regards to the Hwy 1 traffic issue. Let me start by saying I'm from Southern California and I have had my fair share of traffic in Orange County. My territory was from Huntington beach down to San Clement. I would drive all the time and am very familiar with the area. Traffic is something I'm familiar with and sometimes you just can't avoid it, but what I have experienced here in Santa Cruz is atrocious. You don't have near the amount of cars, the population and traffic is probably the biggest problem living here.

I-113a

I recently moved to Santa Cruz in June (due to marriage) and let me tell you that the traffic here is horrendous.

First off, 2 lanes? Really? That's all you guys have? I could understand if you had several other adjacent highways, but you have one. There is no way around a traffic accident, bad traffic or a busy work morning. We are simply stuck.

Secondly, I understand this is a small growth town, but with that mindset you should still be carrying around the brick phones. Nope, I'm sure you have changed with society and have a fancy new iPhone. So you can't say you aren't no growth. Times are changing, things grow and you can't inhibit this from coming. So it's time the freeway accommodates and supports ALL the traffic from the bay area and south Monterey area. Why you haven't expanded is a testament to small thinking and stubbornness.

I-113b

Third, Why do you not have signals on the on-ramps? Everywhere I have been with high volumes of traffic use on-ramp traffic signals to stop a mass merge of cars all at once. So have you thought of using technology to help?

I-113c

Fourth, Hwy 1 takes away from family time. The more time I spend on the freeway, the more time I miss being with loved ones and family. I'm sure you have found yourself getting home an hour later than expected. Life is precious and every minute we spend in traffic is a waste of time, especially when there is something that can help fix it.

I-113d

I want to like it here in Santa Cruz. I want to want to live here, but Highway 1 is a huge deterrent. Now, if that's the goal, well with this girl you are succeeding, however, not everyone is like me, and they don't care and will continue to drive Hwy 1 and make it crowded and miserable. So it's time to change for everyone's sake.

Stanford is an hour away (without traffic) and you have access to some of the brightest minds in the country. Why you have not partnered with them to help you figure out how to make traffic flow here is just prideful and stubborn.

I-113d
cont.

Matt, please help Santa Cruz not be a place where it doesn't take 2.5 hours to get to work over the hill in the morning. Please help Santa Cruz and Hwy 1 adapt and grow just as the iPhone did. I know you have the resources, the help and the ability. I have confidence and full faith that you can make a difference.

Thanks for your listening ear,
 Crystal Nelson
 949-291-9847

Response to Comment Letter I-113

Crystal Nelson Comment I-113a

Your comment has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. Construction of the project would improve the ability of Route 1 to meet future demand within the traffic study area.

Crystal Nelson Comment I-113b

Adding HOV lanes, as well as ramp metering and auxiliary lanes, is expected to improve the ability of Route 1 to meet future travel demand within the study area.

Crystal Nelson Comment I-113c

The Tier I Corridor HOV Lane Alternative includes ramp metering and HOV on-ramp bypass lanes with highway patrol enforcement areas on Route 1 ramps within the Tier I project limits.

Crystal Nelson Comment I-113d

As discussed in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, with implementation of the project features included as part of the Preferred Alternative, Tier I Corridor HOV Lane Alternative, traffic delay would be reduced substantially in both the northbound and southbound directions in year 2035. In the northbound direction, the AM peak hour delay would decrease by 42

minutes, or 88 percent; the PM peak hour delay would decrease by 40 minutes, or 84 percent. In the southbound direction, the AM peak hour delay would decrease by 17 minutes, or 89 percent; the PM peak hour delay would decrease by 40 minutes, or 82 percent.

The Tier II project, which will move forward to final design and construction after approval of the Final EIR/EA with FONSI, was prioritized for implementation based on an analysis of operational improvements proposed as part of the Tier I Corridor HOV Lane Alternative. The prioritization analysis found that the improvements proposed under the Tier II project would have the following effects on motor vehicle traffic:

- Eliminate the existing bottleneck located between the Soquel Avenue and 41st Avenue interchanges in the northbound direction;
- Improve traffic operations along the northbound corridor in the AM peak hour;
- Slightly worsen traffic operations along the southbound corridor in the PM peak hour, but improve vehicle and person throughputs; and
- Negligibly improve the Highway 1 corridor operations in the non-peak directions of travel, southbound in the AM peak hour and northbound in the PM peak hour.

Comment Letter I-114

I-114

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertana, Lara E@DOT
Subject: FW: Highway 1 Corridor Investment Program - Santa Cruz County
Date: Friday, January 29, 2016 3:51:55 PM

From: Jeff Hill [mailto:jhill@cruzio.com]
Sent: Thursday, November 05, 2015 2:02 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 Corridor Investment Program - Santa Cruz County

Dear Mr. Fowler,

I have reviewed much of the [Tier I/Tier II Draft Environmental Impact Report/Environmental Assessment \(DEIR/EA\)](#) [sccrtc.org] document which was released yesterday, and would like to register my comments.

My primary comment on this project is that the Tier II project is simply too short. This phase of the project should extend from Soquel Ave. to Park Ave. or State Park Drive. A simple drive down the southbound side of this segment of roadway at, say, 4:30 PM, will show that the entire length between Morrissey and State Park Drive are seriously impacted with heavy, stop and go traffic causing delays, wasting fuel and increasing the overall level of pollution in the vicinity of Highway 1. Much of the traffic causing this delay gets on at 41st Street going South, and would not be alleviated by a Tier II project that stops at 41st Street. Stopping the project at 41st Street will simply move the blockage to the south a bit and we (the taxpayers) will have to pay to do this whole thing over again in a couple of years when it becomes obvious that the additional lane needs to be extended to Park or State Park.

We learned our lesson on this with the recent lane addition between Morrissey and Soquel. The blockage is still there, just moved a bit to the South. Now we are looking at this plan to just extend the lane to 41st street. Doing this in short segments like this just means that the highway gets torn up again and again, causing more months of pain and delay for the commuters using this highway, and more noise and dust for the nearby residents. Administrative costs will double. You'll need to do another one of these expensive reports in two years to once again tell everyone that there really isn't any significant environmental impact adding a lane each way to an existing highway. Equipment will have to be staged, destaged, staged again, destaged again. Do it all at once and get it done with!

 Jeff Hill
 Scotts Valley, CA
 408-859-2103
jhill@cruzio.com

It's a beautiful day in California!

I-114

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertana, Lara E@DOT
Subject: FW: New submission from Contact Form-Hill,J
Date: Tuesday, January 19, 2016 11:34:14 AM

From: Contact Request Form [mailto:admin@sccrtc.org]

Sent: Tuesday, January 12, 2016 5:32 PM
To: info@sccrtc.org
Subject: New submission from Contact Form

This Contact Request Form has been submitted by a member of the public to [http://sccrtc.org/contact-us/\[sccrtc.org\]](http://sccrtc.org/contact-us/[sccrtc.org]).

Name	Jeffrey Hill
Email	jhill@cruzio.com
Subject	Highway 1 Corridor Project
Your Message	<p>I have looked over the Tier I/Tier II plans and have only this comment. You need to extend the Tier II widening plans all the way to State Park Drive, now. It is painfully obvious to anyone who drives this route regularly that the highway traffic is over capacity and that thousands of people are inconvenienced, delayed, and forced to waste fuel chugging along at very slow speeds during the period from 3:00 PM to 5:30 PM every weekday. Doing this project in little chunks over a period of years is going to be much more expensive than biting the bullet and getting on with the whole job.</p> <p>What you have currently planned is more a lengthy exercise in social research and planning, rather than a highway widening. I would like to see what percentage of the costs of this overall project are going to keep social scientists employed vs. engineers and construction workers.</p>

I-114b

I-114c

Response to Comment Letter I-114

Jeff Hill

Comment I-114a

The Tier II Auxiliary Lane Alternative, which was selected as the preferred alternative for the Tier II project, is the first step in implementing the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project. The Tier I Corridor HOV Lane Alternative would include auxiliary lanes, as well as HOV lanes for the length of the nine-mile project corridor. The Tier II project will help to alleviate congestion and improve mainline weaving maneuvers on Route 1 from Soquel Avenue to 41st Avenue. It is also a key step toward implementing the Tier I project, which will be developed in phases consistent with the availability of funding. Please refer to Section 1.1.3, Project Phasing, of the Final EIR/EA with FONSI for more information on the proposed phased construction of the proposed project.

With regard to construction-phase impacts, Caltrans is proposing various minimization and mitigation measures to address these effects, including a Transportation Management Plan, as described in Section 2.4, Construction Impacts, of the Final EIR/EA with FONSI. Section 2.4 also identifies avoidance, minimization, and mitigation measures for noise and air quality effects from project construction. The comment correctly notes that future Tier II projects will require environmental review.

Jeff Hill

Comment I-114b

Your comments have been taken into account as part of the project record. The proposed project is anticipated to be constructed in phases based on the projected availability of funding, as described in Sections 1.1.2 and 1.1.3 of the Final EIR/EA with FONSI. The comment correctly notes that existing congested conditions on Route

1 creates a burden for local residents and commuters. The proposed project is projected to provide substantial congestion relief over time.

Jeff Hill

Comment I-114c

Because the funding to implement the proposed transportation improvements in the Route 1 corridor is anticipated to occur over a multi-year timeframe, the proposed project has been evaluated in a combined Tier I/Tier II environmental document. The tiering process streamlines environmental review of large projects that will be phased in over an extended period of time. The Tier I corridor portion of this environmental document provides a master-plan level of analysis of the reasonably foreseeable environmental impacts of the ultimate construction and operation of the Tier I alternatives under consideration within a 9-mile study corridor. The Tier II portion of this document provides a more detailed level of analysis of the Tier II Auxiliary Lane Alternative along a 1.4-mile segment of the project corridor, so that it may proceed to final design and construction upon approval of this Final EIR/EA with FONSI. As additional portions of the Tier I project are ultimately programmed for design and construction, they will become Tier II projects and will be analyzed in more detail in separate Tier II environmental documents.

Comment Letter I-115

I-115

Michael Hobbs M.Sc.
Environmental Biologist
4316 Bayne Place
San Jose CA. 95130

Date: 01/16/2016

Subject:

Comment on Highway I Tier I/Tier II Draft Environmental Impact Report/Environmental Assessment.

Issue:

Eliminate "Take" of Santa Cruz Long-toed Salamander (*Ambystoma macrodactylum croceum*) on Bonita Drive between Freedom Blvd and Rio Del Mar.

The Santa Cruz long-toed salamander (SCLTS) (*A. m. croceum*) is "among the rarest and most critically endangered amphibian in the United States" (USDOI, 1978:26759). Fewer than 10,000 of these animals were believed to be in existence as of 1978 (USDOI, 1978). Reed (1978) estimated that 5% of *A. m. croceum* were killed on roads within the neighborhood surrounding Valencia Lagoon. Three decades later, USFWS and research biologists continue to state that road mortality remains one of several factors that threaten *A. m. croceum* (Allaback and Laabs, 2003; USFWS, 2009a).

Of the Santa Cruz long-toed salamanders Reed (1978) counted on Bonita Drive across from Valencia Lagoon, 5% were found dead.

Of the Santa Cruz long-toed salamanders Hobbs (2014) counted on Bonita Drive across from Valencia Lagoon, 67% were found dead. Based on the number of animals found, an estimated minimum of 134 SCLTS were killed by vehicles over two seasons (2011-13), showing that migration across Bonita Drive is a significant mortality factor for SCLTS populations.

Hobbs (2014) discovered traffic rates on this section of road were 45 vehicles/hour during peak commute. 51% of traffic is due to "through" traffic. Vehicles are not accessing homes but are passing through. These vehicles are freeway hopping and should be on Highway I or Soquel Drive, rather than Bonita Drive.

Concern:

Commuter traffic is overloading Bonita Drive (a private road) between Freedom Boulevard and Rio Del Mar. This action must be stopped in order to help protect the Santa Cruz Long-toed salamander as they migrate to and from their breeding habitat (Valencia Lagoon).

New construction on HWY1 will only encourage heavier traffic loads on Bonita Drive, between Freedom Boulevard and Rio Del Mar. Current and future traffic loads must be mitigated.

Possible mitigations:

- 1) Instituting a Residential Only Zone. Install signage at both entrances at Freedom Boulevard and Rio del Mar Boulevard informing vehicle operators that the road is not a through street. Make "freeway hopping" illegal and institute fines.
- 2) Instituting a Residential Only Zone. Install residential only gates at both entrances at Freedom Boulevard and Rio del Mar Boulevard.
- 3) Employ nighttime traffic control directors to manage the safe crossing of SCLTS at night during rain events when SCLTS migrate.

Citations:

Allaback, M.I., and D.M. Laabs. 2003. Effectiveness of road tunnels for the Santa Cruz Long-Toed Salamander. Transactions of the Western Section of the Wildlife Society 38:5-8.

Hobbs, M. T. (2014, Aug). Amphibian Mortality on Roads: A Case Study in Santa Cruz Long-toed Salamander Habitat. http://scholarworks.sjsu.edu/etd_theses/4389/

Reed, R.J. 1978. Population study of the Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*) at Valencia Lagoon 1977-1978, with notes on habitat and occurrences in Santa Cruz and Monterey counties. Calif. Dept. Fish & Game, contract S-1180.

USDOI (U.S. Department of the Interior). 1978. Proposed determination of critical habitat for the SCLTS. Federal Register 43:26759.

USFWS (U.S. Fish and Wildlife Service). 2009a. Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*). 5-year review: Summary and evaluation. Available at http://ecos.fws.gov/docs/five_year_review/doc2630.pdf. Archived by WebCite at <http://www.webcitation.org/6Kb1Yhvkf> on 23 October 2013.

I-115
cont.

I-115

Response to Comment Letter I-115

Michael Hobbs M.Sc.

Comment I-115

During preparation of the Final EIR/EA with FONSI, additional studies were conducted to address potential impacts to Santa Cruz long-toed salamander, and the project has been modified to avoid the potentially suitable habitat areas for this species to ensure that there would be no effect to this species, as described in the Final EIR/EA with FONSI in Section 2.3.5, Threatened and Endangered Species. The issue of salamanders crossing an existing road (Bonita Drive) is not attributable to the proposed project and is outside of Caltrans jurisdiction.

As described in Section 2.1.5, Traffic and Transportation/ Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the project would relieve existing “cut-through” traffic on local streets that run parallel to Route 1 over the long term. This could result in reduced traffic on Bonita Drive. Over the short term, during construction of the Tier I improvements, increased congestion on Route 1 and local streets would occur due to short-term lane closures and detours. As described in Section 2.4, Construction Phase Impacts, of the Final EIR/EA with FONSI, during the construction period avoidance, minimization, and mitigation measures would be implemented to address construction-related traffic impacts. These measures include:

- A Transportation Management Plan would be developed and implemented as part of the project construction planning phase.
- The Transportation Management Plan would include a public outreach program to communicate any closures and detours.
- The Transportation Management Plan will include an evaluation of potential impacts as a result of diverting traffic to alternate routes. The Traffic Management Plan would include measures to minimize, avoid and/or mitigate impacts to alternate routes, such as agreements with local agencies to provide enhanced

infrastructure on arterial roads or intersections to deal with detoured traffic. The Traffic Management Plan may also provide for contracting with local agencies for traffic personnel, especially for special event traffic through or near the construction zone.

The recommendations in Comment I-115 regarding traffic control on local streets could be taken up with the Santa Cruz County Department of Public Works.

Comment Letter I-116

I-116

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertaina, Lara E@DOT](mailto:Bertaina.Lara.E@DOT)
Subject: FW: Hiway 1 - Widening
Date: Monday, January 11, 2016 9:48:12 AM

From: TED HOFF [mailto:tedmhoff@yahoo.com]
Sent: Sunday, January 10, 2016 9:03 AM
To: Fowler, Matt C@DOT
Subject: Hiway 1 - Widening

Matt-

1948...the date stamped in concrete on the two trestle bridges over the two lanes of Hiway 1 in Aptos and Capitola. 1948. There have been two lanes in this corridor for nearly 70 years. Has there been no population growth in Santa Cruz County since 1948? Has there been no change in housing, commercial traffic and visitors since 1948? Face it. We no longer have an infrastructure to support the population of our county. To drive from Aptos to Santa Cruz at the peak time of the day takes 30 to 40 minutes....to drive 9 miles. How absurd is that.

If we want the future of our county to continue be a desirable place to live, to work and to visit, we must bring our primary route up to the standards we want our county to reflect. Make our roads adequate to support today's needs...not the needs from 70 years in the past.

Ted Hoff
Aptos

Response to Comment Letter I-116

Ted Hoff

Comment I-116

Your support for the project has been taken into consideration as part of the project record. Caltrans recognizes the importance of Route 1 in serving as both a local and regional transportation corridor and acknowledges the current deficiencies of the project corridor in meeting the project purposes, as stated in the project description. Many commuters living in Santa Cruz County travel north on Route 1 to Route 17 to jobs located in the Santa Clara Valley/Silicon Valley and San Francisco Bay Area. The population of Santa Cruz County has doubled in the past 45 years, which, along with growth in tourism and coastal travel, has exacerbated traffic congestion on Route 1. Route 1 is a High Emphasis Route in the Caltrans Interregional Transportation Strategic Plan, meaning that additional consideration is given to this route when establishing funding priorities

I-116

Comment Letter I-117

I-117

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Hwy 1 Tier 1 Project
Date: Friday, January 08, 2016 11:38:00 AM

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

From: Michael Holler [<mailto:mikeholler@skyhighway.com>]
 Sent: Friday, January 08, 2016 11:25 AM
 To: Fowler, Matt C@DOT
 Subject: Hwy 1 Tier 1 Project

Dear Mr. Fowler,

It is clear to us who live in south county that an incremental approach (although perhaps financially easier) will not solve the traffic problem. Even in light traffic, Highway 1 slows at Bay/Soquel as the merge with the hill brings traffic close to a stop. Ending at 41st just constricts from three lanes to two and immediately forces the Bay merge to compound the problem. Recently, the backup and slow traffic southbound extends all the way to Freedom Blvd. before it thins out and begins to move at a reasonable rate of speed. The northbound traffic at morning rush hours regularly backs up all the way to San Andreas Rd. because of the constriction from three lanes to two lanes. Additionally, the one to three years construction projects always slow traffic throughout the length of the project.

I-117a

If this project is completed in tiers as appears to be planned, construction on Hwy. 1 will effect traffic flow for a decade or more. I fear constant construction which will not solve the backups, just move them further down the road, and in the meantime the problem will not be solved.

I understand public transportation appears to be a viable alternative. I have lived where it worked very well, but housing almost always developed once the system was installed. I believe it may help, but will never alleviate our dependance on single vehicles nor serve the outlying areas of this county. We are married to Hwy. 1 and a divorce does not seem possible.

I-117b

Michael Holler
 831-684-1593
 1260 Day Valley Rdg.
 Aptos CA 95003
mikeholler@skyhighway.com

Response to Comment Letter I-117

Michael Holler Comment I-117a

Your comments have been taken into consideration as part of the project record. As described in Section 1.1.2, Project Funding, of the Final EIR/EA with FONSI, it is necessary to construct the proposed project in phases based on the projected availability of funding. In general, the Tier I Corridor HOV Lane Alternative would be constructed in phases based on the potential for elements of the Tier I project to relieve congestion and minimize traffic hot spots along the corridor. As currently planned, the earliest phases would construct auxiliary lanes between interchanges and bike/pedestrian overcrossings. After the construction of the current Tier II project (the 41st Avenue – Soquel Drive Auxiliary Lane project), the next Tier II projects would be the Mar Vista Drive pedestrian/bicycle overcrossing project, the auxiliary lane projects between State Park Drive Interchange, and the Bay/Porter Avenue Interchange, as proposed in the Measure D, Transportation Improvement Plan. More information about the phasing of the Tier I Corridor HOV Lane Alternative is provided in the response to Comment I-44b.

The EIR/EA acknowledges that construction of the project elements will have temporary adverse effects on transportation and traffic conditions, as well as result in other construction-related impacts. As described in Section 2.4, Construction Phase Impacts (specifically, in Section 2.4.1, Traffic and Transportation/Pedestrian and Bicycle Facilities), of the Final EIR/EA with FONSI, it is anticipated that future tiered projects under either of the Tier I Corridor Alternatives may require temporary closure of existing bicycle, transit, or pedestrian facilities at times, and may require temporary rerouting of transit service due to interchange work and ramp closures. Increased congestion on Route 1 and on local streets would occur during construction due to short-term lane closures, detours, and as a result of signage stipulating reduced speeds through construction zones.

The EIR/EA proposes a number of minimization and mitigation measures to address these adverse effects, including development and implementation of a Transportation Management Plan. Please refer to Section 2.4.1 of the Final EIR/EA with FONSI for additional information.

Following completion of construction of all the project elements, it is projected that the Tier I Corridor HOV Lane Alternative will substantially reduce congestion throughout the project area compared to the No Build Scenario. Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI for detailed information regarding projected traffic operations.

Michael Holler Comment I-117b

The Tier I Corridor HOV Lane Alternative would support improved bus service. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of HOV lanes, results indicate that buses and other high occupancy vehicles would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No Build Alternative.

Comment Letter I-118

I-118

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertana, Lara F@DOT
Subject: FW: Widening Hwy 1 in Santa Cruz
Date: Monday, January 11, 2016 9:32:09 AM

From: Don Honda [mailto:Don_Honda@hotmail.com]
Sent: Saturday, January 09, 2016 4:55 PM
To: Fowler, Matt C@DOT
Subject: Widening Hwy 1 in Santa Cruz

Dear Mr. Fowler:

As a thirty-year resident of Santa Cruz, CA I believe widening Hwy 1 has been long overdue. It should have been done thirty years ago. The opposition (the No Grow-there and Car Haters) claims that widening it will cause more traffic. The traffic and people are already here. Widening will not cause a boom in the housing industry as our area is very expensive without the infrastructure and jobs to support it. Like it or not, the opposition will not get rid of personal vehicles anytime soon especially here where there is a need to be more flexible as public transit is ill-administered and does not cater to the the majority's need for transportation. The opposition also claims that widening will cause an increase in Green House Gas Emissions. This is already the case when vehicles are stopped on the Highway during peak hours. Creating more flow and flexibility will DEcrease emissions and will also improve congestion on local roads due to overflow from the Highway backup.

I-118a

I-118b

I-118c

Widening Hwy 1 will shorten a lengthy commute time, decrease emissions, cause less congestion on surface streets while increasing safety for pedestrians, cyclists, and motorists alike. Money and time will be saved. Tempers will calm. Widening will present an opportunity to truly address carpooling (which our local RTC could not administer successfully), express lanes for buses, etc. The opposition thinks that creating passenger rail on the Branch Line would add the same benefits. This would not be true at all for it is inflexible, does not address parking for platforms, doesn't address safety for cyclists and pedestrians, and doesn't go where the majority need to go. Concentrating efforts on passenger rail will just exacerbate the current congestion for another thirty years.

I-118d

I-118e

There are many good reasons to approve Widening Hwy 1.

I-118f

Sincerely,
Don Honda

Response to Comment Letter I-118

Don Honda

Comment I-118a

Your support for the project has been taken into consideration as part of the project record. Following comments received during public review of the Draft EIR/EA, further study and discussion has been added to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, regarding induced demand. The study indicates that the vehicle miles traveled increase due to induced demand (the potential for improvements to a congested roadway to induce additional trips) is expected to be minimal (less than 1 percent) for the project alternatives. Adding HOV lanes, as well as ramp metering and auxiliary lanes, is expected to improve the ability of Route 1 to meet future travel demand within the study area. For more information, please refer to response to Comment O-2s

Don Honda

Comment I-118b

The Tier I project seeks capacity improvements that will encourage alternative modes of transportation, such as ridesharing and express buses, including providing time-saving incentives for users of ridesharing and express transit. In addition, the new and widened highway crossing structures would include shoulder and sidewalk facilities to accommodate pedestrians and bicycles. The Tier I Corridor HOV Lane Alternative would include three new pedestrian/bicycle overcrossings of Route 1. The Tier II Auxiliary Lane Alternative would construct a bicycle/pedestrian overcrossing at Chanticleer Avenue.

Santa Cruz County Regional Transportation Commission has included widening Route 1, while also including improvements for alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line and the

Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz.

Don Honda

Comment I-118c

The EIR/EA analysis supports the comment regarding the relationship between greenhouse emissions and congestion. By reducing congestion, the Tier I Corridor HOV Lane Alternative would reduce carbon dioxide emissions compared to the No Build Alternative (see Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI). The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. Therefore, to the extent that projects may increase vehicle speeds and improve travel times, they may reduce carbon dioxide emissions.

The EIR/EA finds that the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would decrease the AM and PM peak hour delay in the northbound direction by 42 minutes (88 percent) and 21 minutes (84 percent), respectively, compared to the No Build Scenario under year 2035 conditions. In the southbound direction, the Tier I Corridor HOV Lane Alternative would decrease AM and PM peak hour delay by 17 minutes (89 percent) and 40 minutes (82 percent). Furthermore, the Tier I Corridor HOV Lane Alternative would substantially improve average travel speeds in both directions. Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI for additional information.

Don Honda
Comment I-118d

Your comments on the proposed project have been taken into consideration as part of the project record.

Don Honda
Comment I-118e

The future of the Santa Cruz Branch Rail Line is outside the scope of this project. Any concerns regarding the rail line can be directed to the Santa Cruz County Regional Transportation Commission, by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Don Honda
Comment I-118f

Your support for the project has been taken into consideration as part of the project record.

Comment Letter I-119

I-119

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Hwy 1
Date: Tuesday, January 26, 2016 2:48:19 PM

-----Original Message-----
From: Mark and Karleen Horobin [<mailto:markto.cypressescapes@gmail.com>]
Sent: Saturday, January 23, 2016 8:29 AM
To: Fowler, Matt C@DOT
Subject: Hwy 1

Dear Mr Fowler,

I am resident of Santa Cruz County since the age of 3. I am a mother now of teenage children. I have lived on every end of Highway 1 and have experienced it's growth. I live now on the south end of it and my teenagers drive to school to Swift St, Santa Cruz. This is a commute that would take 15 minutes. In the mornings they have to allow for 30 minutes. As you are aware, from 2 or 3 on this commute has changed to 45 or 60 minutes. The inconvenience of this alone is only part of it. The homework time that is spent bumper to bumper.

But from an environmental point of view, there are many cars not just on Highway 1 but on all of the side streets that are crammed with cars taking the more scenic route. All them running on idle, then thrust into first and second gear, using more gas per mile, noise and pollution.

The other side of it is that I know myself and many others will not go from 41st Ave to downtown Santa Cruz from the south end of the county because of the nightmare that is inevitable. That would be a hit on the economy of those areas.

I don't see the Tier 1 project will make that much difference since this traffic is all the way to the widening at San Andreas and Larkin Valley Roads. We have seen that widening it on just a portion doesn't solve the problem since it bottle necks eventually.

I have heard that some believe that widening the highway causes growth. Well, we grew anyway. There is no stopping it. And it is a mess out there starting from 2 on with exhaust fumes and noise.

Please let us have some fluidity in our existence in our county with a complete widening from Soquel Dr to San Andreas/Larkin Valley Rd.

Thank you for taking the time to read my concerns,

Karleen Horobin

I-119a

I-119b

I-119c

I-119d

Response to Comment Letter I-119

Karleen Horobin

Comment I-119a

Your comments have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected by Caltrans as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the Tier I project will proceed through environmental review and design.

The Final EIR/EA with FONSI analysis found that the Tier I Corridor HOV Lane Alternative would provide substantial travel time savings for commuters as a result of the improved traffic conditions. As shown in Table 2.1.5-15, under year 2035 conditions, the Tier I Corridor HOV Lane Alternative would reduce average travel time during the peak AM hour by 73 percent (i.e., from 59 minutes to 16 minutes) in the northbound direction and 59 percent (i.e., from 29 minutes to 12 minutes) in the southbound direction. During the peak PM hour, average travel time would be reduced by 62 percent (i.e., from 34 minutes to 13 minutes) in the northbound direction, and by 69 percent (i.e., from 61 minutes to 19 minutes) in the southbound direction. Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI for additional information.

Karleen Horobin

Comment I-119b

As indicated in this comment, the Tier I project corridor extends from the San Andreas Road/Larkin Valley Road interchange to Santa Cruz. The Tier I Corridor HOV Lane Alternative, which was

selected as the preferred alternative for the Tier I project, would construct new HOV lanes and related improvements throughout the 9-mile Tier I corridor. The EIR/EA traffic modeling indicates that the Tier I Corridor HOV Lane Alternative would substantially improve congestion over the long term compared to the No Build Alternative (i.e., not constructing any new improvements). As shown in Table 2.1.5-15 of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative would decrease the AM and PM peak hour delay in the northbound direction by 42 minutes (88 percent) and 21 minutes (84 percent), respectively. In the southbound direction, the Tier I Corridor HOV Lane Alternative would decrease AM and PM peak hour delay by 17 minutes (89 percent) and 40 minutes (82 percent), respectively.

Karleen Horobin

Comment I-119c

Following comments received during public review of the Draft EIR/EA, further study and discussion has been added to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, regarding induced demand (the potential for improvements to a congested roadway to induce additional trips). The study supports that vehicle miles traveled increase due to induced demand is expected to be minimal (less than 1 percent) for the project alternatives. On the other hand, adding HOV lanes, as well as ramp metering and auxiliary lanes, is expected to improve the ability of Route 1 to meet future travel demand within the study area. For more information, please see response to Comment O-2s.

Karleen Horobin

Comment I-119d

The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The

Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment Letter I-120

I-120

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Anderson, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: EIR review - Proposed Highway 1 projects in Santa Cruz County
Date: Tuesday, December 01, 2015 10:37:15 AM

From: Georgia Houser [mailto:krishouser@sbcglobal.net]
Sent: Sunday, November 29, 2015 9:39 PM
To: Fowler, Matt C@DOT
Subject: EIR review - Proposed Highway 1 projects in Santa Cruz County

Hello -

I have a few comments:

I think it is wrong to slant the EIR in terms of "minority and low-income residents", since the impacts fall upon all nearby residents, including myself and my neighbors, regardless of our social status.

I-120a

Tier I -

I am not at all in favor of HOV lanes on Highway 1, since HOV lanes might not improve traffic flow but instead increase congestion in the other lanes.

I-120b

Tier II -

"Construction phase impacts would be mitigated by adhering to Caltrans's standard specifications for noise control and dust abatement and/or construction Best Management Practices for noise and fugitive dust control." Sec. 2.4-6

These practices (such as water application to reduce DUST) should be very carefully followed. The previous construction of the auxiliary lane between the Fishhook and Morrissey Blvd significantly increased the level of dust in the vicinity of the highway (in my neighborhood

I-120c

Response to Comment Letter I-120

and in my home), and the dust problem continues to this day, presumably caused by the increase in traffic. What additional things can you do to prevent and mitigate the dust problem during and after construction?

Will there be a wall constructed to separate the roadway from the adjacent streets and houses? This would help with both dust and noise.
Will there be new landscape plantings to help absorb noise and dust?

I-120c
cont.

Many thanks,
Kris Houser
2335 17th Ave.
Santa Cruz, CA 95062

Kris Houser

Comment I-120a

All projects involving a federal action (funding, permit, or land) must comply with Executive Order (EO) 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, signed by President William J. Clinton on February 11, 1994. This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law.

That said, this does not preclude other residents within the study area from receiving consideration when determining impacts associated with the project. For more information regarding the analysis of long-term effects on the community, such as community character, demographics, housing, and economics, please refer to Section 2.1.3, Purpose and Need, of the Final EIR/EA with FONSI. For information regarding community impacts and mitigation measures for short-term impacts during the construction period, please see Section 2.4.3, Community Impacts, of the Final EIR/EA with FONSI.

Kris Houser

Comment I-120b

The Final EIR/EA with FONSI analysis indicates that the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would substantially improve congestion over the long-term compared to the No Build Alternative (i.e., not constructing any new improvements). As shown in Table 2.1.5-15 of the Final EIR/EA with FONSI, compared to the No Build Alternative under 2035 conditions, the Tier I Corridor HOV Lane Alternative would decrease the AM and PM peak hour delay in the northbound

direction by 42 minutes (88 percent) and 21 minutes (84 percent), respectively. In the southbound direction, the Tier I Corridor HOV Lane Alternative would decrease AM and PM peak hour delay by 17 minutes (89 percent) and 40 minutes (82 percent). While, in general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane, vehicles using the adjoining general purpose lanes are indirect beneficiaries, due to the shift of carpoolers, vanpoolers, etc. from general purpose lanes to the HOV lane. Experience with HOV lanes from around the country has shown a positive relationship between ridership and travel time savings, suggesting that as congestion grows, the travelers' willingness to carpool or ride a bus that uses the HOV lane also grows.

Kris Houser

Comment I-120c

As discussed in Section 2.4.4, Air Quality, during construction of the Tier II Auxiliary Lane Alternative and future tiered projects under the Tier I Alternative, short-term degradation of air quality may occur due to release of particulate emissions (i.e., airborne dust) generated by excavation, grading, hauling, and various other activities related to construction. To reduce air quality impacts during construction, Caltrans will implement a series of emission minimization measures for controlling emissions during construction of Tier I and Tier II project alternatives. In addition, Caltrans will hold the construction contractor responsible for items of concern, such as air pollution; protection of lakes, streams, reservoirs, and other water bodies; use of pesticides; safety; sanitation; convenience of the public; and damage or injury to any person or property as a result of any construction operation. For more information regarding specific measures, please refer to Section 2.4.4, Air Quality, of the Final EIR/EA with FONSI.

Because the operations of the proposed project would reduce criteria air pollutants, or result in minor increases, the project does not include post-construction mitigation measures for air quality.

No soundwalls were found to be reasonable and feasible for construction for the proposed Tier II project, which will proceed to final design and construction after approval of the Final EIR/EA with FONSI. However, as the Tier I project is implemented through a series of future Tier II projects, soundwall feasibility and reasonableness will be evaluated in association with those projects.

During construction, as directed by the resident engineer, the contractor will implement appropriate noise abatement measures including, but not limited to, changing the location of stationary construction equipment, turning off idling equipment, rescheduling construction activity, notifying adjacent residents in advance of construction work, or installing acoustic barriers around stationary construction noise sources.

Landscaping and revegetation of disturbed areas will occur to the greatest extent feasible. In addition, the landscaping and vegetation for the project will include a 3-year plant establishment period to ensure adequate revegetation of the areas impacted by the project.

Cumulatively, all the items discussed above, as well as other items discussed in the Final EIR/EA with FONSI, will serve to minimize construction related disturbances.

Comment Letter I-121

I-121

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertana, Lara E@DOT
Subject: FW: the Highway 1 proposals and environmental analysis
Date: Tuesday, January 19, 2016 12:21:14 PM

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

From: Thomas P. House [mailto:tomhouse@attorneyhouse.com]
Sent: Saturday, January 16, 2016 1:21 PM
To: Fowler, Matt C@DOT
Subject: the Highway 1 proposals and environmental analysis

Please include my below comments in the environmental analysis.

I frequently drive Highway 1 to go to Court in Santa Cruz from Watsonville. When I first moved to Watsonville in 1978, it was slightly over a 20 minute drive most mornings. We have needed and continue to need three lanes (or more) in each direction between Mar Monte and Soquel. Currently in the mornings, before 7:00 a.m. through about 9:30 to 10 a.m., traffic backs up northbound on the hill before Mar Monte, where the lanes decrease from three to two. At that point, traffic becomes bumper to bumper and often is stopped or slowed to a crawl. It now takes me, on average, an hour to get to Court in Santa Cruz from Watsonville. Recently, over the Christmas Holidays, when there was no school at Cabrillo or Aptos High, and many people were on vacation, I made the trip to court at 7:30 and made it there in about 19 minutes.

On regular days, everyone is backed up, stopped, or slowed, spewing pollution from vehicles going nowhere, wasting fuel, for an hour trip which should be and could be completed in 20 minutes or less if Highway 1 were properly widened. This situation is irritating and a huge waste of time and resources. My clients have to pay extra for all the time it takes me to get to court (@\$250/hr.). Others on the freeway, similarly delayed, have to be paid by someone, and that time and money is also wasted, along with all their fuel. We should not make our county road conditions so bad that no one else will want to come here. Those that are here now are suffering the consequences of a freeway that is a quagmire and wasting residents time, money and resources while causing extra pollution and wasting fuel. The time to widen Highway 1 has long since passed and there should be no further delay.

Thomas P. House
19 Magnolia Court
Watsonville, CA 95076

--
Thomas P. House
Attorney At Law
734 East Lake Ave., Ste. 17
Watsonville, CA 95076-3568
831-728-0476 Phone
831-728-0496 Fax
Email: tomhouse@attorneyhouse.com

Response to Comment Letter I-121

Thomas P. House Comment I-121

Your support for the project has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Alternative as the Preferred Alternatives. The Tier I Corridor HOV Lane Alternative would generally reduce emissions and would result in savings of over \$121 million in congestion-related costs avoided in comparison to year 2035 No Build Alternative conditions. In the northbound direction, the AM peak hour delay would decrease by 42 minutes and the PM peak hour delay would decrease by 40 minutes. In the southbound direction, the AM peak hour delay would decrease by 17 minutes and the PM peak hour delay would decrease by 40 minutes.

Following the approval of the Final EIR/EA with FONSI, the current Tier II project will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

I-121

Comment Letter I-122

I-122

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Highway 1 widening, Santa Cruz
Date: Tuesday, January 12, 2016 5:19:50 PM

From: Greg Howerton [mailto:gbh@howerton-construction.com]
Sent: Tuesday, January 12, 2016 5:16 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 widening, Santa Cruz

Hi Matt,
Please do it. I have a small construction firm and the delays both to and from jobsites, for both myself and crew, are unbelievable. I travel a lot from Santa Cruz County to Mendocino area right through the middle of the Bay Area, and the absolute worst traffic I encounter anywhere is between Morrissey Ave. and Park Ave. exits. There used to be a tie between Santa Cruz and Santa Rosa/Petaluma area as to the worst traffic, but since completion of all that great highway widening up north Santa Cruz is officially the worst.
Best to you,
Greg Howerton

Greg Howerton
Howerton Construction, Inc.
PO Box 2530
Aptos, CA 95001
O 831.684.2625
C 831.345.9725
F 831.684.2695
www.howerton-construction.com[[howerton-construction.com](mailto:gbh@howerton-construction.com)]

 Please consider the environment before printing this email.

I-122

Response to Comment Letter I-122

Greg Howerton Comment I-122

Your support for the project has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Alternative as the preferred alternatives. Adding HOV lanes, as well as ramp metering and auxiliary lanes, is expected to improve the ability of Route 1 to meet future travel demand within the study area.

Comment Letter I-123

I-123

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andresen, Jennifer
Cc: Bertolino, Luca C@DOT
Subject: FW: HWY I, improvement, Santa Cruz, CA
Date: Thursday, January 21, 2016 10:32:54 AM

From: Howey, Debbie [mailto:dhowey@firstam.com]
Sent: Thursday, January 21, 2016 10:25 AM
To: Fowler, Matt C@DOT
Subject: HWY I, improvement, Santa Cruz, CA

Hi Matt!!!

Whata job, I cannot imagine, ooooh. Living in Aromas, Monterey County, and commuting daily to downtown Santa Cruz for 25+ years, has given me some time to "sit and ponder"..... I continue to come up with one suggestion that I believe could make a change for the very better of the south Hwy I to north Hwy I, especially in the morning commute.

What changes the dynamics of a super good commute (for me 33-38 min. morning commute) it's the schools! Specifically Cabrillo College. As soon as Cabrillo is back in session, my commute, and all others, increases another hour of sit and crawl on Hwy I time.

My suggestion, change Cabrillo start times. (I don't know what they currently are, but would image the 8:00 like all else trying to get into and out of Santa Cruz) See if Cabrillo will start @ 7:15 a.m., and/or 9:00/9:15 a.m.???? this would make a HUGE difference in the south to north commute, and I would image same for north to south. This would truly change the commute dynamics in the morning.

Thanks for listening, good luck to you on this endeavor.

Debbie

**Deborah Howey,
Foreclosure Officer**



330 Soquel Avenue
Santa Cruz, CA 95062
T (831) 426-6500
F (831) 426-0157

dhowey@firstam.com

Visit us on line at: www.firstamericansantacruz.com

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Thank you.~

FAFLD

I-123

Response to Comment Letter I-123

Deborah Howey

Comment I-123

Your comments have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected by Caltrans as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Caltrans considered various project alternatives, as described in Section 1.5, Alternatives of the Final EIR/EA with FONSI. The change you describe would be outside of the jurisdiction of Caltrans but could be considered by Cabrillo College or applicable local agencies.

Comment Letter I-124

I-124

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Comment on why I project
Date: Thursday, November 12, 2015 11:45:09 AM

-----Original Message-----
From: Robert Hull [mailto:rhull@rhull.com]
Sent: Sunday, November 08, 2015 7:21 AM
To: Fowler, Matt C@DOT
Subject: Comment on why I project

I support the proposed improvement of CA-1 in Santa Cruz County. Please proceed as quickly as possible.

I-124

Robert Hull

Scotts Valley

Response to Comment Letter I-124

Robert Hull

Comment I-124

Your support for the project has been taken into consideration as part of the project record. Following the approval of the Final EIR/EA with FONSI, the current Tier II project will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment I-125

I-125

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara F@DOT](#)
Subject: FW: Comment on Santa Cruz County Hwy 1 Tier I/II DEIR/EA
Date: Tuesday, January 19, 2016 11:45:25 AM

From: John Hunt [<mailto:jwhunt@ucdavis.edu>]
Sent: Saturday, January 16, 2016 9:06 AM
To: Fowler, Matt C@DOT
Subject: Comment on Santa Cruz County Hwy 1 Tier I/II DEIR/EA

Hello Matt,

Thank you for taking comments on the Santa Cruz County Hwy 1 Tier I/II DEIR/EA.

I have one general comment that hopefully captures my main concern. This comment is directed primarily toward analysis of the Tier 1 alternatives, but also applies to Tier II projects.

The DEIR/EA sets up a Tier I comparison between the Corridor TSM Alternative, the Corridor HOV Lane Alternative, and a No Build Alternative. I can see why this is convenient to simplify the analysis, but it ignores the more important comparison between Hwy 1 expansion versus all other projects that could improve transportation with less cost and less environmental impact. These include passenger rail, expanded bicycle infrastructure, and improved bus service. (I understand that bus use of the highway is considered, but not preferentially enhanced in any alternative.)

A budgetary and transportation efficiency analysis should be conducted that compares the Tier I approaches with greatly expanded passenger rail, bicycle infrastructure and bus alternatives. It might be that a combined strategy of auxiliary lanes and improved rail, cycle, and bus systems is the best way forward. This approach is not considered in the current three way comparison, which lumps everything except highway expansion into the negative and uncharacterized "no build" category.

Unless there are other documents related to rail/bike/bus actions that the DEIR/EA specifically includes as part of the decision making process, which I did not see, then I challenge the legitimacy of this DEIR/EA as an accurate or useful planning tool to improve transportation in Santa Cruz County.

Thanks again for including these comments.

John Hunt
La Selva Beach, California
jwhunt@ucdavis.edu

I-125

Response to Comment I-125

John Hunt

Comment I-125

The Tier I Corridor HOV Lane Alternative, Tier I Corridor TSM Alternative, and No Build Alternative were the three Tier I project alternatives carried forward for detailed analysis in the EIR/EA. Additionally, Caltrans considered several other alternatives that were ultimately eliminated from further discussion in the Final EIR/EA with FONSI (see Section 1.5.6, Alternatives Considered but Eliminated from Further Discussion). These alternatives either would not avoid or substantially lessen any significant effects of the project and/or would not feasibly meet the identified purpose and need of the project. Bicycle infrastructure is included as part of both the Tier I Corridor HOV Lane Alternative and the Tier I Corridor TSM Alternative, and the Tier I Corridor HOV Lane Alternative would provide an HOV lane that would be limited to the use of express buses, carpoolers, and other HOV. Please refer to Section 1.5, Alternatives, of the Final EIR/EA with FONSI for additional information on the alternatives development process.

With regard to the enhancement of bus transportation, in general, carpoolers, vanpoolers, and users of public transit are the direct beneficiaries of an HOV lane, while vehicles using the adjoining general-purpose lanes are indirect beneficiaries, due to the shift of carpoolers, vanpoolers, express buses, etc. from general-purpose lanes to the HOV lane. Experience with HOV lanes from around the country has shown a positive relationship between ridership and travel time savings, suggesting that as congestion grows, the travelers' willingness to carpool or ride a bus that uses the HOV lane also grows. Please refer to response to Comment I-205c for more information.

The Santa Cruz County Regional Transportation Commission has included improvements to Route 1 while also including

improvements for alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz. The rail line project and the scenic trail project are outside the scope of the Route 1 project. Any concerns regarding those projects can be directed to Santa Cruz County Regional Transportation Commission by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment I-126

I-126

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Hwy 1 Santa Cruz Co. comments
Date: Tuesday, January 19, 2016 1:59:17 PM

From: Lowell Hurst [mailto:lowell.hurst@cityofwatsonville.org]
Sent: Sunday, January 17, 2016 11:04 AM
To: Fowler, Matt C@DOT
Cc: Jimmy Dutra; Zach Friend; Greg.Caput@santacruzcounty.us; Karina Cervantez; gdondero@sccrtc.org; Karena Pushnik; Luis Mendez; Charles Montoya; John Leopold
Subject: Hwy 1 Santa Cruz Co. comments

Dear Mr. Fowler,

As a representative of Watsonville I do think "fixing" State Hwy 1 between Larkin Valley and Morrissey Ave in both directions is a health and safety issue. When it takes an hour to go 16 miles, the physical, emotional, and psychological health of roadway users suffers greatly. Being late to work, school, the doctor, less time with family, or paying extra for child care, has a negative effect on individual and collective well being. Stress, frustration, tension, and economic loss create health and safety issues for the populous. Congestion relief with more efficient public transit, HOV, connector lanes, wider shoulders for 1st responders, metering lights, pedestrian overpasses, and alternative transit are positive mental, physical, emotional public health and economic improvements. Reducing roadway trauma and transportation risk is a important mission we should all support.
 Sincerely,

Lowell Hurst
 Councilman Dist. #3 / Former Mayor
 275 Main St. Suite 400
 City of Watsonville, CA. 95076
 Tell: 831-768-3008
 Voicemail: 831-768-3003
 "Over 30 years serving our community"

I-126

Response to Comment I-126

Lowell Hurst Comment I-126

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected by Caltrans as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

The Final EIR/EA with FONSI analysis found that the Tier I Corridor HOV Lane Alternative would provide substantial travel time savings for commuters as a result of the improved traffic conditions. As shown in Table 2.1.5-15, under year 2035 conditions, the Tier I Corridor HOV Lane Alternative would reduce average travel time during the peak AM hour by 73 percent (i.e., from 59 minutes to 16 minutes) in the northbound direction and 59 percent (i.e., from 29 minutes to 12 minutes) in the southbound direction. During the peak PM hour, average travel time would be reduced by 62 percent (i.e., from 34 minutes to 13 minutes) in the northbound direction and by 69 percent (i.e., from 61 minutes to 19 minutes) in the southbound direction. Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI for additional information.

Comment I-127

I-127

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Comment on EIR
Date: Thursday, January 14, 2016 10:40:46 AM

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

From: Hal Hyde [mailto:halhyde@ucsc.edu]
 Sent: Thursday, January 14, 2016 10:01 AM
 To: Fowler, Matt C@DOT
 Subject: Comment on EIR

As priority please provide an additional south lane from the fishhook to Bay Avenue solving the most grievous problem.

I-127a

Also using embedded data, provide a web map showing travel time in real time current minutes in each direction for segments of all north south highways and roads in north Monterey county and Santa Cruz Counties, plus Hecker pass (Watsonville to Gilroy) and Patchen Pass (Scotts Valley to Los Gatos). Individual drivers like myself can use this data to plan our routes and timing more efficiently. Sincerely,

I-127b

Hal Hyde
 retired resident of Corralitos who travels regularly over the area

Response to Comment I-127

Hal Hyde

Comment I-127a

The proposed project improvements would not extend to the interchange of Route 1 and Route 17 (the “Fish Hook”); however, the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would construct a new HOV through-lane on Route 1, in both the north and south directions, from San Andreas Road/Larkin Valley Road to just north of Morrissey Boulevard (see Figure 1-2 of the Final EIR/EA with FONSI for a map of the proposed project area). The current Tier II project would construct new auxiliary lanes between 41st Avenue and Soquel Drive, but these lanes would not add additional through-lane capacity. As described in Section 1.1.3, Project Phasing, of the Final EIR/EA with FONSI, the Tier I project will be constructed in phases based on the anticipated availability of funding. In general, the proposed project elements will be constructed by priority, based on their potential to relieve congestion and minimize traffic hot spots along the corridor.

Hal Hyde

Comment I-127b

Caltrans and Santa Cruz County Regional Transportation Commission are committed to providing efficient technological and infrastructure solutions to transportation issues. The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would include Transportation Operations System elements such as changeable message signs, closed-circuit television, microwave detection systems, and vehicle detection systems. Refer to the Final EIR/EA with FONSI for additional information.

Comment I-128

Richard James, AICP
3236 Polo Drive
Aptos, California, 95003

January 15, 2016

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

Dear Mr. Fowler:

Thank you for the opportunity to review and comment on the draft EIR for the proposed widening and related interchange and crossing projects on the State Route 1 corridor in Santa Cruz County. I have several comments on the design and environmental review of the Tier II component of the proposed project. I also have comments on the design of several of the Tier I components, which I ask that Caltrans and the Transportation Commission consider as those projects are more completely designed and further environmental review is conducted.

Purpose and Need

1. On page 1-14, the EIR should be revised to note that significant volumes of southbound traffic also divert onto Soquel Avenue between Morrissey Boulevard and the State Route 1 ramps, and Soquel Avenue between 17th Avenue and 41st Avenue during the PM peak hours. During heavy congestion on northbound State Route 1 in Aptos, significant volumes of traffic divert onto Soquel Drive between Freedom Boulevard or Rio del Mar Boulevard and State Park Drive.

I-128a

2. On page 1-15, note that bicycle safety on westbound Soquel Drive at the northbound State Route 1 on-ramp could be significantly improved if bicyclists waiting at the red light were provided a green light in advance of the automobile lanes, permitting bicyclists to clear the angled freeway ramp ahead of conflicting automobile traffic crossing the bike lane onto the ramp.

I-128b

3. On page 1-16, the EIR should be revised to note that Santa Cruz Metro bus route 71, which is a regional service between Santa Cruz and Watsonville, incurs delays along Soquel Avenue and Soquel Drive due to State Route 1 cut-through and avoidance traffic.

I-128c

Project Description

4. On page 1-27, the description of the Rio del Mar Boulevard interchange improvements could be misconstrued to suggest the intersection is not currently signalized. Due to the free-flow on-ramps and off-ramps, pedestrian crossings at this interchange are dangerous, especially at the southbound off-ramp, where free-flowing

I-128d

I-128

traffic frequently disregards the red light and pedestrian walk sign. The proposed elimination of free-flow ramps and addition of sidewalks on the east side of Rio del Mar Boulevard would improve pedestrian circulation and safety. The Rio del Mar Boulevard Bridge serves many students who walk to Aptos Junior High School.

I-128d
cont.

Tier II Project

5. The Tier II project includes a section of highway widening and a bicycle/pedestrian bridge reconnecting two segments of Chanticleer Avenue that were bisected when the freeway was built. The bicycle/pedestrian bridge will provide an alternative to crossing on the Soquel Drive and 41st Avenue bridges over Highway 1. Although the bicycle/pedestrian bridge is a very helpful connection, its utility could be exponentially improved by a pathway along the north side of the highway connecting Chanticleer Avenue to 17th Avenue (about 800 feet). Bicycle left turns and pedestrian crossings at the Chanticleer Avenue/Soquel Drive intersection will be exceptionally difficult during much of the day due to the heavy traffic volumes on Soquel Drive and the lack of signal lights. A connection to 17th Avenue would allow bicyclists and pedestrians to cross Soquel Drive with a signal light at Mission Drive, and provide easy and safe access to businesses near Commercial Way, Dominican Hospital, adjoining medical offices, and residential areas on the north side of Soquel Drive. Although it may be too late to include this pathway as part of the Tier II improvement project, it should be added as an early component of the Tier I project.

I-128e

6. The southern landing of the Chanticleer Avenue bicycle/pedestrian bridge connects to Chanticleer Avenue very near the corner of Soquel Avenue. This does not present concerns for pedestrian access, but this connection point presents potential safety concerns for bicyclists on certain approaches/destinations. Bicyclists traveling northbound on Chanticleer Avenue would make a left turn across potential right-turning traffic from eastbound Soquel Avenue, with very limited visibility for either vehicle. This movement poses significant risk for a collision, and is dangerous for the bicyclist. An alternative south side approach route to the bridge is advisable. Bicyclists leaving the bridge at this location and traveling either direction on Soquel Avenue would have an equally awkward transition to contend with.

I-128f

Historic Resources

7. Because the historic report addressed only buildings constructed through 1962, the number of potentially significant buildings affected by the Tier I project is likely understated, given the long horizon for development. Although additional historic review will be required in subsequent EIRs, this EIR should disclose that many additional buildings affected by the project would be 50 years or older at the time of construction.

I-128g

8. The EIR does not clearly identify some of the buildings that would be removed for Tier I interchange improvements. For the record, building removals would include the tire store near the Soquel Drive/Soquel Avenue intersection, and the San Lorenzo Lumber store and lumber storage sheds on 41st Avenue.

I-128h

Transportation

9. Note that the Class I bicycle path shown in Figure 2.1.5-2 along Rio del Mar Boulevard is not signed as such, exists for only about half of the distance shown (the eastern portion), has extremely steep grades, and may not meet Caltrans design standards. This figure should be corrected.

I-128i

10. On page 2.1.5-36, note that the no-build alternative would have significant adverse effects on bicyclists and pedestrians due to increased cut-through traffic on surface streets.

I-128j

11. The Capitola Avenue Bridge would be demolished and replaced. This ramp-free crossing is useful for bicyclists, but the Bay Avenue under-crossing would serve as an adequate temporary alternative during construction.

I-128k

12. The elimination of the direct off-ramp connection to Commercial Way would unnecessarily concentrate traffic at the Soquel Drive intersection. This could result in significant traffic delays at that location, and there does not seem to be a functional reason for not providing this connection for traffic exiting northbound State Route 1.

I-128l

13. The proposed Class I path connecting Bay Avenue with 41st Avenue on the south side of the highway should be designed to tie into Auto Plaza Road, and Class II bike lanes added to Auto Plaza Road. This would avoid a difficult transition for bicyclists at 41st Avenue that would result if the Class I path were extended all the way to 41st Avenue. A bicycle path connection in this area has significant potential. Useful connections would be to the Nob Hill Shopping Center/Rispen Mansion Trail, Wharf Road, and the Home Depot/Safeway Shopping Center. The overall arrangement of bicycle paths in this area should be considered in the final design – it may well be that a path on each side of State Route 1 is not the most useful arrangement, and that other opportunities could be realized.

I-128m

14. Elimination of the crossing traffic on the merge lanes between Bay Avenue and 41st Avenue is a significant safety improvement that should also improve traffic flow. This improvement should be prioritized in the phasing of Tier I improvements.

I-128n

15. On southbound State Route 1, south of Bay Avenue, the highway climbs a hill sufficiently steep to slow traffic (cited in the EIR as one of the most congested locations on State Route 1), and then descends slightly before reaching Park Avenue. Traffic merging on from Bay Avenue has difficulty reaching highway speeds before entering traffic lanes. Reducing the grade on this section of the southbound highway would reduce delays and have a positive effect on traffic noise in the vicinity. Plans for this section of State Route 1 should include reducing the steepness of this grade.

I-128o

16. Queuing traffic on southbound Rio del Mar Boulevard frequently extends onto both directions of Soquel Drive. The northbound State Route 1 on-ramp is shown re-located towards Soquel Avenue, which will reduce the amount of queuing space on the

I-128p

freeway approach, when an effort should be made to increase the amount of queuing space. Hopefully the addition of a second lane would be helpful to reduce back-ups in this location.

I-128p
cont.

17. Interchange re-alignments that eliminate free-flow on-ramps and off-ramps will be a tremendous safety improvement for pedestrians. The design for all bridges over State Route 1 should include Class II bicycle lanes.

I-128q

18. Re-design of the bizarre Morrissey Boulevard interchange will be helpful to all users. Re-design of the Soquel Drive/Soquel Avenue ramps will improve traffic flow, especially near Paul Minnie Avenue.

I-128r

Thank you for your consideration of these comments.

Richard James, AICP

Response to Comment I-128

Richard James

Comment I-128a

Following the circulation of the Draft EIR/EA, additional traffic analyses were performed, including an updated analysis of cut-through traffic on local streets, which showed that, under 2035 no-build conditions, Soquel Drive would be expected to experience substantial cut-through traffic. A discussion of cut-through traffic on Soquel Drive has been added to Chapter 1 of the Final EIR/EA with FONSI, as suggested in this comment.

The Tier I Corridor HOV Lane Alternative (which was selected as the preferred alternative for the Tier I project) would substantially reduce cut-through traffic. In the southern end of the corridor, average daily cut-through traffic on Soquel Drive would decrease by 3,000 vehicles, while in the more congested northern end of the corridor, average daily cut-through traffic on Soquel Drive would decrease by 30,000 vehicles compared with 2035 no-build conditions. There would be a decrease in daily cut-through traffic of about 4,000 to 4,500 vehicles on Capitola Road and about 4,000 vehicles for Park Avenue. The large variation in the results of the analysis of cut-through traffic on Soquel Drive is because this roadway runs parallel to Highway 1 for most of the study area and because of the varying conditions along the corridor. Due to lower effective travel speeds, cut-through traffic is not expected to travel continuously for the 8- to 10-mile portion that runs parallel to the study corridor, but would travel for a mile or two to bypass the major bottlenecks on Highway 1.

Richard James

Comment I-128b

The Tier II project would provide bicycle safety improvements in the area of Soquel Drive and Highway 1. The Tier II project would include a new bicycle/pedestrian overcrossing at Chanticleer

Avenue, which is approximately 0.45 mile southeast of the Soquel Drive on-ramp. As a result, the project would provide an alternate, dedicated route for bicyclists and pedestrians seeking to cross Highway 1 in this area, which would improve safety. Although the project would not include signalization improvements at the Soquel Drive on-ramp, such improvements could be considered as part of future projects.

The discussion of limited pedestrian and bicycle access on page I-15 of the Draft EIR/EA is part of Section 1.3, Purpose and Need. Under California Environmental Quality Act and National Environmental Policy Act, the purpose and need for a project should be described in general terms that facilitate the evaluation of alternatives and avoid prescribing a specific method to address the purpose and need. Therefore, no discussion of potential methods for addressing pedestrian and bicyclist safety (such as the suggestions regarding signalization in comment I-128b) was added to Section 1.3. Following the conclusion of California Environmental Quality Act and National Environmental Policy Act environmental review, specific design features and recommendations will be considered during the future Tier II projects.

Richard James

Comment I-128c

This comment has been taken into consideration as part of the project record. The purpose of the discussion on Page 1-16 of the Draft EIR/EA is to discuss transit services that use Route 1 within the project corridor. That said, Caltrans recognizes that as congestion increases on the freeways, traffic is diverted onto parallel arterials like Soquel Drive. As discussed in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, under Year 2035 no-build conditions, delays at all 25 project study intersections are expected during both peak hours. Under the Tier I Corridor HOV Lane Alternative, delays will only be present at 9 and 14 of the study intersections during the morning and evening peak hours,

respectively. In addition, an analysis of cut-through traffic indicates that construction of the Tier I Corridor HOV Lane Alternative would decrease traffic volumes on arterials relative to no-build conditions, while volumes on the freeway would increase. This would improve regional circulation for transportation utilizing arterials, such as Santa Cruz metro bus route 71. Please see response to Comment I-145b for a more detailed discussion of the analysis of cut-through traffic.

Richard James
Comment I-128d

Minor edits have been made to the description on page 1-27 to avoid such confusion. Free right turns will be eliminated from many interchanges along the corridor and traffic signals installed to improve traffic flow and slow vehicle traffic speeds through the bike and pedestrian crossing areas.

Richard James
Comment I-128e

The Tier I Corridor HOV Lane Alternative has been selected as the preferred alternative and is anticipated to be implemented in a series of phases, based on the potential for elements of the Tier I project to relieve congestion and minimize traffic hot spots along the corridor. The current plan for the phased approach of implementation is discussed in more detail in the response to Comment I-44b. The phasing of the various improvements is prioritized based on traffic operational conditions, and the timetable will be determined primarily by available funding. The development of a new bicycle pathway, such as described in comment I-128e, is not included in the Tier I project, but it could potentially be proposed to the local jurisdiction and/or the Santa Cruz County Regional Transportation Commission as a separate project.

Richard James
Comment I-128f

The suggestion is appreciated. Following the conclusion of California Environmental Quality Act and National Environmental Policy Act environmental review, specific design features and recommendations will be considered during the final design phase of the current Tier II project.

Richard James
Comment I-128g

Section 2.1.7, Cultural Resources, of the Final EIR/EA with FONSI has been updated to describe that, due to the long horizon for Tier I Project development, additional buildings affected by the Project may be 50 years or older at the time of construction. Cultural resources studies will be updated as appropriate as part of the environmental review for future Tier II projects (e.g., future phased development of the Tier I Corridor HOV Lane Alternative).

Richard James
Comment I-128h

The Tier I improvements are described at a programmatic level in the EIR/EA. More specific information will need to be developed during environmental review of future Tier II projects. However, please see the project's *Draft Relocation Impact Study*. Page 14 of that document includes a list of commercial and industrial properties that are anticipated to be displaced by the Tier I Corridor HOV Lane Alternative. No displacements would result from the Tier I Corridor TSM Alternative or the Tier II Auxiliary Lane Alternative.

Also, please see response to Comment O-2x for detailed discussion of community impacts from the Tier I Corridor HOV Lane Alternative. As described in response to Comment O-2x, Caltrans' Relocation Assistance Program would be applied to ensure that persons displaced by the Project are treated fairly, consistently, and equitably. The Relocation Assistance Program is described in detail

in Appendix D, Summary of Relocation Benefits to the Final EIR/EA with FONSI.

Richard James
Comment I-128i

The figure has been corrected. The segment previously depicted as a “Bicycle Path” has been recategorized as an “Alternate Route.”

Richard James
Comment I-128j

The discussion regarding the No Build Alternative has been revised. Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, now states that, “Under the No Build Alternative conditions, the local arterial network will continue to deteriorate due to congestion, thus increasing the safety risk for bicyclists and pedestrians.”

Richard James
Comment I-128k

The Capitola Avenue overcrossing is within the Tier I project area and would be modified as part of the Tier I project. As such, the modifications to the Capitola Avenue overcrossing described in the Final EIR/EA with FONSI and shown in the project plans included as Appendix G to the EIR/EA, are conceptual in nature. More specific information regarding the overcrossing demolition and replacement will be developed, and effects on bicycle and pedestrian traffic during construction will be evaluated, during the environmental review of the future Tier II project that would include the Capitola Avenue overcrossing.

Richard James
Comment I-128l

The current design of this interchange, and other components of the Tier I project, are conceptual. Improvements at this interchange will be included in a future Tier II project. During the project-level environmental review and design of the future Tier II project that

includes this interchange, specific design features and recommendations will be considered.

Richard James
Comment I-128m

The proposed Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would include a new pedestrian/bicycle overcrossing at Chanticleer Avenue between 41st Avenue and Soquel Drive, as well as two other pedestrian/bicycle overcrossings at locations further to the south. Beyond the overcrossings immediately over Highway 1, no other bicycle infrastructure improvements would be included on local streets outside of the highway corridor. The proposed projects suggested in this comment could potentially be considered by Santa Cruz County Regional Transportation Commission or the applicable local agencies with jurisdiction over the local street system. Santa Cruz County Regional Transportation Commission may be contacted by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Richard James
Comment I-128n

The segment of Highway 1 described in this comment is within the Tier I project area and is not included within the current Tier II project, which would include new auxiliary lanes between 41st Avenue and Soquel Drive. The Tier I plans presented in the Final EIR/EA with FONSI are conceptual. More specific information regarding project design will be developed during environmental review of future Tier II projects. Based on the anticipated availability of funding, the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, will be implemented in a series of phases. In general, the proposed project elements will be constructed by priority based on their potential to relieve congestion and minimize traffic hot spots along the corridor. As currently planned, the earliest phases would construct auxiliary lanes between

interchanges and bike/pedestrian overcrossings. After the construction of the current Tier II project, the next Tier II projects would be the Mar Vista Drive pedestrian/bicycle overcrossing project, the auxiliary lane projects between State Park Drive Interchange, and the Bay/Porter Avenue Interchange, as proposed in the Measure D Transportation Improvement Plan.

Richard James
Comment I-128o

The segment of Highway 1 described in this comment is within the Tier I project area and is not included within the current Tier II project, which would include new auxiliary lanes between 41st Avenue and Soquel Drive. More specific information regarding project design will be developed during environmental review of future Tier II projects. Currently, adjusting the grade of the southbound Highway 1/merging lanes south of Bay Avenue is identified as part of the Tier I project, but it may be considered in the future as elements of the Tier I project are further defined/developed during future environmental review for future Tier II projects.

Richard James
Comment I-128p

The Tier I project plans provided in Appendix G to the Final EIR/EA with FONSI are conceptual in nature. The Tier I project elements, including the proposed improvements at Rio Del Mar Boulevard, will be further defined/developed during project-level environmental review for future Tier II projects. There will be an opportunity to comment on specific improvements during the project-level environmental review of each future Tier II project.

Richard James
Comment I-128q

Following the conclusion of California Environmental Quality Act and National Environmental Policy Act environmental review, specific design features and recommendations will be considered during the final design phase of the current Tier II project. The

proposed Tier I project elements will be further developed during tiered environmental review for future projects. The project plans provided as Appendix G to the Final EIR/EA with FONSI are conceptual in nature. At this time, Class II bicycle lanes are not identified as part of the design for new or reconstructed bridge crossings, but these elements could potentially be considered as elements of the Tier I project are further defined/developed during future environmental review for future Tier II projects.

Richard James
Comment I-128r

This comment has been included in the public record. The current design of the Morrissey and Soquel Road/ Soquel Drive interchanges, and other components of the Tier I project, are conceptual. Improvements at these interchanges will be included in one or more future Tier II projects. During the project-level environmental review and design of the applicable future Tier II project(s), specific design features and recommendations will be considered.

Comment I-129

I-129

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Anderson, Jennifer](#)
Cc: [Bertana, Lara E@DOT](#)
Subject: FW: Highway 1
Date: Tuesday, January 19, 2016 11:41:39 AM

From: Bruno Kaiser [mailto:brunokai@pacbell.net]
Sent: Saturday, January 16, 2016 7:47 AM
To: Fowler, Matt C@DOT
Subject: Highway 1

Mr. Fowler,

I live in Watsonville and drive to Santa Cruz several times a week. The congestion South from Morrissey is extreme for several hours every day. To solve this bottleneck just widening to 41st is pushing the problem a short distance South, but not solving the problem. The road needs to be widened eventually up to Freedom to connect with 3 lanes there. But in the interim, you should do the next segment at least to Park Avenue.

Bruno Kaiser
87 Paseo Drive
Watsonville
831-722-5250

I-129

Response to Comment I-129

Bruno Kaiser Comment I-129

The current Tier II project, which would construct auxiliary lanes from 41st Avenue to Soquel Drive, is the first step in implementing the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative. Based on the anticipated availability of funding, the remainder of the Tier I project will be implemented in a series of phases. In general, the proposed project elements will be constructed by priority based on their potential to relieve congestion and minimize traffic hot spots along the corridor. As currently planned, the earliest phases would construct auxiliary lanes between interchanges and bike/pedestrian overcrossings. After the construction of the current Tier II project, the next Tier II projects would be the Mar Vista Drive pedestrian/bicycle overcrossing project, the auxiliary lane projects between State Park Drive Interchange, and the Bay/Porter Avenue Interchange, as proposed in the Measure D, Transportation Improvement Plan. Eventually, HOV lanes will be constructed along the length of the Tier I project area, including to Freedom Boulevard.

Comment I-130

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: comment on SCR 1 DEIR/EA
Date: Tuesday, January 19, 2016 11:43:01 AM

From: Michael Kapingm [mailto:mnkaping@att.net]
Sent: Saturday, January 16, 2016 8:13 AM
To: Fowler, Matt C@DOT
Subject:

PLEASE PUT 3 LANES. NOT 2 LANES THEN 3 LANES THEN 2 LANES. STOP WASTING OUR MONEY ON IDIOTIC SCHEMES AND PLANS. IS THIS CLEAR ENOUGH!

I-130

I-130

Response to Comment I-130

Michael Kaping Comment I-130

The recommendation for three lanes for through traffic is noted. The proposed Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would include a new HOV lane in both directions of Route 1 from San Andreas Road/Larkin Valley Road to Morrissey Boulevard. However, based on the anticipated availability of funding, the Tier I project will be implemented in a series of phases. In general, Tier I project phases will be constructed/prioritized based on their potential to relieve congestion and minimize traffic hot spots along the corridor. As currently planned, the earliest phases would construct auxiliary lanes between interchanges and bike/pedestrian overcrossings. After the construction of the current Tier II project, the next Tier II projects would be the Mar Vista Drive pedestrian/bicycle overcrossing project, the auxiliary lane projects between State Park Drive Interchange, and the Bay/Porter Avenue Interchange, as proposed in the Measure D, Transportation Improvement Plan.

Comment I-131

I-131

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Beltrina, Lara F@DOT](mailto:Beltrina.Lara.F@DOT)
Subject: FW: Highway 1 Future Developments
Date: Tuesday, January 19, 2016 12:29:31 PM

From: Jan Karwin [mailto:jankarwin@yahoo.com]
Sent: Saturday, January 16, 2016 3:09 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 Future Developments

To: Matt C. Fowler, California Department of Transportation

Re: Comments on Future Developments for Highway 1

Dear Mr. Fowler:

Thank you for the opportunity to comment on this subject. Since the EIR finds that the proposed Auxiliary Lanes between Soquel Avenue/Soquel Drive and 41st Avenue would result in little or no benefit in terms of reducing traffic congestion on Highway 1, and the fact that Santa Cruz County will receive no funding for its share of the cost of this project, I think it would be foolhardy to proceed with this widening project. I also believe that a new pedestrian/bicycle bridge at Chanticleer Ave. would not be used enough to justify the expense.

I-131a

On the other hand, I can think of a project that would truly benefit local Santa Cruz City and County residents. Soquel Avenue on the east side of the City of Santa Cruz, between Morrissey Blvd. and Parkway is in dire need of relief from traffic congestion and unsafe conditions. This is a very unsafe stretch of road, with an unacceptable high level of traffic accidents. It is currently a four-lane speedway with vehicle lanes of minimum width and inadequate bicycle lanes. Soquel Avenue needs an improvement project similar to what the City of Watsonville is planning for Main Street (Hwy. 152). Watsonville is proposing a traffic calming plan where the four lanes would be reduced to two lanes (one in each direction) with longer left-turn lanes, wider bike lanes and landscaped dividers. The traffic consultants say that such a plan would keep the traffic moving well, but at a slower, safer speed. Pedestrian safety measures would derive from sidewalk extensions (bulb-outs) at crosswalks and wider sidewalks where needed.

I-131b

I hope state and local transportation planners will consider improving the safety conditions along Soquel Ave. between Morrissey Blvd. and Parkway in the very near future, before there are any more serious injuries or fatal accidents.

Sincerely,

Jan Karwin
 East Santa Cruz City Resident
jankarwin@yahoo.com

Response to Comment I-131

Jan Karwin

Comment I-131a

These recommendations have been taken into consideration as part of the project record. The current Tier II project, which includes auxiliary lanes between 41st Avenue and Soquel Drive and the Chanticleer Avenue pedestrian/bicycle overcrossing, is the first step in implementing the larger Tier I project. The Final EIR/EA with FONSI finds that the Tier II project would reduce congestion and improve mainline weaving maneuvers on Route 1 by providing an auxiliary lane. It would also improve safety at the 41st Avenue southbound off-ramp and the Soquel northbound off-ramp by providing speed-reduction warning signs at both ramps as well as curve warning signage at the northbound ramp to Soquel Drive. The proposed Chanticleer pedestrian/bicycle overcrossing would address the identified existing deficiencies in pedestrian and bicycle access across Highway 1 in this location. The larger Tier I project (the Tier I Corridor HOV Lane Alternative was selected as the preferred alternative), when fully implemented, will further reduce congestion and provide safety and other benefits.

Project funding is described in Section 1.1.2, Project Funding, of the Final EIR/EA with FONSI. As described in this section, Santa Cruz County Regional Transportation Commission designated \$4 million of the region's share of the 2012 State Transportation Improvement Program funds for final design and right-of-way phases of the Tier II project. Funding the construction phase of the Tier II project (estimated at \$24 million) will be considered by Santa Cruz County Regional Transportation Commission in forthcoming funding cycles.

Jan Karwin

Comment I-131b

Your comments have been taken into consideration as part of the project record. The proposed project is focused specifically on

improving the Highway 1 corridor infrastructure/traffic conditions. This would include addition of auxiliary lanes in the northbound and southbound directions along Highway 1 between 41st Avenue and Soquel Avenue/Drive. However, Soquel Avenue itself is a local street and is therefore outside of the jurisdiction of Caltrans. Please direct comments on possible improvements to Soquel Avenue between Morrissey Boulevard and Park Way to the City of Santa Cruz or Santa Cruz County Regional Transportation Commission.

As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, improved freeway corridor conditions with the Tier I Corridor HOV Lane Alternative would attract vehicles diverted to parallel arterials back to Route 1, relieving local city streets from excessive cut-through commuter traffic. As shown in Figure 2.1.5-4, under the Tier I Corridor HOV Lane Alternative in the year 2035, traffic volumes would increase on Highway 1 and decrease on adjacent streets compared to the No Build Alternative at all modeled locations along the study corridor. This would result in improved operations on local streets adjacent to Highway 1 (e.g., Soquel Drive).

Comment I-132

I-132

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertana, Lara E@DOT
Subject: FW: Expansion of Highway 1
Date: Tuesday, January 19, 2016 2:59:47 PM

From: Elizabeth Karzag [mailto:ramonaliz@comcast.net]
Sent: Monday, January 18, 2016 8:00 PM
To: Fowler, Matt C@DOT
Subject: Expansion of Highway 1

Dear Mr. Fowler,

As once being a commuter to San Jose for nearly 15 years, it is clear and apparent to me that Highway 1 needs expansion. Even trying to get home from Soquel or Capitola to my home in Aptos is a nightmare after 2pm on most weekdays. The congestion and slow moving cars at critical sites on Highway 1 increase pollution and defeat the purpose of any gas savings.

I-132a

Clear, methodical planning is needed to correct the oversights of previous planners lacking vision of this area as a major recreational area for Silicon Valley residents and others who commute either North or South of this area. Major industry and jobs are really "over the hill" or in Monterey.

We do not need a "railroad" as I live near the tracks and it is ridiculous to believe that people would use this mode of transportation to work or back and forth from Watsonville to Santa Cruz. It would be a huge waste of taxpayer money to invest in a trail that would be much better used as a hiking/bike trail which many here in Aptos already use it for.

I-132b

Many thanks for your work towards resolution of this enormous concern of our community which affects so many beyond our area.

Liz Karzag
 613 Bay View Drive
 Aptos

Response to Comment I-132

Liz Karzag

Comment I-132a

Your support for the project has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Alternative as the preferred alternative. Adding HOV lanes, as well as ramp metering and auxiliary lanes, is expected to improve the ability of Route 1 to meet future travel demand within the study area.

Liz Karzag

Comment I-132b

Rail is not being considered as part of the proposed project. The proposed project is limited to improvements to Highway 1, including addition of one new HOV lane in each direction. However, rail and trail projects are being considered by Santa Cruz County Regional Transportation Commission as separate projects. Santa Cruz County Regional Transportation Commission's Expenditure Plan includes the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Any concerns regarding these projects can be directed to Santa Cruz County Regional Transportation Commission, by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment I-133

I-133

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: highway one project
Date: Tuesday, January 19, 2016 3:00:23 PM

From: Betty Kayton [<mailto:betty@kayton.net>]
Sent: Monday, January 18, 2016 8:26 PM
To: Fowler, Matt C@DOT
Subject: highway one project

Mr. Fowler:

I am part of the usually-silent majority that strongly supports widening highway 1 from the fishhook to Rio del Mar or San Andreas. This is the only sensible solution to our transportation problems.

Our greying population is not going to bicycle or skateboard to work. And we certainly don't want large "park and ride" parking lots at each train station. Not to mention that the population density is insufficient to support rail, even if the rail were to go where people want to travel to.

Please carefully use our transportation money where it can do the most good – widening highway 1

Thank you

Betty Kayton
 812 Via Palo Alto
 Aptos, CA 95003
betty@kayton.net

I-133

Response to Comment I-133

Betty Kayton Comment I-133

Your support for the project has been taken into consideration as part of the project record. The Project Design Team has identified the Tier I Corridor HOV lanes alternative as the preferred alternative. Caltrans remains committed to providing a safe, sustainable, integrated and efficient transportation system to enhance California's economy and livability. Caltrans has identified Route 1 as a High Emphasis Route and are exploring opportunities to improve the transportation network in the area. As discussed in the Final EIR/EA with FONSI, without adding HOV lanes to the corridor, congestion and stop-and-go conditions will continue and congestion would extend beyond the freeway onto ramps and local streets. For more information, please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI. With regard to rail improvements, the Santa Cruz County Regional Transportation Commission is studying proposed improvements of the Santa Cruz Branch Line. Information on this project may be obtained from the Santa Cruz County Regional Transportation Commission's website, <https://sccrtc.org>, or by contacting Santa Cruz County Regional Transportation Commission by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment I-134

I-134

From: Maura Kelsea [<mailto:mkelsea@baymoon.com>]
Sent: Friday, January 22, 2016 7:25 PM
To: info@sccrtc.org
Subject: Comments on transportation in SC County

Thank you for extending the comment period.

I support widening Hiway One, all the way to the current three lane stretch. The widening can be for commute time HOV lanes to make bus travel faster and more predictable, allowing the rest of the time for all use. It's not a matter of build it, they will come, it's they have come and need to get to work. Electric cars, hybrids and others will decrease pollution, as will preventing thousands from idling for hours, day in, day out.

I-134a

I support the bicycle/pedestrian trail development fully.

I do NOT support diesel trains. Having lived in SC county since 1980, primarily in Live Oak and now Seabright area, I remember trains. Their noise - trains themselves, horns and crossing gates. The traffic congestion as they passed. The smell of diesel. The cost to the county of building and subsidizing infrequent freight use and mostly recreational trains is absolutely not worth the benefit. To develop the infrastructure for access and parking will increase congestion and take away from housing. The SCCRTC plan discusses "possible" quiet zones but only for Capitola to Seacliff. Why not all of Santa Cruz, and Live Oak. Very elitist, and of course no guarantee it would be granted. The heavily populated area along the train between Watsonville and Santa Cruz is not where the bulk of commuters need to go, but that community would be sacrificed for the end points.

I-134b

The corridor of the train can be preserved along with the trail. When better technology is available, elevated monorail, light rail, pods, etc. can be built. Until then, trail only. What would really be best is to run a train along Hiway One. There is not enough freight demand to require heavy trains, nor is there likely to be along that corridor. Definitely not enough to counter the major disadvantages to the community.

Thank you for accepting my comments.

Maura Kelsea
229 Cayuga St
Santa Cruz, CA 95062

Response to Comment I-134

<https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Maura Kelsea

Comment I-134a

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. As additional funding becomes available, additional Tier II projects will proceed through environmental review and design.

The Santa Cruz County Regional Transportation Commission has included the Route 1 project, as well as other projects such as the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network.

Maura Kelsea

Comment I-134b

Proposed project does not include rail or trains; rather, the proposed project is limited to improvements to Highway 1, including addition of new HOV lanes and related improvements. However, Santa Cruz County Regional Transportation Commission is considering the Santa Cruz Branch Rail Line project, which is identified in its Expenditure Plan. Any concerns or comments regarding this project or other possible rail projects in the area should be directed to Santa Cruz County Regional Transportation Commission, by visiting

Comment I-135

I-135

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Comment on Highway 1 EIR
Date: Wednesday, November 18, 2015 3:39:19 PM

From: Carol Kent [mailto:cjkent@sbcglobal.net]
Sent: Wednesday, November 18, 2015 10:28 AM
To: Fowler, Matt C@DOT
Subject: Comment on Highway 1 EIR

I am writing this email because I want to add my voice (message) to the list of drivers who desperately need to have as many improvements made to Highway 1 as possible. The traffic is here now. Cars now are idling for 40-50 minutes and moving at a crawl. Green house gas emissions are already here. "Green House Gas Emissions" is the magic phrase for those who want to keep Highway 1 as it is. I drive this route several times a week. I cannot change my schedule. I will never take the planned train. It is useless for my needs. I am sure that parents getting kids to school, people going to work both in Santa Cruz, Scotts Valley or all the way to San Jose will not use the train but have to use Highway 1. Improvements must be made and as we wait the traffic continues to increase, pollution increases, and I am sure, tempers and blood pressure increases too. Please, begin these new phases as soon as possible.
Thank you,
Carol Kent

I-135

Response to Comment I-135

Carol Kent Comment I-135

Your support for the project has been taken into consideration as part of the project record. The project would improve the ability of Route 1 to meet future travel demand within the study area and would generally reduce emissions. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment I-136

I-136

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara F@DOT](#)
Subject: FW:
Date: Wednesday, November 18, 2015 3:38:02 PM

From: danialkent3@gmail.com (mailto:danialkent3@gmail.com)
Sent: Wednesday, November 18, 2015 8:48 AM
To: Fowler, Matt C@DOT
Subject:

In regards to the highway 1 widening project in Santa Cruz.. The anti's use an argument that studies from San Francisco bay area and L A basin show that when a highway is widened it becomes gridlocked...do they think for one moment people are to drive from S F bay area or L A basin to use our new widened freeway? The grid lock on that road is due to US using it to go to and from work (that's why the back up is every am and every pm) AND that gridlock spills to the surface streets every morning and evening. The ONLY intelligent answer is to widen this roadway all the way to Larkin Valley road. Please ,befor I die <and this becomes my grandchildren's problem move forward on this much needed project.

Sent from Windows Mail

I-136

Response to Comment I-136

Danial Kent Comment I-136

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would substantially reduce cut-through traffic on local roads. The reduced congestion resulting from the Tier I Corridor HOV Lane Alternative would attract vehicles diverted to parallel arterials back to Route 1, relieving local city streets from excessive cut-through commuter traffic, as discussed in more detail in response to Comment I-145b.

Comment I-137

I-137

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa Andersen, Jennifer](mailto:Larson.Theresa.Andersen.Jennifer)
Subject: FW: sought relief to Highway 1 traffic, has until Jan. 18 to comment on a draft environmental impact report
Date: Wednesday, November 18, 2015 3:34:50 PM

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

From: John S. Kent [<mailto:jken@Cogitate.Com>]
Sent: Tuesday, November 17, 2015 6:38 PM
To: Fowler, Matt C@DOT
Subject: sought relief to Highway 1 traffic, has until Jan. 18 to comment on a draft environmental impact report

600 Million Dollars!!!!!!

No Relief is worth that!

--

Sincerely Yours

John S. Kent

I-137

Response to Comment I-137

John S. Kent Comment I-137

Your comments have been taken into consideration as part of the project record. The Final EIR/EA with FONSI finds that the Tier II project, which will be implemented following the approval of the Final EIR/EA with FONSI and the design phase, would reduce congestion and improve mainline weaving maneuvers on Route 1 by providing an auxiliary lane. It would also improve safety at the 41st Avenue southbound off-ramp and the Soquel northbound off-ramp by providing speed-reduction warning signs at both ramps as well as curve warning signage at the northbound ramp to Soquel Drive. The larger Tier I project (the Tier I Corridor HOV Lane Alternative was selected as the preferred alternative), when fully implemented, will further reduce congestion and provide safety and other benefits.

An analysis of congestion-related economic costs was conducted following the circulation of the Draft EIR/EA. Congestion-related economic costs were calculated using the economic parameters developed by Caltrans for year 2016. The annual cost of congestion on the study corridor is about \$153 million under 2035 No Build (baseline) conditions. With the implementation of the proposed project alternatives, the annual cost of congestion is expected to be about \$31 million and \$107 million under 2035 HOV Build and 2035 TSM Build conditions, respectively. All of these costs are reported in 2016 dollars and include travel time costs associated with congestion but do not include vehicle operation costs, costs attributed to collisions, and emission costs associated with high levels of congestion. With these costs, the total costs of congestion would be higher than those reported above. More information regarding the analysis of the cost of congestion is presented in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, and additional detail is provided in the *Estimation of Induced Traffic Demand and Congestion-Related*

Costs Memorandum (2017), included as an addendum to the *Traffic Operations Report*.

Comment I-138

I-138

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertana, Lara E@DOT](mailto:Bertana.Lara.E@DOT)
Subject: FW: Comments regarding Transportation projects in Santa Cruz County
Date: Tuesday, January 19, 2016 2:31:56 PM
Attachments: [image001.png](#)

From: myleshkitchen@gmail.com [mailto:myleshkitchen@gmail.com] **On Behalf Of** Myles H. Kitchen
Sent: Monday, January 18, 2016 10:36 AM
To: Fowler, Matt C@DOT
Subject: Comments regarding Transportation projects in Santa Cruz County

Matt:

FYI, I am Myles H. Kitchen, resident of Aptos CA since 2001. As my profession, I am a Consultant/Analyst/Expert in the field of Automotive and Transportation Electronics. I work with many clients, from start-up companies to Fortune 100 firms globally involved with Automotive and Transportation technologies. I'm a lifetime member of the Society of Automotive Engineers. I also am called to serve as an expert in intellectual property matters involving this technology, and as a forensics expert in death and personal injury cases from auto accidents where technology may have played a role. I'm also licensed racing driver, high performance driving instructor, 3-time racing series champion, and a hand's-on car person. Thus, I have more than a casual understanding of the dynamics of motor vehicle transportation, efficiency, emissions, energy consumption, and traffic flow.

As a Santa Cruz County resident, I am increasingly concerned about the woefully inadequate primary transportation corridor we have here in terms of Highway 1. It is my personal belief and opinion, that the regular gridlock that I experience here on a daily basis has reached critical and epidemic proportions and is now a serious threat to public safety here in our county. Highway 1 is a critical artery for delivery of public safety services (police, fire, ambulance, emergency services). Even the slightest disruption due to minor accident can now regularly create backups of miles, and in many locations between Watsonville and HWY 17, there are inadequate shoulders or alternative routes for directing regular traffic or emergency vehicles. As example, I recall the situation that occurred during the Trabing Fire of 2008. The resulting shutdowns and gridlock prevented all traffic from flowing toward the fire area, including multiple volunteers bringing horse trailers to help evacuate livestock from the fire area. Fire services also had difficulties in addressing the magnitude and access to the fire areas due to this clogged artery. As we all live in very high fire risk areas in this part of the county, this concern should not be taken lightly. Should such a major event take place (large fire, earthquake, landslide, etc.), we are all at considerable risk of having no workable exit plans, or expectations of actually receiving emergency services.

With this in mind, I believe it is IMPERATIVE that all available resources be focused on solving this PUBLIC SAFETY PROBLEM first, but WIDENING HWY 1 at the exclusion of all other options. Please do NOT dilute this top priority by diverting monies, resources or time to bike or pedestrian trails, or certainly not a completely absurd rail service on the existing single track rail corridor. And, until our HWY capacity is adequate for existing traffic flow, please DO NOT restrict it further by considering HOV lanes, which actually REMOVES capability from the road network at the critical times it is MOST NEEDED, and

I-138a

Response to Comments from Individuals

it does this at the expense of those who paid dearly for that capacity.

I also believe that the majority of local residents support such action. I recently posted similar comments and a survey on the neighborhood social network website, www.nextdoor.com/nextdoor.com/. 208 residents participated and 85% indicated their desire to widen HWY 1. I have attached a summary below.



I-138a
cont.

I would further add that I would vote in FAVOR of a tax increase (within reason) for widening HWY 1 SOONER rather than LATER without restriction. I would VOTE AGAINST any proposal that diverted resources and funding for any activity for trails or development of questionable rail service on our inadequate single rail corridor. Such other projects should NOT be included with HWY 1 funding and should stand on their own if they are to go forward.

I-138b

I hope you and the Transportation managers of our county will listen to, and take immediate action to address these serious PUBLIC SAFETY issues.

Regards,
Myles H. Kitchen
Aptos, CA

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: Larson, Theresa; Anderson, Jennifer
Cc: Reitana, Lara E@DOT
Subject: FW: Sorry, typo in my email response - 95% of respondents want HWY 1 widened.
Date: Tuesday, January 19, 2016 2:44:14 PM

From: myleshkitchen@gmail.com [mailto:myleshkitchen@gmail.com] **On Behalf Of** Myles H. Kitchen
Sent: Monday, January 18, 2016 2:20 PM
To: Fowler, Matt C@DOT
Subject: Sorry, typo in my email response - 95% of respondents want HWY 1 widened.

Matt:

Sorry, there was a typo in my earlier email to you. As you can see from the survey response on www.nextdoor.com/nextdoor.com/, 95% (not 85%) of the 208 respondents favored widening HWY 1 as opposed to other alternatives.

I-138c

Regards,
Myles H. Kitchen
Aptos, CA
831 539 8707

Response to Comment I-138

Myles H. Kitchen

Comment I-138a

Widening Highway 1 to eight lanes with mixed-flow and HOV options was considered as a project alternative during preparation of the EIR/EA. However, this alternative was dismissed from detailed consideration because it would result in greater environmental impacts and would have exceeded the original purpose and need for the project as approved by Santa Cruz County Regional Transportation Commission. Please refer to Section 1.5, Alternatives of the Final EIR/EA with FONSI for additional discussion of the alternatives development process for the Proposed Project.

The purposes of the project (included in the Final EIR/EA with FONSI in Section 1.3, Purpose and Need) include reducing congestion and promoting the use of alternative transportation modes as means to increase transportation system capacity. While carpoolers, vanpoolers, and users of public transit are in general the direct beneficiaries of an HOV lane, vehicles using the adjoining general-purpose lanes are indirect beneficiaries, due to the shift of carpoolers, vanpoolers, express buses, etc. from general-purpose lanes to the HOV lane. This is described in more detail in response to Comment I-205c.

Myles H. Kitchen

Comment I-138b

Your comments have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected by Caltrans as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the

future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design. Please contact Santa Cruz County Regional Transportation Commission for more information regarding use of Measure D funds for bicycle and pedestrian improvements. Revenue from Measure D is administered by Santa Cruz County Regional Transportation Commission. The County is responsible for directing the use of collected funds from tax measures approved through voter initiatives at the county level. Therefore, use of Measure D funds is outside the jurisdiction of Caltrans/Federal Highway Administration.

Myles H. Kitchen

Comment I-138c

The follow-up information regarding the survey that was described in more detail in Comment 138a is acknowledged. Please see Response to Comment I-138b for a discussion of the preferred alternative for the proposed project.

Comment I-139

I-139

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Highway 1 Corridor Investment Program Comments
Date: Tuesday, January 19, 2016 11:48:00 AM

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

From: Joyann Koch [mailto:joyannkoch@gmail.com]
Sent: Saturday, January 16, 2016 9:20 AM
To: Fowler, Matt C@DOT
Cc: Joyann Koch
Subject: Highway 1 Corridor Investment Program Comments

Dear Matt,

My name is Joy Koch and I am a home owner in Santa Cruz. I want to let you know that my husband and I support this improvement project for Tier 1 on Highway 1. We need to improve transportation all the way to Monterey. But let's start improving to Watsonville. I agree bottlenecks are an issue. A 12 year old girl was killed Aug 10 this year because of the stop and go traffic. A truck hit her mom's Prius. Housing prices are high in Santa Cruz, Watsonville is another great city people can commute to jobs if the highway is better. Improving the highway will benefit all the communities the highway serves. Paying for this might we tax the tourism that is coming to Santa Cruz and using our roust? I would favor taxing hotels and air b n b. Also when can we improve highway 17?

Thanks for your time
-Joy

- 1) I'm a homeowner in Santa Cruz
- 2) yes to the highway, Tier 1 HOV would be best (they did this on 101 in Mtn view/Los altos area. It's great.) 3) we need to improve all the way to Watsonville and Monterey
- 4) use a tourism tax/ tax Hotels and air b n b.
- 5) I would probably vote in favor of raising county tax if it would improve our roads.
- 6) This will positively affect Santa Cruz county economically. Bring many jobs to the area.

I-139

Response to Comment I-139

Joy Koch Comment I-139

Your support for the project has been taken into consideration as part of the project record. Improvements along Route 17 or issues regarding taxes are beyond the scope of the Santa Cruz Route 1 project. The planning process for Route 17 improvements includes the preparation of the *Transportation Concept Report* for Route 17, which may be accessed at the following website:
http://www.dot.ca.gov/dist05/planning/sys_plan_docs/factsheets_dataheets/SR17/17_tcr.pdf. Please contact District 5 Public Affairs staff at (805) 549-3189 regarding any concerns or issues along Highway 17. Please contact the appropriate local or regional governmental entity regarding taxes.

Comment I-140

I-140

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertana, Lara F@DOT](mailto:Bertana.Lara.F@DOT)
Subject: FW: Widening Highway 1 in Santa Cruz County
Date: Friday, January 15, 2016 11:23:24 AM

From: Jeff Kordik [mailto:jeffkordik@gmail.com]
Sent: Friday, January 15, 2016 10:29 AM
To: Fowler, Matt C@DOT
Subject: Widening Highway 1 in Santa Cruz County

Hi Matt:

A recent article in the Santa Cruz Sentinel newspaper stated that you are looking for public comment regarding the potential widening of Highway 1 in Santa Cruz County.

As a long time resident of the county, I am all for it. The freeway has changed little since I moved here in 1980, while the local population has more than doubled. Congestion on Highway 1 is monumental at nearly all times of the day and week. Widening the freeway to three lanes in each direction from Santa Cruz to Watsonville could alleviate much of that congestion and would have positive economic and social impacts on our community. These benefits are contingent, of course, on all lanes being accessible to all drivers. Adding a carpool lane would be of little help, and I believe that's why measure J was rejected by voters a few years back.

Sincerely,

Jeff Kordik
725 Larkin Valley Road
Watsonville, CA 95076

I-140

Response to Comment I-140

Jeff Kordik Comment I-140

An alternative with additional mixed-flow lanes only was evaluated early in the scoping process. It was determined that this alternative would not meet the Caltrans and Santa Cruz County Regional Transportation Commission approved purpose for the project, as identified in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI. Without specifically dedicating an HOV lane in each direction, this alternative would have been less effective than the Tier I Corridor HOV Lane Alternative in addressing the aspects of the project purpose related to promoting the use of alternative transportation modes as a means to increase transportation system capacity and in encouraging carpooling and ridesharing. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project. The project improvements do not extend to Watsonville. The Tier I project limits are from 0.4 mile south of Larkin Valley Road to 0.3 mile north of Morrissey Boulevard. The Tier II Auxiliary Lane Alternative project limits are from 41st Avenue to Soquel Avenue/Soquel Drive.

Comment I-141

I-141

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bernata, Lara F@DOT](mailto:Bernata.Lara.F@DOT)
Subject: FW: Hiway 1
Date: Monday, January 11, 2016 11:05:00 AM

From: Robert Kuhn [mailto:kuhn@soe.ucsc.edu]
Sent: Monday, January 11, 2016 10:49 AM
To: Fowler, Matt C@DOT; Robert Kuhn
Subject: Hiway 1

Hello, DOT,

There is no doubt that we need another lane on Hiway 1 in Santa Cruz county, as far south as you can get it. I spend way too much of my time crawling along in traffic. Some people say that an extra lane only causes more traffic, which is nuts. It will likely pull cars off the surface streets, sure, but that's a good thing, too. Traffic will redistribute to where it flows best. Right now, it flows nowhere. And it will be way harder for one car to lag obliviously along in the left lane and impede traffic.

I-141a

Also, I was quite disappointed with the last iteration of widening to discover that the third northbound lane between Soquel and Morrissey does not continue under the overpass. It is not really a third lane, and is mostly empty. It's really only a off-ramp and an on-ramp. It does nothing to ease the flow of traffic because you are still squeezed into two lanes getting past Morrissey.

I-141b

Thank you,

Robert Kuhn
 214 Siesta Drive
 Aptos

Response to Comment I-141

Robert Kuhn Comment I-141a

Your support for the project has been taken into consideration as part of the project record. The Tier I project limits are from 0.4 mile south of Larkin Valley Road to 0.3 mile north of Morrissey Boulevard. The Tier II Auxiliary Lane Alternative project limits are from 41st Avenue to Soquel Avenue/Soquel Drive.

As discussed in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, improved freeway corridor conditions with the Tier I Corridor HOV Lane Alternative (which was selected as the preferred alternative for the Tier I project) would reduce congestion on Route 1 and would attract vehicles diverted to parallel arterials back to Route 1, relieving local city streets from excessive cut-through commuter traffic. More detail regarding the analysis of cut-through traffic is provided in response to Comment I-145b.

Robert Kuhn Comment I-141b

The northbound and southbound lanes that were added between Soquel Drive and Morrissey Boulevard are auxiliary lanes. Although auxiliary lanes do not continue under overpasses or increase through-lane capacity, they do provide other benefits. Auxiliary lanes are designed to reduce conflicts between traffic entering and existing the highway by connecting the on-ramp of one interchange to the off-ramp of the next.

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, includes HOV lanes (through lanes that continue through the interchanges) that will ultimately extend from San Andreas Road/Larkin Valley Road to Morrissey Boulevard, and it also includes auxiliary lanes at several segments along the Tier I corridor lanes to improve traffic

conditions. The current Tier II project, which is the first step in the implementing the larger Tier I project, would construct auxiliary lanes in the northbound and southbound direction of Highway 1 between 41st Avenue and Soquel Drive.

The Final EIR/EA with FONSI finds that the Tier II project would reduce congestion and improve mainline weaving maneuvers on Route 1 by providing an auxiliary lane. It would also improve safety at the 41st Avenue southbound off-ramp and the Soquel northbound off-ramp by providing speed-reduction warning signs at both ramps as well as curve warning signage at the northbound ramp to Soquel Drive. The larger Tier I project (the Tier I Corridor HOV Lane Alternative was selected as the preferred alternative), when fully implemented, will further reduce congestion and provide safety and other benefits.

Comment I-142

I-142

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertana, Lara F@DOT
Subject: FW: Highway 1
Date: Monday, January 11, 2016 9:28:32 AM

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

From: mlang [mailto:marklang58@gmail.com]
 Sent: Friday, January 08, 2016 6:28 PM
 To: Fowler, Matt C@DOT
 Subject: Highway 1

Mr Fowler,
 Have you evaluated what you have done so far to determine what path you should take in the future?
 Not increasing the capacity of highway 1 in a timely fashion has led to serious safety and quality of life problems at rush hour in many Eastside neighborhoods and hasn't alleviated congestion.
 Of course people will get off at Morrissey if 1 is a parking lot.
 Should all of the children on the "cut through" streets give up their neighborhoods for a poorly thought out experiment?

Use your "if we build it more people will come" theory for homeless services.

Bring in an engineering company that will evaluate current highway 1 traffic and design a road that will handle it.
 What kind of Traffic engineers do you have working on it now? Certainly not any that are worried about their resumes and careers.
 Don't keep throwing good effort after bad.
 At some point in the future this will have to be fixed and it will cost a lot more than a restart now.

Thank you
 Mark Lang

Sent from my iPhone

I-142

Response to Comment I-142

Mark Lang Comment I-142

Your comments have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected by Caltrans as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, improved freeway corridor conditions with the Tier I Corridor HOV Lane Alternative would attract vehicles diverted to parallel arterials back to Route 1, relieving local city streets from excessive cut-through commuter traffic. As shown in Figure 2.1.5-4, under the Tier I Corridor HOV Lane Alternative in the year 2035, traffic volumes would increase on Highway 1 and decrease on adjacent streets compared to the No Build Alternative at all modeled locations along the study corridor. This would result in improved operations on local streets adjacent to Highway 1 (e.g., Soquel Drive).

Comment I-143

I-143

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: Hwy 1
Date: Friday, January 08, 2016 3:54:55 PM

From: dianelandy@comcast.net [mailto:dianelandy@comcast.net]
Sent: Friday, January 08, 2016 3:51 PM
To: Fowler, Matt C@DOT
Cc: Deborah Elston
Subject: Hwy 1

Hello Matt,

Your information was given to me by an online neighborhood discussion group, inviting comment on plans for Highway 1 improvements.

It's possible my ideas have been brought to the table before, by someone else, but I have not heard any discussion in the 18 years I've lived in Santa Cruz. If these concepts have already debated, it may be worth revisiting. And please note that both ideas hinge on first improving the Hwy 1 & Hwy 9 intersection, which I assume is one of your top priorities.

Here goes...

A large parking garage in the industrial zone near the Tannery, with frequent shuttles servicing the beach, Boardwalk, Warriors games, Tannery, UCSC, "Downtown Days", UCSC and other community events all summer long. Ideally a quiet, arial tram could depart from the same parking garage to take passengers up to UCSC over the Pogonip during the school year, which could greatly relieve uber "SLUG"ish westside traffic. A tram could also be used by sightseers seeking vistas, Arboretum visitors, and mountain bikers headed up Empire Grade in the summer months. Year round tour busses could depart from the garage as well, taking people to Capitola Village, State Parks, wineries, foodie joings, etc. It's my opinion that efficiency would key to getting people out of their cars. Marketed with some kind of "Park it for the Day" or "Leave your Worries and you Keys" concept, visitors would be free from having to navigate city streets and locate parking for every stop of their day. We'd get more visitors doing business downtown, with LESS traffic. Imagine that! Expensive? Yes. But grants and a local bond could make it work.

I've been meaning to write the Sentinel with these suggestions for years. Sorry it's taken so long!

Would love to hear your thoughts on the matter.

Best regards,
Diane

I-143

Response to Comment I-143

Diane Landy
Comment I-143

Your comments have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected by Caltrans as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Please refer to Section 1.5, Alternatives, of the Final EIR/EA with FONSI for discussion of the alternatives considered for the proposed project. Your suggestion is outside of the jurisdiction of Caltrans but could be considered by other applicable agencies. Future park-and-ride lots are under consideration by Santa Cruz County Regional Transportation Commission at the Larkin Valley Road/San Andreas Road and 41st Avenue interchanges, to be coordinated with the bus facilities as part of a future project. The proposed project will not interfere with this possible future project.

Comment I-144

I-144

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: POPULATION PROJECTIONS
Date: Thursday, January 21, 2016 4:43:06 PM

-----Original Message-----
From: DAVID LAUGHLIN [<mailto:dlaughlin@cbold.com>]
Sent: Thursday, January 21, 2016 3:54 PM
To: Fowler, Matt C@DOT
Subject: POPULATION PROJECTIONS

Hi Matt. I think that the population projections used to project job growth and thus traffic levels are wrong. The actual population estimate for 2015 is a lot less than what the study assumed. Shouldn't this be acknowledged and used?

I-144

Response to Comment I-144

David Laughlin

Comment I-144

The population/traffic projections were verified during preparation of the Final EIR/EA with FONSI. Additional traffic counts were conducted in late 2016 to identify more current traffic conditions, and these numbers were then compared to traffic projections used in prior traffic analyses. A comparison of the existing conditions in 2001/2003 reported in the 2012 *Traffic Operations Report* and the measured 2016 conditions showed that traffic operations have generally deteriorated along the study corridor.

The reason for continuing to use the 2004 Association of Monterey Bay Area Governments Model rather than the recent 2014 Association of Monterey Bay Area Governments Model for traffic forecasting is that the 2004 Association of Monterey Bay Area Governments Model forecasts were found to be closer to the 2016 field volumes than the 2014 Association of Monterey Bay Area Governments Model forecasts would predict for 2016. This suggests that the 2016 projections obtained from the 2004 Association of Monterey Bay Area Governments Model are more accurate than those obtained from the 2014 Association of Monterey Bay Area Governments Model in terms of the ability of the model to replicate current 2016 conditions. Additionally, economic and employment data/considerations support the use of the 2004 Association of Monterey Bay Area Governments Model. Please refer to response to Comment O-2i for additional information.

Comment I-145

I-145

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Comment Letter on Tier I/Tier II Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) – Santa Cruz County
Date: Tuesday, January 19, 2016 2:39:15 PM

From: Don Lauritson [mailto:lauritson@sbccglobal.net]
Sent: Monday, January 18, 2016 1:27 PM
To: Fowler, Matt C@DOT
Subject: Comment Letter on Tier I/Tier II Draft Environmental Impact Report/Environmental Assessment (DEIR/EA) – Santa Cruz County

January 18, 2016

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

matt.c.fowler@dot.ca.gov

SUBJECT: Comment on the combined [Tier I/Tier II Draft Environmental Impact Report/Environmental Assessment \(DEIR/EA\)\[scrtc.org\]](#) – Santa Cruz County

Mr. Fowler:

Thank you and Caltrans for the above document. I realize it is one necessary part of making much needed improvements to this key transportation corridor in our county.

Here are the comments I have:

1. I do not agree with the conclusion, on page 2.1.5-17, that the Tier I Corridor TSM Alternative would not achieve sufficient congestion relief to traffic using local streets. I know that, as a regular user of Highway 1, I have chosen to use its auxiliary lanes instead of local streets at certain times of day.
2. I believe there should be a Figure, similar to Figure 2.1.5-3, that would show the INCREASE in two-way traffic volumes on LOCAL streets with the No Build Alternative. This should also include some analysis of increased greenhouse gases such traffic will create over accommodating this traffic on an improved highway.

I-145a

I-145b

Response to Comment I-145

Thank you for this opportunity to comment on the environmental document.

Sincerely,

Don Lauritson
131 Abby Court
Santa Cruz, CA 95062
Lauritson@sbeglobal.net

Don Lauritson **Comment I-145a**

Following the circulation of the Draft EIR/EA, a traffic analysis was conducted using FREQ software to consider the potential for congestion or “pinch points” at interchanges under the Tier I Corridor TSM Alternative, which includes reconfiguration of the Soquel Avenue interchange but would not allow for widening at other interchanges. This analysis found that major bottlenecks or “pinch points” are expected to occur at the following locations under the Tier I Corridor TSM Alternative for 2035 conditions:

- Northbound AM Peak Period: At Morrissey Avenue, State Park Drive, and Rio Del Mar Boulevard interchanges, and from Larkin Valley On-Ramp to Freedom Boulevard Off-Ramp segment
- Northbound PM Peak Period: At Morrissey Avenue and 41st Street interchanges, and from Rio Del Mar On-Ramp to State Park Drive Off-Ramp, and from State Park Drive On-Ramp to Park Avenue Off-Ramp segments
- Southbound AM Peak Period: At Bay Avenue/Porter Street and Rio Del Mar Boulevard interchanges
- Southbound PM Peak Period: At Rio Del Mar Boulevard, Park Avenue, and Bay Avenue/Porter Street interchanges.

Caltrans/Federal Highway Administration have selected the Tier I Corridor HOV Lane Alternative as the preferred alternative for the Tier I project because it would substantially outperform the Tier I Corridor TSM Alternative in terms of reducing congestion and improving traffic conditions.

Don Lauritson
Comment I-145b

Details about the cut-through traffic on major parallel arterials (Soquel Drive, Capitola Road, and Park Avenue) at various locations are provided in Figure 4-4 and Table 4-9 of the 2012 *Traffic Operations Report*. Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI summarizes the discussion of cut-through traffic provided in the *Traffic Operations Report* and includes the cut-through traffic figure as Figure 2.1.5-4.

As shown in Figure 2.1.5-4, the Tier I Corridor HOV Lane Alternative would substantially reduce cut-through traffic. In the southern end of the corridor, average daily cut-through traffic on Soquel Drive would decrease by 3,000 vehicles, while, in the more congested northern end of the corridor, average daily cut-through traffic on Soquel Drive would decrease by 30,000 vehicles. There would be a decrease in daily cut-through traffic of about 4,000 to 4,500 vehicles on Capitola Road, and about 4,000 vehicles for Park Avenue. The regional traffic model does not provide vehicle miles traveled and speeds for the surface street network, which is needed to estimate greenhouse gas emissions; however, to the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced. The highest levels of carbon dioxide from mobile sources such as automobiles occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour (see Figure 145b). Traffic volumes on local streets often operate in stop-and-go conditions (e.g., stop lights) and low speeds that generate highest emissions. Based on the traffic volumes discussed above, the Tier I Corridor HOV Lane Alternative would reduce carbon dioxide emissions on local streets compared to the No Build Alternative by shifting daily traffic away from stop-and-go conditions onto Highway 1.

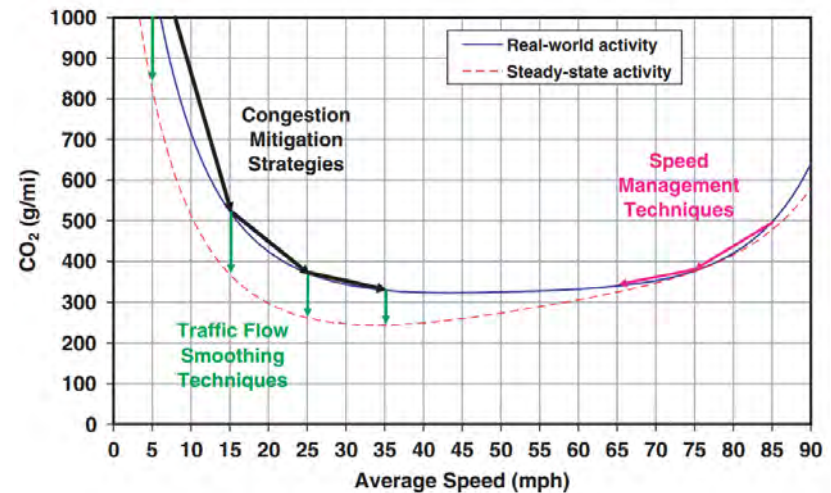


Figure 145b: Possible Use of Traffic Operation Strategies in Reducing on-Road Emission

Comment I-146

I-146

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Highway 1 comments
Date: Tuesday, January 19, 2016 11:52:54 AM

From: Jascha Lee [mailto:jascha@sebastian.com]
Sent: Saturday, January 16, 2016 11:15 AM
To: Fowler, Matt C@DOT
Subject: Highway 1 comments

I support:

- Bus-based HOT lane public transit options
- Widening highway choke points
- Speed limits set at the 85th percentile, rounded up

I specifically oppose the Santa Cruz rail trail project and all money diverted to rail-based public transit. Although very popular with politicians and people who will never take public transit, rail is the most expensive per-person option and with low usage is more environmentally destructive than busses. The Santa Cruz rail trail is the little brother to Brown's Bullet Train Boondoggle. But both should be put in jail, so to speak. If the governor really wants a high speed ground link in California, he should contract with Elon Musk to create a hyperloop running above the median of highway 5.

The plan to add capacity to this section of highway 1 seems sound to me, and I support it.

Jascha Lee
 Santa Cruz

I-146

Response to Comment I-146

Jascha Lee

Comment I-146

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. The *Transit Market Analysis Study* (2008) prepared with the Tier I project found that there is a ridership-driven need to provide increased transit service on routes that use Route 1. Express buses would be subjected to very congested travel conditions on the freeway by year 2035 if no highway capacity improvements are implemented. The HOV lanes would provide time-saving incentives for users of ridesharing and express transit. These findings were supported by the *Update to the Transit Market Analysis of Freeway-Oriented Express Buses* (2018). While in general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane, vehicles using the adjoining general-purpose lanes are indirect beneficiaries due to the shift of carpoolers, vanpoolers, etc. from general-purpose lanes to the HOV lane, as discussed in more detail in response to Comment I-205c.

The future of the Santa Cruz Branch Rail Line is outside the scope of this project. Any concerns regarding the rail line can be directed toward the Santa Cruz County Regional Transportation Commission, by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment I-147

I-147

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara F@DOT](#)
Subject: FW: Hwy 1 Improvements
Date: Tuesday, January 19, 2016 3:43:52 PM

From: Mark Lilley [mailto:mark.lilley@mounthermon.org]
Sent: Tuesday, January 19, 2016 3:24 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1 Improvements

Matt,

I am in full support of both the Tier 1 and Tier 2 improvements to Hwy 1. In fact I feel this should be the #1 priority in Santa Cruz County in regards to transportation projects.

Thanks for all your work on it.

Mark Lilley

Mark Lilley | Facilities and Property Manager | dir 831.430.1203 | fx 831.335.9218

po box 413, mount hermon, ca 95041 | 1.868.642.2677

mounthermon.org[\[mounthermon.org\]](mailto:mark.lilley@mounthermon.org)



mounthermon

[\[mounthermon.org\]](http://mounthermon.org)

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I-147

Response to Comment I-147

Mark Lilley

Comment I-147

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment I-148

I-148

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Beitana, Lara E@DOT](mailto:Beitana.Lara.E@DOT)
Subject: FW: Santa Cruz County Highway 1
Date: Friday, January 08, 2016 11:09:47 AM

From: Greg & Dawn Lindholm [mailto:hermonites2@gmail.com]
Sent: Friday, January 08, 2016 10:50 AM
To: Fowler, Matt C@DOT
Subject: Santa Cruz County Highway 1

Dear Matt:

As a resident of Santa Cruz County who is regularly caught in the very heavy traffic on Highway 1, I am in full support of continuing to widen and add auxiliary lanes to ease congestion. I would encourage Cal Trans and Santa Cruz County to expedite this construction project.

Thank you,
Greg Lindholm
99 Glen Alpine Ave
Mount Hermon, CA 95041

I-148

Response to Comment I-148

Greg Lindholm

Comment I-148

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment I-149

I-149

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Anderson, Jennifer](mailto:Larson.Theresa; Anderson.Jennifer)
Cc: [Bertana, Lara F@DOT](mailto:Bertana.Lara.F@DOT)
Subject: FW: 2040 Santa Cruz County RTP
Date: Thursday, January 21, 2016 9:14:46 AM

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

From: Gordon Lion [<mailto:gordon@skyhighway.com>]
Sent: Wednesday, January 20, 2016 6:07 PM
To: Fowler, Matt C@DOT
Subject: 2040 Santa Cruz County RTP

I believe much of the Tier I highway project should be a full use third lane in both directions. Just auxiliary lanes are of limited benefit considering the cost. An HOV lane is not as useful for the general public when the traffic is very heavy, but it costs just as much as a full use third lane.

Gordon Lion
Resident of Eastside of Santa Cruz, CA

I-149

Response to Comment I-149

Gordon Lion Comment I-149

An alternative with additional mixed-flow lanes only was evaluated early in the scoping process. It was determined that this alternative would not meet the Caltrans and Santa Cruz County Regional Transportation Commission approved purpose statement, as identified in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI. Without specifically dedicating an HOV lane in each direction, this alternative would have been less effective than the Tier I Corridor HOV Lane Alternative in addressing the aspects of the project purpose related to promoting the use of alternative transportation modes as a means to increase transportation system capacity and in encouraging carpooling and ridesharing. While, in general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane, vehicles using the adjoining general-purpose lanes are indirect beneficiaries due to the shift of carpoolers, vanpoolers, etc. from general-purpose lanes to the HOV lane. For more detail, please see response to Comment I-205c.

Comment I-150

I-150

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Highway 1 widening
Date: Tuesday, January 26, 2016 3:50:34 PM

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

From: Linda Locatelli (<mailto:orchidlady@cruzio.com>)
Sent: Monday, January 25, 2016 10:16 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 widening

I'd like to submit this opinion:

Widen Highway 1 as far as it can toward Watsonville from Santa Cruz. Not an HOV lane but 3 lanes. The highway is too crowded and traffic backs up unbearably on our Eastside Santa Cruz neighborhood streets. I know there is much opinion against its widening. These opinions come from people who live on the Westside of Santa Cruz and they aren't impacted by the standstill traffic that occurs on highway 1 and the part of the highway that needs widening. Residents of South County need to use the part of highway 1 that is impacted. They are travelling over highway 1 to highway 17 to travel to Silicon Valley.

Thank you.

Linda Locatelli
153 Market St.
Santa Cruz, CA 95060

I-150

Response to Comment I-150

Linda Locatelli Comment I-150

An alternative with additional mixed-flow lanes only was evaluated early in the scoping process. It was determined that this alternative would not meet the Caltrans and Santa Cruz County Regional Transportation Commission approved purpose statement, as identified in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI. Without specifically dedicating an HOV lane in each direction, this alternative would have been less effective than the Tier I Corridor HOV Lane Alternative in addressing the aspects of the project purpose related to promoting the use of alternative transportation modes as a means to increase transportation system capacity and in encouraging carpooling and ridesharing. While, in general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane, vehicles using the adjoining general-purpose lanes are indirect beneficiaries, due to the shift of carpoolers, vanpoolers, etc. from general-purpose lanes to the HOV lane. For more detail, please see response to Comment I-205c.

Comment I-151

I-151

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa Andersen, Jennifer](mailto:Larson.Theresa.Andersen.Jennifer)
Cc: [Bertana, Lara F@DOT](mailto:Bertana.Lara.F@DOT)
Subject: FW: Highway 1 project
Date: Tuesday, January 19, 2016 11:23:18 AM

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

From: Matthew Lockridge [<mailto:chivo335@hotmail.com>]
Sent: Friday, January 15, 2016 5:37 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 project

I know my thoughts won't be too popular around here since there seems to be a drive to maintain an alleged "small beach town" feel, but I would personally like to see 3 lanes both ways from the fish hook to Park Ave. I also support metering lights at all the on ramps. I also feel 17 needs the same treatment.
Thank you for listening,
Matt Lockridge

Sent from my iPhone

I-151

Response to Comment I-151

Matthew Lockridge

Comment I-151

Your support for the project has been taken into consideration as part of the project record. The Tier I project limits are from 0.4 mile south of Larkin Valley Road to 0.3 mile north of Morrissey Boulevard. The Tier II Auxiliary Lane Alternative project limits are from 41st Avenue to Soquel Avenue/Soquel Drive. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. Improvements along Route 17 are beyond the scope of the Santa Cruz Route 1 project. Please feel free to contact Caltrans District 5 regarding any concerns or issues along Highway 17.

Comment I-152

Rick Longinotti

Longinotti@baymoon.com

1

I-152

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: revised comments on dEIR
Date: Tuesday, January 26, 2016 2:59:43 PM
Attachments: Comments_DEIR_Jan 22.docx

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

From: Rick Longinotti [mailto:longinotti@baymoon.com]
 Sent: Monday, January 25, 2016 10:26 AM
 To: Fowler, Matt C@DOT
 Subject: revised comments on dEIR

Dear Matt,

Since the deadline got extended, I was able to add to my comments. Please substitute this version for the version that I sent you last Monday.
 Thanks,

-Rick

I-152a

Comments on the Draft EIR for Highway 1 Projects

Comment 1: The TSM Alternative (auxiliary lanes, ramp metering, etc.) has a negligible effect on achieving the 3 main purposes of the project, which are to "reduce congestion; improve safety; promote the use of alternative transportation modes as means to increase transportation system capacity."¹.

The TSM Alternative would have a negligible effect in reducing congestion by year 2035

- Building the TSM Alternative "would result in a very slight improvement in traffic congestion when compared to the No Build Alternative".²
- The EIR predicts "severe breakdown of State Route 1 by year 2035" following completion of the auxiliary lanes project.³ This is due to a projected increase in car traffic.
- "The Tier I Corridor TSM Alternative would not achieve sufficient congestion relief to attract any substantial number of vehicles that had diverted to the local street system back to the freeway. Local access to, and circulation around, community facilities near these intersections would not improve relative to no-build conditions."⁴
- "Compared to no-build conditions, traffic operations at study intersections with Tier I Corridor TSM Alternative improvements would worsen marginally."⁵

I-152b

Project does not improve safety

- "The total accident rates overall and by segment in 2035 under the Tier I Corridor TSM Alternative would be the same as the accident rates for the No Build Alternative."⁶

Project's promotion of auto-centered travel outweighs its promotion of alternative transportation modes

The justification for claiming that the TSM Alternative promotes alternative transportation modes is that the project includes construction of three new pedestrian/ bicycle overcrossings over Route 1 and improvements to pedestrian and bicycle facilities on several existing overcrossings. However, the main expenditure in the TSM Alternative is for auxiliary lanes on Highway 1, and reconstruction of overcrossings and onramps. For the amount of funding proposed to construct the auxiliary lanes, a far greater promotion of alternative transportation could be achieved.

Comment 2: The Draft EIR does not acknowledge that increased greenhouse gas emissions resulting from the TSM Alternative is a project impact.

The Draft EIR estimates a 25% increase in greenhouse gases resulting from the TSM Alternative relative to the No Build Alternative at year 2035.⁷ However, the Draft EIR does not list greenhouse gas

I-152c

¹ Draft EIR, page 5-41

² page 2.1.5-16

³ page 2.1.5-14

⁴ page 2.1.5-17

⁵ page 2.1.5-17

⁶ page 2.1.5-17

emissions as a project impact. Nor does the Draft mention that the project would contribute to cumulative greenhouse gas impacts. The Draft EIR notes:

"In assessing cumulative impacts, it must be determined if a project's incremental effect is 'cumulatively considerable'."

However, the Draft EIR excuses itself from making such a determination:

"To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task."⁸

Since the Draft EIR does not acknowledge any impact of project greenhouse gas emissions, neither does it suggest any mitigation measures.

Comment 3: The project runs counter to the goal of reducing vehicle miles traveled set forth in Santa Cruz County's 2014 Regional Transportation Plan.

Consistent with state policy, the 2014 *Regional Transportation Plan* seeks to reduce per capita vehicle miles traveled (VMT) as a strategy for greenhouse gas reduction. The *Plan* estimates that vehicle miles traveled (miles/work day/capita) will decline by 17.1% by 2035.⁹

Yet the Draft EIR estimates that the project will result in a substantial increase in total vehicle miles traveled on Highway 1 over the No Build Alternative.¹⁰ For example, in the "peak period" from 2pm-8pm the estimate increase in VMT on southbound Highway 1 is projected to be 29%. The Draft EIR does not reconcile this increase in VMT with the goal of the 2014 *Regional Transportation Plan*.

Comment 4: The Draft does not acknowledge irreversible commitment of non-renewable resources

Section 15126.2(c) of the *CEQA Guidelines* states: "Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or irreversible nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts... generally commit future generations to similar uses... Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

The auxiliary lane expansion project (in TSM Alternative) is exemplary of a project that commits future generations to use of fossil fuels. However, the Draft EIR does not evaluate this impact, or propose a justification for incurring the impact.

Comment 5: The Draft EIR fails to adequately evaluate alternatives to the project.

The Draft EIR evaluates two highway widening projects, HOV lanes and the TSM Alternative (auxiliary lanes, ramp metering, etc.) The Regional Transportation Commission has

I-152c
cont.

I-152d

I-152e

I-152f

acknowledged that constructing the HOV lanes is not considered financially feasible in the years through 2035.

"The cost of completing the entire HOV lanes project on Highway 1 (approximately \$600 million) is beyond the amount of discretionary funding that can be used for highway projects in our county through 2035. Additional Highway 1 Corridor projects, including several new interchanges, that would need to be designed and constructed in advance of HOV lanes are identified in the unconstrained project list as needs that are not currently financially feasible with revenues projected through 2035."¹¹

This means that the only remaining financially feasible alternatives considered by the Draft EIR are the No Build Alternative and a portion of the TSM Alternative (Of all the projects included in the TSM Alternative, the only ones that are identified on the "constrained" project list for full funding are auxiliary lanes from Soquel Ave to State Park Dr., 3 pedestrian overcrossings, and traffic information). The EIR needs to consider other alternatives to the project that could work towards fulfilling the goals of the project and of the 2014 *Regional Transportation Plan*.

The Regional Transportation Commission is currently studying other alternatives to the project. Here is the description of the RTC's Unified Corridors Plan:

Highway 1, Soquel Avenue/Drive, and the Santa Cruz Branch Rail Line are parallel transportation routes in Santa Cruz County between downtown Santa Cruz and Freedom Boulevard. The Unified Corridors Plan will identify transportation projects that make the most effective use of these three parallel routes as one unified corridor to provide vehicle, transit, bicycle, and pedestrian transportation services for Santa Cruz County residents and visitors. Using a performance based approach, the Unified Corridors Plan will prioritize projects for each transportation route based on sustainability targets, the community's transportation needs, characteristics of each route, and cost of transportation improvements.¹²

Phase 1 of the Unified Corridors Plan is underway and results should be included in the EIR's consideration of alternatives to the project. Without including the results from the Unified Corridors Plan, the EIR offers an unacceptably narrow choice of alternatives.

Comment 6: Induced travel needs to be included in the traffic projections

The EIR needs to clarify to what extent (if any) calculations of "induced demand" have been included in the traffic modeling. The Draft EIR acknowledges an increase in highway traffic following expansion. "If improvements increase a highway's travel speed, then the peak-period traffic using the highway will likely increase."¹³ However, the Draft appears to apply the AMBAG model of future traffic without factoring in induced demand. If that is the case, this should be corrected.

According to Todd Litman of the Victoria Transport Policy Institute, "Roadway improvements that

I-152f
cont.

I-152g

I-152h

⁷ Table 3.2, page 3-14

⁸ page 3-12

⁹ 2014 *Regional Transportation Plan* (2014) page c-16

¹⁰ Draft EIR Table 2.1.5-7

¹¹ 2014 *Santa Cruz County Regional Transportation Plan* page 6-4

¹² <http://sccrtc.org/projects/multi-modal/unified-corridors-plan/>

¹³ p 2.1.5-23

alleviate congestion reduce the generalized cost of driving (i.e., the price), which encourages more vehicle use... Road expansion that reduces congestion in the short term attracts additional peak-period trips until congestion once again reaches a level that limits further growth....¹⁴

Susan Handy, of UC Davis Institute for Transportation Studies, has studied the impact of highway expansion projects on traffic. She writes, "Traffic congestion has traditionally been addressed by adding additional roadway capacity via constructing entirely new roadways, adding additional lanes to existing roadways, or upgrading existing highways to controlled-access freeways. Numerous studies have examined the effectiveness of this approach and consistently show that adding capacity to roadways fails to alleviate congestion for long because it actually increases vehicle miles traveled (VMT)"¹⁵

Caltrans commissioned the *State Smart Transportation Initiative* at the University of Wisconsin to conduct a performance review and make recommendations. The 2014 report notes, "... (Caltrans) has not come to grips with the reality of induced traffic and the relationships between transportation and land use."¹⁶

Comment 7: Highway congestion projections need explanation

The EIR should make it clear how projections of future traffic were made. Otherwise there is no way to verify the accuracy of the projections. These projections are important, as they guide decisions about transportation investments.

There are some projections that appear to defy logic. For example, in Table 2.1.5-13, the vehicle miles traveled in the northbound commute during the peak morning period (6am-noon) is projected to increase 3% by 2035 from baseline conditions in the "No Build" scenario. Yet the average travel time is estimated to increase by 144% in the same time period. Similarly, in the southbound commute during peak period (2-8pm) the vehicle miles traveled is projected to decrease by 5% by 2035. Yet the average travel time is estimated to increase by 161%.

How can there be a decline in vehicle miles traveled, but a large increase in travel time?

I-152i
cont.

I-152j

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertana, Lara E@DOT](mailto:Bertana.Lara.E@DOT)
Subject: FW: comments on dEIR
Date: Tuesday, January 19, 2016 2:38:23 PM
Attachments: [Comments_DEIR_Jan 16.docx](#)

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

From: Rick Longinotti [<mailto:rick.longinotti@haymoon.com>]
Sent: Monday, January 18, 2016 11:40 AM
To: Fowler, Matt C@DOT
Subject: comments on dEIR

Dear Matt,

Thanks for receiving these comments on the Santa Cruz County Highway 1 projects.

-Rick

¹⁴ Litman, "Generated Traffic and Induced Travel" (2015)

¹⁵ https://www.dot.ca.gov/research/researchreports/reports/2015/10-12-2015-NCST_Brief_InducedTravel_C56_v3.pdf

¹⁶ Caltrans, *State Smart Transportation Initiative*, Executive Summary

Rick Longinotti

Longinotti@baymoon.com

1

2

Comments on the Draft EIR for Highway 1 Projects

Comment 1: The TSM Alternative (auxiliary lanes, ramp metering, etc.) has a negligible effect on achieving the 3 main purposes of the project, which are to "reduce congestion; improve safety; promote the use of alternative transportation modes as means to increase transportation system capacity."¹

The TSM Alternative would have a negligible effect in reducing congestion by year 2035

- Building the TSM Alternative "would result in a very slight improvement in traffic congestion when compared to the No Build Alternative".²
- The EIR predicts "severe breakdown of State Route 1 by year 2035" following completion of the auxiliary lanes project.³ This is due to a projected increase in car traffic.
- "The Tier I Corridor TSM Alternative would not achieve sufficient congestion relief to attract any substantial number of vehicles that had diverted to the local street system back to the freeway. Local access to, and circulation around, community facilities near these intersections would not improve relative to no-build conditions."⁴
- "Compared to no-build conditions, traffic operations at study intersections with Tier I Corridor TSM Alternative improvements would worsen marginally."⁵

Project does not improve safety

- "The total accident rates overall and by segment in 2035 under the Tier I Corridor TSM Alternative would be the same as the accident rates for the No Build Alternative."⁶

Project's promotion of auto-centered travel outweighs its promotion of alternative transportation modes

The justification for claiming that the TSM Alternative promotes alternative transportation modes is that the project includes construction of three new pedestrian/ bicycle overcrossings over Route 1 and improvements to pedestrian and bicycle facilities on several existing overcrossings. However, the main expenditure in the TSM Alternative is for auxiliary lanes on Highway 1, and reconstruction of overcrossings and onramps. For the amount of funding proposed to construct the auxiliary lanes, a far greater promotion of alternative transportation could be achieved.

Comment 2: The Draft EIR does not acknowledge that increased greenhouse gas emissions resulting from the TSM Alternative is a project impact.

The Draft EIR estimates a 25% increase in greenhouse gases resulting from the TSM Alternative relative to the No Build Alternative at year 2035.⁷ However, the Draft EIR does not list greenhouse gas

¹ Draft EIR, page S-11

² page 2.1.5-16

³ page 2.1.5-14

⁴ page 2.1.5-17

⁵ page 2.1.5-17

⁶ page 2.1.5-17

emissions as a project impact. Nor does the Draft mention that the project would contribute to cumulative greenhouse gas impacts. The Draft EIR notes:

"In assessing cumulative impacts, it must be determined if a project's incremental effect is 'cumulatively considerable'."

However, the Draft EIR excuses itself from making such a determination:

"To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. To gather sufficient information on a global scale of all past, current, and future projects to make this determination is a difficult, if not impossible, task."⁸

Since the Draft EIR does not acknowledge any impact of project greenhouse gas emissions, neither does it suggest any mitigation measures.

Comment 3: The project runs counter to the goal of reducing vehicle miles traveled set forth in Santa Cruz County's 2014 Regional Transportation Plan.

Consistent with state policy, the 2014 *Regional Transportation Plan* seeks to reduce per capita vehicle miles traveled (VMT) as a strategy for greenhouse gas reduction. The *Plan* estimates that vehicle miles traveled (miles/work day/capita) will decline by 17.1% by 2035.⁹

Yet the Draft EIR estimates that the project will result in a substantial increase in total vehicle miles traveled on Highway 1 over the No Build Alternative.¹⁰ For example, in the "peak period" from 2pm-8pm the estimate increase in VMT on southbound Highway 1 is projected to be 29%. The Draft EIR does not reconcile this increase in VMT with the goal of the 2014 *Regional Transportation Plan*.

Comment 4: The Draft does not acknowledge irreversible commitment of non-renewable resources

Section 15126.2(c) of the *CEQA Guidelines* states: "Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or irreversible nonuse thereafter unlikely. Primary impacts and, particularly, secondary impacts... generally commit future generations to similar uses... Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."

The auxiliary lane expansion project (in TSM Alternative) is exemplary of a project that commits future generations to use of fossil fuels. However, the Draft EIR does not evaluate this impact, or propose a justification for incurring the impact.

Comment 5: The Draft EIR fails to adequately evaluate alternatives to the project.

The Draft EIR evaluates two highway widening projects, HOV lanes and the TSM Alternative (auxiliary lanes, ramp metering, etc.) The Regional Transportation Commission has

⁷ Table 3-2, page 3-14

⁸ page 3-12

⁹ 2014 *Regional Transportation Plan* (2014) page c-16

¹⁰ Draft EIR Table 2.1.5-7

I-152k

I-152k
cont.

Rick Longinotti

Longinotti@baymoon.com

3

4

acknowledged that the HOV lanes is not considered financially feasible in the years through 2035.

"The cost of completing the entire HOV lanes project on Highway 1 (approximately \$600 million) is beyond the amount of discretionary funding that can be used for highway projects in our county through 2035. Additional Highway 1 Corridor projects, including several new interchanges, that would need to be designed and constructed in advance of HOV lanes are identified in the unconstrained project list as needs that are not currently financially feasible with revenues projected through 2035.¹¹

This means that the only remaining financially feasible alternatives considered by the Draft EIR are the No Build Alternative a portion of the TSM Alternative (Of all the projects included in the TSM Alternative, the only ones that are identified on the "constrained" project list for full funding are auxiliary lanes from Soquel Ave to State Park Dr., 3 pedestrian overcrossings, and traffic information). The EIR needs to consider other alternatives to the project that could work towards fulfilling the goals of the project and of the 2014 Regional Transportation Plan.

The Regional Transportation Commission is currently studying other alternatives to the project. Here is the description of the RTC's Unified Corridors Plan:

Highway 1, Soquel Avenue/Drive, and the Santa Cruz Branch Rail Line are parallel transportation routes in Santa Cruz County between downtown Santa Cruz and Freedom Boulevard. The Unified Corridors Plan will identify transportation projects that make the most effective use of these three parallel routes as one unified corridor to provide vehicle, transit, bicycle, and pedestrian transportation services for Santa Cruz County residents and visitors. Using a performance based approach, the Unified Corridors Plan will prioritize projects for each transportation route based on sustainability targets, the community's transportation needs, characteristics of each route, and cost of transportation improvements.¹²

Phase 1 of the Unified Corridors Plan is underway and results should be included in the EIR's consideration of alternatives to the project. Without including the results from the Unified Corridors Plan, the EIR offers an unacceptably narrow choice of alternatives.

Comment 6: Induced travel needs to be included in the traffic projections

The EIR needs to clarify to what extent "induced demand" has been included in the traffic modeling. The Draft EIR acknowledges an increase in highway traffic following expansion. "If improvements increase a highway's travel speed, then the peak-period traffic using the highway will likely increase."¹³ However, the Draft appears to apply the AMBAG model of future traffic without factoring in induced demand. If that is the case, this should be corrected.

Caltrans commissioned the *State Smart Transportation Initiative* at the University of Wisconsin to

¹¹ 2014 Santa Cruz County Regional Transportation Plan, page 6-4

¹² <http://sccrc.org/projects/multi-modal/unified-corridors-plan/>

¹³ p 2.1.5-23

conduct a performance review and make recommendations. The 2014 report notes, "... (Caltrans) has not come to grips with the reality of induced traffic and the relationships between transportation and land use."¹⁴

Comment 7: Highway congestion projections need explanation

The EIR should make it clear how projections of future traffic were made. Otherwise there is no way to verify the accuracy of the projections. These projections are important, as they guide decisions about transportation investments.

There are some projections that appear to defy logic. For example, in Table 2.1.5-13, the vehicle miles traveled in the northbound commute during the peak morning period (6am-noon) is projected to increase 3% by 2035 from baseline conditions in the "No Build" scenario. Yet the average travel time is estimated to increase by 144% in the same time period. Similarly, in the southbound commute during peak period (2-8pm) the vehicle miles traveled is projected to decrease by 5% by 2035. Yet the average travel time is estimated to increase by 161%.

How can there be a decline in vehicle miles traveled, but a large increase in travel time?

I-152k
cont.

I-152k
cont.

¹⁴ Caltrans State Smart Transportation Initiative, Executive Summary

Response to Comment I-152

Rick Longinotti
Comment I-152a

Your comments have been included as part of the project record.

Rick Longinotti
Comment I-152b

For many of the reasons that the commenter notes, Caltrans/Federal Highway Administration have selected the Tier I Corridor HOV Lane Alternative as the preferred alternative because it would substantially outperform the Tier I Corridor TSM Alternative in terms of reducing congestion and improving traffic conditions.

Nevertheless, the Tier I Corridor TSM Alternative was found to substantially improve peak hour average travel time, average speed, and other measures of effectiveness on Highway 1 in the northbound direction under 2035 conditions in comparison to the No Build Alternative. Improvements in traffic conditions under the Tier I Corridor TSM Alternative would be more modest in the southbound direction, and, during the peak PM travel period, average travel time and travel speed would slightly worsen. Overall, the Tier I Corridor TSM Alternative would improve traffic operations and accommodate greater vehicle throughput on Highway 1; however, it may result in some adverse traffic effects on local streets near the highway (e.g., delays/backup from metering). More information regarding the traffic analysis of the Tier I Corridor TSM Alternative is provided in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI.

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would promote alternative modes of transportation by addressing existing deficiencies in pedestrian and bicycle access across Highway 1, and it would also improve bus transit service. As described in Section

2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of HOV lanes, buses and other HOVs would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No Build Alternative. These improvements to bus travel speeds would be expected to capture additional ridership. Further, the Tier I Corridor HOV Lane Alternative would promote carpooling and vanpooling by providing a dedicated HOV lane.

Rick Longinotti
Comment I-152c

Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI includes a best faith effort to describe the potential carbon dioxide emissions related to the proposed project. As described in Section 3.2.5, the project's greenhouse gas emissions analysis has been updated and resulted in revised carbon dioxide emissions. The updated analysis used the latest U.S. Environmental Protection Agency-approved emissions factor model (EMFAC2014) and new annual conversion factors.

With regard to the Tier I alternatives' emissions of greenhouse gases, in year 2035, the Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions by 505 metric tons per year compared to the No Build Alternative (2035); whereas the Tier I Corridor TSM Alternative would increase greenhouse gas emissions by 2,405 metric tons per year compared with the No Build Alternative. These results are presented in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI. Detailed information regarding the updated analysis is provided in the *Air Quality Study Report Addendum* (2018).

Rick Longinotti
Comment I-152d

The vehicle miles traveled projections included in the Draft EIR/EA are corridor-level estimates, but not county-level estimates. Due to the improvement of traffic conditions and availability of additional capacity on the study corridor (especially under the HOV Build scenario), traffic will reroute from longer and indirect parallel corridors (e.g., Soquel Drive, Capitola Road, Park Avenue) to the shorter and direct SR-1 corridor. This would result in the following vehicle miles traveled related changes in the study area:

1. Vehicle miles traveled value of the study corridor would increase due to the increase in traffic levels.
2. Vehicle miles traveled values of the parallel corridors would decrease due to the decrease in traffic levels.

Planned improvements to the SR-1 corridor would improve traffic conditions along it and reroute traffic from other roadways, but, as described in response to Comment O-2s, the improvements would generate minimal new traffic demand (an increase in vehicle miles traveled of less than 1 percent). Additionally, the pedestrian and bicycle improvements that would be provided as part of the HOV Build scenario would encourage multimodal transportation along the study corridor. This is expected to cause some, though minor, mode shift from auto mode to alternates modes of transportation, resulting in further reduction in vehicle miles traveled. Therefore, vehicle miles traveled values for the HOV Build scenario will increase at the corridor level since it does not include the reduction in vehicle miles traveled values due to shift of traffic from parallel corridors and mode shift to alternate modes. At the region or county level, vehicle miles traveled value increase minimally (less than 1 percent) for the HOV Build and TSM Build scenarios, as described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, which summarizes the *Estimation of*

Induced Traffic Demand and Congestion-Related Costs
Memorandum (2017).

Rick Longinotti
Comment I-152e

It is not necessary to discuss irreversible and irretrievable environmental changes in an EIR/EA. According to Section 15127 of the California Environmental Quality Act Guidelines, the information required by Section 15126.2(c) concerning irreversible changes needs be included only in EIRs prepared in connection with any of the following activities:

- a. The adoption, amendment, or enactment of a plan, policy, or ordinance of a public agency;
- b. The adoption by a Local Agency Formation Commission of a resolution making determinations; or
- c. A project which will be subject to the requirement for preparing an environmental impact statement pursuant to the requirements of the National Environmental Policy Act of 1969, 42 U.S.C. 4321-4347.

None of these activities/criteria apply to the proposed project, which is a construction project that is not subject to preparation of an Environmental Impact Statement. Therefore, an irreversible/irretrievable analysis is not required for the proposed project. Additionally, the energy consumption of the Tier I Corridor TSM Alternative was discussed in Section 2.2.8, Energy, of the Final EIR/EA with FONSI. The analysis in Section 2.2.8 concluded that “when balancing energy used during construction and operation against energy saved by relieving congestion and other transportation efficiencies, the Tier I Corridor TSM Alternative would not have substantial energy impacts or substantially affect energy consumption.” Please see Section 2.2.8 of the Final EIR/EA with FONSI for additional information.

Rick Longinotti

Comment I-152f

The Final EIR/EA with FONSI (page 1-2) notes that the Santa Cruz Route 1 HOV Lane Project is included in the 2040 *Regional Transportation Plan* as a financially unconstrained project, reflecting the Santa Cruz County Regional Transportation Commission's long-term commitment to this (Tier I) project. Projections of available future funding for transportation projects are very difficult to make given uncertainties associated with State and federal legislation and economic conditions. Since circulation of the Draft EIR/EA, Measure D (½-cent sales tax) passed in Santa Cruz County, which has provided funding for the Tier II project and some portions of the Tier I project. Funding for the remaining portions of the Tier I project may be obtained from Measure D funds and/or other local, State, or federal sources. The Tier I/II Final EIR/EA with FONSI will be used as a planning-level study of cumulative impacts from which smaller future projects may be identified and analyzed consistent with available resources.

Section 1.5, Alternatives, of the Final EIR/EA with FONSI describes the alternatives development process conducted for the proposed project. As described in this section, the EIR/EA considered various project alternatives, some of which were dismissed from detailed consideration. The Tier I Corridor HOV Lane Alternative and Tier I Corridor TSM Alternative were ultimately carried forward for detailed analysis because they were determined to best meet the identified purpose and need of the project, in consideration of their environmental impacts.

Since publication of the Draft EIR/EA, the Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected by Caltrans as the preferred alternative for the current Tier II project, which was

evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Rick Longinotti

Comment I-152g

The Unified Corridors Study is an independent study, and the scope of that study is beyond the project limits for this project. Nevertheless, the conclusions that will be developed in the Unified Corridors Study could have a bearing on future implementation strategies of the Highway 1 Corridor and other transportation projects and programs serving Santa Cruz County.

Rick Longinotti

Comment I-152h

As described in Response to Comment O-2s, an induced travel study was conducted, and the results showed that an increase in vehicle miles traveled due to induced demand generated by the project is expected to be minimal (less than 1 percent) for the project alternatives. For more information, please see response to Comment O-2s.

Rick Longinotti

Comment I-152i

A detailed discussion on the methodology used to develop traffic forecasts under 2035 conditions is included in Chapter 4 of the 2012 *Traffic Operations Report* and is summarized in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, under the heading, Design Year Analysis.

For the quoted example, northbound corridor during the AM peak period and southbound corridor during the PM peak period are operating at level of service C or D under 2003 conditions but would worsen drastically and operate at level of service F under 2035 No

Build conditions. Due to this drastic worsening of traffic operations under 2035 No Build conditions, average vehicle travel times are expected to increase substantially. Because of this, the number of vehicle trips and the vehicle miles traveled value would not increase as much as expected, since most of the traffic is stuck in congestion. Hence, the modest growth in vehicle miles traveled is due to the large increase in queued traffic and vehicle travel times.

Rick Longinotti

Comment I-152j

Your comment has been replaced.

Rick Longinotti

Comment I-152k

Comment I-152k was withdrawn by the commenter and therefore is not included in the Final EIR/EA with FONSI.

Comment I-153

I-153

From: [Fowler, Matt C@DOT](mailto:Fowler_Matt_C@DOT)
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: Santa Cruz - Hwy 1 improvement
Date: Friday, November 20, 2015 9:19:05 AM

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

From: Bruce Lorenzen [mailto:bruce.lorenzen@mac.com]
Sent: Friday, November 20, 2015 7:48 AM
To: Fowler, Matt C@DOT
Subject: Santa Cruz - Hwy 1 improvement

As a resident of Aptos, I fully support the continued expansion of Hwy 1.

Bruce Lorenzen

I-153

Response to Comment I-153

Bruce Lorenzen

Comment I-153

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects within the larger Tier I project will proceed through environmental review and design.

Comment I-154

I-154

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: Highway 1 Tier I / Tier II Draft Environmental Impact Report / Environmental Assessment
Date: Tuesday, January 19, 2016 9:36:11 AM

From: Bill Malone [mailto:billmalone@pacbell.net]
Sent: Tuesday, January 19, 2016 9:25 AM
To: Fowler, Matt C@DOT
Cc: Bill Malone
Subject: Highway 1 Tier I / Tier II Draft Environmental Impact Report / Environmental Assessment

To: Matt.c.fowler@dot.ca.gov
 To: Matt Fowler, Senior Environmental Planner
 Subject: Highway 1 Tier I / Tier II Draft Environmental Impact Report / Environmental Assessment
 From: Bill Malone, billmalone@pacbell.net

1) The EIR fails to adequately analyze the Project's induced traffic demand impacts.
 A growing body of research shows that building more roads and more lanes will temporarily reduce traffic congestion, but over time, just encourage more cars and more traffic congestion. This phenomenon is known as induced demand. The California DOT (aka Caltrans) recently acknowledged induced demand by linking to a policy brief titled "Increasing Highway Capacity Unlikely to Relieve Traffic Congestion."
 The EIR must indicate Vehicle Miles Traveled (VMT) changes (including induced traffic demand impacts) on a per-capita and county wide basis for the years 2020, 2035 and 2050.

I-154a

2) The Plan does not meet State policy to require emissions to decrease rapidly and remain low permanently to avoid unacceptable climate change through 2050.
 The EIR's discussion of GHG emissions obscures the Plan's dramatic conflict with both science and long-term climate policy, thus omitting information essential to intelligently evaluating the Plan's consequences for the climate. Critically, while emissions under the Plan will decline somewhat by 2020, they will then increase again through 2050. This period is precisely when both climate science and California policy--specifically, Executive Order S-3-05--require emissions to decrease rapidly and remain low permanently to avoid unacceptable climate change.
 The EIR must indicate GHG emissions changes on a per-capita and county wide basis for the years 2020, 2035 and 2050.

I-154b

3) The EIR does not analyze the Plan's impacts on Transit.
 The Plan's increases in freeway capacity will temporarily reduce traffic congestion and raise vehicle speeds, thus encouraging people to drive cars instead of use transit. (A study states that "increased capacity prompts behavioral shifts. For example, those who previously patronized transit to work might decide to drive once they see traffic flowing more smoothly.") Guidelines expressly recognize that growth inducing impacts can occur through extension of roads or other infrastructure. The Plan's increase in highway capacity will inevitably perpetuate land use patterns inherently unsuited to transit.
 The EIR nowhere addresses the possibility that its early expansion of freeways may

I-154c

Response to Comment I-154

undercut existing and future transit services.

4) The EIR fails to adequately analyze the Project's growth-inducing impacts.

An EIR must provide a detailed statement of a project's growth-inducing impacts, including aspects of the project that may encourage and facilitate other activities that could significantly affect the environment.

The EIR must examine the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly.

An analysis of indirectly induced growth is essential. The project here involves the approval of large-scale transportation infrastructure that will shape regional growth for the next several decades.

CEQA law requires that the EIR analyze this sprawl development that the Project will cause, including the indirect environmental impacts resulting from that development. When economic and social effects caused by a project could result in a reasonably foreseeable indirect environmental impact, the CEQA lead agency is obligated to assess this indirect environmental impact.

I-154d

5) The EIR has violated CEQA by not adopting mitigation to reduce VMT, or providing substantial evidence that such mitigation is infeasible.

Reductions in VMT are necessary in addition to other measures in order to meet the state's 2050 emissions target. Statewide forecasts of fuel used for personal transportation indicate that significant increases in vehicle fuel efficiency and use of alternative fuels will not achieve the long-term 2050 goal for greenhouse gas reduction unless per capita vehicle miles traveled in the state is reduced about five percent below the baseline 2005 level.

I-154e

6) The Plan's front loading of the road Project is counter to California's climate goals.

By front-loading road projects, the plan ensures car dependency in the region for decades and runs counter to California's climate goals. For most of the plan's duration GHG emissions and VMT will actually be on the rise—the reason being an "increased demand for driving" as people move into more remote areas of the region. After a brief dip, emissions from new land-use and transportation patterns will steadily creep back up over time, such that by 2050 they're either at or above current levels. It's the complete opposite of everything the state hopes to achieve.

I-154f

7) The EIR needs to adequately evaluate other methods of reducing traffic congestion, not just highway widening.

None of the alternatives analyzed would "avoid or substantially lessen" the Project's significant environmental impacts. Analysis must include alternatives that alters the project components that primarily cause significant impacts.

I-154g

8) Why did the EIR NOT evaluate how much traffic congestion is reduced from these non-widening alternatives:

A) Traffic Demand Management: Ride Sharing programs, economic incentives (e.g. bus passes), flexible local business open and close times.

B) An origins-destinations study to identify opportunities to shift away from peak hour solo car trips.

C) Ramp meters reduce congestion and increase vehicle speeds. RTC says that ramp meters are too expensive, but probably they are less expensive than highway widening. And they work.

I-154h

An EIR's central purpose is to identify a project's significant environmental effects and then evaluate ways of avoiding or minimizing them. The lead agency also must adopt any feasible mitigation measure that can substantially lessen the project's significant environmental impacts. In doing so, the lead agency must ensure that feasible

I-154i

mitigation measures will actually be implemented as a condition of development, and not merely adopted and then neglected or disregarded.

I-154i
cont.

Bill Malone

Comment I-154a

As described in Response to Comment O-2s, an induced travel study was conducted, and the results showed that an increase in vehicle miles traveled due to induced demand generated by the project is expected to be minimal (less than 1 percent) for the project alternatives. For more information regarding induced travel, please see response to Comment O-2s.

Vehicle miles traveled projections for the study corridor under 2035 No Build, 2035 HOV Build, and 2035 TSM Build conditions are provided in Tables 5-3 and 5-7 of the 2012 *Traffic Operations Report*, and in Tables 2.1.5-10 and 2.1.5-15 of the Final EIR/EA with FONSI. Hourly vehicle miles traveled estimates under 2035 conditions are summarized in the response to Comment I-83b. These are corridor-level vehicle miles traveled estimates but not county-level estimates, and they do not include the reduction in vehicle miles traveled values of parallel corridors associated with traffic rerouting from longer parallel corridors to shorter SR-1 corridor with the proposed highway improvements. In general, planned improvements along SR-1 would reduce the overall vehicle miles traveled associated with the HOV Build scenario due to the rerouting of traffic from longer parallel routes to shorter route along SR-1.

Bill Malone

Comment I-154b

Most of this comment relates to the accuracy of the Regional Transportation Plan, which is outside the scope of the project and its associated EIR/EA. The Tier I and Tier II Projects was included in the regional modeling and emissions estimates completed for the Regional Transportation Plan. The EIR for the *Regional Transportation Plan* determined that, taken as a whole, regional transportation projects would not result in significant and

unavoidable greenhouse gas impacts. There is no State-mandated California Environmental Quality Act requirement for individual projects to demonstrate compliance with statewide targets related to greenhouse gas emissions or per capita vehicle miles traveled. No further analysis is necessary to comply with California Environmental Quality Act.

Caltrans has adopted plans, programs, and policies consistent with State goals to reduce emissions. Over the next 25 years, California will be working to improve transit, reduce long-run repair and maintenance costs of roadways, developing a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways. In California, responsibility for transportation planning and coordination is assigned to regional transportation planning agencies. The Santa Cruz County Regional Transportation Commission is the designated regional transportation planning agency. The Regional Transportation Commission is required to periodically undertake long-range planning efforts as a way to set the course for meeting the transportation needs of their respective regions and communities over a 20-plus year timeframe. This long-range planning effort is called the Regional Transportation Plan. The Regional Transportation Plan reflects a wide spectrum of sustainability objectives for this long-range planning effort. A sustainable transportation system requires a plan that encompasses improvements to access, mobility, the environment, public health, safety, the economy and equity, as well as preservation of the current transportation system, all within financial constraints. The Tier I and Tier II Projects were included in the *2040 Santa Cruz County Regional Transportation Plan/ Sustainable Communities Strategy*, which was adopted by the Santa Cruz Regional Transportation Commission in June 2018. The inclusion of the Tier I and Tier II Projects in the *Regional Transportation Plan/ Sustainable Communities Strategy* recognizes the role of the Tier I and Tier II Projects as part of a sustainable transportation system that supports

the attainment of the region's goals for reducing greenhouse gas emissions.

Bill Malone

Comment I-154c

Please refer to the *Transit Market Analysis of Freeway-Oriented Express Buses* that was commissioned for the Proposed Project, and the *Update to the Transit Market Analysis of Freeway-Oriented Express Buses* (2018). As described in this analysis, development of the Tier I Corridor HOV Lane Alternative would increase transit ridership by capturing a portion of latent demand through improved travel times. By contrast, the analysis found that the No Build Alternative may decrease transit ridership because of worsening travel times for transit vehicles, while the Tier I Corridor TSM Alternative would likely not be able to realize the projected growth in transit ridership or capture any latent demand because it would not substantially improve travel times.

Also, please see response to Comment I-154d for discussion of the project's potential to induce growth. As described in this comment response, the 2018 addendum to the 2008 *Growth Study* performed for the Proposed Project considered the potential for impacts to resources of concern from induced growth, and it concluded that no substantial impacts are expected to resources of concern.

Bill Malone

Comment I-154d

Section 2.1.2, Growth, of the Final EIR/EA with FONSI summarizes the growth inducement analysis and results, based upon the more detailed description that is documented in the 2008 *Growth Study*. The analysis initially considered the proposed project's influence on area growth due to savings in travel time resulting from the highway improvements. An analytical model was used to estimate project-related changes in residential growth pressures for sample corridor neighborhoods, with and without consideration of planned growth limits. This accessibility influence of the project was then considered

within the context of other relevant factors such as the relative cost and availability of housing, accessibility of amenities, local and regional growth policies, and development constraints. An expert panel of local officials and planners was convened to review and give input to the *Growth Study*. The study and the expert panel concluded that the proposed project is not likely to stimulate unplanned residential or commercial growth and would therefore have less than significant impacts on growth along the Route 1 corridor. The lack of developable land, relative availability and affordability of housing, constraint of land use plans in the corridor, and negative public attitudes toward growth are major factors preventing unplanned growth in areas where the project benefits would influence growth.

A 2018 update analysis was performed and documented in an addendum to assess the changes in the data and assumptions underlying the 2008 *Growth Study* and to determine if the conclusions of the 2008 *Growth Study* are still valid. The study team reviewed current traffic, regional population and employment projections, city and county plans, opinions of local planning and real estate experts, and resources of concern, then analyzed how any changes might affect previous study conclusions. Additional areas of Monterey County and San Benito County that were not analyzed in the 2008 study were also reviewed qualitatively to determine growth pressures from the proposed project. The review of opinions of local planning and real estate experts constituted an update of the expert panel opinions from the 2008 *Growth Study*. Local experts were drawn from the same cities and counties as in 2008, with the addition of representatives from the cities of Salinas and San Juan Bautista.

The update of the growth model to address changes in travel time and regional population and employment data found that the proposed project would increase relative growth pressures slightly in two of the eight selected residential areas, Aptos and Watsonville. Relative growth pressures would decrease in the more remote areas

of Castroville Fort Ord/Marina, Salinas, Monterey, San Juan Bautista, and Hollister. However, given the land use controls and the existing high level of growth pressures that have nothing to do with the proposed Highway 1 improvements, slight increases in growth pressure within Santa Cruz County are unlikely to have an important effect on actual residential growth. This conclusion matches a similar conclusion reached in the 2008 *Growth Study* for the first four residential areas listed above; adding four additional remote areas did not materially change the conclusion. The study team reviewed the growth policies and goals of 13 corridor and regional jurisdictions and found little change since the 2008 study, with no new policies or goals that would exacerbate growth inducement. Lastly, interviews with a local property developer and planners and planning officials about their views on the growth inducement potential of the proposed project found that they did not expect the project to stimulate unplanned residential growth in Santa Cruz County because of high existing growth pressures, the lack of developable land in cities, land use plans in the corridor, and public attitudes toward growth. The more remote communities in Monterey and San Benito counties were seen as being too far away for the project to have a substantial effect. The current expert opinions were similar to the opinions of the prior expert panel. The addendum concluded that the proposed project would not stimulate unplanned residential or related commercial growth but would support existing planned growth for the corridor, which supports the similar conclusion from Section 2.1.2, Growth, described above. Based on the expectation of no substantial growth inducement, no substantial impacts are expected on resources of concern from project-related growth inducement.

Please see also the responses to Comments O-6g and O-6k regarding the growth analysis.

Bill Malone

Comment I-154e

Please see response to Comment I-154b for a partial discussion of Caltrans' actions to reduce greenhouse gas emissions. Additional information is provided in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI. Caltrans has required greenhouse gas reduction measures for the Tier I and Tier II Projects, as indicated in Section 3.2.5, Climate Change under the California Environmental Quality Act of the Final EIR/EA with FONSI. These measures also appear in the Environmental Commitments Record for the Tier II Project (Appendix F of the Final EIR/EA with FONSI). As the Tier I Project is implemented through a series of future Tier II projects, these measures will be carried forward into the environmental review phase for each future Tier II project.

Bill Malone

Comment I-154f

The greenhouse gas emissions analyses in the Draft EIR/EA has been updated using current data, projections, and climate goals. The updated analysis validates the conclusions in the Draft EIR/EA and is presented in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI.

Per comments received during public circulation of the Draft EIR/EA, an induced demand study was conducted as summarized in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, and detailed in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), which is included as an addendum to the *Traffic Operations Report*. The results of the study showed that an increase in vehicle miles traveled due to induced demand generated by the project is expected to be minimal (less than 1 percent) for the

project alternatives. Please refer to response to Comment O-2s for additional discussion regarding vehicle miles traveled.

With regard to concerns regarding land-use and transportation patterns, Caltrans and Federal Highway Administration do not have jurisdiction over land-use regulations, and Santa Cruz County Regional Transportation Commission is the transportation planning agency for Santa Cruz County. In 2018, Santa Cruz County Regional Transportation Commission adopted the current Santa Cruz County *Regional Transportation Plan/Sustainable Communities Strategy*, which addresses new requirements from California's Assembly Bill 32 and Senate Bill 375 (2008), which call for regions across California to reduce greenhouse gas emissions from cars and light trucks. The role of the *Regional Transportation Plan/Sustainable Communities Strategy*, is to plan for a transportation system that, when incorporated into the Association for Monterey Bay Area Governments' *Metropolitan Transportation Plan/Sustainable Communities Strategy* for the tri-county region (Santa Cruz, San Benito, and Monterey counties), will reduce the number of vehicle miles traveled through coordinated land use and transportation planning. The *Santa Cruz County Regional Transportation Plan* is required to be consistent with and plan for a transportation system that supports the California Senate Bill 375-mandated Sustainable Communities Strategy for reducing greenhouse gas emissions, which is included in the Association of Monterey Bay Area Governments' tri-county *Metropolitan Transportation Plan/Sustainable Communities Strategy*. For more information regarding this planning process, please contact the Santa Cruz County Regional Transportation Commission.

Bill Malone

Comment I-154g

The Final EIR/EA with FONSI considered a wide range of alternatives. As described in Section 1.5, Alternatives, the Project Development Team studied various design alternatives and options

and also considered preliminary environmental information to better understand the impacts of those alternatives. The purpose of the Tier I project on Route 1 within the project limits is to achieve the following:

- Reduce congestion.
- Promote the use of alternative transportation modes as means to increase transportation system capacity.
- Encourage carpooling and ridesharing.

Therefore, project alternatives were developed that could feasibly meet the above objectives, while also reducing significant environmental effects of the proposed project. In selecting the Tier I Corridor HOV Lane Alternative as the preferred alternative and approving the Tier II Build Alternative, the Project Development Team used a comparative matrix of various project attributes and performance measures to evaluate the merits of the different alternatives considered in the EIR/EA. The Project Development Team cited the following reasons for making its recommendations:

- The Tier I Corridor HOV Lane Alternative and Tier II Build Alternative best meet the stated purposes and needs of the respective projects.
- The Tier I Corridor HOV Lane Alternative provides more options for future Tier II projects than would be provided by the Tier I Corridor TSM Alternative to better respond to any changes in future travel patterns.
- The Tier I Corridor HOV Lane Alternative would reduce cut-through traffic on local streets and roads, which is important to the community, and which in turn is expected to further reduce the production of greenhouse gases beyond the Highway 1 Corridor as measured in the environmental studies.
- The Tier I Corridor HOV Lane Alternative provides more incentives for carpooling and travel time savings and efficiencies

in providing transit services, as well as improved bike and pedestrian facilities.

The third and fourth bullet point above highlight the fact that the Tier I Corridor HOV Lane Alternative would provide benefits to air quality and public transit that would not be realized with the Tier I Corridor TSM Alternative. This is because the Tier I Corridor HOV Lane Alternative would be substantially more effective in reducing congestion and increasing vehicle speeds than the Tier I Corridor TSM Alternative and would include a dedicated HOV lane which would incentivize and benefit bus travel, carpooling, and vanpooling.

California Environmental Quality Act requires that an EIR evaluate a reasonable range of potentially feasible alternatives that both feasibly accomplish most of the basic project objectives and reduce or eliminate one or more of the significant impacts of the proposed project. Therefore, the alternatives analysis in the EIR/EA is appropriate. Please refer to Section 1.5, Alternatives, of the Final EIR/EA with FONSI for additional information.

While the proposed project is focused on improvements to Highway 1, Santa Cruz County Regional Transportation Commission is considering several separate projects, such as the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz; however, these projects are outside the scope of the Route 1 project.

Bill Malone

Comment I-154h

The California Environmental Quality Act and National Environmental Policy Act lead agencies—Caltrans and Federal Highway Administration— do not have jurisdiction over local

programs such as ride sharing and bus pass programs. As a result, these types of programs are not evaluated in the EIR/EA. The Tier I Corridor HOV Lane Alternative and Tier I Corridor TSM Alternative would both include Transportation Operations System elements such as changeable message signs, closed-circuit television, microwave detection systems, and vehicle detection systems. In addition, ramp metering and HOV on-ramp bypass lanes with highway patrol enforcement areas would be constructed on the Route 1 ramps within the Tier I project limits; however, only the Tier I Corridor HOV Lane Alternative would include HOV lanes on the mainline.

Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI evaluates the effects of the project alternatives on transportation and traffic conditions. This analysis finds that the Tier I Corridor HOV Lane Alternative would substantially outperform the Tier I Corridor TSM Alternative in terms of reducing congestion, increasing vehicle speeds, reducing cut-through traffic, and improving bus travel times. As a result, the Tier I Corridor HOV Lane Alternative would reduce emissions and increase transit ridership compared to the Tier I Corridor TSM Alternative and No Build Alternative. Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, for more information. Due to the above factors, the Project Development Team selected the Tier I Corridor HOV Lane Alternative as the preferred alternative.

The Santa Cruz County Regional Transportation Commission promotes a variety of transportation options to serve the residents and workers of Santa Cruz. In addition to improvements to Route 1, the Santa Cruz County Regional Transportation Commission's Expenditure Plan also includes improvements to benefit alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line. For example, the Expenditure Plan includes the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create

incentives for alternative modes of transportation by expanding the transit and bicycle facility network. However, the Santa Cruz Branch Line does not extend to Silicon Valley, which is the primary commute destination generating peak-direction travel on Route 1. See the 2017 *Traffic Analysis Update Memorandum* in Appendix K of the Traffic Operations Report for additional information.

Bill Malone

Comment I-154i

Caltrans/Federal Highway Administration agrees with the commenter's description of the EIR process. The commenter is referred to the matrix of avoidance, minimization and mitigation measures, also referred to as the Environmental Commitments Record, provided in Appendix F of the Final EIR/EA with FONSI. This list will be used to monitor the implementation of the measures for the Tier II Auxiliary Lanes Project. As shown in Appendix F, Table F-1 describes proposed mitigation measures that would reduce potentially significant effects of the Tier II Auxiliary Lanes Project to levels that are less than significant. Table F-2 describes proposed avoidance and minimization measures that would further avoid or reduce impacts from the Tier II project. The measures described in Appendix F will be tracked and confirmed as being implemented by Caltrans/Federal Highway Administration.

Because no actual construction would take place as a result of selecting a Tier I Corridor Alternative, no avoidance, minimization, and/or mitigation measures are proposed for implementation for the Tier I project at this time. As segments of the Tier I corridor are programmed as future Tier II construction-level projects, they will be subject to a separate environmental review that will identify environmental commitments. The Tier I avoidance, minimization, and mitigation measures presented in Chapter 2 of the Final EIR/EA with FONSI are conceptual based on program-level information and are subject to revision. Caltrans/Federal Highway Administration is committed to fully implementing the avoidance, minimization and

mitigation measures identified in the Environmental Commitments Record for the Tier II project, and the measures that will be identified through further environmental review for future Tier II construction-level projects.

Comment I-155

I-155

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Beltrina, Lara F@DOT](mailto:Beltrina.Lara.F@DOT)
Subject: FW: Highway One Tier I & II Comments - 01-19-16
Date: Tuesday, January 19, 2016 3:03:57 PM

From: Chris Mann [<mailto:cmann@Graniterock.com>]
Sent: Tuesday, January 19, 2016 9:44 AM
To: Fowler, Matt C@DOT
Subject: Highway One Tier I & II Comments - 01-19-16

Matt:

I am writing to express my support for the Highway One Tier I & II DEIR as written. Expanding the capacity and efficiency of this important transportation corridor for County residents, commuters, life safety, business interests and visitors is of paramount importance to our area. This project should have been completed long ago. I support anything the State or County can do to expedite the expansion and improvement of the project.

This submission is on my personal behalf, not that of my employer.

Sincerely,

Christopher Mann
111 Thunderbird Drive
Aptos, CA 95003
cmann980@gmail.com

I-155

Response to Comment I-155

Christopher Mann

Comment I-155

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment I-156

I-156

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertana, Lara F@DOT](#)
Subject: FW: Highway 1
Date: Tuesday, January 19, 2016 6:00:29 PM

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

From: Dolores Manning [<mailto:dmanning806@gmail.com>]
Sent: Tuesday, January 19, 2016 5:54 PM
To: Fowler, Matt C@DOT
Subject: Highway 1

I would like to see Highway 1 improvements happen at least as far south as Rio Del Mar Blvd. Maybe they need to go even further south, but I do not have personal experience with overcrowding difficulties south of Rio Del Mar Blvd. I seem to get to Watsonville and back home to Aptos okay, though I rarely use that stretch at commute times. Going north from Aptos is another story entirely. The time of day and even the day of the week that the highway will be seriously clogged is completely unpredictable. Sometimes there is an accident, but usually that means you can't even get past Deluxe on Rio Del Mar Blvd. to get on the highway. Other times I don't know the reason for the clogging.

I have read comments to the effect that improving Highway 1 will simply increase traffic. I doubt very much that those commenters live in Aptos, because they seem not to have experienced what I have experienced. Before the improvements were made at the fish hook and Santa Cruz portion of the highway, I had to allow at least 1 hour to an hour and 15 minutes to be on time for appointments 10 to 15 minutes drive from my house. Occasionally I was still late and sometimes I had to cool my heels for an hour. Since the improvements the traffic usually moves slowly, but it moves, and I now allow about 40 to 45 minutes to go anywhere north of Aptos. Since the improvements I have had no missed medical appointments or plane trips. Nevertheless, this is still a waste of my time and money and produces a lot of pollution.

I want further improvements on Highway 1. In this County the only feasible alternative to taking Highway 1 from Aptos is Soquel Drive and Avenue and I don't hesitate to try this route. However, it gets overwhelmed too.

I-156

Response to Comment I-156

Dolores Manning

Comment I-156

Your support for the project has been taken into consideration as part of the project record. The Tier I project limits are from 0.4 mile south of Larkin Valley Road to 0.3 mile north of Morrissey Boulevard. The limits of the Tier II Auxiliary Lane Alternative project (the first phase of the larger Tier I project) are from 41st Avenue to Soquel Avenue/Soquel Drive. The Tier I project limits were identified to ensure that the project corridor is of sufficient length to identify the major environmental issues stemming from the Tier I Corridor Alternatives and Tier II Auxiliary Lane Alternative, as discussed in Section 1.1.5, Independent Utility and Logical Termini, of the Final EIR/EA with FONSI. The Tier II project limits were selected based on an analysis of operational improvements proposed as part of the Tier I Corridor HOV Lane Alternative, which considered the potential of the individual (or independent) Tier II project improvements to relieve congestion and minimize/avoid air quality hotspots. As discussed in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities of the Final EIR/EA with FONSI, the prioritization analysis identified the Tier II Auxiliary Lane Alternative as the priority improvement to advance to the Tier II level of analysis based on its operational independence and funding likelihood.

After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Alternative. Adding HOV lanes, as well as ramp metering and auxiliary lanes, is expected to improve the ability of Route 1 to meet future travel demand within the study area.

Additionally, the Tier I Corridor HOV Lane Alternative would substantially reduce cut-through traffic on local roads. The reduced congestion resulting from the Tier I Corridor HOV Lane Alternative would attract vehicles diverted to parallel arterials back to Route 1, relieving local city streets from excessive cut-through commuter traffic.

Comment I-157

I-157

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Andersen, Jennifer](mailto:Larson.Theresa.Andersen.Jennifer)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Highway One comments
Date: Tuesday, January 19, 2016 11:32:44 AM

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

From: Pilar Marien [<mailto:pilarmy@att.net>]
Sent: Friday, January 15, 2016 6:09 PM
To: Fowler, Matt C@DOT
Subject: Highway One comments

Please widen the highway all the way to Watsonville.
Thanks
Pilar

Sent from my iPad

I-157

Response to Comment I-157

Pilar Marien Comment I-157

Your comment has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design. At this time, there are no plans to extend the Tier I improvements to Watsonville.

Comment I-158

I-158

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Anderson, Jennifer](mailto:Larson.Theresa@Anderson.Jennifer)
Cc: [Bernina, Lara F@DOT](mailto:Bernina.Lara.F@DOT)
Subject: FW: Highway 1 Projects Draft EIR Santa Cruz
Date: Friday, January 15, 2016 9:26:58 AM

From: RON MARQUEZ [mailto:ron.mrqz@yahoo.com]
Sent: Thursday, January 14, 2016 11:21 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 Projects Draft EIR Santa Cruz

The Draft EIR for the Highway 1 Projects in Santa Cruz substantially overestimates future traffic. As a result the projects analyzed are not presented very favorably in the twenty year horizon of the study. The DEIR used the AMBAG Travel Model available at the time, which was based on projections of employment which unrealistically high. More recent projections of population and employment will result in much lower traffic forecasts. Attached is an expanded discussion of this issue.

The forecasts made in the in the recently released Draft Environmental Impact Report (EIR) for Route 1 freeway projects substantially overestimate future traffic. As a result the document presents a bleak picture of the 20 year horizon even with the proposed projects in place. The traffic forecast reflected in the EIR is unrealistically high because it is based in large part on an overly zealous employment projection. The population and employment projection adopted by the Association of Monterey Bay Area Governments (AMBAG) in 2004 was used to develop a travel model also prepared by AMBAG. This model was used to predict traffic 20 years into the future.

AMBAG has since adopted a 2014 population and employment forecast which is lower in population and substantially lower in estimating future employment. This new information was not available yet for the Draft EIR. The table below presents the difference in these forecasts.

	2015 Estimates	2004 Forecast For 2030	2014 Forecast for 2030
Regional Population	766,000	991,370	856,000
Santa Cruz County Population	270,000	304,847	298,095
Regional Employment	326,000	586,374	362,900
Santa Cruz County Employment	115,000	213,257	127,227

I-158

The 2004 forecast for 2030, which "drives" the traffic model for the EIR, estimates **135,000 more people** will live in the region which includes Monterey, San Benito, and Santa Cruz Counties than does the 2014 forecast. More telling the earlier forecast estimated over **220,000 more employees in the region** and **86,000 more employees in Santa Cruz County**. This extraordinary difference in estimates translates into unrealistically high traffic projections on Route 1 and adjacent streets.

As a result the Route 1 EIR significantly misrepresents the effectiveness of the evaluated projects. A realistic traffic estimate based on the most recent population and employment forecast, would likely increase the effectiveness of the evaluated projects in the EIR to a 50 year horizon rather than the 20 reflected in the document. The traffic estimates in the final EIR should be revised so that decision makers can make choices on realistic data.

Ron Marquez

Traffic Engineer

Response to Comment I-158

Ron Marquez
Comment I-158

A detailed discussion on the continued use of the 2004 Association of Monterey Bay Area Governments Model, instead of the recent 2014 Association of Monterey Bay Area Governments Model, for traffic forecasting is provided in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, which summarizes the 2017 *Traffic Analysis Update Technical Memorandum*.

Comment I-159

I-159

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertina, Lara E@DOT
Subject: FW: Highway 1 Draft Impact Report comments
Date: Tuesday, January 19, 2016 3:08:59 PM

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

From: christy martin [mailto:cmartin@cm-squared.com]
 Sent: Tuesday, January 19, 2016 10:26 AM
 To: Fowler, Matt C@DOT; john.leopold@co.santa-cruz.ca.us; cchase@cityofsanta-cruz.com; cmatthews@cityofsanta-cruz.com; rjl12@comcast.net; ebottorff167@yahoo.com; zach.friest@co.santa-cruz.ca.us; greg.caput@co.santa-cruz.ca.us; ryan.coonerty@santacruzcounty.us; bruce.mcpherson@co.santa-cruz.ca.us; jimmy.dutra@cityofwatsonville.org; dnortondesigns@msn.com; karina.cervantez@cityofwatsonville.org; Gubbins, Tim M@DOT
 Subject: Highway 1 Draft Impact Report comments

I am writing in support of the HOV Lane Alternative. Improvements to Hwy 1 are desperately needed and an HOV lane could make public transportation more effective.

I-159a

However, I am concerned by the funding options. I would very much like to see funding for the highway improvements separated from the passenger rail. Highway 1 is the backbone for the entire county, including local workers, Silicon Valley commuters and tourists and it is likely to stay that way for a very long time. Given the projected ridership of passenger rail, it will serve a very small percentage of the community with no appreciable reduction in Highway 1 or surface street congestion, and it will require significant on-going subsidies. Therefore, it seems like the merits and funding of the two projects should be considered independently. Rather than underfunding all of the projects with a single tax measure, is it possible to create separate taxes for highway funding vs. rail funding and let the community vote with their tax dollars?

I-159b

Thank you for your time
 —Christy Martin
 Santa Cruz City resident and business owner
 408-772-1330

Response to Comment I-159

Christy Martin

Comment I-159a

Your support for the Tier I Corridor HOV Lane Alternative has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Christy Martin

Comment I-159b

The proposed project and this EIR/EA do not include consideration of passenger rail. The proposed project is focused on improvements to Highway 1. Since the publication of the Draft EIR/EA, Measure D (½-cent sales tax) passed in Santa Cruz County, which has provided a funding source for some of the proposed improvements. The Tier II project is now fully funded with the addition of the Measure D funds. Measure D will also provide funding for several subsequent portions of the Tier I project, specifically the auxiliary lane projects between Bay Avenue/Porter Street and Park Avenue, and Park Avenue and State Park Drive, as well as the bicycle/pedestrian overcrossing at Mar Vista Drive. Remaining portions of the Tier I project may be funded through Measure D revenues and/or other local, State, and federal funding sources.

The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected by Caltrans as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. Santa Cruz County Regional Transportation Commission is considering the Santa Cruz Branch Rail Line Project as part of its Expenditure Plan; however, passenger rail is outside of the jurisdiction of Caltrans and is not addressed in this EIR/EA. Any comments or concerns regarding passenger rail service or projects should be directed to Santa Cruz County Regional Transportation Commission by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment I-160

I-160

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Input on Highway 1 Future Development
Date: Monday, January 11, 2016 9:41:19 AM

From: Ellen Martinez [<mailto:ellen@ellenmartinez.com>]
Sent: Saturday, January 09, 2016 6:11 PM
To: Fowler, Matt C@DOT
Subject: Input on Highway 1 Future Development

Matt,
 I am a full-time resident of Aptos, a registered voter, and a home owner. I have lived in our current house in Aptos for 16 years.

Here is my input on future developments for Highway 1:

- We absolutely need a 6 lane divided highway that spans from San Andreas/Larkin Valley Road through to the Route 17 Interchange
- We do NOT need auxiliary lanes. We do not need them in the tier 1 plan or the tier 2 plan. We need a 6 lane divided highway that spans from San Andreas/Larkin Valley Road through to the Route 17 Interchange
- HOV lanes are not required. What is required is a 6 lane divided highway that spans from San Andreas/Larkin Valley Road through to the Route 17 Interchange
- A 6 lane divided highway from San Andreas/Larkin Valley Road through to the Route 17 Interchange should be the #1 priority of the RTC. Any other projects, such as funding a passenger train along the rail corridor, should be STOPPED so that this 6 lane divided highway work can begin immediately and be completed as soon as possible
- We are in a crises situation when it comes to requiring this 6 lane highway. If this area ever needed to evacuate and needed to use highway 1 for the evacuation, we would be unable to do so. Safety and caring for the citizens and tourists of Santa Cruz County should be a priority of the RTC. Delaying or mis-appropriating funds for projects other than a 6 lane highway is gross negligence.
- Allowing the congestion to occur on highway 1 is having a debilitating effect on property values in the Aptos and Capitola communities.
- Allowing the congestion is placing unnecessary traffic and congestion on our parallel surface streets

I-160a

I-160b

I-160c

I-160d

I-160e

Thank you.

Ellen Martinez
ellen@ellenmartinez.com

Response to Comment I-160

Ellen Martinez

Comment I-160a

The Tier I project limits are from 0.4 mile south of Larkin Valley Road to 0.3 mile north of Morrissey Boulevard. The Tier II Auxiliary Lane Alternative project limits are from 41st Avenue to Soquel Avenue/Soquel Drive. An alternative with additional mixed-flow lanes only was evaluated early in the scoping process. It was determined that this alternative would not meet the Caltrans and Santa Cruz County Regional Transportation Commission approved purpose and need for the project, as identified in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI. Without specifically dedicating an HOV lane in each direction, this alternative would have been less effective than the Tier I Corridor HOV Lane Alternative in addressing the aspects of the project purpose related to promoting the use of alternative transportation modes as means to increase transportation system capacity and in encouraging carpooling and ridesharing. While in general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane, the vehicles using the adjoining general-purpose lanes are indirect beneficiaries due to the shift of carpoolers, vanpoolers, etc. from general-purpose lanes to the HOV lane. More detail is provided in response to Comment I-205c.

With regard to auxiliary lanes, the 2012 *Traffic Operations Report* evaluated each proposed segment of auxiliary lanes independently by comparing the study corridor operations with and without auxiliary lane scenarios. Under the projected 2015 conditions, each of the three auxiliary lane projects was expected to reduce the average travel time along the study corridor by a maximum of 22 percent during the peak commute hours (about 11 to 22 percent in the northbound AM peak and 0 to 12 percent in the southbound PM peak). Even though these estimates were prepared in 2012 for the then-anticipated opening year of 2015, the estimates remain valid,

since they represent low-end estimates. When these auxiliary lanes will be constructed in the next 5 to 8 years, traffic operational benefits associated with the auxiliary lanes are expected to be higher than those reported under 2015 conditions, since traffic congestion along the study corridor is expected to worsen over the next 5 to 8 years.

Ellen Martinez

Comment I-160b

Your support for highway improvements has been taken into consideration as part of the project record. The future of the Santa Cruz Branch Rail Line is outside the scope of this project. Any concerns regarding the rail line can be directed toward the Santa Cruz County Regional Transportation Commission by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Ellen Martinez

Comment I-160c

After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Lane Alternative as the preferred alternatives. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design. Adding HOV lanes, as well as ramp metering and auxiliary lanes, is expected to allow emergency services to better respond to emergencies while using Route 1.

Ellen Martinez

Comment I-160d

The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a

planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design. Construction of the preferred alternatives would decrease congestion related delays on Route 1.

Ellen Martinez

Comment I-160e

Cut-through traffic on local streets is acknowledged as an existing problem in the Highway 1 corridor that is driven by congestion. As described in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI, recurrent congestion on Route 1 contributes to the use of local streets for regional trips. Cut-through traffic commonly occurs because drivers seek to avoid congestion on the highway, which contributes to congestion on these streets and circuitous travel routes, resulting in increased travel distances for motorists. The Final EIR/EA with FONSI analysis finds that the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would substantially reduce highway congestion and cut-through traffic compared to the No Build Alternative. Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI for additional information.

Comment I-161

I-161

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Hwy 1 Tier 1 and Tier 2 comments....
Date: Monday, January 11, 2016 9:42:35 AM

From: joe martinez [mailto:joemart@comcast.net]
Sent: Saturday, January 09, 2016 6:27 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1 Tier 1 and Tier 2 comments....

Mr. Fowler,

Improvements to Hwy 1 are long overdue. The improvements required are many but we still need to pay for them. So, in my mind the best and most effective improvements would be add a third lane to Hwy 1 in both directions between Hwy 17 and Watsonville. The third lane could be an HOV lane that has restrictions based on time of day. Additionally, if funding is unlimited then auxiliary lanes could be a part of the plan. However, auxiliary lanes would not replace or be a substitute the 3rd/HOV lane.

The addition of bicycle/pedestrian bridges over Hwy 1 would also be welcome.

Thank you for allowing me to comment on the plan...

Joe Martinez
 Aptos, Ca. 95003

I-161

Response to Comment I-161

Joe Martinez
Comment I-161

Your support for the project has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Alternative as the preferred alternatives. The Tier I project limits are from 0.4 mile south of Larkin Valley Road to 0.3 mile north of Morrissey Boulevard. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road, as well as three bicycle/pedestrian overcrossings and auxiliary lanes along five segments of Route 1 within the project limits. Please see Section 1.5.1, Tier I Corridor HOV Lane Alternative, of the Final EIR/EA with FONSI for more information regarding the Tier I Corridor HOV Lane Alternative. The Tier II Auxiliary Lane Alternative project limits are from 41st Avenue to Soquel Avenue/Soquel Drive. The Tier II Auxiliary Lane Alternative includes the first segment of auxiliary lanes, between 41st Avenue and Soquel, and the first pedestrian/bicycle overcrossing, at Chanticleer Avenue. The Tier II project will proceed to final design and construction after the conclusion of the environmental review process. The Final EIR/EA with FONSI has been prepared under the assumption that additional funding to complete the Tier I project will occur over a multiyear time frame. As portions of the Tier I project are ultimately programmed for design and construction, they will become Tier II projects and will be analyzed in separate Tier II environmental documents. During that time, decisions regarding HOV operation, such as full-time restrictions and occupancy requirements, will be addressed in a separate HOV lane study.

Comment I-162

I-162

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Highway 1's Future Developments
Date: Tuesday, January 19, 2016 2:39:54 PM

From: Clint M [mailto:clintmattacola@gmail.com]
Sent: Monday, January 18, 2016 1:46 PM
To: Fowler, Matt C@DOT
Subject: Highway 1's Future Developments

Dear Mr. Fowler,

I am writing you to voice my support for the development plans for Hwy 1 in Santa Cruz County. The traffic situation is in need of a solution.

Let's get this done as soon as possible.

Regards,
Clint Mattacola
881 Gharkey St.
Santa Cruz, CA 95060

—
"You can't control the wind, but you can adjust your sails." – Albert Einstein

I-162

Response to Comment I-162

Clint Mattacola

Comment I-162

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. The Final EIR/EA with FONSI has been prepared under the assumption that additional funding to complete the Tier I project will occur over a multiyear time frame. As portions of the Tier I project are ultimately programmed for design and construction, they will become Tier II projects and will be analyzed in separate Tier II environmental documents.

Comment I-163

I-163

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Anderson, Jennifer](mailto:Larson.Theresa; Anderson.Jennifer)
Cc: [Bertana, Lara E@DOT](mailto:Bertana.Lara.E@DOT)
Subject: FW: Highway 1
Date: Tuesday, January 19, 2016 10:52:37 AM

-----Original Message-----
From: Charles May [<mailto:charlie.may@gmail.com>]
Sent: Friday, January 15, 2016 5:33 PM
To: Fowler, Matt C@DOT
Subject: Highway 1

Mr. Fowler,

As a past commuter and current resident on Branciforte Ave. in Santa Cruz, I would like to indicate my preference that Highway 1 be increased in size to better handle the quantity of traffic flowing to and through the county. I think it is not very environmentally sound to have so many cars going so slow, a highway with more lanes will only help.

Thank you,
 Charles May

I-163

Response to Comment I-163

Charles May Comment I-163

Your support for the project has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Alternative as the preferred alternatives. The project would improve the ability of Route 1 to meet future travel demand within the study area and would generally reduce emissions. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment I-164

01/09/2016 09:12AM 8314642888

MAYER

I-164

PAGE 02/02

SCCRTC

1523 Pacific Avenue

Santa Cruz, CA 95060

ATTN: Kim Schultz, Sr. Transportation Planner

RE: 2015 Santa Cruz Route 1 Tier I and Tier II EIR/ Environmental Assessment

Date: January 7, 2016

Dear Kim Schultz,

My family and I live on Gary Drive in Soquel. Our home is situated adjacent to the designated next phase of the State Route 1 improvement plan. I reviewed the preliminary EIR with a focus toward my neighborhood. I have some brief input on the plan, but before I move on I would like to acknowledge the work done on the EIR. In my prior life I reviewed a number of EIR plans. The authors of this plan have done a fine job and I was impressed by the detail of information.

My primary concern is noise abatement. Appendix K Noise Receiver and Barrier Locations of the EIR address the project's noise impact on homes. As well documented by the science community, excessive or prolonged noise has any number of negative effects on health and the environment. The abatement or mitigation of noise generated by projects such as this is statutorily mandated.

Based on the EIR, I strongly support the HOV Lane Alternative with a 10-foot-high Soundwall (S136) extending 663 feet along the Gary Drive highway right-of-way. To quote the study, "The future peak-hour noise levels at three single-family residences represented by Receiver R131 would exceed 75 dBA; therefore, these residences would be considered severely impacted. Soundwall S136 would provide the 5-decibel reduction for this severely impacted receiver to meet the feasibility criterion."

To further support the HOV/ Soundwall alternative, on page K-11 of Appendix K, all four of the Gary Drive Receiver readings qualified as "feasible" for noise abatement. It should be noted all four "predicted noise level with project" Receivers would be in the mid-70 dBA range an average increase of approximately 10 dBA. The assessment concludes the entire length of homes on Gary Drive adjacent to the highway would benefit from noise abatement.

Thank you for the opportunity to comment on this important issue and your consideration. Please include my letter as a matter of record.

Sincerely,

Todd Mayer

2571 Gary Drive

Soquel, CA 95073

RECEIVED

JAN 08 2016

RTC

I-164

Response to Comment I-164

Todd Mayer

Comment I-164

Your comment has been taken into consideration as part of the project record. Under the Tier I Corridor HOV Lane Alternative, noise abatement would be feasible with 10-foot-high Soundwall S136 extending 663 feet along the highway right-of-way. As future Tier II projects are programmed, they will be subject to separate environmental reviews, including updated noise analyses. As a result of those analyses, some of the projected future noise levels and attenuation recommendations provided in Section 2.2.7, Noise, of the Final EIR/EA with FONSI could change. In addition, those analyses will evaluate the reasonableness of feasible soundwalls based on cost and technical issues in accordance with the Caltrans Traffic Noise Analysis Protocol. If, during the future phase of the project, Soundwall S136 is determined to be feasible and reasonable, in accordance with Federal Highway Administration procedures, the residents affected by the soundwall will be given an opportunity to vote to decide if they want the wall constructed or not. If the majority of residents (51 percent) vote in favor of the wall, then the wall will be considered for construction.

Comment I-165

I-165

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertana, Lara F@DOT](mailto:Bertana.Lara.F@DOT)
Subject: FW: Hwy 1
Date: Wednesday, January 20, 2016 3:56:22 PM

From: John McCombs [mailto:jm@johnmccombs.com]
Sent: Wednesday, January 20, 2016 3:08 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1

To Whom It May Concern,

I believe the highway should be 3 lanes in both directions from Santa Cruz to where it goes to 3 lanes by the Mar Monte Exit.

My office is on 41st Ave. I live in Scotts Valley, my partner lives in Corralitos. We both have to leave our homes at least an hour early to ensure we can get to our office during working hours, not acceptable, it should be a 10 minute drive at the posted speed limits.

I am a Santa Cruz native, I have witnessed the traffic compound over the years, and know the county and cities therein are mandated to increase residential units. The traffic can only get worse! We need relief, the growth has already overwhelmed the infrastructure. This should be as they say a "no brainer".

Respectfully,

John E. McCombs

--
John McCombs
 Mobile: (831) 588-8464
 Fax: (831) 476-8366
 Email: jm@johnmccombs.com
 Website: www.johnmccombs.com/johnmccombs.com

I-165

Response to Comment I-165

John E. McCombs

Comment I-165

Your support for the project has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Alternative as the preferred alternatives. The preferred alternative would expand the existing four-lane highway to a six-lane facility by adding one HOV lane in each direction next to the median and auxiliary lanes on the outside in each direction from approximately 0.4 mile south of the San Andreas-Larkin Valley Road interchange to 0.3 mile north of the Morrissey Boulevard Interchange, a distance of 8.9 miles. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment I-166

I-166

Nov 18, 2015

Comments on proposal to improve Highway 1: *(Sentinel Article)*

If as stated project offers little relief ... how would this encourage "additional motorists". We will have increased population! And more travel on this highway.

I don't see how this can be avoided, and though traffic may increase, the faster it is able to travel the less emissions, which to me would offset the impact somewhat.

Carpool lanes are a good idea as it might encourage people doing this; riding a bicycle over-the-hill obviously isn't a solution and most commuters do not work here.

Traffic is congested all day, every day, not just commute times. I have found the merge lane at Soquel to Morrissey beneficial as it make this much safer, and possibly improves some of the traffic flow. The merge from Morrissey going Northbound on the otherhand is still scary; if you want to get in lane headed to Santa Cruz you are in conflict with people switching lanes to go to Los Gatos. I've had near misses as some (most) don't signal their intent to switch lanes.

"If you build it they will come" is ridiculous - they are already here, with more to follow. We are no longer a sleepy little town, and Silicon Valley is no longer orchards. More and more tech companies moving in, meaning more and more will try to escape Silicon valley - for recreation or living.

Home prices increase, wages here are low - so more and more commute over the hill. You can't change the demographics.

Carmel, Boardwalk - you name it, tourist season is a nightmare. Then add a few events drawing extra thousands - Wharf to Wharf etc... Yep, they will come, and that's the idea businesses promote. We want your money.

How about a toll - make THEM pay for the roads! Residents free.

28 million for a bike/pedestrian overcrossing? Another pork project? We just spent millions so bicyclists could get across town at Arana Gulch, a suspension bridge connecting Broadway to Brommer. This is recreational - we need road improvements for EVERYONE. Let's spend money wisely. Unless we ban new business and homes we NEED road improvements.

*Michela McCombs
106 Wanda Ct.
Santa Cruz, CA
95065*

I-166a

I-166b

I-166c

I-166d

Response to Comment I-166

Melinda McEvoy

Comment I-166a

Your support for the project has been taken into consideration as part of the project record. Following comments received during public review of the Draft EIR/EA, further study and discussion has been added to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, regarding induced demand (the potential for improvements to a congested roadway to induce additional trips). The study shows that an increase in vehicle miles traveled due to induced demand is expected to be minimal (less than 1 percent) for the project alternatives, as described in more detail in response to Comment O-2s. The Tier I Corridor HOV Lane Alternative would generally reduce emissions. In comparison with the 2035 baseline conditions (i.e., No Build Alternative), annual emissions of all criteria pollutants would be reduced, although there would be a minor increase in peak emissions for certain criteria pollutants. Because the study area has not recently exceeded ambient air quality standards, it is unlikely that the standards would be exceeded in the future when total emissions are lower.

Melinda McEvoy

Comment I-166b

One of the purposes of the Tier II Auxiliary Lane project, among others, is to improve operational safety to address accident rates in excess of the statewide average.

Following comments received during public review of the Draft EIR/EA, further study and discussion has been added to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, regarding induced demand (the potential for improvements to a congested roadway to induce additional trips). The study indicates that vehicle miles traveled increase due to induced demand is expected to be minimal (less than 1 percent) for the project

alternatives, as described in more detail in response to Comment O-2s.

Melinda McEvoy

Comment I-166c

A High-Occupancy Toll Lanes Alternative was considered during development of the EIR/EA but was ultimately dismissed from further discussion. This alternative would have required additional widening of the highway to provide sufficient enforcement areas to cite violators and would not be cost-effective within the project limits given the extra cost of constructing this type of facility and limited capacity for toll-paying motorists due to the anticipated demand of multi-occupant vehicles. Please see Section 1.5.6, Alternatives Considered but Eliminated from Further Discussion, of the Final EIR/EA with FONSI for further information.

Since circulation of the Draft EIR/EA, Measure D (½-cent sales tax) passed in Santa Cruz County, which has provided a funding source for some of the proposed improvements. The Tier II project is now fully funded with the addition of the Measure D funds. Measure D will also provide funding for some subsequent portions of the Tier I project, specifically the auxiliary lane projects between Bay Avenue/Porter Street and Park Avenue, and Park Avenue and State Park Drive, as well as the bicycle/pedestrian overcrossing at Mar Vista Drive. Remaining portions of the Tier I project may be funded through Measure D revenues and/or other local, State, and federal funding sources.

Melinda McEvoy

Comment I-166d

As described in Section 1.1.4, Construction Cost Estimates, of the Final EIR/EA with FONSI, the preliminary capital construction cost estimate (including design support and construction management and support) for the Tier II Auxiliary Lane Alternative is \$24 million. Of this amount, \$4.7 million is for the Chanticleer Avenue pedestrian overcrossing, \$18 million is for the northbound and southbound

auxiliary lanes between 41st Avenue and Soquel Drive, and \$1.3 million is for utility relocations and right-of-way acquisitions.

Comment I-167

I-167

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Anderson, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Highway Widening
Date: Monday, January 11, 2016 3:08:09 PM

From: journeymm@aol.com [mailto:journeymm@aol.com]
Sent: Monday, January 11, 2016 3:01 PM
To: Fowler, Matt C@DOT
Subject: Highway Widening

Matt -(commenting on Hwy 1 widening)
Thanks for taking comments. As a resident of Santa Cruz for the past 35 years, I would NOT like to widen Hwy 1. I agree with Micah Posner in his article, that we must look beyond bigger streets, roads, highways. It seems that each new lane is a bandaid for what we have not yet accomplished with alternative programs.

It's a pain sitting in that traffic, and I could not do it every day, as some choose or must. There is nothing better than flying home after a day's work and getting out of the car. If there are folks that need to travel that stretch of Highway then they will do that for their particular reason. Others, that can choose to ride a bicycle or come up with other commute solutions will do that. I avoid certain activities at certain times of the day, and I know many others do that also. Since it is clear that we are using old ideas to solve current problems, I do not support the widening.

Widening the Highway may make us feel better individually and collectively for a short period of time, but we also have a responsibility to, like in the healthcare field, one motto states, "do no harm". The widening of Hwy 1 is ultimately a harmful proposition in the long term for the community and the environment.

Thanks,
Marcus Melander

I-167

Response to Comment I-167

Marcus Melander

Comment I-167

These recommendations have been taken into consideration as part of the project record. In addition to reducing overall congestion, the Tier I Corridor HOV Lane Alternative would promote bicycle and pedestrian modes of transportation by constructing three pedestrian/bicycle overcrossings to address existing access deficiencies across Highway 1. Additionally, the Tier I Corridor HOV Lane Alternative would promote bus transit by improving bus travel speeds and capturing additional latent transit demand. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, with the addition of HOV lanes, buses and other HOVs would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No Build Alternative. Finally, the Tier I Corridor HOV Lane Alternative would promote carpooling and vanpooling by providing a dedicated HOV lane. Taken together, the Tier I Corridor HOV Lane Alternative would balance the attainment of multiple project objectives and consideration of multiple transportation modes.

Comment I-168

I-168

Kim Shultz

Subject: FW: New submission from Contact Form-Miller,B

From: Contact Request Form [<mailto:admin@scrtc.org>]

Sent: Friday, January 08, 2016 10:59 AM

To: info@scrtc.org

Subject: New submission from Contact Form

This Contact Request Form has been submitted by a member of the public to <http://scrtc.org/contact-us/>.

Name

Brian Miller

Email

briann@cruzio.com

Subject

Highway 1 Future Developments

Your Message

Respected Friends: I am encouraged to read that Tier II developments for the Southbound Highway 1 corridor are being considered, reviewed and planned. I have been a resident of Santa Cruz County for 43 years. I have lived as a homeowner in La Selva Beach for 35 years. The congestion on Highway 1 has become a major quality of life issue for me and my family. It has also had a negative effect on our finances due to wasted fuel. At least as important, the congestion has reduced air quality and had other negative environmental impacts on our county. The citizens of this county need and deserve a speedy, as well as long term solution to this problem. Please proceed quickly to approve and commence improvements designed in the Tier II development. In addition please expedite plans and improvements to the corridor all the way to Larkin Valley/San Andreas Road offramp. The highway desperately needs widening and exit ramps and on ramps improved. Thank you for considering my input.

I-168



Response to Comment I-168

Brian Miller Comment I-168

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

From: Contact Request Form [mailto:admin@scrtc.org]
Sent: Friday, January 08, 2016 10:59 AM
To: info@scrtc.org
Subject: New submission from Contact Form

This Contact Request Form has been submitted by a member of the public to <http://scrtc.org/contact-us/>.

Name

Brian Miller

Email

briann@cruzio.com

Subject

Highway 1 Future Developments

Your Message

Respected Friends: I am encouraged to read that Tier II developments for the Southbound Highway 1 corridor are being considered, reviewed and planned. I have been a resident of Santa Cruz County for 43 years. I have lived as a homeowner in La Selva Beach for 35 years. The congestion on Highway 1 has become a major quality of life issue for me and my family. It has also had a negative effect on our finances due to wasted fuel. At least as important, the congestion has reduced air quality and had other negative environmental impacts on our county. The citizens of this county need and deserve a speedy, as well as long term solution to this problem. Please proceed quickly to approve and commence improvements designed in the Tier II development. In addition please expedite plans and improvements to the corridor all the way to Larkin Valley/San Andreas Road offramp. The highway desperately needs widening and exit ramps and on ramps improved. Thank you for considering my input.

From: Kim Shultz
Sent: Friday, January 08, 2016 5:41 PM
To: 'briann@cruzio.com'
Subject: FW: New submission from Contact Form-Miller,B

Hi Brian,

Thank you for your comments. Your comments will be forwarded to Caltrans and the consultant team preparing the environmental document. All comments will be included in the Final EIR.

Regards,
Kim

.....
Kim Shultz, Highway 1 Project Manager/Senior Planner
Regional Transportation Commission
831.460.3208

Comment I-169

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Tier I Highway One Endorsement Santa Cruz
Date: Thursday, January 14, 2016 10:44:40 AM

From: Marshall Miller [mailto:marshall@alohasantacruz.com]
Sent: Thursday, January 14, 2016 10:29 AM
To: Fowler, Matt C@DOT
Subject: Tier I Highway One Endorsement Santa Cruz

Matt,
 I believe that the Tier 1 Improvements to Highway One between Santa Cruz and Watsonville are much needed and long overdue. My family drove this traffic corridor on a daily basis between 1976 and 1999. Our commute times from our residence at 870 Valencia School Road, Aptos, Ca. 95003 to downtown Santa Cruz in 1976 was 18 minutes by 1999 it had grown to 45 minutes. This commute time of 1 ½ hours per day in 1999 forced us to sell our owner builder dream home in the Aptos Hills and purchase a home in Santa Cruz where we could walk or bike to work. We are one of the few that could make this move because we had the money to make the transition to a higher priced housing market in Santa Cruz. Today, January 14, 2016 the commute time for this same route can take up to 2 ½ hours per day.
 Thanks you,
 Marshall Miller

I-169

I-169

Response to Comment I-169

Marshall Miller Comment I-169

Your support for the project has been taken into consideration as part of the project record. As discussed in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, with implementation of the project features included as part of the preferred alternative, Tier I Corridor HOV Lane Alternative, traffic delay would be reduced substantially in both the northbound and southbound directions in year 2035. In the northbound direction, compared with the 2035 No Build Alternative, the AM peak hour delay would decrease by 42 minutes, or 88 percent; the PM peak hour delay would decrease by 40 minutes, or 84 percent. In the southbound direction, compared with the 2035 No Build Alternative, the AM peak hour delay would decrease by 17 minutes, or 89 percent; the PM peak hour delay would decrease by 40 minutes, or 82 percent.

Comment I-170

I-170

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](#); [Anderson, Jennifer](#)
Cc: [Bertana, Lara F@DOT](mailto:Bertana.Lara.F@DOT)
Subject: FW: Hwy 1 Improvements
Date: Tuesday, January 19, 2016 11:49:20 AM

From: Perouse@aol.com [mailto:Perouse@aol.com]
Sent: Saturday, January 16, 2016 10:06 AM
To: Fowler, Matt C@DOT
Subject: Hwy 1 Improvements

Matt,

As a resident of the Santa Cruz area since 1969, I am a supporter of any and all improvements to the Hwy 1 corridor.

Rick Moe

831-462-1590
fax: 462-5773
Cell: 247-7022

I-170

Response to Comment I-170

Rick Moe

Comment I-170

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment I-171

I-171

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Comment regarding Highway 1 expansion in Santa Cruz County
Date: Monday, January 11, 2016 10:43:15 AM

From: Martin [mailto:martin.mogaard@sbcglobal.net]
Sent: Sunday, January 10, 2016 6:58 PM
To: Fowler, Matt C@DOT
Subject: Comment regarding Highway 1 expansion in Santa Cruz County

Dear Mr. Fowler-

I would like to comment on the latest plans for auxiliary lanes between Soquel Avenue and 41st Avenue. I am all for increasing the lane capacity to three lanes from Santa Cruz to Watsonville. Traffic has increased dramatically since the two lanes were built in the 50's and it needs help to get the increased traffic back off the surface streets. I understand the financial need to do expansion in a piecemeal fashion, but I would like to add a thought or two that may not have been investigated.

Traffic is much like fluid dynamics and if a larger pipe is added upstream to a restricted section, the flow in the larger pipe (3 lanes) will not appreciably increase due to the downstream restriction (2 lanes). However, if 3 lanes are added downstream of the restriction, flow will be improved in the new 3 lane section. The analysis of improvement in the Soquel Ave/ 41st Ave section bears this out. The northbound section which dumps into 3 lanes, will be significantly improved, but the southbound section which dumps into 2 lanes will not see improvement until lanes are added all the way to Watsonville.

For the section between Santa Cruz and Watsonville, how about first making improvements to the north end of the northbound direction and the south end of the southbound direction? Maybe this isn't practical if bridges have to be rebuilt that involve both north and southbound lanes. You can't just remodel half of a bridge at a time. But if the modifications were just shoulder work, then maybe it could help.

Sincerely,

Martin Mogaard

I-171a

I-171b

Response to Comment I-171

Martin Mogaard

Comment I-171a

These recommendations have been taken into consideration as part of the project record. The auxiliary lanes between 41st Avenue and Soquel Drive, which are included in the preferred alternative for the Tier II project build alternative, are anticipated to provide some congestion relief and improve mainline weaving maneuvers at this location. However, the traffic analysis conducted for the proposed project indicates that substantial reductions in congestion would be achieved by the Tier I Corridor HOV lane alternative, which was selected as the preferred alternative for the Tier I project. Please see Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI for more information regarding the traffic analysis.

The current Tier II project is the first step in implementing the greater Tier I project, which would add new HOV lanes for the length of the Tier I project area. In general, the Tier I project elements will be constructed/prioritized based on their potential to relieve congestion and at the same time minimize hot spots along the corridor. Each auxiliary lane segment was analyzed independently, and 10 measures of effectiveness were compared. It was determined that construction of auxiliary lanes between 41st Avenue and Soquel Drive would provide an effective benefit, and these lanes were therefore included in the first Tier II project.

Martin Mogaard

Comment I-171b

The current design of the Tier I project is conceptual. During the project-level environmental review and design of the applicable future Tier II project(s), specific design features and recommendations regarding the sequencing of construction will be considered. The Tier I Corridor HOV Lane Alternative has been

selected as the preferred alternative and is anticipated to be implemented in a series of phases, based on the potential for elements of the Tier I project to relieve congestion and minimize traffic hot spots along the corridor. The current plan for the phased approach of implementation is discussed in more detail in the response to Comment I-44b. The phasing of the various improvements is prioritized based on traffic operational conditions, and the timetable will be determined primarily by available funding.

Comment I-172

I-172

Robert Morgan
3135 Artimus Lane
Santa Cruz

Comments On:

Highway 1 Corridor Investment Program: Tier I and Tier II Draft Environmental Impact Report/Environmental Assessment

Overview:

A. Tier I HOV, Tier I TSM : NO BUILD ALTERNATIVE with exceptions:

1. "The three new pedestrian and bicycle overcrossings that would be constructed with the Tier I Corridor TSM Alternative would have a positive impact on the multimodal connectivity of the Route 1 corridor by helping users to overcome the north-south barrier presented by the freeway. These include the Mar Vista Drive, Chanticleer Avenue, and Trevethan Avenue overcrossings. Pedestrian improvements would comply with Americans with Disabilities Act design criteria." (2.1.5-20).

B. Tier II Aux Lane Alternative: under continued review.

My opposition to the Tier I Corridor HOV and Tier I TSM Alternative (with notable exceptions above) is founded on an anticipated increase in CO2 emissions, discouragement of sustainable transportation modes and DEIR documentation which does not account for "Generated and Induced Traffic." In alignment with climate scientists, a plethora of academic, governmental and non-profit climate science groups, COP 21 national agreements, the UN Intergovernmental Panel on Climate Change and notably, California Governor Jerry Brown, a decrease in CO2 emission is paramount to sustaining a climate increase of 1.5 to 2 C. The project to widen and build out Highway 1 in the Tier I boundaries will encourage more vehicle use and more congestion and greater carbon emissions from automobiles.

In Executive Order B-30 15 (4/29/2015) Jerry Brown "establishes a California greenhouse gas reduction target of 40 percent below 1990 levels by 2030 - the most aggressive benchmark enacted by any government in North America to reduce dangerous carbon emissions over the next decade and a half.

"With this order, California sets a very high bar for itself and other states and nations, but it's one that must be reached - for this generation and generations to come," said Governor Brown. (LA TIMES)

The project does not produces conditions to satisfy the Executive Order. Tier I Corridor HOV and TSM Alternative will not improve congestion during peak times in the twenty year period of build out nor improve congestion on local roads due to the inability of the either project to ameliorate future congestion; in fact, the projects will produce *more* congestion through well documented traffic phenomena:

Generated Traffic: Additional peak-period vehicle trips on a particular roadway that occur when capacity is increased. This may consist of shifts in travel time, route, mode, destination and frequency.

Induced travel: An increase in total vehicle mileage due to roadway improvements that increase vehicle trip frequency and distance, but exclude travel shifted from other times and routes.

I-172a

I-172b

Response to Comments from Individuals

Latent demand: Additional trips that would be made if travel conditions improved (less congested, higher design speeds, lower vehicle costs or tolls).

Triple Convergence: Increased peak-period vehicle traffic volumes that result when roadway capacity increases, due to shifts from other routes, times and modes. (Generated Traffic and Induced Travel Implications for Transport Planning, Litman 2015)

The DEIR does not account for these phenomena:

Induced Demand on Freeways

"The relationship between increases in highway capacity and traffic is very complex, involving various travel behavior responses, residential and business location decisions, and changes in regional population and economic growth. If improvements increase a highway's travel speed, then the peak-period traffic using the highway will likely increase. This is due to at least six separate factors – route changes (e.g., from arterials to freeway), departure time changes, travel mode shifts, destination changes, additional trips, and new development/additional land use.

The first three factors leading to increases in the number of vehicles using the highway during peak periods do not represent "induced travel." They represent decisions by travelers concerning where and how they will make their trips. The fourth and fifth factors, destination changes and additional trips, represent induced travel. Neither of these is accounted for in most traffic models, including the one used to analyze the traffic effects for this project. (2.1.5-23)."

In addition, the project looks to mimic similar road construction projects that transportation experts believe do nothing to improve congestion. in the face of accepted urban planning methods to lessen traffic and congestion.

"despite years of industry and academic research showing that widening highways is an expensive and ineffective way to solve congestion-related problems. "You can't build your way out of congestion," the chief planner of the Connecticut Department of Transportation told the [Connecticut Post](#) in October 2015.

This is a basic tenant of urban planning. I learned this fact while I served as a traffic commissioner in my community back home: "Roads breed traffic," or to put it colloquially, if you build it, they will drive on it. Traffic will always go beyond the projected usage as a part of any study or prediction. We are not building any infrastructure to help remove cars from the road as part of our traffic maintenance plans, therefore we will always have more cars than projected for any road construction project."

(BoonDoggle website)

The project falls short of hopes to lessen congestion and traffic and improve safety:

"The Tier I Corridor TSM Alternative would not achieve sufficient congestion relief to attract any substantial number of vehicles that had diverted to the local street system back to the freeway. Local access to, and circulation around, community facilities near these intersections would not improve relative to no-build conditions." (2.1.5-16)

"Compared to no-build conditions, traffic operations at study intersections with Tier I Corridor TSM Alternative

improvements would worsen marginally. Ramp metering tends to increase delays at the on-ramp leading into the mainline, with the lost time expected to be made up through better mainline operations. In the very congested conditions expected by 2035, ramp metering without mainline freeway improvements does not appear to be a viable traffic management strategy (Traffic Operations Report, 2012; 2.1.5-17)

"As shown in Table 2.1.5-9, the total accident rates overall and by segment in 2035 under the Tier I Corridor TSM Alternative would be the same as the accident rates for the No Build Alternative and greater than the accident rates for the Tier I Corridor HOV Lane Alternative, except at the freeway segment between the Larkin Valley Road interchange and Freedom Boulevard interchange. 2.1.5-17

The Tier I build out on Highway 1 as noted above, will not lessen congestion and add to greenhouse gases—something we cannot continue to do if we are to sustain life on this planet. As a prominent climate scientists write in an open letter in the published letter [The Independent](#) (1/15/16),

"The roar of devastating global storms has now drowned the false cheer from Paris and brutally brought into focus the extent of our failure to address climate change. The unfortunate truth is that things are going to get much worse. The planet's excess heat is now melting the Arctic ice cap like a hot knife through butter and is doing so in the middle of winter. Unless stopped, this Arctic heating will lead to a rapid release of the methane clathrates from the sea floor of the Arctic and herald the next phase of catastrophically intense climate change that our civilisation will not survive. The high political and environmental risks associated with this must be made clear so that it is never used as an alternative to making the carbon cuts that are urgently needed. "

B. Tier II Aux lanes: Sequel to 41st

I do not have an opinion at this time about this work. I am reviewing local environmental agencies rationale for the Tier II Aux lane proposal.

I-172b
cont.

I-172c
cont.

I-172c

I-172d

Response to Comment I-172

Robert Morgan Comment I-172a

The feedback regarding the proposed pedestrian and bicycle overcrossings is noted. With regard to induced travel, an induced travel study was conducted, and the results showed that an increase in vehicle miles traveled due to induced demand generated by the project is expected to be minimal (less than 1 percent) for the project alternatives. For more information regarding induced travel, please see response to Comment O-2s. With regard to sustainable transportation modes, response to Comment I-205c explains that, in general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane, while vehicles using the adjoining general-purpose lanes are indirect beneficiaries due to the shift of carpoolers, vanpoolers, etc. from general-purpose lanes to the HOV lane. Experience with HOV lanes from around the country has shown a positive relationship between ridership and travel time savings, suggesting that as congestion grows, the travelers' willingness to carpool or ride a bus that uses the HOV lane also grows.

In April 2015, Governor Brown issued Executive Order B-30-15, which established a California greenhouse gas reduction target of 40 percent below 1990 levels by year 2030, which is a mid-term goal that is consistent with California's existing long-term commitment to reduce emissions by 80 percent under 1990 levels by 2050. In addition, the Governor is committed to reduce by one-half current petroleum use in cars and trucks, and manage farm and rangelands, forests and wetlands to store more carbon. In 2016, the Legislature passed Senate Bill 32, which codifies a 2030 greenhouse gas emissions reduction target of 40 percent below 1990 levels.

The SB 32 targets are statewide targets that are not intended to be met by individual projects. It is target meant to be collectively met

through many varied programs, from transportation patterns to power generation. Over the next 25 years, California will be working to improve transit, reduce long-run repair and maintenance costs of roadways, and develop a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on existing roadways.

In California, responsibility for transportation planning and coordination is assigned to regional transportation planning agencies. The Santa Cruz County Regional Transportation Commission is the designated regional transportation planning agency. The Regional Transportation Commission is required to periodically undertake long-range planning efforts as a way to set the course for meeting the transportation needs of their respective regions and communities over a 20 plus year timeframe. This long-range planning effort is called the Regional Transportation Plan. The Regional Transportation Plan reflects a wide spectrum of sustainability objectives for this long-range planning effort. A sustainable transportation system requires a plan that encompasses improvements to access, mobility, the environment, public health, safety, the economy and equity, as well as preservation of the current transportation system, all within financial constraints. The Tier I and Tier II Projects were included in the *2040 Santa Cruz County Regional Transportation Plan/ Sustainable Communities Strategy*, which was adopted by the Santa Cruz Regional Transportation Commission in June 2018. The inclusion of the Tier I and Tier II Projects in the *Regional Transportation Plan/ Sustainable Communities Strategy* recognizes the role of the Tier I and Tier II Projects as part of a sustainable transportation system that supports the attainment of the region's goals for reducing greenhouse gas emissions. The *Santa Cruz County Regional Transportation Plan* is required to be consistent with and plan for a transportation system that supports the California Senate Bill 375-mandated Sustainable Communities Strategy for reducing greenhouse gas emissions, which is included in the *Association of Monterey Bay Area Governments'*

tri-county Metropolitan Transportation Plan/Sustainable Communities Strategy.

Greenhouse gas emissions associated with the Tier I Corridor HOV Lane Alternative are not individually inconsistent with SB 32. As demonstrated above, Caltrans as a State agency, along with regional transportation planning agencies throughout the state, has developed and continues to develop plans, policies, and programs to contribute to the attainment of the Senate Bill 32 greenhouse gas reduction statewide targets.

Robert Morgan
Comment I-172b

The induced travel study briefly described in response to Comment I-172a, and described in more detail in response to Comment O-2s, was developed to address the complexities of induced travel described in this comment and other comments on the Draft EIR/EA.

Robert Morgan
Comment I-172c

Following the circulation of the Draft EIR/EA, an analysis was conducted of the potential for the proposed project to caused “induced demand,” which is the tendency for the implementation of roadway improvements to result in increased vehicle trips. This analysis found that the effect of induced demand is likely to be minimal. Based on elasticity calculations, the project alternatives were found to increase vehicle miles traveled by less than 1 percent as a result of induced demand. Additionally, the Final EIR/EA with FONSI analysis finds that the Tier I Corridor HOV Lane Alternative would substantially reduce congestion compared to the No Build Alternative. Additional information regarding the traffic analysis, including the analysis of induced demand, is presented in Section 2.1.5, Traffic and Transportation/ Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI. More detailed information is available in the *Estimation of Induced Traffic Demand and*

Congestion-Related Costs Memorandum (2017), included as an addendum to the *Traffic Operations Report*.

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would provide a balance in meeting the multiple identified project objectives and in considering multiple transportation modes.

Robert Morgan
Comment I-172d

Your comment has been entered into the project record. The purpose of the Tier II project is to reduce congestion, improve safety, and promote the use of alternative transportation modes as means to increase transportation system capacity. The need of the Tier II project is to improve operational safety to address accident rates in excess of the statewide average.

Comment I-173

I-173

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa Andersen, Jennifer](mailto:Larson.Theresa.Andersen.Jennifer)
Cc: [Bertina, Lara E@DOT](mailto:Bertina.Lara.E@DOT)
Subject: FW: Public comment on Draft Highway 1 EIR
Date: Tuesday, December 01, 2015 10:37:36 AM

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

From: Marsha Munger [mailto:mkmunger@mc.com]
Sent: Monday, November 30, 2015 2:37 PM
To: Fowler, Matt C@DOT
Subject: Public comment on Draft Highway 1 EIR

My husband and I are in favor of the half-cent sales tax measure but would like to see the money go to add carpool and auxiliary lanes from Morrissey to San San Andreas Road. I live in Scotts Valley and rarely travel to Santa Cruz to shop because of round-the-clock congestion. Even going to a Bookclub meeting in Aptos takes me 50 minutes. Forget the 32-mile Branch Rail Line corridor and passenger train. Public transit, para-transit and a three lane Highway 1 are the future. The people are ALREADY here, let's help move them along.

Thank you,
Marsha & Keith Munger
400 Northridge Drive
Scotts Valley, CA. 95066

Sent from my iPad

I-173

Response to Comment I-173

Marsha and Keith Munger

Comment I-173

After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design. The future of the Santa Cruz Branch Rail Line is outside the scope of this project. Any concerns can be directed toward the Santa Cruz County Regional Transportation Commission by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment I-174

I-174

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Highway #1 Auxiliary Lanes, Santa Cruz California
Date: Tuesday, January 19, 2016 2:26:51 PM
Attachments: Dear Mr.docx

From: ron@getmaxgroup.com [mailto:ron@getmaxgroup.com]
Sent: Monday, January 18, 2016 9:32 AM
To: Fowler, Matt C@DOT
Subject: Highway #1 Auxiliary Lanes, Santa Cruz California

Highway #1 Auxiliary Lanes, Santa Cruz California
Matt Fowler - Matt.C.Fowler@dot.ca.gov

January 13, 2016

Dear Mr. Fowler,

I strongly disagree with Mr. Posner's Opinion Commentary, in the Santa Cruz Sentinel, Sunday, January 10, 2015, on his assessment of Highway #1, that "adding a lane does not reduce congestion". A train or light rail might help some for students going to school or college, or anyone going down town for shopping or work. But as he said we now have 38,000 cars and trucks using the highway #1 corridor twice daily.

Look at these two examples from plumbing and electrical:

- When you want more water you simply use a 3/4" or 1" pipe for supply to your house. But if you want to restrict the flow then reduce the line to 1/2" for the sink and other in home purposes, or use a 1/4" line for the ice machine in your refrigerator.
- Also if you need electrical for a wall outlet to plug your lamp or computer into you run a #14 gage wire. But if you want to power your entire house you have to run a #2 gage wire that is much larger and can handle the additional power.

That said if you had 15,000 cars on the road 25 years ago and now you have 38,000.....WE need wider roads, it is simple math!! We don't need auxiliary lanes.

The people that live in the Santa Cruz County area need wider roads to get to work in San Jose or the San Francisco area faster daily. They go to work in order to pay the rent, local taxes, garbage, water bills and every other bill. The state, county and city cannot continue to ask for tax money unless we can afford to pay it and with out the widened roads it is becoming harder and harder to get to work every day. It is an exhausting trip from Aptos to Highway #17 in the morning and afternoon and even during the weekends.

Santa Cruz, historically has refused to widen roads mostly to restrict people from coming to their community. They refuse to even provide their local residents with another North South road to for daily commuter use. It would be easy connecting Windham St. across the river to Brommer St. to provide a third road north and south. There are also other roads like Capitola Rd. that have been paved to 4 lanes back in the 70's and reduced to two lanes by allowing parking and putting in road barriers to cut traffic down to two lanes. Capitola Road goes to the mall and was a major traffic artery back in the 70's to early 80's, but was reduced to 2 lanes between 7th and 30th avenue later on. I take these roads every time I come back from San Jose by driving into Santa Cruz to avoid the afternoon traffic jams on Highway #1 south. If the locals had these 2 roads widened and connected properly (at probably a lot less expense than auxiliary lanes on Highway #1) the LOCAL traffic would be taken off Highway #1.

I-174a

We cannot even go to the city from the Aptos area during the weekend because of the traffic and time it takes getting there. It takes roughly 25 to 30 minutes nearly every day to drive down town even on the weekends and it is only a 12-mile drive. We no longer frequent the retail stores or restaurants except for special occasions in Santa Cruz.

Also when we travel to Monterey the road turns into a 2 lane after Watsonville and has been that way for as long as my wife and I have lived here back in the 60's and 70's. There are hundreds of cars on Highway #1 every day and tourist driving them during the weekends. The two lanes that run between Watsonville and Castroville are clogged with cars and trucks every single day. We have friends we invite for dinner or for parties that have called and cancelled once they run into the traffic around Moss Landing. They simply turn around and go home and we have done the same when going to Monterey.

WE NEED HELP here with the highways, not more frustration with local access auxiliary lanes that help the locals and impatient drivers that speed around everyone else on the road in heavy traffic and then aggressively butt back into traffic when the auxiliary lane ends!!!

Expanding the highway is the simple solution, not adding auxiliary lanes for only the local citizenry. The auxiliary lanes added to highway #1 only moved the back up another 100 yards down the road from where they were before they were built. That does not give me any faith in local access auxiliary lanes.....

Local Solutions:

- 1- Start schools later in the commute** (9:00) so that parents can drive the thousands of cars they use to take their children to schools after 8:30 instead during the early commute. Or make the students use a school bus that will not clog the highways with all the parents' cars.
- 2- Open up the roads discussed above** in Santa Cruz to allow locals to drive North and South with out having to access Highway #1. This would be a lot less expensive than adding access lanes! (See # 5 & 6 below)
- 3- At the very least widen Highway #1 from Highway #17 to the Capitol Ave. bridge**, until a wider bridge can be constructed overhead there and then extend the additional lanes to State Park Drive. All of the bridges are already set up for widening except the overhead bridge at Capitola Ave. There are a lot of single driver's south of Santa Cruz that would be happy to pay to use a diamond lane to get Highway 17 and on to work faster and easier.
- 4- We do not need local access ramps** (auxiliary lanes) for the locals to drive their kids to school, soccer practice or run errands during the commute hours. Please DO NOT build any more LOCAL ACCESS RAMPS! It's just damn frustrating for commuters and cause so many delays driving to work and back home in the evenings!!!
- 5- Fix or reopen the local roads** Capitola Rd. to the 42's Ave Shopping Center, DMV and grocery stores. This road needs to be four lanes, and could easily be widened in the two locations that are still only 2 lanes.
- 6- Build a bridge** between Windham St. across the river to Brommer St. for another north south local access road. There is never any traffic on Brommer St. or Windham St. for that matter.
- 7- Start the Local Commuter Train from Watsonville to San Jose ASAP (!!!)** for the commuters in the south end of the county. That would immediately reduce the number of cars on the road for starters and be better for the environment. It would also mean my wife could go to work at 7:00AM and get home before 8:30PM every night.
- 8- We need Highway #1 widened** to provide for the additional 23,000 people that live in the South Santa Cruz County area today that work in San Jose, Santa Clara county, or other locations over the hill. The roads were built for the 15,000 people that lived here back in the 60's and 70's so you cannot expect it to work when we now have 38,000 using it daily.
- 9- Finish the four lanes on Highway #1 between Watsonville to Castroville.** This would relieve the traffic jams at Moss Landing every day as well.

Best regards,

Ron

Ron Nance
 President
 Global Events and Tradeshows/The Max Group
 320 Big Tree Lane
 Watsonville, CA 95076
 408-416-1040 - direct
[www.getmaxgroup.com\[getmaxgroup.com\]](http://www.getmaxgroup.com[getmaxgroup.com])

I-174a
cont.

I-174b

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I-174e

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I-174h

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Response to Comment I-174

Ron Nance

Comment I-174a

Your comments have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative was selected by Caltrans as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. As additional funding becomes available, additional Tier II projects will proceed through environmental review and design.

Auxiliary lanes are included in the Tier I and Tier II projects because they have been shown to improve traffic operations. The Tier II project, which would add auxiliary lanes between 41st Avenue and Soquel Avenue, would reduce congestion and improve mainline weaving maneuvers on Route 1 by providing an auxiliary lane. Auxiliary lanes at other locations that are part of the Tier I project are expected to provide similar benefits; however, auxiliary lanes are only a small piece of the overall solution to traffic congestion and vehicle safety issues in the Route 1 corridor. The Tier I project would widen the highway by providing one new HOV lane in each direction for the length of the Tier I project area. In addition to benefiting HOVs, such as buses and carpools, these additional through-lanes would improve travel speeds and travel times for all vehicles, including those in adjacent mixed-lanes. Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI for detailed information on the effects of the proposed improvements on transportation and traffic conditions.

Ron Nance

Comment I-174b

Your suggestion is outside of the jurisdiction of Caltrans but could be considered by other applicable agencies, such as the city or local school district.

Ron Nance

Comment I-174c

This project is focused on the Route 1 corridor, but improvements to the roads you mention could be considered by the Santa Cruz County Regional Transportation Commission as separate projects at another time. The Santa Cruz County Regional Transportation Commission has identified a variety of projects, including the HOV Lane Project, to improve Route 1 and the surrounding area in its Expenditure Plan. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz. Any concerns regarding projects in the Expenditure Plan or transportation issues outside of the State highway system can be directed to Santa Cruz County Regional Transportation Commission by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Ron Nance

Comment I-174d

The Tier I Corridor HOV Lane Alternative has been selected as the preferred alternative and is anticipated to be implemented in a series of phases, based on the potential for elements of the Tier I project to relieve congestion and minimize traffic hot spots along the corridor. The current plan for the phased approach of implementation is discussed in more detail in the response to Comment I-44b. The phasing of the various improvements is prioritized based on traffic operational conditions, and the timetable will be determined primarily by available funding. The reconstruction of the Capitola Avenue Bridge is part of Tier I project, which is currently at a

conceptual level of design. As funding becomes available for the future phases of the improvements included in the Tier I project, various options can be considered in the future project-level environmental review and design of the future Tier II projects, including the phasing of improvements and potential financing arrangements.

Ron Nance

Comment I-174e

These recommendations have been taken into consideration as part of the project record. Auxiliary lanes can serve to reduce congestion on through-lanes by improving merging conditions and/or reducing unnecessary merging into the main traffic lanes. As such, auxiliary lanes help improve traffic operations for vehicles using the through lanes of traffic.

The proposed auxiliary lanes between 41st Avenue and Soquel Drive (included in the preferred alternative for the Tier II project) are the first step in implementing the Tier I Corridor HOV Lane Alternative, which was identified as the preferred alternative for the Tier I project. In general, the Tier I project elements will be constructed/prioritized based on their potential to relieve congestion and at the same time minimize hot spots along the corridor. Each auxiliary lane reach was analyzed independently, and 10 measures of effectiveness were compared. As a result of this analysis, the construction of auxiliary lanes between 41st Avenue and Soquel Drive was identified as the initial Tier II project.

Ron Nance

Comment I-174f

The current plan for the phased approach for implementing the Tier I project is discussed in more detail in the response to Comment I-44b. The phasing of the various improvements is prioritized based on traffic operational conditions, and the timetable will be determined primarily by available funding. Improvements to local roads are not included in the project, except as necessary to provide connections to

Route 1 on- and off-ramps. However, recommendations regarding the improvements of local roadways could potentially be proposed to the local jurisdiction and/or the Santa Cruz County Regional Transportation Commission as separate projects. Caltrans, the lead agency for the California Environmental Quality Act environmental analysis of the Tier I and Tier II project focuses on the improvements to Route 1, as part of the State Highway System.

Ron Nance

Comment I-174g

The improvements suggested in this comment would be outside of the project area and would not be within Caltrans' jurisdiction. However, local jurisdictions may consider the possibility of constructing a bridge between Windham St. across the river to Brommer Street, or other potential improvements to north-south local roads.

Ron Nance

Comment I-174h

Passenger rail is outside of the jurisdiction of Caltrans and the scope of the proposed project. A rail line from Watsonville to San Jose also would require construction of an entirely new railroad through the Santa Cruz Mountains, which would be very expensive. Santa Cruz County Regional Transportation Commission is studying reuse of the Santa Cruz Branch Rail Line to provide passenger rail service from Watsonville to Santa Cruz, but this would not substantially address congestion along Highway 1 because much of the traffic volume is from commuters to and from Santa Clara County. Please direct any concerns or comments regarding the Santa Cruz Branch Rail Line project to the Santa Cruz County Regional Transportation Commission by visiting <https://scrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@scrtc.org.

Ron Nance

Comment I-174i

Your support for the project has been taken into consideration as part of the project record. Caltrans understands that approximately 25 percent of commuters in the area use Route 1 and continue on Route 17 to jobs in Santa Clara County, as discussed in Chapter 1 of the Final EIR/EA with FONSI. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Ron Nance

Comment I-174j

The current plan for the phased approach for implementing the Tier I project is discussed in more detail in the response to Comment I-44b. The phasing of the various improvements is prioritized based on traffic operational conditions, and the timetable will be determined primarily by available funding. Improvements to segments of Route 1 south of the Tier I project limits (the San Andreas Road/Larkin Valley Road interchange) are not included in the project. However, recommendations regarding the improvements to other segments of Route 1 may be considered as separate projects. Caltrans conducts long-range transportation planning for Route 1, as with other route on the State Highway System, as part of its statutory responsibility as owner/operator of the State Highway System under Government Code §65086. Through this planning, Caltrans focuses on developing an integrated multimodal transportation system meeting its goals of

safety and health; stewardship and efficiency; sustainability, livability, and economy; system performance; and organizational excellence. The latest *Transportation Concept Report* for Route 1 within the counties of Santa Cruz, Monterey, San Luis Obispo, and Santa Barbara can be viewed at www.dot.ca.gov/dist05/planning/sys_plan_docs/factsheets_datasheets/sr_1/sr_1.pdf.

Comment I-175

I-175

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Interpretation of GHG numbers in Hwy. 1 Air Quality Study Report?
Date: Friday, November 20, 2015 4:34:05 PM

From: Jack Nelson [mailto:nelson333@baymoon.com]
Sent: Friday, November 20, 2015 4:09 PM
To: Fowler, Matt C@DOT; Romero, Ken J@DOT
Cc: Kim Shultz; gdondero@sccrtc.org
Subject: Interpretation of GHG numbers in Hwy. 1 Air Quality Study Report?

Hello Matt Fowler and Ken Romero at Caltrans:

This is to confirm the questions I raised in phone calls to you today. The Draft EIR report number you refer to is EA 05-0C7300, for Highway 1 in Santa Cruz County, and I'm referring to a technical study, the **Air Quality Study Report dated March 2013**. I also attempted to reach the consultant Sam Silverman at Terry Hayes Associates by phone today, but their offices are closed on Fridays.

In order to be able to comment in an informed way on this report, I'd very much appreciate the following clarification:

Table 8-26 on page 80 reports annual CO2 emissions figures, such as 380 metric tons per year, which are on the face of it, to someone informed about typical vehicle emissions, not plausible. It appears these figures are actually metric tons per day, an under-reporting error of 365 times. Do you have any disagreement with my observation?

I-175a

Referring to tables in the rear of the report, which are unfortunately unpaginated, one may see more information. If one downloads a pdf of the report and makes use of the page numbers of the pdf document, I see relevant tables on pages 406-408. It appears the units of measure in table templates used by the consultant were not conformed to the actual data. What are the correct units of measure for the "Annual Emissions" rows with the amounts of 380, 477, and 492?

Also, do you agree that the rows on pages 406-408 labeled "Daily Peak" should read "Daily Total"? At least for VMT, doing the math indicates as much. For further evidence, the table on pdf-page 131 shows these same VMT numbers under the "Daily VMT" column.

I-175b

As one point of reference, I would like to mention U.S. EPA's May 2014 fact sheet on vehicle emissions, available at [Greenhouse Gas Emissions from a Typical Passenger Vehicle](#) [google.com]. While California's vehicle emissions may vary to a small fraction, the EPA indicates about 1 pound CO2 emitted per passenger vehicle mile, a useful rule of thumb.

I-175c

It would also be helpful if you could tell me, is there somewhere in the EIR that the meaning of "Design Year 2015" is explained? It appears it was a future-year projection made in some year previous, but, _____?

I-175d

I am sorry to say, and for the future of a livable world under climate change, these GHG numbers are among the most important ones in the entire Draft EIR, yet it appears they have

I-175e

been handled with a stunning indifference.

I-175e
cont.

Thank you in advance for your response.

Jack Nelson
 127 Rathburn Way
 Santa Cruz CA 95062
 (831) 429-6149

Response to Comment I-175

Jack Nelson

Comment I-175a

The comment correctly identified an error in converting daily emissions to annual emissions. An addendum has been prepared with revised greenhouse gas emissions using the latest U.S. Environmental Protection Agency-approved emissions factor model (EMFAC2014) and new annual conversion factors. Refer to Response to Comment A-4d from the Monterey Bay Unified Air Pollution Control for results and detailed methodology. Refer to the addendum for clear documentation of emissions estimates.

Jack Nelson

Comment I-175b

The comment correctly identified an error related to vehicle miles traveled identification. An addendum has been prepared with revised greenhouse gas emissions using the latest U.S. Environmental Protection Agency-approved emissions factor model (EMFAC2014) and new annual conversion factors. Refer to Response to Comment A-4d from the Monterey Bay Unified Air Pollution Control for results and detailed methodology. Refer to Section 2.2.6, Air Quality, of the Final EIR/EA with FONSI for clear documentation of emissions estimates. Additional information is also provided in the *Air Quality Study Report Addendum*.

Jack Nelson

Comment I-175c

Greenhouse gas emissions were quantified and are presented in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI. Emissions were based on project-specific traffic data and emission rates from the California Air Resources Board's EMFAC2014 model. EMFAC2014 has been developed by California Air Resources Board to assess emissions from on-road vehicles including cars and trucks in California and to

support regulatory and air quality planning efforts to meet the Federal Highway Administration's transportation planning requirements. According to California Air Resources Board, EMFAC2014 can be used to show how California motor vehicle emissions have changed over time and are projected to change in the future. Vehicle emission rates in the model are adjusted by the California Air Resources Board to account for the phasing out of older vehicles from the fleet, engine and fuel regulatory requirements, and anticipated changes in regional fleet mix. The United States Environmental Protection Agency emission rate is not as accurate as the EMFAC2014 rate, which was developed specifically for use in California.

Jack Nelson

Comment I-175d

The *Traffic Operations Report* prepared in 2012 included an analysis of Year 2015 conditions, in anticipation that construction of the Tier II project could be completed in 2015.

Jack Nelson

Comment I-175e

Please refer to Response to Comments I-175a and I-175b related to the revised climate change analysis. A revised quantitative analysis of greenhouse gas emissions was conducted and is described in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI, which shows that, in year 2035 the Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions by 505 metric tons per year compared to the No Build Alternative (2035); whereas the Tier I Corridor TSM Alternative would increase greenhouse gas emissions by 2,405 metric tons per year compared with the No Build Alternative.

Projects can individually emit greenhouse gas emissions without significantly contributing to the statewide carbon dioxide emissions impact. In California, responsibility for transportation planning and coordination is assigned to regional transportation planning agencies.

The Santa Cruz County Regional Transportation Commission is the designated regional transportation planning agency. The Regional Transportation Commission is required to periodically undertake long-range planning efforts as a way to set the course for meeting the transportation needs of their respective regions and communities over a 20 plus year timeframe. This long-range planning effort is called the Regional Transportation Plan. The Regional Transportation Plan reflects a wide spectrum of sustainability objectives for this long-range planning effort. A sustainable transportation system requires a plan that encompasses improvements to access, mobility, the environment, public health, safety, the economy and equity, as well as preservation of the current transportation system, all within financial constraints. The Tier I and Tier II Projects were included in the *2040 Santa Cruz County Regional Transportation Plan/ Sustainable Communities Strategy*, which was adopted by the Santa Cruz Regional Transportation Commission in June 2018. The inclusion of the Tier I and Tier II Projects in the *Regional Transportation Plan/ Sustainable Communities Strategy* recognizes the role of the Tier I and Tier II Projects as part of a sustainable transportation system that supports the attainment of the region's goals for reducing greenhouse gas emissions. The *Santa Cruz County Regional Transportation Plan* is required to be consistent with and plan for a transportation system that supports the California Senate Bill 375-mandated Sustainable Communities Strategy for reducing greenhouse gas emissions, which is included in the Association of Monterey Bay Area Governments' tri-county *Metropolitan Transportation Plan/Sustainable Communities Strategy*.

Caltrans has adopted plans, programs, and policies consistent with State goals to reduce emissions. Over the next 25 years, California will be working to improve transit, reduce long-run repair and maintenance costs of roadways, and develop a comprehensive assessment of climate-related transportation demand management and new technologies rather than continuing to expand capacity on

existing roadways. Detailed information regarding the revised analysis is provided in the *Air Quality Study Report Addendum* (2018).

Comment I-176

JACK NELSON
127 RATHBURN WAY, SANTA CRUZ CA 95062
(831) 429-6149 / NELSON333@BAYMOON.COM

I-176

January 25, 2016

Mr. Matt Fowler
Caltrans
San Luis Obispo, CA
by email attachment to Matt.c.fowler@dot.ca.gov

Subject: Santa Cruz Highway 1 Draft EIR

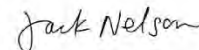
Dear Mr. Fowler:

As my personal comments on the Santa Cruz Highway 1 Draft EIR, I would like to incorporate by reference, the complete letter of comments submitted this same date by the Campaign for Sensible Transportation, under my signature as the Co-chair of that group in Santa Cruz County, CA.

I-176

In case there is any need to include that letter, it is repeated as an additional attachment in the same email sending this letter to you.

Sincerely,



Jack Nelson

Response to Comment I-176

Jack Nelson

Comment I-176

Please refer to responses to Comments O-2a through O-2aa, which address the comments in the letter submitted by the Campaign for Sensible Transportation. Your endorsement of their comments is noted as part of the project record.

Comment I-177

I-177

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Highway 1 project
Date: Tuesday, January 26, 2016 2:50:41 PM

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

From: Andre [mailto:anneu@sabrillo.edu]
Sent: Sunday, January 24, 2016 1:35 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 project

Dear Caltrans Senior Environmental Planner Fowler:

I'll keep my response brief. As someone who has lived in Santa Cruz County since 1971, I've watched population and traffic increase until relatively moderate population growth has led to overwhelming traffic congestion on limited Highway 1.

Patchwork additions of lanes at the northern end of the highway near Santa Cruz have merely moved the congestion and bottlenecks to the next narrow portion of the road. Therefore, I support the widening of Highway 1 to three lanes in both directions from Morrissey Blvd. to Larkin Valley Road. This is basically the Tier I project, except that I have severe reservations about making any lane an HOV lane. As much as I agree with the need for people to carpool or use public transportation, I don't foresee that happening in this relatively short county where many trips are not point-to-point which buses may serve, but multi-destination trips. In effect, then, putting in HOV lanes would effectively reduce the three-lane traffic back down to two-lanes, once again, effectively eliminating the benefit of all that cost and construction of the highway building process.

Yours truly,
Andre Neu
831-462-5767
6245 Cobblestone Court
Aptos, CA 95003

I-177

Response to Comment I-177

André Neu

Comment I-177

An alternative with additional mixed-flow lanes only was evaluated early in the scoping process. It was determined that this alternative would not meet the Caltrans and Santa Cruz County Regional Transportation Commission approved purpose and need for the project, as identified in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI. Without specifically dedicating an HOV lane in each direction, this alternative would have been less effective than the Tier I Corridor HOV Lane Alternative in addressing the aspects of the project purpose related to promoting the use of alternative transportation modes as a means to increase transportation system capacity and in encouraging carpooling and ridesharing.

The *Transit Market Analysis Study* (2008) and *Transit Market Analysis Memo to File* (2018) prepared with the Tier I project found that there is a ridership-driven need to provide increased transit service on routes that use Route 1. Express buses would be subjected to very congested travel conditions on the freeway by year 2035 if no highway capacity improvements are implemented. The HOV lanes would provide time-saving incentives for users of ridesharing and express transit. While in general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane, vehicles using the adjoining general-purpose lanes are indirect beneficiaries due to the shift of carpoolers, vanpoolers, etc. from general-purpose lanes to the HOV lane, as discussed in more detail in response to Comment I-205c.

Comment I-178

I-178

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertana, Lara E@DOT
Subject: FW: HWY 1 Corridor environmental
Date: Tuesday, January 26, 2016 3:44:45 PM

From: nicola@nastley.com [mailto:nicola@nastley.com]
Sent: Monday, January 25, 2016 5:47 PM
To: Fowler, Matt C@DOT
Subject: HWY 1 Corridor environmental

Just a few quick notes after reading the HW1 proposal:

- I'm definitely in favor of widening HWY1 and for Tier II, prefer the HOV alternative as it better addresses the commute time in the evening south direction
- HWY1 now backs up even on weekends - this is not just about getting to and from work / commuting over the hill, but being able to get to local businesses. I very rarely bother to go to Capitola (either the village or 41st Ave) as I spend enough time on HWY85 in traffic each week and the last thing I want to do at the weekend is spend more time in traffic trying to get to a store or restaurant
- Very happy to see bikes being considered - need more protected bike lanes, i.e. separated from the vehicle traffic. Happy to see additional HWY 1 crossings being as part of the proposals too
- Would really like to see a train tunnel through SC Mountains being considered in longer term plans. The US is so far behind other countries when it comes to efficient train / light rail transport which is much better than buses. Freight could also go through the tunnels, making 17 safer / flow more easily. We use to have the tunnel / rail connections..

I-178a

I-178b

Thank you for extending the comment period!

Best wishes,
 Nicola

Response to Comment I-178

Nicola

Comment I-178a

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Caltrans is committed to providing a safe, sustainable, integrated, and efficient transportation system that enhances California's economy and livability. The Santa Cruz Route 1 Project seeks to reduce congestion, improve safety, promote the use of alternative transportation modes as means to increase transportation system capacity, and encourage carpooling and ridesharing. In addition, the inclusion of bicycle and pedestrian facilities as part of this project would improve local circulation and safety for users traversing the project corridor.

Nicola

Comment I-178b

The Santa Cruz County Regional Transportation Commission is considering development of a rail line (Santa Cruz Branch Rail Line) in its Expenditure Plan. A tunnel through the Santa Cruz Mountains is not currently under consideration but could be considered at a later time. However, all potential rail solutions are outside the scope of

this project. Any concerns regarding the rail project identified in the Expenditure Plan or other possible future rail projects can be directed to the Santa Cruz County Regional Transportation Commission by visiting <https://scrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@scrtc.org.

Comment I-179

I-179

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertana, Lara E@DOT](#)
Subject: FW: Comments for Proposed Hwy 1 Development
Date: Tuesday, January 19, 2016 11:32:14 AM

From: Diane Nielsen [mailto:dnielsen@cruzio.com]
Sent: Friday, January 15, 2016 6:01 PM
To: Fowler, Matt C@DOT
Subject: Comments for Proposed Hwy 1 Development

Dear Mr. Fowler,

This response is for the support of the proposed development on Hwy 1. The project must go through to ease the unreasonable gridlock that occurs daily on the freeway.

Sincerely,
Diane and Walter Nielsen
Scotts Valley, CA 95066

I-179

Response to Comment I-179

Diane and Walter Nielsen

Comment I-179

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment I-180

I-180

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Anderson, Jennifer](mailto:Larson.Theresa; Anderson.Jennifer)
Cc: [Bertana, Lara F@DOT](mailto:Bertana.Lara.F@DOT)
Subject: FW: Highway 1 feedback
Date: Tuesday, January 19, 2016 2:21:14 PM

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

From: Graham S. Orndorff [[mailto:graham@shway.com](mailto:gmailto:graham@shway.com)]
Sent: Monday, January 18, 2016 7:08 AM
To: Fowler, Matt C@DOT
Subject: Highway 1 feedback

Hello,

Your domain of searc.org seems to have been hijacked this morning. I beamed in to re-review the proposal for highway 1 before the deadline of feedback this afternoon, but it is no longer available.

However, when I looked at it previously, I was very much in favor for the proposed changes for highway 1. Especially the changes to the overpasses and adding the HOV lane. I am not sure if your request for feedback today was specific to the 41st-to-Soquel next step or the overall proposal - but personally, I am a proponent of the full widening of highway 1 from highway 17 all the way through Aptos if possible (recognizing the costs associated with that). For 17 years I have commuted from Aptos to Cupertino every day, and the by far worst part of the commute is the last 7 miles on highway 1. Please make this segment usable again.

Thank you,
Graham Orndorff
Aptos

Response to Comment I-180

Graham Orndorff

Comment I-180

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

I-180

Comment I-181

I-181

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bernaina, Lara F@DOT](mailto:Bernaina.Lara.F@DOT)
Subject: FW: Santa Cruz Highway 1 widening
Date: Monday, January 11, 2016 9:54:08 AM

From: Joe Palandrani [mailto:JoeP@sierrautility.net]
Sent: Sunday, January 10, 2016 11:56 AM
To: Fowler, Matt C@DOT
Cc: Mara Palandrani
Subject: Santa Cruz Highway 1 widening

Widening of Highway 1 is the most important issue that I have with Santa Cruz and my unbelievable commute. I live in Capitola and work in Silicon Valley. Every road that I attempt to use is full between 7 AM to 9 AM and then again from 4 PM to 6 PM.

In the evening it is unbelievable. Not only do I fight traffic all the way from Silicon Valley to Capitola, but when I get off the freeway it takes me another 15 minutes to get to my house because of all the traffic trying to bypass Capitola because highway is jammed.

All my neighbors and all the other citizens of Capitola feel that the highway one widening is the most important piece of legislation facing our lives.

It's not fair for people who do not commute over the hill or do not have to work to make a living to complain about more cars on the freeways. I would much more prefer to have cars moving on the freeway due to additional lanes than have traffic backed up on side street with angry drivers just trying to get home.

Thank you,

Joe Palandrani

1054 41st Ave. Santa Cruz, CA 95062
831-464-2250 (Ph) 831-464-9009 (Fax)
925-872-3008 (Cell) joep@sierrautility.net

Response to Comment I-181

Joe Palandrani

Comment I-181

Your support for the project has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Alternative as the preferred alternative. Improved freeway corridor conditions with the Tier I Corridor HOV Lane Alternative would improve the corridor's ability to meet future travel demand within the study area and attract vehicles diverted to parallel arterials back to Route 1, relieving local city streets from excessive cut-through commuter traffic, including Soquel Drive. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

I-181

Comment I-182

I-182

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: Hwy 1 input
Date: Tuesday, January 19, 2016 2:11:24 PM

From: charles paulden [mailto:yogacharles@yahoo.com]
Sent: Sunday, January 17, 2016 2:44 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1 input

Part of the problem is that we do not have good exit strategies
 We need more complete Clover leafs.
 People get backed up at Hwy 9 and 1.
 Soquel, 41st, Bay, Park, State Park and Rio all need Clover leaf exits.
 Even if we widen, people will be stuck at the Exits, like where the 3 lanes end at Soquel.
 If we had new exits at So Rodeo Gulch and Chanticleer we would reduce back ups around 41st and
 Soquel Overpass
 It might help to open upper 30th Ave to the Soquel Frontage Rd and to have an exit/entrance at the light
 on 17th Ave
 Developing High Density around Dominican, Par 3 and Green Valley might reduce congestion on our
 surface streets.
 Opening a bypass around Capitola Village, by replacing the Speed Bumps on 45th and 47th and
 replacing them with elevated sidewalks, would aid in access to the freeway at Porter in Soquel.
 The Freeway has room for longer merge lanes at 41st going towards SC City and from Soquel Over Pass
 towards Capitola. These are places where we have backups due to people getting on the Freeway and
 causing backups behind the slower cars
 A lot could be done without a Sales Tax, that will affect people who do not use this section of the State
 Freeway. That does not seem right. Maybe a toll lane would pay for the project
 As for getting people from So to North and back, add dual use buses on the rail line so that people can
 come into SC City in the AM and go back in the PM, using the RR right of Way with reverse flow on the
 Freeway.
 That would increase the use of the Buses that we already pay Taxes for

Charles Paulden

I-182a

I-182b

I-182c

Response to Comment I-182

Charles Paulden

Comment I-182a

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, includes the reconfiguration of all nine existing interchanges within project limits, including the interchanges at Soquel Avenue/Soquel Drive, 41st Avenue, Bay Avenue/Porter Street, Park Avenue, State Park Drive, and Rio Del Mar. The interchange with State Route 9 is outside the project limits. The improvements at interchanges within the Tier I project limits are anticipated to lengthen ramps and would include ramp metering and adding HOV bypass lanes to on-ramps. The Tier I project is anticipated to be implemented in a series of phases and is currently at a conceptual level of design. As funding becomes available for the future phases of the improvements included in the Tier I project, various options can be considered in the future project-level environmental review and design of the future Tier II projects. To date, several different configurations for interchanges have been evaluated. Section 1.5.6, Alternatives Considered but Withdrawn from Further Discussion, describes the consideration of the following types of interchange configurations: diamond interchanges, single point diamond (urban) interchanges, and braided ramp configurations near 41st Avenue/Bay Avenue. Due to cost considerations, environmental impacts, and the standard distances between interchanges, no new interchanges are proposed as part of this project. As the California Environmental Quality Act lead agency, Caltrans does not have jurisdiction over land development projects; however, the recommendations in comment I-182a regarding the siting of high density development may be directed to the local jurisdictions.

Charles Paulden

Comment I-182b

Since circulation of the Draft EIR/EA, Measure D (½-cent sales tax) passed in Santa Cruz County, which has provided funding for the Tier II project and some portions of the Tier I project. Funding for the remaining portions of the Tier I project may be obtained from Measure D funds and/or other local, State, and federal funding sources. Use of local tax revenues, including Measure D funds, is outside the jurisdiction of Caltrans.

A High-Occupancy Toll Lanes Alternative was considered during development of the EIR/EA but was ultimately dismissed from further discussion. This alternative would have required additional widening of the highway to provide sufficient enforcement areas to cite violators and would not be cost-effective within the project limits given the extra cost of constructing this type of facility and limited capacity for toll-paying motorists due to the anticipated demand of multi-occupant vehicles. Please see Section 1.5.6, Alternatives Considered but Eliminated from Further Discussion, of the Final EIR/EA with FONSI for further information.

Charles Paulden

Comment I-182c

The Santa Cruz County Regional Transportation Commission has included in the Expenditure Plan the Santa Cruz Branch Rail Line, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. However, the most recent traffic analysis showed that the increase in traffic was more due to job market growth in, and commuting to, Silicon Valley; a route that is not connected/served by rail. The existing and projected congestion in the peak direction on Route 1 would not be addressed with rail improvements. Please refer to response to Comment O-6a for additional information.

On the other hand, with increasing congestion and increased demand for alternative modes of transportation, the expansion of transit

services is needed to support the needs of Santa Cruz County residents; however, there is a lack of transit-supportive facilities on Route 1 and a lack of travel time and reliability incentives for drivers to carpool and vanpool. The addition of an HOV lane under the Tier I Corridor HOV Lane Alternative, which has been identified as the preferred alternative, would help encourage public transportation and reduce cut-through traffic on local streets. Without capacity improvements, increased future congestion will restrict the demand for express bus service on Route 1. The Tier I project seeks capacity improvements that will encourage alternative modes, while providing time-saving incentives for users of ridesharing and express transit. Please see response to Comment I-15b for additional detail.

Comment I-183

I-183

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: hwy 1 EIR
Date: Monday, November 16, 2015 8:59:03 AM

Matt Fowler
 Central Coast Environmental Analysis
 Central Region- District 5
 (805) 542-4603

From: charles paulden [mailto:yogacharles@yahoo.com]
Sent: Friday, November 13, 2015 5:36 PM
To: Fowler, Matt C@DOT
Subject: hwy 1 EIR

The bridge over the Hwy would be better at Mattison Ln so the Children can get to School and Soccer at Good Shepard Sc.
 Upper Chanticleer is an Industrial area and the Children will have to Negotiate busy Soquel to get there in the proposed plan
 If the bridge is not moved, then a bike /Ped path parallel to the Hwy would provide safer, more convenient alternates to Soquel Dr.
 This could run from the Soquel Overpass all the way to State Park Dr in Aptos

the interchanges are a big part of the back up
 People cannot get off and on easily.
 We need Clover leaf off ramps.

If they used the space from 41st to Soquel overpass to extend the on ramps and off ramps, we might not need to spend so much time and money on this project.
 Remember when they took out the plants by Freedom Blvd off ramp and paved to the new dividing wall? That did not take all this effort.
 If they would add an off on ramp at So Rodeo Gulch, it would act like a Clover leaf and provide access to that underdeveloped area for an Urban core along a real major transportation corridor.
 Another at Chanticleer would also help, also at Mar Vista so there is access, when the former Par 3 is developed as and Urban Core along the Major Transportation Corridors of Hwy 1 and Soquel Dr

Another Bridge over the Hwy to Cabrillo from New Brighton would be helpful. Get there from our new Rail Trail.
 Rather then at Mar Vista , or one at each crossing

If we added a bike lane parallel to the Hwy we could get to the neighborhoods with out using Scary Soquel

HOV lanes should be accessible free, to people who pay taxes in S C Co, if there is a County Tax to fund this Intra State Freeway.
 People who do not live in the County could pay a toll to use the HOV, as they are not paying a county Tax to help build the State Freeway

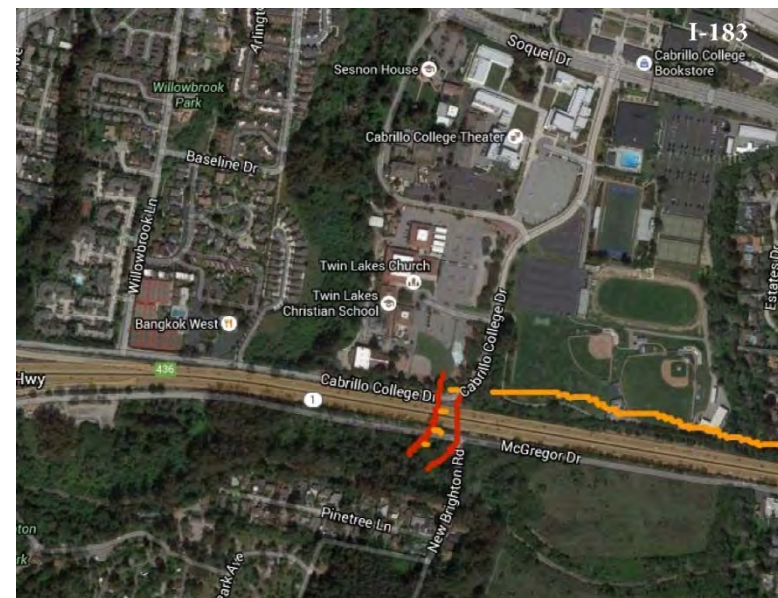
I-183a

I-183b

I-183c

I-183d

I-183e



Response to Comment I-183

Charles Paulden

Comment I-183a

A study was conducted to explore multiple options for bicycle/pedestrian crossings of Route 1. As part of the study, input was invited from the public, including various stakeholder groups such as the Santa Cruz County Bicycle Advisory Committee. Mattison Lane was not selected as a preferred location for a pedestrian/bicycle overcrossing because it does not provide a straight connection for pedestrians and bicyclists. The development of a new pedestrian and bicycle pathway, such as described in comment I-183a, is not included in the Tier I project, but it could potentially be proposed to the local jurisdiction and/or the Santa Cruz County Regional Transportation Commission as a separate project.

Charles Paulden

Comment I-183b

Please see the response to Comment 182a for a discussion of the proposed improvements to interchanges and ramps under the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative.

Charles Paulden

Comment I-183c

The current Tier II project involves the addition of an auxiliary lane between 41st Avenue and Soquel Avenue that would improve operation in this area. Additional ramps and interchanges are not feasible given the proximity to other features and would not be able to meet standards or function well.

Charles Paulden

Comment I-183d

At this time, a new bridge over Route 1 is not contemplated at that location. As the Tier I project is implemented through a series of

future Tier II projects, each project will subject to a project-specific environmental review process and will be developed/analyzed further in a future project-level environmental document. There will be opportunity for public comment during the environmental review of future Tier II projects.

Charles Paulden

Comment I-183e

The Tier II Auxiliary Lane Alternative is included in the Expenditure Plan for Measure D, the ½-cent sales tax approved in November 2016, which provides funding for transportation. Measure D revenues also will provide funding for some portions of the Tier I project.

A High-Occupancy Toll Lanes Alternative was considered during development of the EIR/EA but was ultimately dismissed from further discussion. This alternative would have required additional widening of the highway to provide sufficient enforcement areas to cite violators and would not be cost-effective within the project limits given the extra cost of constructing this type of facility and limited capacity for toll-paying motorists due to the anticipated demand of multi-occupant vehicles. Please see Section 1.5.6, Alternatives Considered but Eliminated from Further Discussion, of the Final EIR/EA with FONSI for further information.

Comment I-184

I-184

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Highway 1 widening - Tier I is recommended
Date: Monday, January 11, 2016 9:29:49 AM

From: Brian Peoples [mailto:brian@trailnow.org]
Sent: Saturday, January 09, 2016 6:46 AM
To: Fowler, Matt C@DOT
Subject: Highway 1 widening - Tier I is recommended

Matt,

Highway 1 should be widen to Tier I plan from Hook to Larkin Valley.

I-184

Thanks,

Brian Peoples

Response to Comment I-184

Brian Peoples Comment I-184

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would add new HOV lanes from roughly San Andreas Road/Larkin Valley Road to just north of Morrissey Boulevard. The Tier I project would not extend all the way to the interchange with Route 17 (the “Fish Hook”). Based on the anticipated availability of funding, the Tier I project would be constructed in phases. Project elements would be prioritized based on their potential to relieve congestion and minimize or avoid traffic hot spots within the project corridor.

Comment I-185

I-185

From: carey pico [<mailto:carey.pico@outlook.com>]
Sent: Saturday, January 23, 2016 8:03 AM
To: info@scrtc.org
Subject: draft EIR for Hwy 1 comment

1) If Tier II (auxiliary lanes) are not directly and easily convertible to HOV lanes (or traffic lanes that give another lane HOV status) through the bridge structures, it is a waste of money and effort and should not be done. The choke points are the bridges.

I-185a

2) the work should start from Larkin Valley and work towards Santa Cruz so it will be clear the project is meant to go the whole distance. RTC made the mistake of fixing Hwy 1 between Mission and Hwy 17 first. Now the City of Santa Cruz doesn't believe there is a traffic. That is why you can't get a tax bill for Hwy improvements passed now. Welcome Micah Posner!

I-185b

3) One should accept the rail is to be abandoned and plan on removing the rail bridges at Aptos. That would greatly reduce the cost of construction in that area.

I-185c

Response to Comment I-185

Carey Pico

Comment I-185a

The proposed auxiliary lanes that would be installed as part of the Tier II Auxiliary Lane Alternative (the preferred alternative for the Tier II project) would remain following implementation of the Tier I Corridor HOV Lane Alternative (the preferred alternative for the Tier I project). The Tier I Corridor HOV Lane Alternative includes auxiliary lanes on segments of Route 1 between key interchanges, as well as HOV lanes. Auxiliary lanes can serve to reduce congestion on through-lanes by improving merging conditions and/or reducing unnecessary merging into the main traffic lanes.

The proposed auxiliary lanes between 41st Avenue and Soquel Drive (included in the preferred alternative for the Tier II project) are the first step in implementing the Tier I Corridor HOV Lane Alternative. In general, the Tier I project elements will be constructed/prioritized based on their potential to relieve congestion and at the same time minimize hot spots along the corridor. Each auxiliary lane reach was analyzed independently, and 10 measures of effectiveness were compared. As a result of this analysis, the construction of auxiliary lanes between 41st Avenue and Soquel Drive was identified as the initial Tier II project.

Carey Pico

Comment I-185b

The specific phasing/sequencing for construction of the Tier I project elements has not been finalized, but in general, the project elements would be constructed/prioritized based on their potential to relieve congestion and minimize or avoid traffic hot spots within the project corridor. Please refer to Section 1.1.3, Project Phasing, of the Final EIR/EA with FONSI for additional information on project phasing.

Carey Pico

Comment I-185c

The Tier I Corridor HOV Lane Alternative, the preferred alternative for the Tier I project, would reconstruct the two existing rail bridges in the project limits to accommodate the wider freeway. Santa Cruz County Regional Transportation Commission is studying potential reuse of the Santa Cruz Branch Rail Line as a passenger rail system, which is a project that is identified in their expenditure plan.

Comment I-186

I-186

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertalan, Lara E@DOT
Subject: FW: Highway 1 DEIR/EA comment
Date: Tuesday, January 26, 2016 3:17:49 PM

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

From: Steve Piercy - Website Builder [<mailto:Web@StevePiercy.com>]

Sent: Monday, January 25, 2016 3:41 PM

To: Fowler, Matt C@DOT

Cc: Amelia Conlen

Subject: Highway 1 DEIR/EA comment

Dear Matt,

I'm writing to provide my comment on the Highway 1 DEIR/EA.

There is one option that was not considered and should be included: Build the pedestrian and bicycle bridges only.

Highway 1 is a barrier that splits our neighborhoods and forces people into motorized vehicles to get from one side of the freeway to the other. Constructing these pedestrian and bicycle bridges would reconnect severed neighborhoods and reduce induced driving.

Please add this option to the documents so that the public can be better informed. It will also fairly indicate the cost of building the bridges without including the cost of widening the highway.

Thank you!

Steve Piercy

3003 Fairway Drive

Soquel, CA 95073

email: web@StevePiercy.com

I-186

Response to Comment I-186

Steve Piercy

Comment I-186

Building only the pedestrian and bicycle bridges would not meet the identified project purpose and need. As described in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI, the Tier I and Tier II projects address the following needs resulting from deficiencies on Route 1 within the project limits:

- Several bottlenecks along Route 1 in the southbound and northbound directions cause recurrent congestion during peak hours.
- Travel time delays due to congestion are experienced by commuters, commerce, and emergency vehicles.
- Cut-through traffic, or traffic on local streets, occurs and is increasing because drivers seek to avoid congestion on the highway.
- Limited opportunities exist for pedestrians and bicyclists to safely get across Route 1 within the project corridor.

As can be seen, pedestrian and bicycle bridges alone would not address the first three bullets listed above, although it would meet the fourth. Caltrans and the Santa Cruz County Regional Transportation Commission are committed to providing pedestrian, bicycle, and other alternative transportation infrastructure, which is why such facilities are included in the project alternatives.

The Tier I project is still at a conceptual level, and therefore specific cost information has not been developed for the project components. As described in Section 1.1.2, Project Funding, of the Final EIR/EA with FONSI, construction costs for the pedestrian overcrossing of Route 1 at Chanticleer Avenue, which would be included as part of the Tier II project, are estimated at \$4.7 million (out of the \$24 million total estimated for project construction).

Steve Piercy Website Builder Soquel, CA

<web@StevePiercy.com> <https://urldefense.proofpoint.com/v2/url?u=http-
3A__www.StevePiercy.com_&d=BQIGaQ&c=Nwf-
pp4xtYRe0sCRVM8_LWH54joYF7EKmrYldfxiq10&r=zGRNWGbUen2X_rbRpU4HRYNwZeSoM26pgbgZe48_rll&m=-
w7NYBt6DplqUaxTfT2j6oINDpR2whmtkgNqKRAZpxM&s=nGJ-
hJMGvVc9kFID6wO6PUCWLJLFPmlwraDLWLABka0&e=>

Comment I-187

I-187

To: Mathew Fowler and the Regional Transportation Commission

Re: The EIR for Widening Highway One

The following comment is meant to be a constructive criticism that could improve a future draft of the EIR. I am not suggesting that it necessarily needs to be addressed within a legal framework.

It seems that, at the present, much of the investigation (both on the part of the Commission and the public) around the alternatives laid out to widen Highway One in the Environmental Impact Report (EIR) are focused on a proposal to add 3 auxiliary lanes. This proposal has been included in a draft sales tax measure that has been considered by the Commission and is being widely circulated. This proposal seems to be the most likely way that the Highway would be widened within the shelf life of this particular EIR.

As someone engaged in the discussion around this proposal, it is difficult to ascertain its environmental impact as the proposal is not specifically examined in the draft EIR. A proposal to add one auxiliary lane has a complete 'Tier 2' analysis and a proposal to add 5 auxiliary lanes with ramp metering is also investigated. The proposal laid out in the draft sales tax measure is not analyzed though it is the most likely outcome to occur within the context of the EIR.

This letter is essentially a request that the proposal for 3 auxiliary lanes without ramp metering be examined and shared with the Commission and the public. For the purposes of public information and examination this could be done as a formal alternative in a subsequent EIR or in a less formal format.

Micah Posner

Santa Cruz City Council

Response to Comment I-187

Micah Posner

Comment I-187

As described in response to Comment O-2r, the Tier I Build Alternatives were developed to consider the impacts resulting from the whole Tier I project, which includes five segments of highway in which auxiliary lanes may be added. Considering the whole of the project is necessary to avoid the problem of “segmentation,” in which a project is divided into smaller bits which, when considered in isolation, may not include the full range and intensity of impacts that would result from the whole project. Nevertheless, each of the proposed auxiliary lanes, including the three referenced, was evaluated independently by comparing the study corridor operations with and without auxiliary lane scenarios, as described in Chapter 8 of the 2012 *Traffic Operation Report*. Also, prior to the implementation of each future Tier II project, a project-level environmental document will be prepared and will consider the impacts resulting from the applicable future Tier II project. As described in response to Comment I-59h, future phases of the Tier I Highway 1 Corridor Improvement Program depend on the availability of funding. This Tier I program level environmental analysis allows for the consideration of the whole project, despite the practical constraints of projecting future funding levels.

Comment I-188

I-188

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Highway 1 widening
Date: Monday, January 11, 2016 9:45:58 AM

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

From: Janet Reedy [mailto:reedy.janet@gmail.com]
 Sent: Sunday, January 10, 2016 8:53 AM
 To: Fowler, Matt C@DOT
 Subject: Highway 1 widening

My husband and I live in Watsonville. We moved here 6 years ago, as we could no longer afford to live in the city of Santa Cruz. Consequently, I now commute to my job at UCSC and back, every single weekday.

With the cost of housing in Santa Cruz going up (and it's not going to stop going up), more and more people need to commute longer distances to get to their jobs. We MUST widen Hwy 1. Those who say there will be more cars if the highway is widened are ignoring the 5-hour southbound rush hour that begins at 2:00 pm and goes until 7:00pm. Those cars are not moving—they are idling and polluting.

I am lucky--the university provides me the opportunity to ride a vanpool to work and back. With that vanpool, we are one vehicle instead of 11.

When I first started riding the vanpool we left Watsonville at 6:50 in order to get people to work by 7:30. Then we had to push it back to 6:45. We now leave at 6:35 am in order to get people to work on time.

That 15 minutes may not seem like much, but it means we have to get up earlier and leave our homes earlier. The southbound ride home is consistently traffic-jammed from the Soquel exit to State Park.

Widening the highway not only would increase traffic flow, but it might give the opportunity to have the left lane become an HOV lane during certain hours of the day. I have had ample opportunity to see how many vehicles contain only one person. An HOV lane would allow buses, carpools, and vanpools to have an advantage--this would be an incentive for folks to attempt to use these forms of transportation. My suggestion: once the hwy is widened to three lanes, have the HOV lane be in affect from 3:00 to 6:00, from the fish hook to Park.

Sincerely,
 Janet Reedy
 Watsonville resident
 Highway 1 commuter

I-188

Response to Comment I-188

Janet Reedy Comment I-188

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would add one new HOV lane in each direction on Highway 1 from San Andreas Road/ Larkin Valley Road to Morrissey Boulevard. The Tier I project also would add auxiliary lanes in several locations as well as other improvements.

The traffic analysis presented in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI supports the comments that the HOV lane would reduce congestion and provide incentive for using bus, carpool, and vanpool transportation. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the analysis shows that the Tier I Corridor HOV Lane Alternative would substantially reduce congestion under future conditions compared to the No Build Alternative. Additionally, the Tier I Corridor HOV Lane Alternative would improve bus travel speeds, as well as encourage carpooling and vanpooling. Additionally, by reducing congestion and improving vehicle travel times, Tier I Corridor HOV Lane Alternative would reduce carbon dioxide emissions compared to the No Build Alternative, as described in Section 3.2.5, Climate Change under the California Environmental Quality Act.

The hours of operation for the HOV lanes will be established as part of future Tier II projects that include the construction of HOV lanes.

Comment I-189

I-189

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: SR Hwy 1, Santa Cruz Co.
Date: Tuesday, January 19, 2016 2:32:30 PM

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

From: Will Regan [mailto:wregan262@sbeglobal.net]
Sent: Monday, January 18, 2016 11:28 AM
To: Fowler, Matt C@DOT
Subject: SR Hwy 1, Santa Cruz Co.

Dear Mr. Fowler:

Although I am unable to open the SR Hwy 1 widening report as listed in the Santa Cruz Sentinel, as a 42 year resident of Santa Cruz County, I FULLY SUPPORT the widening of SR Hwy 1. This is a project that should have happened 30 years ago, but unfortunately local politics has repeatedly prevented.

Again I fully support the widening project, I do wish it was actually three full lanes in both directions not just auxiliary lanes because I believe in 30 more years full lanes will be eventually be added at even more expense. But I'll accept any widening improvements to SR Hwy 1 in Santa Cruz County that are possible at this time.

Thank you
Michael Regan
wregan262@sbeglobal.net

I-189

Response to Comment I-189

Michael Regan

Comment I-189

Your support for the project has been taken into consideration as part of the project record. The environmental document and associated technical studies are available for public review at the Caltrans office at 50 Higuera Street, San Luis Obispo, CA; Santa Cruz County Regional Transportation Commission at 1523 Pacific Avenue, Santa Cruz, CA; at various public libraries; or at <https://sccrtc.org/projects/streets-highways/hwy1corridor/environmental-documents/>

The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

With construction of the Tier I Corridor HOV Lane Alternative, traffic delay would be reduced substantially in both the northbound and southbound directions in year 2035. In the northbound direction, compared with 2035 conditions under the No Build Alternative, the AM peak hour delay would decrease by 42 minutes, or 88 percent; the PM peak hour delay would decrease by 40 minutes, or 84 percent. In the southbound direction, compared with 2035 conditions under the No Build Alternative, the AM peak hour delay would decrease by 17 minutes, or 89 percent; the PM peak hour delay would decrease by 40 minutes, or 82 percent.

Comment I-190

I-190

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Beltrina, Lara E@DOT](mailto:Beltrina.Lara.E@DOT)
Subject: FW: My comments on proposed Highway 1 widening
Date: Tuesday, January 19, 2016 9:38:12 AM

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

From: Cathy Reinhard [matto.cathy@naturegraphic.com]
Sent: Friday, January 15, 2016 5:27 PM
To: Fowler, Matt C@DOT
Subject: My comments on proposed Highway 1 widening

Matt,

I am hoping that my comments will be heard regarding improvements to Highway 1 in Santa Cruz County. My husband and I live in La Selva Beach, and we fight with traffic every afternoon after 2:30 pm, coming home from Santa Cruz, Capitola or Aptos. It has affected our lifestyle in a significant way, as we now schedule appointments in Santa Cruz in the morning, and avoid going there in order to avoid the traffic. I am strongly in favor of any improvements that will lessen the amount of traffic on Highway 1 or make it flow faster. This includes northbound in the morning. It is a quality of life issue for me — sitting in stopped or stop and go traffic for a long time is very difficult for me, especially since I suffer from a chronic illness and it makes my condition worse.

Thank you for your consideration of my thoughts.

Cathy Reinhard
26 Morehouse Drive
La Selva Beach, CA 95076
(831) 708-2466
cathy@naturegraphic.com

Response to Comment I-190

Cathy Reinhard

Comment I-190

Your support for the project has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Alternative. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design. Under year 2035 Tier I Corridor HOV Lane Alternative conditions, northbound delay in the AM peak hour would decrease by 42 minutes, or 88 percent, versus the No Build conditions.

I-190

Comment I-191

I-191

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Highway 1 in Santa Cruz County (Tier 1 and Tier II)
Date: Wednesday, November 18, 2015 3:43:38 PM

[\[interest.com\]](#) [\[\]](#) [\[about me\]](#)

From: Michele Replogle [<mailto:michele@davidlyng.com>]
Sent: Wednesday, November 18, 2015 11:50 AM
To: Fowler, Matt C@DOT
Subject: Highway 1 in Santa Cruz County (Tier 1 and Tier II)

This email is to make sure our comments are noted as life long citizens of Santa Cruz who parents never even used the highway when were kids because it wasn't necessary. We are very frustrated with traffic.

BUT Tier I is not the way widening the freeway will not solve our problems. I am very certain other places around our country have experienced are growth problems I urge more research and less short term solutions. We know with the driverless car and the growth of technology will change the way we drive widening the freeway is looking in the rear view mirror.

We do however support a pedestrian bicycle corridor and hope that we see some traction on this idea as long as they are designed to not allow people to live in them like the highway one crossing at Mission street.

thank you,
Michele and Alan Replogle Van Ness Avenue, Santa Cruz

I-191

[\[\]](#) [\[\]](#)

Ps. I am always grateful for your trust in recommending me to friends and family members.

MICHELE REPROGLE, REALTOR®, GRI, SRES,
David Lyng Real Estate
M: 831 818-7372
F: 831 319-0327
129 Water Street, Santa Cruz, CA 95060
michele@davidlyng.com
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CalBRE#01454037

[\[facebook.com\]](#) [\[linkedin.com\]](#) [\[yelp.com\]](#) [\[\]](#)

Response to Comment I-191

Michele and Alan Replogle

Comment I-191

Your comments have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected by Caltrans as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Please refer to Section 1.5, Project Alternatives, of the Final EIR/EA with FONSI for information on the multiple alternatives and approaches considered during development of the Project. The Santa Cruz County Regional Transportation Commission is committed to promoting a variety of transportation options to best serve the residents and workers of Santa Cruz, including bicycle and pedestrian infrastructure. However, a bicycle-pedestrian corridor is outside the scope of this project.

Santa Cruz County Regional Transportation Commission has included improvements to Route 1 while also including improvements for alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz. The rail line project and the scenic trail

project are outside the scope of the Route 1 project. Any concerns regarding those projects or other possible projects outside of the State highway system can be directed to the Santa Cruz County Regional Transportation Commission by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment I-192

I-192

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bernata, Lara F@DOT](mailto:Bernata.Lara.F@DOT)
Subject: FW: More widening?
Date: Monday, January 11, 2016 9:44:08 AM

From: Frank Rimicci Jr. [mailto:frankeej@msn.com]
Sent: Saturday, January 09, 2016 7:48 PM
To: Fowler, Matt C@DOT
Subject: More widening?

Mr. Fowler I am writing to inquire as to why the engineers think that this project will ease the congestion which occurs weekdays between 2pm and 7.. The main problem is at the Bay/Porter exchange where cars are trying to exit and enter at the same location, resulting in an x pattern. Traffic is forced to nearly stop there which backs cars all the way back to the fish hook. The previous widening didnt solve this issue and the current proposal will not either. What the engineers need to do is look at removing the offramp for Bay/Porter and locating it to Kennedy or Rosedale or perhaps behind the auto row, which is under utilized and currently ends at the car dealers at Wharf Rd..Just sayin' Thanks, Frank

I-192

Response to Comment I-192

Frank Rimicci, Jr.

Comment I-192

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would include several improvements to Bay Avenue/Porter Street interchange to improve traffic operations. This interchange is proposed to be redesigned so that the Bay Avenue/Porter Street and 41st Avenue interchanges would work as a single interchange connected by a collector/frontage road running between the interchanges. Please refer to Table 1-6, in Section 1.4, Project Description, of the Final EIR/EA with FONSI for description of the proposed improvements to the Bay Avenue/Porter Street interchange. The conceptual design of the proposed improvements is provided in Appendix G.

Comment I-193

I-193

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Highway 1 Widening
Date: Tuesday, January 19, 2016 2:21:55 PM

From: Barbara Riverwoman [mailto:river@cruzio.com]
Sent: Monday, January 18, 2016 8:19 AM
To: Fowler, Matt C@DOT
Subject: Highway 1 Widening

Hello Mr. Fowler,

I am strongly opposed to widening Highway 1. According to Caltrans own statement, the benefits will be minimal and could exacerbate the situation after several years. It doesn't even solve a short term problem! And, of course, by widening the highway we contribute to the pollution of our environment and the continued dependence on cars. Let's take the bolder, more visionary, more responsible step of focusing on alternative forms of transportation. Let's think long term, not short term.

Thank you.

Barbara Riverwoman

I-193

Response to Comment I-193

Barbara Riverwoman

Comment I-193

The recommendations provided in this comment are noted as part of the project record. The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would substantially reduce congestion under future conditions compared to the No Build Alternative. Without constructing improvements to the highway, the annual costs of congestion under the No Build Alternative would increase to \$152.5 million by 2035, while the Tier I Corridor HOV Lane Alternative would reduce the annual costs of congestion to roughly \$30.9 million.

The proposed project is supportive of alternative modes of transportation. The proposed project would include three new pedestrian/bicycle overcrossings to address identified deficiencies in pedestrian/bicycle access across Highway 1. Additionally, the Tier I Corridor HOV Lane Alternative would improve bus travel speeds and thereby would likely capture additional ridership from latent transit demand. Finally, by providing a dedicated HOV lane, the proposed project would incentivize carpooling and vanpooling. Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI for additional information regarding the traffic and transportation analysis.

Additionally, the Tier I Corridor HOV Lane Alternative would, by reducing congestion and improving travel times, reduce carbon dioxide emissions under 2035 conditions compared to the No Build Alternative. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. Therefore, to the extent that a project relieves congestion by enhancing operations and

improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced. More information is provided in Section 3.2.5, Climate Change under the California Environmental Quality Act.

Comment I-194

I-194

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: re Hwy 1 "auxiliary lanes" feedback
Date: Friday, November 20, 2015 2:58:52 PM

From: Shinshu Roberts [mailto:shinshu@cruzio.com]
Sent: Friday, November 20, 2015 2:35 PM
To: Fowler, Matt C@DOT
Subject: re Hwy 1 "auxiliary lanes" feedback

Dear Mr. Fowler,

[I just sent another email, which I don't think reached you; so please forgive me if you get two of these.] Please DO NOT implement the auxiliary lanes between 41st Avenue and Soquel. I live off of 41st Avenue and I can't see that added lanes are going to make much difference to the traffic. It also sounds as if people will lose property. The last "improvement" on Hwy 1 between Soquel and the Fishhook, did not make much difference. The traffic still piles up and it is still frustrating...the pain is just delayed. Unless Hwy 1 becomes a 6 lane freeway between Santa Cruz and Monterey, there will never be enough road for the traffic. Let's keep it the way it is, and if folks don't like sitting in traffic, perhaps they can stop commuting over the hill and move closer to their work. There must be a better way to spend \$600 million dollars!

Thanks,

Lani Roberts, Capitola, CA

I-194

Response to Comment I-194

Lani Roberts Comment I-194

The recommendations provided in this comment are noted as part of the project record. The auxiliary lanes between 41st Avenue and Soquel Drive are the first step in implementing the full Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project. Ultimately, the Tier I project would add new HOV lanes to the full length of the Tier I project corridor in addition to the auxiliary lanes between 41st Avenue and Soquel Drive, and auxiliary lanes on other segments of the highway. The proposed auxiliary lanes would reduce congestion and improve mainline weaving maneuvers. Other elements of the Tier II project would improve safety at the 41st Avenue southbound off-ramp and the Soquel northbound off-ramp by providing speed-reduction warning signs at both ramps as well as curve warning signage at the northbound ramp to Soquel Drive.

During development of the proposed project, highway improvements were identified based on their potential to relieve congestion and at the same time minimize hot spots along the corridor. Each auxiliary lane reach was analyzed independently, and 10 measures of effectiveness were compared. It was determined that construction of auxiliary lanes between 41st Avenue and Soquel Drive would provide an effective benefit.

Comment I-195

I-195

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Highway 1 auxiliary lanes
Date: Thursday, January 21, 2016 9:20:24 AM

From: Lois Robin [mailto:robin@baymoon.com]
Sent: Wednesday, January 20, 2016 8:10 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 auxiliary lanes

Hi,

I use the 41st street exit of Highway 1 freeway to get to my house. I would not want to see any more auxiliary lanes be added between Soquel and 41st Avenue. When the freeway was previously widened to Soquel, there was an enormous amount of disturbance while that was happening, long waits, frayed tempers, great annoyance. Although the intent is to increase the flow of traffic, these widenings end up with more traffic than we had in the first place.

I-195a

We desperately need to reduce the number of vehicles on Highway 1 as the present number of vehicles are sending enormous amount of gases into the atmosphere above Santa Cruz. We need to come together and discover all the many ways to reduce traffic on the Freeway by providing incentives of various sorts, such as offering free parking to those who car pool.

There is some suggestion for a bus lane that would permit high speed metro buses to provide rapid service between Watsonville and Santa Cruz, but I do not think that is much of an improvement over the buses we now have traversing the freeway.

I-195b

What is needed is a bus system that takes people around Santa Cruz, or to Watsonville in a time effective way. San Francisco is experimenting with having people call for bus service on their phones, much like Uber, only routing the buses more effectively.

We need to come together as a community and solve the crisis of transportation through all possible options. We do not need additional auxiliary lanes. They have proven an utter failure, though the fish hook itself does seem improved through past work.

I-195c

The City of Curitiba in Brazil found a way to provide effective transportation. Let's invite some of their engineers here to provide us with some new ideas. We seem to be stuck.

Sincerely,

Lois Robin
4701 Nova Dr.
Santa Cruz, CA
831 464-3939
www.LoisRobin.com/LoisRobin.com?

Response to Comment I-195

Lois Robin

Comment I-195a

The recommendations in the comment are noted as part of the project record. Caltrans acknowledges that construction impacts local residents and commuters and is committed to minimizing and mitigating these impacts to the extent possible. As described in Section 2.4.1, Traffic and Transportation/Pedestrian and Bicycle Facilities, construction of the Tier II project would result in temporary traffic impacts (e.g., reduced operating speeds) on Route 1 and adjacent streets due to short-term lane closures, detours, and signage stipulating reduced speeds through construction zones. Various minimization and mitigation measures are proposed to reduce these impacts, including development and implementation of a Transportation Management Plan.

The Final EIR/EA with FONSI evaluated the potential for the proposed project to result in induced travel demand – a phenomenon in which transportation improvements result in increased travel. The analysis found that the proposed improvements would result in minimal induced travel (i.e., less than 1 percent increase in vehicle miles traveled). Additionally, the traffic analysis presented in the Final EIR/EA with FONSI found that implementation of the full Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would substantially reduce congestion under future traffic conditions compared to the No Build Alternative.

The proposed project supports alternative modes of transportation. The Tier I Corridor HOV Lane Alternative includes three new pedestrian/bicycle overcrossings to address deficiencies in access across Highway 1. The addition of a dedicated HOV lane would improve bus travel speeds and encourage carpooling and vanpooling. For more information regarding the traffic and transportation analysis, including the analysis of induced travel, please refer to

Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI. For a detail discussion of the induced travel analysis, please refer to the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), included as an addendum to the *Traffic Operations Report*.

Lois Robin

Comment I-195b

Your comments have been taken into account as part of the project record. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of HOV lanes, results indicate that buses and other HOVs would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No-Build Alternative.

An improved bus system for Santa Cruz or Watsonville, including a bus system that uses advanced technology for bus routing, is outside the scope of this project and outside of the jurisdiction of Caltrans. However, other local transit agencies may consider such proposals.

Lois Robin

Comment I-195c

Your comments have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected by Caltrans as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the

future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Please refer to Section 1.5, Alternatives, for discussion of the alternatives that were considered during development of the EIR/EA, including those alternatives that were considered but dismissed from detailed analysis. Additionally, please see response to Comment I-195b for discussion of the beneficial effects that the Tier I Corridor HOV Lane Alternative (selected as the preferred alternative) would have on bus travel.

Comment I-196

I-196

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: public comment on draft Highway I EIR
Date: Tuesday, January 19, 2016 1:58:22 PM

From: edward rodgen [mailto:e_rodgen@yahoo.com]
Sent: Sunday, January 17, 2016 10:26 AM
To: Fowler, Matt C@DOT
Subject: public comment on draft Highway I EIR

Matt--

I'm writing to strongly advocate for the Tier II project addition-- the addition of auxiliary lanes between Soquel Drive and 41st Street and the Tier I plan for widening on Highway I.

I have been a homeowner on Seacliff Drive in Aptos for almost 20 years. In that time, the traffic situation has gotten much much worse. Traveling during rush hours (which now run from 7:00-10:00 and 3:00-7:00) adds at least 30-40 minutes to commute times between Aptos and Santa Cruz. Traveling south on Highway 1 can be a true nightmare with added travel times of well over an hour on Thursdays and Fridays. And even travel during non-peak hours is often much slower than in the past (especially during the spring, summer and fall months).

The 2009 commuting data cited in the study showing very small additional commute times is completely out of date. That sample must have been taken at the depths of the Great Recession, and the low level of economic activity both here locally and across the hill led to relatively light traffic patterns. Our situation today is completely different.

Thank you for soliciting community input.

Ed Rodden
535 Seacliff Drive
Aptos, Ca

I-196a

I-196b

Response to Comment I-196

Ed Rodden

Comment I-196a

Your support for the project has been taken into consideration as part of the project record. Route 1 experiences extended periods of congestion, generally from 6:00 AM to noon and 2:00 PM to 8:00 PM, as stated in the project's 2012 *Traffic Operations Report*. During the morning peak period from 7:00 AM to 10:00 AM, the northbound direction is heavy with commuters heading into the downtown Santa Cruz area and toward Route 17 to the Santa Clara Valley and San Francisco Bay Area. During the evening peak period from 3:00 PM to 6:00 PM, most traffic travels southbound on Route 1 from downtown Santa Cruz and State Routes 17 and 9.

After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Alternative. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) will proceed to final design and construction. As additional funding becomes available, additional Tier II projects will proceed through environmental review and design. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Ed Rodden

Comment I-196b

Additional traffic counts were conducted in late 2016 to identify more current traffic conditions. The results have been incorporated into Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI and are included in the 2017 *Traffic Analysis Update Technical Memorandum*, which provides an update to the 2012 *Traffic Operations Report*. A

comparison of the existing conditions in 2001/2003 reported in the 2012 *Traffic Operations Report* and current (2016) conditions shows that traffic operations have generally deteriorated along the study corridor. The extent and duration of traffic congestion have increased from 2001/2003 conditions, especially in the peak directions of travel (i.e., northbound during the AM peak period and southbound during the PM peak period). Currently, the study corridor is congested for most of the 6-hour peak period in the peak directions; whereas in 2001/03 it was congested for about 4 hours. This information is included in the 2017 *Traffic Analysis Update Technical Memorandum* on pages 9 through 13.

The reason for continuing to use the 2004 Association of Monterey Bay Area Governments Model, which was utilized in the traffic analysis presented in Draft EIR/EA, rather than the recent 2014 Association of Monterey Bay Area Governments Model for traffic forecasting is that the 2004 Association of Monterey Bay Area Governments Model forecasts were found to be closer to the 2016 field volumes than what the 2014 Association of Monterey Bay Area Governments Model forecasts would predict for 2016, suggesting that the 2016 projections obtained from the 2004 Association of Monterey Bay Area Governments Model are more accurate than those obtained from the 2014 Association of Monterey Bay Area Governments Model in terms of the ability of the model to replicate current 2016 conditions. Additionally, the following two key factors support the decision to continue using the 2012 *Traffic Operations Report* results from the 2004 Association of Monterey Bay Area Governments Model for the Final EIR of this project instead of using the recent 2014 Association of Monterey Bay Area Governments Model:

1. The economies in both Santa Clara and Santa Cruz Counties have recovered much more quickly from the 2008 recession than was expected in the population and employment forecasts used

in the 2014 Association of Monterey Bay Area Governments model.

2. While employment growth in Santa Cruz County has been robust since 2011, it has not been enough to slow the growth in demand for out-commuting to Silicon Valley and the greater Bay Area. This type of growth results in increase demand for peak-direction travel on Highway 1.

Traffic forecasts obtained from the 2004 Association of Monterey Bay Area Governments Travel Demand Model and traffic operational analysis results reported in the 2012 *Traffic Operations Report* appear to be low-end estimates. The actual performance of the study corridor in the future could be worse than the estimates provided in the 2012 *Traffic Operations Report*. Similarly, the use of the 2014 Association of Monterey Bay Area Governments Model suggests that traffic forecasts in the peak directions of travel under 2030/2035 conditions could be worse than those reported in the 2012 TOR, thereby further strengthening the need for the proposed project.

Comment I-197

I-197

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: Santa Cruz County Hiway #1 proposed widening
Date: Tuesday, January 19, 2016 2:20:07 PM

From: Elaine Rohlfes [mailto:elainerohlfes@yahoo.com]
Sent: Monday, January 18, 2016 1:02 AM
To: Fowler, Matt C@DOT
Subject: Fw: Santa Cruz County Hiway #1 proposed widening

Dear Matt C. Fowler,

I was advised that Jan 18, 2016 is the last day to make comment re proposal to widen Highway #1 in Santa Cruz County. I am not able to read your exact proposed work on the highway, since the website for the Santa Cruz County Regional Transportation Commission is not active (and is for sale !?)

However, from what I remember , there is a proposal/plan to widen the highway # 1 again (!) I am against that. I think it is a bad idea, waste of time, money, energy, that will not achieve the purpose of eliminating the slow commute traffic. There are other solutions to the slow commute traffic...widening the highway is not one. I have been a resident of Santa Cruz county for 44 years and have also been a commuter to Watsonville from Santa Cruz for 5 yrs., to Salinas from Santa Cruz for 9 yrs., and to San Jose from Santa Cruz for 4 yrs.

Thank-you.

Sincerely,
 Elaine Rohlfes
 831-423-9501

I-197

Response to Comment I-197

Elaine Rohlfs

Comment I-197

Your comments on the proposed project have been taken into consideration as part of the project record. The Final EIR/EA with FONSI has identified the Tier I Corridor HOV Lane Alternative as the preferred alternative for the Tier I project, and the Tier II Auxiliary Lane Alternative as the Tier II preferred alternative. The traffic analysis described in 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI shows that Tier I Corridor HOV Lane Alternative would substantially reduce congestion under future conditions compared to the No Build Alternative; whereas congestion along Route 1 would worsen substantially with future population growth if no improvements are made. The Tier I Corridor HOV Lane Alternative would improve express bus travel speeds, encourage carpooling and vanpooling, and include three bicycle/pedestrian overcrossings to support alternative modes of travel. Additionally, by reducing congestion and improving vehicle travel times, Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions compared to the No Build Alternative, as described in Section 3.2.5, Climate Change under the California Environmental Quality Act.

The Tier II Auxiliary Lane Alternative will proceed to design and construction after approval of the Final EIR/EA with FONSI and is the first phase of implementing the Tier I Corridor HOV Lane Alternative. The other elements of the Tier I project will be constructed in phases, based on the projected availability of funding. In general, future phases will be constructed/prioritized based on their potential to relieve congestion/improve traffic conditions.

The EIR/EA evaluated a Tier I Corridor TSM Alternative, which would have added auxiliary lanes in key locations, as well as several

transportation management elements, but would not have added any new through-lanes. However, the Tier I Corridor TSM Alternative would not provide the same level of congestion-relief as the Tier I Corridor HOV Lane Alternative.

In addition to the two Tier I alternatives that were evaluated in detail in the EIR/EA, Caltrans/Federal Highway Administration considered various other alternatives during development of the EIR/EA that were ultimately dismissed from further discussion, as described in Section 1.5, Alternatives, of the Final EIR/EA with FONSI.

Comment I-198

I-198

From: [Lewie, Matt C@DOT](#)
 To: [Lewie, Matt C@DOT](#), [Lewie, Matt C@DOT](#), [Lewie, Matt C@DOT](#)
 Cc: [Lewie, Matt C@DOT](#)
 Subject: FW: withdraw my earlier email and replace it with this one
 Date: Thursday, December 24, 2015 9:10:58 AM
 Attachments: [ccg-in-comment-on-lewie-2 EIR.docx](#)

From: Michael Rotkin [mailto:openup@ucsc.edu]
 Sent: Wednesday, December 23, 2015 11:43 PM
 To: Fowler, Matt C@DOT
 Cc: gdondoro@scrtc.org
 Subject: Re: withdraw my earlier email and replace it with this one

Date: December 22, 2015

To: SCRTC

Subject: Submitting comments on the Highway 1 Tier I/Tier II Draft Environmental Impact Report/Environmental Assessment (DEIR/EA)

Dear Public Officials,

Although I am a member of the Board of Directors of the Santa Cruz Metropolitan Transit District and an Alternate Appointee from that body to the Santa Cruz County Regional Transportation Commission, I am writing as a private individual to comment on the Draft EIR issued November 4, 2015 for the Highway 1 project. This letter replaces one I had sent earlier on December 18, which I would like to withdraw.

There are many political reasons to support Highway 1 widening with additional lane capacity through the use of additional auxiliary lanes, and I do support such a project as part of a package of county-wide transportation improvements. Because the Draft EIR on the Highway 1 Auxiliary Lane Project indicates the limited ability of the project to reduce congestion on Highway 1, it is my understanding that this project is proposed as part of a longer-term strategy for multi-modal transportation improvements in our county.

I would hope that the Final EIR for this project would add some comment on the feasibility of a "bus on shoulder" alternative for Highway 1. I understand that this project was not investigated as part of the Draft EIR because no agency, including the Santa Cruz Metropolitan Transit District that would be the operator of such a project, has proposed such a project at this point. Nonetheless, some cursory investigation would seem appropriate for the final EIR in response to my comments here. For example: has this alternative been implemented elsewhere in California?

I-198a

I-198b

Has it ever been implemented with the buses involved leaving and returning to regular traffic lanes at interchanges where the roadway is too narrow for traffic on the shoulder (as opposed to as a continuous shoulder option for the full length of the project)? Has it ever been implemented on the outside shoulder of the existing traffic lanes as opposed to on the center side of the lanes? Has Caltrans ever commented on this kind of project? If proposed in the near future, could the environmental review for such a project be tiered off of the current Highway 1 EIR without the need to start a new environmental review from scratch?

On its face, a "bus on shoulder" project offers the opportunity for a relatively inexpensive option that could be implemented quickly if it is feasible within the Highway 1 right of way and that would offer commuters currently feeling they are caught in hell a much quicker way to get from Watsonville to Santa Cruz or even to the Bay Area and back.

I understand that a full investigation of this option would require a significant amount of time and funds that is beyond the scope of the current Environmental review and that such an expanded study would require the prior establishment of a clear project proposal, which currently does not exist, but I am hopeful that the information that the environmental review team has amassed on the Highway 1 project would at least allow some brief response to my comment here in the Final EIR for the Highway 1 Project.

Thank you for your consideration,

Sincerely,

Mike Rotkin
 123 Liberty Street
 Santa Cruz, CA 95060
openup@ucsc.edu
 831-345-8469

I-198b
 cont.

Response to Comment I-198

Mike Rotkin

Comment I-198a

The Tier II Auxiliary Lane Alternative was identified as the preferred alternative for the Tier II project and would add a northbound and southbound auxiliary lane (as well as other improvements) between 41st Avenue and Soquel Drive. This project is anticipated to reduce congestion and improve mainline weaving maneuvers by providing an auxiliary lane, as well as improve safety at the 41st Avenue southbound off-ramp and the Soquel northbound off-ramp by providing speed-reduction warning signs at both ramps as well as curve warning signage at the northbound ramp to Soquel Drive.

The current Tier II project is the first step in implementing the full Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project. The Tier I Corridor HOV Lane Alternative would install new HOV lanes along the entire 9-mile Tier I project corridor, as well as construct several other related improvements. The Final EIR/EA with FONSI analysis finds that the Tier I Corridor HOV Lane Alternative would substantially reduce congestion under future conditions compared to the No Build Alternative, as described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI.

The Tier II Auxiliary Lane Alternative will proceed to design and construction after approval of the Final EIR/EA with FONSI. The other elements of the Tier I project will be constructed in phases, based on the projected availability of funding. In general, future phases will be constructed/ prioritized based on their potential to relieve congestion/improve traffic conditions.

Santa Cruz County Regional Transportation Commission has included improvements to Route 1 while also including improvements for alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz.

Mike Rotkin

Comment I-198b

The Santa Cruz METRO and Monterey-Salinas Transit have evaluated the feasibility of bus on shoulders along SR-1 within Santa Cruz and Monterey counties as part of the *Monterey Bay Area Feasibility Study of Bus on Shoulder Operations on State Route 1 and the Monterey Branch Line*. The potential for operating buses on shoulders along Route 1 is under consideration and would not be precluded by the proposed project.

For answers to the questions posed in this comment, please refer to the *Final Project Report: Monterey Bay Area Feasibility Study of Bus on Shoulder Operations on State Route 1 and the Monterey Branch Line*, which is available at the following link:
<https://mst.org/wp-content/media/Final-Bus-on-Shoulder-Branch-Line-Feasibility-Report-062718.pdf>.

Comment I-199

I-199

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: Highway 1 eir
Date: Monday, January 11, 2016 9:55:26 AM

From: Pamela Rucker (mailto:ruckerma@msn.com)
Sent: Sunday, January 10, 2016 12:48 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 eir

Dear Mr. Fowler:

I live on Freedom Blvd in Aptos. I know traffic has become worse, with morning commute North at practically at a stand still for a good portion of the am.

Widening Hwy 1 will do nothing to alleviate the congestion. There is just too much traffic. Period. I think we need to put our money into some sort of rail system or other public transit and not waste it on another widening. It didn't alleviate traffic the first time, as you know.

I agree with Micah Posner. I have lived here since 1973, and have watched the county grow and change. I suggest building commuter parking lots in south county with adequate commuter vehicles to transport people... something to get people out of their cars. Or a rail system.

thanks,

Pam Rucker

I-199

Response to Comment I-199

Pam Rucker Comment I-199

Your comments have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected by Caltrans as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design. With the addition of HOV lanes, results indicate that buses and other HOVs would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No-Build Alternative.

Santa Cruz County Regional Transportation Commission has included improvements to Route 1, while also including improvements for alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line, in the Expenditure Plan. This plan includes the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz. The rail line project and the scenic trail project are outside the scope of the Route 1 project. Any concerns regarding those projects can be directed to the Santa Cruz County Regional Transportation Commission by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org. Comments regarding possible commuter

parking lots in South County also could be directed to Santa Cruz County Regional Transportation Commission.

Comment I-200

I-200

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Highway 1
Date: Tuesday, January 19, 2016 12:31:34 PM

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

From: Sandra Russell [<mailto:sandrakayrussell@gmail.com>]
Sent: Saturday, January 16, 2016 5:58 PM
To: Fowler, Matt C@DOT
Subject: Highway 1

Although the readings both pro and con on the expansion can be and are confusing, the main objection I see is that the proposed work will not make that much of a difference to the flow of traffic. So why go into the work and expenditure for no real improvement to the situation. The road is really as good as it gets, leave it alone. Sandy Russell, capitol resident.

I-200

Sent from my iPhone

Response to Comment I-200

Sandra Russell

Comment I-200

The EIR/EA analysis shows that without improvements, congestion would substantially worsen on Route 1 in the future with anticipated population growth. The Final EIR/EA with FONSI analysis finds that the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would substantially reduce congestion under future conditions compared to the No Build Alternative. Specifically, the Tier I Corridor HOV Lane Alternative would decrease the AM and PM peak hour delay in the northbound direction by 42 minutes (88 percent) and 21 minutes (84 percent), respectively, compared to the No Build Alternative. In the southbound direction, the Tier I Corridor HOV Lane Alternative would decrease AM and PM peak hour delay by 17 minutes (89 percent) and 40 minutes (82 percent). More information about the traffic analysis is available in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI.

Comment I-201

I-201

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Anderson, Jennifer](#)
Cc: [Bertana, Lara E@DOT](#)
Subject: FW: Comment Hwy 1 EIR
Date: Tuesday, January 19, 2016 2:45:34 PM

From: Anna Sasser [mailto:anna.sasser@gmail.com]
Sent: Monday, January 18, 2016 2:40 PM
To: Fowler, Matt C@DOT
Subject: Comment Hwy 1 EIR

Hello, Mr. Fowler,

We wanted to add our opinion about the proposed improvements to Hwy 1. We feel widening Hwy 1 is a great idea. We don't really know how environmentally correct it is, and hate to take the "people first" stance in regards to the environment, but unless it is very environmentally detrimental, we feel the improvements should be made. We're sure the volume of pollution pouring out of the cars stuck in traffic, on the highway and surrounding surface streets, is incredible. Personally, we avoid going out during the afternoon, because of the traffic, but we're retired, so we are not among those caught in the traffic after a long day at work.

I-201

Our other concern is for the state of mind of the commuters. Sitting in that traffic cannot be conducive to a person's mental health. It is very stressful, and I'm sure you know what that's like yourself. Day after day, cannot be healthy. Also, if people were to get home more quickly, they would have more time to spend with their families, something that would be beneficial to our society in general.

Thank you for hearing our concerns.

Raymond J. Sasser and Anna Dale Sasser
 650 7th Avenue
 Santa Cruz, CA 95062
 (831) 464-9552

No response necessary.

Response to Comment I-201

Raymond J. and Anna Dale Sasser

Comment I-201

Your support for the project has been taken into consideration as part of the project record.

The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

The Tier I Corridor HOV Lane Alternative would generally reduce emissions. In comparison with the 2035 baseline conditions (i.e., No Build Alternative), annual emissions of all criteria pollutants would be reduced, although there would be a minor increase in peak emissions for certain criteria pollutants. Because the study area has not recently exceeded ambient air quality standards, it is unlikely that the standards would be exceeded in the future when total emissions are lower.

With implementation of the Tier I Corridor HOV Lane Alternative, the Year 2035 PM peak hour delay would decrease by 40 minutes, or 84 percent, in the northbound direction and 40 minutes, or 82 percent, in the southbound direction versus the no-build scenario.

Comment I-202

I-202

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertana, Lara E@DOT
Subject: FW: HIGHWAY ONE WIDENING
Date: Thursday, January 14, 2016 8:55:55 AM

From: lbscai@aol.com [mailto:lbscai@aol.com]
Sent: Wednesday, January 13, 2016 10:24 PM
To: Fowler, Matt C@DOT
Subject: HIGHWAY ONE WIDENING

Just wanted to voice my support for the Highway One widening project. We use it often between Santa Cruz and Watsonville and hope you do not listen to those people who live on the west side of Santa Cruz, who regularly condemn this project. Its easy for them to talk when they do not live near this route. I have read comments from these people stating that the widening project will increase the amount of traffic on Highway One. I have to say that this is probably true, because all the traffic currently using side streets (such as my neighborhood) to get to their destination, will hopefully start using Highway One instead, once it is widened all the way, and relieve the traffic currently going through the neighborhoods. It will hopefully also relieve the impact on Soquel Drive and Capitola Road, which turn into parking lots during the evening commute.

Thank you for this opportunity to comment.

Lynn Scally
 118 Allerton Street
 Santa Cruz, CA 95065

I-202

Response to Comment I-202

Lynn Scally
Comment I-202

Your support for the project has been taken into consideration as part of the project record. As discussed in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, with implementation of the project features included as part of the preferred alternative, Tier I Corridor HOV Lane Alternative, traffic delay would be reduced substantially in both the northbound and southbound directions in year 2035. In the northbound direction, the AM peak hour delay would decrease by 42 minutes, or 88 percent; the PM peak hour delay would decrease by 40 minutes, or 84 percent. In the southbound direction, the AM peak hour delay would decrease by 17 minutes, or 89 percent; the PM peak hour delay would decrease by 40 minutes, or 82 percent. The improved freeway conditions would also draw vehicles that would otherwise divert onto parallel arterials back to Route 1, relieving the local city streets from excessive cut-through commuter traffic, as described in more detail in response to Comment I-145b.

Comment I-203

I-203

130 Shelter Lagoon Drive
Santa Cruz, CA 95060
January 24, 2016

Matt Fowler, Environmental Analysis
California Department of Transportation
50 Higuera Street
San Luis Obispo, CA 93401

RE: SANTA CRUZ ROUTE 1 TIER I AND TIER II DRAFT EIR/EA

Dear Mr. Fowler:

Thank you for the opportunity to comment on the abovementioned Draft EIR/EA. Overall, I found the document to be very comprehensive containing a good deal of useful information regarding the proposed projects. However, I do have a few comments and questions that I would like responded to in the Final EIR/EA.

1. PAGE S-vii – S.4.3. No Build Alternative – The last bullet in this section refers to the “Implementation of single interchange improvements at 41st Avenue and Bay Avenue/Porter Avenue” as a standalone project, if the RTC project does not proceed. This isn’t clear. Has the RTC approved this project? Is the RTC project referred to the Tier I project or the Tier II project? And what, precisely, is this standalone project (the reference to RTC 24 isn’t clear)? The same questions apply to the project description on page 1-37.

I-203a

2. PAGE 1-3 – 1.1.2 Project Funding – Local Sales Tax – The references to the previous tax measure proposals are misleading and should be corrected in the Final EIR/Ea. The 2004 didn’t even receive 50% of the vote and the proposed measure in 2008 didn’t go forward largely because of significant community disagreements about the various proposals.

I-203b

3. PAGE 1-11 – Travel Time Delays – The Draft EIR/EA states that the population of Santa Cruz County has doubled in the last 30 years. According to US Census information, the County population in 1984 was about 206,000. The current population is about 260,000. The source of the document's statistic or a correction should be provided in the Final EIR/EA.

I-203c

4. PAGE 1-38 – Eliminated Alternatives – The Draft EIR/EA states that some alternatives were eliminated because "they would not feasibly attain most of the basic objectives of the project." Yet nowhere in the document are the objectives identified. I understand that this is a joint NEPA and CEQA document and that NEPA documents identify a project's Purpose and Need. However, the chapter on CEQA (Chapter 3) does not tie the projects' objectives to the Purpose and Need section. This should be clarified in the Final EIR/EA.

I-203d

5. PAGE 2.1.1-7 – Minor Corrections – The Route 1/Harkins Slough project identified in Table 2.1.1-1 is in the City of Watsonville, not Santa Cruz. Also, it is incorrect to characterize Live Oak or Soquel as villages. Like Aptos, Live Oak and Soquel are parts of the unincorporated area of Santa Cruz County. "Village" is not a meaningful designation. Live Oak, for example, has a greater population than either the cities of Capitola or Scotts Valley. (See also page 2.1.1-5 and other references to Live Oak as a village)

I-203e

6. PAGE 2.1.2-4 – Growth Inducement – The Draft EIR/EA concludes that the highway improvements will not induce growth because "land use policy and zoning constraints make local growth more supply driven than demand driven." However, land use and zoning policies are, ultimately, political decisions subject to change. There are many examples in areas where major infrastructure, like roads, were provided, demand increased, and land use policies changed to accommodate the additional demand. In Santa Cruz County, both UCSC growth decisions and growth in the Silicon Valley are beyond the control of local policy makers and can create significant new demand for housing and commercial development. The proposed Tier I project will significantly increase capacity on Highway 1. As future demand increases from UCSC and Silicon Valley growth, increased pressure on housing supply leading to increased pressure on

I-203f

policy makers to revise land use policies to accommodate this growth. The Final EIR/EA should recognize the potential role of the Tier I project to induce additional growth along the Highway 1 corridor.

I-203f
cont.

7. PAGE 2.1.3-20 – Environmental Justice – The Draft EIR/EA indicates that 20 residents and 48 employees will be affected by the Tier I Corridor Alternative. The document mentions that only one Census Tract Block (1213 Block Group 4) was identified as a minority and/or low-income population location. How many of the affected residents or employees are located in that Block Group?

I-203g

8. PAGE 2.1.5-23 – Induced Demand – Inclusion of a discussion of induced demand in the Draft EIR/EA is appreciated. However, simply summarizing the studies in two sentences seems inadequate given the community concern with this issue and the anecdotal information from numbers of people who won't drive during peak hours due to congestion on Highway 1 and local streets. Santa Cruz County may be different from other communities studied due to the minimal number of alternative routes to the highway. The Final EIR/EA should include an expanded discussion of this issue with statistical data and an explanation as to how other communities studied are similar to Santa Cruz County.

I-203h

9. PAGE 2.1.6-18 – Retaining Walls and Soundwalls – The Draft EIR/EA indicates that the total length of proposed soundwalls is 17,800 feet and the total length of retaining walls is 33,000 feet. The total of the two is 50,300 lineal feet or about 9.6 miles. The length of the project is 8.9 miles or 17.8 miles adding north and south segments. Is it true, then, that the soundwalls and retaining walls combined will be visible on about half of the Tier I project? Or, are there locations with both soundwalls and retaining walls? If so, what is the total length of the project where either soundwalls or retaining walls will be visible?

I-203i

10. PAGE 2.2.6-13FF – Air Quality – Tables 2.2.6-3-8 are very confusing. They all indicated major declines in air emissions whether the projects are constructed or not. This is all counter intuitive since an earlier section of the document indicated significant increases in traffic by 2035. It isn't until a sentence buried in the first paragraph of page 2.2.6-17 that the explanation for this incongruity appears. That is the "predicted reductions in mobile source emission rates are due to improvements in engine

I-203j

Response to Comment I-203

efficiency.” It then appears as if the tables estimating future emissions are comparing apples and oranges (current emissions without engine efficiencies compared to future emissions with these efficiencies). NEPA and CEQA require that the environmental document estimate the potential impacts of a proposed project on the environment. The Final EIR/EA should estimate future emissions under the various options absent the projected engine efficiencies.

**I-203j
cont.**

11. PAGE 2.2.7-4FF – Noise – Environmental Consequences – The presentation here is almost totally unintelligible providing a great of specific information that seems impossible to evaluate. Fortunately, the CEQA Chapter presents an analysis, although brief, as to the overall noise impacts of the project. Unfortunately, the NEPA analysis seems unconcerned with determining whether the project’s impacts will be significant or not.

I-203k

12. PAGE 2.4-14 – Construction Impacts – Mitigations – One Draft EIR/EA mitigation measure states that construction equipment not exceed 86 decibels at 50 feet from the job site from “9 p.m. to 6 a.m.” Does this mean that it is acceptable to exceed this noise level from 6 a.m. to 9 p.m.? This doesn’t seem like much of a mitigation and should be clarified in the Final EIR/EA.

I-203l

13. PAGE 2.4-29 – Tier II Auxiliary Lane Mitigations – Visual – Three mitigation are proposed here which seem reasonable. However, none deal with the timing of when the landscaping and revegetation should be first planted. Given the problems with previous Highway 1 projects, there should be an added mitigation measure requiring that that the landscaping and revegetation be planted immediately upon completion of construction, weather permitting.

I-203m

14. PAGE 3-8FF – Climate Change – The analysis in the Final EIR/EA should be updated as needed based on the recent California Supreme Court case related to Greenhouse Gas emissions analysis.

I-203n

Thank you again for the opportunity to comment on this Draft EIR/EA and I look forward to the responses in the Final document.

Sincerely,

Andrew Schiffrin

Andrew Schiffrin

Comment I-203a

The description of the No Build Alternative for the Route 1 project, which appears both in the Summary and in Section 1.5.4, No Build Alternative, of the Final EIR/EA with FONSI, is based on the assumption that there would be no major construction on Route 1 through the Tier I project limits other than currently planned and programmed improvements and continued routine maintenance. As discussed in Section 1.5.4, the Santa Cruz County Regional Transportation Commission’s 2040 Regional Transportation Plan anticipates implementation of interchange improvements at 41st Avenue and Bay Avenue/Porter Avenue, as detailed under the Tier I HOV Lane Alternative, but as a stand-alone project if the Tier I project does not proceed. In the event that an interchange improvement project at 41st Avenue and Bay Avenue/Porter Avenue were to proceed as a stand-alone project, that project would require a separate environmental document and a separate approval before it could go forward. As a result, the inclusion of these interchange improvements in the No Build Alternative is consistent with California Environmental Quality Act and National Environmental Policy Act requirements.

It is also appropriate to include the interchange improvements at 41st Avenue and Bay Avenue/Porter Avenue as part of the Tier I HOV Lane Alternative, as described in Section 1.5, Alternatives. Improvements to this interchange are necessary in order to construct HOV lanes in the project corridor.

Andrew Schiffrin

Comment I-203b

The interest in presenting factually accurate information is appreciated. As stated in the Final EIR/EA with FONSI, the 2004 ½-cent sales tax ballot measure failed to get the ⅔ majority vote needed

to pass. As stipulated in the ordinance text, “The Ordinance enacting this Chapter shall become effective according to law only if at least two-thirds of the electors voting on the Measure at the election on November 2, 2004, vote to approve its enactment (Source: http://www.smartvoter.org/_/2004/11/02/ca/scz/meas/J/). Though the tax did not receive 50 percent of the vote, the more important metric to note is that a $\frac{2}{3}$ majority vote was not achieved. The final outcome of the ballot measure is presented factually and thus no changes have been made.

As stated in the *Ballot Measure for Transportation Purposes Memorandum* directed at the County of Santa Cruz Board Members dated March 13, 2008, “In conclusion, the current recession makes voter approval of a measure involving new taxes difficult” (Source: http://sccounty01.co.santa-cruz.ca.us/BDS/Govstream2/Bdsvdata/non_legacy_2.0/agendas/2008/20080318-412/PDF/063.pdf). Therefore, the Final EIR/EA with FONSI’s assertion that the 2008 ballot measure was “put on hold due to a weakening economy” is consistent with reasoning presented to County of Santa Cruz Board Members, and no changes have been made.

Andrew Schiffrin
Comment I-203c

Per the U.S. Census, the population of Santa Cruz County in 2015 is over 274,000. In 1970, the population in the county was about 125,000. The statement in the Final EIR/EA with FONSI has been corrected to state that the population has doubled over the past 45 years.

Andrew Schiffrin
Comment I-203d

In the Final EIR/EA with FONSI, the statement referenced in comment I-203d has been revised to specifically refer to the need for the project, which is discussed in detail in Section 1.3.2, Need, of the Final EIR/EA with FONSI.

Andrew Schiffrin
Comment I-203e

Table 2.1.1-1 has been updated to reflect the correct jurisdiction for the Route 1/Harkins Slough Road Interchange. With regard to the use of the term “village” in reference to Live Oak and Soquel, the word “village” was used to ensure consistency with terminology used in the County of Santa Cruz planning documents, including the Soquel Village Plan (County of Santa Cruz 2010) and the General Plan (County of Santa Cruz 1994), which refers to the “village area” of Live Oak. Because Santa Cruz County, as the local land use agency, has elected to use the term “village” to describe Soquel and Live Oak and because discussions of land use in the EIR/EA are based on the County’s planning documents, removing the term “village” would reduce the clarity and precision of these discussions. Therefore, the term “village” was not removed from the Final EIR/EA with FONSI’s discussions of Soquel and Live Oak.

Andrew Schiffrin
Comment I-203f

As documented in Section 2.1.2, Growth, of the Final EIR/EA with FONSI, the growth analyses found that the proposed project would increase relative growth pressures within Santa Cruz County. As documented in more detail in the 2008 *Growth Study* and 2018 *Addendum to the Growth Study*, this finding was in the context where existing growth pressures already exceed the existing and planned supply of housing in Santa Cruz County, indicating that the growth pressures are not the controlling factor in housing and related commercial growth. Review of the factors and constraints affecting growth found no evidence that actual growth with the proposed project would likely be greater or substantially different than that forecast by the 2014 Association of Monterey Bay Area Governments projections. Thus, the project is expected to serve planned growth and would not induce additional growth.

Caltrans, the California Environmental Quality Act lead agency for the proposed Route 1 project, has no control over land use policy; however, Association of Monterey Bay Area Governments is conducting a separate project, the Sustainable Communities Strategy Implementation Project, with the goal of implementing the Metropolitan Transportation Plan/Sustainable Communities Strategy by making it possible for sustainable development to be implemented in the region. To achieve this goal, the Sustainable Communities Strategy Implementation Project will develop toolkits that focus on infill housing, transportation strategies and measures, and economic development. Association of Monterey Bay Area Governments will collaborate with cities to create policies for their general plans and regulations to incorporate into ordinances that would implement the vision of the Metropolitan Transportation Plan/Sustainable Communities Strategy. Please see also the responses to Comments O-6g, O-6k, and I-154d regarding the growth analysis.

Andrew Schiffrin

Comment I-203g

Of the eight residential units housing approximately 20 residents and 12 businesses with approximately 48 employees being displaced, only a service station and mini mart business at the Phillips Conoco 76 at 1500 Soquel Drive will be displaced within Census Tract 1213, Block Group 4. The relocation of the service station and mini mart would affect approximately eight employees.

Andrew Schiffrin

Comment I-203h

As described in Response to Comment O-2s, an updated induced travel study was conducted, and the results showed that a vehicle miles traveled increase due to induced demand generated by the project is expected to be minimal (less than 1 percent) for the project alternatives. For more information, see response to Comment O-2s. With regard to the similarities or differences between Santa Cruz County and other communities in which induced travel has been

studied, the *Highway 1 Widening/HOV Lane Project – Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2018) notes that one of the four factors known to cause induced travel, new development/ additional land use, typically applies where a new roadway is constructed in an undeveloped area; whereas, by contrast, Highway 1 is a well-established highway through Santa Cruz County and the project area encompasses land already developed for the most part.

Andrew Schiffrin

Comment I-203i

There are several key points about sound walls to bear in mind. One is that not all sound walls are guaranteed to be constructed. They must pass two additional hurdles before they would move forward. First, they must prove to be a reasonable cost to construct. Factors, particularly height, may make the walls too expensive to be of value (cost/benefit ratio), particularly if only a few residents benefit from the noise reduction the wall affords. Before this cost can be determined, enough engineering must be completed to understand the required heights and base elevations for the wall. An assessment of the feasibility of noise abatement (sound walls) for the Tier I Corridor Alternatives is included in the Section 2.2.7, Noise, of the Final EIR/EA with FONSI; however, as future Tier II projects are programmed, they will be subject to separate environmental reviews, including updated noise analyses. Secondly, but importantly, sound walls need to be approved by the majority of residents affected by them. If a wall has been found to be reasonable and feasible for construction, then the residents will be given an opportunity to vote on the wall to decide if they want the wall constructed or not. If the majority of residents want the wall (51 percent) then the wall will be considered for construction. As discussed in Section 2.2.7 of the Final EIR/EA with FONSI, soundwalls are not recommended for the Tier II Auxiliary Lane Alternative because they do not meet the reasonableness criteria; however, noise abatement in the form of a

short soundwall or building acoustical treatment will be considered for one house.

In many cases, the proposed sound wall and the retaining walls are stacked, meaning that a proposed sound wall (if it is selected for construction after the process described above) would be added at the top of a retaining wall. However, as the numbers indicate, there would be a substantial length of new walls associated with the project. Nevertheless, not all retaining walls would be visible from the Highway 1 corridor. Most of the retaining walls face outwards from the corridor into the adjacent areas. In general, these are short walls that support the new shoulders. If there are residential areas adjacent to these walls, the sound walls that are ultimately selected for construction would be built above these community-facing retaining walls.

Andrew Schiffrin

Comment I-203j

Regarding annual emissions, an addendum has been prepared with revised emissions using the latest U.S. Environmental Protection Agency-approved emissions factor model (EMFAC2014) and new annual conversion factors. Refer to Response to Comment A-4d from the Monterey Bay Unified Air Pollution Control for results and detailed methodology.

The comparison between the Build Alternatives (2035) and the 2003 conditions appropriately accounts for improvements in vehicular engine efficiency technologies and fuel pollutant concentrations in future years. These emission rate improvements are verified in the California Air Resources Board's EMFAC model, which is universally used in California to estimate vehicle emissions and has been approved for use by the U.S. Environmental Protection Agency and Federal Highway Administration. In Section 2.2.6, Air Quality, of the Final EIR/EA with FONSI, a 2035 baseline is used. As described in Section 2.2.6, it is more appropriate to compare projected air quality impacts under the Tier I Project to the 2035 No

Build conditions than the 2016 existing conditions. A comparison of existing air quality to future conditions with the project could create the mistaken impression that the project improvements will occur soon after the existing condition, as typically occurs in most projects. In a typical air quality analysis, a 20-year time horizon is modeled to demonstrate the conditions that would occur after a number of years of project operation. However, unlike most environmental documents, the proposed project improvements would not be fully constructed in the near term. Instead, the project operations modeled in the air quality analysis are anticipated to begin after 2035. Since the full benefits of the proposed improvements are not anticipated to be realized until after 2035, comparing the project condition with future air quality conditions is much more informative than existing conditions. Additionally, the projected 2035 emissions are lower than existing conditions, because emissions are expected to decrease in future years due to recent rule makings in California, and because the California vehicle fleet becomes less polluting over time as older engines are phased out and replaced by newer, less polluting engines. Because there is a reduction in emissions, for the No Build Alternative and both Build Alternatives, when compared to existing conditions, it is easier to understand the differences in criteria air pollutant emissions under the build alternatives by comparing them with the 2035 No Build Alternative than with existing conditions.

Revised criteria pollutant and ozone precursor emissions are shown below. Annual emissions would be less under the HOV Lane and Tier I Corridor TSM Alternatives when compared to existing 2016 conditions. Thus, the Build Alternatives would result in less than significant California Environmental Quality Act impacts related to criteria pollutant emissions. Criteria pollutant and ozone precursor exhaust emissions would generally decrease with the Build Alternatives, although emissions would increase in certain conditions for sulfur oxides and particulate matter 10 microns or less in diameter. Local monitoring has shown that the study area has not recently exceeded ambient air quality standards. Therefore, it is

unlikely that the standards would be exceeded in the future when total emissions are lower.

Modeled Annual Criteria Pollutant and Ozone Precursor Emissions

Alternative	Criteria Pollutant and Ozone Precursor Emissions (Tons per Year)					
	CO	ROG	NO _x	SO _x	PM ₁₀	PM _{2.5}
Current Conditions (2016)	707	29	173	1.4	39	17
Horizon/Design-Year (2035)						
No Build Alternative (2035 Baseline)	216	11	46	1.1	20	10
TSM Alternative	223	10	40	1.1	23	11
HOV Lane Alternative	212	8	34	1.1	25	12
Current Conditions (2016) Comparison						
No Build Alternative (2035 Baseline)	-491	-18	-127	-0.3	-19	-7
TSM Alternative (2035)	-484	-19	-133	-0.3	-16	-6
HOV Lane Alternative (2035)	-495	-21	-139	-0.3	-14	-5
No Build Alternative (2035) Comparison						
TSM Alternative (2035)	7	-1	-6	0.0	3	1
HOV Lane Alternative (2035)	-4	-3	-12	0.0	5	2

CO = carbon monoxide
 ROG = reactive organic gases
 NO_x = nitrogen oxides
 SO_x = sulfur oxides
 PM₁₀ = particulate matter 10 microns or less in diameter
 PM_{2.5} = particulate matter 2.5 microns or less in diameter

Andrew Schiffrin

Comment I-203k

One of the primary differences between National Environmental Policy Act and California Environmental Quality Act is the way significance is determined. Under National Environmental Policy Act, significance is used to determine whether an Environmental Impact Statement, or a lower level of documentation, will be required. National Environmental Policy Act requires that an Environmental Impact Statement be prepared when the proposed federal action (project) as a whole has the potential to “significantly affect the quality of the human environment.” National Environmental Policy Act does not require that a determination of significant impacts be stated in the environmental documents. California Environmental Quality Act, on the other hand, does require the lead agency to identify each “significant effect on the

environment” resulting from the project and ways to mitigate each significant effect. Therefore, when Caltrans prepares a joint California Environmental Quality Act/National Environmental Policy Act EIR/EA, the discussions of significance are placed in a separate chapter that focuses on California Environmental Quality Act. The discussions of significance are in the project’s Final EIR/EA with FONSI in Chapter 3, California Environmental Quality Act Evaluation.

Noise impact assessments under National Environmental Policy Act are based on predicted worst-hour future noise levels generated by the proposed project, using the project design drawings and future design year traffic conditions. The predicted noise levels are then compared to the Federal Highway Administration Noise Abatement Criteria to determine whether noise abatement measures should be considered based on Caltrans and Federal Highway Administration guidelines for feasibility and reasonableness.

As discussed in the Section 2.2.7, Noise, of the Final EIR/EA with FONSI, soundwalls are not recommended for the Tier II Auxiliary Lane Alternative because they do not meet the reasonableness criteria; however, noise abatement in the form of a short soundwall or building acoustical treatment will be considered for one house.

Assessment of the feasibility of noise abatement for the Tier I Corridor Alternatives is also presented. As future Tier II projects are programmed, they will be subject to separate environmental reviews, including updated noise analyses. As a result of those analyses, some of the projected future noise levels and attenuation recommendations provided in the Final EIR/EA with FONSI could change. In addition, those analyses will evaluate the reasonableness of feasible soundwalls based on cost and technical issues in accordance with the Caltrans Traffic Noise Analysis Protocol.

Andrew Schiffrin

Comment I-203l

This mitigation measure is a Caltrans standard specification, implemented statewide. The intent is to minimize the noise levels generated by construction equipment if there are plans to operate during nighttime hours. As outlined in the measures immediately preceding and following the measure in question, other general measures will be implemented to minimize construction noise impacts.

Andrew Schiffrin

Comment I-203m

Within Section 2.4, Construction-Phase Impacts, Section 2.4.11, Visual/Aesthetics, has been revised to include the following additional measure, “Require the contractor to initiate landscaping and revegetation as soon as feasible upon completion of construction.”

Andrew Schiffrin

Comment I-203n

The comment is not clear regarding the specific California Supreme Court case. The project team, including Caltrans, has determined that the greenhouse gas emissions analysis complies with California Environmental Quality Act.

Comment I-204

I-204

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Beltrina, Lara F@DOT](mailto:Beltrina.Lara.F@DOT)
Subject: FW: Highway 1 Project
Date: Tuesday, January 19, 2016 12:18:53 PM

-----Original Message-----
From: Rebecca Schiffrin [<mailto:rebec307@yahoo.com>]
Sent: Saturday, January 16, 2016 1:16 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 Project

RE: Proposed Highway 1 Expansion

I think that the proposed project to widen Highway 1 in order to lessen its overwhelming congestion is wishful thinking. More cars will immediately fill it.

A better use of the money would be to develop an effective public transportation network to get people out of their cars. Clean fuel buses could move people from Watsonville and points south in a dedicated bus lane. A fleet of jitneys could run on major and minor roads to funnel people to the buses and to their final destinations.

This proposal would require looking at mass transit as a way of confronting this area's suffocating congestion. Santa Cruz County is small enough to make more buses feasible and it would cost less and be more flexible than a rail system. How many energy efficient buses and jitneys would 29 million dollars support?

Increasing CO2 levels is not a forward looking approach to our climate challenge. Please consider an alternative that would encourage less dependence on individual automobiles.

Sincerely,
 Rebecca Schiffrin
 144 Holm Road Spc 89A
 Watsonville CA 95076

I-204

Response to Comment I-204

Rebecca Schiffrin

Comment I-204

Your comments have been taken consideration as part of the project record. The Final EIR/EA with FONSI evaluated the potential for the proposed project to result in induced travel demand and found these effects would be minimal (i.e., less than 1 percent increase in vehicle miles traveled), as described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, which summarizes the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), an addendum to the *Traffic Operations Report*. In other words, while adding the new HOV lanes and reducing congestion could result in some additional highway trips, these effects would not be substantial. Further, the Final EIR/EA with FONSI analysis found that implementation of the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would substantially reduce congestion under future traffic conditions compared to the No Build Alternative.

The proposed project is supportive of transit. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of HOV lanes, results indicate that buses and other HOVs would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No-Build Alternative. It is anticipated that with these improved conditions, additional latent transit demand could be captured (i.e., ridership could be increased). In addition to supporting bus transit, the Tier I Corridor HOV Lane Alternative would provide incentives for carpooling and vanpooling, and thereby encourage less

dependence on individual automobiles. Although various suggestions transit solutions in this comment are outside of the jurisdiction of Caltrans, they could potentially be taken up with the Santa Cruz Metropolitan Transit District, Santa Cruz County Regional Transportation Commission, or other applicable local agencies.

With regard to increasing carbon dioxide levels, the Final EIR/EA with FONSI analysis found that the Tier I Corridor HOV Lane Alternative, by reducing congestion and improving travel times, would decrease carbon dioxide emissions compared to the No Build Alternative. As described in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI, the highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. Therefore, to the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced.

Comment I-205

I-205

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Tier I and Tier II Draft Environmental Impact Report/ Environmental Assessment- Route 1 Santa Cruz
Date: Thursday, November 12, 2015 11:36:57 AM

From: Bob Schneider [mailto:robertsschneider@yahoo.com]
Sent: Tuesday, November 10, 2015 1:55 PM
To: Fowler, Matt C@DOT
Subject: Tier I and Tier II Draft Environmental Impact Report/ Environmental Assessment- Route 1 Santa Cruz

Robert Schneider
 3111 Carriker Lane,
 Soquel, CA 95073

Mr. Matt Fowler, Senior Environmental Planner
 Environmental Analysis, California Department of Transportation
 50 Higuera Street
 San Luis Obispo, CA 93401

Attention: matt.c.fowler@dot.ca.gov
 Deadline: Monday January 18, 2016 at 5:00 p.m.

Re:

SANTA CRUZ ROUTE 1

TIER I – CORRIDOR ANALYSIS OF HIGH OCCUPANCY VEHICLE (HOV) LANES AND TRANSPORTATION SYSTEM MANAGEMENT ALTERNATIVES AND
 TIER II – BUILD PROJECT ANALYSIS OF 41ST AVENUE TO SOQUEL AVENUE/DRIVE AUXILIARY LANES AND CHANTICLEER AVENUE PEDESTRIAN-BICYCLE OVERCROSSING

DISTRICT 5 – SCR – 1, (R7.24/16.13) / EA 0C7300 / PI 05-0000-0023

Tier I and Tier II
 Draft Environmental Impact Report/
 Environmental Assessment

Notwithstanding your option to construct all or a portion of the TIER 1 Analysis, I think the authors of this EIR are perhaps *unknowingly inattentive* in their obligation to explore and clearly document another viable alternative when considering social, financial, and environmental factors as outlined by CEQA. I will attempt to make this brief but need to present supporting logic as follows.

In my opinion, a fourth alternative in the Tier 1 analysis would include drawings that show the construction of one additional mixed flow lane in both directions between Morrissey Boulevard and San Andreas while also constructing auxiliary lanes between Morrissey Boulevard and Bay Street but no further southward. This would be done to draw a clear distinction between the more costly alternative of constructing both an HOV and auxiliary lanes between Morrissey Boulevard and San Andreas Road as currently shown on the plan drawings. Intuitively, this fourth alternative would be much less costly while still providing a significant reduction in congestion during peak hours.

Why HOV Lanes?

In California, the goals of HOV lane are to reduce congestion and improve air quality. As stated HOV lanes are considered a viable alternative in meeting federal air quality conformity standards for capacity-

increasing improvement projects in metropolitan areas.

My basic premise is that an HOV lane cannot be substantiated for this Tier 1 program due to air quality considerations or by the parametric qualification of being located in a metropolitan area. As noted in Section 2.2.6 Air Quality, conformity analysis includes verification that the project is included in the regional conformity analysis and a "hot spot" analysis if an area is "nonattainment" or "maintenance" for carbon monoxide and/or particulate matter (PM10 or PM2.5). As noted in the referenced EIR, Santa Cruz County is in attainment area. The key statements within this section indicate that both Tier 1 HOV lane alternative and the Tier 1 Corridor TSM would NOT result in an adverse impact related to annual project level emissions. Bottom line is that no adverse operation impact was identified, and no avoidance, minimization and/or mitigation measures are required due to the atmospheric conditions that define Santa Cruz County. By corollary, the goal of air quality does not support the need to install an HOV lane in Santa Cruz County for this corridor. Also by most definitions, implying that Santa Cruz County is a metropolitan area say similar to the "Bay Area" or "Southern California is an unreasonable stretch of the English language and/or the accepted definition of the word metropolitan either now or in the foreseeable future.

In addition, it should be noted that within the 2007 "STATE ROUTE 1 HOV LANE WIDENING PROJECT (FROM MORRISSEY BOULEVARD TO SAN ANDREAS ROAD) - HOV REPORT inclusive in this Tier 1 program document, the observed number of dual passenger vehicles appeared to average around 15% of the vehicles observed. There is no evidence or plausible logic that an HOV lane in Santa Cruz County will operate at or even close to capacity during peak hours now or in the future thus not optimizing vehicle throughput. This technical report goes on to state that the HOV lane strategy focuses on increasing the person mobility, instead of the vehicle throughput. Please attempt to explain that sentence which alone sounds like classic doublespeak that distorts and disguises the reports flimsy conclusion for optimizing person mobility over vehicle throughput by virtue of the installation of HOV lanes.

I do hope my comment was brief enough. I presume Wilbur Smith authors of the 2007 HOV Report will need to weigh in as well as others.

Regards

Robert S Schneider
 c 831 295 7631

I-205b
 cont.

I-205c

I-205a

I-205b

Response to Comment I-205

Robert S. Schneider

Comment I-205a

An alternative with additional mixed-flow lanes, and no HOV lanes, from Morrissey Boulevard to San Andreas Road/ Larkin Valley Road was evaluated early in the scoping process. It was determined that this alternative would not meet the Caltrans and Santa Cruz County Regional Transportation Commission approved purpose and need for the project, as identified in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI. Without specifically dedicating an HOV lane in each direction, this alternative would have been less effective than the Tier I Corridor HOV Lane Alternative in addressing the aspects of the project purpose related to promoting the use of alternative transportation modes as a means to increase transportation system capacity and in encouraging carpooling and ridesharing. In general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane; however, the vehicles using the adjoining general-purpose lanes would be indirect beneficiaries of the HOV lane due to the shift of carpoolers, vanpoolers, etc., from general-purpose lanes to the HOV lane. Experience with HOV lanes from around the country has shown a positive relationship between ridership and travel time savings, suggesting that as congestion grows, the travelers' willingness to carpool or ride a bus that uses the HOV lane also grows. Refer to response to Comment I-205c for additional information.

With regard to the suggestion to eliminate auxiliary lanes south of the Bay Avenue/ Porter Street interchange as a cost-savings measure, the Tier I Corridor HOV Lane Alternative is anticipated to be implemented in a series of phases. The prioritization for the implementation of the phases is based on the potential for various elements of the Tier I project to relieve congestion and minimize traffic hot spots along the corridor. As currently planned, the earliest phases would construct auxiliary lanes between interchanges and

bike/pedestrian overcrossings. After the construction of the current Tier II project (the 41st Avenue – Soquel Drive Auxiliary Lane project), the next Tier II projects would be the Mar Vista Drive pedestrian/bicycle overcrossing project, the auxiliary lane projects between State Park Drive Interchange, and the Bay/Porter Avenue Interchange, as proposed in the Measure D, Transportation Improvement Plan. The implementation of all auxiliary lanes included in the Tier I Corridor HOV Lane Alternative has been prioritized above the implementation of the HOV lane itself, based on the evaluation of the costs and benefits of the various components of this alternative. More information about the phasing of the Tier I Corridor HOV Lane Alternative is provided in response to Comment I-44b.

Robert S. Schneider

Comment I-205b

The comment suggests that because Santa Cruz is already in conformity for air quality, there is no need for transportation projects to help improve air quality. As described in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI, the purpose of the Tier I project is to reduce congestion, promote the use of alternative transportation modes as means to increase transportation system capacity, and encourage carpooling and ridesharing. While the reduction of congestion, promotion of alternative transportation modes, and encouragement of carpooling and ridesharing may help improve air quality, the improvement of air quality is not specifically identified as a purpose of the project. Similarly, the discussion of project need in Section 1.3 of the Final EIR/EA with FONSI does not identify air quality improvement as a project need; rather, this discussion focuses on needs such as travel time delays due to congestion, cut-through traffic on local streets, and limited opportunities for pedestrians and bicyclists to safely get across Route 1 within the project corridor.

Robert S. Schneider

Comment I-205c

In general, there are proposed to be three through lanes in each direction along the study corridor under the HOV Lane Build Alternative. At a lane capacity of 2,100 vehicles per hour, the capacity of a three-lane section is about 6,300 vehicles per hour. Since the corridor is operating at or above capacity for most of the commute hours, at 15 percent carpool rate, it is expected that about 945 vehicles would have multiple occupants. Assuming an average occupancy of 2.1 persons per vehicle for these 945 vehicles, the person throughput of the HOV lane is expected to be about 2,000 persons per hour, which is almost equivalent to the vehicle throughput of a general-purpose lane. Additionally, these 2,000 persons per hour would travel at the speed limit, while the users of the GP lanes would be stuck in congestion and travel at slower speeds, thereby further reducing the vehicle throughput of the GP lanes.

According to the Federal Highway Administration's *Federal-Aid Highway Program Guidance on HOV Lanes*, September 2016, the primary purpose of an HOV lane is to increase the total number of people moved (person throughput) through a congested corridor by offering two kinds of incentives: a savings in travel time and a reliable and predictable travel time. Since an HOV lane carries vehicles with a higher number of occupants, they may move significantly more people during congested periods, even when the number of vehicles that use the HOV lane is lower than on the adjoining general-purpose lanes. In general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane, while vehicles using the adjoining general-purpose lanes are indirect beneficiaries due to the shift of carpoolers, vanpoolers, etc. from general-purpose lanes to the HOV lane. Experience with HOV lanes from around the country has shown a positive relationship between ridership and travel time savings, suggesting that as congestion

grows, the travelers' willingness to carpool or ride a bus that uses the HOV lane also grows.

Comment I-206

I-206

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Comments Re: Draft EIR Tier I/II Highway One, Santa Cruz County
Date: Tuesday, January 19, 2016 2:55:25 PM
Attachments: Viewpoint_9AptosLandscapeUnit.png

From: barry_scott@sbcglobal.net [mailto:barry_scott@sbcglobal.net]
Sent: Monday, January 18, 2016 5:28 PM
To: Fowler, Matt C@DOT
Subject: Comments Re: Draft EIR Tier I/II Highway One, Santa Cruz County

Dear Mr. Fowler,

I write in strong opposition to adding lanes to highway one as described in the draft EIR documents:
<http://sccrtc.org/projects/streets-highways/hwy1corridor/sccrtc.org>
 The Campaign For Sustainable Transportation will submit more detailed comments, and I will be a signatory of their comments.
 But I also wish to make my own comments as follows:

The EIRs fail to account for the additional traffic that they'll surely attract and this is simply in direct opposition to our own county Regional Transportation Plan goals of reducing Vehicle Miles Traveled and getting people to use cars less and use other forms of transportation.
 Adding highway lanes is also not likely to be necessary as our population growth is limited by the amount of water available and other constraints. Additional lanes are likely to induce more long-distance commuters, which would defeat the goal of congestion relief.

Finally, while parts of our county are already densely developed, others are not. The stretch of highway through quiet and tranquil Aptos has two lanes in each direction and that is quite adequate and only becomes backed up due to other problems closer to the city of Santa Cruz.

I'm attaching an image from the Tier I report, "Figure 2.1.6-6: Key Viewpoint #9 in the Aptos Landscape Unit, Tier I Corridor HOV Lane Alternative". When I saw the before and after images I was stunned. We don't need that level of expansion anywhere along the coast. It's not needed for local traffic and we object strongly to building lanes to promote unsustainable commuting.

Please, please, reject these plans, and especially the level of work described in Tier I documents.

Warm regards,

Barry Scott

Barry Scott
 State Program Director, [The NEED Project](http://TheNEEDProject.org)
 260 Rio Del Mar Blvd. #23
 Aptos, CA 95003
bscott@need.org
barry_scott@sbcglobal.net



Figure 2.1.6-6: Key Viewpoint #9 in the Aptos Landscape Unit, Tier I Corridor HOV Lane Alternative

Response to Comment I-206

Barry Scott

Comment I-206a

Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, which summarizes information in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), included as an addendum to the *Traffic Operations Report*. As described in this section, elasticity calculations indicate that induced demand (i.e., the potential for adding additional highway capacity to induce more people to drive) would result in a less than 1 percent increase in vehicle miles traveled for both Tier I build alternatives. In other words, while the proposed improvements would result in some additional induced traffic, these effects would be minimal.

Please also refer to the discussion of cut-through traffic in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI. As shown in Figure 2.1.5-4, cut-through traffic on major arterials parallel to Highway 1 would decrease under the Tier I Corridor HOV Lane Alternative compared to the No Build scenario conditions. This would include reduced traffic along Soquel Drive in the area of Aptos.

Barry Scott

Comment I-206b

Your comments have been taken into consideration as part of the project record. As acknowledged in the Final EIR/EA with FONSI, the proposed improvements under either of the Tier I Corridor Alternatives would have an adverse impact on the visual quality of the corridor. New soundwalls and retaining walls would limit views into or out of the highway corridor and would likely be perceived as increasing the urbanized character of the corridor. The project also would involve removal of large amounts of vegetation, which would

greatly change the existing visual environment of the corridor, as depicted in Figure 2.1.6-6.

Mitigation measures have been developed to address the preservation of the existing vegetation to the greatest extent feasible. Specific mitigation measures include planting native species that can adapt well to a roadside environment, planting large trees within areas disturbed by construction, establishing vines on both the fences and sound walls along the corridor, and implementing a 3-year establishment period for the plantings. Pursuant to the mitigation measures included in the Draft EIR/EA, Santa Cruz County Regional Transportation Commission and Caltrans have developed, in coordination with the community, a set of aesthetic guidelines for the corridor structures, which will guide the development of location-specific measures for subsequent Tier II projects to avoid, minimize, and mitigate impacts to the aesthetic integrity of the project corridor. Each future Tier II project will develop location-specific measures in coordination with the Santa Cruz County Regional Transportation Commission and local stakeholders as detailed design plans for each of the projects become available.

For example, aesthetic treatments to hardscape surfaces may incorporate designs or images organized around a theme selected by the community, such as the natural environment or local history. If a theme is selected for one Tier II project, subsequent Tier II projects would build on that theme. For more information regarding the mitigation of visual impacts, please see Section 2.1.6, Visual/Aesthetics, of the Final EIR/EA with FONSI. Additionally, mitigation measures described in Section 2.3.1, Natural Communities, and Section 2.3.2, Wetlands and Other Waters, of the Final EIR/EA with FONSI will require Caltrans/Federal Highway Administration to replace areas of natural habitat that would be affected by the project. For more information, please see response to Comment O-2x.

Comment I-207

I-207

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Comments re: Tier I Draft EIR, Highway One, Santa Cruz County
Date: Tuesday, January 26, 2016 3:46:41 PM

From: Barry Scott [mailto:bscott@need.org]
Sent: Monday, January 25, 2016 5:56 PM
To: Fowler, Matt C@DOT
Subject: Comments re: Tier I Draft EIR, Highway One, Santa Cruz County

Dear Matt,

Thank you for providing the extension to allow for comments.
 I would like to add to my prior statement criticizing the Tier I highway expansion as inconsistent with our Regional Transportation Plan goals.
 I meet with others of like mind and share their concerns, listed below:

I-207a

The TSM measures fail to have significant impacts on congestion.
 EIR indicates a 25% increase in GHG compared to now build.
 Tier I project fails to meet our RTP goal of reducing vehicle miles traveled.
 The EIR fails to evaluate alternatives to the addition of lanes "solution".
 Induced travel needs to be considered and included in the EIR.
 Highway congestion projections seem contradictory and need clarification.

I-207b
 I-207c
 I-207d
 I-207e
 I-207f
 I-207g

The EIR document is dated, many parts of it are obsolete, it needs careful revision.
 The EIR document doesn't meet the current conceptual goals of Caltrans, et al., which direct us away from the dependence on motor vehicles and freeway expansion.

I-207h
 I-207i

I strongly stand with the providers of statements from our local Campaign for Sensible Transportation and the Sierra Club, Santa Cruz Group, that you will receive.

In closing, our community is largely open to alternatives to motor vehicle dependence and concerned with the failure of the motor vehicle and highway era to serve our needs in a sustainable way. We can lead the way and model for other cities in the state the combination of alternatives to driving that really serve us and future generations in more sustainable ways, including more walking, cycling, rail transit and transit based development.

I-207j

Warmest regards,

Barry

Barry Scott
 State Program Director, The NEED Project
 mobile: 209.482.5663
bscott@need.org

Response to Comment I-207

Barry Scott Comment I-207a

Your comments have been taken into consideration as part of the project record.

Barry Scott Comment I-207b

Largely because it does not provide the same congestion relief benefits as the Tier I Corridor HOV Lane Alternative, the Tier I Corridor TSM Alternative was not selected as the preferred alternative. The Tier I Corridor HOV Lane Alternative was instead selected as the preferred alternative.

Barry Scott Comment I-207c

In 2017 an updated analysis of greenhouse gas emissions was conducted, using the latest U.S. Environmental Protection Agency-approved emissions factor model (EMFAC2014) and new annual conversion factors. Based on this update, Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI has been revised with the most current greenhouse gas projections. The comment restates a conclusion in the Draft EIR/EA, which is updated in Section 3.2.5 of the Final EIR/EA with FONSI. Section 3.2.5 summarizes findings from the *Air Quality Study Report Addendum (2018)*. Please refer to Response to Comment A-4d from the Monterey Bay Unified Air Pollution Control for results and detailed methodology. The results of the new analysis indicate that the Tier I Corridor HOV Lane Alternative would result annually in 505 metric tons less of carbon dioxide than the No Build Alternative, and the Tier I Corridor TSM Alternative would result in an annual increase of 2,405 metric tons of carbon dioxide compared with the No Build. The emissions decrease for the Tier I Corridor HOV Lane Alternative compared with the No Build

Alternative is likely tied to significant improvements in vehicle speeds that offset increased vehicle miles traveled, reflecting improvements in congestion.

Barry Scott

Comment I-207d

As described in response to Comment I-152d, the vehicle miles traveled projections included in the Final EIR/EA with FONSI are corridor-level estimates, but not county-level estimates. Vehicle miles traveled values for the Tier I Corridor HOV Lane Alternative would increase at the corridor level, even though this alternative would result in decreases in vehicle miles traveled at the region or county level. This is because the corridor-level analysis does not include the reduction in vehicle miles traveled values due to the shift of traffic from parallel corridors and due to the shifting of some trips to alternate travel modes (public transit, carpooling, bicycling, and pedestrian modes). Please see the response to Comment I-152d for further information.

Barry Scott

Comment I-207e

Please refer to Section 1.5, Alternatives, of the Final EIR/EA with FONSI for discussion of the alternatives that were considered for the Proposed Project. The commenter is correct that all action alternatives considered for the Proposed Project involved addition of at least auxiliary lanes; however, many of the alternatives considered other congestion management approaches in combination with additional auxiliary or through-lanes. Largely, this was because the project alternatives were required to address the basic identified project purpose and need. As described in Section 1.3, Purpose and Need, fundamental deficiencies identified on Route 1 within the project corridor included bottlenecks in the southbound and northbound directions, travel time delays due to congestion, and cut-through traffic on local streets caused by drivers seeking to avoid

congestion on the highway. In general, it is believed that additional capacity is needed to address these problems.

California Environmental Quality Act requires that an EIR evaluate a reasonable range of potentially feasible alternatives that both accomplish most of the basic project objectives and reduce or eliminate one or more of the significant impacts of the proposed project. Because both of the action alternatives carried forward for detailed analysis in the EIR/EA would feasibly achieve most of the project objectives and reduce or eliminate one or more significant effects (e.g., the Tier I Corridor HOV Lane Alternative would achieve greater reductions in congestion resulting in fewer greenhouse gas emissions, while the Tier I Corridor TSM Alternative would have a smaller footprint and would therefore have lesser impacts on biological resources), the alternatives analysis in the EIR/EA is appropriate and in accordance with the California Environmental Quality Act Guidelines. Additionally, as detailed in Section 1.5.6, Alternatives Considered but Eliminated from Further Discussion, of the Final EIR/EA with FONSI, the Project Development Team considered various alternatives that were ultimately determined to either not meet the project objectives or not reduce or eliminate significant environmental effects. Together with the alternatives analyzed in detail in the Final EIR/EA with FONSI, these represent a reasonable range of alternatives pursuant to California Environmental Quality Act.

Please refer to response to Comment I-207j for discussion of other projects being undertaken by Santa Cruz County Regional Transportation Commission that involve alternative modes of transportation.

Barry Scott

Comment I-207f

As described in Response to Comment O-2s, Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI includes an updated discussion of the potential

to attract additional traffic (“induced demand”). The results showed that an increase in vehicle miles traveled due to induced demand generated by the project is expected to be minimal (less than 1 percent) for the project alternatives. For more information, please see response to Comment O-2s.

Barry Scott

Comment I-207g

As discussed in the response to Comment I-152i, the highway congestion projections reflect existing conditions that are already heavily congested. Therefore, although some measures of effectiveness, such as vehicle travel time are projected to change substantially, other measures of effectiveness, such as vehicle miles traveled, are projected to have relatively small changes. For example, northbound corridor during the AM peak period and southbound corridor during the PM peak period were operating at levels of service C or D under 2003 conditions but would worsen drastically and operate at level of service F under 2035 No Build conditions. Due to this drastic worsening of traffic operations under 2035 No Build conditions, average vehicle travel times are expected to increase substantially. Because of this, the number of vehicle trips and the vehicle miles traveled value would not increase as much as expected because most traffic is stuck in congestion. Hence, the modest growth in vehicle miles traveled is due to the large increase in queued traffic and vehicle travel times.

Barry Scott

Comment I-207h

Where appropriate, updated information has been incorporated into the Final EIR/EA with FONSI, including information pertaining to traffic, air quality, greenhouse gases, growth, and cumulative impacts. Please refer to response to Comment O-2g and O-2i for additional information on the updates performed for the Final EIR/EA with FONSI.

Barry Scott

Comment I-207i

Caltrans’ stated mission is to “provide a safe, sustainable, integrated and efficient transportation system to enhance California’s economy and livability.” The California Transportation Plan is a statewide, long-range transportation plan to meet our future mobility needs and reduce greenhouse gas emissions. The California Transportation Plan defines performance-based goals, policies, and strategies to achieve our collective vision for California’s future statewide, integrated, multimodal transportation system. It serves as an umbrella document for all other statewide transportation planning documents. The California Transportation Plan 2040 identifies the statewide transportation system needed to achieve maximum feasible greenhouse gas emission reductions while meeting the State’s transportation needs. While Metropolitan Planning Organizations have primary responsibility for identifying land use patterns to help reduce greenhouse gas emissions, California Transportation Plan 2040 identifies additional strategies in pricing, transportation alternatives, mode shift, and operational efficiency. The implementation of *California Transportation Plan 2040* includes improving highways and roads as well as public transit, bicycle and pedestrian facilities, and other improvements. The highest levels of carbon dioxide from mobile sources such as automobiles occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced. For more information, please see response to Comment O-2k.

Barry Scott

Comment I-207j

Your comments have been taken into consideration as part of the project record. Please see responses to Comments O-2a through O-

2aa for responses to Comments from the Campaign for Sensible Transportation, and responses to Comments O-5a through O-5p for responses to Comments from the Sierra Club, Santa Cruz Group. The Tier I Corridor HOV Lane Alternative (which was selected as the preferred alternative) will provide improved pedestrian and bicycle infrastructure and will encourage use of transit and HOVs through provision of HOV lanes. Passenger rail is outside the scope of this project and outside of Caltrans' jurisdiction. However, the Santa Cruz County Regional Transportation Commission is considering the Santa Cruz Branch Rail Line project in its Expenditure Plan. Please direct comments and concerns regarding this projects and other possible alternative transportation projects to Santa Cruz County Regional Transportation Commission.

Comment I-208

I-208

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertana, Lara F@DOT](mailto:Bertana.Lara.F@DOT)
Subject: FW: Hwy1 comments
Date: Wednesday, January 20, 2016 1:44:49 PM

-----Original Message-----
From: dantan@baymoon.com [<mailto:dantan@baymoon.com>]
Sent: Tuesday, January 19, 2016 7:53 PM
To: Fowler, Matt C@DOT
Subject: Hwy1 comments

Dear Mr. Fowler:

I recommend adding metering signals on ramp signals to be activated during peak traffic times on Hwy. 1 through the Santa Cruz County area in question. These signals are shown to be an effective element to ease traffic congestion on freeways and I believe would be very useful here as well.

Thank you for soliciting residents' recommendations.

Isabelle Scott
 418 Sumner St.
 Santa Cruz, CA 95062

I-208

Response to Comment I-208

Isabelle Scott

Comment I-208

After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Alternative as the preferred alternatives. As discussed in Chapter 1 of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative includes highway interchange reconfigurations and improvements such as ramp metering, on-ramp HOV bypass lanes, and California Highway Patrol Enforcement areas will be included with the Tier I Corridor HOV Lane Alternative. The Final EIR/EA with FONSI evaluated the Tier I Corridor HOV Lane Alternative at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment I-209

I-209

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: New submission from Contact Form-Seales,P
Date: Tuesday, January 19, 2016 11:35:55 AM

.....
Kim Shultz, Highway 1 Project Manager/Senior Planner
Regional Transportation Commission[sccrtc.org]
 831.460.3208

From: Contact Request Form [<mailto:admin@sccrtc.org>]
Sent: Tuesday, January 12, 2016 11:42 AM
To: info@sccrtc.org
Subject: New submission from Contact Form

This Contact Request Form has been submitted by a member of the public to
[http://sccrtc.org/contact-us/\[sccrtc.org\]](http://sccrtc.org/contact-us/[sccrtc.org]).

Name

pauline seales

Email

paulineseales120@gmail.com

Subject

No Highway Widening

Your Message

I'd like to make two points. Firstly the EIR on the bond proposal is flawed, including conflicting and incorrect statements and fails to address greenhouse gas emissions adequately. The most important point is that international COP 21 conference agreed that in order to limit warming to 2 deg C we need to have ZERO emissions by 2050. Many scientists say we need to do it even more rapidly. Transportation is about 70% of county emissions and only major rethinking can reduce that. We need an expanded and improved Metro system and the rail line and some major innovations (bus on shoulder? free bus passes). The proposed Highway 1 widening is more "business as usual" which will be disastrous for the whole world. We need to make BIG changes. If Not Now, When?

I-209a

I-209b

Response to Comment I-209

Pauline Seales

Comment I-209a

Your comments have been taken into consideration as part of the project record. Please refer to Section 3.2.5, Climate Change, under the California Environmental Quality Act of the Final EIR/EA with FONSI. As described in that section, Caltrans and its parent agency, the Transportation Agency, have taken an active role in addressing greenhouse gas emission reduction and climate change. One of the main strategies in the Caltrans's Climate Action Program to reduce greenhouse gas emissions is to make California's transportation system more efficient. The highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced. The proposed project is designed to decrease congestion and increase vehicle speeds on Route 1 during the heavily congested peak hours. As shown in Table 3-1 of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative would reduce carbon dioxide emissions during AM and PM peak hours compared to the No Build and Tier I Corridor TSM Alternatives.

Pauline Seales

Comment I-209b

Your comments have been taken into account as part of the project record. Transit service and passenger rail are outside of the jurisdiction and outside of the scope of the proposed project; however, Santa Cruz County Regional Transportation Commission is studying the potential reuse of the existing Santa Cruz Branch Rail Line to provide passenger rail service, which is a project that is included in Santa Cruz County Regional Transportation

Commission's Expenditure Plan. Santa Cruz County Regional Transportation Commission, the Santa Cruz Metropolitan Transit District, and/or other applicable local transit agencies may consider other improvements to the transit system.

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would be supportive of transit. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of HOV lanes, results indicate that buses and other HOVs would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No Build Alternative. Because of these improvements in bus travel times, it is estimated that the Tier I Corridor HOV Lane Alternative could capture a significant portion of latent transit demand (i.e., could increase bus ridership).

Comment I-210

I-210

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Santa Cruz Route 1 Tier I, II Draft EIR nov 2015
Date: Friday, January 15, 2016 12:25:17 PM

From: Pauline Seales [mailto:paulineseales120@gmail.com]
Sent: Friday, January 15, 2016 12:11 PM
To: Fowler, Matt C@DOT
Subject: Santa Cruz Route 1 Tier I, II Draft EIR nov 2015

Santa Cruz Route 1 Tier I, II Draft EIR nov 2015
 I have attempted to review the document.
 One major problem is that none of the options analyzed aligns exactly with the current RTC proposal.
 In any case I am very concerned about the inadequate coverage of Green house gas emission reduction.
 I have reviewed the County's own **Climate Action Strategy** document.
 The Executive Summary includes

page S-1

The inventories indicate that 70 percent of the community emissions in 2009 were generated by the transportation sector.

The State has also set a long-term reduction target for 2050, which is 80 percent below 1990 levels.

Since the strategy was published in 2013 scientific data has shown that climate change is accelerating and each year has been hotter than the previous one with stronger storms, more ice melting, more wild fires, droughts etc.
 At the Cop 21 conference in 2015 180 countries reaffirmed the goal of limiting global temperature increase well below **2 degrees Celsius**, while urging efforts to limit the increase to **1.5 degrees**. They also agreed that achieving this would require a "carbon-neutral" world by 2050 or sooner. This would mean being 95% or more below 1990 levels - even more challenging than the county goal.

It is clear that with transportation such a major contributor in our county, the 2050 goals will only be achievable if all possible strategies are employed, especially those designed to reduce Vehicle Miles Travelled (VMT) Fortunately after the Pope's encyclical and visit the general public are much more aware of the Climate Change problem and expect their elected officials to act appropriately.

The EIR failed to address alternatives to the highway projects. (I would personally vote for a 1 cent sales tax increase if it included major improvements to the Metro system, full funding of the rail project, and set up a "Citizens Transportation Ideas Group" similar to the Water Advisory recently used in Santa Cruz. While the EIR and the tax measure are legally separate they are closely related)
 Sadly the County RTC now seems to be ignoring many of the excellent ideas

I-210a

I-210b

I-210c

I-210d

included in it's own previous **Climate Action Strategy** document. It seems unwise and possibly illegal (per SB743 note below) to fund Highway widening projects which will negatively affect the urgent long term plan for Greenhouse gas reduction, especially when many of the excellent ideas in the earlier plan are still unfunded or inadequately funded.

The draft EIR admits that the highway project will increase Greenhouse gases, without providing any real "congestion relief" The authors seem to be unaware of a new state bill

SB 743 2013 Steinberg amendment to the California Environmental Quality Act CEQA
 adopts streamlining provisions for infill projects in transit priority areas, and shifts regulatory focus from maintaining or improving traffic level of service to reducing VMTs.
http://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743 [leginfo.ca.gov]

Pauline Seales

Below are some selected quotes from the **Santa Cruz County Climate Action Strategy Table 3-2: Strategies for the Reduction of Greenhouse Gases from Transportation**

- T-1 Reduce vehicle miles traveled (VMT) through County and regional long range planning efforts
 - T-2 Increase bicycle ridership and walking through incentive programs and investment in bicycle and pedestrian infrastructure and safety programs
 - T-3 Provide infrastructure to support zero and low emissions vehicles (plug in, hybrid plug-in vehicles)
 - T-4 Increase employee use of alternative commute modes: bus transit, walking, bicycling, carpooling, etc.
 - T-5 Reduce County fleet emissions
- Strategy T-1:**
Reduce vehicle miles traveled (VMT) through County and regional long range planning efforts

- T-1.1 Support the viability of rail transit through land use planning using a range of transportation, housing and commercial land use strategies.
- T-1.2 Study and consider adjusting transportation and roadside impact fees to promote multimodal transportation infrastructure improvements.
- T-1.3 Complete the Santa Cruz County Sustainable Communities and Transit Corridor Plan (underway).
- T-1.4 Participate in Regional planning efforts, including the Regional Traffic

I-210d
 cont.

Response to Comment I-210

Model Improvement Plan, Regional Sustainable Communities Plan, Regional Transportation Plan, and the Regional Housing Needs Assessment, with a focus on climate action goals and emission reduction (ongoing).

T-1.5 Develop mixed use and infill ordinances that incorporate sustainable communities concepts.

T-1.6 Develop a reuse plan for the Davenport cement plant property that incorporates public transit, pedestrian and bicycle access, and renewable energy elements.

T-1.7 Prepare a County Economic Vitality Strategy and promote economic development activities that create local jobs to reduce employee commute trips out of the County (ongoing).

T-1.8 Promote the development of affordable housing to reduce employee commute trips from surrounding counties into Santa Cruz County (ongoing).

T-1.9 Incorporate complete streets concepts into the Zoning Ordinance and into developments (ongoing).

T-1.10 Ensure that development projects contain measures that enhance multi-modal transportation options (ongoing).

T-1.11 Review site design criteria in the Zoning Ordinance for opportunities to emphasize pedestrian and bicycle amenities and connections between and among neighborhoods, commercial areas, schools and recreation sites.

T-1.12 Consider unbundling parking costs as part of Transportation Demand Management programs (i.e. require that parking is paid for separately and is not included in rent for residential and commercial space).

T-1.13 Implement the policies of the Sustainable Community and Transportation Corridor Plan when it is completed.

**I-210d
cont.**

Pauline Seales

Comment I-210a

The EIR/EA is separate from the Santa Cruz County Regional Transportation Commission Expenditure Plan and instead focuses specifically on the Tier I Corridor Alternatives, which are evaluated at a programmatic level, and the current Tier II build alternative, which is evaluated at a project level. Please refer to Chapter 1, Proposed Project, of the Final EIR/EA with FONSI for additional information on the project background and how the Tier I and II projects fit into Santa Cruz County Regional Transportation Commission's planning and funding processes.

Pauline Seales

Comment I-210b

The project is one of many transportation projects planned in Santa Cruz County. In California, responsibility for transportation planning and coordination is assigned to regional transportation planning agencies. The Santa Cruz County Regional Transportation Commission is the designated regional transportation planning agency. The Regional Transportation Commission is required to periodically undertake long-range planning efforts to set the course for meeting the transportation needs of their respective regions and communities over a 20+ year timeframe. This long-range planning effort is called the *Regional Transportation Plan*, and it reflects a wide spectrum of sustainability objectives for this long-range planning effort. A sustainable transportation system requires a plan that encompasses improvements to access, mobility, the environment, public health, safety, the economy and equity, and preservation of the current transportation system, all within financial constraints.

As stated on Page 1-6 of the *Regional Transportation Plan*, "Santa Cruz County residents have suggested many strategies to respond to

congestion and reduce how long it takes to get places, but with increased demands on even more limited financial resources, an aging system that is already difficult to maintain, and requirements for reducing greenhouse gas emissions, it is no longer expected that the community can completely eliminate congestion. The region must find ways to operate and utilize our existing highway and transit networks more efficiently and sustainably over the long term.” The project is included in the *Regional Transportation Plan* and is therefore one of many projects planned in combination to reduce congestion and greenhouse gas emissions. The project is included in the *Regional Transportation Plan* and is consistent with the related transportation and air quality modeling. The *Santa Cruz County Regional Transportation Plan* is required to be consistent with and plan for a transportation system that supports the California Senate Bill 375-mandated Sustainable Communities Strategy for reducing greenhouse gas emissions, which is included in the Association of Monterey Bay Area Governments’ tri-county *Metropolitan Transportation Plan/Sustainable Communities Strategy*.

In addition, the Final EIR/EA with FONSI includes comprehensive discussion of Caltrans adaptation strategies, which refer to how Caltrans and others can plan for the effects of climate change on the State’s transportation infrastructure and strengthen or protect the facilities from damage.

The Final EIR/EA with FONSI includes a best faith effort to describe the potential greenhouse gas emissions related to the proposed project. An addendum has been prepared with revised greenhouse gas emissions using the latest U.S. Environmental Protection Agency-approved emissions factor model (EMFAC2014) and new annual conversion factors.

Pauline Seales

Comment I-210c

The Final EIR/EA with FONSI considered a range of alternatives designed to address the purpose and need of the project. Under California Environmental Quality Act, an EIR must consider a reasonable range of alternatives that both meet most of the basic project objectives and reduce or eliminate one or more of the significant effects of the project. While there is no clear rule for determining a reasonable range, feasibility is an important consideration. In accordance with State California Environmental Quality Act Guidelines Section 15126.6(f), the lead agency should consider site suitability, economic viability, availability of infrastructure, general plan consistency, other regulatory limitations, and jurisdictional boundaries in determining the feasibility of alternatives to be evaluated in an EIR. An action that would be outside of a lead agency’s authority to implement would not be considered feasible under California Environmental Quality Act.

As described in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI, the Tier I and Tier II projects were intended to address needs resulting from deficiencies on Route 1 within the project limits, including:

- Several bottlenecks along Route 1 in the southbound and northbound directions cause recurrent congestion during peak hours.
- Travel time delays due to congestion are experienced by commuters, commerce, and emergency vehicles.
- Cut-through traffic, or traffic on local streets, occurs and is increasing because drivers seek to avoid congestion on the highway.
- Limited opportunities exist for pedestrians and bicyclists to safely get across Route 1 within the project corridor.

Other identified deficiencies include insufficient incentives to increase transit service due to congestion and accident rates in excess of the statewide average. It was determined that many of these deficiencies are best addressed through improvements to the highway, interchanges, and pedestrian and bicycle infrastructure that crosses the highway. Please refer to Section 1.5, Alternatives, of the Final EIR/EA with FONSI for discussion of the project alternatives, including the number of alternatives that were considered by the Project Development Team but were ultimately determined to either not adequately address the project purpose and need or not reduce or eliminate one or more significant environmental effects.

Santa Cruz County Regional Transportation Commission remains committed to promoting alternative modes of transportation and will pursue additional solutions to congestion issues in addition to the highway improvements. Santa Cruz County Regional Transportation Commission's Expenditure Plan includes the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. However, the rail line project and the scenic trail project are outside the scope of the Route 1 project and outside the jurisdiction of Caltrans. Any concerns regarding those projects can be directed to Santa Cruz County Regional Transportation Commission by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org. A "Citizens Transportation Ideas Group" also could potentially be taken up with Santa Cruz County Regional Transportation Commission.

Since circulation of the Draft EIR/EA, Measure D (½-cent sales tax) passed in Santa Cruz County, which has provided funding for some of the project improvements. The Tier II project is now fully funded with the addition of Measure D funds, and Measure D also will provide funding for some subsequent projects that are part of the Tier I project.

Pauline Seales

Comment I-210d

The Climate Action Strategy referenced in the comment was prepared by the County of Santa Cruz Planning Department and not the Santa Cruz County Regional Transportation Commission. Santa Cruz County Regional Transportation Commission is an autonomous regional transportation planning agency headquartered in downtown Santa Cruz. Santa Cruz County Regional Transportation Commission is not required to demonstrate compliance with the Climate Action Strategy. The project is one of many transportation projects planned in Santa Cruz County. In California, responsibility for transportation planning and coordination is assigned to regional transportation planning agencies. The Santa Cruz County Regional Transportation Commission is the designated regional transportation planning agency. The Regional Transportation Commission is required to periodically undertake long-range planning efforts to set the course for meeting the transportation needs of their respective regions and communities over a 20+ year timeframe. This long-range planning effort, called the *Regional Transportation Plan*, reflects a wide spectrum of sustainability objectives for this long-range planning effort. A sustainable transportation system requires a plan that encompasses improvements to access, mobility, the environment, public health, safety, the economy and equity, and preservation of the current transportation system, all within financial constraints. The *Santa Cruz County Regional Transportation Plan* is required to be consistent with and plan for a transportation system that supports the California Senate Bill 375-mandated Sustainable Communities Strategy for reducing greenhouse gas emissions, which is included in the Association of Monterey Bay Area Governments' tri-county *Metropolitan Transportation Plan/Sustainable Communities Strategy*.

As stated on Page 1-6 of the Regional Transportation Plan, "Santa Cruz County residents have suggested many strategies to respond to congestion and reduce how long it takes to get places, but with

increased demands on even more limited financial resources, an aging system that is already difficult to maintain, and requirements for reducing greenhouse gas emissions, it is no longer expected that the community can completely eliminate congestion. The region must find ways to operate and utilize our existing highway and transit networks more efficiently and sustainably over the long term.” The project is included in the *Regional Transportation Plan* and is therefore one of many projects planned in combination to reduce congestion and greenhouse gas emissions; it is also consistent with the related transportation and air quality modeling. In addition, the Final EIR/EA with FONSI includes comprehensive discussion of Caltrans adaptation strategies, which refer to how Caltrans and others can plan for the effects of climate change on the State’s transportation infrastructure and strengthen or protect the facilities from damage.

An individual project does not generate enough greenhouse gas emissions to significantly influence global climate change. Rather, global climate change is a cumulative impact. This means that a project may contribute to a potential impact through its incremental change in emissions when combined with the contributions of all other sources of greenhouse gas.⁵ Under California Environmental Quality Act, an assessment of cumulative impacts must determine if a project’s incremental effect is “cumulatively considerable” (California Environmental Quality Act Guidelines Sections 15064(h)(1) and 15130). To make this determination, the incremental impacts of the project must be compared with the effects of past, current, and probable future projects. The greenhouse gas analysis described in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI, and presented in greater detail in the *Air Quality Study Report Addendum*, is based on modeling that was conducted for the

project’s design year of 2035 and accounts for anticipated future development and growth in the region, California vehicle fuel specifications and emissions standards, and requirements for achieving and maintaining federal and State ambient air quality standards.

The updated analysis of the Tier I alternatives’ emissions of greenhouse gases, finds that, in year 2035, the Tier I Corridor HOV Lane Alternative would reduce greenhouse gas emissions by 505 metric tons per year compared to the No Build Alternative (2035), whereas the Tier I Corridor TSM Alternative would increase greenhouse gas emissions by 2,405 metric tons per year compared with the No Build Alternative. These results are presented in Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI.

The Final EIR/EA with FONSI includes a best faith effort to describe the potential greenhouse gas emissions related to the proposed project. An addendum has been prepared with revised greenhouse gas emissions using the latest U.S. Environmental Protection Agency-approved emissions factor model (EMFAC2014) and new annual conversion factors.

⁵ This approach is supported by the AEP: *Recommendations by the Association of Environmental Professionals on How to Analyze GHG Emissions and Global Climate Change in CEQA Documents* (March 5, 2007), as well as the South

Coast Air Quality Management District (Chapter 6: The CEQA Guide, April 2011) and the U.S. Forest Service (*Climate Change Considerations in Project Level NEPA Analysis*, July 13, 2009).

Comment I-211

I-211

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: Larson, Theresa; Andersen, Jennifer
Cc: Bernatina, Lara E@DOT
Subject: FW: Public Comment/ Draft EIR for Highway 1
Date: Tuesday, January 26, 2016 3:50:10 PM

From: Vasant Sharma [mailto:vasantsharma562@yahoo.com]
Sent: Monday, January 25, 2016 9:15 PM
To: Fowler, Matt C@DOT
Subject: Public Comment/ Draft EIR for Highway 1

Mr. Fowler,

It is my understanding and CEQA's substantive mandate that "Public agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects" of the project. (Pub. Resources Code, § 21002.)

In other words, an EIR is required by law to evaluate a "reasonable range" of feasible alternatives to the project in question.

In stark contrast, it appears quite strongly that this Draft EIR has completely failed to present alternatives to the stated objectives of this insane proposal to widen Highway 1. There are far more low-impact and sustainable methods to "reduce congestion, promote alternative transportation modes... encourage carpooling and ridesharing... [and] improve safety" which pretty much covers the gamut of goals this proposal purports to attain. The sad thing is, the highway construction lobby and its sycophant politicians may not care much for the lungs of infants and future generations who live along a vehicle corridor like Highway 1, but the effects of widening will indisputably result in increased greenhouse gas emissions in our county and other alternative proposals to move folks around will not. Smog in Santa Cruz County is not a respectable nor considerate gift to our next generations yet that is precisely what widening Highway 1 will achieve, at an embarrassingly exorbitant cost and with great shame considering the many alternatives.

By failing to present alternatives that would achieve the same goals as stated earlier but with less environmental impact, this Draft EIR ignores the fact of the impending construction of a far more sustainable light rail corridor in Santa Cruz County that literally parallels the daily automobile commute through our county and would get people from one end to the next without increasing traffic and pollution. This Draft EIR further densely ignores the global recognition that mankind must address its carbon footprint and climate change like never before if it is to not pass down a destroyed earth to the next generations.

I-211a

Widening Highway 1 will cause irreversible visual blight through destroying acres of forest and scenic trestle bridges and replacing them with an eye-scarring, fatter freeway [read: concrete]. The proposed soundwalls are an insult to the existing communities that thrive alongside Highway 1 at present and will do little to mitigate the increased decibels over time experienced with increased speeds. Widening Highway 1 will further divide the once-connected sibling communities of Capitola and Soquel, causing more hardship to the Capitola children who have to attend elementary school on the other side of Highway 1. Think about it, when we should be promoting the ability of children to ride their bicycles and walk we are instead talking about expanding this concrete edifice which screams overhead?

I-211b

Furthermore, this boondoggle will undoubtedly fill up in no time with cars, an irony and testament to its failure as a viable solution. The concept of induced demand should be no strange concept to the State Department of Transportation.

I-211c

Ultimately, for a county that prides itself on environmental stewardship, respect for local culture and community, and a solidly forward-thinking agenda in addressing transportation issues, this Draft EIR is inadequate and should be scrapped. Please go back to the drawing board and critically analyze the number of available, feasible alternatives to this proposal that would have far less negative impact on this county.

I-211d

Response to Comment I-211

Vasant Sharma

Comment I-211a

Please refer to Section 1.5, Alternatives, of the Final EIR/EA with FONSI, which discusses the alternatives development process for the proposed project. As described in this section, the EIR/EA considered a reasonable range of alternatives, including the Tier I Corridor TSM Alternative, which would not involve increasing the number of through-lanes on Highway 1, as well as several alternatives that were not ultimately carried forward for detailed analysis. Under California Environmental Quality Act, an EIR must evaluate a reasonable range of potentially feasible alternatives to the proposed project that both accomplish most of the basic project objectives and reduce or eliminate one or more of the significant impacts of the proposed project. While there is no clear rule for determining a reasonable range of alternatives, the determination of feasibility may play a role in defining the range. In accordance with California Environmental Quality Act Guidelines Section 15126.6(f), the lead agency should consider site suitability, economic viability, availability of infrastructure, general plan consistency, other regulatory limitations, and jurisdictional boundaries in determining the feasibility of alternatives to be evaluated in an EIR. An action that would be outside of a lead agency's authority to implement would not be considered feasible under California Environmental Quality Act.

Therefore, while Santa Cruz County Regional Transportation Commission is considering the Santa Cruz Branch Rail Line Project as part of its Expenditure Plan, this project would be outside of Caltrans' jurisdiction and outside the scope of the proposed project. Additionally, passenger rail within Santa Cruz County may not address the congestion problems along Highway 1 because much of

the daily traffic involves commuters traveling to and from Silicon Valley.

With regard to public transit, in general, carpoolers, vanpoolers, and users of public transit are the direct beneficiaries of an HOV lane, while vehicles using the adjoining general-purpose lanes are indirect beneficiaries due to the shift of carpoolers, vanpoolers, express buses, etc. from general-purpose lanes to the HOV lane. Experience with HOV lanes from around the country has shown a positive relationship between ridership and travel time savings, suggesting that as congestion grows, the travelers' willingness to carpool or ride a bus that uses the HOV lane also grows. Therefore, the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would benefit bus travel and encourage transit ridership. Please refer to response to Comment I-205c for additional information.

With respect to greenhouse gas emissions and climate change, please see Section 3.2.5, Climate Change under the California Environmental Quality Act, of the Final EIR/EA with FONSI. As described in this section, the highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. To the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced. By reducing congestion, the Tier I Corridor HOV Lane Alternative would reduce carbon dioxide emissions during AM and PM peak hours compared to the No Build and Tier I Corridor TSM Alternatives (Table 3-1).

Vasant Sharma

Comment I-211b

Your comments have been taken into consideration as part of the project record. Following the circulation of the Draft EIR/EA,

Caltrans and Santa Cruz County Regional Transportation Commission coordinated with local agencies to prepare corridor aesthetic guidelines, which are included in Appendix N of the Final EIR/EA with FONSI. Among other items, these guidelines address the development of aesthetic treatments, such as incorporating aesthetic designs into retaining walls and soundwalls, and working with the community during the design phase to potentially organize aesthetic designs around a theme, such as the natural environment or local history. The corridor aesthetic guidelines also seek to incorporate community priorities, such as environmental sustainability, into the aesthetic treatments. For example, consideration may be given to use of recycled materials for aesthetic treatments. The avoidance, minimization, and mitigation measures for visual impacts of the Tier II Auxiliary Lane Alternative (the preferred alternative for the Tier II project), presented in Section 2.1.6, Visual/Aesthetics, have been revised for consistency with the corridor aesthetic guidelines. The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, will be implemented in future Tier II projects, which will each be subject to project-level environmental review. The corridor aesthetic guidelines will be applied to each future Tier II project.

With regard to soundwalls, the noise impact assessment was based on the predicted worst-hour future noise levels generated by the proposed project using the project design drawings and future design year 2035 traffic conditions. The predicted noise levels were then compared to the Federal Highway Administration noise abatement criteria to determine whether noise abatement measures should be considered based on Caltrans and Federal Highway Administration guidelines for feasibility and reasonableness. As discussed in Section 2.2.7, Noise, of the Final EIR/EA with FONSI, soundwalls are not recommended for the Tier II Auxiliary Lane Alternative because they do not meet the reasonableness criteria; however, noise abatement in the form of a short soundwall or building acoustical

treatment will be considered for one house. Section 2.2.7 also presents the assessment of the feasibility of noise abatement for the Tier I Corridor HOV Lane Alternative, for planning purposes. However, as future Tier II projects are programmed, they will be subject to separate environmental reviews, including updated noise analyses. As a result of those analyses, some of the projected future noise levels and attenuation recommendations provided in the Final EIR/EA with FONSI could change. In addition, the future noise analyses will evaluate the reasonableness of feasible soundwalls based on cost and technical issues in accordance with the Caltrans traffic noise analysis protocol.

The Tier I Corridor HOV Lane Alternative would improve bicycle and pedestrian access over Highway 1 by including three new pedestrian/bicycle overcrossings to address identified deficiencies in access across the highway. The Tier I Corridor HOV Lane Alternative is described in more detail in Section 1.5, Alternatives, of the Final EIR/EA with FONSI.

Vasant Sharma
Comment I-211c

As described in Response to Comment O-2s, Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI includes an updated discussion of induced demand. The results showed that an increase in vehicle miles traveled due to induced demand generated by the project is expected to be minimal (less than 1 percent) for the project alternatives. For more information, please see response to Comment O-2s.

Vasant Sharma
Comment I-211d

Please refer to response to Comment I-211a. The Tier I Corridor HOV Lane Alternative was selected as the preferred alternative for the Tier I project due to its strong performance in addressing the project's purpose and need. As described in Section 1.3, Purpose and

Need, of the Final EIR/EA with FONSI, the Tier I project addresses the Tier I project purpose stated below:

- Reduce congestion.
- Promote the use of alternative transportation modes as means to increase transportation system capacity. Encourage carpooling and ridesharing.

Comment I-212

I-212

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Highway 1 Corridor Investment Program
Date: Wednesday, January 20, 2016 3:13:23 PM

From: Erin Rose [mailto:erin1rose@yahoo.com]
Sent: Wednesday, January 20, 2016 1:29 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 Corridor Investment Program

Dear Mr. Fowler,

I would like to comment on this plan. Having studied the issue, I believe Santa Cruz needs an approach that foresees the coming population growth in this already popular area. Highway expansion is not the way, as has been officially acknowledged by the state transportation board. Public transportation must be made a realistic reality for this corner of California. This proposed project is too expensive. It will make things worse in the short term and negligibly better in the long term. I hope you have a vision that befits one of the nicest places in the world, and you will think big.

Thank you,
Erin Sheva
4450 Soquel Drive, Soquel

I-212

Response to Comment I-212

Erin Sheva

Comment I-212

Your comments have been taken into consideration as part of the project record. Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI for discussion of the effects of the proposed project on traffic conditions, including movement of buses. As shown in Table 2.1.5-15, compared to the No Build Alternative in 2035, the Tier I Corridor HOV Lane would substantially reduce delays in both the northbound and southbound directions. In the northbound direction, the AM peak hour delay would decrease by 42 minutes, or 88 percent; the PM peak hour delay would decrease by 40 minutes, or 84 percent. In the southbound direction, the AM peak hour delay would decrease by 17 minutes, or 89 percent; the PM peak hour delay would decrease by 40 minutes, or 82 percent.

Further, the Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of the HOV lanes, results indicate that buses and other HOVs would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No-Build Alternative. In general, carpoolers, vanpoolers, and users of public transit are the direct beneficiaries of an HOV lane, while vehicles using the adjoining general-purpose lanes are indirect beneficiaries due to the shift of carpoolers, vanpoolers, express buses, etc. from general-purpose lanes to the HOV lane. Experience with HOV lanes from around the country has shown a positive relationship between ridership and travel time savings, suggesting that as congestion grows, the travelers' willingness to carpool or ride a bus that uses the HOV lane also grows. For more information, please see response to Comment I-205c.

Comment I-213

I-213

From: Regional Transportation Commission
Sent: Monday, January 25, 2016 11:40 AM
To: Kim Shultz
Cc: Karena Pushnik
Subject: FW: regional transportation comments-Shimokawa.P

-----Original Message-----
From: Patti [mailto:pshimokawa@gmail.com]
Sent: Saturday, January 23, 2016 7:46 AM
To: info@scrrtc.org
Subject: regional transportation comments

hello- i am very concerned about any plans to continue widening hiway 1 in either direction
this is not a sustainable transportation solution

after all the lost trees, inconvenience, and millions of dollars spent to do the work to soquel ave, the traffic on hiway 1 is worse than ever- you cannot leave the westside after 12:30pm anymore without the possibility of serious traffic backup heading south

the more roads you build or widen, the more cars you invite onto the road

the goal for all transportation organizations at the current time should be to get people out of their cars and to maintain the roads and bridges we have!!- i think there should be a moratorium on building any new roads until our traffic infrastructure is brought into good repair and we reduce congestion on our roads

i think we need to be investing in a train system that works in our state, not more and wider hiways!- this is environmental and economic suicide in the long run!!

sincerely, patti shimokawa

I-213

Response to Comment I-213

Patti Shimokawa

Comment I-213

The effects of the Soquel Avenue project are outside the scope of this EIR/EA. With respect to the comment “the more roads you build or widen, the more cars you invite onto the road,” please see Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, which describes information from the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), included as an addendum to the *Traffic Operations Report*. As described in this section, research indicates that adding traffic capacity or otherwise substantially improving travel speeds in a highly congested corridor like Highway 1 would cause some amount of induced travel demand. However, since the additional freeway capacity would be in the form of HOV lanes that encourage motorists to carpool or take bus transit services which use the HOV lanes, it could offset induced trips to some extent. Elasticity calculations indicate that induced demand from the project alternatives would result in increases in total vehicle miles traveled of less than 1 percent. The overall effect of the proposed Tier I Corridor HOV Lane Alternative is anticipated to be a substantial reduction in congestion.

Santa Cruz County Regional Transportation Commission is considering the Santa Cruz Branch Rail Line Project as part of its Expenditure Plan; however, this project is outside the jurisdiction of Caltrans and outside the scope of the proposed project. Additionally, passenger rail within Santa Cruz County may not address the congestion problems along Highway 1 because much of the daily traffic involves commuters traveling to and from Silicon Valley. Please direct any comments or concerns regarding passenger rail service or projects to Santa Cruz County Regional Transportation Commission by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment I-214

I-214

From: Regional Transportation Commission
Sent: Monday, January 25, 2016 11:41 AM
To: Kim Shultz
Cc: Karena Pushnik
Subject: FW: Santa Cruz Regional Transportation-Slade,M

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

From: Maryjane Slade [<mailto:mjsr@del@yahoo.com>]
Sent: Saturday, January 23, 2016 8:24 AM
To: info@sccrtc.org
Subject: Santa Cruz Regional Transportation

Hello

I am a long time resident of Aptos/Rio Del Mar. I want the train! It is a beautiful ride along our coast, from Davenport to Watsonville. I would take it into Santa Cruz, so that I wouldn't have to drive our severely impacted roads and also not have to worry about parking in Santa Cruz, which has very little parking! I would like it to also be a bike & walking paths, too, to make maximum use of this beautiful corridor. The train would also have to tie in w other surface transportation to make it easier to get around Santa Cruz county.

In terms of widening Hiway 1, I don't think that this alone will make much difference. A few miles is widened and then the bottleneck appears down the highway. I have to allow 30 minutes to get from Rio Del Mar to get to a class on 41st Ave, a drive that should take 10 minutes. It can take 1 hour to drive from Rio Del Mar to downtown Santa Cruz, depending on the time of day. With the 69 units going in behind the Bayview Hotel in Aptos, w no changes to Soquel Drive or Highway 1, both roads will be a parking lot. Too many units for an area that doesn't have the roads, water or jobs to support!

Please make good decisions. Our quality of life depends on it...

Thank you
Maryjane Slade

Sent from my iPad

I-214a

I-214b

Response to Comment I-214

Maryjane Slade **Comment I-214a**

The proposed project does not include passenger rail and is limited to improvements to Highway 1. However, Santa Cruz County Regional Transportation Commission is currently studying potential reuse of the existing Santa Cruz Branch Rail Line, which is a project that is included in their Expenditure Plan. Please direct any comments or concerns regarding the Santa Cruz Branch Rail Line project or other possible rail projects to Santa Cruz County Regional Transportation Commission by visiting <https://scrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@scrtc.org.

Although the proposed project does not include rail, the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would be supportive of transit. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of HOV lanes, results indicate that buses and other HOVs would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane when compared with the No Build Alternative. Because of these improvements in bus travel times, it is estimated that the Tier I Corridor HOV Lane Alternative could capture a significant portion of latent transit demand (i.e., could increase bus ridership).

Maryjane Slade **Comment I-214b**

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative and would add one new HOV lane in each direction among other improvements, is projected to substantially

reduce congestion under future conditions compared to the No Build Alternative. Specifically, the Tier I Corridor HOV Lane Alternative would reduce average delay in the northbound direction during the AM and PM peak hours by 88 and 84 percent, respectively, compared to the No Build Alternative under 2035 conditions. In the southbound direction, average delay would decrease during the AM and PM peak hours by 89 percent and 82 percent. Moreover, without any improvements, congestion is expected to substantially worsen with increasing population in the future, so increasing capacity is considered necessary. More information on the analysis of the transportation and traffic effects of the proposed project is provided in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI.

Comment I-215

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Comment on Highway One Widening
Date: Tuesday, January 19, 2016 12:13:20 PM

From: colin smith [mailto:colinmbsmith@gmail.com]
Sent: Saturday, January 16, 2016 11:41 AM
To: Fowler, Matt C@DOT
Subject: Comment on Highway One Widening

In order to increase transit ridership I think there should be a central dedicated lane for buses on Highway 1 that operates one-way northbound in the morning and one-way southbound in the evening. The lane would operate like a train with stations. The lane should be separated from the rest of the highway by dividers on both sides. The optimum stops, in my opinion, would be 41st (for access to shopping), Park (for Cabrillo) and Rio Del Mar. There could be pedestrian bridges at those points to accommodate riders. This would vastly improve the desirability of rapid transit over the existing bus routes and over car traffic. Putting buses in the HOV lane is worse because they slow down the HOV lane and are subject to the same traffic jams as cars. Rapid Transit should always be as fast as possible.

Colin Smith
 99 Mill Rd. Santa Cruz CA

I-215

I-215

Response to Comment I-215

Colin Smith Comment I-215

The purpose of the Tier I project is to reduce congestion, promote the use of alternative transportation modes as means to increase transportation system capacity, and encourage carpooling and ridesharing – as discussed in more detail in Section 1.3, Purpose and Need, of the Final EIR/EA with FONSI. On October 24, 2008, the Santa Cruz Metropolitan Transit District Board formally endorsed the Tier I Corridor HOV Lane Alternative and agreed it is a transit project as much as a highway project, which would benefit Metro bus service by improving travel time by approximately 30 percent, increasing ridership by approximately 40 percent, and provide improved service reliability. In general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane, while vehicles using the adjoining general-purpose lanes are indirect beneficiaries due to the shift of carpoolers, vanpoolers, etc. from general-purpose lanes to the HOV lane. Experience with HOV lanes from around the country has shown a positive relationship between ridership and travel time savings, suggesting that as congestion grows, the travelers' willingness to carpool or ride a bus that uses the HOV lane also grows. Dedicated bus lanes would not be the most efficient use of space and would not encourage carpooling and ridesharing and therefore would not perform as well as the Tier I Corridor HOV Lane Alternative in meeting the project purpose and need. Please refer to response to Comment I-205c for additional information.

Comment I-216

I-216

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Andersen, Jennifer](mailto:Larson.Theresa.Andersen.Jennifer)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Hwy 1
Date: Tuesday, January 19, 2016 12:27:41 PM

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

From: Louise [<mailto:mlou@smithhsf@sbccglobal.net>]
Sent: Saturday, January 16, 2016 2:47 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1

The traffic mid-Peninsula has gotten increasingly congested, often down to Porter / Bay or even Rio del Mar. I live in South County, and think that spending even more of our transportation dollars to alleviate problems coming out of Santa Cruz is kind of unbalanced. I appreciate that 41st is a major artery, though, I just would not want any new tax assessments to pay for auxiliary lanes.

Thank you,
Louise Smith

Sent from my iPad

I-216

Response to Comment I-216

Louise Smith Comment I-216

After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Lane Alternative as the preferred alternatives.

The Tier II Auxiliary Lane Alternative was selected based on its near-term potential to relieve congestion and at the same time minimize air quality hot spots in the corridor. The auxiliary lanes between 41st Avenue and Soquel Drive would accomplish the project purpose of reducing congestion, promote use of alternate modes of transportation, and improve operational safety along the segment.

The Tier I Corridor HOV Lane Alternative would expand the existing four-lane highway to a six through-lane facility by adding HOV lanes in both the northbound and southbound directions from approximately 0.4 mile south of the San Andreas-Larkin Valley Road interchange to 0.3 mile north of the Morrissey Boulevard interchange, approximately 8.9 miles. Porter Street/Bay Avenue and Rio Del Mar are included within the proposed project limits. The high-priority improvements in the Tier I corridor will become subsequent incremental (Tier II) construction-level projects and will be subject to separate environmental reviews.

Since the circulation of the Draft EIR/EA, Measure D (½-cent sales tax) passed in Santa Cruz County, which has provided a funding source for some of the proposed improvements. The Tier II project is now fully funded, and Measure D also will provide funds for some additional components of the larger Tier I project. Determination of the use of Measure D funds, or revenue from any other local tax

measures, is outside the jurisdiction of Caltrans. Any concerns regarding tax assessments can be directed toward the Santa Cruz County Regional Transportation Commission by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org, or you may contact the appropriate governing agency.

Comment I-217

I-217

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Hwg 1
Date: Friday, January 08, 2016 3:29:49 PM

From: Daryl Snedigar [<mailto:snedigar@thetrialservice.com>]
Sent: Friday, January 08, 2016 3:25 PM
To: Fowler, Matt C@DOT
Subject: Hwg 1

It is time we stop punishing people who work in Santa Cruz and can only afford to live in Watsonville. The aging pseudo progressive crowd who purchased homes in Santa Cruz when they were affordable think that by keeping roads bad, people will stop driving and Santa Cruz will not grow. This philosophy even extends to water and, in the past, to separating traffic lanes with concrete barriers for over the hill traffic. Law suit settled that issue. If we built dormitories for the 8200 UCSC students who live off campus, Santa Cruz rental prices would drop and more people could afford to live in Santa Cruz. However, in the meantime make Hwg 1 better!!!

I-217

Response to Comment I-217

Daryl Snedigar

Comment I-217

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the Tier I project will proceed through environmental review and design.

Comment I-218

I-218

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: Widening Hwy. 1, Santa Cruz
Date: Tuesday, January 19, 2016 12:23:09 PM

-----Original Message-----
From: Carol Souza [mailto:shopat.wechou@gmail.com]
Sent: Saturday, January 16, 2016 2:10 PM
To: Fowler, Matt C@DOT
Subject: Widening Hwy. 1, Santa Cruz

Dear Mr. Fowler
 My husband and I are strongly in favor of widening Hwy. 1 to 3 lanes going south from where it is now. But, why stop at 41st Ave. This will just create another bottleneck at that point. It should be extended all the way to where 3 lanes start in Aptos. The traffic continues to get worse every year, and with 17 million new cars being sold last year, it's not going to get any better. The Americans have a love affair with cars, and despite what some people think you are not going to get the majority of people out of cars and into trains. Santa Cruz County has no mass transit, and does not have the means or resources to provide it. So please go forward with the proposed plan and more if possible.
 Sincerely,
 Carol Souza

Sent from my iPad

I-218

Response to Comment I-218

Carol Souza

Comment I-218

Your participation in the environmental review process is appreciated and your support for the project has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Lane Alternative as the preferred alternatives. The Tier I Corridor HOV Lane Alternative is considered at a planning or programmatic level and will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue) is evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

With regard to public transit, Santa Cruz Metro is the primary transit provider in Santa Cruz County. Santa Cruz Metro operates 34 urban collector, express, and urban local feeder routes in the study area from three transit centers in downtown Santa Cruz, at the Capitola Mall, and downtown Watsonville. The following Santa Cruz Metro routes use part of Route 1 within the project corridor: Route 91 – Watsonville to Santa Cruz Commuter Express; Routes 54, 55, and 56 – Mid-County Service; and Routes 69A and 69 W – Capitola Avenue/Santa Cruz/Watsonville. In addition, Santa Cruz Metro jointly operates the Highway 17 Express Service with Amtrak and the Santa Clara Valley Transportation Authority, which serves a San Jose-based transit market. This project would help improve travel speeds for transit routes that use the project corridor.

Comment I-219

I-219

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: SR 1- Santa Cruz Co-comment
Date: Tuesday, January 19, 2016 2:49:03 PM

From: Ed Spurr [mailto:edspurr@yahoo.com]
Sent: Monday, January 18, 2016 4:32 PM
To: Fowler, Matt C@DOT
Subject: SR 1- Santa Cruz Co-comment

Hi Matt-
 SR 1 Santa Cruz County EIR does not take into proper consideration of:
 Cost vs. Benefit
 Construction period disruption/noise/safety
 Support for other forms of transportation to reduce congestion

I-219a
I-219b
I-219c

I think the EIR report is fundamentally flawed and believe that we need to reexamine the premise that continual widening will solve all our problems.
 Thanks,

I-219d

Ed Spurr
 Associate Realtor bre # 01335856
 American Dream Realty
 1041 41st. Av., Santa Cruz, CA 95062
 831.479.1139

Response to Comment I-219

Ed Spurr

Comment I-219a

The purpose of the California Environmental Quality Act and National Environmental Policy Act is generally to minimize environmental impacts associated with proposed activities and to disclose information about potential impacts. Therefore, these laws do not require an analysis of cost vs. benefit. As described in State California Environmental Quality Act Guidelines Section 15064, economic effects of a project are only to be considered insofar as they result in a physical change in the environment.

Nevertheless, Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, presents an evaluation of the costs of congestion associated with the 2035 baseline condition (i.e., No Build Alternative) as compared to the project alternatives. Detailed information regarding the analysis is presented in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), an addendum to the *Traffic Operations Report*. As shown in Table 4 of the memorandum, the annual cost of congestion under 2035 no build (baseline) conditions would be \$152,477,390, whereas the 2035 cost of congestion would be \$30,878,487 under the Tier I Corridor HOV Lane Alternative and \$106,599,327 under the Tier I Corridor TSM Alternative. Therefore, the Tier I Corridor HOV Lane Alternative would result in substantial cost savings compared to either the No Build or Tier I Corridor TSM Alternatives over the long term.

Because the Tier I project is at a conceptual stage, detailed cost information is not available. Planning level construction and right-of-way cost estimates for the Tier I Corridor Alternatives are \$400 million for the HOV Lanes Alternative and \$170 million for the Tier I Corridor TSM Alternative. Typically, project development costs (environmental documentation, final design engineering, right-of-

way administration, and construction management) would be an additional 40 to 45 percent of the estimated construction cost. The estimated cost of constructing the Tier II project is shown on page 1-5 of the Final EIR/EA with FONSI (total cost is estimated at \$24 million).

Ed Spurr

Comment I-219b

Construction phase impacts would be mitigated by adhering to Caltrans' standard specifications for noise control and dust abatement and/or construction Best Management Practices for noise and fugitive dust control. Detour routes would be planned in coordination with Caltrans and the traffic departments of the County and City of Santa Cruz and the City of Capitola and would be noticed to emergency service providers, transit operators, and Route 1 users in advance. No adverse noise impacts from construction are anticipated because construction would be conducted in accordance with Caltrans' standard specifications and would be short-term, intermittent, and dominated by local traffic noise.

In addition, the standard specifications hold the construction contractor responsible of many items of concern, such as air pollution; protection of lakes, streams, reservoirs, and other water bodies; use of pesticides; safety; sanitation; convenience of the public; and damage or injury to any person or property as a result of any construction operation. The construction contractor will also prepare a Worker Health and Safety Plan for use during construction.

For more information regarding avoidance, minimization, and/or mitigation measures to be implemented during project construction, please refer to Section 2.4, Construction Phase Impacts, of the Final EIR/EA with FONSI.

Ed Spurr

Comment I-219c

The EIR/EA focuses on improvements to the Highway 1 corridor vehicle infrastructure; however, Santa Cruz County Regional Transportation Commission is committed to promoting alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line, in the Expenditure Plan. That plan includes the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz. The rail line project and the scenic trail project are outside the scope of the Route 1 project. Any concerns regarding those projects can be directed to Santa Cruz County Regional Transportation Commission by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Additionally, the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would be supportive of public transit. Carpoolers, vanpoolers, and users of public transit are in general the direct beneficiaries of an HOV lane, whereas vehicles using the adjoining general-purpose lanes are indirect beneficiaries due to the shift of carpoolers, vanpoolers, express buses, etc. from general-purpose lanes to the HOV lane. Experience with HOV lanes from around the country has shown a positive relationship between ridership and travel time savings, suggesting that as congestion grows, the travelers' willingness to carpool or ride a bus that uses the HOV lane also grows. For more information, please see response to Comment I-205c.

Ed Spurr

Comment I-219d

Your comments have been taken into consideration as part of the project record. Please see response to Comment I-219c with regard to the promotion of a variety of transportation options in the Santa Cruz area and how the Tier I Corridor HOV Lane Alternative would benefit users of public transit and HOVs.

Comment I-220

I-220

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Highway 1 Corridor
Date: Friday, January 15, 2016 4:04:02 PM

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

From: SunHiker [mailto:csunhiker@gmail.com]
 Sent: Friday, January 15, 2016 3:59 PM
 To: Fowler, Matt C@DOT
 Subject: Highway 1 Corridor

I have lived in the Soquel Hills for 30 years, and the increase in congestion in the last few years, not just on Hwy 1 but on Soquel Drive and other adjacent streets, has been extreme. I cannot imagine how emergency vehicles would ever get to the scene of a problem in these areas between 4 and 6 PM.

To attend a class in Capitola that started at 6 PM last summer, I had to leave home before 4:30 PM, or face the possibility of not being able to turn left from N. Rodeo Gulch Rd onto Soquel Drive, even though there is a traffic light at that intersection.

The increase in County population has already occurred. The infrastructure to support this population lags by decades. More will come, because this County will not turn down a developer. Therefore, I favor:

* 3 lanes each direction (not just merge lanes) fish-hook to Freedom Blvd.

* Chanticleer overpass (with no freeway access) for vehicles as well as pedestrians and bicyclists. This might take some of the pressure off Soquel Drive.

Thank you for at least considering those of us who must navigate this inevitable pile-up daily.

Carolyn Stallard

I-220

Response to Comment I-220

Carolyn Stallard

Comment I-220

After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Lane Alternative as the preferred alternatives. Adding HOV lanes, as well as ramp metering and auxiliary lanes, is expected to allow emergency services to better respond to emergencies while using Route 1. With the addition of the HOV lanes, there will be three travel lanes in each direction. A new horseshoe-shaped pedestrian overcrossing is proposed over Route 1 at Chanticleer Avenue as part of the Tier II Auxiliary Lane Alternative to expand the options for pedestrians and bicyclists to cross Route 1, thus creating incentive to use different modes of travel. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road and was evaluated at a programmatic or planning level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment I-221

I-221

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Highway 1 widening
Date: Tuesday, January 19, 2016 11:41:05 AM

From: Peter Stanger [mailto:pj@rattlebrain.com]
Sent: Saturday, January 16, 2016 6:23 AM
To: Fowler, Matt C@DOT
Subject: Highway 1 widening

Dear Sirs,

I believe the issue of traffic on Highway 1 in Santa Cruz County is a regional problem and should be solved by the regional governments and state government. It is clearly not just Santa Cruz County residents using the Highway 1 corridor. San Benito County and Monterey County residents use Highway 1 to reach Santa Clara, San Mateo, and San Francisco Counties. This is largely because the growth of "cheap" housing in Gilroy and Morgan Hill in the past two decades, the Highway 101 widening projects have not been able to accommodate the new traffic. Combine then the fact that Highway 101 from Salinas to Gilroy has remained only two lanes in each direction, in spite of the growth in residents of San Benito and Monterey Counties.

The lack of Highway 101 improvements has caused Santa Cruz County's Highway 1 to become a alluring alternative route. The residents of Santa Cruz County should not shoulder the burden of accommodating the needs of residents of other counties' residents.

Widening Highway 1 in Santa Cruz County will only make this Highway 1 alternative more attractive, and will immediately be filled over capacity.

Respectfully,

Peter Stanger
 19 Escuela Road
 La Selva Beach, CA 95076

I-221

Response to Comment I-221

Peter Stanger Comment I-221

Your comments have been taken into consideration as part of the project record. Please see Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, which summarizes information regarding the issue of induced demand from the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), included as an addendum to the *Traffic Operations Report*. As described in this section, elasticity calculations indicate that induced demand from the project alternatives would result in increases in total vehicle miles traveled of less than 1 percent. In other words, increasing the capacity of Highway 1 would not substantially increase the number of vehicles using the highway.

Over the long term, the Tier I Corridor HOV Lane Alternative would substantially improve traffic conditions on Highway 1 compared to both the No-Build Alternative and the Tier I Corridor TSM Alternative.

Santa Cruz County Regional Transportation Commission has been involved in the development of the proposed project and EIR/EA and is investigating other options to improve transportation options in the region. Other regional governments may consider other potential transportation projects/solutions.

Comment I-222

I-222

Any views or opinions presented in this email or its attachments are solely those of the author and do not necessarily represent those of the company.

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaine, Lara E@DOT
Subject: FW: HWY 1 widening Santa Cruz County
Date: Monday, January 11, 2016 9:52:52 AM

From: Stansbury, Jon [mailto:jon.stansbury@cushwake.com]
Sent: Sunday, January 10, 2016 11:32 AM
To: Fowler, Matt C@DOT
Subject: HWY 1 widening Santa Cruz County

I have been a resident of west side Santa Cruz for 45 years. I support the widening plan and am very frustrated that this was not done 20-30 years ago!
We have been hog tied by the "Progressives" in politics for 4 decades. The only people who are against this are people who have the luxury of not traveling on that road! For all the rest of us with jobs and kids, we don't have a choice!
Please get on with the widening! End the suffering of the middle class and low income families who cannot afford to live in Santa Cruz, so must commute to and through Santa Cruz!!!
Thank you,
Jon

I-222

Jon Stansbury
Senior Vice President
Cushman & Wakefield
300 Santana Row, Fifth Floor
San Jose, CA 95128
Tel: 408 615-3400
Direct: 408 436-3652
Cell: 408 802-8444
Email: jon.stansbury@cushwake.com

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Response to Comment I-222

Anonymous Comment I-222

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment I-223

I-223

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara F@DOT](#)
Subject: FW: Draft EIR for Santa Cruz county
Date: Monday, January 11, 2016 9:21:30 AM

From: Alicia Stanton [mailto:aliciamstanton@gmail.com]
Sent: Monday, January 11, 2016 8:44 AM
To: Fowler, Matt C@DOT
Subject: Draft EIR for Santa Cruz county

I am in support of designing a plan which maximizes bicycle and mass transit. In addition to auxiliary lanes and bike/pedestrian overpass, alternative transit around the freeway needs improvement. The EIR should include projects of long term benefit to cyclists (such as Brookwood Dr and Chanticleer bikeways) which will help remove car drivers from the freeway by making cycling to work a more viable option for mid-county workers. Public transit using the freeway corridor should be built into the plan, even if it cannot be fully implemented at this time.

Alicia Stanton
Santa Cruz

I-223

Response to Comment I-223

Alicia Stanton

Comment I-223

As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of HOV lanes, results indicate that buses and other HOVs would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane when compared with the No Build Alternative. Because of these improvements in bus travel times, it is estimated that the Tier I Corridor HOV Lane Alternative could capture a significant portion of latent transit demand (i.e., could increase bus ridership). Additionally, the pedestrian/bicycle overcrossings mentioned by the commenter would address existing deficiencies in access across Highway 1.

Additionally, the Tier I Corridor HOV Lane Alternative would incorporate transit supportive planning and design. Specifically, the Tier I Corridor HOV Lane Alternative would allow for possible future bus pads and bus stop shelters at the Park Avenue and Bay Avenue/Porter Street/41st Street interchanges to be constructed as part of a separate project. Similarly, improvements to the Larkin Valley Road/San Andreas Road and 41st Avenue interchanges as part of the proposed project would not preclude development of future park-and-ride lots at this location under consideration by Santa Cruz County Regional Transportation Commission as part of a future project.

Although the proposed project is supportive of public transit and includes pedestrian/bicycle overcrossings of Route 1, as the State lead agency for this project, Caltrans does not have jurisdiction over

public transit or local bicycle infrastructure. Comments regarding public transit routes on Route 1 may be directed to the Santa Cruz Metropolitan Transit District, by visiting <https://www.scmtd.com/en/contact-us>, or by phone at (831) 425-8600. Comments regarding local bicycle projects may be directed to Santa Cruz County Regional Transportation Commission by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment I-224

I-224

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Santa Cruz County Hwy. 1
Date: Tuesday, January 19, 2016 3:15:36 PM

From: pclares [mailto:pclares@aol.com]
Sent: Tuesday, January 19, 2016 2:28 PM
To: Fowler, Matt C@DOT
Subject: Santa Cruz County Hwy. 1

Dear Mr. Fowler,

Our hope in retiring to Santa Cruz in 2005 after living in San Jose since 1969 was to return to our small town roots with clean air as well as strong community spirit and sensibilities.

We are shocked by the uninformed notion, far too prevalent among our "educated" neighbors, that the widening of Hwy 1 will give any lasting relief to the admittedly heavy traffic on that corridor.

After witnessing for more than three and a half decades the perpetual highway widening throughout the Bay Area we thought we were escaping the mistaken lane-adding mindset.

Instead of serving King Auto, our society must serve citizens by improving safe pedestrian and bike ways, as well as mass transit and affordable close-to-jobs housing options.

It's not as though it's never been done. Throughout the world there are marvelous examples of brilliantly livable cities whose citizens rarely need to use cars. Google them for inspiration. Their examples will lift your spirits.

California in so many ways is a model for the entire world in confronting the effects of the Climate Crisis, but we're seriously lagging in the area of transportation. Santa Cruz has an opportunity to show the state and the world that we can change that. Let's do it with this project.

Respectfully,
 Phil and Pam Stearns

Sent from my Verizon Wireless 4G LTE smartphone

I-224

Response to Comment I-224

Phil and Pam Stearns

Comment I-224

Your comments on the proposed project have been considered as part of the project record. The Final EIR/EA with FONSI analysis indicates that the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would substantially reduce congestion under future conditions compared to the No Build Alternative. Specifically, the Tier I Corridor HOV Lane Alternative would reduce average delay in the northbound direction of Highway 1 during the AM and PM peak hours by 88 percent and 84 percent, respectively, compared to the No Build Alternative under 2035 conditions. In the southbound direction, average delay would decrease during the AM and PM peak hours by 89 percent and 82 percent. More information on the traffic analysis is provided in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI.

The Tier I Corridor HOV Lane Alternative would be supportive of transit, as well as well bicycle and pedestrian transportation. The Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of HOV lanes, results indicate that buses and other HOVs would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane when compared with the No Build Alternative. Because of these improvements in bus travel times, it is estimated that the Tier I Corridor HOV Lane Alternative could capture a significant portion of latent transit demand (i.e., increase bus ridership). Additionally, the Tier I Corridor HOV Lane Alternative would include three new pedestrian/bicycle overcrossings that would address existing deficiencies in bicycle and pedestrian access across Highway 1.

Finally, the Final EIR/EA with FONSI analysis shows that by reducing congestion and improving travel times, the Tier I Corridor HOV Lane Alternative would reduce carbon dioxide emissions under 2035 conditions compared to the No Build Alternative. As described in Section 3.2.5, Climate Change under the Environmental Quality Act, of the Final EIR/EA with FONSI, the highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. Therefore, to the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced.

Comment I-225

I-225

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: Larson, Theresa; Andersen, Jennifer
Cc: Bernina, Lara E@DOT
Subject: FW: RTC
Date: Friday, January 29, 2016 3:54:24 PM

From: Woutje Swets [mailto:woutje.swets@gmail.com]
Sent: Tuesday, January 12, 2016 11:09 AM
To: Fowler, Matt C@DOT
Subject: RTC

Hello Matt,

Thank you for the opportunity to comment on the Hiway 1 project in Santa Cruz.

I would love to see the widening of the freeway from Soquel Avenue to 41st Avenue - and beyond, but that's not on the table right now. HOV lanes would be excellent, too.

Good luck,
Woutje Swets

I-225

Response to Comment I-225

Woutje Swets Comment I-225

Your support for the Tier II Auxiliary Lane Alternative and future Tier I Corridor HOV Lane Alternative improvements has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project. The Tier I project is considered at a planning or programmatic level and will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue) is evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Comment I-226

I-226

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Anderson, Jennifer](#)
Cc: [Bertana, Lara F@DOT](#)
Subject: FW: Highway One
Date: Tuesday, January 19, 2016 2:19:08 PM

From: Joan Timpany [mailto:djtimpany@hotmail.com]
Sent: Sunday, January 17, 2016 11:17 PM
To: Fowler, Matt C@DOT
Subject: Highway One

Dear Mr. Fowler,

I'd like to express my **extreme opposition to the widening of Highway One** in Santa Cruz County on a number of counts.

Having lived in close proximity to Highway 85 when it was being constructed during the 1990's, I've had first hand exposure to how a freeway can damage the ambiance of neighborhoods and do very little to relieve traffic congestion, pollution, etc.

The things that could help with congestion are light rail in the median areas of the freeway, expansion of rail service on the existing tracks that run along Santa Cruz County coastline, increased and efficient bus service county-wide.

I totally oppose ending up with 6 or 8 lanes of stop-and-go traffic instead of 4 lanes now. It will destroy the environment and give virtually no relief.

I'm a Santa Cruz resident for over 15 years and have no desire to emulate here what was done in Santa Clara County. Please find other ways to address our traffic problems. Thank you.

Sincerely,
Joan DJ Timpany
203 Pennsylvania Avenue
Santa Cruz, CA 95062

I-226

Response to Comment I-226

Joan DJ Timpany

Comment I-226

Your comments on the proposed project have been considered as part of the project record. Caltrans acknowledges that the Tier I Corridor HOV Lanes Alternative, which was selected as the preferred alternative for the Tier I project, could have aesthetics/visual and other impacts on certain neighborhoods, however, it would also provide benefits in terms of congestion reduction. As described in the Final EIR/EA with FONSI, Caltrans would implement several avoidance, minimization, and mitigation measures to reduce these adverse impacts. Section 2.1.6, Visual/Aesthetics, of the Final EIR/EA with FONSI includes measures to address visual and aesthetics impacts and references the corridor aesthetic guidelines included in Appendix N. Section 2.4, Construction Phase Impacts, identifies measures to address impacts during construction activities, such as air quality/dust and construction noise.

As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative would substantially reduce congestion in the Highway 1 project area compared to the No Build Alternative under 2035 conditions. Specifically, the Tier I Corridor HOV Lane Alternative would reduce average delay in the northbound direction of Highway 1 during the AM and PM peak hours by 88 percent and 84 percent, respectively. In the southbound direction, average delay would decrease during the AM and PM peak hours by 89 percent and 82 percent.

Because commuters from Santa Cruz to Santa Clara County and other locations in the San Francisco Bay Area make up a significant portion of peak hour traffic within the project corridor, projected congestion in the peak direction on Route 1 would not be addressed

with rail improvements. As a separate project, Santa Cruz County Regional Transportation Commission is studying the potential reuse of the Santa Cruz Branch Rail Line, which is a project that is included in their Expenditure Plan. That project would encourage alternative modes of transportation by expanding the transit system.

The proposed Route 1 project would be supportive of transit. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of HOV lanes, results indicate that buses and other HOVs would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No Build Alternative.

Comment I-227

I-227

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa; Andersen, Jennifer](#)
Cc: [Bertana, Lara F@DOT](#)
Subject: FW: what to do with Highway 1.....
Date: Wednesday, January 20, 2016 1:46:35 PM

From: steve trujillo [mailto:cruztbone@yahoo.com]
Sent: Tuesday, January 19, 2016 7:59 PM
To: Fowler, Matt C@DOT
Subject: what to do with Highway 1.....

hi, matt. my name is Steve Trujillo . I live at 774 Bronte avenue in Watsonville, about one mile east of highway 1.

here is what I feel needs to be done with 1:

1. finish the widening project from 41st avenue to Soquel drive.
2. from the Monterey county line northward to 41 st avenue, find areas that can be widened that DO NOT NEGATIVELY IMPACT the flora and fauna.
3. create more turnouts as can be accommodated that don't impact the natural environment or natural habitat.
4. center divider for ALL of highway 1 to prevent head on collisions, allowing for left turn lanes that currently exist and business right of ways to exit and enter across the center divide.
5. electronic road signs , going north, that indicate time needed to travel to: santa cruz, the fish hook, Scotts valley and downtown san jose and the airport.
6. increased bus service up and down the highway 1 corridor that connects with MCTD. this would include an express bus daily from SC to Monterey and return. another one from Watsonville to Monterey and return. and another from Watsonville to Salinas and return.

thanks for this opportunity to express my ideas.
 Steve Trujillo cruztbone@yahoo.com

I-227a

I-227b

I-227c

I-227d

I-227e

Response to Comment I-227

Steve Trujillo Comment I-227a

Your support for the Tier II Auxiliary Lane Alternative (including widening from 41st Avenue to Soquel Drive) has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects included within the larger Tier I project will proceed through environmental review and design.

Steve Trujillo Comment I-227b

The Tier I project corridor extends from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. Segments of Route 1 beyond these project limits are outside the scope of the current project. Caltrans is limited in where it can site the proposed improvements because the additional HOV lanes and auxiliary lanes must be adjacent to the existing highway. It is not possible to avoid impacts on biological resources, as described in Section 2.3, Biological Environment, of the Final EIR/EA with FONSI; however, Caltrans would implement various avoidance, minimization, and mitigation measures to reduce biological resources impacts to the extent feasible. Within the project limits, Route 1 is a limited-access freeway and turnouts are not feasible.

Steve Trujillo

Comment I-227c

Under the Tier I Corridor HOV Lane Alternative, for much of the length of the Tier I project area, the proposed HOV lanes would be installed within the highway median and/or in locations where a center divider already exists, and a retaining wall/center divider would be constructed to separate the two directions of traffic. Within the project limits, Route 1 is a limited-access freeway and left-turn lanes are not feasible.

Steve Trujillo

Comment I-227d

The Tier I Corridor HOV Lane Alternative would include transportation operations system elements such as changeable message signs, closed-circuit television, microwave detection systems, and vehicle detection systems. Travel time indications on message signs could be considered by Caltrans in the future as the specific projects under the Tier I Corridor HOV Lane Alternative are further defined.

Steve Trujillo

Comment I-227e

As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative would have generally positive long-term effects on bus travel due to reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of HOV lanes, buses and other HOVs would benefit from reductions in density (the number of passenger vehicles per mile per lane) in the HOV lane, when compared with the No-Build Alternative.

Provision of increased transit service or development of new transit routes would be outside the jurisdiction of Caltrans but may be considered by other applicable agencies, such as Santa Cruz County Regional Transportation Commission or the Santa Cruz METRO

Transit District. Please direct such comments Santa Cruz County Regional Transportation Commission, Santa Cruz METRO, or other local transit agencies. You may contact Santa Cruz County Regional Transportation Commission by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org. You may contact METRO by visiting <https://www.scmttd.com/en/contact-us>, or by phone at (831) 425-8600.

Comment I-228

I-228

From: Eugene Tsuji [mailto:eugenetsuji@gmail.com]
Sent: Friday, January 22, 2016 3:26 PM
To: info@scortc.org
Subject: widen the highway

As a cyclist, I want the commuter cars to stay on the freeway, and off surface streets. Increasing lane capacity by 50% will obviously increase the amount of cars that can be on the highway by 50%. Saying that widening doesn't work is disingenuous. Sure if you just continues to grow, then of course it will fill up. If that is the logic, then lets REDUCE the highway to one lane, make it miserable to drive and everyone will stop commuting and leave the area.

Eugene Tsuji

I-228

Response to Comment I-228

Eugene Tsuji
Comment I-228

Your support for the project has been taken into consideration as part of the project record.

Adding HOV lanes, as well as ramp metering and auxiliary lanes, is expected to improve the ability of Route 1 to meet future travel demand within the traffic study area. In year 2035, under the Tier I Corridor HOV Lane Alternative (selected as the preferred alternative for the Tier I project) vehicle throughput would increase by 63 percent in the northbound direction during the AM peak hour and by 79 percent in the southbound direction during the PM peak hour. The improved freeway conditions would draw vehicles that would otherwise divert onto parallel arterials back to Route 1, relieving the local city streets from excessive cut-through commuter traffic, as discussed in more detail in response to Comment I-145b.

The growth assessment concluded that the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Lane Alternative would not stimulate unplanned residential or related commercial growth and would support existing planned growth for the corridor. For more information, please see Section 2.1.2, Growth, of the Final EIR/EA with FONSI.

Comment I-229

I-229

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Anderson, Jennifer](mailto:Larson.Theresa.Anderson.Jennifer)
Cc: [Bertaina, Lara E@DOT](mailto:Bertaina.Lara.E@DOT)
Subject: FW: Hwy 1 widening project
Date: Tuesday, January 19, 2016 2:15:09 PM

From: JAMES TURK DESS [mailto:turkdess@sbcglobal.net]
Sent: Sunday, January 17, 2016 4:31 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1 widening project

Mr Fowler,
 My name is James Turk Dess and I live at 3330 Gross Rd in Santa Cruz, (Live Oak). I am in the middle of the traffic corridor going North and South and am impacted severely by the unfinished widening project. My commute is better after the last phase completion b/t Morrisey and Soquel exits but the folks trying to avoid the Soquel to 41st Ave section have invaded my neighborhood and are causing unsafe conditions for pedestrians and drivers alike. Tempers flare, intersections are blocked, people go against the flow of traffic to jump to the head of the line-often running the stop sign at 40th Ave and Gross Rd, two cars or more blow through the stop at a time... I could go on and on. I've been sworn at for not blocking the intersection, challenged to fight, and at times, the backup is from Mattison Lane by ABC Roofing supply through Soquel, Rodeo Gulch, and Gross Rd. to 41st Ave. People see the residents go right on Gross from Rodeo Gulch to our homes and think that is a short cut, then race to the dead end of Gross Rd and then race back again to get in line.

I am in favor of the widening project. The commute traffic will not be replaced by mass transit. Shuttle systems will help in conjunction with the addition of lanes, but not with carpool lanes. The amount of emissions left in my residential neighborhood by idling cars should be part of the EIR. Cars running at highway speed, even at slower pace during commute, are much more environmentally sound than the same number of cars at 2 miles per hour or stopped and idling.

Thank you for the opportunity to contribute.
 James Turk Dess
 3330 Gross Rd
 Santa Cruz, Ca 95062
 DBA Turk The Roofer
 831-479-9653

Response to Comment I-229

James Turk Dess

Comment I-229

Your support for the project has been taken into consideration as part of the project record.

Shuttle systems, carpooling, and rideshare vehicles would be able to reap the benefits of travel time savings and improved reliability afforded by HOV lanes while single-occupant vehicles are not. Currently, without HOV lanes, there is little incentive for commuters to use transit services or other ridesharing systems since travel would be in mixed-flow traffic lanes and subject to the same congested travel conditions as single-occupant automobiles.

Construction of the HOV lanes would attract vehicles diverted to parallel arterials back to Route 1, relieving local city streets from excessive cut-through commuter traffic, and associated emissions associated with idling cars, as discussed in more detail in response to Comment I-145b.

I-229

Comment I-230

I-230

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt@DOT)
To: [Larson, Theresa; Andersen, Jennifer](mailto:Larson.Theresa@DOT)
Cc: [Bertina, Lara E@DOT](mailto:Bertina.Lara@DOT)
Subject: FW: Highway 1 Widening
Date: Wednesday, January 13, 2016 9:01:48 AM

From: Tom.Valiante@us.fujitsu.com [mailto:Tom.Valiante@us.fujitsu.com]
Sent: Tuesday, January 12, 2016 9:24 PM
To: Fowler, Matt C@DOT
Cc: t.valiante@sbcglobal.net
Subject: Highway 1 Widening

Matt

I have lived off the 41st avenue exit by the ocean for over 25 years. I have commuted to San Jose, Sunnyvale and other parts of the silicon valley. The worst part of my commute in those years was from the fishhook or the inter change of HY17 and HW1 and the 41st avenue exit and the reverse going to San Jose. Highway 1 needed to be widened 20 years ago. To get from the fishhook to my house takes 25 minutes to go 10 miles and in the summer time it can take 35+ minutes.

We fill up every street Soquel, east cliff and any other streets that will get cross town. We have declined our quality of life and need to widen highway 1 to Watsonville. The improvements in the fishhook up to Soquel have made that section of the road move so much better. We now have 1 mile funnels that need to be addresses. 41st Avenue, Capitola, Park Avenue and every other exit to Watsonville

I support widening highway 1

Tom

Tom Valiante
 Vice President America's Sales & Channels
Fujitsu America
 1250 East Arques Ave
 Sunnyvale, CA 94085

Phone: (408) 746-0002
 Cell: (831) 234-5634
 Email: Tom.Valiante@us.fujitsu.com
 Web: us.fujitsu.com/solutions

Response to Comment I-230

Tom Valiante Comment I-230

Your support for the project has been taken into consideration as part of the project record. Construction of the HOV lanes would attract vehicles diverted to parallel arterials back to Route 1, relieving local city streets from excessive cut-through commuter traffic, as discussed in more detail in response to Comment I-145b.

The project improvements do not extend to Watsonville. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project. The Tier I project is considered at a planning or programmatic level and will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. Segments of Route 1 beyond these project limits are outside the scope of the current project. All concerns or issues regarding Route 1 in Santa Cruz County can be directed to Caltrans District 5 by visiting <http://www.dot.ca.gov/d5/contactus.html>, by phone at (831) 372-0862, or by e-mail at info-d5@dot.ca.gov.

The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue) is evaluated in this Final EIR/EA with FONSI at a project level and will proceed to final design and construction. In the future, additional segments of the Tier I project will proceed through environmental review and design as future Tier II projects.

Comment I-231

I-231

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Comment on Widening Hwy. 1
Date: Thursday, January 14, 2016 8:55:10 AM

From: Lois Van Buren [mailto:msvthet@yahoo.com]
Sent: Wednesday, January 13, 2016 9:18 PM
To: Fowler, Matt C@DOT
Subject: Comment on Widening Hwy. 1

Matt,

Adding an auxiliary lane on Hwy. 1 between Soquel Ave. and 41st Ave. in Santa Cruz would be okay if that lane could someday be a section of a proposed carpool lane. Otherwise, I'm against the widening. As to the bike/pedestrian bridge: Absolutely! There should be five of them!

~ Lois Van Buren

I-231

Response to Comment I-231

Lois Van Buren

Comment I-231

Your support for the project has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Lane Alternative as the preferred alternatives. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel and constructing the Chanticleer Avenue bicycle/pedestrian overcrossing) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional segments of the Tier I project will proceed through environmental review and design as future Tier II projects.

Comment I-232

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertana, Lara E@DOT](#)
Subject: FW: CA Hwy 1 - Support fo Widening
Date: Monday, January 11, 2016 5:09:05 PM

From: Baler [mailto:vanhoven@yahoo.com]
Sent: Monday, January 11, 2016 5:03 PM
To: Fowler, Matt C@DOT
Subject: CA Hwy 1 - Support fo Widening

Dear Mr Fowler,

We, as homeowners and voters in Santa Cruz County, wish to express our support for the widening of CA 1, between Soquel Dr. and 41st Ave. Sincerely,

Gerard Van Hoven & Barbara Van Hoven
107 Montclair Dr.
Santa Cruz, CA 95060

I-232

Response to Comment I-232

Gerard and Barbara Van Hoven

Comment I-232

Your participation in the environmental review process is appreciated and your support for the project has been taken into consideration as part of the project record.

I-232

Comment I-233

I-233

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: Comments on Draft EIR for Hwy 1 Corridor Widening
Date: Tuesday, January 19, 2016 2:53:21 PM
Attachments: [Draft of DEIR Comments.docx](#)

From: leeseve [mailto:leeseve@aol.com]
Sent: Monday, January 18, 2016 4:42 PM
To: Fowler, Matt C@DOT
Cc: kpushnik@scrtc.org
Subject: Comments on Draft EIR for Hwy 1 Corridor Widening

Comments on Draft EIR, Hwy 1 Widening, 2015-16
 Elissa Wagner
 528 Encino Drive
 Aptos, CA

Thank you for the opportunity to comment on the Draft EIR for the proposed widening of Hwy 1 in Santa Cruz County.

I am including general comments, as well as particular responses concerning the widening/construction vis-a-vis the Santa Cruz long-toed salamander. I am both attaching that latter document, as well as including it in the text of this email.

I am opposed to further widening of the Hwy 1 corridor in Santa Cruz County. As a 40-year+ resident of this county, I am well acquainted with the vicissitudes of Hwy 1. I know that it is often jammed -- or at least it can be between the city of Santa Cruz and Park Avenue (Aptos, Soquel).

However, we residents need to step into the 21st century and think ahead. Widening the highway confirms and encourages an outdated dependence on personal vehicles that Earth can no longer support, especially since the majority of GHGs in our county stem from transportation. We are already surpassing what the planet can sustain in CO2 emissions; we are already causing extreme weather conditions. It is our obligation to do our best to suspend these emissions -- and widening Hwy 1 would do just the opposite, increasing GHG 25% annually. And to what end? CalTrans itself has found that widening this corridor will show negligible improvement of traffic congestion.

Moreover, the extent of further damage to Santa Cruz County's lovely natural setting along the corridor is heart wrenching. By far the majority of Santa Cruz County residents live here because we enjoy and appreciate immensely the natural worlds it encompasses. Why add to the struggles nature is already encountering here with the drought and climate change? Such misdirected action defies both love and logic.

On that note, I leave you with my comments concerning the Santa Cruz long-toed salamander.

Upshot of possibly disturbing Valencia Lagoon/Channel habitat of SCLTS:

Years of thoughtful, detailed research and work have been put into saving the Santa Cruz long-toed salamander (SCLTS), a highly endangered species. In 1969 the CA DOT somehow ignored that the "Santa Cruz long-toed salamander was first listed as an endangered species under the Endangered Species Preservation Act of 1966

(Service 1967). The Endangered Species Conservation Act of 1969 continued to recognize the Santa Cruz long-toed salamander as an endangered species (35 Federal Register 16047)."^[1]

After a record of such negligence on the part of CA DOT, why would it be allowable for any possible road construction infringement on, in this case, Valencia Lagoon/Channel? "Valencia Lagoon...exemplifies the threats posed to the species; namely, extensive degradation and fragmentation of aquatic and upland habitats due to urbanization and highway construction. ...Direct habitat loss due to agriculture, urbanization, and road construction is the main cause for this salamander's decline. ...Roads, highways, buildings, walls, and fences are barriers to dispersing Santa Cruz long-toed salamanders."^[2] Nevertheless, the current DEIR states, "The Tier I Corridor Alternatives may affect, and is likely to adversely affect, the Santa Cruz long-toed salamander. ... Construction in Valencia Lagoon or dewatering activities could directly affect the Santa Cruz long-toed salamander, which could result in injury or death to individual salamanders if they are found to be breeding in the lagoon."

The current DEIR further states,

Grading or other earthwork in adjacent uplands could affect burrows and could result in injured or entombed animals that are estivating. Temporary loss of aquatic habitat for Santa Cruz long-toed salamander could result if the Valencia Lagoon must be dewatered for construction. Project-related construction in Valencia Lagoon could result in the placement of permanent structures that would displace aquatic habitat, resulting in loss of available habitat for the species. In addition, individuals could inhabit the uplands between the lagoon and Route 1, where Caltrans proposes shoulder improvements for the proposed project. Individuals could therefore be subjected to injury or mortality as a result of ground-disturbing activities along the Route 1 road shoulder.

The DEIR concludes, "The cumulative effects to SCLTS resulting from loss of habitat at or near Valencia Lagoon could be considerable, since it is one of few known historical breeding locations in the region." This, by the way, contrasts with language for the CA tiger salamander, which states, "If project-related impacts to CTS were to occur, it is estimated that the cumulative effects would not result in jeopardy or extinction of the species..." No such happy language exists in the DEIR for the SCLTS. Instead, there are proposals to relocate SCLTS individuals, or to call in an engineer to stop all action if SCLTS individuals are indeed spotted during construction. Really? Are these latter two actions realistic? What are the specifications for such relocation? Further, I also would like to be called to the site in case a busy worker, in the midst of noise and mud and heavy machinery, happens to

I-233e
cont.

I-233a

I-233b

I-233c

I-233d

I-233e

I-233f

Response to Comment I-233

spot a fairly camouflaged SCLTS, actually calls the resident engineer, who in turn actually succeeds in ceasing all construction before the SCLTS expires.

**I-233f
cont.**

Further mystifying language in the Natural Environment Study of the DEIR states that even though the USFWS asserts that "the species is accepted as inhabiting Valencia Lagoon and everything within a 1-mile radius could be considered dispersal habitat," the ensuing section in the DEIR is replete with language that ignores this fact, e.g. "2) If protocol SCLTS surveys are necessary" or "3) If the SCLTS is determined to occur within the BSA during protocol surveys," or "4) If SCLTS is determined to occur within the project area..."

I-233g

I understand that the highway widening plan has purportedly been designed to avoid Valencia Lagoon. However, the DEIR also includes such language as cited above in case the avoiding is unavoidable: "If construction in Valencia Lagoon or adjacent upland habitats cannot be avoided..." Again, I understand that this is probably a requirement for such a report: to take into account all possible scenarios.

In the case of the SCLTS, however, utter avoidance of their habitat should be written in stone and strictly adhered to. CalTrans/DOT already inflicted a death knell to the SCLTS in this habitat with the original transformation of that section of Hwy 1 into a freeway. Since 1969, with some human help, SCLTS have struggled to recoup a breeding population estimated to be in the 700s at the Valencia site. Why negate 47 years of effort? And why treat the USFWS SCLTS recovery project—which the DEIR itself quotes -- as so much spitting into the wind? Enough!! Just leave this section alone: no widening, no construction, period.

I-233h

[1] U.S. Fish and Wildlife Service. 2004. Draft revised recovery plan for the Santa Cruz long-toed salamander (*Ambystoma macrodactylum croceum*). U.S. Fish and Wildlife Service, Portland, Oregon. vii + 108 pp.

[2] Ibid

Elissa Wagner Comment I-233a

Your opposition to further widening of the Highway 1 corridor has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Lane Alternative as the preferred alternatives. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel and constructing the Chanticleer Avenue bicycle/pedestrian overcrossing) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional segments of the Tier I project will proceed through environmental review and design as future Tier II projects.

Elissa Wagner Comment I-233b

The comment restates a conclusion in the Draft EIR/EA. Further study was conducted in 2017 using the latest U.S. Environmental Protection Agency-approved emissions factor model (EMFAC 2014) and new annual conversion factors to verify if the conclusions in the draft document were still accurate. The new analysis indicates that the Tier I Corridor HOV Lane Alternative would result in 505 metric tons less of carbon dioxide than the No Build Alternative. The emissions decrease for the Tier I Corridor HOV Lane Alternative is likely tied to significant improvements in vehicle speeds that offset

increased vehicle miles traveled, reflecting improvements in congestion. Please refer to Response to Comment A-4d from the Monterey Bay Unified Air Pollution Control for results and detailed methodology of the new greenhouse gas emissions analysis.

Elissa Wagner

Comment I-233c

The Final EIR/EA with FONSI analysis finds that the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative, would substantially reduce congestion compared to the No Build Alternative under future conditions. Specifically, the HOV Lane Alternative would reduce average delay in the northbound direction of Highway 1 during the AM and PM peak hours by 88 percent and 84 percent, respectively. In the southbound direction, average delay would decrease during the AM and PM peak hours by 89 percent and 82 percent. Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI for additional information.

Elissa Wagner

Comment I-233d

Santa Cruz is indeed a wonderful and beautiful setting. Therefore, mitigation measures were developed to help alleviate the imposition of the wider roadway on the visual environment of the corridor. As described in more detail in response to Comment O-2x, mitigation measures have been developed to address the preservation of the existing vegetation to the greatest extent feasible, particularly skyline trees, the planting of native species that can adapt well to a roadside environment, the planting of large trees within areas disturbed by construction, vines on both the fences and sound walls along the corridor, and a minimum three-year establishment period for the plantings. For the aesthetic of the corridor, the mitigation measures called for the Santa Cruz County Regional Transportation Commission and Caltrans to work with the community in a formal setting to develop a set of aesthetic guidelines for the corridor

structures. The aesthetic corridor guidelines provide a general overview and approach to the corridor as a whole, with the intent of creating a consistent aesthetic approach for the corridor, while allowing the specific designs of future projects to adapt to the different corridor needs and city approaches over time. The aesthetic corridor guidelines are included as Appendix N of the Final EIR/EA with FONSI. Additionally, Section 2.3.1, Natural Communities, and Section 2.3.2, Wetlands and Other Waters, of the Final EIR/EA with FONSI describe mitigation measures to replace areas of natural habitat that would be affected by the project.

Elissa Wagner

Comment I-233e

During preparation of the Final EIR/EA with FONSI, additional studies were conducted to address potential impacts to Santa Cruz long-toed salamander, and the project has been modified to avoid the potentially suitable habitat areas for this species to ensure that there would be no effect to this species, as described in the Final EIR/EA with FONSI in Section 2.3.5, Threatened and Endangered Species. Please refer to response to Comment A-1 for additional information.

Elissa Wagner

Comment I-233f

As discussed in response to Comment A-1, the proposed project has been revised to ensure that there is full avoidance to Santa Cruz long-toed salamander.

Elissa Wagner

Comment I-233g

Please refer to response on Comment A-1. The proposed project has further evaluated the potential habitat for Santa Cruz long-toed salamander (upland and breeding habitat), and take of the species or its habitat will be avoided.

Elissa Wagner
Comment I-233h

Please refer to response on Comment A-1.

Comment I-234

I-234

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Highway 1 in Santa Cruz County comments
Date: Tuesday, January 19, 2016 2:27:29 PM

From: Jeff Wagner [mailto:wag@wagworld.net]
Sent: Monday, January 18, 2016 10:02 AM
To: Fowler, Matt C@DOT
Subject: Highway 1 in Santa Cruz County comments

Mr Fowler,

I am in full support of the plans to add capacity to state highway 1 in Santa Cruz County, either with auxiliary lanes, HOV lanes or preferably both. The community desperately needs this improvement to the main transportation artery through the region.

Jeff Wagner
Corralitos, CA

I-234

Response to Comment I-234

Jeff Wagner

Comment I-234

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel and constructing the Chanticleer Avenue bicycle/pedestrian overcrossing) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional segments of the Tier I project will proceed through environmental review and design as future Tier II projects.

Comment I-235

I-235

From: Regional Transportation Commission
Sent: Monday, January 25, 2016 11:25 AM
To: Kim Shultz
Cc: Karena Pushnik
Subject: FW: Highway 1 is horrible! It needs more lanes. Also the southbound lanes after 41st ave needs to be regraded. The steep grade slows traffic because drivers can't see far enough ahead. Thanks, Steve Walker, Watsonville.

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

From: Steven A. Walker [<mailto:walkersa@charter.net>]
Sent: Friday, January 22, 2016 4:08 PM
To: info@scrtc.org
Subject: Highway 1 is horrible! It needs more lanes. Also the southbound lanes after 41st ave needs to be regraded. The steep grade slows traffic because drivers can't see far enough ahead. Thanks, Steve Walker, Watsonville.

I-235

Response to Comment I-235

Steve Walker

Comment I-235

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel and constructing the Chanticleer Avenue bicycle/pedestrian overcrossing) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional segments of the Tier I project will proceed through environmental review and design as future Tier II projects. The suggestion to consider regrading of southbound Route 1 south of 41st Avenue will be considered during the environmental review and design of future Tier II projects.

Comment I-236

I-236

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Please widen highway 1!!!Also the southbound freeway after the 41st exit has too steep a grade which slows people because you cannot see ahead. Steven Walker 905 W. Linden Rd. Watsonville,CA 95076 8317284977
Date: Tuesday, January 19, 2016 9:37:16 AM

From: Steven A. Walker [mailto:walkersa@charter.net]
Sent: Friday, January 15, 2016 5:25 PM
To: Fowler, Matt C@DOT
Subject: Please widen highway 1!!!Also the southbound freeway after the 41st exit has too steep a grade which slows people because you cannot see ahead. Steven Walker 905 W. Linden Rd. Watsonville,CA 95076 8317284977

I-236

Response to Comment I-236

Steven Walker
Comment I-236

Your support for the proposed project is noted as part of the project record. Currently, adjusting the grade of the southbound highway after 41st Street is not contemplated, but your suggestions may be considered during further development of specific Tier II projects in the future.

Comment I-237

I-237

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertana, Lara F@DOT](mailto:Bertana.Lara.F@DOT)
Subject: FW: Highway 1 Santa Cruz
Date: Monday, January 11, 2016 3:41:37 PM

-----Original Message-----
From: Ian Walton (<mailto:islc@redshift.com>)
Sent: Monday, January 11, 2016 3:22 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 Santa Cruz

Dear Mr Fowler

This is a public comment on the Santa Cruz Highway One Corridor Investment Program and the current environmental analysis and alternatives. I am a resident of Santa Cruz county and regularly use the Soquel/41st ave section of Highway 1.

I strongly support moving forward with both the HOV Corridor Tier 1 Alternative (S.4.1) and the Auxiliary Lane Tier II Alternative (S.4.2).

The No Build Alternative (S.4.3) is unacceptable.

Your analysis points to the increasing cut through traffic on local streets but there is an additional larger emergency/safety issue. There are only three through corridors across Santa Cruz (Highway 1, Soquel Drive, and the beach route). After the Loma Prieta earthquake, and now increasingly as a routine effect of rising coastal flooding, the beach route is subject to prolonged closure. The once planned route for increased capacity using the Broadway/Brommer corridor has been abandoned by the county. This makes it vital for increased capacity to be available on the Highway 1 corridor.

Thank you - Ian Walton

This email is sent from Santa Cruz.
This email is NOT confidential.
Ian Walton: Home (831) 462 3398 islc@redshift.com
430 Hampstead Way, Santa Cruz, CA 95062

I-237

Response to Comment I-237

Ian Walton

Comment I-237

Your support for the project has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Lane Alternative as the preferred alternatives. Construction of the HOV lanes would attract vehicles diverted to parallel arterials back to Route 1, relieving local city streets from excessive cut-through commuter traffic. In addition, the project would increase the capacity of Route 1, thus allowing emergency services to better respond to emergencies while using Route 1. For more information, please see response to Comment I-145b.

Comment I-238

I-238

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertana, Lara F@DOT](mailto:Bertana.Lara.F@DOT)
Subject: FW: Hwy 9 improvement suggestion
Date: Tuesday, January 19, 2016 11:37:59 AM

From: Frederick Ward [mailto:fredwardca@gmail.com]
Sent: Friday, January 15, 2016 7:22 PM
To: Fowler, Matt C@DOT
Subject: Hwy 9 improvement suggestion

Hi. I'm a 41 year resident in Santa Cruz County just over the Santa Clara County line. I have seen many numerous changes to my daily commute from Skyline (the "Gap") to the valley below. I have seen dotted lines and speed limit of 40mph go to 30mph (too restrictive, and not obeyed by 90% of commuters) and solid double lines (at 30 mph, not needed in at least two locations.) On the more positive side, more guardrails and improved roadways, as well as improved erosion/landslide controls (beautifully done.) A major complaint is certain bicyclists, emboldened by "share the road" signs: some of them, who are RECREATIONAL CYCLISTS, will deliberately ride the middle of the lane and not only impede COMMERCE but flip off the honking motorists behind, creating frictional which could have disastrous consequences for all involved. I have personally witnessed cars, motorcyclists (who are especially egregious of speed limits,) and bicyclist accidents at many locations and have been first or nearly first on scene to quite a few. I suggest more guardrails. I'm stunned that some were placed where there have been no problems while problem areas have remained unchanged. Secondly, there need to be at least a couple of turnouts on the downhill trip; there has never been one and the couple of areas where pulling out of the way could be done is horribly maintained with nearly 12 inch drops off roadway to visible shoulder. Shoulder clearing is not frequent enough and the ensuing debris makes it more treacherous for the aforementioned bicyclists and motorcyclists. In 2014 a beautiful retaining wall was built but the road markings actually made the roadway smaller. It is stupid, plain and simply, the way it's currently marked. There is no longer a passing lane of consequence for uphill traffic (as there had been before) and the downhill traffic simply ignores the huge deviation and drives to the right of painted lines. There is also a very noticeable dip in the road close to the Savannah winery that has now been there about five years, which really needs some attention. Aside from these things and perhaps reassurance that certain leaning trees aren't going to fall on road, I'm glad that at least some attention has been given to "my road." Thank you for the opportunity to provide input.

I-238

Response to Comment I-238

Frederick Ward

Comment I-238

Improvements along Route 9 are beyond the scope of the Santa Cruz Route 1 project. All concerns or issues regarding Route 9 in Santa Clara County can be directed to Caltrans District 5.

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: Correction to previous email
Date: Tuesday, January 19, 2016 11:38:33 AM

From: Frederick Ward [mailto:fredwardca@gmail.com]
Sent: Friday, January 15, 2016 7:25 PM
To: Fowler, Matt C@DOT
Subject: Correction to previous email

I just noticed that the subject was for Santa Cruz County and the entirety of my email would be in Santa Clara County. I apologize for my error. I would like to ask, though, if not too much effort and if possible, to redirect/forward my email to whoever is the appropriate entity dealing with Santa Clara side of Highway 9. Thank you.

**I-238
cont.**

Comment I-239


Matt C. Fowler
Cal trains senior environmental planner
50 Higuera St.
San Luis Obispo, CA. 93401

I-239

I-239

As a person who lives in the Watsonville area and commutes it is hard to believe that the addition of a third lane would not help to significantly ease the Hwy 1 congestion. When Hwy 1 was widened from the fish hook to Soquel Ave overnight the congestion on the fishhook was gone. Like it or not Hwy 1 is our commuter road. When it bogs down drivers divert off into the neighborhoods. Cars idling in traffic for forty-five minutes or running up residential streets do nothing but add to the pollution of our environment and the serenity of our lives. I would vote for a sales tax increase only if it means that the priority would be adding a third lane to Hwy 1 from Soquel Ave to Watsonville.

Sincerely
Joe Ward
290 Allan Lane
Watsonville, CA. 95076



Response to Comment I-239

Joe Ward
Comment I-239

Your comment on the project has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Lane Alternative as the preferred alternatives. The Tier I project alternatives were evaluated at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel and constructing the Chanticleer Avenue bicycle/pedestrian overcrossing) was evaluated at a project level and will proceed to final design and construction. As additional funding becomes available, additional segments of the Tier I project will proceed through environmental review and design as future Tier II projects.

Comment I-240

I-240

MATT FOWLER
C/O CALTRANS

WE HAVE BEEN RESIDENTS AND HOMEOWNERS
IN APTOS FOR OVER 20 YEARS AND HAVE
SEE THE TRAFFIC CONDITIONS WORSEN
STEADILY WITHOUT ANY HIGHWAY IMPROVEMENTS
EXCEPT THE RECENT EXPANSION OF HWY 1
FROM THE FISH HARBOR TO SOQUEL AVE.
A WIDENING OF HWY 1 FROM SOQUEL AVE
THROUGH APTOS IS SOUPLY NEEDED AND
WOULD ALLEVIATE TRAFFIC CONGESTION.
THE THIRD LANE COULD BE USED FOR HOV
AND SMALL "COMMUTER" BUSES FROM
WATSONVILLE TO SANTA CRUZ. STOP-
POINTS AT CABRILLO COLLEGE, DOMINICAN HOSPITAL
AREA WOULD BE EASY AND PRACTICAL.
WE HOPE CALTRANS CAN FIND THE
MAJORITY OF COSTS FOR EACH SEGMENT AND
WILL HAVE SUPPORT FROM THE PUBLIC AT LARGE.

Oliver Warren

Oliver Warren
491 Canon Del Sol
La Selva Beach, CA 95076

831-7285266

THANK YOU FOR THE 1/10/18 ARTICLE
IN THE SANTA CRUZ SENTINEL.

Response to Comment I-240

Oliver Warren
Comment I-240

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel and constructing the Chanticleer Avenue bicycle/pedestrian overcrossing) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. As additional funding becomes available, additional segments of the Tier I project will proceed through environmental review and design as future Tier II projects.

Part of the project need is to address the lack of facilities and incentives to increase transit use and ridesharing. Transit buses, vanpools, and other carpoolers currently travel on mixed-flow travel lanes on Route 1 and are subjected to the same congested travel conditions as single-occupant automobiles. The Tier I project seeks capacity improvements that encourage alternative modes, such as HOV mainline lanes, HOV on-ramp bypass lanes, transit stops at highway ramps, and pedestrian/bicycle crossings over the highway (also provided for Tier II). HOV lanes would provide time-saving incentives for users of ridesharing and express transit.

With regard to the suggestion to provide step-off points at Cabrillo College, Dominican Hospital area, the implementation of potential bus options is beyond the scope of this project. Comments regarding bus transportation can be directed to the Santa Cruz County Regional Transportation Commission and Santa Cruz METRO. You may

contact Santa Cruz County Regional Transportation Commission by visiting <https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org. You may contact METRO by visiting <https://www.scmtd.com/en/contact-us> or by phone at (831) 425-8600.

Comment I-241

I-241

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa/ Andersen, Jennifer](mailto:Larson.Theresa@Andersen.Jennifer)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Improvement to Hwy 1 Santa Cruz
Date: Wednesday, November 18, 2015 3:35:31 PM

From: Barry Weavers [<mailto:bweavers@lcinst.com>]
Sent: Wednesday, November 18, 2015 6:02 AM
To: Fowler, Matt C@DOT
Subject: Improvement to Hwy 1 Santa Cruz

Sir,

A Good start would be to introduce metering lights on all, or most ramps to I, along with strict traffic enforcement of surface street traffic lights to include cross hatched "do not enter" regions at intersections. This would minimize blocked access as these intersections with an improvement in traffic flow, much from these intersections, and so to onramps to I itself.

I-241

Barry
email bweavers@lcinst.com
mobile 18314060830

<http://www.leftcoastinstruments.com> [[leftcoastinstruments.com](http://www.leftcoastinstruments.com)]



Before printing this email please consider the environment

Response to Comment I-241

Barry Weavers

Comment I-241

After the end of the public review period of the Draft EIR/EA and conservation of public comments, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the presented project alternatives and identified the Tier I Corridor HOV Lane Alternative as the preferred alternative for the Tier I project. The preferred alternative, Tier I Corridor HOV Lane Alternative, will include ramp metering and HOV on-ramp bypass lanes with highway patrol enforcement areas on Route 1 ramps within the Tier I project limits. The Tier I Corridor HOV Lane Alternative will also include transportation operations system elements such as changeable message signs, closed-circuit television, microwave detection systems, and vehicle detection systems. The Tier I project alternatives were evaluated at a planning or programmatic level. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel and constructing the Chanticleer Avenue bicycle/pedestrian overcrossing) was evaluated at a project level and will proceed to final design and construction. In the future, additional segments of the Tier I project will proceed through environmental review and design as future Tier II projects.

Comment I-242

I-242

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Widen Highway 1
Date: Friday, January 15, 2016 4:46:54 PM

From: Jim Weber [mailto:jimpatweber@yahoo.com]
Sent: Friday, January 15, 2016 4:18 PM
To: Fowler, Matt C@DOT
Subject: Widen Highway 1

To: Matt Fowler, Senior Environmental Planner at: matt.c.fowler@dot.ca.gov

[We want and need Highway 1 widened. The gridlock on Highway 1 is dangerous.](#)

[We drive to Watsonville rather than Santa Cruz when we can. One minor problem gridlocks the whole highway.](#)

Jim & Pat Weber
 1833 Dolphin Drive Aptos, CA 95003
 831-662-2481.

I-242

Response to Comment I-242

Jim and Pat Weber

Comment I-242

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel and constructing the Chanticleer Avenue bicycle/pedestrian overcrossing) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional segments of the Tier I project will proceed through environmental review and design as future Tier II projects.

Comment I-243

I-243

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: highway 1 improvements
Date: Tuesday, January 19, 2016 2:06:19 PM

From: w1242@aol.com [mailto:w1242@aol.com]
Sent: Sunday, January 17, 2016 1:49 PM
To: Fowler, Matt C@DOT
Subject: highway 1 improvements

Mr. Fowler,

just re-striping hwy 1 into more lanes would be a very quick way to alleviate congestion and test the time intensive proposal of "officially" adding more lanes. we definitely need at least one more lane due to the back-up at around the Soquel exit going south. the traffic eases up past that point. i know it is equally congested in the morning coming north.

this temporary solution could convince the opponents of hwy widening that the need exists. with an aging population and santa cruz being a growing retirement community and a vacation destination, the government cannot expect seniors and vacationers to take to their bikes and do all the other things that younger local people can do easily, like carpool, or take mass transit.

the re-striping would also allow more money for improvement of bus service around the county. if you go to los angeles, where i lived for many years, you will see that there is not an inch of space wasted on their freeways...they are striped edge to edge. that is an environmentally sound solution. stalling traffic is much more polluting to our air and is disastrous for those with respiratory problems.

thank you for your attention to my suggestions.

mary lou weidlich
 101 burton dr.
 santa cruz, ca. 95065

I-243

Response to Comment I-243

Mary Lou Weidlich

Comment I-243

Unfortunately, the existing roadway is not wide enough to provide for the safe addition of lanes by simply restriping.

Comment I-244

I-244

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: draft Hwy 1 EIR
Date: Tuesday, January 19, 2016 12:14:18 PM

From: Alice Weigel [mailto:awiggie@sbcglobal.net]
Sent: Saturday, January 16, 2016 12:12 PM
To: Fowler, Matt C@DOT
Subject: draft Hwy 1 EIR

Dear Mr. Fowler,

I write to state my opposition to the proposal to add more lanes to Hwy 1. Adding lanes is, at best, only a temporary solution to traffic congestion. Within a year, past studies have shown, there will be just as much congestion as previously. The added air pollution contributed by the net result of even more vehicles on the road is only one of several drawbacks to hwy. expansion. The only true solution is to get people out of their cars and into public transport. The millions spent on widening would be much better spent on improving public transit alternatives and educating people about the benefits. Thank you for your consideration.

I-244

Sincerely,

Alice Weigel
112 Terry Loop
Watsonville CA 95076

Response to Comment I-244

Alice Weigel

Comment I-244

Your comments on the proposed project are noted as part of the project record. The Final EIR/EA with FONSI analysis shows that the Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would substantially reduce congestion compared to the No Build Alternative under future conditions. Specifically, the Tier I Corridor HOV Lane Alternative would reduce average delay in the northbound direction of Highway 1 during the AM and PM peak hours by 88 percent and 84 percent, respectively. In the southbound direction, average delay would decrease during the AM and PM peak hours by 89 percent and 82 percent.

Additionally, the Tier I Corridor HOV Lane Alternative would be supportive of transit. As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, the Tier I Corridor HOV Lane Alternative's long-term effects on bus travel would generally be positive because of reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of HOV lanes, results indicate that buses and other HOVs would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No Build Alternative. Further, because of improved operations, the Final EIR/EA with FONSI projects that the Tier I Corridor HOV Lane Alternative would capture a significant portion of latent transit demand (i.e., increase bus ridership).

With regard to air quality/pollution, annual emissions in 2035 under the Tier I Corridor HOV Lane Alternative would realize a minor decrease in three air quality criteria pollutants and a minor increase in two when compared to the No Build Alternative. This difference

in emissions between the No Build and the Tier I Corridor HOV Lane Alternative is primarily related to volume and average traffic speeds. In 2035, the general-purpose lanes would become more congested with the No Build Alternative, while the HOV lane operates at higher speeds with higher traffic volumes. This leads to a slight improvement in emissions for carbon monoxide, nitrogen oxides, and reactive organic gases for the Tier I Corridor HOV Lane Alternative annual values as compared to the No Build Alternative. At the same time, the comparison leads to similar emission levels for sulfur oxides for both the Tier I Corridor HOV Lane Alternative and the No Build, while there would be a slight increase in emissions of particulate matter for the Tier I Corridor HOV Lane Alternative compared with the No Build. For more information regarding the air quality analysis, please see Section 2.2.6, Air Quality.

Comment I-245

I-245

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: Highway 1 improvements
Date: Thursday, January 21, 2016 3:39:15 PM

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

From: Patrick White [mailto:prwhite510@gmail.com]
 Sent: Thursday, January 21, 2016 3:30 PM
 To: Fowler, Matt C@DOT
 Subject: Highway 1 improvements

Matt, I saw the article in the Sentinel regarding the improvements proposed for Highway 1, Soquel Ave to Watsonville. Specifically, I support the widening of the freeway and the inclusion of metering signals in areas where they are practical. However, in regards to the pedestrian/bicycle crossing at Chanticleer and the projected cost of \$25 million, I believe there is a better alternative that will cost much less and already partially exists. I propose using the area under the Rodeo Gulch freeway bridge for a pedestrian/bicycle path. The corridor provides a safe, roomy, and practical location, one that doesn't require bicycles and pedestrians to cross a busy street (Soquel Ave) yet allows them to get to school (Good Shepard), hospitals, and other medical services. Both the north and south sides of the freeway have ample room to put in paved paths allowing access down to a well lighted and paved trail on the west side of the creek channel below the freeway. Surely this would be much cheaper to construct, and easier for people to use. I think it will work, and hope that someone involved with this process can walk the area to consider the practicality of this idea. Thanks for your attention and your efforts. Patrick White

I-245

Response to Comment I-245

Patrick White Comment I-245

As described in Section 1.1.4, Construction Cost Estimates, of the Final EIR/EA with FONSI, the preliminary capital construction cost estimate (including design support and construction management and support) for the Tier II Auxiliary Lane Alternative is \$24 million. Of this amount, \$4.7 million is for the Chanticleer Avenue pedestrian overcrossing, \$18 million is for the northbound and southbound auxiliary lanes between 41st Avenue and Soquel Drive, and \$1.3 million is for utility relocations and right-of-way acquisitions. A study was conducted to explore multiple options for pedestrian/bicycle overcrossings of Route 1. As part of the study, input was invited from the public, including property and business owners, residents, elected officials, State and local agency representatives, the Santa Cruz County Bicycle Advisory Committee, and community groups. Chanticleer Avenue was selected as a preferred location for a pedestrian/bicycle overcrossing after consideration of various issues including accessibility needs, transportation connections, traffic movements, safety, environmental impact concerns, and design alternatives. Public involvement related to the consideration of improvements to address the needs of bicyclists and pedestrian is described in Section 4.3.2, Bicycle/Pedestrian Meetings, of the Final EIR/EA with FONSI.

Comment I-246

I-246

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Highway 1
Date: Tuesday, January 19, 2016 11:39:57 AM

From: Ann Whitlock [mailto:whitlock.as@gmail.com]
Sent: Saturday, January 16, 2016 6:16 AM
To: Fowler, Matt C@DOT
Subject: Highway 1

I would like to see Highway 1 become 3 lanes in each direction from 41st Ave to Freedom Blvd. The argument that if it were enlarged, then more people would drive it is silly. WE are already here and driving it. Northbound in the morning becomes gridlocked when lots of South County residents enter at Freedom Blvd. The time and gas wasted while moving at a snail's pace is a shame. Southbound in the evening, all the way from Highway 17 is terrible. I know this isn't going to happen overnight, but please keep moving in the right direction. Thank you. Ann Whitlock (Aptos)

I-246

Response to Comment I-246

Ann Whitlock

Comment I-246

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel and constructing the Chanticleer Avenue bicycle/pedestrian overcrossing) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. Following comments received during public review of the Draft EIR/EA, further study and discussion has been added to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, regarding induced demand (the potential for improvements to a congested roadway to induce additional trips). As described in more detail in response to Comment O-2s, the study indicates that the vehicle miles traveled increase due to induced demand is expected to be minimal (less than 1 percent) for the project alternatives.

Comment I-247

I-247

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Anderson, Jennifer](mailto:Anderson.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Chanticleer pedestrian and bicycle bridge across Hwy One; extra lanes for the freeway
Date: Tuesday, January 12, 2016 2:31:15 PM

From: John Wilkes [mailto:wilkes@ucsc.edu]
Sent: Tuesday, January 12, 2016 2:01 PM
To: Fowler, Matt C@DOT
Subject: Chanticleer pedestrian and bicycle bridge across Hwy One; extra lanes for the freeway

The ped/bike bridge is a fabulous idea. As a retired man who lives in a P.U.D. off Harper St., I would use it weekly if not more often.

The new extra lanes will help with the congestion. The new lane between the Morrissey and Soquel exits has certainly helped.

I-247

Response to Comment I-247

John Wilkes Comment I-247

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel and constructing the Chanticleer Avenue bicycle/pedestrian overcrossing) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional segments of the Tier I project will proceed through environmental review and design as future Tier II projects.

Comment I-248

I-248

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Hwy 1 widening comments
Date: Wednesday, January 20, 2016 3:32:25 PM

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

From: Lenora Wrightsman [<mailto:lnohw@yahoo.com>]
Sent: Wednesday, January 20, 2016 3:18 PM
To: Fowler, Matt C@DOT
Subject: Hwy 1 widening comments

My two cents:

Yes to adding one lane each way between 41st and Soquel.
NO to HOV lane
Yes to metering lights.

Regards,

Lenora Wrightsman

I-248

Response to Comment I-248

Lenora Wrightsman

Comment I-248

Your support for the Tier II Auxiliary Lane Alternative and opposition to HOV lanes have been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA and conservation of public comments, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the presented project alternatives. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel and constructing the Chanticleer Avenue bicycle/pedestrian overcrossing) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. The preferred alternatives for both the Tier I and Tier II projects include ramp metering. In the future, additional Tier II projects making up the larger Tier I project will proceed through environmental review and design.

Comments received during project scoping suggested widening Route 1 to eight lanes within project limits to include either one new mixed-flow and one HOV lane in each direction, or two new mixed-flow lanes in each direction. However, this alternative would have resulted in a wider roadway than under the Tier I Corridor HOV Lane Alternative, resulting in greater environmental impacts. This alternative would be less effective in promoting the use of alternative transportation modes to increase transportation system capacity and encouraging carpooling and ridesharing as part of the project purpose. For more information, please see Section 1.5.6, Alternatives

Considered but Eliminated from Further Discussion, of the Final EIR/EA with FONSI.

Comment I-249

I-249

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: Comments on the SCCRTC Draft Environmental Impact Report for Highway 1
Date: Tuesday, January 19, 2016 2:18:17 PM

From: Susan Wright [mailto:supwrigh@ucsc.edu]
Sent: Sunday, January 17, 2016 9:41 PM
To: Fowler, Matt C@DOT
Subject: Comments on the SCCRTC Draft Environmental Impact Report for Highway 1

Comments on the SCCRTC Draft Environmental Impact Report for Highway 1, 1-17-2016

Susan Wright, supwrigh@ucsc.edu

1. The website <http://sccrtc.org/sccrtc.org> appears to have been hacked so that it is not possible to access the entire draft environmental impact report. The county transportation commission should be required to reactivate the website and provide an additional 2 weeks for public comment.

I-249a

2. Going on the description in the Santa Cruz Sentinel (11-17-15) and other descriptions of the issues raised by the draft EIR, I understand that the draft EIR describes three options: 1) no major changes to Highway 1; 2) addition of carpool and auxiliary lanes from Morrissey to San Andreas Road; 3) similar to 2) but not as extensive.

3. I support option 1) with the addition of a bicycle and pedestrian crossing at Chanticleer. I would also support bicycle and pedestrian crossings at other places—e.g. Mar Vista, Aptos Village. The purpose is to provide a more bicycle and pedestrian-friendly environment and to reduce use of cars that would otherwise be used. (For example a bridge at Mar Vista would facilitate pedestrian and bicycle travel to Seaclyff Beach and to Cabrillo College; a bridge at Aptos Village would facilitate pedestrian and bicycle travel to and from the village from Rio del Mar and Seascape.)

I-249b

4. Adding more lanes for cars is not a good long-term answer to the problem of traffic congestion on Highway 1. The additional lanes will encourage *greater* use of cars which will then fill up those lanes and produce the same level of congestion

I-249c

Response to Comment I-249

that exists today. Adding more lanes also *increases* production of greenhouse gases at a time when climate change is recognized as the most serious threat to human life.

**I-249c
cont.**

5. *Innovative* planning and computer modelling that include incentives for the following are urgently needed for effective transportation planning and for addressing the threats posed by climate change:

a) more frequent and more flexible public transportation that enables users to travel easily to work places;

b) greater use of carpools;

c) development of light rail service between Watsonville and Santa Cruz, using the existing rail corridor;

d) *much safer dedicated* routes for cyclists. At present, there are major *disincentives* to use bicycles because of the risks posed to cyclists traveling alongside cars and trucks.

I-249d

Susan Wright Comment I-249a

The comment period was extended to allow additional time for comment submittal.

Susan Wright Comment I-249b

After the end of the public review period of the Draft EIR/EA and conservation of public comments, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the presented project alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Lane Alternative as the preferred alternatives. The Tier I Corridor HOV Lane Alternative will include ramp metering and HOV on-ramp bypass lanes, and transit stops at highway ramps.

The Tier I Corridor HOV Lane Alternative will also include new pedestrian/bicycle overcrossings at Mar Vista Drive, Chanticleer Avenue, and Trevethan Avenue. No pedestrian/bicycle overcrossing improvements are currently proposed at Aptos Village. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel and constructing the Chanticleer Avenue bicycle/pedestrian overcrossing) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. As additional funding becomes available, additional segments of the Tier I project will proceed through project-level environmental review and design as future Tier II projects.

Susan Wright Comment I-249c

Your comments are noted as part of the project record. The Final EIR/EA with FONSI analysis shows that the Tier I Corridor HOV

Lane Alternative, which was selected as the preferred alternative, would substantially reduce congestion on Highway 1 compared to the No Build Alternative under future conditions. Specifically, the Tier I Corridor HOV Lane Alternative would reduce average delay in the northbound direction of Highway 1 during the AM and PM peak hours by 88 percent and 84 percent, respectively. In the southbound direction, average delay would decrease during the AM and PM peak hours by 89 percent and 82 percent, respectively.

The Final EIR/EA with FONSI evaluated the potential for the proposed project to result in induced travel demand (i.e., for more cars to use the highway following capacity improvements). As described in Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI, elasticity calculations indicate that induced travel demand would result in a less than 1 percent increase in vehicle miles traveled. In other words, while some additional level of vehicle travel could occur on Highway 1 following implementation of the proposed project, these effects would be minimal. More detailed information is presented in the *Estimation of Induced Traffic Demand and Congestion-Related Costs Memorandum* (2017), which is included as an addendum to the *Traffic Operations Report*.

Due to the reduced congestion, the Tier I Corridor HOV Lane Alternative would reduce carbon dioxide emissions compared to the No Build Alternative. As described in Section 3.2.5, Climate Change Under the California Environmental Quality Act, of the Final EIR/EA with FONSI, the highest levels of carbon dioxide from mobile sources, such as automobiles, occur at stop-and-go speeds (zero to 25 miles per hour) and speeds over 55 miles per hour; the most severe emissions occur from zero to 25 miles per hour. Therefore, to the extent that a project relieves congestion by enhancing operations and improving travel times in high-congestion travel corridors, greenhouse gas emissions, particularly carbon dioxide, may be reduced.

Susan Wright
Comment I-249d

Please refer to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, of the Final EIR/EA with FONSI for discussion of the proposed project's effects on traffic conditions, including bus movement. As described in this section, the Tier I Corridor HOV Lane Alternative would have a generally positive long-term effect on bus travel due to reduced traffic delay and travel times along Route 1 and at surrounding project area intersections. With the addition of HOV lanes, buses and other HOVs would benefit from reductions in density (the number of passenger cars per mile per lane) in the HOV lane, when compared with the No-Build Alternative. The Tier I Corridor HOV Lane Alternative also would support and encourage carpooling by creating a dedicated HOV lane in each direction on Highway 1. Additionally, the Tier I Corridor HOV Lane Alternative and Tier I Corridor TSM Alternative include bicycle/pedestrian crossing structures across Highway 1 that would improve bicycle and pedestrian travel conditions in this area.

This project is focused on improvements to the Highway 1 corridor vehicle infrastructure; however, Santa Cruz County Regional Transportation Commission is committed to promoting alternative modes of transportation, such as pedestrian and bicycle improvements and development of a rail line. Santa Cruz County Regional Transportation Commission's Expenditure Plan includes the Santa Cruz Branch Rail Line and the Monterey Bay Sanctuary Scenic Trail Network, which would create incentives for alternative modes of transportation by expanding the transit and bicycle facility network. Santa Cruz County Regional Transportation Commission will continue to promote a variety of transportation options to best serve the residents and workers of Santa Cruz. The rail line project and the scenic trail project are outside the scope of the Route 1 project. Any concerns regarding those projects can be directed to Santa Cruz County Regional Transportation Commission by visiting

<https://sccrtc.org/contact-us/>, by phone at (831) 460-3200, or by e-mail at info@sccrtc.org.

Comment I-250

I-250

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa; Andersen, Jennifer](mailto:Larson.Theresa.Andersen.Jennifer)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Highway 1 Future Development
Date: Friday, January 08, 2016 5:03:03 PM

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

From: Kurt Yeager [<mailto:kycager@salvinpower.org>]
Sent: Friday, January 08, 2016 4:49 PM
To: Fowler, Matt C@DOT
Subject: Highway 1 Future Development

Dear Matt,

As a resident next to Highway 1 in Santa Cruz County, I strongly recommend that Highway 1 be uniformly widened to three lanes in both directions throughout the County particularly south from Santa Cruz city. The travel delays for many hours every work day are very long and expensive to everyone who must drive during those hours. The road land is certainly wide enough to complete the third lanes without buying or taking more land.

I look forward to learning your Highway 1 Future Development decisions as soon as possible, and promoting them to the best of my ability.

Sincerely,

Kurt Yeager

I-250

Response to Comment I-250

Kurt Yeager
Comment I-250

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel and constructing the Chanticleer Avenue bicycle/pedestrian overcrossing) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional segments of the Tier I project will proceed through project-level environmental review and design as future Tier II projects.

Comment I-251

I-251

From: [Fowler, Matt C@DOT](#)
To: [Larson, Theresa](#); [Andersen, Jennifer](#)
Cc: [Bertaina, Lara E@DOT](#)
Subject: FW: Public Comment on Draft Highway 1 EIR 1-10-16
Date: Monday, January 11, 2016 9:58:08 AM

From: Kelley Youmans [<mailto:kyoumans@davidlyng.com>]
Sent: Sunday, January 10, 2016 3:41 PM
To: Fowler, Matt C@DOT
Cc: kyoumans@davidlyng.com
Subject: FW: Public Comment on Draft Highway 1 EIR 1-10-16

Corrections made:

From: Kelley Youmans [<mailto:kelly@youmansmail.com>]
Sent: Sunday, January 10, 2016 3:35 PM
To: matt.c.fowler@dot.ca.gov
Cc: kyoumans@davidlyng.com
Subject: re: Public Comment on Draft Highway 1 EIR 1-10-16

Absolutely YES!! Widening of Hwy1 in Santa Cruz County is imperative and needs to be done as soon as possible! The current traffic situation affects all of us in a negative way. If the over 38,000 people who drive HWY 1 daily can stay on the freeway and would move faster than the current 5MPH this would avoid local roads backing up, help businesses enormously, and be easier on the environment. Our community would benefit tremendously.

Many people live in Santa Cruz County from all over! The growing Silicon Valley also draws folks to live in our community, retire, rent, purchase, or vacation here – always has and always will. As well as the folks that grew up here, raised their families here, their families are now staying and expanding. There is Not a lot of new construction but the growth has expanded over past years, and is continuing to expand. It is unfathomable to think the "same old highway 1" from years past, has been able to sustain this growth without substantial consequences to our community.

Baaahumbug to local groups that negate the widening of Hwy 1! For all of us who drive this daily whether it be for work, schools, shopping, activities, doctor appointments, ill friends, healthy friends, delivery, hospitals, possibly less accidents, safer for local roads in general, etc.... the list goes on... Come on... let's be Realistic here! Absolutely widening Hwy 1 is imperative and needs to be done! It has a "level of service grade as an F" and has been for many years. Our local businesses would benefit, the environment would benefit, the public's road rage emotions would enlighten – better frame of mind, better, overall health and well being – better quality of life for all! Come on Santa Cruz County, just do it!

Kelley

I-251

Response to Comment I-251

Kelley Youmans

Comment I-251

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel and constructing the Chanticleer Avenue bicycle/pedestrian overcrossing) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional segments of the Tier I project will proceed through project-level environmental review and design as future Tier II projects.

Comment I-252

I-252

From: Fowler, Matt C@DOT
To: Larson, Theresa; Anderson, Jennifer
Cc: Bertaina, Lara F@DOT
Subject: FW: Hwy 1 Widening
Date: Tuesday, January 19, 2016 12:35:48 PM

From: tim@youmansmail.com [mailto:tim@youmansmail.com]
Sent: Saturday, January 16, 2016 7:08 PM
To: Fowler, Matt C@DOT
Cc: Me
Subject: Hwy 1 Widening

Hello,
 I am writing to add my input to the Hwy 1 widening comment period. I have lived in the Santa Cruz area since 1981. Of course when I first moved to Santa Cruz, there was very little highway traffic or secondary street traffic regardless of the time of day. I have observed the anti-growth, alternative transportation, so called progressive politicians and what has largely been a conversation dominated by west side Santa Cruz people who rarely have to travel Highway 1, stall any real progress for mitigating the ever increasing traffic issue on this highway. Too much special interest influence and not enough done for the betterment of the larger public. We need to widen highway 1.

To be transparent, I have a counter commute. I travel from my home in the Santa Cruz Gardens area off of Thurber to Watsonville. But everyday, I see what is basically a parking lot of cars going northbound on highway 1 backed up all the way to the Mar Monte overpass. I'm so thankful that I don't have to experience that but know, if I ever needed to get back home quickly, I would never be able to do it. We need to widen highway 1.

Yes, the problem has been exasperated by the population growth in Watsonville. It is really the only place where people like teachers and younger families can afford to live. Why punish them? It's not like there has been much in the way of new housing development north of there. This is where the people live and where they commute from. They drive the highway to get to their jobs and to schools. They are not going to ride their bikes or take a buss. Enough of suggesting that there are alternatives because there just aren't. The bike coalition by and large lives and works near downtown Santa Cruz. The buss advocates just don't get that we don't live in an urban environment where public transportation is both efficient and effective. Santa Cruz county is just not set up that way and it's a pipe dream to think that would be any more than a 50 year plan at best. We need to widen highway 1.

Lastly and closer to home for me, is the massive highway 1 overflow into the secondary streets during peak hours. If I drive home to my house during the evening peak period and then try to drive south down Soquel back to 41st ave, it takes me 20-30 minutes. It's a 3 mile drive that normally takes about six minutes. The road is clogged because people exit highway 1 at Soquel (right where the auxiliary lanes stop) and go down Soquel to bypass the highway congestion. I'm sure this happens all up and down the highway frontage roads. The highway backup and subsequent overflow prevents all the people who live off of Soquel from moving to and from their homes. All because the highway restricts at Soquel and doesn't maintain three lanes all the way to Watsonville. We need to widen highway 1.

Would I support a tax, yup. Always have and always will as long as it is not pork-bellied with a bunch of other stuff. I will support a tax to widen the highway only and not funding for alternative transportation or whatever else gets stuck in there to garner support from the critics. Keep it clean and sell it to the majority of people who use that road. Don't worry about the chatter from the critics. Their arguments fall on deaf ears.

Tim Youmans

I-252

Response to Comment I-252

Tim Youmans
Comment I-252

Your support for widening Route 1 has been taken into consideration as part of the project record. After the end of the public review period of the Draft EIR/EA, Caltrans and the Project Development Team compared and weighed the benefits and impacts of the considered alternatives and identified the Tier I Corridor HOV Lane Alternative and Tier II Auxiliary Lane Alternative as the preferred alternatives. Implementation of the project accomplishes the purposes of reducing congestion, promoting the use of alternative transportation modes, and encouraging carpooling and ridesharing. In general, carpoolers, vanpoolers, and transit users are the direct beneficiaries of an HOV lane. However, vehicles using the adjoining general-purpose lanes are indirect beneficiaries, due to the shift of carpoolers, vanpoolers, etc. from general-purpose lanes to the HOV lane. For more information, please see response to Comment I-205c.

Comment I-253

I-253

From: [Fowler, Matt C@DOT](mailto:Fowler.Matt.C@DOT)
To: [Larson, Theresa](mailto:Larson.Theresa@DOT); [Andersen, Jennifer](mailto:Andersen.Jennifer@DOT)
Cc: [Bertaina, Lara F@DOT](mailto:Bertaina.Lara.F@DOT)
Subject: FW: Extension of HWY 1 Soquel to 41
Date: Friday, January 08, 2016 11:36:29 AM

From: Glenn Zimmermann-- gmail [mailto:mrgez76@gmail.com]
Sent: Friday, January 08, 2016 11:18 AM
To: Fowler, Matt C@DOT
Subject: Extension of HWY 1 Soquel to 41

Yes please expedite the extension before it get more expensive and we have to kick the can down the road again
Glenn Zimmermann
La Selva Beach

I-253

This email has been checked for viruses by Avast antivirus software.

www.avast.com [avast.com]

[avast.com]

Response to Comment I-253

Glenn Zimmermann

Comment I-253

Your support for the project has been taken into consideration as part of the project record.

Comment I-254

I-254

From: Fowler, Matt C@DOT
To: Larson, Theresa; Andersen, Jennifer
Cc: Bertaina, Lara E@DOT
Subject: FW: Highway 1 widening
Date: Monday, January 11, 2016 9:20:10 AM

From: andrea ratto [mailto:rattoears@yahoo.com]
Sent: Monday, January 11, 2016 8:05 AM
To: Fowler, Matt C@DOT
Subject: Highway 1 widening

I am a long time Santa Cruz resident, having worked both in North and South county for over 35 years. I currently live in South county except for Monday when I spend an hour on the highway trying to get home, a commute that use to take me 20 minutes. Common sense and the example of the widening that has previously been done has demonstrated that a third lane does help the flow of traffic as it comes to a gridlock right where the third lane ends at Soquel Ave exit.

I-254a

I did not support the original plan to add the third lane from the fish hook to Soquel Ave, believing that if we actually did some appropriate urban planning we could get a mass transit system in place, however that option has yet to materialize as a viable long term plan. The tourist train that is being proposed as an alternative is not a viable option, and would take commuters at least three times longer and would not even get people to where they need to go. In a nutshell, a big mistake and money suck. Keep the trail and give the money back, it will bankrupt the coffers and never prove useful except for the weekend tourist that wants the thrill of an old fashioned train ride.

I-254b

I found it ironical that although the original widening was voted down the additional lane was built anyway. What's up with that?? Cal Trans is responsible for maintaining the highway and I imagine would kick in some money for this project. Additionally the misguided supervisors are all in favor of adding high density housing to south county (Aptos), adding more commuters to the already overcrowded road. (not to mention the depleted aquifers).

I-254c

No one wants the train "in their backyard". To wit, organized westside voters got it out of the westside right quick when they had to put up with the whistle blowing at every intersection, so now we get the pleasure of listening to the racket in south county. Don't delude yourself and the rest of us. Until we get a viable alternative to this gridlock we are stuck with widening the highway. I will not vote for any tax increase that does not address this problem with a long term solution, nor will I willingly give one penny of my hard earned income to a tourist train that does not serve our community.

Sincerely,
 Andrea Ratto

Response to Comment I-254

Andrea Ratto

Comment I-254a

Your support for the project has been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a planning or programmatic level. The Tier I Corridor HOV Lane Alternative will ultimately provide an HOV lane on Route 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and Soquel and constructing the Chanticleer Avenue bicycle/pedestrian overcrossing) was selected as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. Following comments received during public review of the Draft EIR/EA, further study and discussion has been added to Section 2.1.5, Traffic and Transportation/Pedestrian and Bicycle Facilities, regarding induced demand (the potential for improvements to a congested roadway to induce additional trips). As described in more detail in response to Comment O-2s, the study indicates that the vehicle miles traveled increase due to induced demand is expected to be minimal (less than 1 percent) for the project alternatives.

Andrea Ratto

Comment I-254b

Your comments have been taken into consideration as part of the project record. The Tier I Corridor HOV Lane Alternative was identified as the preferred alternative for the Tier I project, which is considered at a long-term planning or programmatic level. This alternative would add a new HOV lane in each direction, as well as other improvements, on Highway 1 from Morrissey Boulevard to San Andreas Road/Larkin Valley Road. The Tier II Auxiliary Lane Alternative (adding auxiliary lanes between 41st Avenue and

Soquel) was selected by Caltrans as the preferred alternative for the current Tier II project, which was evaluated at a project level and will proceed to final design and construction. In the future, additional Tier II projects will proceed through environmental review and design. Any passenger rail or trail projects are outside of the scope of this project and outside the jurisdiction of Caltrans. Please direct any such comments or concerns to Santa Cruz County Regional Transportation Commission.

Andrea Ratto

Comment I-254c

The proposed project evaluated in this Final EIR/EA with FONSI focuses on improving Highway 1 infrastructure to relieve congestion and other transportation system deficiencies and does not include passenger rail. Please direct any comments on passenger rail projects under consideration to the Santa Cruz County Regional Transportation Commission. Also, please see Section 1.1.2, Project Funding, of the Final EIR/EA with FONSI, which describes several possible funding sources for the Tier I project in the future. The Tier I Corridor HOV Lane Alternative was selected as the preferred alternative for the Tier I project, and the Tier II Auxiliary Lane Alternative was selected as the preferred alternative for the Tier II project. The Tier II Auxiliary Lane Alternative was included in the Expenditure Plan for Measure D, the half-cent sales tax approved in November 2016, which provides funding for transportation.

Comment I-255

I-255

From: Kim Shultz
To: Larson, Theresa; Andersen, Jennifer
Subject: FW: Transportation Comments-Hiromura,A
Date: Thursday, February 04, 2016 4:21:41 PM
Importance: High

From: Alan Hiromura [<mailto:cao0073@yahoo.com>]
Sent: Tuesday, January 12, 2016 8:54 PM
To: info@scrtc.org
Subject: Transportation Comments

Please add my comments to whichever documents are appropriate.

My transportation priorities:

1. Increase highway one to 3 lanes both northbound and southbound.

2a. Build a route from the fishhook to the University. The traffic on the westside is atrocious. Bay Street and High Street are the only 2 major streets providing access to the UCSC. From approximately 1975 to present, the Campus has doubled in size but the road capacity has **NOT**. Therefore, the streets throughout the westside now carry University faculty, staff and students that are trying to avoid the traffic bottlenecks on High Street and Bay Street.

2b. Build a highway one bypass from south of Davenport to the revised fishhook. This project can be done in conjunction with route from the fishhook to the University.

It's NOT realistic the expect residents of the Upper westside to bicycle as a means of transportation. Recreation yes. But, not to buy groceries.

Thank you.

Alan J. Hiromura

Response to Comment I-255

Alan J. Hiromura

Comment I-255

The Tier I Corridor HOV Lane Alternative, which was selected as the preferred alternative for the Tier I project, would provide three lanes of travel on Route 1 in both the northbound and southbound directions by adding a northbound and southbound HOV lane. Building a route from the fishhook to the University and/or building a Route 1 bypass from south of Davenport to the revised fishhook are outside the scope of the proposed project and would need to be the subject of a separate study.

I-255