

From: Becky Steinbruner

To: Bicycle Advisory Committee

Re: Public comments for item #8 as well as topics not on the agenda. BAC meeting June 8, 2020

Dear Bike Committee,

I will not be able to join the June 8 meeting but would like to submit the following comments and requests for your consideration.

1) Mar Vista Bike/Pedestrian Overcrossing

I understand the project is now in early environmental review with Mr. Robert Tidmore, a new Santa Cruz County Public Works employee, handling the project coordination with CalTrans. The overcrossing location seems to be solidly determined for Mar Vista Drive. However, a community stakeholder group that provided input on this project in 2017 unanimously felt the crossing would better serve the Mar Vista Elementary School families and staff, and the Cabrillo College staff and faculty if the crossing were located further west, crossing the freeway in the area of Cabrillo's athletic fields. Access would then be on an off-street path along the edge of the athletic fields. On the other side, the group felt building an off-street path parallel to McGregor on the Wingspread property would allow a safer alternative to McGregor.

In May, 2020, I corresponded with Mr. Tidmore about alternative sites to Mar Vista Drive. He assured me there will be additional public informational sessions this summer and fall, but that 80 Mar Vista parents had responded in favor of the Mar Vista Drive crossing location. I hope that this project moves forward but am concerned that past public input regarding the location will be ignored. I would appreciate the Bike Committee comment on this issue.

2) Bike/Pedestrian Overcrossing in Watsonville for Pajaro Valley High School

I have heard discussion of the possibility of this overcrossing in past RTC meetings, but now I do not see it listed for discussion at all. This crossing is sorely needed for the safety of the Pajaro Valley High School students and staff who now are forced to walk and bicycle amidst congested Green Valley Road as it crosses over Highway One. Please work to keep this Project on the RTC radar for funding and design.

3) The Aptos Village Traffic Improvement Phase 2 work is fully funded and scheduled to begin construction this summer. Is the Bicycle Committee aware that the Project will erase the westbound bike lane on Soquel Drive between Aptos Creek Road and the bridge? There is a dangerous reflective paddle that the County installed at the bridge entrance that creates a hazard for westbound bicycle travel over the bridge and on the sidewalk. Can the Bike Committee consult with Public Works to keep the bike lane intact on Soquel Drive?

4) Freedom Boulevard bike lanes between Corralitos Road and Soquel Drive are poorly maintained. There are many areas where debris blocks 50% of the lane, and brush protrudes out into the lane. I hope the Bike Committee can write a letter to County Public Works to request some simple maintenance to remove/reduce hazards for cyclists.

5) I am glad to see the Chanticleer Bicycle/Pedestrian Overcrossing Project moving forward. However, I would like to ask that the Bike Committee ask for improved bike lanes on the Soquel Avenue Frontage Road. With Kaiser Medical Facility (5490 Soquel Avenue) and associated 700 car four-story parking garage also progressing nearby (next to Ewing Irrigation), the volume and speed of vehicular traffic will most certainly increase to create hazardous conditions for cyclists. Please monitor this Project's environmental review and lobby for improved bike lanes on Soquel Avenue. The planner is Stephanie Hansen <stephanie.hansen@santacruzcounty.us> Improved bike lanes would be a logical mitigation for the development's traffic impacts.

6) I think it is good news about County Public Works grant application for Soquel Drive buffered bike lanes from La Fonda Drive to State Park Drive, for \$26 million. Has the Bike Committee submitted comment on the proposed project that would be submitted with the grant application? I hope the County

is awarded this grant (which also includes a \$3.65 million upgrade on Holohan & Highway 152...on your agenda today).

Consent Agenda Item #34 on June 2, 2020 County Board of Supervisor Agenda:

The proposed project on Soquel Drive from La Fonda Avenue to State Park Drive is 5.6- miles long. The proposed project will construct buffered and separated bike lanes, bicycle signal heads with push button actuation, install Traffic Signal Priority for the Santa Cruz Metro Transit Agency bus, Adaptive Traffic Control Signals, complete sidewalk gaps, install sidewalk extensions, enhance pedestrian crossings with the installation of Rectangular Rapid Flashing Beacon (RRFB), upgrade pedestrian curb ramps to meet Americans with Disabilities Act (ADA) current standards, roadway resurfacing, and install new striping.
https://santacruzcountyca.igam2.com/Citizens/Detail_LegiFile.aspx?Frame=&MeetingID=1801&MediaPosition=4891.956&ID=8920&CssClass=

Thank you for your good work and safe cycling advocacy.

Sincerely,
Becky Steinbruner

From: Rick Hyman
To: Bicycle Advisory Committee
Re: Comments for item #9. BAC meeting June 8, 2020

State Highway 152 -Holoan Road Intersection Plans -- Rick Hyman

Recommendations:

For Rt. 152 (aka East Lake Ave.) south of the intersection:

- The northbound four foot shoulder shown on the Caltrans project's plans should be marked as a bike lane and ideally widened to five feet (the travel lanes can be reduced from 12 to 11.5 feet) and painted green approaching the intersection.
- A bike box should be painted across the adjacent northbound travel lanes for cyclists who want to make a left turn onto Holoan Rd.
- A five foot southbound bike lane needs to be installed.

For Holoan west of the intersection:

- A bike box should be painted in the eastbound travel lane adjacent to the bike lane for cyclists who want to make a left turn onto Rt 152 (aka East Lake).
- A bike lane should be installed eastbound to connect where it is currently shown ending on the plans to where it currently exists (i.e., roughly between the two Laken Dr. intersections with Holoan)
- This bike lane should be dashed (dashes could be colored in with green) approaching and across both Laken Dr. intersections.
- A sidewalk on the south side of Holoan should be provided so pedestrians don't walk in the bike lane.

For Rt 152 (aka East Lake Ave.) north of the intersection:

- A northbound bike lane should be installed.
- A bike box should be painted across the southbound travel lanes adjacent to the bike lane for cyclists who want to make a left turn onto College Rd.

For College Road east of the intersection:

- Both east- and west-bound bike lanes should be installed (there is room by reducing the travel lanes to 11 feet wide each).
- Sidewalks should also be installed so pedestrians don't walk in the bike lanes or absent bike lanes in the roadway where cyclists ride.
- A bike box should be painted across the southbound travel lanes adjacent to the bike lane for cyclists who want to make a left turn onto College Rd.

For the intersection in general:

- Ensure that cyclists can trigger the traffic light to turn green; if this is by sensor in the roadway , then mark a little bike symbol at the sweet spot. Video detection is better at recognizing cyclists and is preferred. The light should be set so that there is sufficient time for a cyclist to cross through it on a green signal.

- Bike lanes should be dashed (dashes could be colored in with green) approaching and across the intersections.

Comments:

These are positive aspects of the project:

- Bike lanes on Holohan Road eastbound and westbound are extended from around Laken Drive to the intersection.
- A southbound bike lane is proposed on Hwy 152 towards the intersection.
- Right turn lanes are still controlled by the traffic signals and face crosswalks (i.e., they are not totally free right turns).
- Crosswalks are shown on all four legs of the intersection.

General comments:

The intersection design will remain standard “old school” with added lanes to address increased motor vehicle traffic and some bike and pedestrian enhancements within that context. There are newer models of intersection design more favorable to bikes and pedestrians and alternative designs such as roundabouts that could be considered.