

*2023 Santa Cruz County
Regional Transportation Grants Program*

PROJECT APPLICATION PACKAGE FOR

**GLEN ARBOR RD
SIDEWALK PROJECT**

(PINE ST TO HWY 9)



APPLICATION CONTENTS

- A. Project Information
- B. Project Benefits/ Evaluation Criteria
- C. Schedule, Cost, Funding, & Estimate
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APPLICATION/PROJECT PROGRAMMING REQUEST

A. PROJECT INFORMATION						
Applicant/Implementing Agency			Public Agency Sponsor (if different)			
County of Santa Cruz			N/A			
Project Title						
Glen Arbor Rd Sidewalk Installation from Highway 9 to Pine Street						
Brief Description/Scope of Work <i>(attach extra pages to fully describe scope)</i>						
<p>This project will extend the sidewalk along the northern side of Glen Arbor Rd from Highway 9 to Pine Street. In existing conditions, pedestrians currently walk in the street and share the travel lane with motorized vehicles. With the tree canopies and shadows, pedestrian visibility is impeded causing unsafe conditions walking along Glen Arbor. This sidewalk will provide a gap closure connection for residents and children to access destinations in Ben Lomond.</p>						
Location, Limits, Length <i>(attach map(s)/photos on separate tab)</i>						
Glen Arbor Rd (Highway 9 to Pine Street) - Approximately 1,100 feet						
Roadway Functional Classification:			7-Local Road			
Summary of Project Benefits, Purpose and Need						
(See Responses in Section B)						
Funds requested	\$3,632,243	Total Project Cost	\$4,102,838	Estimated # of Daily Users	40	
Are you able/willing to receive federal funds?			Maybe			
Was project previously programmed for funds by RTC?			No		RTIP ID	CO-P108
Project Cost by Mode <i>(list approximate percentage of total project costs)</i>						
Mode			% of Total Cost			
Pavement Preservation (rehab, overlay, etc.)						
Road-Auto serving (not rehab)						
Bicycle						
Pedestrian			100%			
Transit						
Transportation System Management (TSM)						
Transportation Demand Management (TDM)						
Other:						
Total			100%			
Priority	Project is priority #		1	of	8	applications submitted
Contact Name		Phone		E-mail Address		
Russell Chen		831.454.2149		russell.chen@santacruzcountyca.gov		

B. PROJECT BENEFITS/ EVALUATION CRITERIA

Information in this section will be used to evaluate projects. The RTC is required to consider how well projects advance regional, state and federal goals, policies, performance metrics and targets, including how projects will contribute towards implementation of the long-range transportation plan (Regional Transportation Plan) and other state and federal regulations including the California Complete Streets Act of 2008, SB375, the Federal FAST Act.

See [Attachment 2](#) of the call for projects for examples of type of information to demonstrate benefits.

Project Title:		Glen Arbor Rd Sidewalk Installation from Highway 9 to Pine Street
Generally, what are the benefits of this project?		
<p>While sidewalks along Glen Arbor Rd. exist along both sides of Glen Arbor Road, they terminate approximately 100 ft east of Highway 9. If residents and children would like to walk along Glen Arbor Rd., pedestrians have to walk either on the side of the road or in the travel lane. This causes a major safety concern and discourages users of all ages and abilities from walking along Glen Arbor Rd. The proposed project will extend the northern sidewalk to Pine Street (approximately 1,100 feet) giving residents a safer alternative mode of transportation to access destinations within Ben Lomond.</p> <p>Future expansion of the sidewalk is planned from Pine Street to Newell Creek (approximately 2,000 feet).</p>		
Benefit Category (See Attachment 2 of Call for Projects for additional information and sample supporting data)		How does this project address any of the following? Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".
1	Safety and Collisions (reduce fatal or injury collisions)	<p>The project will improve pedestrian safety along Glen Arbor Rd. by providing residents and children with a dedicated space to walk and separating pedestrians from the travel lane. In existing conditions, the existing tree canopy and shadows also impede pedestrian visibility causing unsafe walking conditions between motor vehicles and pedestrians.</p> <p>The posted speed limit on Glen Arbor Rd. is 30 mph, which deters residents and children from walking along Glen Arbor Rd.</p>
2	System Preservation / Infrastructure Condition (maintain existing transportation infrastructure, service, or program)	N/A
3	System Performance	Project provides a safer alternative mode of transportation for residents. Currently residents are required to walk in the vehicle travel lane.
3a	Reduce Emissions and/or Vehicle Miles Traveled	Project provides a safer alternative mode of transportation so residents will choose to walk instead of drive to access amenities provided in Ben Lomond.
3b	Improve travel times, travel time reliability; reduce delay	N/A
3d	Improve freight or goods movement efficiency	N/A
4	Increase Access for All (Expand multi-modal travel options/choices, especially to and within key destinations for all users)	Project will provide approximately 1,100 feet of sidewalk to promote and increase walking and separate pedestrians from the vehicle travel lane. In addition, this project will help fill gaps in the existing sidewalk network. Future expansion is planned to extend the sidewalk to Newell Creek to fill in additional gaps.
5	Public Health and Equity - Enhance health, safe access to key destination for transportation-disadvantaged populations	<p>Project will promote walking to enhance health and safe access to destinations within Ben Lomond.</p> <p>The proposed project will provide access to the following amenities provided in Ben Lomond:</p> <ul style="list-style-type: none"> - Ben Lomond Market - Local Restaurants - Scarborough Home Center - Ben Lomond County Park - Ben Lomond Library - Transit stops for Bus 35 at either Highway 9 or Pine Street.
5a	Improve public health or promote healthy communities, provide outreach to targeted users/health issues	The project promotes a healthier alternative mode of transportation (walking) for residents along Glen Arbor Rd and adjacent side streets.
5b	Serve people who are transportation disadvantaged due to age, income, ability or language or other challenges	The project serves people who are transportation disadvantaged by providing them a safer and more accessible walking path along Glen Arbor Rd. The sidewalk will provide an important gap closure that is ADA accessible and will make active transportation more viable for users of all ages and abilities.

Benefit Category (See Attachment 2 of Call for Projects for additional information and sample supporting data)		How does this project address any of the following? Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".
5c	What percent of the population in the project area is minority or low-income?	According to the Climate and Economic Justice Screening Tool, approximately 12% of the population are considered minority. The tract is not identified as disadvantaged.
5d	Will the proposed project increase traffic in low-income and minority neighborhoods?	No, the project will provide a sidewalk and neighborhood vehicular traffic will not increase.
6	Climate Change and Resiliency (reduces greenhouse gas (GHG) emissions or vehicle miles traveled (VMT) per capita)	Project will reduce GHG emissions or VMT by promoting walking and provide residents with the option to safely walk to access destinations in Ben Lomond instead of traveling in their car.

Additional Considerations in Project Evaluation:

A.	RTP Consistency: If project is included in the 2045 Regional Transportation Plan (RTP) Project List, list RTP Project Number	CO-P108
B.	Consistency with Complete Streets guidelines and policies: Describe how is project consistent with guidelines, integrates complete streets elements	The project implements complete street elements by: <ul style="list-style-type: none"> - Accomodating all users and not just motorized vehicles - Designing for safety and providing pedestrians a separated sidewalk so pedestrians do not need to walk in the street.
C.	Consistency with other plans. What other plans is this project listed in, if any?	County of Santa Cruz Active Transportation Plan - Project BL005.
D.	Public engagement: How was this project determined to be a priority? What outreach will occur during implementation?	The County of Santa Cruz Active Transportation Plan was released for public review and comments. In addition, the Active Transportation Plan included public outreach, stakeholder meetings, online outreach, and temporary demonstration projects. In the Appendix F of the ATP, mutple comments identify that the community would benefit from sidewalks along Glen Arbor. Refer to excerpt in Appendix D. <ul style="list-style-type: none"> - Comment 56: "...I think sidewalks through Glen Arbor neighborhood will also be extremely helpful as many walk through this neighborhood and there are hiking trails around quail hollow...." - Comment 60: "...Similarly, Graham Hill Road, Glen Arbor, Felton Empire and Mount Hermon Road are absurdly unsafe for pedestrians and bicyclists under existing conditions....." - Comment 63: "...Please consider a extension of sidewalk and traffic calming from Glen Arbor/Hwy 9 (South of Highland Park) around the sharp turn to connect to the rest of Glen Arbor...." - Comment 65: "...My biggest concern is about pedestrian safety on Glen Arbor Road and Main Street in Ben Lomond...for 12 years the Ben Lomond community has identified the north side of Glen Arbor from Pine to Highway 9/Mill Street as our highest priority safety project for peds.... the downtown village of Ben Lomond (market, park, businesses) is the ""key destination""...." <p>During implementation, community meetings will be conducted to determine the final installation designs.</p>
E.	Scale of Benefits - How many users are expected to use the facility, service or program? What is the source of this estimate?	40 daily users From the United States Census Tract 1203.02 in Santa Cruz County, it was determined that the total population in this tract is 1,786. It was assumed that approximately 2% of those households would utilize the sidewalk.
F.	Potential Risks (and plans to mitigate them)	While the project has not completed final design, the County has indicated that installation of the sidewalk would benefit the community in Ben Lomond and will make this project a priority. The County is on-track to begin the PAED, PS&E, and right of way anlaysis once grant funding has been received.
F1	Funding - Is this project fully funded? What other funding has been secured for the project?	No funds have been secured for the project.
	How will potential cost increases be funded?	Local funds

Benefit Category (See Attachment 2 of Call for Projects for additional information and sample supporting data)	How does this project address any of the following? Projects are not expected to address all of these; if not applicable or not a primary purpose, write "N/A".
Will funds programmed by RTC be used to leverage other grants? If funds are not approved by the RTC during this competitive grant cycle, will other funding be at risk of being lost?	No
Is this project eligible for any other competitive grants?	While the project will provide better access for pedestrians, and may be eligible for ATP funds, the County does not think it would be competitive for funding.
F2 Schedule: Describe any potential delays to schedule	Potential delays to the schedule can be caused by the PAED, PS&E, and the right of way analysis.
F3 Deliverability: Describe why your agency is capable of delivering this project. (sufficient staff, project management, performance in past)	<p>The project will be extending the existing sidewalk and will require grading. A CEQA Review will be required along with a SWPPP (to be verified upon design).</p> <p>The project will need to complete Plans, Specifications, and Estimate (PS&E) development to be approved by the County of Santa Cruz. The County will begin PAED, PS&E, and right of way analysis once grant funding has been approved. Right-of-way certification will occur concurrently to the start of PS&E phase. Community meetings will be required to determine the final installation designs.</p> <p>Our agency is capable of delivering this project based on past performance with the Soquel Drive Buffered Bike Lanes project, which spanned across 5.6 miles and included modifications to 21 traffic signals, and is currently under construction.</p>
F4 Environmental: Describe any potential environmental issues, mitigations, risks associated with current and future environmental conditions (climate change, extreme weather, seismic)	Two large trees exist along the proposed sidewalk alignment. If the tree closest to Glen Arbor Rd. cannot be removed, the sidewalk must be designed around the tree and changes to the roadway alignment are needed. The other tree can potentially be avoided and designed around with a brief pinch point in the sidewalk.
F5 Other: Describe any other potential risks and plans to mitigate risks	N/A

C1. CAPITAL PROJECTS - SCHEDULE, COST AND FUNDING SUMMARY

Non-infrastructure projects/programs - see NI tab

Project Title:	Glen Arbor Rd Sidewalk Installation from Highway 9 to Pine Street	
Project Schedule/Milestone <i>(For TRANSIT vehicles- modify milestones accordingly or use Uniform Transit Application)</i>	Anticipated Date	Notes on schedule (flexibility, worst-case schedule)
Project Cost Estimates/Scope Developed	12/31/23	
Begin Environmental (PA&ED) Phase	02/01/24	
Circulate Draft Env'l Document	Env'l Document	CEQA EIR
Draft Project Report	11/31/24	
End Environmental Phase (PA&ED Milestone)	12/31/25	
Begin Design (PS&E) Phase	02/01/24	
End Design Phase (Ready to List for Advertisement Milestone)	12/31/26	
Begin Right of Way Phase	02/01/24	
End Right of Way Phase (Right of Way Certification Milestone)	12/31/26	
Begin Construction Phase (Contract Award Milestone)	02/01/27	
End Construction Phase (Construction Contract Acceptance Milestone)	02/01/28	
Begin Closeout Phase	02/01/28	
End Closeout Phase (Closeout Report)	02/01/28	

Project Cost Summary/Funding Information								
Total Project Cost (\$1,000s) - AUTO FILLS (do not enter numbers here)								
Component	Prior	21-22	22-23	23-24	24-25	25-26	26-27	Total
E&P (PA&ED)	0	0	22,699	0	0	0	0	22,699
PS&E	0	0	649,023	0	0	0	0	649,023
R/W SUP (CT)	0	0	0	0	0	0	0	0
CON SUP (CT)	0	0	0	0	385,720	0	0	385,720
R/W	0	0	90,800	0	49,974	0	0	140,774
CON	0	0	0	0	2,904,622	0	0	2,904,622
TOTAL	0	0	762,522	0	3,340,316	0	0	4,102,838

Fund No. 1:	NEW FUNDS REQUESTED FROM RTC								SCCRTC is expected to consider proposals at its December 7, 2023 meeting
Fiscal Year									
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29	Total	Are there certain fund sources (e.g. federal, STIP)
E&P (PA&ED)			20,095					20,095	RSTPX/STBG funds preferred if available; however the County is open to all available funding
PS&E			574,581					574,581	
R/W SUP (CT)								0	
CON SUP (CT)					385,720			385,720	
R/W			80,385					80,385	
CON					2,571,462			2,571,462	
TOTAL	0	0	675,061	0	2,957,182	0	0	3,632,243	

Fund No. 2:	Local Funds								Funding status	
Fiscal Year									Are these funds secured?	Yes
Component	Prior	23-24	24-25	25-26	26-27	27-28	28-29	Total	If no, when will you know if funds are secured?	Local Roads Funds for match are available and will be allocated upon grant award
E&P (PA&ED)			2,604					2,604		
PS&E			74,442					74,442	What risks are there to these funds, if any?	N/A
R/W SUP (CT)								0		
CON SUP (CT)								0		
R/W			10,415		49,974			60,389		
CON					333,160			333,160		
TOTAL	0	0	87,461	0	383,134	0	0	470,595		

		COUNTY OF SANTA CRUZ DEPARTMENT OF PUBLIC WORKS PRELIMINARY ESTIMATE OF COST GLEN ARBOR RD SIDEWALK PINE TO HWY 9 Install Sidewalk	INITIAL	DATE
Job #	Made by		RC	9/11/23
Bid Opening	Revised by			
LOCATION PROJECT: DESCRIPTION:	Revised by			
			Checked by	
			App. By	

ITEM NO	ITEM DESCRIPTION	UNIT	QUANTITY	UNIT PRICE	AMOUNT
1	Roadway Excavation	CY	100	\$2,788.00	\$278,800.00
2	Traffic Control System	LS	1	\$80,000.00	\$80,000.00
3	Remove Tree	EA	5	\$1,250.00	\$6,250.00
4	Micro-Surfacing (Type II)	SY	1000	\$3.65	\$3,650.00
5	Class 2 Aggregate Base	CY	50	\$1,079.00	\$53,950.00
6	Hot Mix Asphalt (Type A)	TON	150	\$604.00	\$90,600.00
7	Minor Concrete (Sidewalk)	SQFT	1400	\$17.00	\$23,800.00
8	Minor Concrete (Driveway-Type B per SCC)	SQFT	800	\$31.00	\$24,800.00
9	Minor Concrete (Curb & Gutter SCC Type A)	LF	370	\$88.00	\$32,560.00
10	Minor Concrete (Curb & Gutter SCC Type B - Mod)	LF	200	\$86.00	\$17,200.00
11	Minor Concrete (Retaining Curb)	SQFT	100	\$156.00	\$15,600.00
12	Structure/Wall Excavation (Retaining Wall)	CY	1000	\$144.00	\$144,000.00
13	Structure Backfill (Retaining Wall)	CY	600	\$141.00	\$84,600.00
14	Retaining Wall Stem (Type 6)	SQFT	2000	\$110.00	\$220,000.00
15	Structural Concrete (Retaining Wall)	CY	500	\$1,641.00	\$820,500.00
16	Bar Reinforcing Steel (Retaining Wall)	LB	12400	\$2.50	\$31,000.00
17	Mobilization	LS	1	\$120,000.00	\$120,000.00

SUBTOTAL	\$2,047,310
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FUNDING INFORMATION			TOTAL	
Job Fund	Job No.	Appropriation		
			SUBTOTAL:	\$2,047,310
			Contingencies 25%	\$511,828
			SUBTOTAL (with Contingencies):	\$2,559,138
			Design Engineering 20%	\$511,828
			Right of Way	\$80,000
			Construction Inspection 15%	\$383,871
			Geotechnical Engineering	\$60,000
			Environmental Mitigation	\$20,000
TOTAL FUNDING			PROJECT TOTAL:	\$3,614,836
			Escalation 2.7%/year (2023-2028)	\$488,003
			TOTAL PROJECT COST	\$4,102,838

E. CERTIFICATION AND ASSURANCES

As authorized representative for my agency, I hereby certify that the information contained in this application, including required attachments, is accurate and hereby certify the following:

Project:	Glen Arbor Rd Sidewalk Installation from Highway 9 to Pine Street	INITIALS
1	The project implementing agency possesses legal authority to nominate projects and to finance, acquire, construct, and/or implement the proposed project;	<i>[Signature]</i>
2	This project is among the highest priorities for this agency;	<i>[Signature]</i>
3	The proposed transportation investments have received the full review and vetting required by law;	<i>[Signature]</i>
4	Such investments are an appropriate use of taxpayer dollars. The agency shall adhere to principles and policies that ensure government oversight and management of the contracting process to ensure taxpayer funds are spent wisely; contracts are not wasteful, inefficient, or subject to misuse; unnecessary no-bid and cost-plus contracts are avoided; and contracts are awarded according to the best interests of California taxpayers;	<i>[Signature]</i>
5	The agency will maintain and operate the property acquired, developed, rehabilitated, or restored for the life of the resultant facility(ies) or activity. I understand that with the approval of the California Department of Transportation, the Administering Agency or its successors in interest in the property may transfer the responsibility to maintain and operate the property;	<i>[Signature]</i>
6	If these new funds are used to replace funds previously committed to this project, the agency will maintain its effort with regard to redirecting those funds to similar transportation projects;	<i>[Signature]</i>
7	The agency will give RTC and California Department of Transportation's representative access to and the right to examine all records, books, papers, or documents related to the project;	<i>[Signature]</i>
8	Work on the project shall commence within a reasonable time after receipt of notification that funds have been approved, allocated or obligated, as applicable, and that the project will be carried to completion with reasonable diligence;	<i>[Signature]</i>
9	The agency will comply where applicable with provisions of the California Environmental Quality Act, the National Environmental Policy Act, the Americans with Disabilities Act, the Secretary of the Interior's Standards and Guidelines for Archaeology and Historic Preservation, and any other federal, state, and/or local laws, rules and/or regulations;	<i>[Signature]</i>
10	The agency shall comply with all reporting requirements outlined by FHWA, FTA, RTC, Caltrans, the California Transportation Commission (CTC) or state statute, as applicable;	<i>[Signature]</i>
11	The agency will commit the funds necessary to ensure this project is fully funded.	<i>[Signature]</i>

Implementing Agency Representative:

Signed *[Signature]* Date 10/25/23
 Printed (Name and Title) Matt Machado, Deputy CAO/Director of Community Development and Infrastructure
 Implementing Agency County of Santa Cruz



Ben Lomond Fire Protection District

9430 Highway 9, Ben Lomond CA 95005
831-336-5495 / fax 831-336-0300
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October 12, 2023

To: Bruce McPherson, District 5 Santa Cruz County Board of Supervisors
Zach Friend, Chair Santa Cruz County Board of Supervisors
From: Ben Lomond Fire Protection District Board of Directors
Subject: Glen Arbor Road Pedestrian Safety
Date: October 18, 2023

Recommendation: The Ben Lomond Fire Protection District (BLFPD) Board of Directors unanimously supports the County Public Works Division's recommendation to the Regional Transportation Commission to construct a raised walkway on the north side of Glen Arbor Road between Pine Street and Highway 9 (2 blocks) utilizing State and federal funds as part of the Regional Transportation Commission's (RTC) 2023 Consolidated Call for Projects.

Background: Glen Arbor Road in Ben Lomond is an essential collector road extending about 2 miles roughly paralleling Highway 9 and the San Lorenzo River with traffic signals at each end connecting to Highway 9. It serves as BLFPD's primary emergency response route to hundreds of homes on local streets connecting to it. The section of Glen Arbor Road between Pine Street and Highway 9 has long been identified as a two-block stretch in serious need of pedestrian safety improvements. It was identified in 2013 to Supervisor McPherson by an adhoc pedestrian safety group as the highest priority for pedestrian improvements on local roads in Ben Lomond. It is included as a priority project in the 2019 Highway 9 Corridor Complete Streets Plan, the Santa Cruz County 2022 Active Transportation Plan and the 2045 Long Range Regional Transportation Plan.

While the Fire Board supports pedestrian and traffic safety improvements on the entire section of Glen Arbor Road, this two-block segment is its highest priority. It has highest pedestrian demand, connects directly to Highway 9 and the Ben Lomond village, it is on hilly terrain with sharp curves; there are no dedicated walking areas, there is limited lighting and winter flooding forces pedestrians to walk in driving lanes. With a raised and well-lit walkway on the north side of this stretch of Glen Arbor Road pedestrians from approximately 280 homes on fourteen local streets will be given a greater opportunity to safely walk year-round to downtown Ben Lomond and avoid short car trips.

In the winter of 2022-23 Glen Arbor Road became the permanent alternate route to Highway 9 due numerous natural disasters between Felton and Ben Lomond. The massive slide near Highlands Park resulted in three month long 24 hour detour. Currently the repair work on the slide at Veteran's Village is resulting in another nighttime detour onto Glen Arbor Road projected to last about 70 days. By year's end, Glen Arbor Road will have served as the Highway 9 alternate for nearly 6 months. Traffic volumes swell to about 15,000 vehicles per day including heavy truck and commercial traffic serving all of north San Lorenzo Valley. Heavy congestion occurs for extended peak periods and speeding takes place during off peak periods.

Conclusion: On September 20, 2023 the BLFPD Board of Directors unanimously supported the inclusion of a raised, well-lit walkway on the north side of Glen Arbor Road between Pine Street and Highway 9 as part of the RTC's call for projects. On October 18, the Board unanimously supports the County's inclusion of this project as a candidate for funding by the RTC. In addition to the Board's unanimous support for this project it also showed support for other improvements on all of Glen Arbor Road including on-going maintenance of unimproved shoulder areas including regular trimming of vegetation and tree pruning; posting of Pine-Live Oak-Glen Arbor Road as a Blind Intersection; a study of splitting the traffic signal movements on Glen Arbor Road and Mill Street at Highway 9 to lessen left turn conflicts from Mill Street with pedestrians in the crosswalk; examination of a minor widening project to allow for a westbound right-turn-only lane onto Highway 9; and to upgrade the pedestrian ramps at both traffic signals to current accessibility standards.

Lisa Hill, President BLFPD Board of Directors

Cc: Steve Wiesner, Assistant Director Santa Cruz County Community Development & Infrastructure
Matt Machado, Director, Santa Cruz County Community Development & Infrastructure
Guy Preston, Director, Santa Cruz County Regional Transportation Commission
Scott Eades, Director Caltrans District 5

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