

# Project Study Report-Project Development Support (PSR-PDS)

To

## Request Programming for Capital Support (Project Approval and Environmental Document Phase)

On Route 9 in Santa Cruz County

Between Henry Cowell State Park

And Pool Drive

APPROVAL RECOMMENDED:

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Guy Preston, Project Sponsor, Accepts risks  
identified in this PSR-PDS and attached risk  
register

APPROVAL RECOMMENDED:

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Scott Eades, District Division Chief, Planning

APPROVAL RECOMMENDED:

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Douglas Hessing, Caltrans Project Manager

APPROVED:

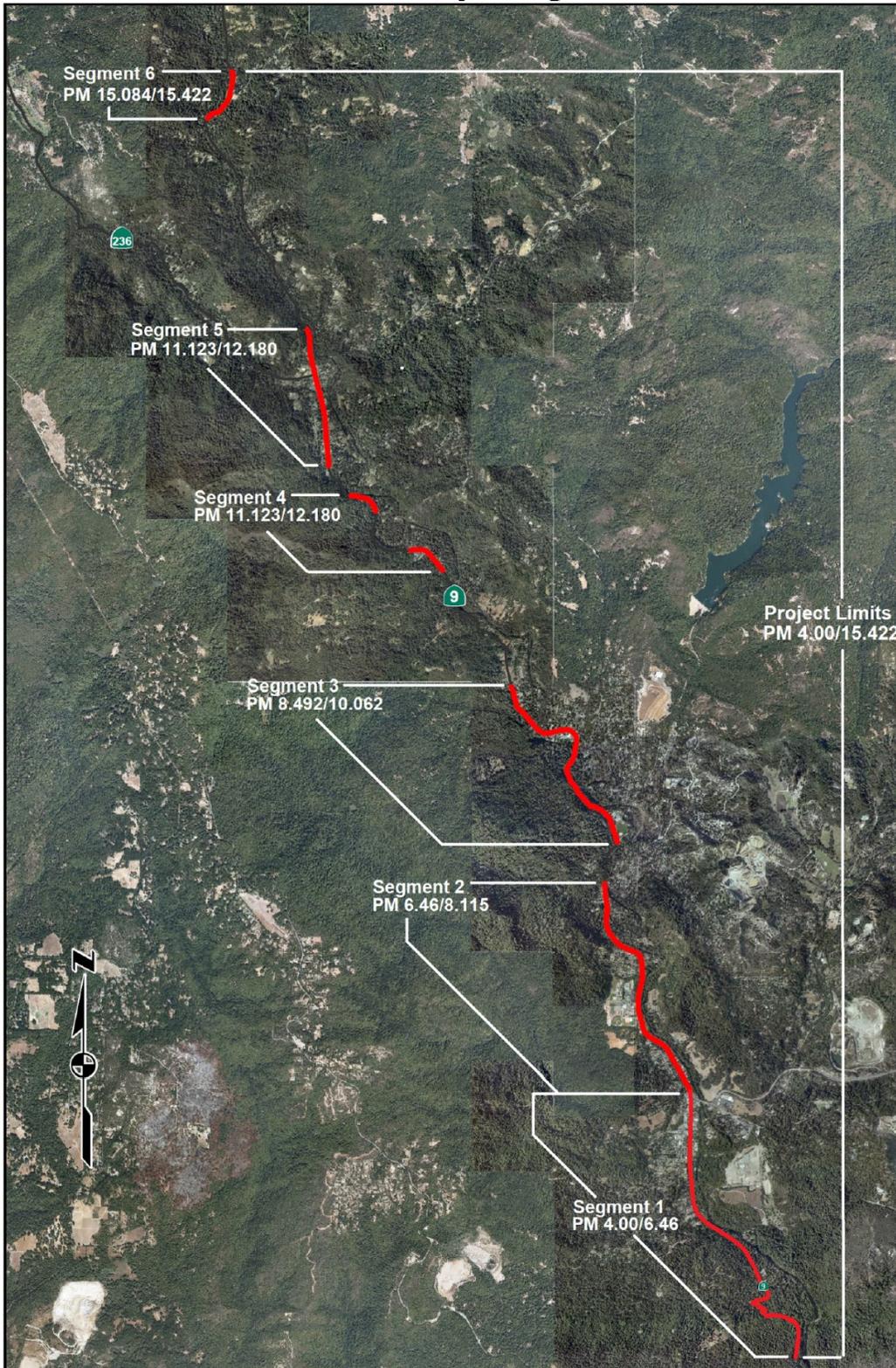
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Timothy M. Gubbins, District Director

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Date

# Vicinity Map



This project study report-project development support has been prepared under the direction of the following registered civil engineer. The registered civil engineer attests to the technical information contained herein and the engineering data upon which recommendations, conclusions, and decisions are based.

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*REGISTERED CIVIL ENGINEER*

*DATE*



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## 1. INTRODUCTION

### Project Description:

This project proposes to improve multi-modal use of the Route 9 Corridor by widening the road, improving bus stops, installing Class III bike routes and Class II bike lanes, installing sidewalks, installing multi-use paths, installing and enhancing crosswalks, and enhancing parking

### Segments:

1. Felton: Henry Cowell State Park to Graham Hill Rd, Post Miles (PM) 4.000 to 6.460
2. Schools: Graham Hill Rd to Glen Arbor North (N), PM 6.460 to 8.115
3. Ben Lomond: Highland Park to Jacobson Lane (Ln), PM 8.492 to 10.062
4. Brookdale: Western Drive (Dr) to Irwin Way, PM 11.123 to 12.180
5. Boulder Creek: River Street (St) to Bear Creek Road (Rd), PM 12.450 to 13.239
6. North of Boulder Creek: Pleasant Way to Pool Dr, PM 15.084 to 15.422

<b>Project Limits</b>	05-Santa Cruz County (SCr)-9-PM 4.00/15.422
<b>Number of Alternatives</b>	One Build and One No-Build Alternative for each Segment
<b>Current Capital Outlay Support Estimate for PA&amp;ED</b>	
<b>Current Capital Outlay Construction Cost Range</b>	\$8 million to \$13 million
<b>Current Capital Outlay Right-of-Way Cost</b>	\$4,329,765
<b>Funding Source</b>	To Be Decided (TBD)
<b>Type of Facility</b>	2-4-lane conventional highway
<b>Number of Structures</b>	0
<b>Anticipated Environmental Determination or Document</b>	Varies - Refer to attached Preliminary Environmental Analysis Report (PEAR)
<b>Legal Description</b>	In Santa Cruz County, on State Route 9, from Henry Cowell State Park to Pool Dr
<b>Project Development Category</b>	3

The intent of this Project Study Report - Project Development Support (PSR-PDS) is to provide a scoping document for the Project Approval and Environmental Document (PA&ED) phase. As such, the remaining capital outlay support, right-of-way, and construction components of the project are preliminary estimates and are not suitable for programming purposes. Either a project report or a supplemental Project Initiation Document (PID) following the format of a Project Study Report (PSR) will serve as the programming document for the remaining components of the project. A project report will serve as approval of the “selected” alternative.

Other approvals required are:

- Approval of Identified Design Exceptions
- Right-of-Way Data Sheets
- Storm Water Reports
- Cooperative Agreement between Santa Cruz County Regional Transportation Commission (SCCRTC) and Caltrans for the PA&ED; Plans, Specifications, and Estimates (PS&E); Right of Way (R/W); and Construction Phases as necessary

## 2. BACKGROUND

The “2019 Highway 9 San Lorenzo Valley Complete Streets Corridor Plan” (SLVCSCP) was developed funded by a Caltrans Sustainable Communities Planning Grant and Santa Cruz County voter-approved Measure D transportation sales tax revenues. This plan builds on prior studies, plans, and public input regarding transportation facilities in the San Lorenzo Valley (SLV). The SCCRTC staff worked with a team of transportation consultants from Kimley-Horn and TrailPeople to develop the plan. The purpose of this study was to identify top priority Complete Streets projects along the Route 9 Corridor. The full study can be found here: <https://sccrtc.org/slvplan>

The SCCRTC developed the SLVCSCP through local outreach and community input, focusing on main streets and town centers of communities requiring pedestrian, bicyclist, and motorist accessibility improvements. Bicycle connectivity throughout the corridor will be developed further in future projects where feasible, such as projects 05-1K900 (PM 18.897/27.094) and 05-1K890 (PM 0.046/ 7.5).

This project incorporated recommendations from the SLVCSCP to develop a build alternative for each Segment to be programmed as individual projects. For Segment 1, this project developed a construction cost estimate for the improvements currently included in the scope for project 05-1K890 for Environmental Document and partnering with SCCRTC to fund the construction of these improvements. SCCRTC will use this document to pursue funding to program the construction of these improvements as part of project 05-1K890.

### 3. PURPOSE AND NEED

#### **Purpose:**

- Provide safe mobility for all road users, including bicyclists, pedestrians, transit vehicles, and motor vehicles.
- Improve multimodal operations at State Route (SR) 9 intersections.
- Reduce vehicle speeds on Highway 9.
- Enhance pedestrian and bicycle mobility.
- Improve pedestrian and bicycle connectivity to transit.
- Improve visibility of pedestrians and bicyclists at crosswalks.
- Provide pedestrian and bicycle connections from neighborhoods to schools, parks, and commercial centers.

#### **Purpose for specific segments:**

1. Felton: Henry Cowell State Park to Graham Hill Rd, PM 4.00 to 6.46
  - Provide pedestrian and bicycle connection from Glengarry, Lakeside, and San Lorenzo avenue (Ave) neighborhoods to Felton.
  - Provide pedestrian and bicycle continuity from existing facility in the Town of Felton to the entrance of Henry Cowell State Park.
  - Provide safe mobility for all users at Graham Hill Rd intersection.
2. Schools: Graham Hill Rd to Glen Arbor N, PM 6.46 to 8.115
  - Provide pedestrian and bicycle connections from Felton to SLV Schools Complex.
  - Provide pedestrian and bicycle connection from Glen Arbor neighborhoods to SLV Schools Complex.
  - Improve vehicle and transit circulation at SLV Schools Complex in coordination with the school circulation plan.
3. Ben Lomond: Highland Park to Jacobson Ln, PM 8.492 to 10.062
  - Provide pedestrian and bicycle connection from Ben Lomond to Highland Park and nearby lodging.
4. Brookdale: Western Dr to Irwin Wy, PM 11.123 to 12.18
  - Provide pedestrian and bicycle connections to bus stops and nearby lodging.
  - Provide safe mobility for all users at Irwin Way intersection.
5. Boulder Creek: River St to Bear Creek Rd, PM 12.45 to 13.239
  - Improve visibility of crossing pedestrians.
  - Improve pedestrian and bicycle access.
  - Provide safe mobility for all users at Bear Creek Road intersection.
6. North of Boulder Creek: Pleasant Way to Pool Dr, PM 15.084 to 15.422
  - Provide safe mobility for all users to bus stops and Garrahan Park.

**Need:**

- Currently many of the town centers lack Main Street facilities such as sidewalks and bike lanes.
- Due to constrained right of way, there are very limited opportunities for pedestrians and bicyclists to comfortably navigate along or across SR 9.
- Vehicle traffic is frequently moving at significantly above the posted speed limit, discouraging multimodal use of the corridor.
- Facilities lack Americans with Disabilities Acts (ADA) compliant connectivity to bus stops and other destinations.

**Need for specific segments:**

1. Felton: Henry Cowell State Park to Graham Hill Road, PM 4.0 to 6.46
  - Deficient pedestrian and bicycle facilities along commercial corridor.
  - Deficient pedestrian and bicycle continuity from existing facility in the Town of Felton to the entrance of Henry Cowell State Park.
  - Lack of multimodal accommodation at Graham Hill Road intersections.
2. Schools: Graham Hill Road to Glen Arbor N, PM 6.46 to 8.115
  - Deficient pedestrian and bicycle facilities to the SLV Schools Complex entrance along SR 9.
  - Poor circulation to and past the SLV complex.
3. Ben Lomond: Highland Park to Jacobson Ln, PM 8.492 to 10.062
  - Deficient pedestrian and bicycle facilities along commercial corridor to Highland Park entrance.
4. Brookdale: Western Dr to Pacific St, PM 11.123 to 12.180
  - Lack of pedestrian or bicycle facilities along SR 9 in this segment.
5. Boulder Creek: River St to Bear Creek Rd, PM 12.45 to 13.239
  - Deficient pedestrian and bicycle facilities along commercial corridor.
  - Lack of multimodal accommodation at Bear Creek Road intersection.
6. North of Boulder Creek: Pleasant Way to Pool Dr, PM 15.084 to 15.422
  - Lack of pedestrian or bicycle facilities along SR 9 in this segment.

**4. TRAFFIC ENGINEERING PERFORMANCE ASSESSMENT**

This project evaluates the intersections within each segment to provide safe mobility for all road users, including bicyclists, pedestrians, transit vehicles, and motor vehicles. During PA&ED identified intersections with proposed improvements that will alter the existing intersection control will be analyzed to provide appropriate improvement options for review by the Project Development Team (PDT) to include in the Draft Project Report/Draft Environmental Document as viable options.

## Existing Characteristics and Conditions

Table 4.1 provides a synopsis of key features within each segment. For most of its length, SR 9 is two-lanes with narrow shoulders. The focus of the Highway San Lorenzo Valley Plan is for the six segments (seg), since Segment 1 is included in the project 05-1K890, this PSR (PDS) focuses on the remaining five segments along SR 9.

**Table 4.1**

Seg #	Post Mile	Intersections with SR 9	Intersection Control	Cross walk	Side walk	Bike Lane	Posted Speed
2	6.460	Graham Hill Rd	Signalized with Left Turn (LT) channelization	Yes	Yes	Narrow shoulder on North Bound (NB)	25 miles per hour (MPH) at PM 6.492 NB/SB
2	6.830	San Lorenzo Way	1-Way Stop Control with LT channelization	No	No	Shoulders on both side	35 MPH at PM 6.712 NB
2	7.060	Fall Creek Dr	1-Way Stop Control with LT channelization	No	No	4 foot (ft) shoulder (Shld)	25 MPH at PM 6.993 SB
2	7.195	SLV School	Signalized -left turn channelization	Yes	Yes	4 ft Shld	
2	7.280	SLV School	1-Way Stop Control with LT channelization	Yes	No	4 ft Shld	
2	7.477	Lazy Woods Rd	1-Way Stop Control with LT channelization	Yes	No	4ft Shld	
2	7.526	El Solyo Heights Dr	1-Way Stop Control with LT channelization	No	No	Begin Narrow Shld	
2	7.833	Brackney Rd	1-Way Stop Control	No	No	Narrow Shld	
2	7.844	Glen Lomond Ln	1-Way Stop Control	No	No	Narrow Shld	
2	7.972	Sunnycroft Rd	1-Way Stop Control	No	No	Narrow Shld	35 MPH at PM 7.976 NB/SB
2	8.052	Willowbrook Dr /Locust Ln	2-Way Stop Control with twilight (TWLT) lane	No	No	Narrow Shld	
2	8.089	Coon Heights Rd	1-Way Stop Control	No	No	Narrow Shld	
2	8.115	Glen Arbor Rd / SR 9	Signalized T with LT channelization	Yes	Yes	4ft Shld	
	8.542	Holiday Ln	1-Way Stop Control	No	No	Narrow Shld	
3	8.550	Highlands County Park	1-Way Stop Control	No	No	Narrow Shld	
3	8.816	Shadowbrook Rd	2-Way Stop Control	No	No	Narrow Shld	
3	8.934	Scenic Way	1-Way Stop Control	No	No	Narrow to No Shld	
3	9.097	Woodland Dr	1-Way Stop Control	No	No	Narrow to No Shld	
3	9.160	Greenbank Dr	1-Way Stop Control	No	No	Narrow to No Shld	
3	9.192	Rowardennan Dr	1-Way Stop Control	No	No	Narrow to No Shld	35 MPH at PM 9.185 SB

Seg #	Post Mile	Intersections with SR 9	Intersection Control	Cross walk	Side walk	Bike Lane	Posted Speed
3	9.207	Old County Rd	1-Way Stop Control	No	No	Narrow to No Shld	
3	9.248	Lorenzo Ave	1-Way Stop Control	No	No	Narrow to No Shld	30 MPH at PM 9.274 NB
3	9.284	Miles St	1-Way Stop Control	No	No	Narrow to No Shld	
3	9.301	Grace St	1-Way Stop Control	No	No	Narrow to No Shld	
3	9.301	Hillside Ave	1-Way Stop Control	No	No	Narrow to No Shld	
3	9.380	Upper Glenn Arbor/Mill Street/Brookside Ave	Signalized with left turn channelization	Yes	Yes	Shld	
3	9.402	Love Creek Rd	1-Way Stop Control with TWLT lane	No	No	4' Shld	30 MPH at PM 9.474 NB
3	9.509	Main St	2-Way Stop Control with TWLT lane	Yes	Yes	Shld and Parking	
3	9.588	Fillmore Ave	1-Way Stop Control with TWLT lane	No	No	4' Shld and parking	
3	9.646	Mill St	1-Way Stop Control end TWLT lane	No	No	4' Shld and parking	
3	9.767	Marshall Creek Court (Ct)	1-Way Stop Control	No	No	Narrow to No Shld	30 MPH at PM 9.711 SB
3	9.854	Old County Rd	1-Way Stop Control	No	No	Narrow to No Shld	
3	9.903	Hubbard Gulch Rd	1-Way Stop Control with TWLT- on SR 9	No	No	Narrow to No Shld	30 MPH at PM 9.898 SB
3	9.920	Alba Rd	1-Way Stop Control with TWLT on SR 9	No	No	Narrow to No Shld	
3	9.944	Brown Gables Rd	1-Way Stop Control ends TWLT- on SR 9	No	No	4ft + Shld	30 MPH at PM 9.967 NB/SB
4	11.128	Western Ave	1-Way Stop Control	No	No	Narrow to No Shld	30 MPH at PM 11.088 NB/SB
4	11.171	Larkspur St	1-Way Stop Control	Yes	No	4' Shld	
4	11.254	Alameda Ave	1-Way Stop Control	No	No	Narrow Shld	
	11.329	Entrance to Lodge	Left turn channelization	No	No	Narrow to No Shld	
4	11.340	Cascade Ave	1-Way Stop Control	No	No	Narrow to No Shld	
4	11.408	Clear Creek Rd	1-Way Stop Control	Yes Tree issue	No	Narrow to No Shld	30 MPH at PM 11.445 SB
4	11.417	Pacific St	1-Way Stop Control	No	No	Narrow to No Shld	35 MPH at PM 11.460 NB
4	12.002	Irwin Way	1-Way Stop Control Very constrained with trees on both sides	No	No	Narrow to No Shld	35 MPH at PM 11.892 NB/SB
	12.011	Monan Way	1-Way Stop Control Very constrained with trees on both sides	No	No	Narrow to No Shld	25 MPH at PM 12.315 NB
5	12.450	River St	1-Way Stop Control	No	No	Narrow to No Shld	35 MPH at PM 12.353 SB

Seg #	Post Mile	Intersections with SR 9	Intersection Control	Cross walk	Side walk	Bike Lane	Posted Speed
5	12.552	Grove St	2-Way Stop Control	No	No	Narrow to No Shld	
5	12.624	South St	2-Way Stop Control	No	No	Narrow to No Shld	25 MPH at PM 12.687 NB
5	12.693	Flat St	2-Way Stop Control	No	No	Narrow to No Shld	25 MPH at PM 12.690 SB
5	12.765	Mountain St	2-Way Stop Control	Yes	No	Narrow to No Shld	
	12.792					Wider shoulder and parking	
5	12.870	Lomond St	2-Way Stop Control with LT channelization	Yes	Yes	Shoulder and parking	
5	12.923	Forest St	2-Way Stop Control with LT channelization	Yes	Yes	Shoulder and parking	
5	13.031	SR 236	<b>4-Way Stop Control</b>	Yes	Yes	Shoulder and parking	
5	13.059	Lorenzo St	1-Way Stop Control	Yes	Yes	Shoulder and parking	25 MPH at PM 13.068 NB
5	13.086	Middleton Ave	1-Way Stop Control	Yes	Yes	Shoulder and parking	
5	13.101	Haven Ln	1-Way Stop Control	Yes	Yes	Shoulder and parking	
5	13.150	W Park Ave	1-Way Stop Control	Yes	Yes	Shoulder and parking	25 MPH at PM 13.277 SB
5	13.238	Bear Creek Rd	1-Way Stop Control very constrained with trees on both sides	No	No	4 ft Shoulder	35 MPH at PM 13.279 NB
6	15.105	Pleasant Way	1-Way Stop Control Bus Stop then to the north cut and fill retaining walls	No	No	2 ft to No Shoulder	45 MPH at PM 14.517 NB
6	15.130	Madrona Rd	1-Way Stop Control	No	No	2 ft to No Shoulder	25 MPH at PM 15.031 SB
6	15.207	Sequoia Rd	1-Way Stop Control	No	No	2 ft to No Shoulder	
6	15.335	Kings Creek Rd	1-Way Stop Control Tree close to intersection	No	No	2 ft Shoulder	
		Garrahan Park	Parking at the Roadside Cafe	No	No	2 ft shoulder	
6	15.413	Pool Dr	1-Way Stop Control	No	No	2 ft shoulder	

### Analysis Periods

The analysis will include the typical weekday (Tuesday to Thursday) A.M. and P.M. peak periods which are defined as the morning peak (6:00-9:00 am) and evening peak (3:00-6:00 pm).

### Analysis Years

To support the project approval and environmental document process, this analysis will be conducted for the following years: Existing Condition and Opening year.

### Analysis Locations

The analysis locations encompass the intersections as shown in the Table 4.2.

**Table 4.2. Analysis Locations - Intersection Control Evaluation Intersections**

Intersection (INT) Identification (ID)#	Intersection Post Mile	Study Intersection
INT-1	6.460	Graham Hill Road
INT-2	7.191	SLV High School
INT-3	7.281	SLV Elementary School
INT-4	8.550	Arboleda Way/Highland Park Entrance
INT-5	9.380	Upper Glen Arbor Rd/Mill St
INT-6	9.592	Fillmore Ave
INT-7	12.002	Irwin Way
INT-8	13.240	Bear Creek Rd
INT-9	15.412	Pool Dr

The results will be formally documented as part of the Traffic Operation Analysis Report (TOAR). The TOAR would fulfil the project-level analysis of Intersection Control Evaluation (ICE) requirements for PA&ED.

## 5. DEFICIENCIES

The Transportation Planning Scoping Information Sheet (TPSIS) identified that within the corridor, multimodal infrastructure is limited, some roadway features are not ADA compliant, and communities within the project area are concerned that non-motorized travel is uncomfortable because of high-speed vehicles traveling the highway, blind curves, and lack of shoulder space throughout the corridor. There are no bicycle lanes, but bicyclists are allowed. San Lorenzo Valley High school and lower grade school institutions are combined at a multi-school complex within one location in the project limits. Pedestrians and bicyclists frequently travel on SR 9 alongside motorists to get to and from the school complex, community centers, recreational facilities, and surrounding neighborhoods.

In collaboration with the SLVCSCP and the SCCRTC, the PDT identified the following segments:

- Felton: Henry Cowell State Park to Graham Hill Road, PM 4.0 to 6.46
- Schools: Graham Hill Rd to Glen Arbor N, PM 6.46 to 8.115
- Ben Lomond: Highland Park to Jacobson Ln, PM 8.492 to 10.062
- Brookdale: Western Dr to Irwin Way, PM 11.123 to 12.18
- South Boulder Creek: River St to Bear Creek Rd, PM 12.45 to 13.239
- North of Boulder Creek: Pleasant Way to Pool Dr, PM 15.084 to 15.422

The following deficiencies and lack of multimodal connectivity were identified:

- Deficient pedestrian facilities along corridor
- Deficient bicycle facilities along corridor
- Poor circulation to and past the SLV complex.
- Existing sidewalk does not meet ADA standards
- Narrow shoulders
- Deficient pedestrian crossing
- Deficient parking
- Deficient bus stops
- Deficient left turn channelization

### Safety Analysis

The available most recent Traffic Accident Surveillance and Analysis System (TASAS) data (October 1, 2017 to September 30, 2020) were requested from Caltrans District 5 for SR 9 roadway and intersections for post mile sections that cover the 6 Segments: PM 6.46/ 8.115, PM 8.492/ 10.062, PM 11.123/ 12.18, PM 12.45/ 13.239, and PM 15.084/ 15.422. Table 5.1 provides the roadway collision rates and Table 5.8 the intersection collision rates.

Locations with trees too close to the travel lane may require removal, as outlined in the SLV plan; this would provide for increased accessibility and reduce the potential for collisions.

Collisions throughout the corridor are likely the result of turning movements, entering and exiting driveways, and commuter related congestion within a corridor that is mountainous, with regular curves and trees alongside the roadway. Rear-end collisions are likely slow stop collisions, mimicking a main street with multiple driveway scenario. Speeding is also a regular issue throughout the corridor.

**Table 5.1 State Route Segment Collision Rates**

Route Segment		Actual Rates			Average Rates		
Begin PM	End PM	Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
4.00	6.459	0.154	1.33	3.64	0.24	0.68	1.61
6.46	8.164	0.055	0.65	1.80	0.016	0.63	1.60
8.445	10.108	0.074	0.97	2.34	0.016	0.62	1.59
11.076	12.184	0.000	1.37	2.80	0.016	0.63	1.60
12.403	13.285	0.080	1.12	3.53	0.016	0.63	1.60
15.037	15.469	0.000	0.35	1.27	0.016	0.63	1.60

### Segment 1: Henry Cowell State Park to Graham Hill Road, PM 4.0 to 6.46

From Table 5.2 there were total of 71 collisions during the 3-year period. 33.8% or 24 of the collisions were hit object type of collisions. The hit object collisions comprise the majority of the collisions along Segment 1. Furthermore, 25.4% or 18 of the collisions were due to improper turns.

**Table 5.2**

<i>Collision Type Distribution</i>			<i>Primary Collision Factor Distribution</i>		
<i>No. of Collisions</i>	<i>Percentage</i>	<i>Collision Type</i>	<i>No. of Collisions</i>	<i>Percentage</i>	<i>Primary Collision Factor</i>
4	5.6 %	Head-On	14	19.7 %	Influence Alcohol
11	15.5 %	Sideswipe	0	0.0 %	Follow Too Close
12	16.9 %	Rear End	11	15.5 %	Failure To Yield
14	19.7 %	Broadside	18	25.4 %	Improper Turn
24	33.8 %	Hit Object	15	21.1 %	Speeding
5	7.0 %	Overturn	11	15.5 %	Other Violations
0	0.0%	Auto-Pedestrian	0	0.0 %	Improper Driving
1	1.4 %	Other	2	2.8 %	Other Than Driver
0	0.0 %	Not Stated	0	0.0 %	Unknown

### Segment 2: Schools: Graham Hill Rd to Glen Arbor N, PM 6.46 to 8.115

From Table 5.3 there were total of 66 collisions during the 3-year period. 47% or 31 of the collisions were rear-end type of collisions. The rear-end collisions comprise the majority of the collisions along the Segment 2. Furthermore, 47% or 31 of the collisions were due to speeding. The 3-year TASAS collision data correlates to the recurring congestion along Segment 2.

Two of the three Auto-Pedestrian type of collision were at intersections, one at Graham Hill and the other at SLV Elementary intersection.

**Table 5.3**

<i>Collision Type Distribution</i>			<i>Primary Collision Factor Distribution</i>		
<i>No. of Collisions</i>	<i>Percentage</i>	<i>Collision Type</i>	<i>No. of Collisions</i>	<i>Percentage</i>	<i>Primary Collision Factor</i>
1	1.5 %	Head-On	6	9.1 %	Influence Alcohol
11	16.7 %	Sideswipe	1	1.5 %	Follow Too Close
31	47.0 %	Rear End	9	13.6 %	Failure To Yield
7	10.6 %	Broadside	7	10.6 %	Improper Turn
12	18.2 %	Hit Object	31	47.0 %	Speeding
0	0 %	Overturn	9	13.6 %	Other Violations
3	4.5%	Auto-Pedestrian	1	1.5%	Improper Driving
1	1.5 %	Other	2	3.0 %	Other Than Driver
0	0.0 %	Not Stated	0	0.0 %	Unknown
			0	0.0 %	Fell Sleep

### **Segment 3. Ben Lomond: Highland Park to Jacobson Ln, PM 8.492 to 10.062**

From Table 5.4 there were total of 63 collisions during the 3-year period. Over 39.7% or 25 of the collisions were rear-end type of collisions. The rear-end collisions comprise a majority of the collisions along the corridor. Typically, rear-end collisions are associated with congestion or stop-and-go traffic conditions. Furthermore, 31.7% or 20 of the collisions were due to improper turn and 30.2% or 19 of the collisions were due to speeding. The 3-year TASAS collision data correlates to the recurring congestion along Segment 3.

**Table 5.4**

<i>Collision Type Distribution</i>			<i>Primary Collision Factor Distribution</i>		
<i>No. of Collisions</i>	<i>Percentage</i>	<i>Collision Type</i>	<i>No. of Collisions</i>	<i>Percentage</i>	<i>Primary Collision Factor</i>
1	1.6 %	Head-On	10	15.9 %	Influence Alcohol
8	12.7 %	Sideswipe	1	1.6 %	Follow Too Close
25	39.7 %	Rear End	7	11.1 %	Failure To Yield
10	15.9 %	Broadside	20	31.7 %	Improper Turn
17	27.0 %	Hit Object	19	30.2 %	Speeding
1	1.6 %	Overturn	5	7.9 %	Other Violations
1	1.6%	Auto-Pedestrian	0	0.0%	Improper Driving
0	0.0 %	Other	0	0.0 %	Other Than Driver
0	0.0 %	Not Stated	1	1.6 %	Unknown
			0	0.0 %	Fell Sleep

#### Segment 4: Brookdale: Western Dr to Irwin Way, PM 11.123 to 12.180

From Table 5.5 there were total of 41 collisions during the 3-year period. Over 43.3% or 19 of the collisions were hit object type of collisions. The hit object collisions comprise a majority of the collisions along Segment 3. Furthermore, 41.5% or 17 of the collisions were due to improper turns.

**Table 5.5**

<i>Collision Type Distribution</i>			<i>Primary Collision Factor Distribution</i>		
<i>No. of Collisions</i>	<i>Percentage</i>	<i>Collision Type</i>	<i>No. of Collisions</i>	<i>Percentage</i>	<i>Primary Collision Factor</i>
1	2.4 %	Head-On	6	14.6 %	Influence Alcohol
4	9.8 %	Sideswipe	0	0.0 %	Follow Too Close
7	17.1 %	Rear End	5	12.2 %	Failure To Yield
8	19.5 %	Broadside	17	41.5 %	Improper Turn
19	46.3 %	Hit Object	4	9.8 %	Speeding
2	4.9 %	Overturn	4	9.8 %	Other Violations
0	0.0%	Auto-Pedestrian	0	0.0%	Improper Driving
0	0.0 %	Other	2	4.9 %	Other Than Driver
0	0.0 %	Not Stated	3	7.3 %	Unknown
			0	0.0 %	Fell Sleep

#### Segment 5: South Boulder Creek: River St to Bear Creek Rd, PM 12.45 to 13.239

From Table 5.6 there were total of 44 collisions during the 3-year period. Over 29.5% or 13 of the collisions were rear-end type of collisions and 22.7% or 10 of the collisions were broadside. The rear-end collisions comprise a majority of the collisions along Segment 5. Furthermore, 31.8% or 14 of the collisions were due to speeding and 22.7% or 10 collisions each for failure to yield and improper turn. The 3-year TASAS collision data correlates to the recurring congestion along Segment 5. Two out of the three Auto-Pedestrian collisions within this Segment were at intersections, one at Big Basin and one at Bear Creek intersection.

##### Section 5:

Within Segment 5, a fatal auto-ped type collision although included with intersection of SR 9 and Bear Creek Rd, the collision occurred just to the north of W. Park Ave due to a driver driving under the influence (DUI) with a calculated speed of 44 MPH.

**Table 5.6**

<i>Collision Type Distribution</i>			<i>Primary Collision Factor Distribution</i>		
<i>No. of Collisions</i>	<i>Percentage</i>	<i>Collision Type</i>	<i>No. of Collisions</i>	<i>Percentage</i>	<i>Primary Collision Factor</i>
2	4.5 %	Head-On	2	4.5 %	Influence Alcohol
7	15.9 %	Sideswipe	0	0.0 %	Follow Too Close
13	29.5 %	Rear End	10	22.7 %	Failure To Yield
10	22.7 %	Broadside	10	22.7 %	Improper Turn
7	15.9 %	Hit Object	14	31.8 %	Speeding
1	2.3 %	Overturn	3	3.8 %	Other Violations
3	6.8%	Auto-Pedestrian	0	0.0%	Improper Driving
1	2.3 %	Other	2	4.5 %	Other Than Driver
0	0.0 %	Not Stated	3	6.8 %	Unknown
			0	0.0 %	Fell Sleep

**Segment 6: North of Boulder Creek: Pleasant Way to Pool Dr, PM 15.084 to 15.422**

From Table 5.7 there were total of 11 collisions during the 3-year period. Over 27.3% or 3 of the collisions were rear-end type of collisions. The rear-end collisions comprise a majority of the collisions along Segment 6. Furthermore, 36.4% or 4 of the collisions were due to speeding and 27.3% or 3 of the collisions were due to failure to yield. The 3-year TASAS collision data correlates to the recurring congestion along the corridor.

**Table 5.7**

<i>Collision Type Distribution</i>			<i>Primary Collision Factor Distribution</i>		
<i>No. of Collisions</i>	<i>Percentage</i>	<i>Collision Type</i>	<i>No. of Collisions</i>	<i>Percentage</i>	<i>Primary Collision Factor</i>
1	9.1 %	Head-On	1	9.1 %	Influence Alcohol
2	18.2 %	Sideswipe	0	0.0 %	Follow Too Close
3	27.3 %	Rear End	3	27.3 %	Failure To Yield
2	18.2 %	Broadside	2	18.2 %	Improper Turn
2	18.2 %	Hit Object	4	36.4 %	Speeding
1	9.1 %	Overturn	0	0.0 %	Other Violations
0	0.0 %	Auto-Pedestrian	0	0.0 %	Improper Driving
0	0.0 %	Other	0	0.0 %	Other Than Driver
0	0.0 %	Not Stated	1	9.1 %	Unknown
			0	0.0 %	Fell Sleep

Table 5.8 highlights the intersections that exceeded the statewide average total collision rate for similar facilities.

**Table 5.8. Intersection Collision Rates (9/30/2017-10/01/2020)**

PM	Intersection	Actual Rates			Average Rates		
		Fatal	Fatal + Injury	Total	Fatal	Fatal + Injury	Total
6.460	Graham Hill Road	0.033	0.07	0.23	0.002	0.16	0.42
7.191	SLV High School	0.000	0.04	0.08	0.001	0.11	0.29
7.281	SLV Elementary School	0.000	0.04	0.17	0.002	0.07	0.17
7.531	El Solyd Heights Dr	0.000	0.23	0.28	0.002	0.07	0.17
8.051	Willowbrook Drive Locust	0.000	0.00	0.19	0.001	0.07	0.16
8.115	Lower Glen Arbor Rd	0.000	0.10	0.38	0.001	0.11	0.29
8.550	Arboleda Way/Highland BL	0.062	0.19	0.31	0.001	0.07	0.16
9.380	Upper Glen Arbor Rd/Mill St (includes Love Creek Rd)	0.000	0.05	0.48	0.002	0.16	0.42
9.510	Main St	0.000	0.24	0.49	0.004	0.10	0.24
9.592	Fillmore Ave	0.000	0.00	0.00	0.002	0.07	0.17
9.651	Mill St	0.000	0.12	0.42	0.002	0.07	0.17
9.901	Hubbard Gulch Rd	0.000	0.00	0.00	0.002	0.07	0.17
9.921	Alba Rd	0.000	0.00	0.00	0.002	0.07	0.17
9.942	Brown Gables Rd	0.000	0.00	0.00	0.001	0.06	0.14
12.002	Irwin Way	0.000	0.24	0.40	0.002	0.07	0.17
12.870	Lomond St	0.000	0.08	0.15	0.004	0.10	0.24
12.920	Forest St	0.000	0.08	0.39	0.004	0.10	0.24
13.037	Big Basin Way/SR 236	0.000	0.04	0.13	0.002	0.07	0.17
13.240	Bear Creek Rd	0.060	0.12	0.54	0.002	0.07	0.17
15.340	Kings Creek Rd	0.000	0.12	0.39	0.002	0.07	0.17
15.412	Pool Dr	0.000	0.13	0.40	0.002	0.07	0.17

## 6. CORRIDOR AND SYSTEM COORDINATION

Route 9 is a conventional highway connecting the city of Santa Cruz to the San Lorenzo Valley. SR 9 serves the communities of Felton, Ben Lomond, Brookdale and Boulder Creek. SR 9 continues into Santa Cruz County to serve the communities of the San Lorenzo Valley. Within the project limits, Route 9 connects the communities of Felton, Ben Lomond, Brookdale, and Boulder Creek in Santa Cruz County. The project consists of 6 Segments on Route 9, from Henry Cowell State Park to Graham Hill Rd and from Graham Hill Rd to Glen Arbor N in Felton, from Highland Park to Jacobson Lane in Ben Lomond, from Western Drive to Irwin Way in Brookdale, from River St to Bear Creek Rd in Boulder Creek and from Pleasant Way to Pool Drive north of Boulder Creek.

Route 9 within the project limits is classified as a 2- to 4-lane conventional highway. The travelled way width ranges from 24 feet to 48 feet and shoulders vary from 2 feet to 8 feet wide. These historic mountainous communities see heavy truck traffic and high levels of congestion with a strong influx of summer tourism in connection with the nearby Big Basin Redwoods State Park.

The Transportation Concept Report (TCR) for Route 9 recommends improving the route for all modes. The future concept of the corridor is to maintain the existing functional role and purpose and maximize mobility for local interregional travelers. The Transportation Planning Scoping Information Sheet (TPSIS) attached provides a clear direction of the community needs and has also guided the improvements included in the various segments.

Route 9 is of regional importance connecting rural communities. The SLVCSCP highlighted the needs of the communities and overall connectivity needs for all modes. The communities within the project limits have been involved in the development of this project and the SLVCSCP to review and provide comments on the proposed improvements developed from the plan. The multi modal needs are consistent within each segment and the team strives to incorporate these in the proposed improvements.

The following projects have been identified within or adjacent to the project limits:

- Felton Pedestrian Safety Improvements, EA 05-1M400 SR 9 PM 6.30/7.20
- Felton Capital Preventive Maintenance (CAPM), EA 05-1K890, SR 9 PM 0.049/7.5
- SR 9 CAPM, EA-1K900, SR 9 PM 18.897/27.094

## 7. ALTERNATIVES

### *Alternative 1–*

This alternative proposes to improve Complete Streets elements along SR 9, concentrating on the communities within the project limits by bringing existing sidewalk up to ADA standards, installing new sidewalk, widening shoulders, installing trails, adding Class II bike lanes and Class III bike routes, improving parking, improving bus stops, constructing left turn channelization, and updating crosswalks. Pedestrian facilities can be improved by including streetscape elements such as benches, bike racks, trash/recycle receptacles, planting street trees, and lighting to further promote livability. When feasible, widened shoulders, sidewalks, or trails to specific destinations in the outskirts of the communities, such as Highland and Garrahan Parks, will be scoped. Accommodating a wider shoulder throughout the project limits was not feasible, transportation partners will continue to look for opportunities to widen the shoulder along SR 9.

The PDT developed 6 segments with each segment proposing the following improvements:

#### **Felton- Segment 1:**

Henry Cowell State Park to Graham Hill Road, PM 4.0 to 6.46

This segment concentrates on multimodal travel circulation along SR 9 in the community of Felton, starting south of entrance to Henry Cowell Redwood Park up to Graham Hill Road. Caltrans programmed project 05-1K890, the Felton CAPM, for the 2022 State Highway Operation and Protection Program (SHOPP), incorporated improvements (Complete Streets Opportunities: a - h) identified in the SR 9 SLV plan to be part of the next phase to achieve Project Approval and Environmental Document (PA&ED).

Therefore, Segment 1 is not included in Section 10. Environmental Compliance of this document. Specific improvements, such as, intersection improvements between Redwood Dr. and Graham Hill Rd., plus new sidewalk from Laurel Dr. to Kirby St. and Class 2 Bike Lanes within the City of Felton (Complete Street Opportunities: a and b) are included in the Felton CAPM project for construction. The remaining identified improvements (Complete Streets Opportunities: c-g) would be programmed for construction in the Felton CAPM as funding is attained by transportation partners through this document.

#### Complete Streets Opportunities

- a. Graham Hill Road intersection right turn channelization and pork chop island.
- b. Proposed new sidewalk between Laurel Dr. (PM 5.98) to Kirby Street (St).
- c. Class 2 Bike Lanes between SLV School Campus and Graham Hill Rd.
- d. Bike Boxes at Graham Hill Rd.
- e. Two-way center turn lane between Graham Hill Rd. and Hihn St.

- f. Multi use path/ widened shoulder 4-5' with 3' hinge point, between Oak Avenue (PM 5.73) to Laurel Dr.
  - i. Includes improvements at the Henry Cowell entrance and intersection with Redwood Drive improvements at PM 5.78. Sidewalk with curb ramp would be placed on the northern side of Big Trees Park Road for access to the existing crosswalk.
  - ii. Drainage system at PM 5.78 will require a viaduct on both sides of SR 9 to accommodate the multi-use path and the guardrail. The sidehill viaduct design does not impact the existing culverts, therefore would not require fish passage remediation. The risk of possible fish barrier remediation is included in the risk register.
  - iii. Tree removal and 4-6ft tall retaining wall along the right-of-way line.
- g. Multi-use path/ widened shoulder 4-5' with 3' hinge point, from San Lorenzo Avenue to Oak Avenue
  - i. Viaduct would be constructed to accommodate the multiuse path and guardrail at PM 5.55. The sidehill viaduct design does not impact the existing culverts, therefore would not require fish passage remediation. The risk of a possible fish barrier remediation is included in the risk register.
  - ii. Tree removal
- h. Multi-use path, widened shoulder 4-5' with 3' hinge point, from Lakeview Drive to San Lorenzo Avenue
  - i. Tree removal and grading
- i. Paved pull out areas
  - i. PM 2.78, 2.97, 3.55, 4.35, 4.62, 5.45
  - ii. PM 3.292 and remove tree
- j. Pave parking area and incorporate multi-use path, widened shoulder 4-5' with 3' hinge point, at the southern Henry Cowell State Park Entrance and trailheads
  - i. PM 4.67
  - ii. PM 2.68

During PA&ED for 1K890, the PDT will review proposed new crosswalks identified by the SLV Plan which require additional approval to be included in the project. With an executed Maintenance Agreement, other complete streets elements such as tree wells will also be reviewed and added when feasible. Also, the curb ramp improvements on the northwest corner of Graham Hill Rd. and SR 9 would need to accommodate the future sidewalk with the PDT reviewing the overall pedestrian circulation and access to the transit stops.

**Schools- Segment 2:**

This segment concentrates on multimodal travel circulation along SR 9 from Graham Hill Road up to north of the SLV School complex. The main impact to this segment is the SLV school campus traffic congestion relative to SR 9. The SR 9 SLV plan includes two school circulation options.

This segment includes the short-term option. The proposed sidewalk along SR 9 will require retraining wall and tree removal to connect the SVL Highschool and Elementary School entrances. The change in elevation between the parking lot and SR-9 will require a retaining wall.

Since the SR 9 SLV plan was completed, the school district continues to review and analyze possible solutions to their transportation circulation. SCCRTC is partnering with the school district to fund a traffic analysis that would best incorporate the various modes within a very constrained roadway environment. During the next phase, the PDT will review any new options from locally pursued traffic studies and incorporate these school circulation plan proposals. The traffic study for this project will recommend an alternative that best meets the purpose and need (including any options received from other studies), while also addressing school and community concerns. As this segment enters the next phase of coordination with the school, the project will include any additional circulation solutions identified by the traffic analysis. Depending on the impact of the proposed long-term solution, the PDT will review the short-term solution to minimize throwaway or look at a staging solution that accomplishes the long-term solution as funding becomes available.

Other current Caltrans projects within the vicinity of the school complex, including 05-1M400 and 05-1K890, address community identified needs, opportunities, and incorporate improvements that benefit all transportation users along SR 9. During PA&ED, the Felton CAPM (05-1K890) will further consider any proposed striping improvements along SR 9 due to the San Lorenzo school concept under development.

North of the school campus up to Sunnycroft Road, SR 9 traverses very constrained areas including two narrow bridges (PM 7.88 and PM 7.97) with sidewalks on both sides. Between El Solyo Heights Drive to Glen Lomond Lane along southbound SR 9 and between Lazy Woods Road to Brackney Road along the northbound SR 9, minimum widening to accommodate 5-foot shoulder on both sides requires tree removal and small retaining walls. Adding a connection to SR 9 from the El Solyo Heights neighborhood to the west of SR 9 is not feasible. During PA&ED this area can be further studied when surveys are available.

Existing SR 9 widens to include a left turn lane from Sunnycroft Road up to the signal at Glenn Arbor Road. This segment proposes to extend sidewalk along the southbound side to connect pedestrians to the Glen Arbor signal and only at specific areas along the northbound side to connect pedestrians to shops.

SR 9 beyond Glenn Arbor travels along very constrained areas and minimal widening is not feasible.

*Segment 2 Intersections of Interest:*

6.460	Graham Hill Rd / SR 9
7.195	SLV School/ SR 9
7.280	SLV School/ SR 9
7.526	El Solyo Heights Dr / SR 9
8.052	Willowbrook Dr / SR 9
8.115	Glen Arbor Rd / SR 9

**Graham Hill Rd to Glen Arbor N, PM 6.46 to 8.115**

Trail (Shoulder with 4 ft decomposed granite (DG))	2320 liner foot (LF)
Class III bike route (4ft shoulder)	6290 LF
Sidewalk (4'to 10')	1770 LF
Enhanced Crosswalks	15 each (EA)
Widened Shoulders (up to 5 feet)	2480 LF
Bus Stop Improvements	4 EA
Right Turn Pockets	1 EA
Retaining Wall	360 LF, 4 foot (FT) tall

**Segment 3: Ben Lomond-**

## Highland Park to Jacobson Ln, PM 8.492 to 10.062

This segment captures Highland Park and connects to the community of Ben Lomond

The project includes improvements to the entrance of Highland Park with the possible addition of a left-turn lane into the Park. Also adding 5-foot shoulders on both sides with up to a 4-foot trail where feasible along the northbound side connecting to the bus stop. Adding wider shoulders, a trail and a standard left turn at this location would include major tree removal. During PAED traffic analysis at this location will be able to better recommend the need for a left turn channelization and other possible solutions at this location. A proposed widened 5-foot shoulder along the southbound side would connect to the bus stop north of the park entrance.

Just past Shadowbrook Road/Park Way Drive intersection with SR 9 to north of Woodland Drive, from PM 8.84 to PM 9.134, SR 9 again traverses a very constrained area with little feasibility to widen the shoulders.

From Woodland Drive to Marshall Creek Court, 5 ft shoulders on both sides and sidewalks where feasible especially between PM 8.365 and PM 8.760. The intersection north of Glen Arbor Road/Mill Street with SR 9 is proposed to be realigned to provide better connectivity to the fire-station and avoid impacting a tree of historical importance. There is a bridge at PM 9.686.

After the bridge at PM 9.686, SR 9 transitions to a wider area with opportunity to include a 4ft sidewalk up to Brown Gables Road, and a Class III bike route to Jacobson Lane.

After PM 10.224, SR 9 is constrained.

*Segment 3, Intersections of Interest:*

8.550	Highlands County Park / SR 9
9.380	Brookside Ave / SR 9
9.402	Love Creek Rd / SR 9
9.509	Main St / SR 9
9.588	Fillmore Ave / SR 9
9.646	Mill St / SR 9
9.903	Hubbard Gulch Rd / SR 9
9.920	Alba Rd / SR 9
9.944	Brown Gables Rd / SR 9

Table 3.1 - Segment 3: Ben Lomond-  
Highland Park to Jacobson Ln, PM 8.492 to 10.062

Trail	2005 LF
Class II bike lane	2320 LF
Class III bike route	5470 LF
Sidewalk	5330 LF
Crosswalks	28 EA
Widened Shoulders	3840 LF
Bus Stop Improvements	4 EA
Left Turn Channelization	2 EA
Improved Parking	1540 LF

**Brookdale- Segment 4:**

Western Dr to Irwin Way, PM 11.123 to 12.18

This segment captures Brookdale Lodge (PM 11.312) and concentrates on connecting the community of Brookdale to the US Post Office. Removing the tree at the existing crosswalk near Clear Creek (PM 11.407) will provide better sight distance. By the Brookdale Lodge, this project proposes to widen shoulders, add trails where feasible, coordinate with the lodge to provide sidewalk along the south bound side, and improve the existing crosswalk at Larkspur Street with sidewalk. Adding or updating sidewalk where feasible from Western Ave. (PM 11.133) to Pacific St. (PM 11.414). During the next phase this section will require much coordination.

Within this segment, before and after Brookdale, SR 9 traverses very constrained areas. For this reason, the project proposes 5-foot shoulders and widening for trails where feasible.

This project also reviewed improvements at Irwin Way (PM 12.002) with minimal widening being feasible at this location. Adding a standard left turn at this location would include major tree removal and a retaining wall, therefore at this time only local widening at Irwin Way is proposed. During PAED traffic analysis at this location will be able to better recommend possible solutions at this location.

*Segment 4: Intersections of Interest:*

12.002 Irwin Way / SR 9

Western Dr to Irwin Way, PM 11.123 to 12.18

Trail	170 LF
Sidewalk	2335 LF
Crosswalks	9 EA
Widened Shoulders	920 LF
Bus Stop Improvements	2 EA
Left Turn Channelization	1 EA
Retaining Wall	680 LF, 10-12FT tall

**Segment 5: South Boulder Creek**

River St to Bear Creek Rd, PM 12.45 to 13.239

This segment focusses on Boulder Creek, starting at River Street. Entering this area, SR 9 opens up to the community, leaving a very windy constrained area behind. The project proposes a 5-foot shoulder and sidewalk on both sides, enhancing existing crosswalks at Lomond Street, Forest Street, and SR 236. Median islands are included within the existing continuous left turn lane. Posted Speed Limits are 25 and 35 mph. SR 9 crosses a narrow bridge with sidewalk on both sides, then changes abruptly when it passes Bear Creek Road. This project proposes local widening at this location to better accommodate all modes of transport. Adding a standard left turn at this location would include major tree removal, therefore at this time only local widening at Bear Creek Rd is proposed. During PAED traffic analysis at this location will be able to better recommend possible solutions at this location.

This segment provides parallel parking alongside several sidewalk sections, curb extensions will provide a refuge for pedestrians and improve pedestrian visibility to drivers.

South of Flat Street, SR 9 is continuing with very constrained areas.

*Segment 5, Intersections of Interest*

13.239 Bear Creek Rd / SR 9

**South Boulder Creek- Segment 5:**

River St to Bear Creek Rd, PM 12.45 to 13.239

Class II bike lane	2750 LF
Class III bike route	7450 LF
Sidewalk	4430 LF
Crosswalks	22 EA
Widened Shoulders	2640 LF
Left Turn Channelization	1 EA
Improved Parking	1970 LF
Bus Stop Improvements	3 EA

**Segment 6: North of Boulder Creek**

Pleasant Way to Pool Dr, PM 15.084 to 15.422

This segment starts at Pleasant Way at the existing bus stop and then proposes to widen shoulders just north of Sequoia Road to 5-foot on both sides, add sidewalk along the Garrahan Park, and enhance the existing crosswalk with sidewalk on the northbound side. Sidewalk continues along the southbound side to connect the Garrahan Park with the community to the north. Adding a crosswalk at Pool Drive will require extensive right of way and tree removal to improve sight distance for traffic traveling south along SR 9. During PAED traffic analysis at this location will be able to better recommend possible solutions at this location.

**North of Boulder Creek- Segment 6:**

Pleasant Way to Pool Dr, PM 15.084 to 15.422

Class III bike route	3140 LF
Sidewalk	1540 LF
Crosswalks	5 EA
Widened Shoulders	2710 LF
Bus Stop Improvements	1 EA
Driveway Improvement	1 EA

Design Standard Risk Assessment Matrix

Design Standards Risk Assessment			
Alternative	Design Standard from Highway Design Manual Tables 82.1A & 82.1B	Probability of Nonstandard Design Feature Approval (None, Low, Medium, High,)	Justification for Probability Rating
1	<b>Topic 302.1 Width</b>	High	This project will widen shoulders where feasible, however sections alongside cliffs or near heavy vegetation have limited widening through certain sections.

Highway Planting and Irrigation:

A mix of native vegetation and ornamental landscape planting including trees, shrubs and groundcovers exists throughout the project corridor limits. Several areas within the project limits have existing irrigation facilities that consist of an automated irrigation system including connection to a municipal water source, irrigation crossovers, backflow preventer, irrigation controller, and bubblers. The existing irrigation facilities primarily occur in Ben Lomond from PM 9.4 to PM 9.7

It is anticipated that replacement planting and one-year plant establishment period will be

required due to visual and biological impacts associated with the removal of native trees and vegetation impacted by construction. Replacement planting will include riparian and mixed evergreen habitat. Final scope and locations of work will be refined in coordination with the project biologist when the Natural Environment Study is completed and commitments to the various regulatory agencies are resolved.

Plants will be watered manually for one year using a temporary irrigation system supplied by a water tanker truck.

Erosion Control:

Disturbed areas will be treated with permanent erosion control. Erosion control materials will be selected to best address the various conditions within the project site.

For minimally disturbed areas or disturbed areas adjacent to urban conditions, erosion control materials may only require hydroseed and/or mulch. For disturbed areas that are steep and exposed to concentrated flows, erosion control may require aggressive erosion control techniques such as bioengineering at creek banks, netting, fiber rolls, compost berms and socks, and hydroseed to control erosion and establish vegetation for long term protection.

Aesthetic Treatments:

Aesthetic treatment will be integrated into the design to be consistent with the visual impact analysis and recommendations, with specific types of aesthetic treatments being developed during the project design phase.

## **8. RIGHT-OF-WAY**

Each Segment requires Temporary Construction Easements and some also require Permanent Right of Way to accommodate all the improvements. During PA&ED surveys will provide right of way information to establish the needed permanent and temporary construction easements.

**Utilities:**

All segments require utility pole relocation, with an estimated total of 92 Utility Poles requiring relocation within the project limits.

**Railroad:**

There is no railroad involvement.

## 9. STAKEHOLDER INVOLVEMENT

During the development of this PSR-PDS a community outreach meeting was conducted. One of the concerns was reaching a consistent shoulder width along SR 9 for bicycle access.

SCCRTC continues ongoing discussion and presentations at their Technical Advisory Committee (TAC) meetings to update the community of the progress since the completion of the SLV plan.

As each segment moves into the next phase, more stakeholder involvement is anticipated to capture the concerns of each community. Coordination with the SLV school as well as the Brookdale Lodge and the Fire Stations in Felton, Ben Lomond, and Boulder Creek are some of the aspects that make each segment require stakeholder and community involvement.

## 10. ENVIRONMENTAL COMPLIANCE

In order to identify environmental issues, constraints, costs, and resource needs, a Preliminary Environmental Scoping (PEAR) was prepared for the project. Potential disposal, staging, and borrow sites will need to be identified in the PA&ED phase for complete environmental review. Field studies were not conducted, and technical studies have been deferred to the PA&ED phase.

### **General Environmental Considerations (applicable to all segments)**

#### **Visual Quality**

Highway 9 within the project limits is eligible for scenic highway designation. Therefore, caution should be exercised with any activity or change that could threatened its eligibility. The proposed work will widen the highway corridor and add urbanizing elements in otherwise rural areas, removing mature trees and thick vegetation and clearing more of the forest canopy. Furthermore, because trees are growing close together, it might not be possible to remove only the one(s) within the area of disturbance without damaging the root systems of the adjacent trees, therefore tree removal could be higher than anticipated without avoidance measures. These impacts could be considered potentially significant on any of the segments, some more so than others. Mitigation and enhancements to minimize impacts would support the purpose of the project(s) by helping to create a more pedestrian- and bicycle-friendly environment.

**Biology**

There is potential for the presence of protected species and critical habitat within the areas of disturbance; surveys will require 10-12 months. However, most project impacts will occur on previously developed or disturbed areas adjacent to the highway, so federally and state listed species are not expected to be encountered. If permits to enter are required, a request should be submitted to R/W at least 2 months in advance in order to obtain them by the required date.

The project includes removal of mature redwoods. Santa Cruz County Code 16.34.010 identifies the objective to preserve significant trees and forest communities on public and private properties. Trees that must be removed would be evaluated to determine whether they were significant trees as defined by the code. Tree removal should be minimized and scheduled outside of nesting season if possible.

**Cultural Resources**

Properties over 50 years old that could be impacted by the project (this includes work adjacent to the properties) will have to be evaluated for eligibility in the National Register. The risk of adverse impacts to eligible properties is low, however the required studies and document preparation is expected to take 12 months. This will likely be critical path for all segments unless a screened undertaking is deemed appropriate.

**Air quality**

The project is within the North Central Coast air basin and is in attainment for all federal levels of air quality pollutants, but non-attainment/transitional for the state level for ozone and non-attainment for the state level for PM10. Special consideration might be necessary during construction to reduce emissions and dust. No conformity requirements apply to any segment.

**Construction**

If traffic detours are required, they must be reviewed by Environmental staff to determine if there are any associated impacts. Construction should be timed to have as little impact on traffic as possible. The timing of construction should also consider impacts on local businesses when in urban areas due to detours, congestion, noise, and/or reduced parking. This could mean performing work at night when the commercial centers are closed, and traffic volumes are low. Night work near residences should be avoided, however. Temporary construction noise, even when in compliance with Caltrans' nighttime noise levels, does not preclude significant impacts from noise.

**Cumulative impacts**

Impacts could be determined to be less than significant for any individual segment, however consideration must be given to the impacts that have occurred to the overall corridor over time, particularly in the areas of visual quality and community character, to which these projects will contribute. Taken as a whole, the changes to the Highway 9 corridor could be considered cumulatively significant, which would require an EIR for one or more segments.

### **Anticipated Environmental Commitments (applicable to all segments)**

- Contractor will be limited to the minimum area necessary at each location. Environmentally Sensitive Area (ESA)s will be established outside of these areas.
- The construction schedule shall be well publicized in advance, particularly to residences and businesses most likely affected by construction activities.
- Prior to removal, trees must be evaluated to determine whether they are significant trees as defined by Santa Cruz County Code 16.34.010. Significant trees that are removed shall be replanted at a ratio appropriate for impacts to habitat.
- Tree removal should be scheduled to occur between September 1 and February 15. Tree replacement would be at a minimum of 3:1. The project will also include erosion control, irrigation, and a one-year plant establishment period. Additional locations could be required for replanting.
- Hand excavation will be required where necessary to reduce impacts to root systems.
- Disturbed areas will be graded to a natural appearance and revegetated; erosion control applied where appropriate.
- Aesthetic elements and/or treatments will be included to reduce the appearance of highway and/or urbanizing features and to improve the user experience. These elements might include benches, improved bus stops, bike racks, decorative lighting, art installments, surface treatments, etc. Guardrail and other metal components will be treated to reduce glare.

### **Segment 2**

The anticipated environmental documentation is a Categorical Exemption under California Environmental Quality Act (CEQA) and a Categorical Exclusion under National Environmental Policy Act (NEPA); this would take approximately 14 months to complete. Programming for a Categorical Exclusion (CE)/CE poses a moderate risk to the schedule; an Initial Study could be deemed appropriate at PA&ED, mostly due to the urbanization through hardscape and tree and vegetation removal. Attention must be given to the changes to the character of the corridor resulting from the improvements. At the northern and southern ends of the segment, greater clearing and additional sidewalks would not be out of place in the suburban setting, however this impact could be considered potentially significant in the middle, rural section of the segment. Modifying the project to avoid the impacts altogether or minimizing them with enhancement measures is recommended.

This determination was based on the following assumptions:

- All work will be conducted from the roadway.
- There are no potentially significant impacts.
- No permits or formal biological consultation will be required.
- Section 106 determination will be “no adverse effect.”
- The provisions of Section 4(f) will not apply.

### Special Considerations

#### *Visual Quality*

From approximately PM 7.65/PM 7.97, work involves substantial widening for sidewalk, curb, and gutter through an otherwise undeveloped stretch of forested highway. In some locations, cutting into an existing, heavily vegetated cut slope would be required. The clearing for this widening, in addition to the hardscape and urban elements, could be considered a potentially significant impact. Consideration should be given to the old highway alignment in the vicinity of PM 7.59 for revitalization and reforestation.

### **Segment 3**

The proposed design does not fully meet the defined purpose due to a gap in the pedestrian facility; this could necessitate design changes at PA&ED. For the purposes of preliminary review, the anticipated environmental documentation would be a Categorical Exemption under CEQA and a Categorical Exclusion under NEPA; this would take approximately 14 months to complete. Programming for a CE/CE poses a moderate risk to the schedule; an Initial Study could be deemed appropriate at PA&ED, mostly due to tree and vegetation removal. Avoiding the impacts altogether and/or minimizing them with enhancement measures is recommended.

This determination was based on the following assumptions:

- All work will be conducted from the roadway.
- There are no potentially significant impacts.
- No permits or formal biological consultation will be required.
- Section 106 determination will be “no adverse effect.”
- The provisions of Section 4(f) will not apply.

### Special Considerations

#### *Visual Quality*

Cutting into an existing, heavily vegetated cut slope would be required north of Highland Park, along with other vegetation removal, and could be considered a potentially significant impact. The change to the corridor character should be particularly considered between the north end of Ben Lomond and the San Lorenzo River, where there will be added sidewalk, curb, and gutter and loss of mature trees. Consideration should be given to the old highway alignment in the vicinity of PM 8.5 for revitalization and reforestation.

#### *Need and purpose*

The absence of a pedestrian facility between the San Lorenzo River and Marshall Creek weakens the stated need and purpose for this segment.

## Segment 4

The proposed design does not clearly meet the defined need and purpose nor necessarily have logical termini, therefore design changes at PA&ED can be expected. For the purposes of preliminary review, the anticipated environmental documentation would be an Initial Study with Mitigation under CEQA and a Categorical Exclusion under NEPA. The work proposed at Irwin Way does not fall into a CE category under CEQA. Furthermore, it would result in potentially significant impacts from urbanization due to a wider expanse of pavement, loss of scenic resources, and substantial loss of mature trees and heavy vegetation. Depending on the extent of R/W at Irwin Way, the project could take large quantities of private property, but regardless would eliminate a considerable amount of roadside parking that could be necessary for residents, considering the steep landform. Alternatives to reduce these impacts must be considered. The document can be expected to take up to 24 months to complete.

There is a low-to-moderate risk that an Environmental Impact Report (EIR) could be required if it appears adequate mitigation cannot be incorporated or if cumulative impacts are determined to be significant. Revising the document type to an EIR from an Impact Study (IS) could add 1 to 3 months to the 0 phase and increase resource hours in order to conduct early coordination and other required processes under CEQA. The risk to the schedule can be minimized if this determination is made early during PA&ED so that the process can be initiated as soon as possible and occur simultaneously with environmental studies.

This determination was based on the following assumptions:

- All work will be conducted from the roadway.
- Mitigation measure will reduce impacts to below the level of significance.
- No permits or formal biological consultation will be required.
- Section 106 determination will be “no adverse effect.”
- The provisions of Section 4(f) will not apply.

## Special Considerations

### *Visual Quality*

The grouping of mature redwoods located on the west side of the highway between Clear Creek and the bus stop (PM 11.39) and identified for removal is potentially a scenic resource. Since no pedestrian improvements are planned at Clear Creek, there does not seem to be justification for removing these trees. The mature redwood across the highway is also potentially a scenic resource; consider measures to retain this tree.

### *Biological*

Work in the vicinity of Clear Creek Bridge could trigger consultations and/or permits if it encroached on jurisdictional areas (i.e. beyond top of bank).

*Need and purpose*

The proposed work does not appear to fully meet the need and purpose. The lack of shoulders through Brookdale does not address the identified need for bicycle facilities, and the pedestrian facilities stop at Clear Creek, perpetuating the disconnection between lodging and the nearest bus stop. This brings up the question of whether this segment has logical termini, and could cause issues with segmentation, depending on long-term plans.

At Irwin Way, the proposed left-turn lane appears to benefit vehicular traffic with no supporting need. Meanwhile, the benefit to cyclists of eliminating southbound vehicles driving on the shoulder is coincidental and limited. In addition, the proposed work provides no benefit for pedestrians beyond a wider shoulder (shared with cyclists.)

With the long gap between sections in this segment, it is unclear that they have the same need or that they belong united. Alternatives to the current proposal should be considered, both to reduce impacts and to better meet the need and purpose. Within Brookdale, consider developing an alternative that provides a multi-use facility that reduces impacts. At Irwin Way, consider a proposal that would meet the need for cyclists while reducing impacts that would occur from an additional lane, such as a specific bike facility.

**Segment 5**

The proposed design does not clearly meet the defined need and purpose, therefore design changes at PA&ED can be expected. For the purposes of preliminary review, the anticipated environmental documentation would be an Initial Study with Mitigated ND under CEQA and a Categorical Exclusion under NEPA. The work proposed at Bear Creek Road does not fall into a CE category under CEQA. Furthermore, the project would result in potentially significant impacts to the corridor character from urbanizing features, and to visual quality from wider pavement, canopy clearing, loss of scenic resources, and substantial loss of mature trees and heavy vegetation. The project would require R/W acquisitions of private property for the new left-turn lane, including private recreational areas. Alternatives to reduce these impacts must be considered. The document can be expected to take up to 24 months to complete.

There is a low-to-moderate risk that an EIR could be required if it appears adequate mitigation cannot be incorporated or if cumulative impacts are determined to be significant. Revising the document type to an EIR from an IS could add 1 to 3 months to the 0 phase in order to conduct early coordination and other required processes under CEQA. The risk to the schedule can be minimized if this determination is made early during PA&ED so that the process can be initiated as soon as possible and occur simultaneously with environmental studies.

This determination was based on the following assumptions:

- All work will be conducted from the roadway.
- Mitigation measure will reduce impacts to below the level of significance.
- No permits or formal biological consultation will be required.
- Section 106 determination will be “no adverse effect.”
- The provisions of Section 4(f) will not apply.

## Special Considerations

### *Visual Quality*

There are several elements that would need to be evaluated as scenic resources. This includes street trees, in particular on the east side of the highway at PM 12.67, and a stacked stone wall at PM 12.85. Plans don't show excavation or fill conforming, therefore impacts will likely extend beyond the identified postmile limits.

### *Cultural Resources*

A stacked stone wall at PM 12.85 and one at PM 13.18 are potentially historic features and will need to be evaluated.

### *Water Quality*

The San Lorenzo River and Boulder Creek are on the 2014/2016 Clean Water Act Section 303(d) list for sedimentation. (The San Lorenzo River is also listed for various other impairments.) In addition, the Central Coast Regional Water Quality Control Board (RWQCB) set a total maximum daily load (TMDL) for sediment/siltation for the San Lorenzo River watershed, which limits the TMDLs for pollutants. Widening at the north end of the segment is within the San Lorenzo River watershed; that and the work in the vicinity of Boulder Creek could contribute to sedimentation to the respective waterways. Design pollution prevention Best Management Practices (BMP)s could be required to minimize sediment discharge.

## Segment 6

The proposed design does not clearly meet the defined need and purpose nor necessarily have logical termini, therefore design changes at PA&ED are expected. For the purposes of preliminary review, the anticipated environmental documentation is a Categorical Exemption under CEQA and a Categorical Exclusion under NEPA; this would take approximately 14 months to complete. Programming for a CE/CE poses a low risk to the schedule; an Initial Study could be deemed appropriate at PA&ED, mostly due to the urbanization through hardscape and tree and vegetation removal, and to the chance that permits could be required. Greater clearing, pavement, and sidewalks could be considered out of character for the semi-rural setting and therefore potentially significant. Avoiding the impacts altogether and/or minimizing them with enhancement measures is recommended.

This determination was based on the following assumptions:

- All work will be conducted from the roadway.
- All work can be performed within state R/W and minor temporary construction easements (TCE)s.
- There are no potentially significant impacts.
- No permits or formal biological consultation will be required.
- Section 106 determination will be “no adverse effect.”
- The provisions of Section 4(f) will not apply.

### Visual Quality

There is opportunity to improve the bus stop near PM 15.24 as an enhancement measure. Trees planted to provide afternoon shade on the new sidewalk would reduce the visual impact of the additional hardscape. Attention should be given to the decorative stone planter at PM 15.42.

### *Biology*

Widening at the north end of the segment potentially encroaches on the jurisdictional area at Kings Creek. This work could trigger permits, which would preclude the use of a CE under CEQA.

### *Water Quality*

Kings Creek is on the 2014/2016 Clean Water Act Section 303(d) list for sedimentation. Widening at the north end of the segment could contribute to sedimentation; design pollution prevention BMPs could be required to minimize sediment discharge.

### *Need and Purpose*

The limits of the deficiency identified by the need within this segment have not been well defined; this brings into question whether this segment has logical termini, and could cause issues with segmentation, depending on long-term plans. While the northern limits have clearly been defined by the design constraints at Kings Creek Bridge, it is unclear how this specifically relates to the need, since this location is midway between two residential access points. Furthermore, it should be noted that there is no pedestrian refuge along the constrained, sharp curve between PM 15.15 and PM 15.21. For these reasons, the segment could be seen as not meeting the defined purpose.

## **11. FUNDING**

Each table and segment information assumes that the segment will be programmed and start work in January of 2023. Funding and schedules will need to be updated after funding years have been determined

### **Capital Outlay Project Estimate**

	Range of Estimate	
	Construction	Right-of-Way
Segment 1	3.5 M – 5.5 M	0 million (M)
Segment 2	2 M – 3 M	1.246 M
Segment 3	2 M – 3 M	1.343 M
Segment 4	1.5 M – 2.5 M	1.262 M
Segment 5	1.5 M – 2.5 M	0.969 M
Segment 6	1 M – 2 M	0.252 M

The level of detail available to develop these capital outlay project estimates is only accurate to within the above ranges and is useful for long-range planning purposes only. The capital outlay project estimates should not be used to program or commit State-programmed capital outlay funds.

Segment 1 requires funding contribution for the additional complete streets elements not funded in project 05-1K890.

### Segment 1

Fund Source	Fiscal Year Estimate for the Programmable Alternative							
	22/23	23/24	24/25	25/26	26/27		Future	Total
Component	In thousands of dollars (\$1,000)							
PA&ED Support								0
PS&E Support								0
Right-of-Way Support								0
Construction Support					0			0
Right-of-Way					0			0
Construction					4,448			4,448
Total		0		0	4,448			4,448

\*Escalation based on Escalation Memo dated July 1, 2020. The escalation applied to the Construction Capital is escalated at 3.2% per year.

### Segment 2

<b>Programming</b>						
Fund Source						
Local	2023	2024	2025	2026	2027	total
Component	In \$1000 dollars					
PA&ED Support	\$976					\$976
PS&E Support		\$2,255				\$2,255
Right-of-Way Support		\$617				\$617
Construction Support				\$2,192		\$2,192
Right-of-Way					\$1,246	\$1,246
Construction					\$2,946	\$2,946
Total	\$976	\$2,872	\$0	\$2,192	\$4,192	\$10,233
Escalation based on Caltrans Escalation Memo dated July 1, 2020. The escalation rates applied to the Support components is 3.0 %. The escalation applied to the Construction Capital is escalated at 3.2 % per year to the mid construction year. The escalation applied to the Right of Way Capital is 5% per year to the funding year.						
The support to capital ratio is 97.5 %						

## Segment 3

<b>Programming</b>						
<b>Fund Source</b>						
<b>Local</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>total</b>
<b>Component</b>	<b>In \$1000 dollars</b>					
PA&ED Support	\$1,275					\$1,275
PS&E Support		\$1,981				\$1,981
Right-of-Way Support		\$1,542				\$1,542
Construction Support				\$1,627		\$1,627
Right-of-Way					\$1,343	\$1,343
Construction					\$2,748	\$2,748
<b>Total</b>	<b>\$1,275</b>	<b>\$3,523</b>	<b>\$0</b>	<b>\$1,627</b>	<b>\$4,091</b>	<b>\$10,516</b>
Escalation based on Caltrans Escalation Memo dated July 1, 2020. The escalation rates applied to the Support components is 3.0 %. The escalation applied to the Construction Capital is escalated at 3.2 % per year to the mid construction year. The escalation applied to the Right of Way Capital is 5% per year to the funding year.						
The support to capital ratio is 157.1 %						

## Segment 4

<b>Programming</b>						
<b>Fund Source</b>						
<b>Local</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>total</b>
<b>Component</b>	<b>In \$1000 dollars</b>					
PA&ED Support	\$999					\$999
PS&E Support			\$2,522			\$2,522
Right-of-Way Support			\$1,893			\$1,893
Construction Support					\$2,175	\$2,175
Right-of-Way					\$1,262	\$1,262
Construction					\$2,269	\$2,269
<b>Total</b>	<b>\$999</b>	<b>\$0</b>	<b>\$4,415</b>	<b>\$0</b>	<b>\$5,705</b>	<b>\$11,119</b>
Escalation based on Caltrans Escalation Memo dated July 1, 2020. The escalation rates applied to the Support components is 3.0 %. The escalation applied to the Construction Capital is escalated at 3.2 % per year to the mid construction year. The escalation applied to the Right of Way Capital is 5% per year to the funding year.						
The support to capital ratio is 215.0 %						

## Segment 5

<b>Programming</b>						
<b>Fund Source</b>						
<b>Local</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>total</b>
<b>Component</b>	<b>In \$1000 dollars</b>					
PA&ED Support	\$1,461					\$1,461
PS&E Support			\$2,060			\$2,060
Right-of-Way Support			\$1,124			\$1,124
Construction Support					\$1,477	\$1,477
Right-of-Way					\$969	\$969
Construction					\$2,748	\$2,748
<b>Total</b>	<b>\$1,461</b>	<b>\$0</b>	<b>\$3,184</b>	<b>\$0</b>	<b>\$5,194</b>	<b>\$9,839</b>
Escalation based on Caltrans Escalation Memo dated July 1, 2020. The escalation rates applied to the Support components is 3.0 %. The escalation applied to the Construction Capital is escalated at 3.2 % per year to the mid construction year. The escalation applied to the Right of Way Capital is 5% per year to the funding year.						
The support to capital ratio is 164.7 %						

## Segment 6

<b>Programming</b>						
<b>Fund Source</b>						
<b>Local</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>total</b>
<b>Component</b>	<b>In \$1000 dollars</b>					
PA&ED Support	\$817					\$817
PS&E Support		\$1,551				\$1,551
Right-of-Way Support		\$254				\$254
Construction Support				\$1,122		\$1,122
Right-of-Way					\$252	\$252
Construction					\$1,649	\$1,649
<b>Total</b>	<b>\$817</b>	<b>\$1,805</b>	<b>\$0</b>	<b>\$1,122</b>	<b>\$1,901</b>	<b>\$5,645</b>
Escalation based on Caltrans Escalation Memo dated July 1, 2020. The escalation rates applied to the Support components is 3.0 %. The escalation applied to the Construction Capital is escalated at 3.2 % per year to the mid construction year. The escalation applied to the Right of Way Capital is 5% per year to the funding year.						
The support to capital ratio is 197.0 %						

### Capital Outlay Support Estimate

Capital outlay support estimate range for programming PA&ED for this project: \$8 M – 13 M.

## 12. DELIVERY SCHEDULE

### Segment 1 (05-1K890 delivery schedule)

Project Milestones		Milestone Date (Month/Day/Year)
PROGRAM PROJECT	M015	05/27/2022
BEGIN ENVIRONMENTAL	M020	09/28/2022
BEGIN PROJECT	M040	07/01/2022
PA & ED	M200	01/10/2025
R/W REQUIREMENTS	M224	12/11/2024
REGULAR R/W	M225	03/11/2025
PS&E TO DOE	M377	05/28/2026
RIGHT OF WAY CERTIFICATION	M410	10/02/2026
READY TO LIST	M460	11/16/2026
FUND ALLOCATION	M470	01/15/2027
HEADQUARTERS ADVERTISE	M480	03/02/2027
AWARD	M495	05/12/2027
APPROVE CONTRACT	M500	05/26/2027
CONTRACT ACCEPTANCE	M600	07/13/2029
END PROJECT	M800	08/23/2030
FINAL PROJECT CLOSEOUT	M900	06/30/2032

### Segment 2

Project Milestones		Milestone Date (Month/Day/Year)
PROGRAM PROJECT	M015	1/3/2023
BEGIN PROJECT REPORT	M040	1/3/2023
BEGIN ENVIRONMENTAL	M020	3/6/2023
R/W MAPS	M224	5/2/2024
PA & ED	M200	5/3/2024
BRIDGE SITE	M221	7/1/2024
REGULAR R/W	M225	9/3/2024
DRAFT STRUCTURES PS&E	M378	10/9/2025
PS&E TO DOE	M377	1/8/2026
R/W CERTIFICATION	M410	7/2/2026
READY TO LIST	M460	7/2/2026
FUND ALLOCATION	M470	10/3/2026
HEADQUARTERS ADVERTISE	M480	11/9/2026
AWARD	M495	1/25/2027
APPROVE CONTRACT	M500	2/8/2027
CONTRACT ACCEPTANCE	M600	2/4/2028
END PROJECT	M800	8/3/2029
Final Project Closeout	M900	7/8/2030

## Segment 3

Project Milestones		Milestone Date (Month/Day/Year)
PROGRAM PROJECT	M015	1/3/2023
BEGIN PROJECT REPORT	M040	1/3/2023
BEGIN ENVIRONMENTAL	M020	3/6/2023
R/W MAPS	M224	5/8/2024
PA & ED	M200	5/8/2024
BRIDGE SITE	M221	7/5/2024
REGULAR R/W	M225	9/3/2024
DRAFT STRUCTURES PS&E	M378	5/8/2025
PS&E TO DOE	M377	6/27/2025
R/W CERTIFICATION	M410	7/6/2026
READY TO LIST	M460	7/6/2026
FUND ALLOCATION	M470	9/29/2026
HEADQUARTERS ADVERTISE	M480	10/23/2026
AWARD	M495	12/12/2026
APPROVE CONTRACT	M500	3/3/2027
CONTRACT ACCEPTANCE	M600	2/28/2028
END PROJECT	M800	9/5/2029
Final Project Closeout	M900	8/7/2030

## Segment 4

Project Milestones		Milestone Date (Month/Day/Year)
PROGRAM PROJECT	M015	1/3/2023
BEGIN PROJECT REPORT	M040	1/3/2023
BEGIN ENVIRONMENTAL	M020	3/2/2023
R/W MAPS	M224	3/26/2025
PA & ED	M200	6/10/2024
BRIDGE SITE	M221	8/6/2024
REGULAR R/W	M225	8/15/2024
DRAFT STRUCTURES PS&E	M378	4/24/2025
PS&E TO DOE	M377	7/21/2025
R/W CERTIFICATION	M410	6/20/2025
READY TO LIST	M460	9/15/2026
FUND ALLOCATION	M470	10/27/2026
HEADQUARTERS ADVERTISE	M480	6/6/2027
AWARD	M495	6/6/2027
APPROVE CONTRACT	M500	8/31/2027
CONTRACT ACCEPTANCE	M600	10/13/2027
END PROJECT	M800	12/27/2027
Final Project Closeout	M900	1/18/2028

## Segment 5

Project Milestones		Milestone Date (Month/Day/Year)
PROGRAM PROJECT	M015	1/3/2023
BEGIN PROJECT REPORT	M040	1/3/2023
BEGIN ENVIRONMENTAL	M020	3/2/2023
R/W MAPS	M224	8/26/2024
PA & ED	M200	8/15/2024
BRIDGE SITE	M221	1/30/2025
REGULAR R/W	M225	3/28/2025
DRAFT STRUCTURES PS&E	M378	4/14/2025
PS&E TO DOE	M377	5/22/2025
R/W CERTIFICATION	M410	6/10/2026
READY TO LIST	M460	7/10/2026
FUND ALLOCATION	M470	12/30/2026
HEADQUARTERS ADVERTISE	M480	2/12/2027
AWARD	M495	4/13/2027
APPROVE CONTRACT	M500	5/25/2027
CONTRACT ACCEPTANCE	M600	8/5/2027
END PROJECT	M800	8/26/2027
Final Project Closeout	M900	8/20/2029

## Segment 6

Project Milestones		Milestone Date (Month/Day/Year)
PROGRAM PROJECT	M015	1/3/2023
BEGIN PROJECT REPORT	M040	1/3/2023
BEGIN ENVIRONMENTAL	M020	3/6/2023
R/W MAPS	M224	7/8/2024
PA & ED	M200	7/8/2024
BRIDGE SITE	M221	7/22/2024
REGULAR R/W	M225	9/3/2024
DRAFT STRUCTURES PS&E	M378	7/8/2025
PS&E TO DOE	M377	8/26/2025
R/W CERTIFICATION	M410	7/8/2026
READY TO LIST	M460	12/7/2026
FUND ALLOCATION	M470	2/4/2027
HEADQUARTERS ADVERTISE	M480	3/3/2027
AWARD	M495	5/3/2027
APPROVE CONTRACT	M500	5/24/2027
CONTRACT ACCEPTANCE	M600	5/18/2028
END PROJECT	M800	11/15/2029
Final Project Closeout	M900	10/18/2030

The anticipated funding fiscal year for construction is 2026/2027.

### 13. RISKS

A risk register has been prepared for the project (see Attachment I). These risks are related to tree removal, plant establishment, Right of Way needs, and utility relocation. All identified risks are given specific risk responses and assigned to appropriate risk managers who will monitor and control the risks.

### 14. EXTERNAL AGENCY COORDINATION

The project requires the following coordination:

Regional Water Quality Control Board

Clean Water Act Section 401

Water Quality Certification

Local Agency

Cooperative Agreements with Santa Cruz County Regional Transportation Commission

Local Agency

Agreements with County of Santa Cruz

### 15. PROJECT REVIEWS

Field Review _____		Date 10/06/2020 _____
District Maintenance _____	<i>Berkeley Lindt</i>	Date 11/19/2021 _____
District Traffic Safety Engineer _____	<i>Dario Senior</i>	Date 11/19/2021 _____
Project Manager _____	<i>Douglas Hessing</i>	Date 05/23/2022 _____
District Safety Review _____		Date _____
Constructability Review _____		Date 11/19/2021 _____

### 16. PROJECT PERSONNEL

Douglas Hessing, Senior Transportation Engineer	(805) 835-6568
Kimberly Ferreyra, Associate Government Program Analyst	(805) 549-3068
Claudia Espino, Senior Transportation Engineer	(559) 899-9041
Joseph Salazar, Project Engineer	(805) 779-0806
John Olejnik, Senior Transportation Planner	(805) 748-1787
Gustavo Alfaro, Associate Transportation Planner	(805) 835-6490
Lara Bertaina, Senior Environmental Planner	(805) 779-0792
Paula Huddleston, Associate Environmental Planner	(805) 305-3635
Dario Senior, Senior Transportation Engineer	(805) 549-3017
Gregory Cannoles, Transportation Engineer	(805) 549-3025
Brianna Goodman, Transportation Planner, SCCRTC	(831) 460-3200
Sarah Christensen, Senior Transportation Engineer, SCCRTC	(831) 460-3200

## **17. ATTACHMENTS**

- A. Location map
- B. Schematics/study area map for each segment
- C. Cross sections
- D. Project and Segment Cost Estimates
- E. PEAR
- F. Transportation (TPSIS)
- G. Right of Way Sheet
- H. Risk register
- I. Highway 9 San Lorenzo Valley Complete Streets Corridor Plan
- J. Distribution list

# *Attachment A*

Segment 6  
PM 15.084/15.422

236

Segment 5  
PM 11.123/12.180

Segment 4  
PM 11.123/12.180

9

Project Limits  
PM 4.00/15.422

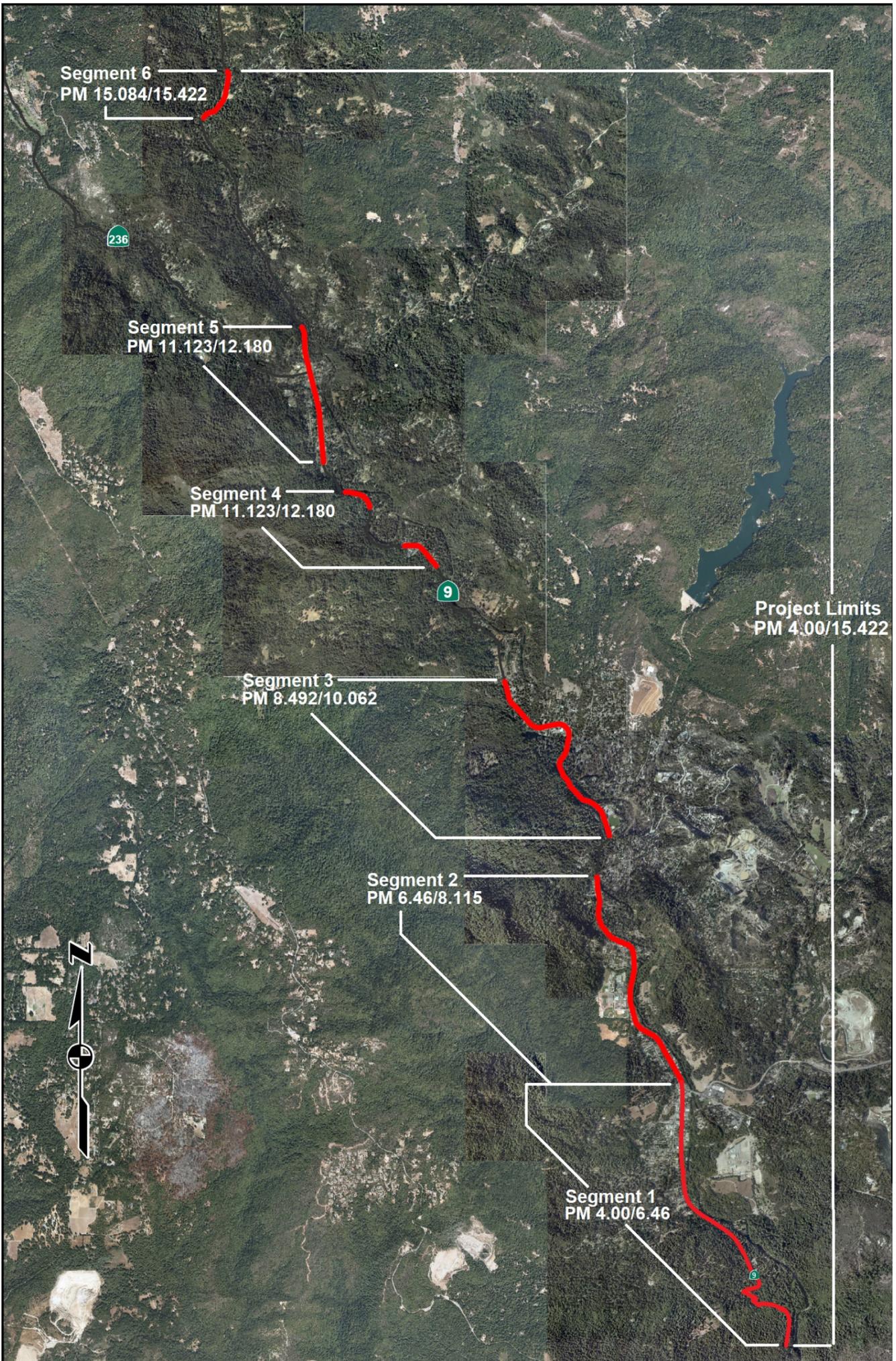
Segment 3  
PM 8.492/10.062

Segment 2  
PM 6.46/8.115

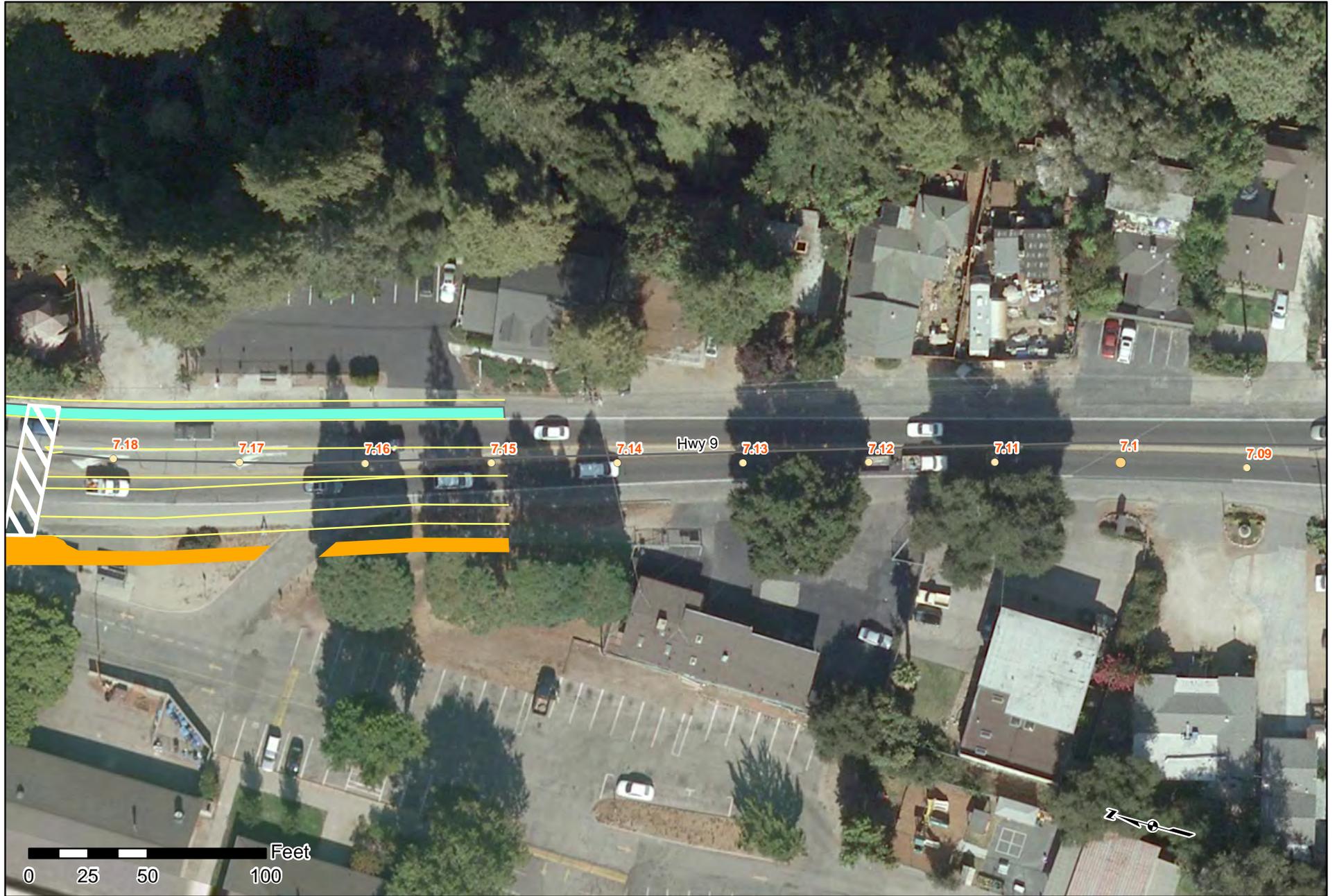


Segment 1  
PM 4.00/6.46

9

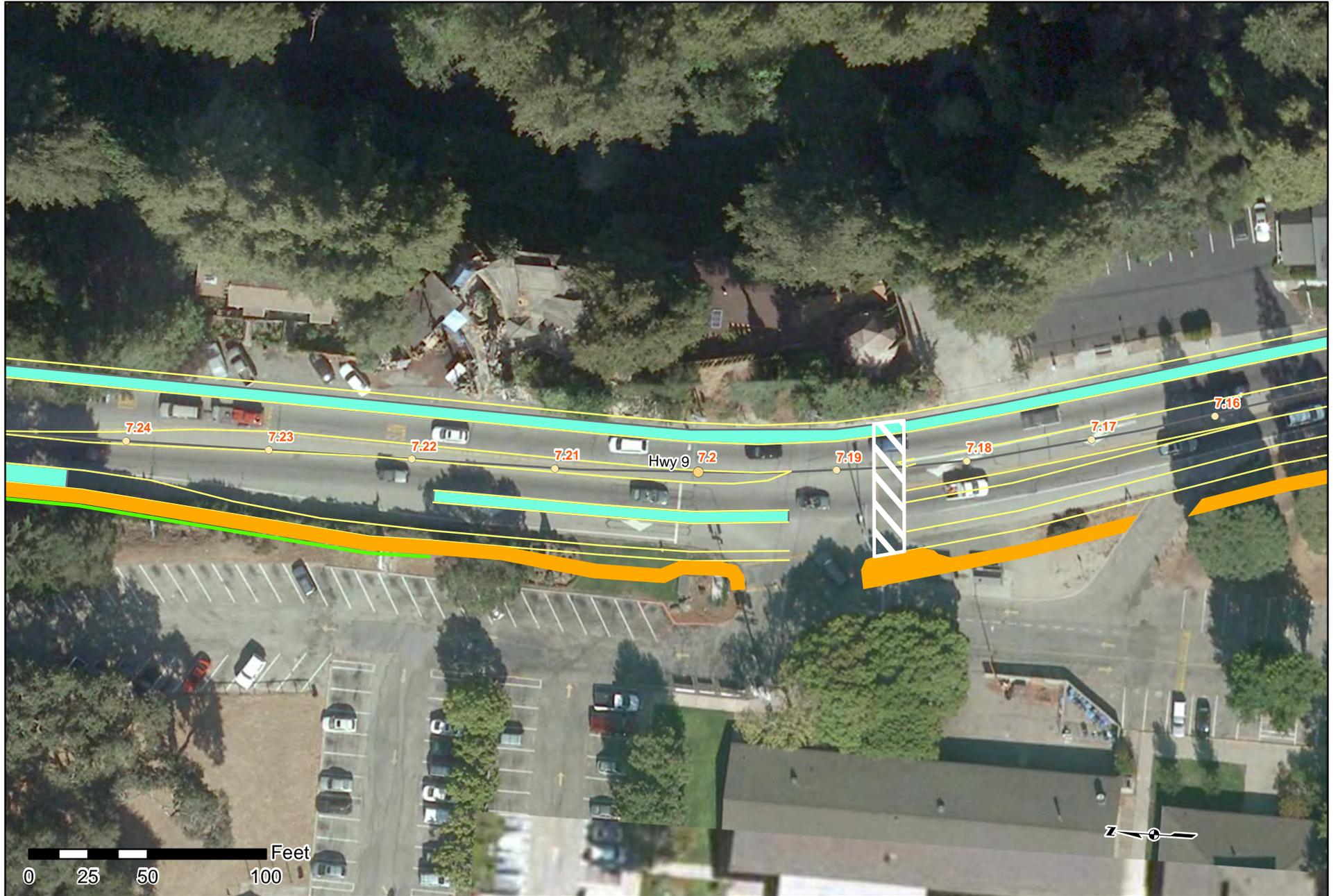


# *Attachment B*



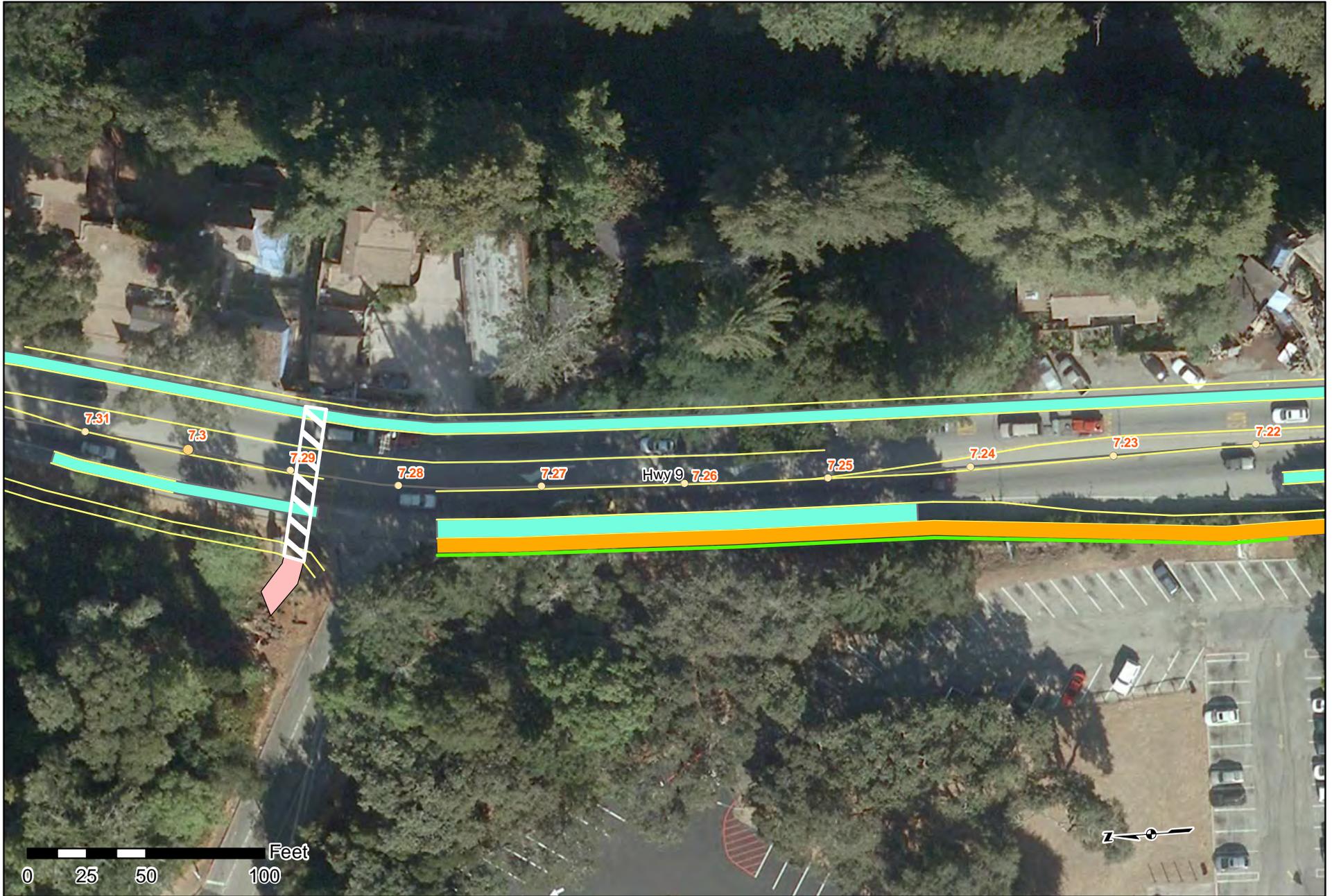
**Legend**

- |                                                                                                       |                                                                                                   |                                                                                                          |                                                                                                      |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

- |                                                                                                       |                                                                                                   |                                                                                                          |                                                                                                      |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

- |                                                                                                       |                                                                                                   |                                                                                                          |                                                                                                      |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



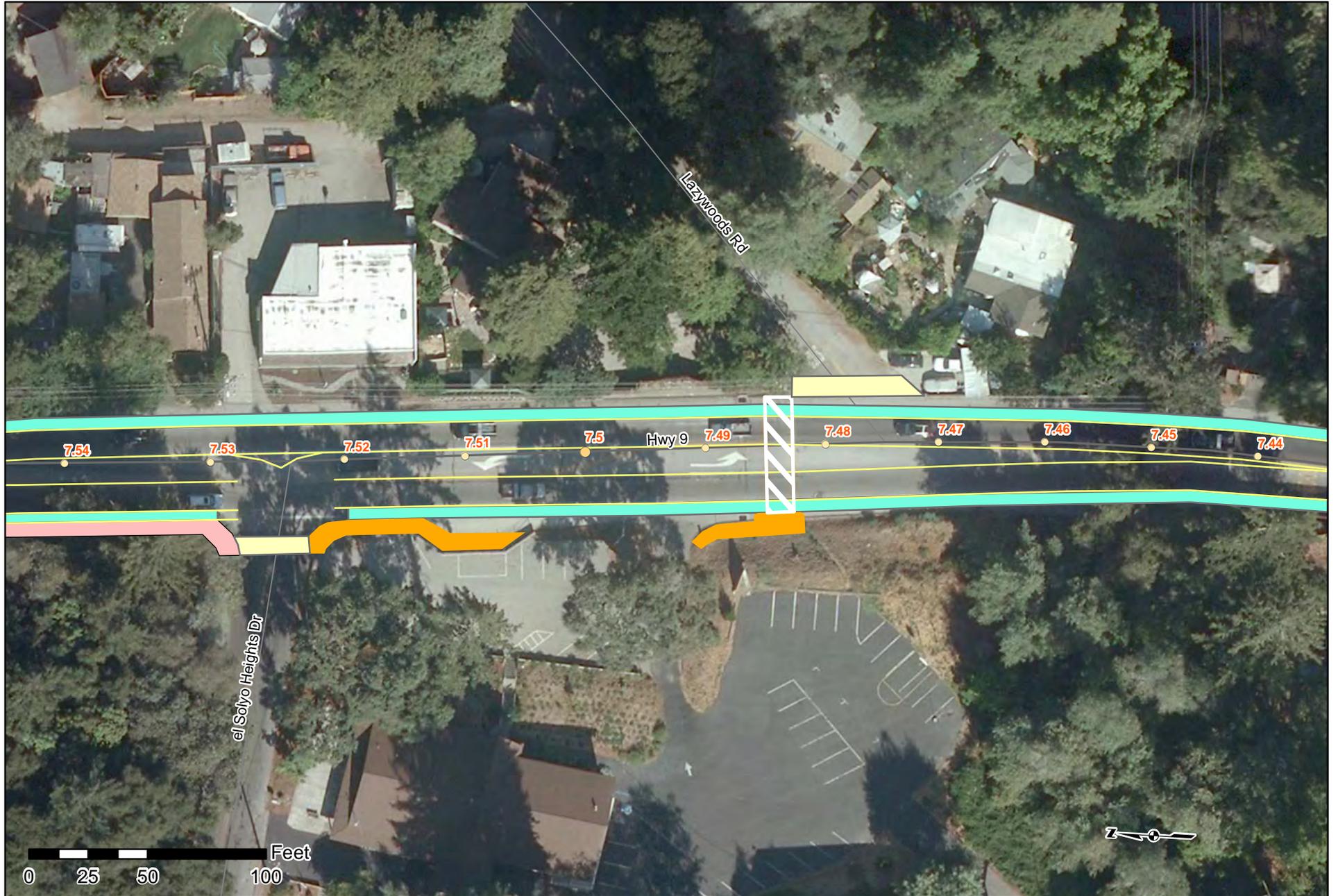
**Legend**

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|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  | Tree Removal       |  | New Crosswalk |  | Trail                |  | Retaining_Wall |
|  | Utility Relocation |  | Sidewalk      |  | Class III Bike Route |  |                |
|  | Enhanced Crosswalk |  | Striping      |  | Class II Bike Lane   |  |                |



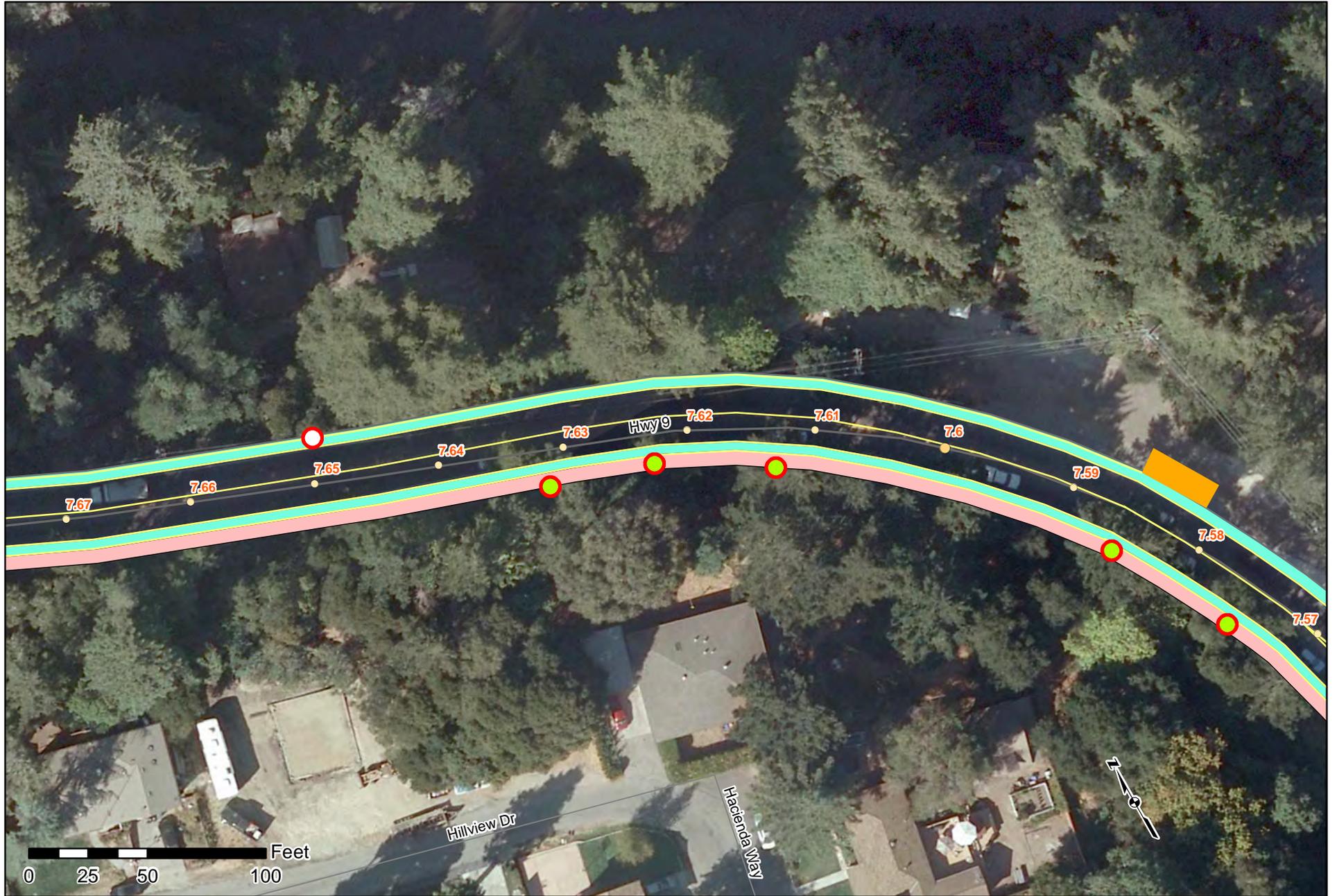
**Legend**

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|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



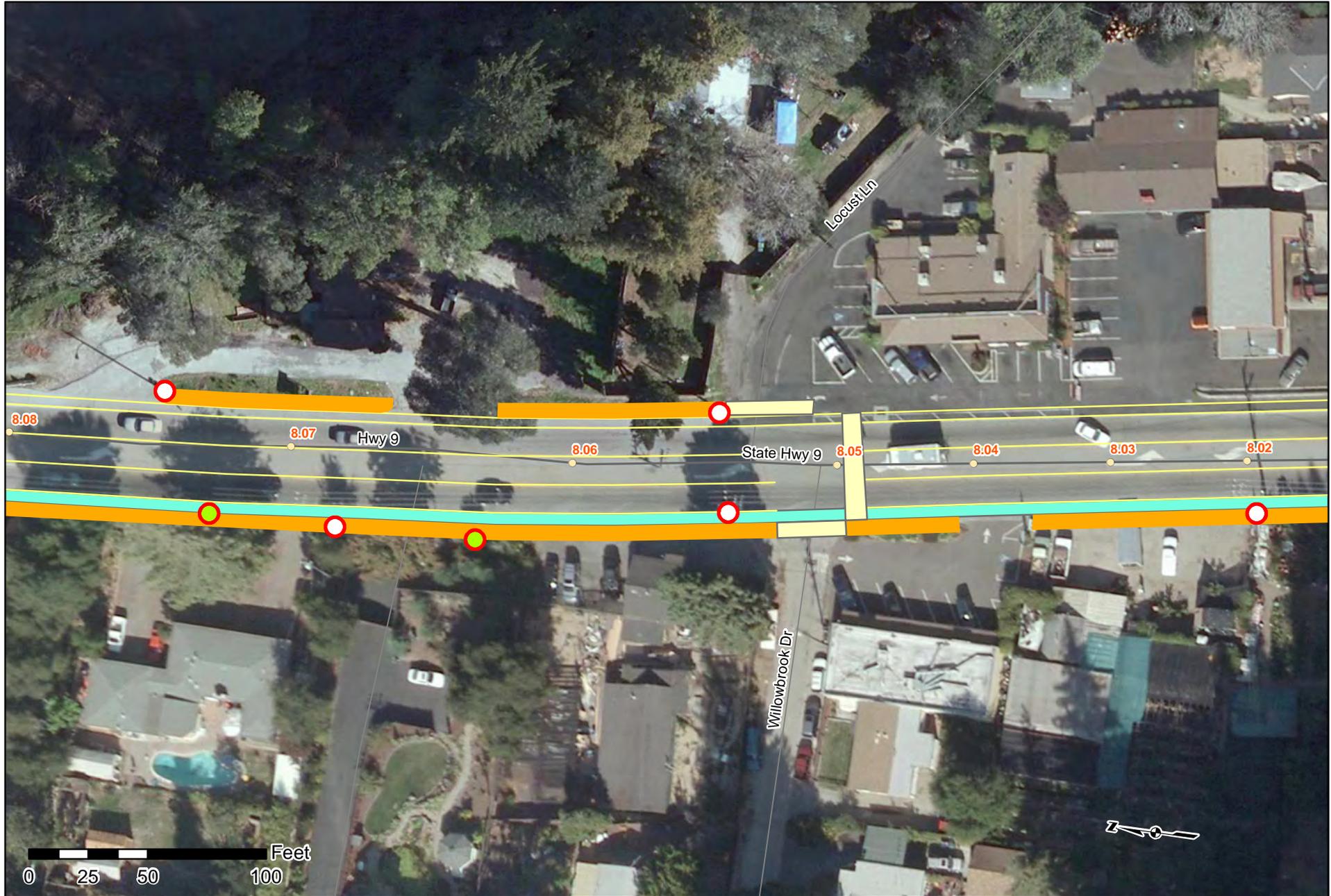
**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  | Tree Removal       |  | New Crosswalk |  | Trail                |  | Retaining_Wall |
|  | Utility Relocation |  | Sidewalk      |  | Class III Bike Route |  |                |
|  | Enhanced Crosswalk |  | Striping      |  | Class II Bike Lane   |  |                |



**Legend**

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|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



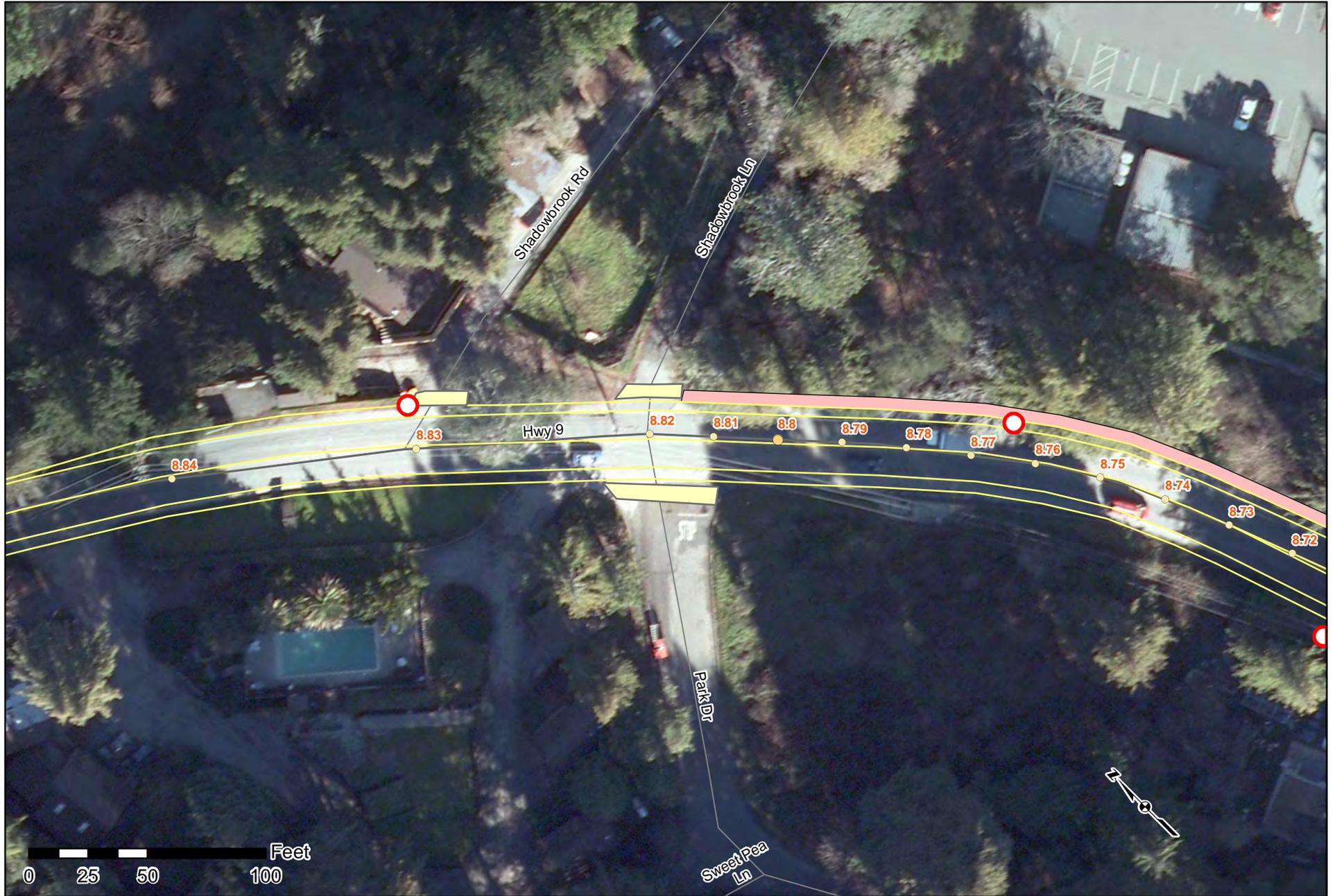
**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  | Tree Removal       |  | New Crosswalk |  | Trail                |  | Retaining_Wall |
|  | Utility Relocation |  | Sidewalk      |  | Class III Bike Route |                                                                                       |                |
|  | Enhanced Crosswalk |  | Striping      |  | Class II Bike Lane   |                                                                                       |                |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



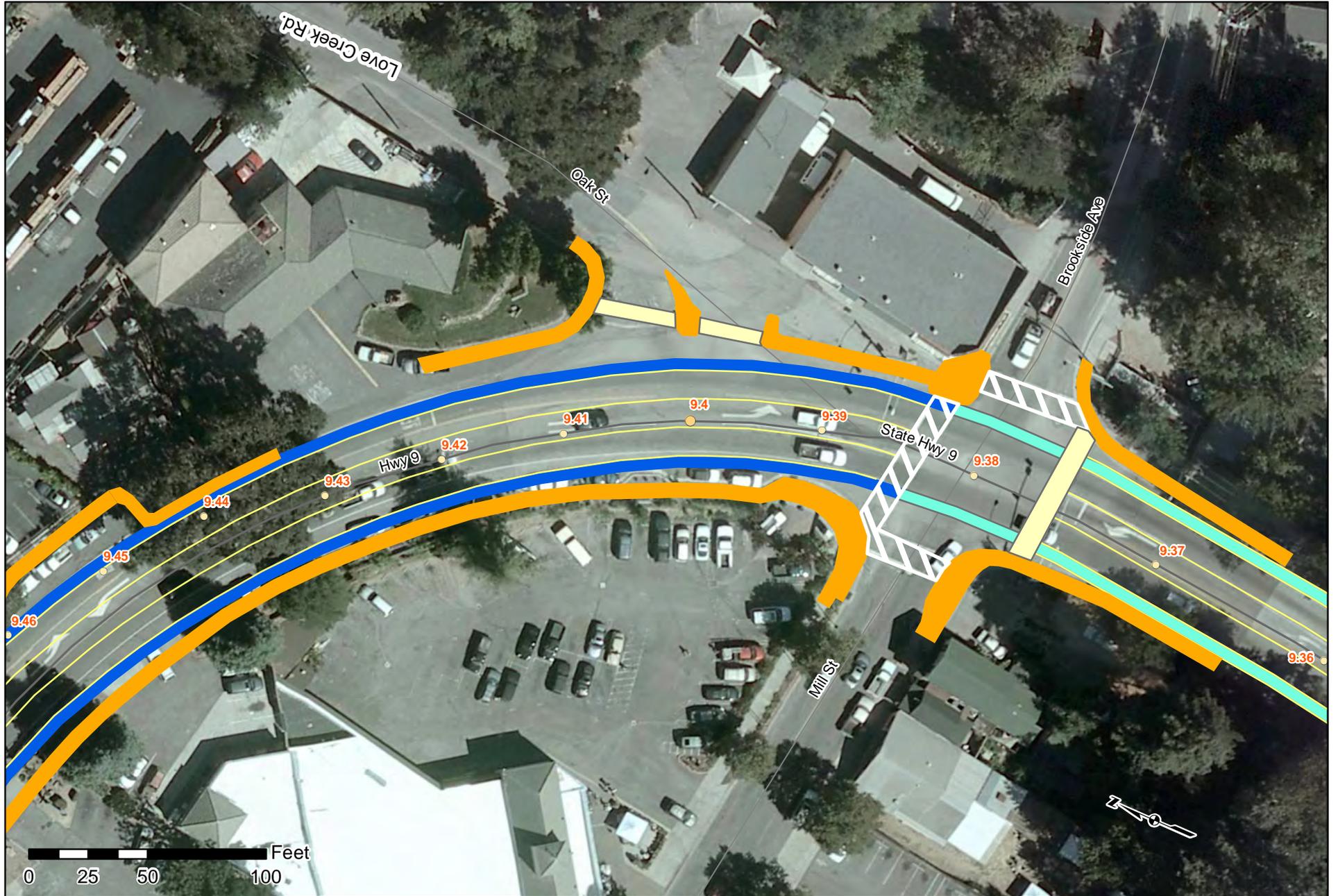
**Legend**

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|  | Tree Removal       |  | New Crosswalk |  | Trail                |  | Retaining_Wall |
|  | Utility Relocation |  | Sidewalk      |  | Class III Bike Route |                                                                                       |                |
|  | Enhanced Crosswalk |  | Striping      |  | Class II Bike Lane   |                                                                                       |                |



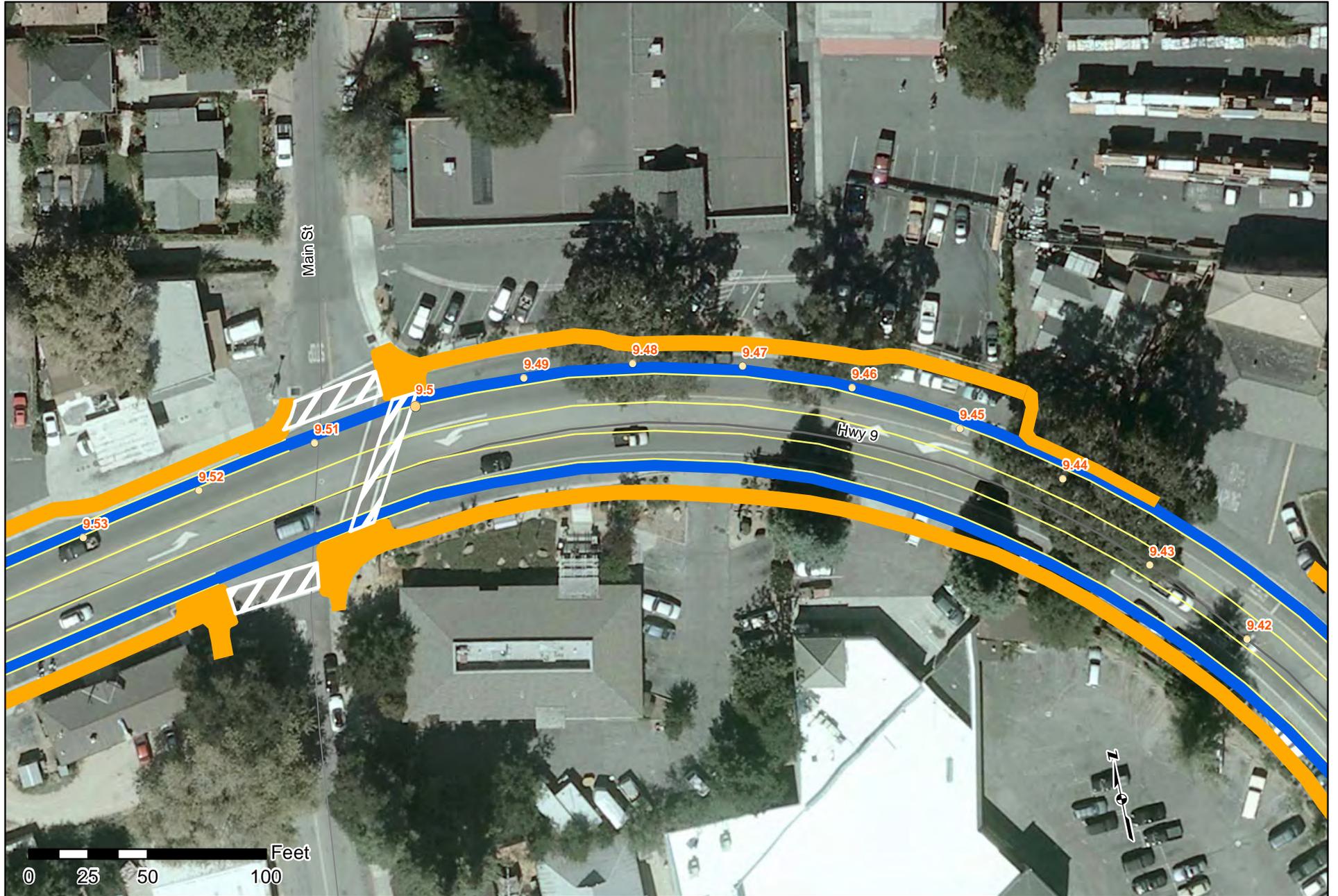
**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



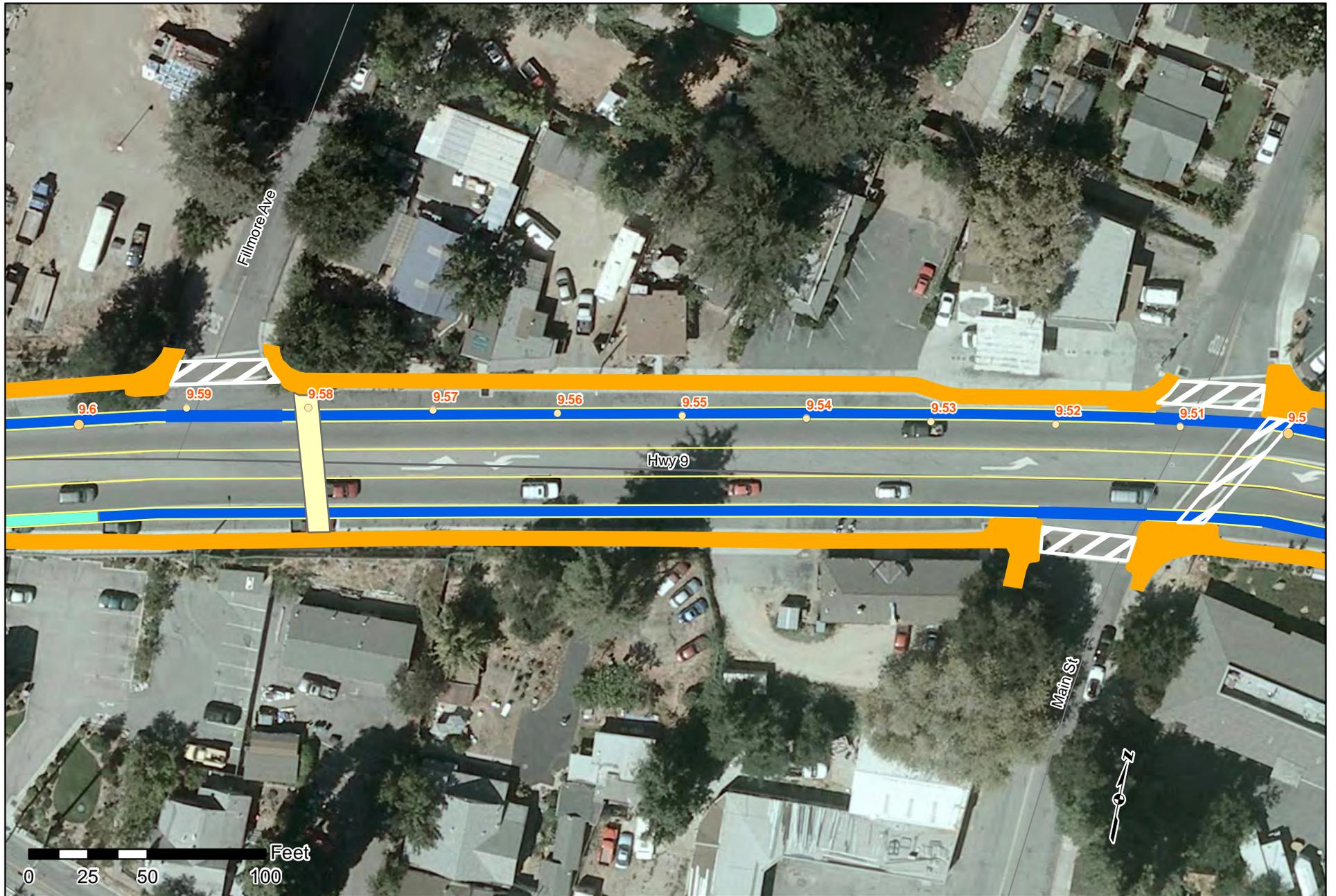
**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



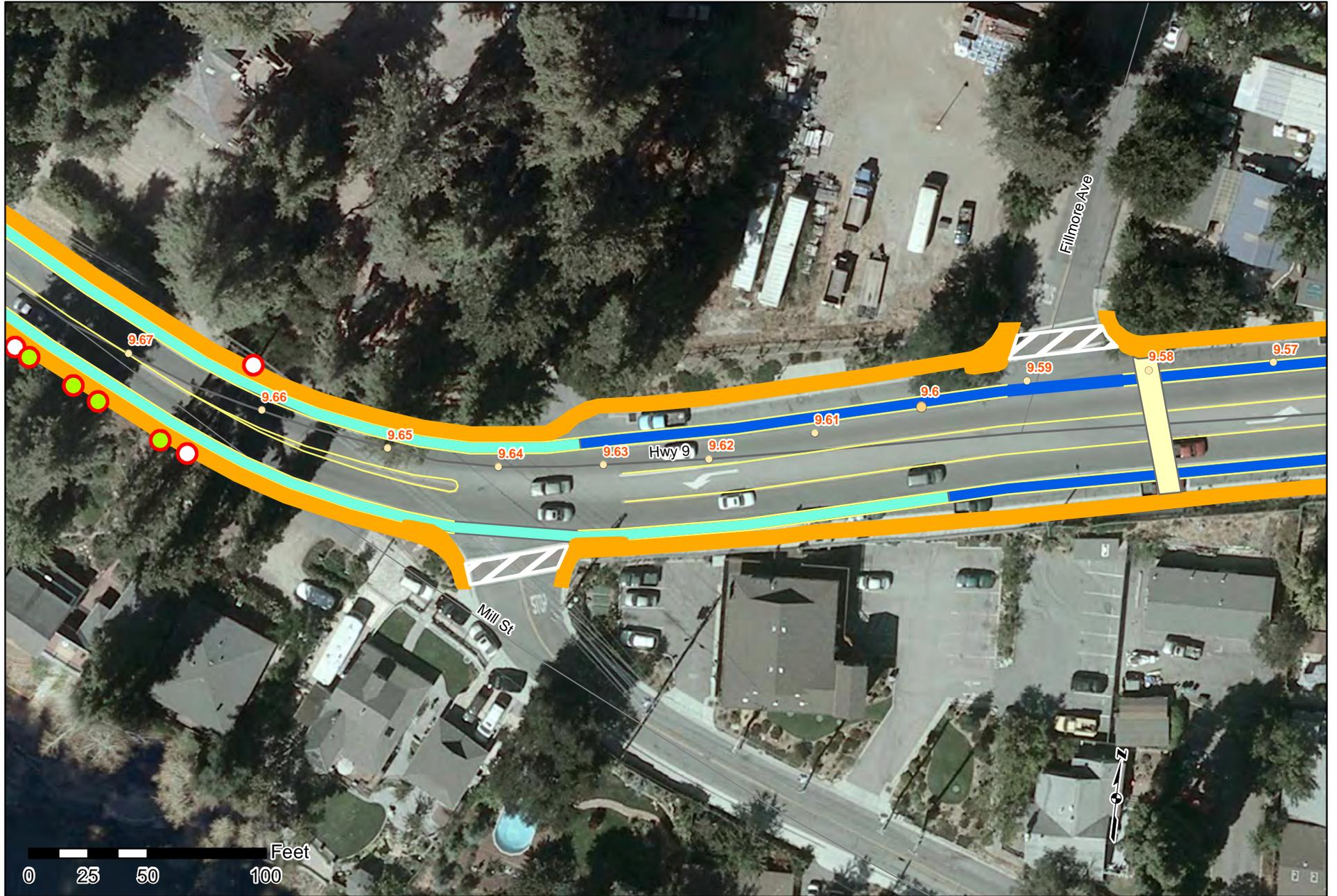
**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



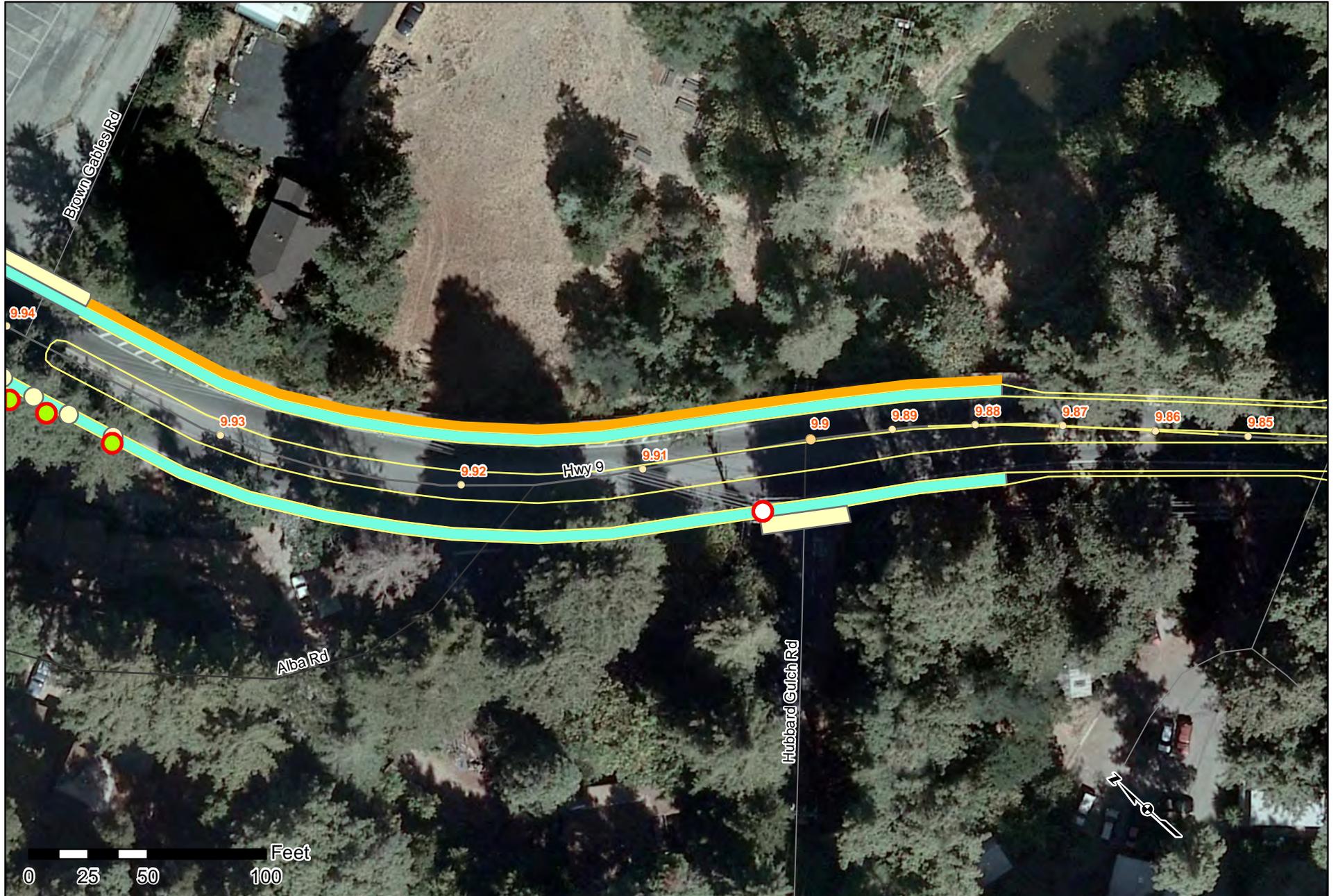
**Legend**

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|--------------------|---------------|----------------------|----------------|
| Tree Removal       | New Crosswalk | Trail                | Retaining_Wall |
| Utility Relocation | Sidewalk      | Class III Bike Route |                |
| Enhanced Crosswalk | Striping      | Class II Bike Lane   |                |



**Legend**

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|--------------------|---------------|----------------------|----------------|
| Tree Removal       | New Crosswalk | Trail                | Retaining_Wall |
| Utility Relocation | Sidewalk      | Class III Bike Route |                |
| Enhanced Crosswalk | Striping      | Class II Bike Lane   |                |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



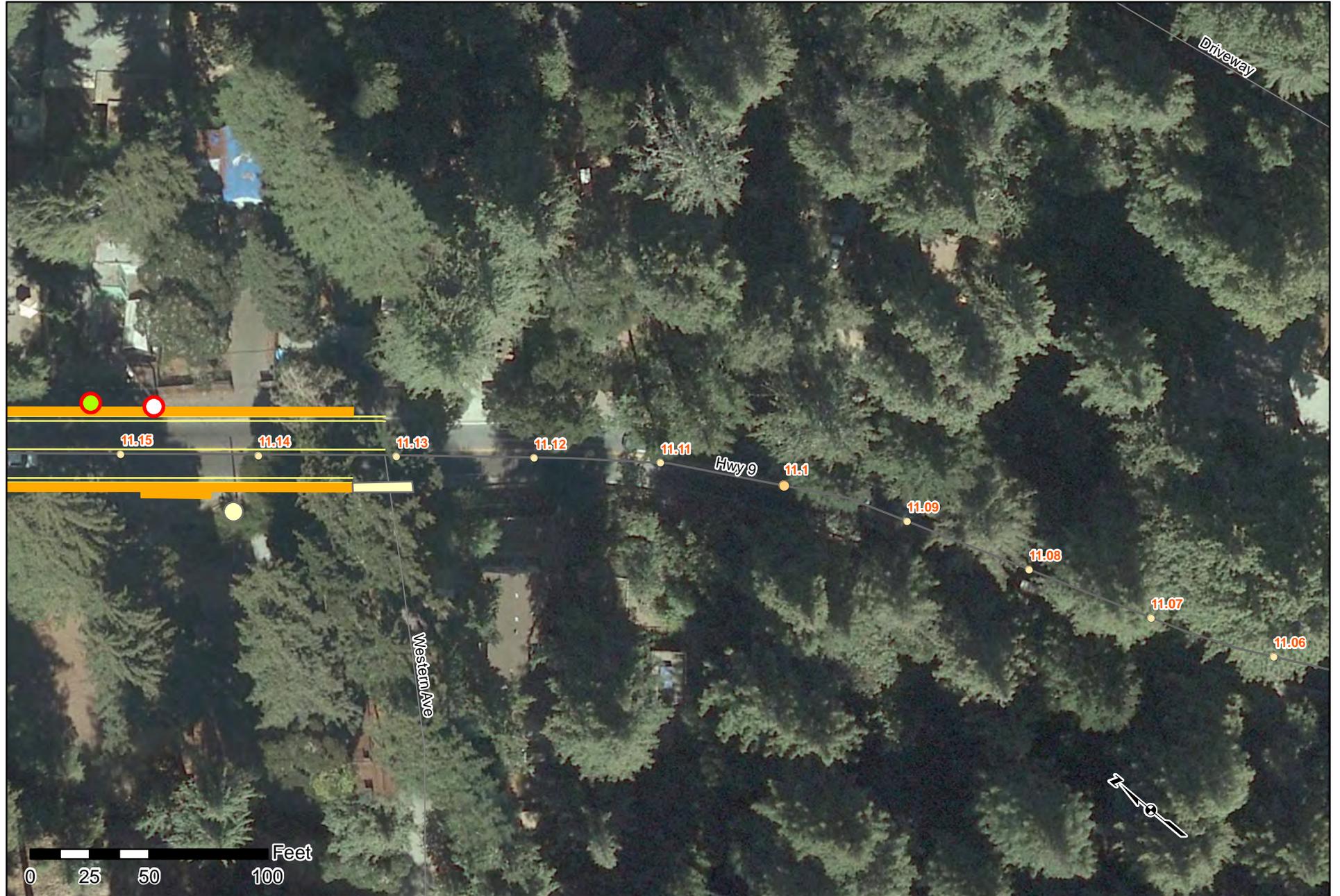
**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



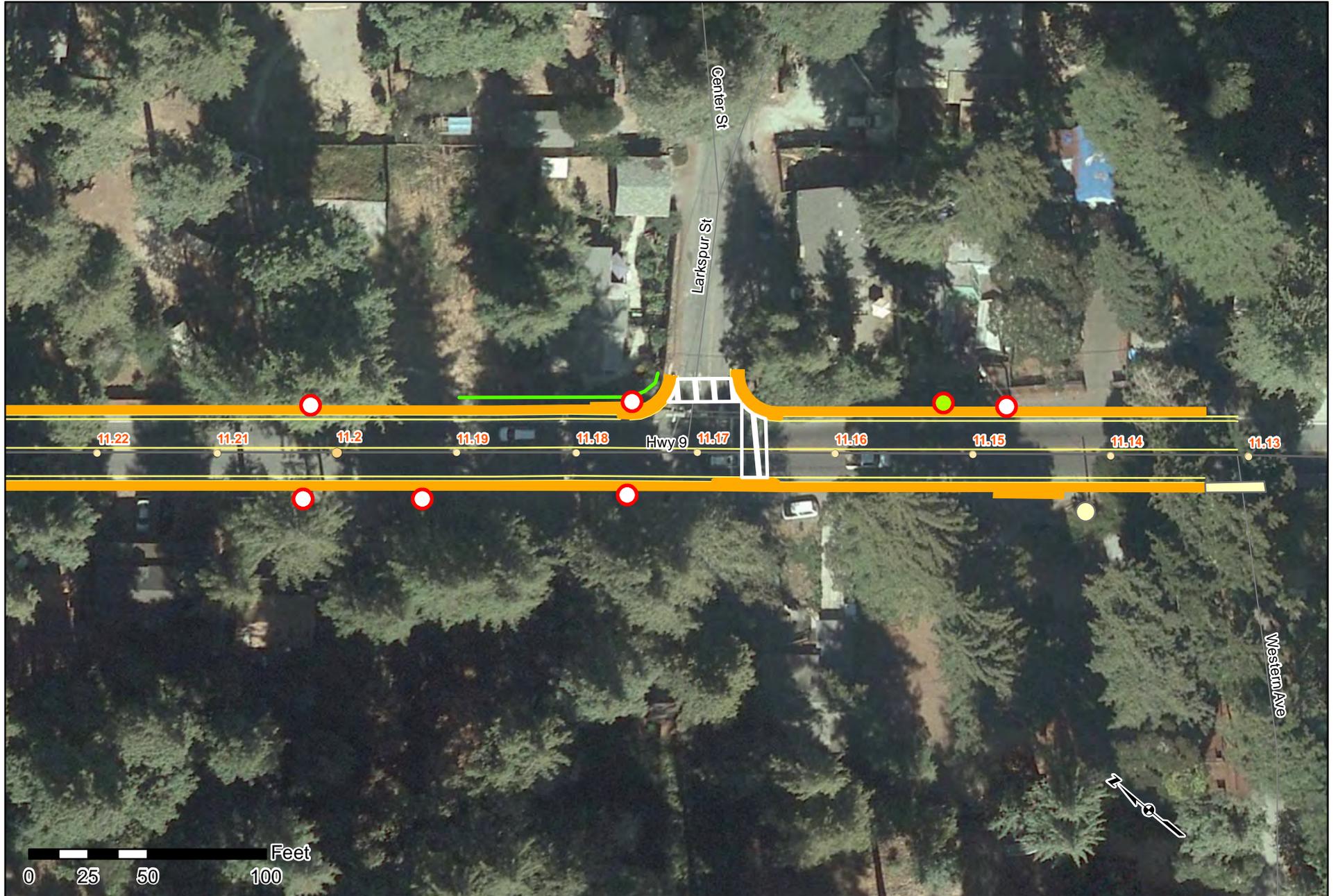
**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



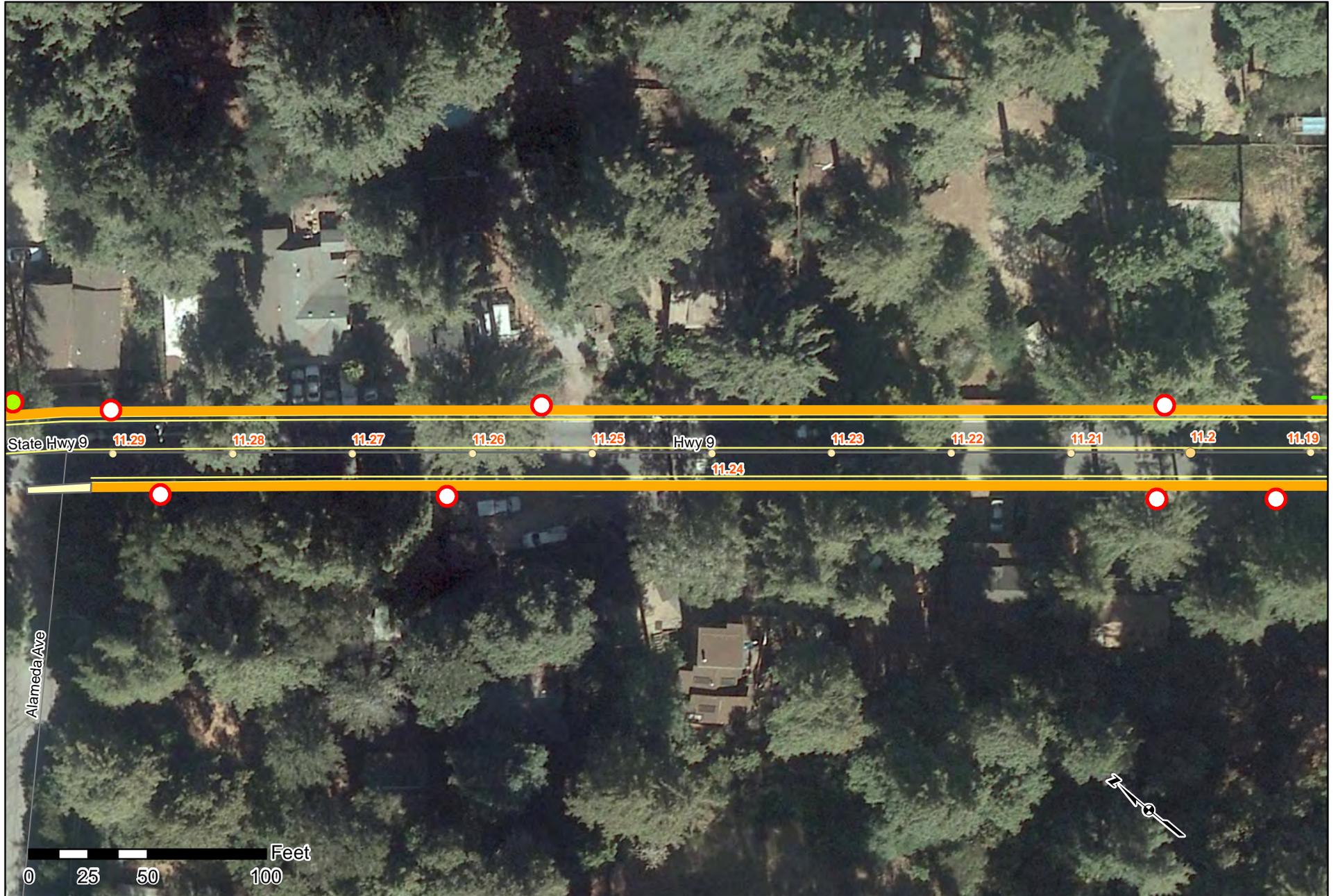
**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



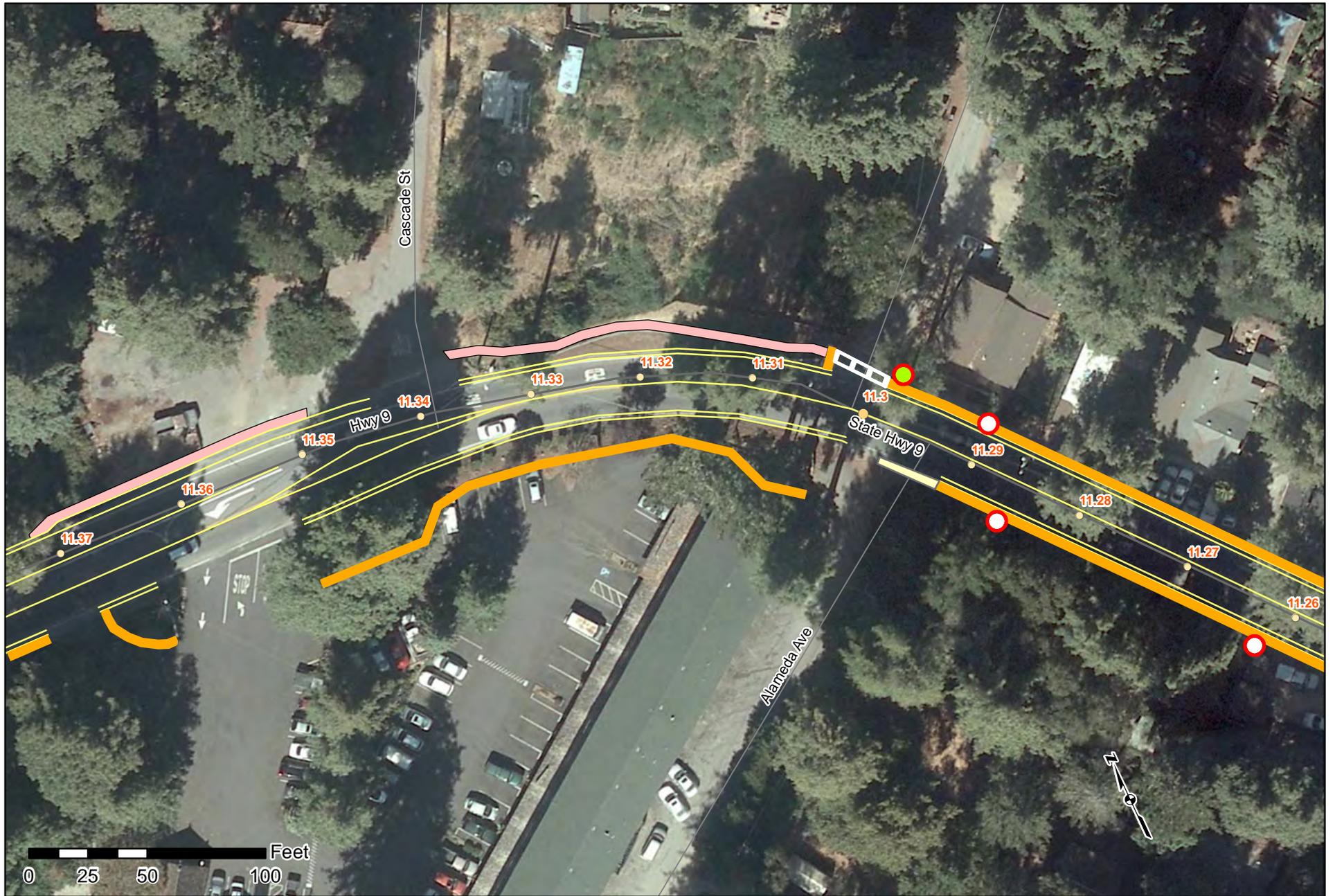
**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



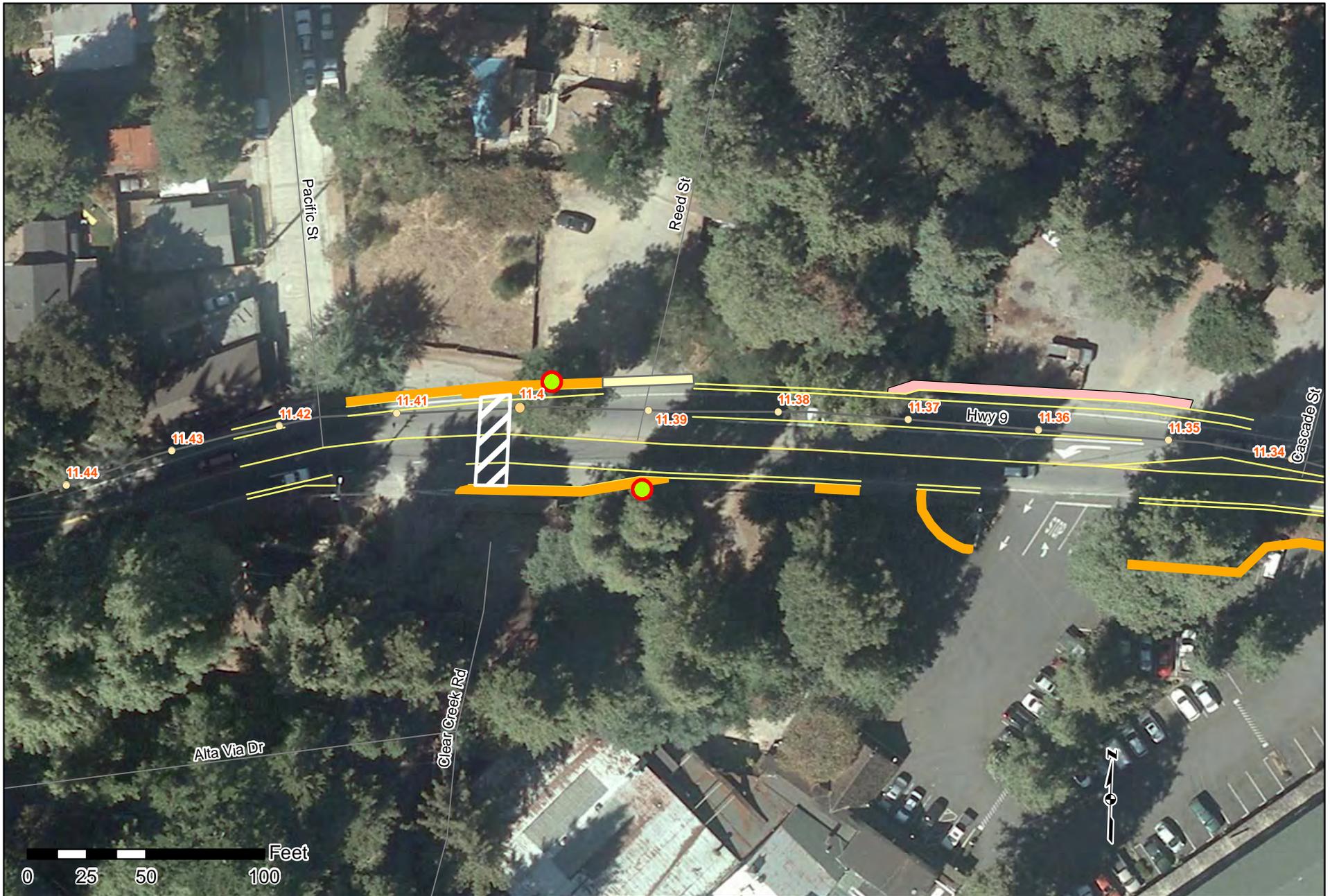
**Legend**

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|  | Tree Removal       |  | New Crosswalk |  | Trail                |  | Retaining_Wall |
|  | Utility Relocation |  | Sidewalk      |  | Class III Bike Route |  |                |
|  | Enhanced Crosswalk |  | Striping      |  | Class II Bike Lane   |  |                |



**Legend**

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|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  | Tree Removal       |  | New Crosswalk |  | Trail                |  | Retaining Wall     |
|  | Utility Relocation |  | Sidewalk      |  | Class III Bike Route |  | Class II Bike Lane |
|  | Enhanced Crosswalk |  | Striping      |  |                      |  |                    |



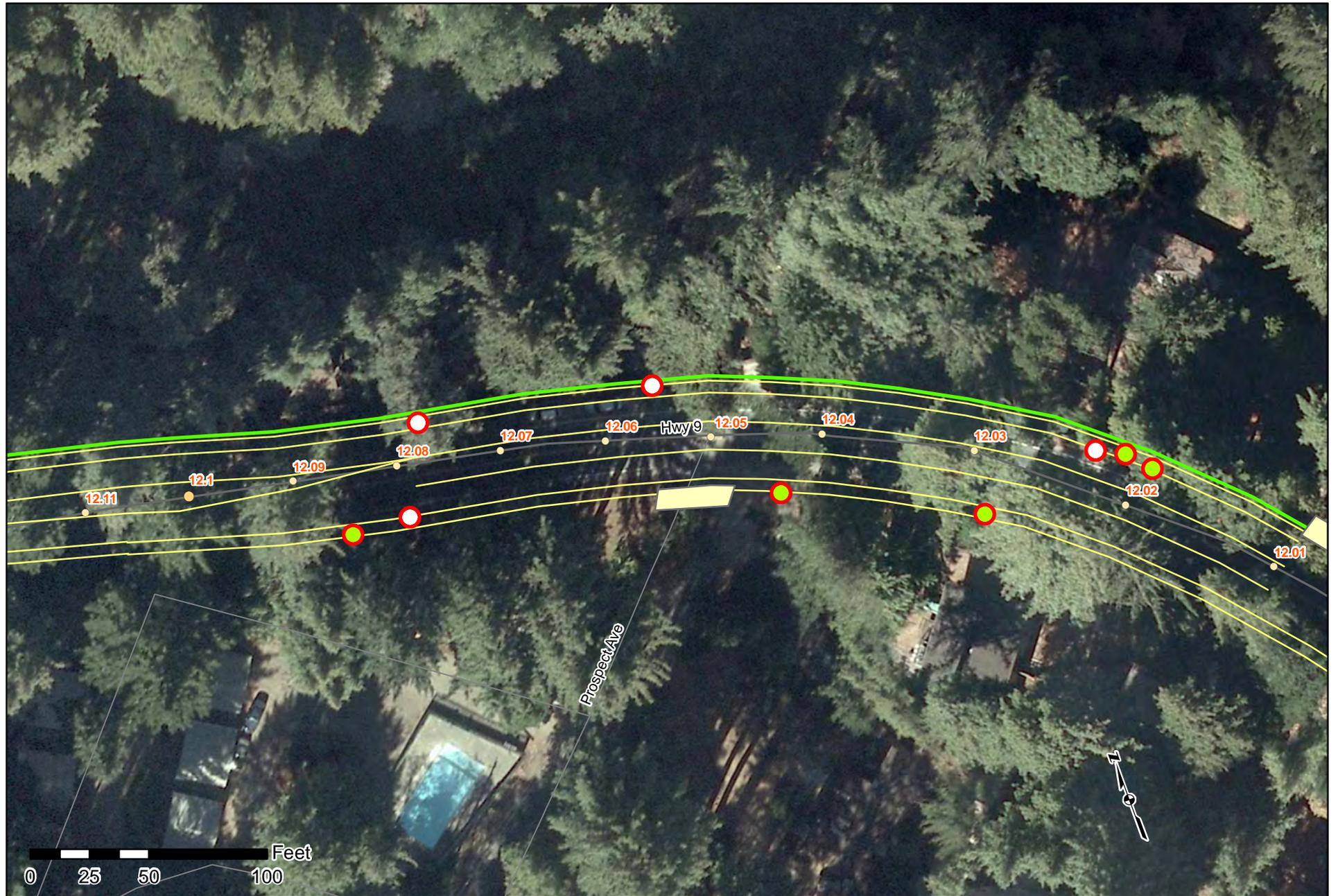
**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



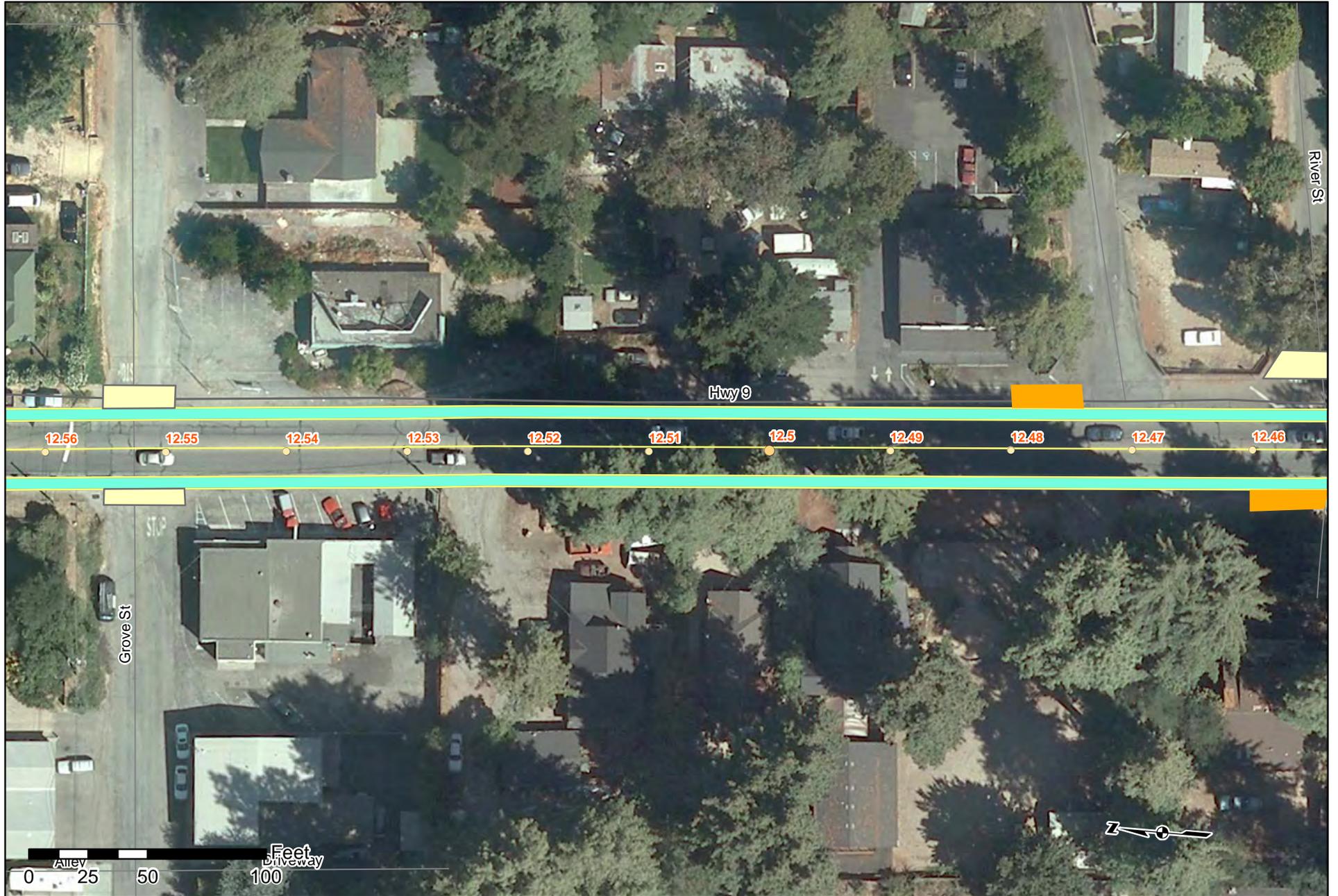
**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

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|  | Tree Removal       |  | New Crosswalk |  | Trail                |  | Retaining_Wall     |
|  | Utility Relocation |  | Sidewalk      |  | Class III Bike Route |    | Class II Bike Lane |
|  | Enhanced Crosswalk |  | Striping      |                                                                                     |                      |                                                                                       |                    |



**Legend**

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|  | Tree Removal       |  | New Crosswalk |  | Trail                |  | Retaining_Wall     |
|  | Utility Relocation |  | Sidewalk      |  | Class III Bike Route |  | Class II Bike Lane |
|  | Enhanced Crosswalk |  | Striping      |                                                                                     |                      |                                                                                       |                    |



**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



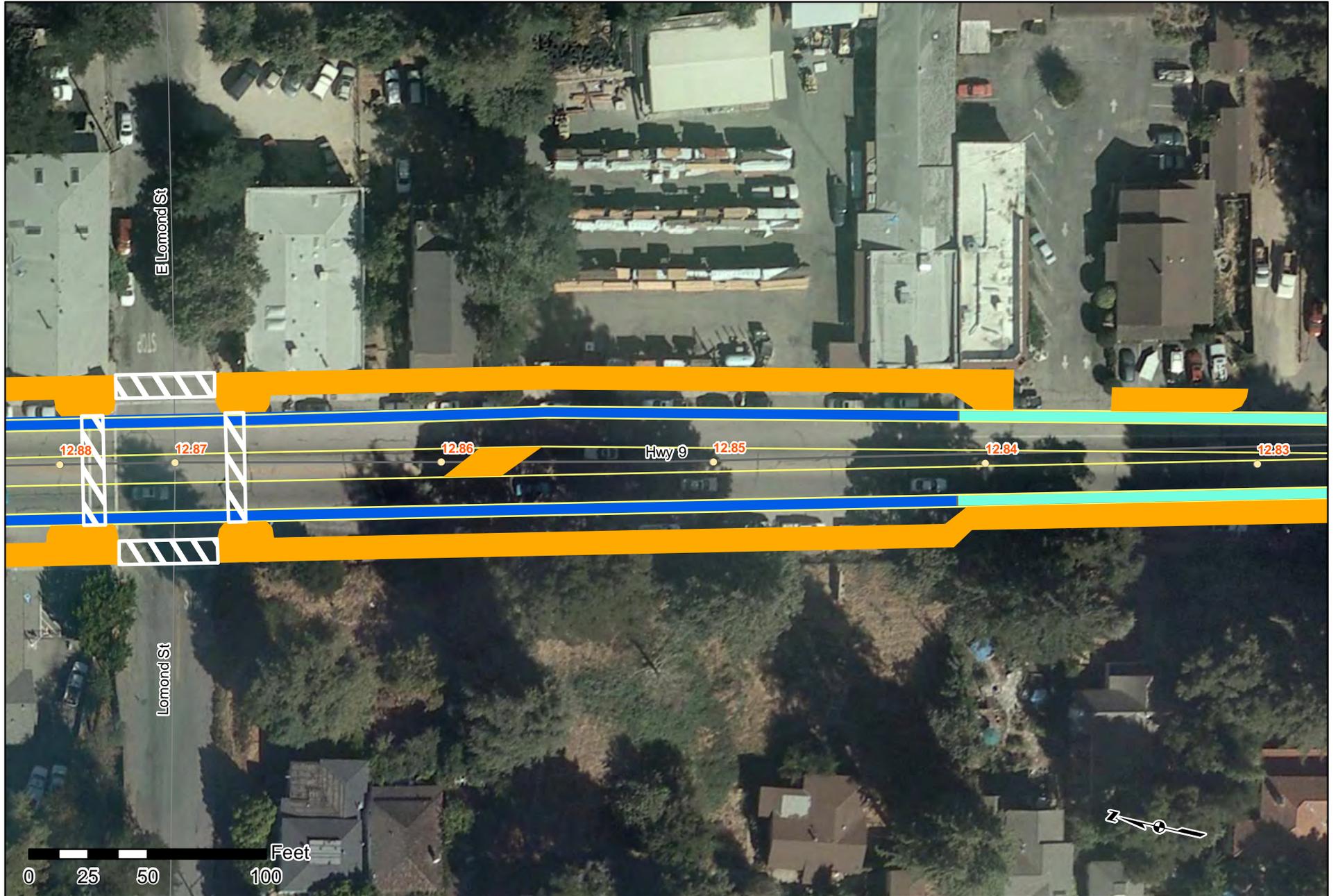
**Legend**

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|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



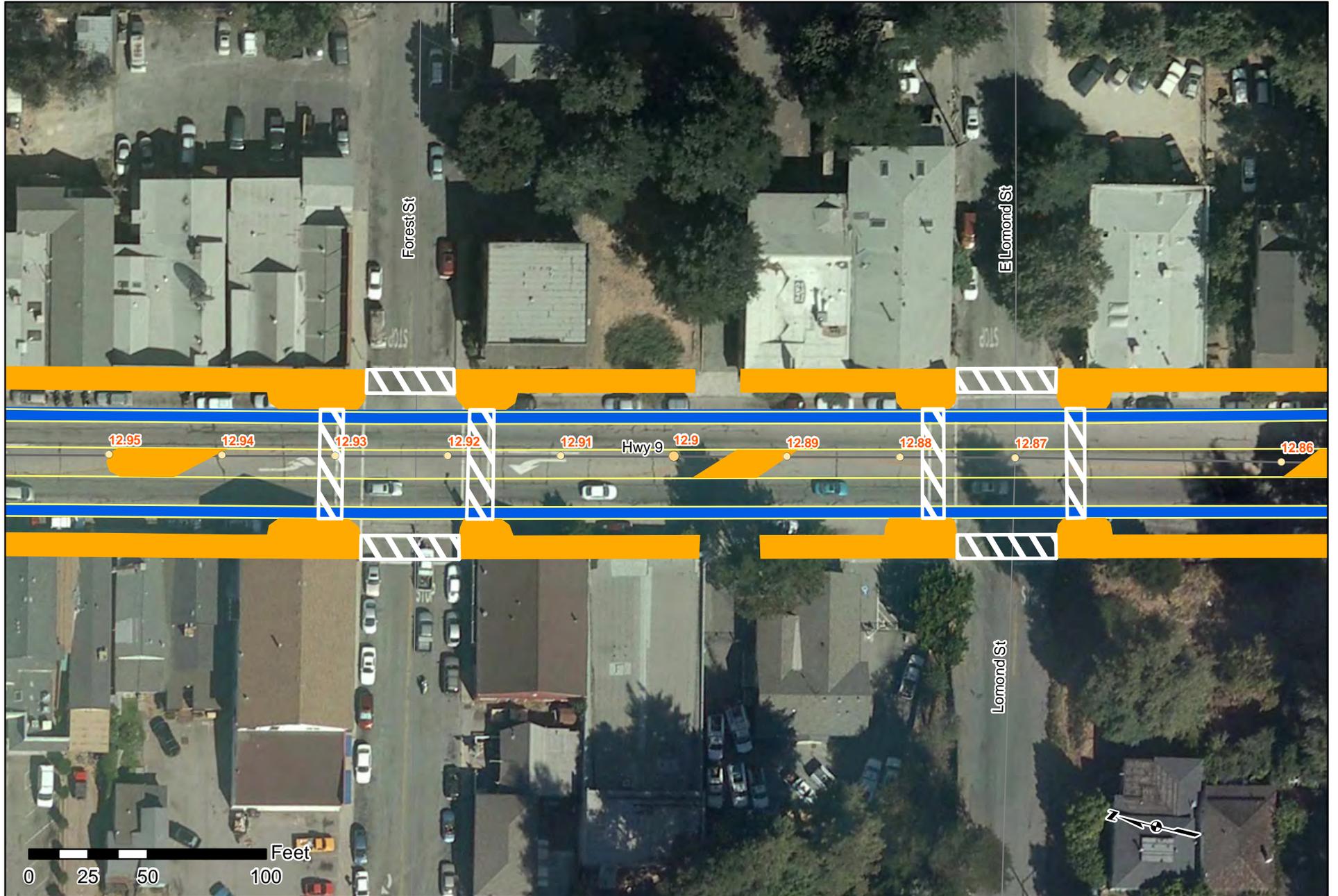
**Legend**

- |                                                                                                       |                                                                                                   |                                                                                                          |                                                                                                      |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

- |                                                                                                       |                                                                                                   |                                                                                                          |                                                                                                      |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



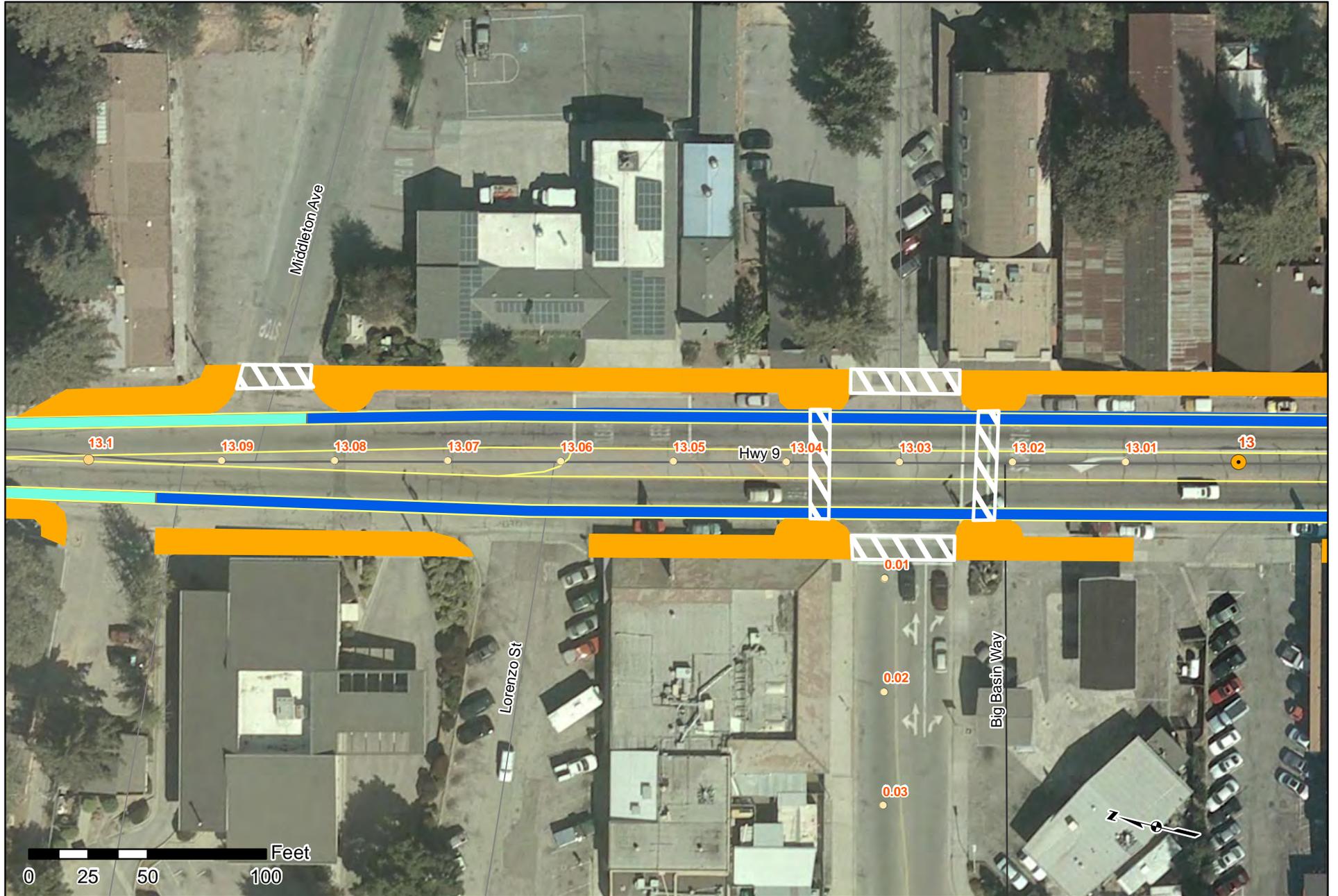
**Legend**

- |                                                                                                       |                                                                                                   |                                                                                                          |                                                                                                      |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



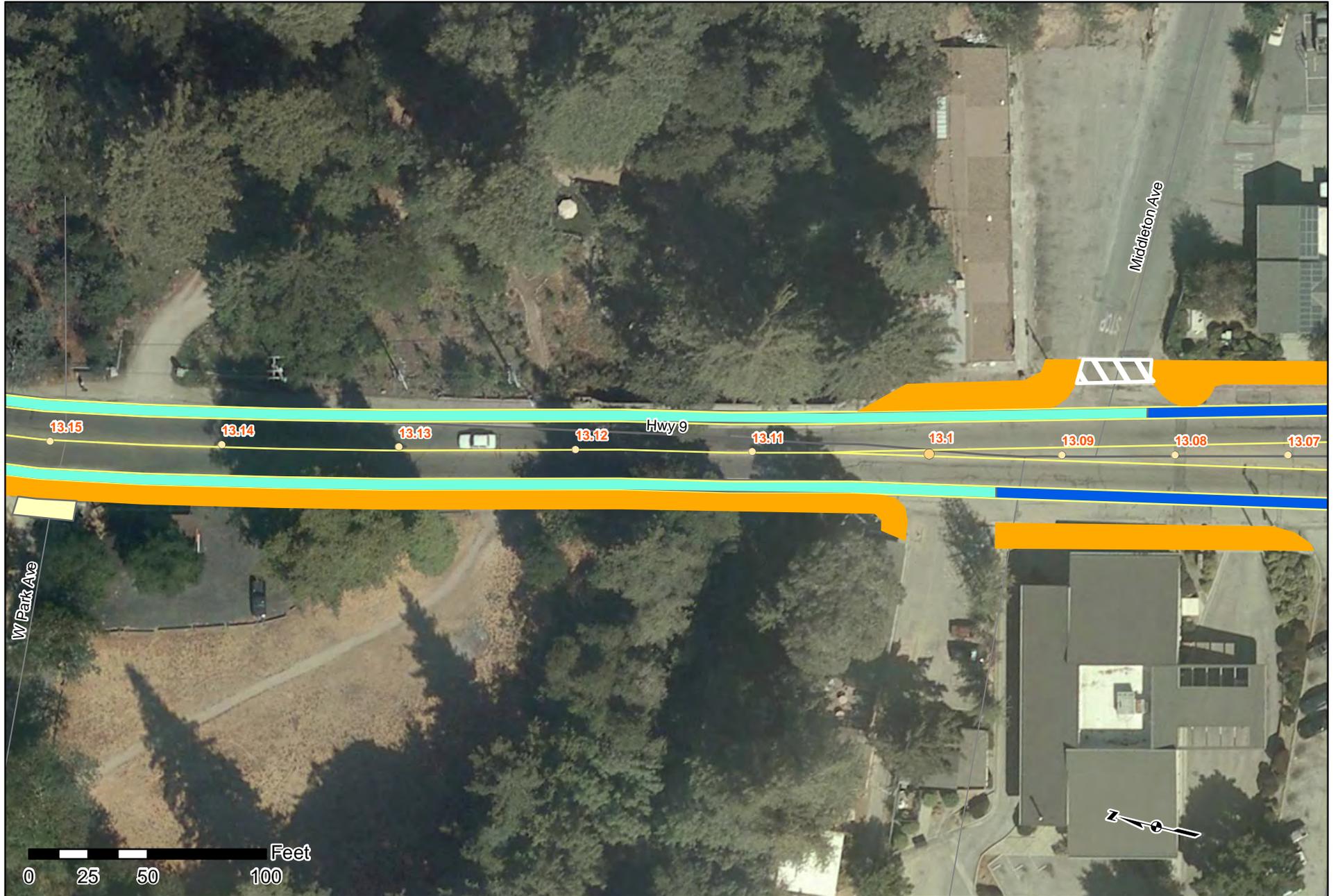
**Legend**

- |                                                                                    |                    |                                                                                     |               |                                                                                     |                      |                                                                                       |                |
|------------------------------------------------------------------------------------|--------------------|-------------------------------------------------------------------------------------|---------------|-------------------------------------------------------------------------------------|----------------------|---------------------------------------------------------------------------------------|----------------|
|  | Tree Removal       |  | New Crosswalk |  | Trail                |  | Retaining_Wall |
|  | Utility Relocation |  | Sidewalk      |  | Class III Bike Route |                                                                                       |                |
|  | Enhanced Crosswalk |  | Striping      |  | Class II Bike Lane   |                                                                                       |                |



**Legend**

- |                                                                                                       |                                                                                                   |                                                                                                          |                                                                                                      |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

- |                                                                                                       |                                                                                                   |                                                                                                          |                                                                                                      |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

- |                                                                                                       |                                                                                                   |                                                                                                          |                                                                                                      |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



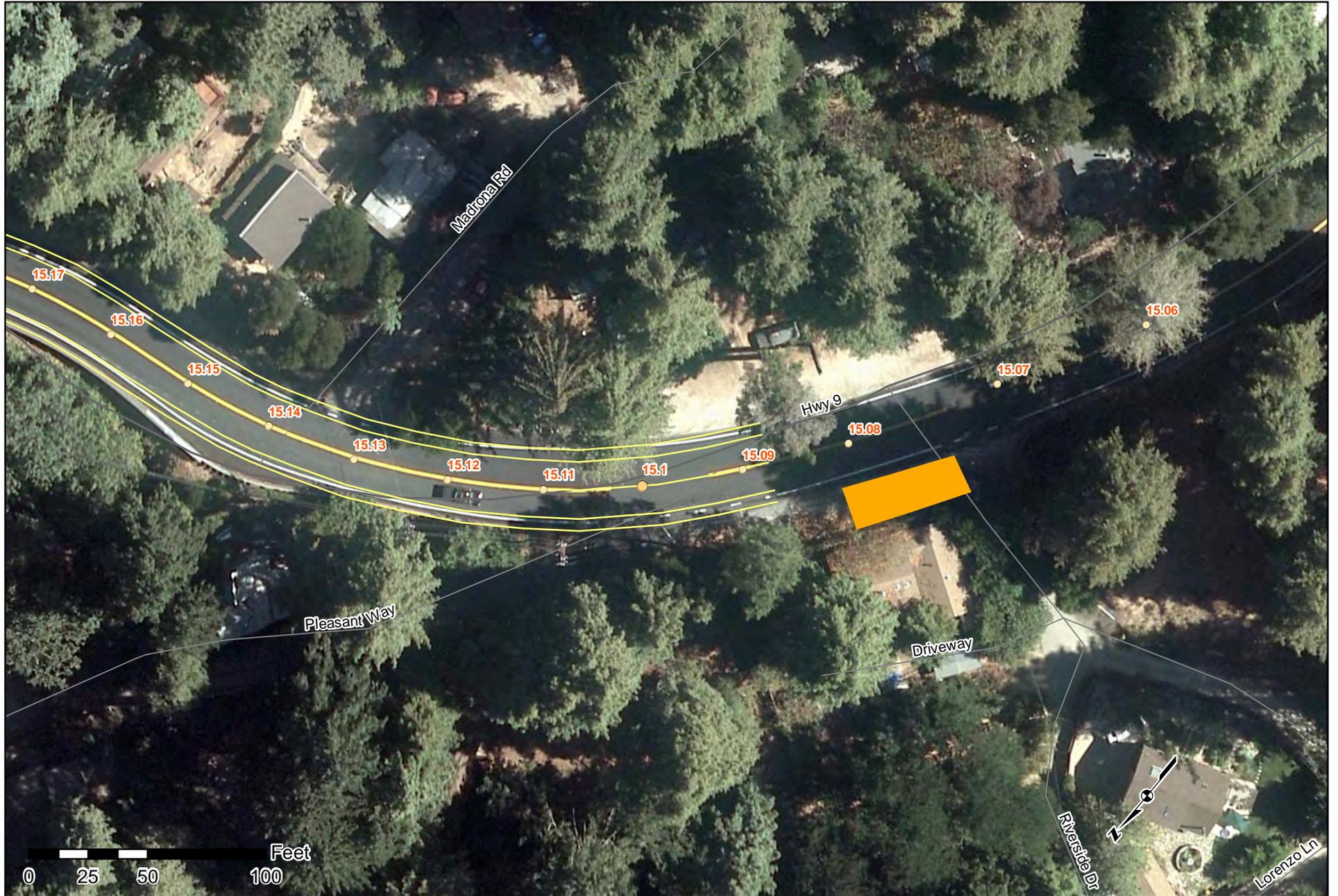
**Legend**

- |                                                                                                       |                                                                                                   |                                                                                                          |                                                                                                      |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

- |                                                                                                       |                                                                                                   |                                                                                                          |                                                                                                      |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

- |                                                                                                       |                                                                                                   |                                                                                                          |                                                                                                      |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

- |                                                                                                       |                                                                                                   |                                                                                                          |                                                                                                      |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



**Legend**

- |                                                                                                       |                                                                                                   |                                                                                                          |                                                                                                      |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |



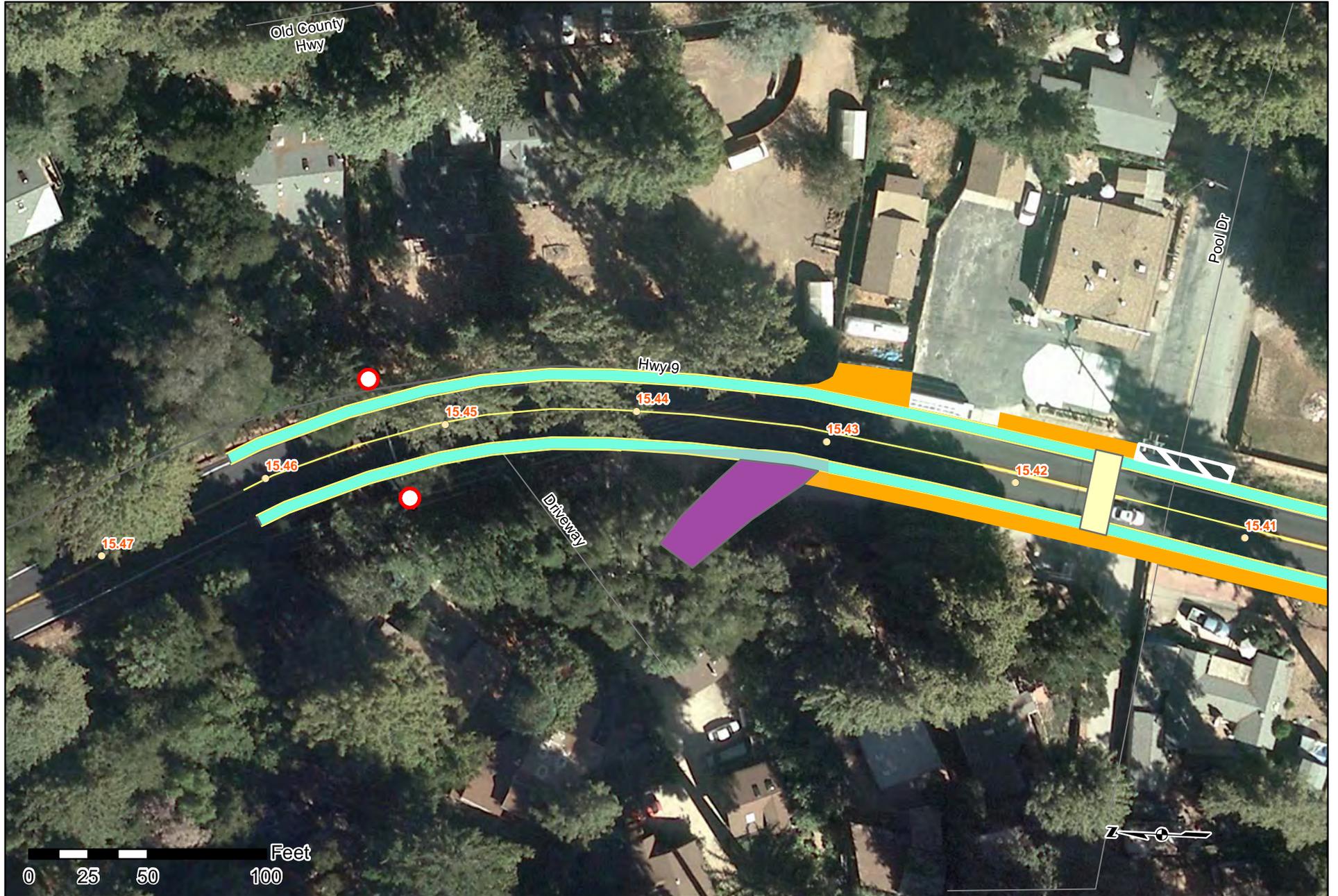
**Legend**

- |                                                                                    |                    |                                                                                     |               |                                                                                     |                      |                                                                                       |                    |
|------------------------------------------------------------------------------------|--------------------|-------------------------------------------------------------------------------------|---------------|-------------------------------------------------------------------------------------|----------------------|---------------------------------------------------------------------------------------|--------------------|
|  | Tree Removal       |  | New Crosswalk |  | Trail                |  | Retaining_Wall     |
|  | Utility Relocation |  | Sidewalk      |  | Class III Bike Route |    | Class II Bike Lane |
|  | Enhanced Crosswalk |  | Striping      |                                                                                     |                      |                                                                                       |                    |



**Legend**

- |                                                                                                       |                                                                                                   |                                                                                                          |                                                                                                      |
|-------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------|
|  Tree Removal       |  New Crosswalk |  Trail                |  Retaining_Wall |
|  Utility Relocation |  Sidewalk      |  Class III Bike Route |                                                                                                      |
|  Enhanced Crosswalk |  Striping      |  Class II Bike Lane   |                                                                                                      |

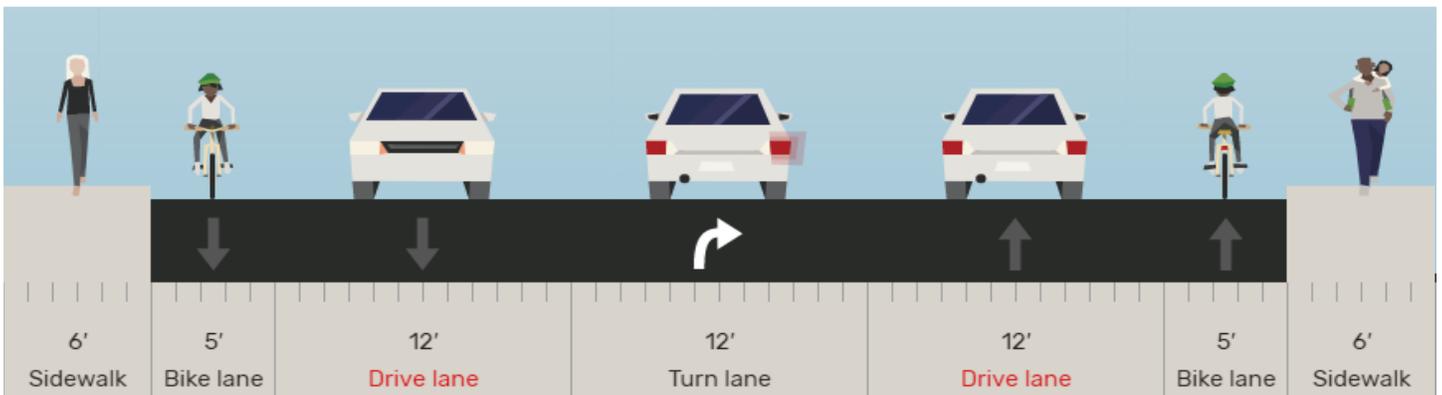
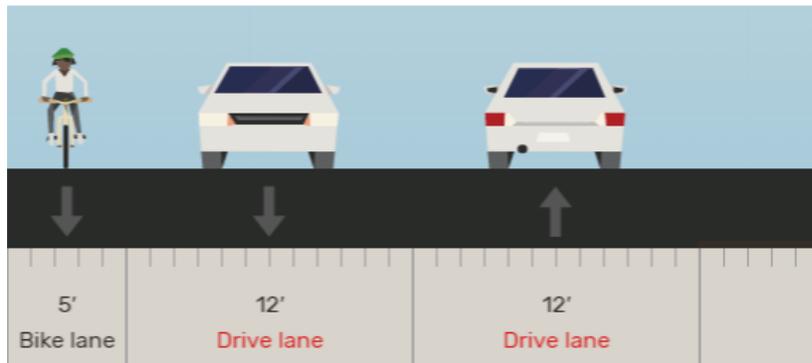
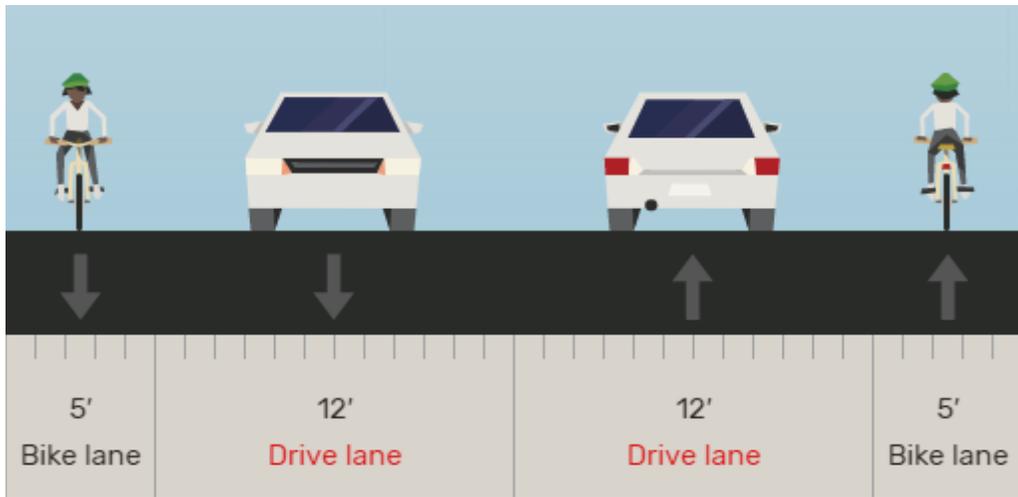
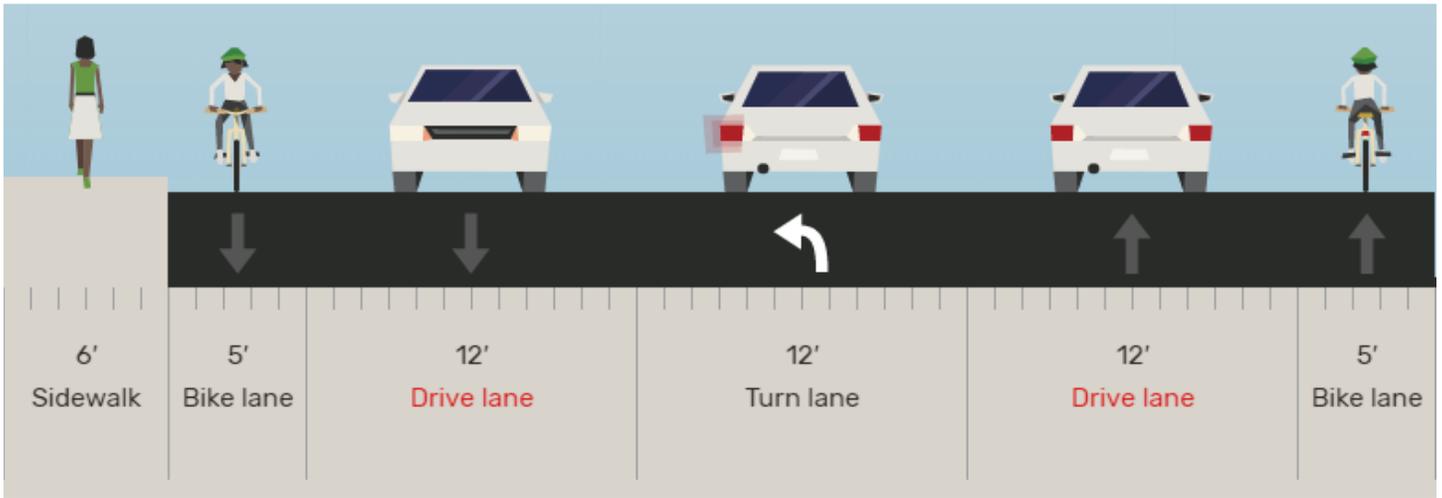


**Legend**

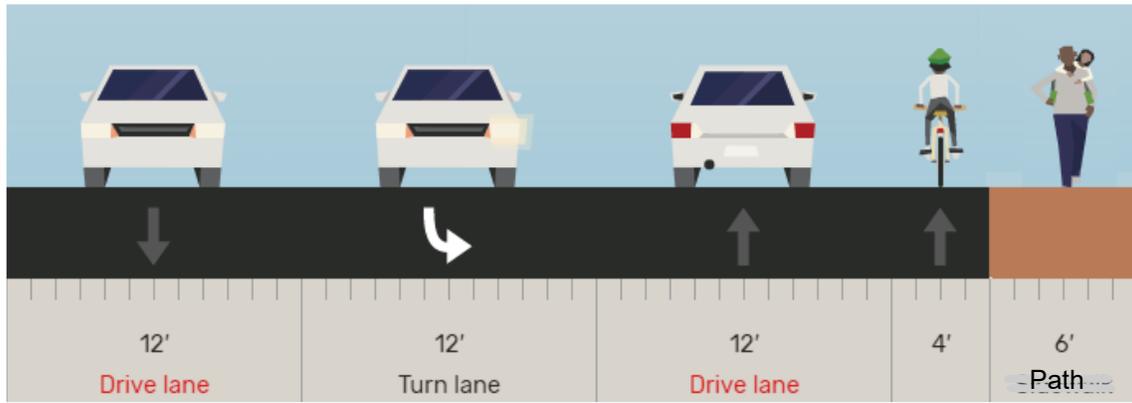
- |  |                    |  |               |  |                      |  |                      |
|--|--------------------|--|---------------|--|----------------------|--|----------------------|
|  | Tree Removal       |  | New Crosswalk |  | Trail                |  | Retaining Wall       |
|  | Utility Relocation |  | Sidewalk      |  | Class III Bike Route |  | Driveway Improvement |
|  | Enhanced Crosswalk |  | Striping      |  | Class II Bike Lane   |  |                      |

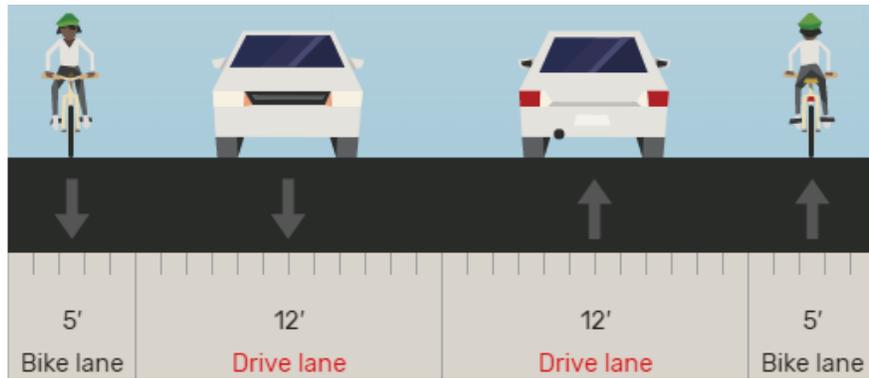
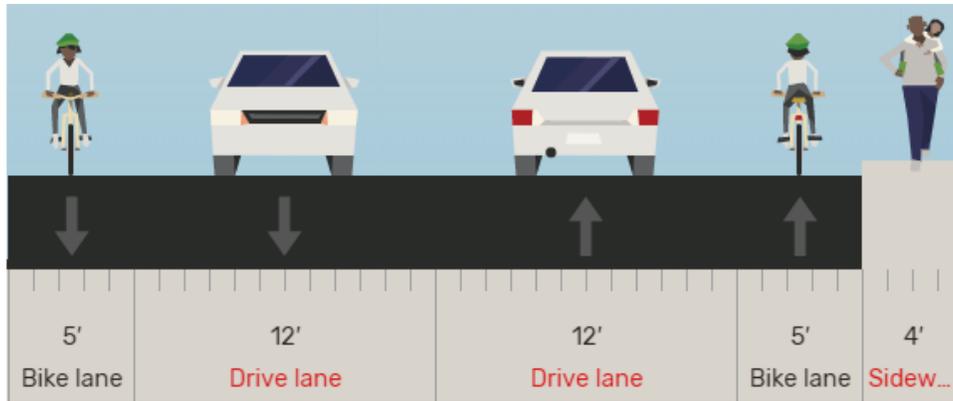
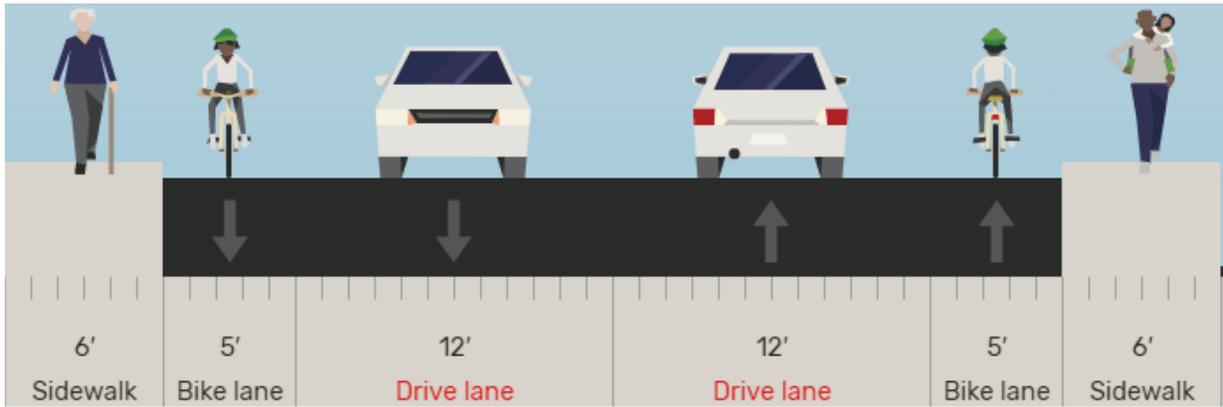
# *Attachment C*

Schools: Graham Hill Rd to Glen Arbor N, PM 6.460 to 8.115

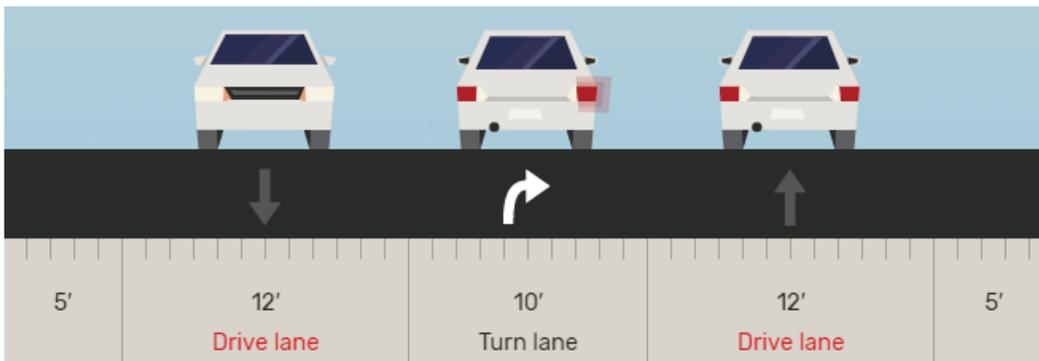
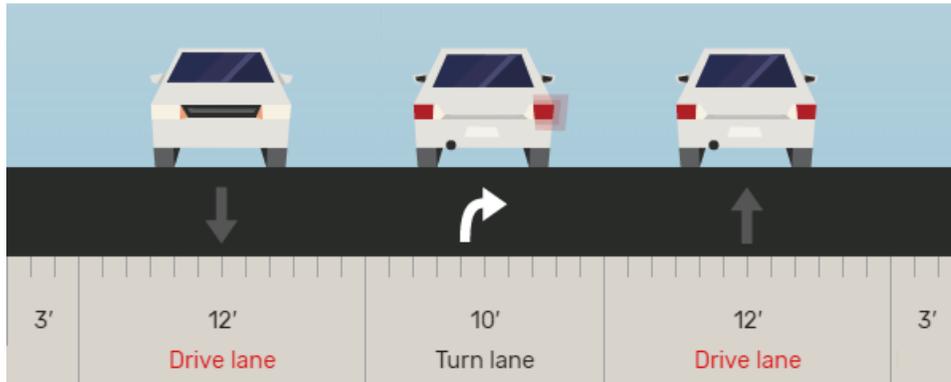
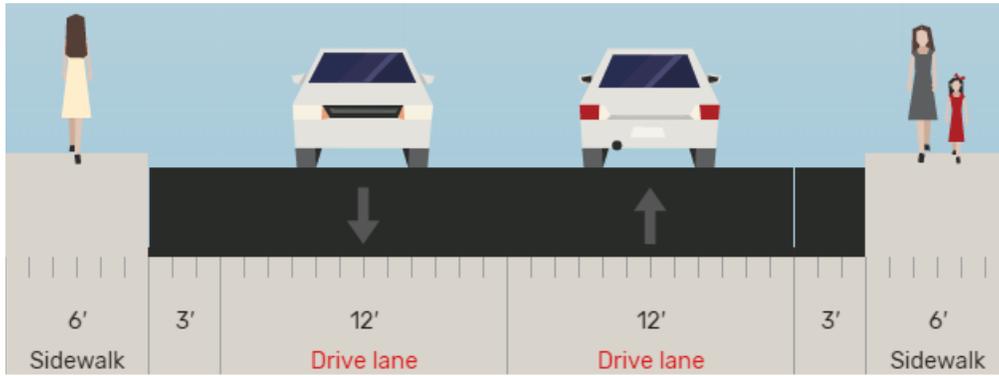


Ben Lomond: Highland Park to Jacobson Ln, PM 8.492 to 10.062

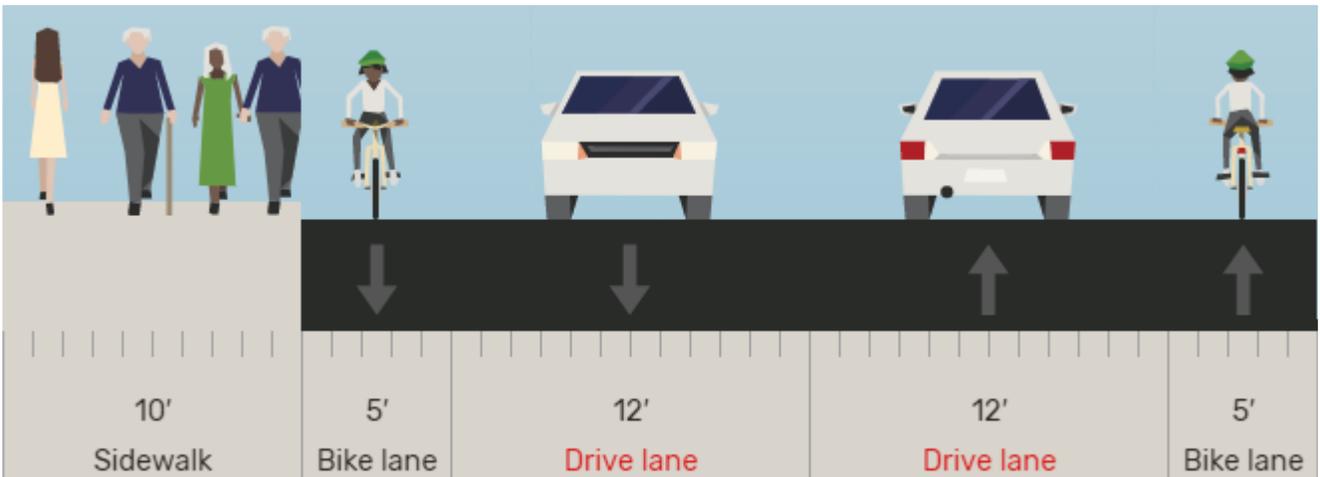
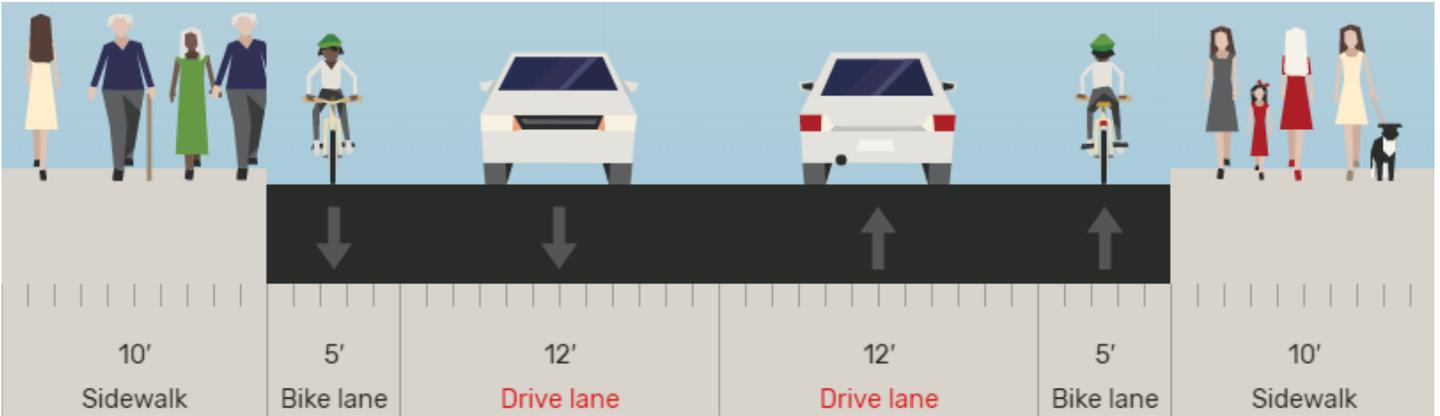
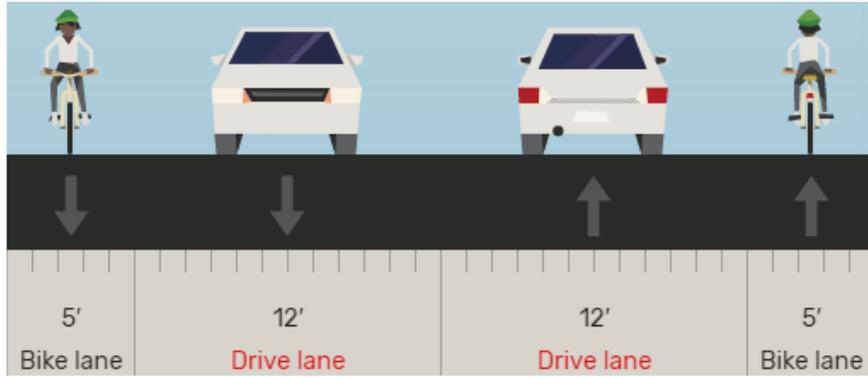


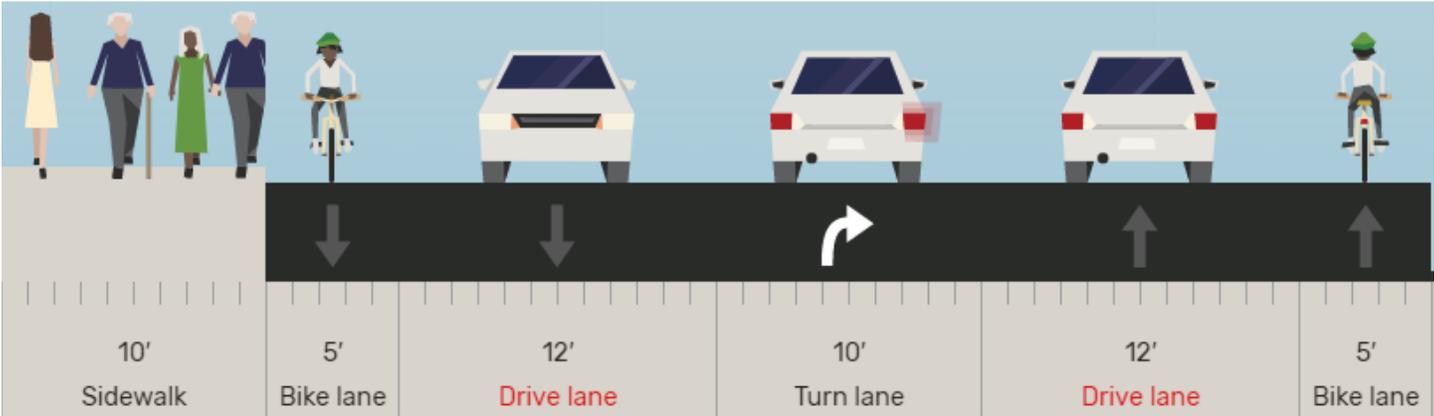


Brookdale: Western Dr to Irwin Way, PM 11.123 to 12.180

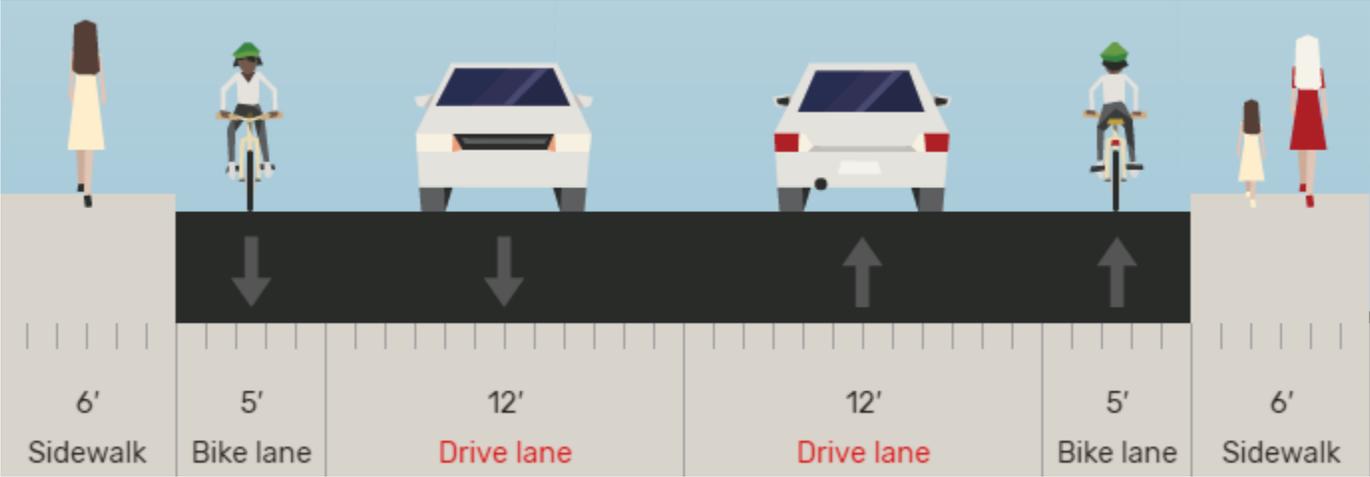
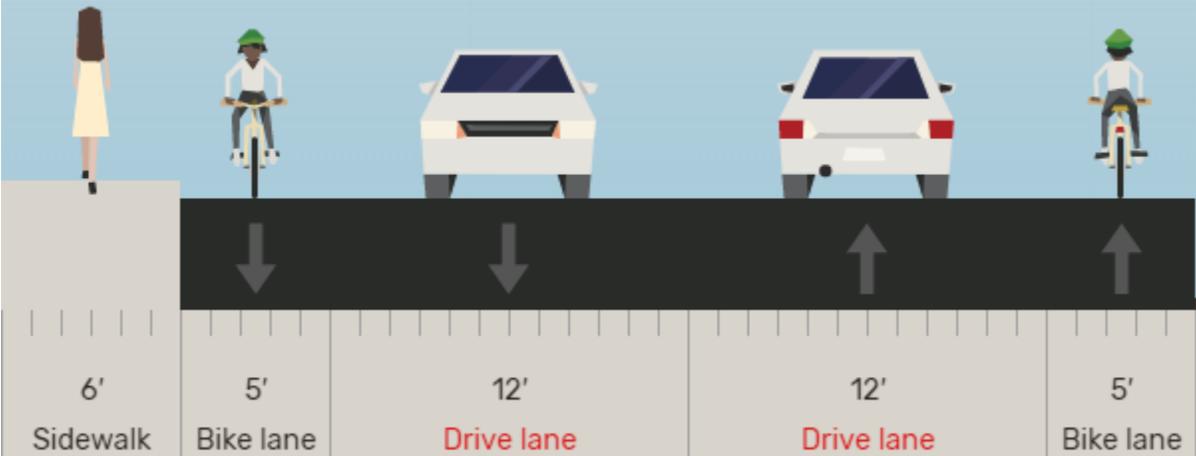


Boulder Creek: River St to Bear Creek Rd, PM 12.450 to 13.239





North of Boulder Creek: Pleasant Way to Pool Dr, PM 15.084 to 15.422



# *Attachment D*

# Combined Total Estimate

## Project Study Report – Project Development Support Capital Outlay Project Estimate

Dist - Co - Rte 05-SCRR-9  
PM 4.00/15.422  
Program Code \_\_\_\_\_  
Project Number 520000015  
Month/Year August/2021

### PROJECT DESCRIPTION:

Limits: Along SR 9 in Santa Cruz County from Henry Cowell State Park to Pool Dr

Proposed Improvement (Scope): Widen road, improve bus stops, install bike routes and lanes, install sidewalks, install multi-use paths, install crosswalks, improve driveway, and enhance parking

Alternate: Alternative 1 \_\_\_\_\_

### SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ 8 M – 13 M _____
TOTAL STRUCTURE ITEMS	\$ _____
TOTAL ENVIRONMENTAL MITIGATION ITEMS	\$ _____
SUBTOTAL CONSTRUCTION COSTS	\$ _____
TOTAL RIGHT-OF-WAY ITEMS	\$ 4,329,765 _____
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 12 M – 18 M _____

I. ROADWAY ITEMS

	<u>Average Cost per Lane Mile</u>		<u>Number of Lane Miles</u>		<u>Total Cost</u>
Total Cost	<u>\$485,000</u>	X	<u>17.291</u>	=	<u>\$8,380,000</u>

Explanation:

Roadway work includes removal of embankment material, bus stop improvements, lane widening, 700 LF -15 ft tall retaining wall, striping, intersection improvements, enhanced crosswalks, landscape improvements including tree planting, and driveway improvements.

TOTAL ROADWAY ITEMS \$ 8 M – 13 M

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name	_____	_____	_____
Total Cost for Structure	_____	_____	_____

Explanation:

TOTAL STRUCTURE ITEMS \$ \_\_\_\_\_

III. ENVIRONMENTAL MITIGATION

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>
Environmental Mitigation_____		_____ X	_____ =	_____

Explanation:

*Mitigation Cost included in the Right of Way Estimate*

TOTAL ENVIRONMENTAL MITIGATION ITEMS      \$\_\_\_\_\_

IV. RIGHT-OF-WAY ITEMS

	Escalated Value
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$ 834,937_
B. Utility Relocation (State share)	\$ 4,056,028

Anticipated Date of Right-of-Way Certification      2024\_\_\_\_\_

(Date to which values are escalated)

Explanation:

Further discussion of Right of Way items is included in individual segment cost estimates

TOTAL RIGHT-OF-WAY ITEMS      \$ 4,329,765\_\_

## Segment 1 Estimate

# Project Study Report – Project Development Support Capital Outlay Project Estimate

Dist - Co - Rte 05-SCR-9

PM 4.000/6.460

Program Code \_\_\_\_\_

Project Number 0520000015

Month/Year August/2021

### PROJECT DESCRIPTION:

Limits: Along SR 9 in Santa Cruz County from Henry Cowell State Park to Graham Hill Rd,

Proposed Improvement (Scope): Widen road, install bike routes-, install multi-use path, sidewalks, and crosswalks

Alternate: Alternative 1 \_\_\_\_\_

### SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ 0.5 M – 1.0 M _____
TOTAL STRUCTURE ITEMS	\$ 2.1 M – 2.8 M _____
TOTAL ENVIRONMENTAL MITIGATION ITEMS	\$ * _____
SUBTOTAL CONSTRUCTION COSTS	\$ 2.6 M – 3.8 M _____
TOTAL RIGHT-OF-WAY ITEMS	\$* _____
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 2.6 M – 3.8 M _____

Note: \* This item included in Felton CAPM project 1K890 if the funding for complete streets elements is added prior to PS&E phase.

I. ROADWAY ITEMS

	<u>Average Cost per Lane Mile</u>	X	<u>Number of Lane Miles</u>	=	<u>Total Cost</u>
Total Cost	<u>\$300,000</u>		<u>2</u>		<u>\$600,000</u>

Explanation: This estimate includes complete street elements not funded for construction in the project 05-1K890 – Felton CAPM, Section 9, Alternatives, Feature 10, Complete Streets:

- c. New shoulder (4-5') between Oak Avenue to Laurel Dr. The following items include complete streets elements:
  - i. Includes improvements at the Henry Cowell entrance and intersection with Redwood Drive improvements at PM 5.78. Sidewalk with curb ramp would be placed on the northern side of Big Trees Park Road for access to the existing crosswalk.
  - ii. Drainage system at PM 5.78 will require a viaduct on both sides of SR 9 includes sidewalk to connect to the multi-use path.
  - iii. Tree removal
- d. New shoulder (4-5') from San Lorenzo Avenue to Oak Avenue
  - i. Viaduct would be constructed to accommodate the multiuse path and guardrail at PM 5.55
  - ii. Tree removal
- e. New shoulder (4-5') from Lakeview Drive to San Lorenzo Avenue
  - i. Tree removal and grading
- f. Paved pull out areas
  - i. PM 2.78, 2.97, 3.55, 4.35, 4.62, 5.45
  - ii. PM 3.292 and remove tree
- g. Pave parking area and incorporate multi-use path at the southern Henry Cowell State Park Entrance and trailheads
  - i. PM 4.67
  - ii. PM 2.68

TOTAL ROADWAY ITEMS \$ 0.5 M – 1 M

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Sidehill Viaduct @ PM 5.55	<u>\$460,000 to</u> <u>\$610,000</u>	_____	_____
Sidehill Viaduct @ PM 5.92	<u>\$1,590,000 to</u> <u>\$2,120,000</u>	_____	_____

Explanation: The sidewalk at the entrance to Henry Cowell entrance will require 2-viaducts – on both sides of the street and the multi-use path at PM 5.55 will also require a viaduct.

TOTAL STRUCTURE ITEMS \$2.1 M - \$2.8 M

III. ENVIRONMENTAL MITIGATION

<u>Quantity</u>	<u>Unit</u>	X	<u>Unit Price</u>	=	<u>Item Cost</u>
Environmental Mitigation _____	_____	X	_____	=	_____

Explanation:

*This item included in Felton CAPM project 1K890 if the funding for complete streets elements is added prior to PS&E phase.*

TOTAL ENVIRONMENTAL MITIGATION ITEMS      \$ \_\_\_\_\_

IV. RIGHT-OF-WAY ITEMS

	Escalated Value
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$ __
B. Utility Relocation (State share)	\$

Anticipated Date of Right-of-Way Certification      \_\_\_\_\_  
(Date to which values are escalated)

Explanation:

*This item included in Felton CAPM project 1K890 if the funding for complete streets elements is added prior to PS&E phase.*

TOTAL RIGHT-OF-WAY ITEMS      \$ \_\_\_\_\_

## Segment 2 Estimate

# Project Study Report – Project Development Support Capital Outlay Project Estimate

Dist - Co - Rte 05-SCRr-9

PM 6.46/8.115

Program Code \_\_\_\_\_

Project Number 520000015

Month/Year August/2021

### PROJECT DESCRIPTION:

Limits: Along SR 9 in Santa Cruz County from Graham Hill Rd to Glen Arbor N

Proposed Improvement (Scope): Widen road, install bike routes-, install multi-use path, sidewalks, and crosswalks

Alternate: Alternative 1 \_\_\_\_\_

### SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS \$ 2 M – 3 M \_\_\_\_\_

TOTAL STRUCTURE ITEMS \$ \_\_\_\_\_

TOTAL ENVIRONMENTAL MITIGATION ITEMS \$ \_\_\_\_\_

SUBTOTAL CONSTRUCTION COSTS \$ \_\_\_\_\_

TOTAL RIGHT-OF-WAY ITEMS \$ 1,076,656 \_\_\_\_\_

TOTAL PROJECT CAPITAL OUTLAY COSTS \$ 3 M – 4 M \_\_\_\_\_

I. ROADWAY ITEMS

	<u>Average Cost per Lane Mile</u>		<u>Number of Lane Miles</u>		<u>Total Cost</u>
Total Cost	<u>\$400,000</u>	X	<u>5.33</u>	=	<u>\$2,130,000</u>

Explanation:

Roadway work includes removal of embankment material, widen road, striping, intersection improvements, landscape improvements including tree planting, and enhanced crosswalks.

TOTAL ROADWAY ITEMS \$ 2 M – 3 M

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Soil Nail Wall			
Total Cost for Structure	_____	_____	_____

Explanation:

TOTAL STRUCTURE ITEMS \$ \_\_\_\_\_

III. ENVIRONMENTAL MITIGATION

<u>Quantity</u>	<u>Unit</u>	X	<u>Unit Price</u>	=	<u>Item Cost</u>
Environmental Mitigation _____	_____	X	_____	=	_____

Explanation:

*Mitigation Cost included in the Right of Way Estimate*

TOTAL ENVIRONMENTAL MITIGATION ITEMS      \$ \_\_\_\_\_

IV. RIGHT-OF-WAY ITEMS

	Escalated Value
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$ 209,820__
B. Utility Relocation (State share)	\$ 1,002,793

Anticipated Date of Right-of-Way Certification      2024 \_\_\_\_\_  
(Date to which values are escalated)

Explanation:

This Project is a multi-modal corridor improvement project and this Segment will have 34 acquisition areas on 25 parcels by way of Temporary Construction Easements (TCE) and Permanent Easement (some parcels have two). The parcels include both residential and commercial uses of varying capacities. No apparent improvements within the easement areas or appear to be affected by construction in the manner proposed. Highway 9 is a undivided conventional highway in the project area. This project proposes to improve multi-modal use of the Route 9 Corridor by widening the road, improving bus stops, installing Class III bike routes and Class II bike lanes, installing sidewalks, installing multi-use paths, installing and enhancing crosswalks, and enhancing parking.

TOTAL RIGHT-OF-WAY ITEMS      \$ 1,076,656\_\_

# Segment 3 Estimate

## Project Study Report – Project Development Support Capital Outlay Project Estimate

Dist - Co - Rte 05-SCRR-9  
PM 8.492/10.062  
Program Code \_\_\_\_\_  
Project Number 520000015  
Month/Year August/2021

### PROJECT DESCRIPTION:

Limits: Along SR 9 in Santa Cruz County from Highland Park to Jacobson Ln

Proposed Improvement (Scope): Widen road, improve bus stops, install bike routes and lanes, install multi-use path, sidewalks, crosswalks, and enhance parking

Alternate: Alternative 1 \_\_\_\_\_

### SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ 2 M – 3 M _____
TOTAL STRUCTURE ITEMS	\$ _____
TOTAL ENVIRONMENTAL MITIGATION ITEMS	\$ _____
SUBTOTAL CONSTRUCTION COSTS	\$ _____
TOTAL RIGHT-OF-WAY ITEMS	\$ 1,160,313 _____
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 3 M – 4 M _____

I. ROADWAY ITEMS

	<u>Average Cost per Lane Mile</u>		<u>Number of Lane Miles</u>		<u>Total Cost</u>
Total Cost	<u>\$624,000</u>	X	<u>3.59</u>	=	<u>\$2,240,000</u>

Explanation:

Roadway work includes removal of embankment material, bus stop improvements, lane widening, striping, intersection improvements, enhanced crosswalks, landscape improvements including tree planting, and enhanced parking.

TOTAL ROADWAY ITEMS \$ 2 M – 3 M

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name	_____	_____	_____
Total Cost for Structure	_____	_____	_____

Explanation:

TOTAL STRUCTURE ITEMS \$ \_\_\_\_\_

III. ENVIRONMENTAL MITIGATION

<u>Quantity</u>	<u>Unit</u>	X	<u>Unit Price</u>	=	<u>Item Cost</u>
Environmental Mitigation _____	_____	X	_____	=	_____

Explanation:

*Mitigation Cost included in the Right of Way Estimate*

TOTAL ENVIRONMENTAL MITIGATION ITEMS      \$ \_\_\_\_\_

IV. RIGHT-OF-WAY ITEMS

	Escalated Value
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$ 108,527_
B. Utility Relocation (State share)	\$ 1,208,271

Anticipated Date of Right-of-Way Certification      2024 \_\_\_\_\_  
(Date to which values are escalated)

Explanation:

This Project is a multi-modal corridor improvement project and this Segment will have 23 acquisition areas on 20 parcels by way of Temporary Construction Easements (TCE) and Permanent Easement (some parcels have both). The parcels include both residential and commercial uses of varying capacities. No apparent improvements within the easement areas or appear to be affected by construction in the manner proposed. Highway 9 is a undivided conventional highway in the project area. This project proposes to improve multi-modal use of the Route 9 Corridor by widening the road, improving bus stops, installing Class III bike routes and Class II bike lanes, installing sidewalks, installing multi-use paths, installing and enhancing crosswalks, and enhancing parking.

TOTAL RIGHT-OF-WAY ITEMS      \$ 1,160,313\_\_

# Segment 4 Estimate

## Project Study Report – Project Development Support Capital Outlay Project Estimate

Dist - Co - Rte 05-SCRr-9  
PM 11.123/12.18  
Program Code \_\_\_\_\_  
Project Number 520000015  
Month/Year August/2021

### PROJECT DESCRIPTION:

Limits: Along SR 9 in Santa Cruz County from Western Dr to Irwin Wy

Proposed Improvement (Scope): Widen road, improve bus stops, install multi-use path, sidewalks, crosswalks, and enhance parking

Alternate: Alternative 1 \_\_\_\_\_

### SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS	\$ 1.5 M – 2.5 M _____
TOTAL STRUCTURE ITEMS	\$ _____
TOTAL ENVIRONMENTAL MITIGATION ITEMS	\$ _____
SUBTOTAL CONSTRUCTION COSTS	\$ _____
TOTAL RIGHT-OF-WAY ITEMS	\$ 1,037,948 _____
TOTAL PROJECT CAPITAL OUTLAY COSTS	\$ 2.5 M – 3.5 M _____

I. ROADWAY ITEMS

	<u>Average Cost per Lane Mile</u>		<u>Number of Lane Miles</u>		<u>Total Cost</u>
Total Cost	<u>\$1,806,000</u>	X	<u>0.72</u>	=	<u>\$1,300,000</u>

Explanation:

Roadway work includes removal of embankment material, importing and constructing embankment, bus stop improvement, lane widening, striping, enhanced crosswalks, landscape improvements including tree planting, and new left turn channelization.

TOTAL ROADWAY ITEMS \$ 1.5M –2.5M

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name	_____	_____	_____
Total Cost for Structure	_____	_____	_____

Explanation:

TOTAL STRUCTURE ITEMS \$ \_\_\_\_\_

III. ENVIRONMENTAL MITIGATION

<u>Quantity</u>	<u>Unit</u>	X	<u>Unit Price</u>	=	<u>Item Cost</u>
Environmental Mitigation _____	_____	X	_____	=	_____

Explanation:

*Mitigation Cost included in the Right of Way Estimate*

TOTAL ENVIRONMENTAL MITIGATION ITEMS      \$ \_\_\_\_\_

IV. RIGHT-OF-WAY ITEMS

	Escalated Value
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$ 274,936__
B. Utility Relocation (State share)	\$ 889,924

Anticipated Date of Right-of-Way Certification      2024 \_\_\_\_\_  
(Date to which values are escalated)

Explanation:

This Project is a multi-modal corridor improvement project and this Segment will have 27 acquisition areas on 24 parcels by way of Temporary Construction Easements (TCE) and Permanent Easement (some parcels have both). The parcels include both residential and commercial uses of varying capacities. No apparent improvements within the easement areas or appear to be affected by construction in the manner proposed. Highway 9 is a undivided conventional highway in the project area. This project proposes to improve multi-modal use of the Route 9 Corridor by widening the road, improving bus stops, installing Class III bike routes and Class II bike lanes, installing sidewalks, installing multi-use paths, installing and enhancing crosswalks, and enhancing parking.

TOTAL RIGHT-OF-WAY ITEMS      \$1,037,948

# Segment 5 Estimate

## Project Study Report – Project Development Support Capital Outlay Project Estimate

Dist - Co - Rte 05-SCRr-9

PM 12.45/13.239

Program Code \_\_\_\_\_

Project Number 520000015

Month/Year August/2021

### PROJECT DESCRIPTION:

Limits: Along SR 9 in Santa Cruz County from River St to Bear Creek Rd

Proposed Improvement (Scope): Widen road, improve bus stops, install bike routes and lanes, install multi-use path, sidewalks, crosswalks, and enhance parking

Alternate: Alternative 1

### SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS \$ 1.5 M – 2.5 M \_\_\_\_\_

TOTAL STRUCTURE ITEMS \$ \_\_\_\_\_

TOTAL ENVIRONMENTAL MITIGATION ITEMS \$ \_\_\_\_\_

SUBTOTAL CONSTRUCTION COSTS \$ \_\_\_\_\_

TOTAL RIGHT-OF-WAY ITEMS \$ 836,948 \_\_\_\_\_

TOTAL PROJECT CAPITAL OUTLAY COSTS \$ 2.5 M – 3.5 M \_\_\_\_\_

I. ROADWAY ITEMS

	<u>Average Cost per Lane Mile</u>	<u>Number of Lane Miles</u>	<u>Total Cost</u>
Total Cost	<u>\$859,000</u>	X <u>2.015</u>	= <u>\$1,730,000</u>

Explanation:

Roadway work includes removal of embankment material, bus stop improvements, lane widening, striping, intersection improvements, enhanced crosswalks, landscape improvements including tree planting, and enhanced parking.

TOTAL ROADWAY ITEMS \$1.5M – 2.5M

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name	_____	_____	_____
Total Cost for Structure	_____	_____	_____

Explanation:

TOTAL STRUCTURE ITEMS \$ \_\_\_\_\_

III. ENVIRONMENTAL MITIGATION

	<u>Quantity</u>	<u>Unit</u>	<u>Unit Price</u>	<u>Item Cost</u>
Environmental Mitigation _____			X _____	= _____

Explanation:

*Mitigation Cost included in the Right of Way Estimate*

TOTAL ENVIRONMENTAL MITIGATION ITEMS      \$ \_\_\_\_\_

IV. RIGHT-OF-WAY ITEMS

	Escalated Value
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$ 231,525__
B. Utility Relocation (State share)	\$ 716,280

Anticipated Date of Right-of-Way Certification      2024 \_\_\_\_\_  
(Date to which values are escalated)

Explanation:

This Project is a multi-modal corridor improvement project and this Segment will have 17 acquisition areas on 12 parcels by way of Temporary Construction Easements (TCE) and Permanent Easement (some parcels have both). The parcels include both residential and commercial uses of varying capacities. No apparent improvements within the TCE areas or appear to be affected by construction in the manner proposed.

Highway 9 is a undivided conventional highway in the project area. This project proposes to improve multi-modal use of the Route 9 Corridor by widening the road, improving bus stops, installing Class III bike routes and Class II bike lanes, installing sidewalks, installing multi-use paths, installing and enhancing crosswalks, and enhancing parking.

TOTAL RIGHT-OF-WAY ITEMS      \$ 836,948

# Segment 6 Estimate

## Project Study Report – Project Development Support Capital Outlay Project Estimate

Dist - Co - Rte 05-SCRr-9

PM 15.084/15.422

Program Code \_\_\_\_\_

Project Number 520000015

Month/Year August/2021

### PROJECT DESCRIPTION:

Limits: Along SR 9 in Santa Cruz County from Pleasant Way to Pool Dr

Proposed Improvement (Scope): Widen road, improve bus stop, install bike routes, install sidewalks, install crosswalks, and improve driveway

Alternate: Alternative 1 \_\_\_\_\_

### SUMMARY OF PROJECT COST ESTIMATE

TOTAL ROADWAY ITEMS \$ 1 M – 2 M \_\_\_\_\_

TOTAL STRUCTURE ITEMS \$ \_\_\_\_\_

TOTAL ENVIRONMENTAL MITIGATION ITEMS \$ \_\_\_\_\_

SUBTOTAL CONSTRUCTION COSTS \$ \_\_\_\_\_

TOTAL RIGHT-OF-WAY ITEMS \$ 217,900 \_\_\_\_\_

TOTAL PROJECT CAPITAL OUTLAY COSTS \$ 1 M – 3 M \_\_\_\_\_

I. ROADWAY ITEMS

	<u>Average Cost per Lane Mile</u>		<u>Number of Lane Miles</u>		<u>Total Cost</u>
Total Cost	<u>\$1,447,000</u>	X	<u>0.676</u>	=	<u>\$978,000</u>

Explanation:

Roadway work includes removal of embankment material, bus stop improvements, lane widening, striping, enhanced crosswalks, landscape improvements including tree planting, and driveway improvements.

TOTAL ROADWAY ITEMS \$ 1 M – 2 M

II. STRUCTURES ITEMS

	Structure (1)	Structure (2)	Structure (3)
Bridge Name	_____	_____	_____
Total Cost for Structure	_____	_____	_____

Explanation:

TOTAL STRUCTURE ITEMS \$ \_\_\_\_\_

III. ENVIRONMENTAL MITIGATION

<u>Quantity</u>	<u>Unit</u>	X	<u>Unit Price</u>	=	<u>Item Cost</u>
Environmental Mitigation _____	_____	X	_____	=	_____

Explanation:

*Mitigation Cost included in the Right of Way Estimate*

TOTAL ENVIRONMENTAL MITIGATION ITEMS      \$ \_\_\_\_\_

IV. RIGHT-OF-WAY ITEMS

	Escalated Value
A. Acquisition, including excess lands, damages to remainder(s) and Goodwill	\$ 10,129_
B. Utility Relocation (State share)	\$ 238,760_

Anticipated Date of Right-of-Way Certification      2024 \_\_\_\_\_  
(Date to which values are escalated)

Explanation:

This Project is a multi-modal corridor improvement project and this Segment will impact two parcels by way of Temporary Construction Easements (TCE). The parcels are both zoned for single family residence and are currently being used for that purpose. No apparent improvements within the TCE areas or appear to be affected by construction in the manner proposed.

Highway 9 is a undivided conventional highway in the project area. This project proposes to improve multi-modal use of the Route 9 Corridor by widening the road, improving bus stops, installing Class III bike routes and Class II bike lanes, installing sidewalks, installing multi-use paths, installing and enhancing crosswalks, and enhancing parking.

TOTAL RIGHT-OF-WAY ITEMS      \$ 217,900

# *Attachment E*

# Preliminary Environmental Analysis Report

## Project Information

**DIST-CO-RTE:** 05-SCr-9

**PM/PM:** 6.46/15.42

**EA:** 05-1M550K

**EFIS Project ID:** 0520000015

**Project Title:** San Lorenzo Valley Complete Streets

**Project Manager:** Doug Hessing

**Phone:** 805-835-6568

**Project Engineer:** Claudia Espino

**Phone:** 559-899-9041

**Environmental Senior:** Lara Bertaina

**Phone:** 805-779-0792

**PEAR Preparer:** Paula Huddleston

**Phone:** 805-305-3635

## General Corridor Improvements

### **Purpose**

- Provide safe mobility for all road users, including bicyclists, pedestrians, transit vehicles, and motor vehicles.
- Improve multimodal operations at SR9 intersections.
- Reduce vehicle speeds on Highway 9.
- Enhance pedestrian and bicycle mobility.
- Improve pedestrian and bicycle connectivity to transit.
- Improve visibility of pedestrians and bicyclists at crosswalks.
- Provide pedestrian and bicycle connections from neighborhoods to schools, parks, and commercial centers.

### **Need**

- Currently many of the town centers lack Main Street facilities such as sidewalks and bike lanes.
- Due to constrained right of way, there are very limited opportunities for pedestrians and bicyclists to comfortably navigate along or across SR9.
- Vehicle traffic is frequently moving at significantly above the posted speed limit, discouraging multimodal use of the corridor.
- Facilities lack ADA compliant connectivity to bus stops and other destinations.

### **Description of work**

This project proposes to improve multi-modal use of the Highway 9 corridor by widening the highway to provide wider shoulders and 6-foot sidewalks, improving bus stops, installing Class III bike routes and Class II bike lanes, constructing multi-use paths, installing and enhancing crosswalks, and enhancing parking.

## General Environmental Considerations

The following information applies to all segments of the project.

## **Visual Quality**

Highway 9 within the project limits is eligible for scenic highway designation. Therefore, caution should be exercised with any activity or change that could threaten its eligibility. The proposed work will widen the highway corridor and add urbanizing elements in otherwise rural areas, removing mature trees and thick vegetation and clearing more of the forest canopy. Furthermore, because trees are growing close together, it might not be possible to remove only the one(s) within the area of disturbance without damaging the root systems of the adjacent trees, therefore tree removal could be higher than anticipated without avoidance measures. These impacts could be considered potentially significant on any of the segments, some more so than others. Mitigation and enhancements to minimize impacts would support the purpose of the project(s) by helping to create a more pedestrian- and bicycle-friendly environment.

## **Biology**

There is potential for the presence of protected species and critical habitat within the areas of disturbance; surveys will require 10-12 months. However, most project impacts will occur on previously developed or disturbed areas adjacent to the highway, so federally and state listed species are not expected to be encountered. If permits to enter are required, a request should be submitted to R/W at least 2 months in advance in order to obtain them by the required date.

The project includes removal of mature redwoods. Santa Cruz County Code 16.34.010 identifies the objective to preserve significant trees and forest communities on public and private properties. Trees that must be removed would be evaluated to determine whether they were significant trees as defined by the code. Tree removal should be minimized and scheduled outside of nesting season if possible.

## **Cultural Resources**

Properties over 50 years old that could be impacted by the project (this includes work adjacent to the properties) will have to be evaluated for eligibility in the National Register. The risk of adverse impacts to eligible properties is low, however the required studies and document preparation is expected to take 12 months. *This will likely be critical path for all segments* unless a screened undertaking is deemed appropriate.

## **Air quality**

The project is within the North Central Coast air basin and is in attainment for all federal levels of air quality pollutants, but non-attainment/transitional for the state level for ozone and non-attainment for the state level for PM<sup>10</sup>. Special consideration might be necessary during construction to reduce emissions and dust. No conformity requirements apply to any segment.

## **Construction**

If traffic detours are required, they must be reviewed by Environmental staff to determine if there are any associated impacts. Construction should be timed to have as little impact on traffic as possible. The timing of construction should also consider impacts on local businesses when in urban areas due to detours, congestion, noise,

and/or reduced parking. This could mean performing work at night when the commercial centers are closed, and traffic volumes are low. Night work near residences should be avoided, however. Temporary construction noise, even when in compliance with Caltrans' nighttime noise levels, does not preclude significant impacts from noise.

### **Cumulative impacts**

Impacts could be determined to be less than significant for any individual segment, however consideration must be given to the impacts that have occurred to the overall corridor over time, particularly in the areas of visual quality and community character, to which these projects will contribute. Taken as a whole, the changes to the Highway 9 corridor could be considered cumulatively significant, which would require an EIR for one or more segments.

### **Anticipated Environmental Commitments** (applicable to all segments)

- Contractor will be limited to the minimum area necessary at each location. ESAs will be established outside of these areas.
- The construction schedule shall be well publicized in advance, particularly to residences and businesses most likely affected by construction activities.
- Prior to removal, trees must be evaluated to determine whether they are significant trees as defined by Santa Cruz County Code 16.34.010. Significant trees that are removed shall be replanted at a ratio adequate for impacts to habitat.
- Tree removal should be scheduled to occur between September 1 and February 15. Tree replacement would be at a minimum of 3:1. The project will also include erosion control, irrigation, and a one-year plant establishment period. Additional locations could be required for replanting.
- Hand excavation will be required where necessary to reduce impacts to root systems.
- Disturbed areas will be graded to a natural appearance and revegetated; erosion control applied where appropriate.
- Aesthetic elements and/or treatments will be included to reduce the appearance of highway and/or urbanizing features and to improve the user experience. These elements might include benches, improved bus stops, bike racks, decorative lighting, art installments, surface treatments, etc. Guardrail and other metal components will be treated to reduce glare.

### **PSR Summary Statement**

(The following paragraph *must go directly into the PSR for all segments*, in addition to the text prepared for each individual segment.)

In order to identify environmental issues, constraints, costs, and resource needs, a PEAR was prepared for the project. Potential disposal, staging, and borrow sites will need to be identified in the PA&ED phase for complete environmental review. Field studies were not conducted, and technical studies have been deferred to the PA&ED phase. Potential disposal, staging, and borrow sites will need to be identified in the PA&ED phase for complete environmental review.

## **Individual Segment Improvements**

This section provides information that is specific to the individual segments. Segment 1, which covers PM 4.0 to PM 6.46, was included in EA 05-1K890K and therefore was not evaluated with this project.

### **Segment 2**

#### ***Schools: Graham Hill Rd to Glen Arbor Rd PM 6.46\*/8.11***

\*Proposed work does not begin until PM 7.0. The corridor between 6.46 and 7.0 was not evaluated.

#### **Purpose**

- Provide pedestrian and bicycle connection from Glen Arbor neighborhoods to SLV Schools Complex.
- Provide pedestrian and bicycle connection from Glen Arbor neighborhoods to San Lorenzo Valley Schools Complex.
- Improve vehicle and transit circulation at SLV Schools Complex in coordination with the school circulation plan.

#### **Need**

- Deficient pedestrian and bicycle facilities to the SLV Schools Complex entrance along SR9.
- Poor circulation to and past the SLV complex.

#### **Description of Work**

Restripe roadway; add multi-use pathway in select locations; delineate crosswalks; provide continuous sidewalk on the west side of the route from El Solyo Heights Drive to Glen Arbor Road, and on the east side in the vicinity of Ben Lomond. Substantial excavation of cut slope and vegetation removal on the west side will be required from the San Lorenzo River (PM 8.9) to just past Sunnycroft Road (PM 7.99).

#### **Anticipated Environmental Approval**

*CEQA (choose one):*

- Exemption
  - Statutory
  - Categorical
  - Common Sense
- Initial Study or Focused Initial Study with proposed Negative Declaration (ND) or Mitigated ND
- Environmental Impact Report

*NEPA (choose one):*

- Categorical Exclusion
- Environmental Assessment with Finding of No Significant Impact
  - Routine
  - Complex

Environmental Impact Statement

### **PSR Summary Statement**

*(This section, preceded by the paragraph under General, must be copied into the PSR.)*

The anticipated environmental documentation is a Categorical Exemption under CEQA and a Categorical Exclusion under NEPA; this would take approximately 14 months to complete. Programming for a CE/CE poses a moderate risk to the schedule; an Initial Study could be deemed appropriate at PA&ED, mostly due to the urbanization through hardscape and tree and vegetation removal. Attention must be given to the changes to the character of the corridor resulting from the improvements. At the northern and southern ends of the segment, greater clearing and additional sidewalks would not be out of place in the suburban setting, however this impact could be considered potentially significant in the middle, rural section of the segment. Modifying the project to avoid the impacts altogether or minimizing them with enhancement measures is recommended.

This determination was based on the following assumptions:

- All work will be conducted from the roadway.
- No new R/W beyond minor TCEs will be required.
- There are no potentially significant impacts.
- No permits or formal biological consultation will be required.
- Section 106 determination will be “no adverse effect.”
- The provisions of Section 4(f) will not apply.

### **Special Considerations**

#### **Visual Quality**

From approximately PM 7.65/PM 7.97, work involves substantial widening for sidewalk, curb, and gutter through an otherwise undeveloped stretch of forested highway. In some locations, cutting into an existing, heavily vegetated cut slope would be required. The clearing for this widening, in addition to the hardscape and urban elements, could be considered a potentially significant impact. Consideration should be given to the old highway alignment in the vicinity of PM 7.59 for revitalization and reforestation.

### **Segment 3**

#### ***Ben Lomond: Highland Park to Ben Lomond PM 8.49/10.06***

#### **Purpose**

- Provide pedestrian and bicycle connection from Ben Lomond to Highland Park and nearby lodging.

#### **Need**

- Deficient pedestrian and bicycle facilities along commercial corridor to Highland Park entrance.

#### **Description of Work**

Widen and restripe roadway to provide a left-turn lane at Highland Park; widen shoulders; construct a sidewalk or multi-use path on the east side of the highway (with a gap between San Lorenzo River and Marshall Creek); refurbish existing sidewalks on both sides; delineate crosswalks. Slope excavation and fill required from PM 8.56 to PM 8.81 (Shadowbrook Rd) appears mostly minor, with one location north of Highland Park likely requiring excavation on a higher, steeper slope.

#### **Anticipated Environmental Approval**

*CEQA (choose one):*

- Exemption
  - Statutory
  - Categorical
  - Common Sense
- Initial Study or Focused Initial Study with proposed Negative Declaration (ND) or Mitigated ND
- Environmental Impact Report

*NEPA (choose one):*

- Categorical Exclusion
  - Environmental Assessment with Finding of No Significant Impact
    - Routine
    - Complex
- Environmental Impact Statement

#### **PSR Summary Statement**

*(This section, preceded by the paragraph under General, must be copied into the PSR.)*

The proposed design does not fully meet the defined purpose due to a gap in the pedestrian facility; this could necessitate design changes at PA&ED. For the purposes of preliminary review, the anticipated environmental documentation would be a Categorical Exemption under CEQA and a Categorical Exclusion under NEPA; this would take approximately 14 months to complete. Programming for a CE/CE poses a moderate risk to the schedule; an Initial Study could be deemed appropriate at PA&ED,

mostly due to tree and vegetation removal. Avoiding the impacts altogether and/or minimizing them with enhancement measures is recommended.

This determination was based on the following assumptions:

- All work will be conducted from the roadway.
- All work can be performed within state R/W.
- There are no potentially significant impacts.
- No permits or formal biological consultation will be required.
- Section 106 determination will be “no adverse effect.”
- The provisions of Section 4(f) will not apply.

### **Special Considerations**

#### **Visual Quality**

Cutting into an existing, heavily vegetated cut slope would be required north of Highland Park, along with other vegetation removal, and could be considered a potentially significant impact. The change to the corridor character should be particularly considered between the north end of Ben Lomond and the San Lorenzo River, where there will be added sidewalk, curb, and gutter and loss of mature trees. Consideration should be given to the old highway alignment in the vicinity of PM 8.5 for revitalization and reforestation.

#### **Need and purpose**

The gap in any type of pedestrian walkway between the San Lorenzo River and Marshall Creek weakens the stated need and purpose for this segment.

## **Segment 4**

### ***Brookdale: Western Drive to Irwin Way PM 11.12/12.18***

#### **Purpose**

- Provide pedestrian and bicycle connections to bus stops and lodging
- Provide safe mobility for all users at Irwin Way intersection.

#### **Need**

- Lack of pedestrian or bicycle facilities along SR9 in this segment

#### **Description of Work**

The work reviewed for the Brookdale portion extends from PM 11.13 (south of Larkspur St) to PM 11.43 (Pacific St.) It involves widening for new sidewalks, curb, and gutter on both sides of the highway except for one stretch of multi-use path between Alameda Ave and Cascade Ave on the east side. It will also include restriping and delineating crosswalks, but no shoulder widening.

The work reviewed for the Irwin Way portion involves widening from approximately PM 11.94 to PM 12.18 to construct a new southbound left-turn lane and 3-foot shoulders.

#### **Anticipated Environmental Approval**

*CEQA (choose one):*

- Exemption  
 Statutory    Categorical    Common Sense  
 Initial Study with Mitigated ND  
 Environmental Impact Report

*NEPA (choose one):*

- Categorical Exclusion  
 Environmental Assessment with Finding of No Significant Impact  
 Routine    Complex  
 Environmental Impact Statement

#### **PSR Summary Statement**

*(This section, preceded by the paragraph under General, must be copied into the PSR.)*

The proposed design does not clearly meet the defined need and purpose nor necessarily have logical termini, therefore design changes at PA&ED can be expected. For the purposes of preliminary review, the anticipated environmental documentation would be an Initial Study with Mitigated ND under CEQA and a Categorical Exclusion under NEPA. The work proposed at Irwin Way does not fall into a CE category under CEQA. Furthermore, it would result in potentially significant impacts from urbanization due to a wider expanse of pavement, loss of scenic resources, and substantial loss of mature trees and heavy vegetation. Depending on the extent of R/W at Irwin Way, the

project could take large quantities of private property, but regardless would eliminate a considerable amount of roadside parking that could be necessary for residents, considering the steep landform. Alternatives to reduce these impacts must be considered. The document can be expected to take up to 24 months to complete.

There is a low-to-moderate risk that an EIR could be required if it appears adequate mitigation cannot be incorporated or if cumulative impacts are determined to be significant. Revising the document type to an EIR from an IS could add 1 to 3 months to the 0 phase in order to conduct early coordination under CEQA. The risk to the schedule can be minimized if this determination is made early during PA&ED so that the process can be initiated as soon as possible and occur simultaneously with environmental studies.

This determination was based on the following assumptions:

- All work will be conducted from the roadway.
- Mitigation measure will reduce impacts to below the level of significance.
- No permits or formal biological consultation will be required.
- Section 106 determination will be “no adverse effect.”
- The provisions of Section 4(f) will not apply.

## **Special Considerations**

### **Visual Quality**

The grouping of mature redwoods located on the west side of the highway between Clear Creek and the bus stop (PM 11.39) and identified for removal is potentially a scenic resource. Since no pedestrian improvements are planned at Clear Creek, there does not seem to be justification for removing these trees. The mature redwood across the highway is also potentially a scenic resource; consider measures to retain this tree.

### **Biological**

Work in the vicinity of Clear Creek Bridge could trigger consultations and/or permits if it encroached on jurisdictional areas (i.e. beyond top of bank).

### **Need and purpose**

The proposed work does not appear to fully meet the need and purpose. The lack of shoulders through Brookdale does not address the identified need for bicycle facilities, and the pedestrian facilities stop at Clear Creek, perpetuating the disconnection between lodging and the nearest bus stop. This brings up the question of whether this segment has logical termini, and could cause issues with segmentation, depending on long-term plans.

At Irwin Way, the proposed left-turn lane, while improving the situation for cyclists by eliminating the need for southbound vehicles to drive on the shoulder, is an unconventional solution to a deficiency in bicycle facilities. The benefit appears to be

for vehicular traffic with no supporting need, while the benefit to cyclists is coincidental and limited. The proposed work provides little benefit for pedestrians other than a wider shoulder (shared with cyclists.)

Considering the long gap between sections within this segment and the proposed work, it is unclear that they have the same need or that they belong united. Alternatives to the current proposal should be considered, both to reduce impacts and to better meet the need and purpose. Within Brookdale, consider developing a multi-use trail in place of the sidewalk, both to provide a bicycle facility and to reduce impacts. At Irwin Way, consider a proposal that would meet the need for cyclists while reducing impacts that would occur from an additional lane, such as a specific bike facility.

## **Segment 5**

### ***Boulder Creek: River St to Bear Creek Rd PM 12.45/13.23***

#### **Purpose**

- Improve visibility of crossing pedestrians.
- Improve pedestrian and bicycle access.
- Provide safe mobility for all users at Bear Creek Road intersection.

#### **Need**

- Deficient pedestrian and bicycle facilities along commercial corridor.
- Lack of multimodal accommodation at Bear Creek Road intersection.

#### **Description of Work**

Widen highway to provide 4-foot shoulders; convert eastside sidewalk on Boulder Creek Bridge to accommodate 4-foot shoulders and realign lanes; construct 6-foot-wide sidewalk on both sides from PM 12.77 (Mountain St) to PM 13.1 (Haven Ln), continuing on the west side from PM 13.1 (Haven Ln) to about PM 13.23 (Bear Creek Rd), where it transitions to a multi-use path to the end of the project; construct raised medians in downtown Boulder Creek; and delineate crosswalks. Substantial excavation of cut slope and vegetation removal on the west side will be required from the PM 13.16 (W Park Ave) to the end of the project; substantial fill will be required from PM 13.31 to the end of the project.

#### **Anticipated Environmental Approval**

*CEQA (choose one):*

- Exemption
  - Statutory
  - Categorical
  - Common Sense
- Initial Study with Mitigated ND
- Environmental Impact Report

*NEPA (choose one):*

- Categorical Exclusion
- Environmental Assessment with Finding of No Significant Impact
  - Routine
  - Complex
- Environmental Impact Statement

#### **PSR Summary Statement**

*(This section, preceded by the paragraph under General, must be copied into the PSR.)*

The proposed design does not clearly meet the defined need and purpose, therefore design changes at PA&ED can be expected. For the purposes of preliminary review, the anticipated environmental documentation would be an Initial Study with Mitigated ND under CEQA and a Categorical Exclusion under NEPA. The work proposed at Bear

Creek Road does not fall into a CE category under CEQA. Furthermore, the project would result in potentially significant impacts to the corridor character from urbanizing features, and to visual quality from wider pavement, canopy clearing, loss of scenic resources, and substantial loss of mature trees and heavy vegetation. The project would require R/W acquisitions of private property for the new left-turn lane, including private recreational areas. Alternatives to reduce these impacts must be considered. The document can be expected to take up to 24 months to complete.

There is a low-to-moderate risk that an EIR could be required if it appears adequate mitigation cannot be incorporated or if cumulative impacts are determined to be significant. Revising the document type to an EIR from an IS could add 1 to 3 months to the 0 phase in order to conduct early coordination under CEQA. The risk to the schedule can be minimized if this determination is made early during PA&ED so that the process can be initiated as soon as possible and occur simultaneously with environmental studies.

This determination was based on the following assumptions:

- All work will be conducted from the roadway.
- Mitigation measure will reduce impacts to below the level of significance.
- No permits or formal biological consultation will be required.
- Section 106 determination will be “no adverse effect.”
- The provisions of Section 4(f) will not apply.

## **Special Considerations**

### **Visual Quality**

There are several elements that would need to be evaluated as scenic resources. This includes street trees, in particular on the east side of the highway at PM 12.67, and a stacked stone wall at PM 12.85. Plans don't show excavation or fill conforming--- impacts will extend beyond the identified postmile limits.

### **Cultural Resources**

A stacked stone wall at PM 12.85 and one at PM 13.18 are potentially historic features and will need to be evaluated.

### **Water Quality**

The San Lorenzo River and Boulder Creek are on the 2014/2016 Clean Water Act Section 303(d) list for sedimentation. (The San Lorenzo River is also listed for various other impairments.) In addition, the Central Coast RWQCB set a total maximum daily load (TMDL) for sediment/siltation for the San Lorenzo River watershed, which limits the TMDLs for pollutants. Widening at the north end of the segment is within the San Lorenzo River watershed; that and the work in the vicinity of Boulder Creek could contribute to sedimentation to the respective waterways. Design pollution prevention BMPs could be required to minimize sediment discharge.

## **Segment 6**

### ***North Boulder PM 15.00\*/15.42***

\*Proposed work does not begin until PM 15.07. The corridor between 15.00 and 15.07 was not evaluated.

#### **Purpose**

- Provide safe mobility for all users to bus stops and Garrahan Park.

#### **Need**

- Lack of pedestrian or bicycle facilities along SR9 in this segment.

#### **Description of Work**

Widen shoulders to 4 feet; pave bus stop(s); construct 6-foot sidewalk on the southbound side of the highway from PM 15.21 (Sequoia Dr) to PM 15.43 (driveway) and for about 80 feet on the northbound side beginning at PM 15.415 (Pool Dr.) Based on preliminary review it appears widening on the northbound side will likely require drainage modifications, including culvert extensions and relocation of a drainage ditch. *No drainage modification was reviewed for this PEAR.*

#### **Anticipated Environmental Approval**

CEQA (choose one):

- Exemption
  - Statutory
  - Categorical
  - Common Sense
- Initial Study or Focused Initial Study with proposed Negative Declaration (ND) or Mitigated ND
- Environmental Impact Report

NEPA (choose one):

- Categorical Exclusion
  - Environmental Assessment with Finding of No Significant Impact
    - Routine
    - Complex
- Environmental Impact Statement

#### **PSR Summary Statement**

*(This section, preceded by the paragraph under General, must be copied into the PSR.)*

The proposed design does not clearly meet the defined need and purpose nor necessarily have logical termini, therefore design changes at PA&ED are expected. For the purposes of preliminary review, the anticipated environmental documentation is a Categorical Exemption under CEQA and a Categorical Exclusion under NEPA; this would take approximately 14 months to complete. Programming for a CE/CE poses a low risk to the schedule; an Initial Study could be deemed appropriate at PA&ED, mostly due to the urbanization through hardscape and tree and vegetation removal, and

to the chance that permits could be required. Greater clearing, pavement, and sidewalks could be considered out of character for the semi-rural setting and therefore potentially significant. Avoiding the impacts altogether and/or minimizing them with enhancement measures is recommended.

This determination was based on the following assumptions:

- All work will be conducted from the roadway.
- All work can be performed within state R/W and minor TCEs.
- There are no potentially significant impacts.
- No permits or formal biological consultation will be required.
- Section 106 determination will be “no adverse effect.”
- The provisions of Section 4(f) will not apply.

## **Special Considerations**

### **Visual Quality**

There is opportunity to improve the bus stop near PM 15.24 as an enhancement measure. Trees planted to provide afternoon shade on the new sidewalk would reduce the visual impact of the additional hardscape. Attention should be given to the decorative stone planter at PM 15.42.

### **Biology**

Widening at the north end of the segment potentially encroaches on the jurisdictional area at Kings Creek. This work could trigger permits, which would preclude the use of a CE under CEQA.

### **Water Quality**

Kings Creek is on the 2014/2016 Clean Water Act Section 303(d) list for sedimentation. Widening at the north end of the segment could contribute to sedimentation; design pollution prevention BMPs could be required to minimize sediment discharge.

### **Need and Purpose**

The limits of the deficiency identified by the need within this segment have not been well defined; this brings into question whether this segment has logical termini, and could cause issues with segmentation, depending on long-term plans. While the northern limits have clearly been defined by the design constraints at Kings Creek Bridge, it is unclear how this specifically relates to the need, since this location is midway between two residential access points. Furthermore, it should be noted that there is no pedestrian refuge along the constrained, sharp curve between PM 15.15 and PM 15.21. For these reasons, the segment could be seen as not meeting the defined purpose.

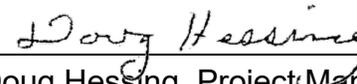
**Disclaimer**

This report is not an environmental document or determination. The above information and recommendations are based on the project description provided in this report. The discussion and conclusions provided by this PEAR are approximate and based on a cursory review of existing records, databases, and mapping tools to estimate the potential for probable environmental effects; the statements herein are not a guarantee of Environmental's needs or determinations during PA&ED. The purpose of this report is to provide a preliminary level of environmental analysis to support the project initiation. Changes in project scope, alternatives, existing environmental conditions, environmental laws, or regulations, and/or revelations made during field reviews will require a re-evaluation of this report.

**Approval**

  
\_\_\_\_\_  
Lara Bertaina, Environmental Branch Chief

6/6/2022  
Date

  
\_\_\_\_\_  
Doug Hessing, Project Manager

06/06/2022  
Date

# *Attachment F*

## Transportation Planning Scoping Information Sheet

### Proposed Project Summary

Summarize the key needs/improvements from the sections that were completed. Bring this summarized form and the completed Transportation Planning Scoping Information Sheet to the Project Nomination Scoping Team meeting. Make sure to tie these proposed needs and improvements back to [Caltrans' Strategic Management Plan goals](#).

Districts may fill out the information below if it is readily available. The Project Summary Table is optional.

<b>EA</b>	
<b>EFIS</b>	
<b>County-Route-PM</b>	SCR-SR09-PM 4.0-20.827
<b>Project Description</b>	Enhance operational features and improve multi-modal facilities, between Henry Cowell Redwoods (PM 4.0) and HWY 26 N. Jct (20.8).
Project Name: Hwy 9 Multi-Modal Corridor Improvements	

### Section 1–System Planning

The SR09 corridor serves as a main street for the towns of Felton, Ben Lomond, Brookdale, and Boulder Creek. SR 09 is located in a mountainous area. On the southeast side of SR09 is San Lorenzo River and on the opposite northwest side is mountain hillside.

### Section 2–LD-IGR

### Section 3–Smart Mobility, Complete Streets, and Regional Planning

Multimodal infrastructure is limited, some roadway features are not ADA compliant, and communities within the project area are concerned that non-motorized travel is uncomfortable because of high speed vehicles traveling the highway, blind curves, and lack of shoulder space throughout the corridor (see Shoulder Width Map attached). There are no bicycle lanes, but bicyclists are allowed. San Lorenzo Valley High school and lower grade school institutions are combined at (multi-school complex) within one location in the project limits. Pedestrians and bicyclists frequently travel on SR 9 alongside motorists to get to and from the school complex, community centers, recreational facilities, and surrounding neighborhoods. Complete Streets recommendations have been developed in coordination with local partners and derive from the Highway 9 Complete Streets Corridor Plan. The plan documents hours of public engagement and community input. Specific concepts recommended are listed further in the TPSIS document, under the attached document titled PSR-PDS Segmentation. Included with attachment are maps that help identify land uses that explain travel behaviors of residents and reasoning for complete streets implementation.

***Transportation Planning Scoping Information Sheet***

Section 4–Climate Change and Environmental Considerations

Section 5–Tribal Government Coordination

## **Transportation Planning Scoping Information Sheet**

<b>Project Nomination Scoping Team Information</b>		
<b>Title</b>	<b>Name</b>	<b>Phone Number</b>
District Information Sheet Point of Contact	Kelly McClendon	805-549-3510
Project Nomination Coordinator	Kelly McClain	805-549-3278
Transportation Planning Project Nomination Scoping Team Representative	Kelly McClendon	805-549-3510

<b>Transportation Planning Stakeholder Information</b>		
<b>Title</b>	<b>Name</b>	<b>Phone Number</b>
Regional Planner	Gustavo Alfaro	805-549-3443
System Planner	Kelly McClendon	805-549-3510
Local Development Intergovernmental Review (LD-IGR) Planner	Christopher Bjornstad	805-549-3157
Sustainable Planning Grant Coordinator	Hana Mengsteab	805-549-3130
Goods Movement Planner	Gustavo Alfaro	805-549-3443
Transit Planner	Jennifer Calate	805-549-3099
Bicycle and Pedestrian Coordinator	Gustavo Alfaro	805-549-3077
Park and Ride Coordinator	Jennifer Calate	805-549-3099
Native American Liaison	Hana Mengsteab	805-549-3130
Climate Change Coordinator/Liaison	Jenna Schudson	805-549-3432
Other Coordinators		

**Reviewed by:**

*Gustavo Alfaro*

8/31/2021

\_\_\_\_\_  
District Planning Representative (Date)

\_\_\_\_\_  
Project Nomination Coordinator

## Transportation Planning Scoping Information Sheet

It is recognized that not every proposed project will require each section in the Transportation Planning Scoping Information Sheet to be filled out.

### Section 1: System Planning

ROUTE SEGMENT AND PROJECT INFORMATION		
	Co/ Rte /P.M.	Project Description
<b>Choose Anchor Asset</b>	SCR/09/4.0 – 20.827	
<b>Planned/Programmed Project</b>		
<b>Planned/Programmed Project</b>		
<b>Planned/Programmed Project</b>		

ROUTE DESIGNATIONS				
<b>Freeway and Expressway</b>	N/A- Minor Arterial	<b>Scenic Highway</b>	Eligible	
<b>National Highway System</b>	N/A	<b>Truck Designation</b>	<b>Network</b>	Advisory KPRA over 30 ft. not advised- California Legal Advisory Route
<b>Strategic Highway Network</b>	N/A	<b>Interregional System</b>	<b>Road</b>	Yes, partially.
<b>Federal Functional Classification</b>	Principle Arterial	<b>Strategic Corridor</b>	<b>Interregional</b>	N/A
<b>Other</b>	Facility type: Conventional	<b>Priority Facility</b>	<b>Interregional</b>	N/A

ADT		V/C				Speeds			
Base Year 2013	Horizon Year 2040	Base Year 2013		Horizon Year 2040		Base Year 2013		Horizon Year 2040	
54,500	74,300	<b>NB</b>	0.412	<b>NB</b>	.576	<b>NB</b>	48	<b>NB</b>	48
- 55,000	- 75,700	<b>SB</b>	0.761	<b>SB</b>	1.009	<b>SB</b>	38	<b>SB</b>	28

**Truck Volumes:** \_\_\_\_\_ **Truck Percentages: 2-6%**

**Please describe how the project will impact modal and intermodal facilities: Bicycle access and some bus facilities exist around the area.**

**Please identify if the project is consistent with the following documents:**

**Transportation Concept Report (TCR)**
                    
  **District System Management Plan (DSMP)**
                    
  **Corridor System Management Plan (CSMP)**

**Interregional Transportation Strategic Plan (ITSP)**
                    
  **California Freight Mobility Plan (CFMP)**

**Other (Feasibility Study, District Bike and Ped Plan, Regional Concept of Transportation Operations etc):**

## Transportation Planning Scoping Information Sheet

### Section 2: Local Development – Intergovernmental Review

<b>LD-IGR</b>	
<p>Please provide the below LD-IGR information (if available) for any proposed local projects that may impact, directly or indirectly, the project. Describe the land uses along the segment. Identify major sites, destinations and trip generators within or adjacent to the corridor. These can include: residential parks, recreation centers, religious institutions, schools, town centers, shopping centers, large employment centers and so forth.</p>	
<p><b>Local Agency Name/Project Sponsor:</b> Santa Cruz County Regional Transportation Commission</p>	<p><b>Phone Number:</b> (831)-460-3200 <b>Email:</b> info@sccrtc.org</p>
<p><b>Project Distance to Development(s)</b></p>	<p>Consult with District LD-IGR Planner, Chris Bjornstadt. N/A</p>
<p><b>California Environmental Quality Act (CEQA) Status and Implementation Date</b></p>	
<p><b>National Environmental Policy Act Status (required for projects with Federal Funding)</b></p>	
<p><b>All vehicular and non-vehicular unmitigated impacts and planned mitigation measures include Transportation Demand Management (TDM) and Transportation System Management (TSM) that may affect Caltrans Facilities</b></p>	
<p><b>Approved mitigation measures and implementing party.</b></p>	
<p><b>Value of constructed mitigation and/or amount of funds provided.</b></p>	
<p><b>Encroachment Permit, Transportation Permit, Traffic Management Plan, or California Transportation Commission (CTC) Access approvals needed</b></p>	
<p><b>Describe relationship to Regional Blueprint, General Plans, or County Congestion Management Plans.</b></p>	
<p><b>Inclusion in a Regional Transportation Plan, Sustainable Community Strategy, or Alternative Planning Strategy?</b></p>	
<p><b>What type of regional or local mitigation/transportation impact fee program is in place?</b></p>	
<p><b>Traffic Mitigation Agreement with an agency or developer to collect a “Fair Share” to offset “nexus and proportionality” traffic impacts to the SHS.</b></p>	

## Transportation Planning Scoping Information Sheet

### Section 3: Smart Mobility, Complete Streets, and Regional Planning

#### SMART MOBILITY FRAMEWORK PLACE TYPES

Identify the SMF Place Type(s):

- |                                       |                                                |                                                      |                                                   |
|---------------------------------------|------------------------------------------------|------------------------------------------------------|---------------------------------------------------|
| <input type="checkbox"/> Urban Center | <input type="checkbox"/> Close-In Center       | <input type="checkbox"/> Suburban Center             | <input type="checkbox"/> Rural Settlement/Ag Land |
| <input type="checkbox"/> Urban Core   | <input type="checkbox"/> Close-In Corridor     | <input type="checkbox"/> Suburban Corridor           | <input checked="" type="checkbox"/> Rural Towns   |
|                                       | <input type="checkbox"/> Close-In Neighborhood | <input type="checkbox"/> Suburban Dedicated Use Area | <input type="checkbox"/> Protected Lands          |
|                                       | <input type="checkbox"/> Compact Community     | <input checked="" type="checkbox"/> Neighborhood     | <input type="checkbox"/> Special Use Areas        |

## Transportation Planning Scoping Information Sheet

### 3.1 Pedestrian Conditions

BICYCLE AND PEDESTRIAN CONDITIONS	Needs/Opportunities with Project	Regional/Local Partners Needs
<p><b>Describe the existing bicycle and pedestrian facilities within the project limits</b> (e.g. bicycle/pedestrian accessibility; Class I, II, III, IV, signage; shoulder connections, sidewalks, on/off ramps, crosswalks, curb ramps; and bicycle/pedestrian counts etc.) Bicycles are allowed but there are no existing bicycle and pedestrian facilities</p>	<p>Opportunities from the corridor plan were explored in partnership with SCCRTC. Several segments and corresponding bike, pedestrian, and transit concepts were developed. Potentially feasible concepts are moving forward into the project and will be studied further study in PAED.</p>	<p>See total complete streets concept list from SCCRTC's Highway 9/San Lorenzo Valley Complete Streets Corridor Plan: <a href="https://scrtc.org/projects/streets-highways/hwy-9-plan/">https://scrtc.org/projects/streets-highways/hwy-9-plan/</a></p>
<p><b>Describe the physical and/or perceived impediments for bicyclists and pedestrians</b> Shoulders are predominately less than 8 feet (See Shoulder Width Map). SR 9 is a narrow roadway, connectivity gaps in sidewalks, limited curbs, non-ADA compliant facilities exist in the corridor. There is no formal bike classification and bicyclists often share the road surface with motorists.</p>	<p>Any bike and pedestrian concepts that cannot be implemented by Caltrans on SR 9, SCCRTC with local partners can pursue funding and implementation through the PSR-PDS (EA 05-1M550). Please see attached PSR-PDS Segmentation at the end of this document.</p>	
<p><b>Does the highway segment function as a "Main Street: or a "Safe Route to School"?</b> Yes, this corridor serves as a main street for the towns of Felton, Ben Lomond, Brookdale, and Boulder Creek.</p>	<p>Note: All new bike lanes are recommended to have striping and/or signage indicating transitions from Class II to Class III bike routes and indicating beginning/ending routes.</p>	
<p><b>Describe the bicycle and pedestrian needs as identified in an existing Bicycle/Pedestrian Plan or comprehensive planning study for the corridor, if any.</b> Needs are described in project priority list originating from the Highway 9 San Lorenzo Valley Complete Streets Corridor Plan. This plan was funded by a Caltrans grant. See attached.</p>		
<p><b>If applicable, is the Pedestrian Plan or comprehensive planning study included in the ADA Transition Plan?</b> N/A</p>		

### Transportation Planning Scoping Information Sheet

<p><b>Is the proposed project located on a corridor that accommodates or bisect recreational trails</b>          Yes, Big Basin Redwoods State Park and Henry Cowell State Park.</p>		
<p><b>Contact information for bicycle, pedestrian or disabled advisory advocates.</b>          SCCRTC Transportation Planners          Grace Blakeslee -831-462-3200          Cory Caletti-SCCRTC-831-460-3201  <a href="mailto:CCaletti@scrtc.org">CCaletti@scrtc.org</a></p>		

### 3.3 Transit Conditions

TRANSIT CONDITIONS	Needs/Opportunities with Project	Regional/Local Partner Needs
<p><b>What are the existing transit accommodations, if any? (e.g., such as bus stops or active transit line)</b>            The SLV is served by three public bus routes, school buses, as well as paratransit services for seniors and people with disabilities offered by Santa Cruz METRO and Community Bridges Lift Line. Santa Cruz METRO's three bus routes have an average monthly ridership of approximately 40,000. Santa Cruz Metro has route 17 Express going from Santa Cruz to Scotts Valley, route 35A going from Santa Cruz to Scotts Valley to Redwood Grove or Boulder Creek, route 35/35A going from Santa Cruz to Scotts Valley to San Lorenzo Valley.</p>	<p>Multiple transit improvements (bus pads) are proposed in coordination with local partners and community planning efforts. See PSR-PDS Segmentation page towards the end of this document.</p>	<p>See total complete streets concept list from SCCRTC's Highway 9/San Lorenzo Valley Complete Streets Corridor Plan: <a href="https://scrtc.org/projects/streets-highways/hwy-9-plan/">https://scrtc.org/projects/streets-highways/hwy-9-plan/</a></p>
<p><b>Are there existing transit or proposed accommodations on intersecting local roadways?</b>            N/A</p>		
<p><b>Where is the nearest Park and Ride Lot? Who owns/maintains?</b>            There are two park and ride lots, Scotts Valley transit center a mile from the Mt. Hermon Rd exit managed by Santa Cruz Metro, off the Summit Rd exit and Pasatiempo exits owned by Caltrans.</p>		

### **Transportation Planning Scoping Information Sheet**

TRANSIT CONDITIONS	Needs/Opportunities with Project	Regional/Local Partner Needs
<p><b>Describe transit facility needs identified in short-and long-range transit plans and RTP. Describe how these future plans relate to the corridor. See SCCRTC total project priority list attached.</b></p>		
<p><b>Contact information for local transit provider.</b> Pete Rasmussen, SC Metro 831) 426-6080</p>		

#### 3.4 Local and Regional Planning

LOCAL AND REGIONAL PLANNING	Additional Needs/Opportunities with Project
<p><b>MPO/RTPA and Contact Name:</b>                      Brianna Goodman, Transportation Planner                      Rachel Moriconi, Transportation Planner                      (831) 460-3200</p>	
<p><b>Local County/City and Contact Name:</b>                      County of Santa Cruz                      Steven B. Wiesner, P.E.                      Assistant Director of Public Works                      Steve.Wiesner@santacruzcounty.us</p>	
<p><b>Title and web-link to most current Regional Transportation Plan/Sustainable Community Strategy (RTP/SCS)</b>  <a href="https://scrtc.org/funding-planning/long-range-plans/rtp/">https://scrtc.org/funding-planning/long-range-plans/rtp/</a></p>	
<p><b>Title and web-link to most current General Plan.</b>  <a href="http://www.sccoplanning.com/PlanningHome/SustainabilityPlanning/GeneralPlan.aspx">http://www.sccoplanning.com/PlanningHome/SustainabilityPlanning/GeneralPlan.aspx</a></p>	
<p><b>Provide nexus between the RTP objectives and the proposed project to establish the basis for the project purpose and need.</b>                      The goals of the RTP are: 1. Establish livable communities that improve people's access to jobs, schools, recreation, healthy lifestyles and other regular needs in ways that improve health, reduce pollution and retain money in the local economy. 2: Reduce transportation related fatalities and injuries for all transportation modes. 3: Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system and beneficially for the natural environment. All three goals correlate to the needs of SR09 SLV and therefore connect to the project purpose/need.</p>	

**Transportation Planning Scoping Information Sheet**

**Section 4: Climate Change and Environmental Considerations**

CLIMATE CHANGE AND ENVIRONMENTAL CONSIDERATIONS	
Is there an adopted Climate Action Plan for the City of County in which the proposed project is located?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Is the corridor susceptibility to climate change factors such as increased flooding or sea level rise? If yes, please indicate which factors to the right. <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	<input type="checkbox"/> Sea Level Rise/Storm Surge <input type="checkbox"/> Temperature Changes <input checked="" type="checkbox"/> Precipitation <input checked="" type="checkbox"/> Wildfire
Is there a local and/or regional climate vulnerability assessment or adaptation plan? Please provide link and/or further information.	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No  As of August 2019 Caltrans, District 5 is in the process of developing a Vulnerability Assessment that encompasses this location. Anticipated completion is early 2020.
Describe assets vulnerable to changes in climate conditions, such as landscape planting, irrigation systems.	Landscape planting, roadways.
Does the proposed project include GHG measures from the Regional RTP/SCS's Environmental Impact Report (EIR)? <i>Consult with District LD-IGR Planner, Jenna Schudson.</i>	
Is the proposed project located on or near and of the following: sensitive habitat areas such as wetlands, native or sensitive species habitats, wildlife corridors, identified fish passage barrier, agricultural land?	Critical Habitat: Steelhead, Scotts Valley Polygonum

AIR QUALITY MANAGEMENT	
Name of Air Quality Management District (AQMD) Monterey Bay Unified APCD	
Is the proposed project located in a Federal non-attainment or attainment maintenance area?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No The following are the federal classifications: Ozone Unclassified/Attain.

***Transportation Planning Scoping Information Sheet***

	Carbon Monoxide Unclassified/Attain. Nitrogen Dioxide Unclassified/Attain. Sulfur Dioxide Attainment Particulate Matter (10) Unclassified/Attain. Lead Unclassified/Attain
--	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

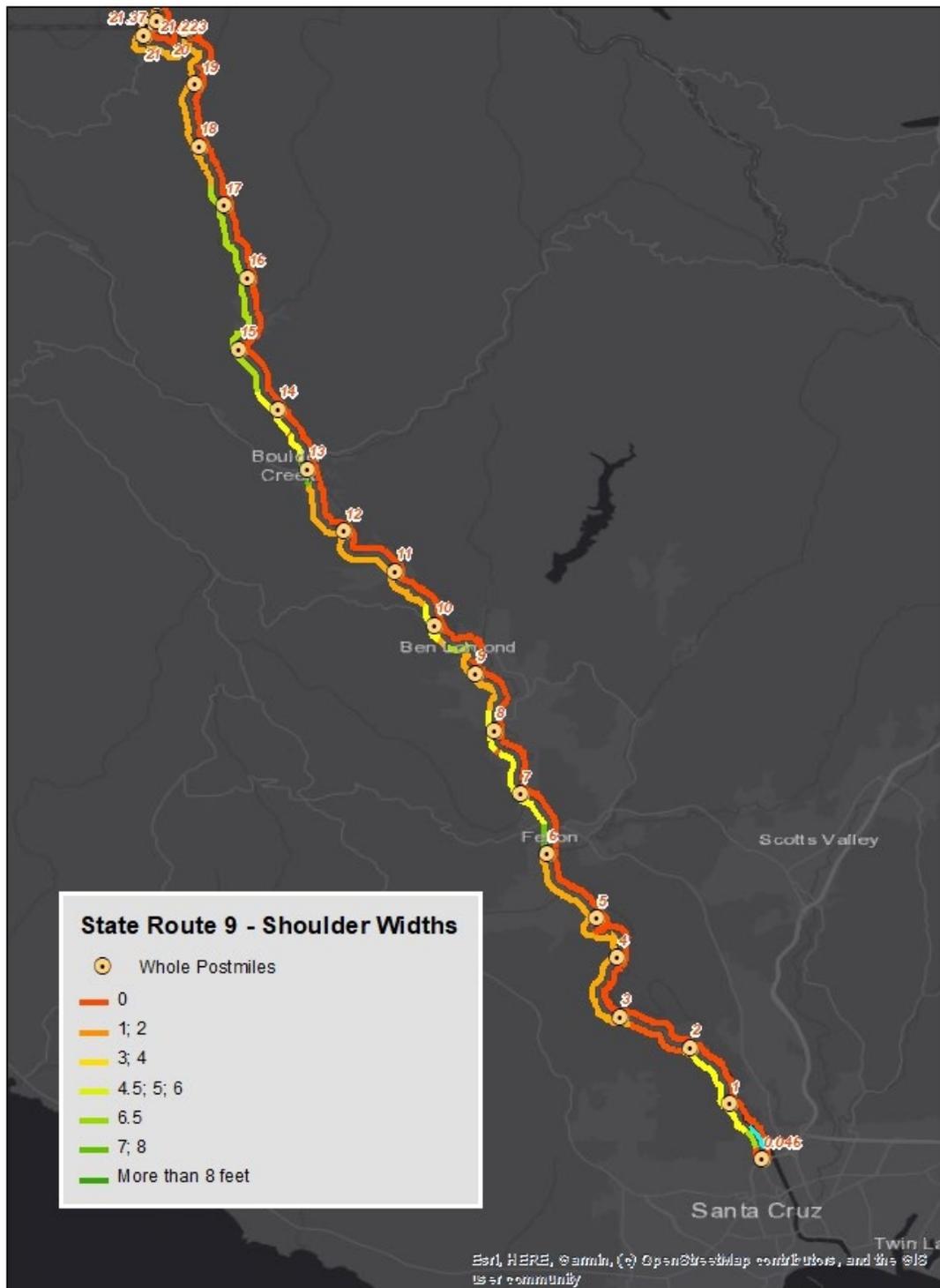
## Transportation Planning Scoping Information Sheet

### Section 5: Tribal Government Coordination

TRIBAL GOVERNMENT COORDINATION	
<p>Is the proposed project within or near an Indian Reservation Rancheria, or Tribal Trust Land?</p>	<input type="checkbox"/> Yes (Please provide name/names) <input checked="" type="checkbox"/> No
<p>Does the proposed project involve trust lands (including tribal and individual allotted lands) outside of a reservation or Rancheria?</p>	<input type="checkbox"/> Yes (Please provide name/names) <input checked="" type="checkbox"/> No
<p>You may skip the following three questions below only if both questions above have been checked no.</p>	
<ul style="list-style-type: none"> <li>• <i>Has the Tribe or individual allotment holders been notified?</i></li> </ul>	<input type="checkbox"/> Yes (Describe concerns/topics discussed) <input type="checkbox"/> No (Why not?)
<ul style="list-style-type: none"> <li>• <i>Has the Bureau of Indian Affairs (BIA) been notified (if trust lands and/or a Reservation/Rancheria is involved)?</i></li> </ul>	<input type="checkbox"/> Yes (Describe concerns/topics discussed) <input type="checkbox"/> No (Why not?)
<ul style="list-style-type: none"> <li>• <i>Have all applicable tribal laws and regulations been reviewed for required coordination?</i></li> </ul>	<input type="checkbox"/> Yes <input type="checkbox"/> No
<p>Is there an AB 52 letter on file from a Native American Tribe that would affect this project?</p>	<input type="checkbox"/> Yes (Please provide Tribal name(s) and letter details). <input type="checkbox"/> No
<p>Has the Tribal Government been contacted?</p>	<input type="checkbox"/> Yes (Describe concerns/topics discussed) <input type="checkbox"/> No (Why not)
<p>Does the Tribe have a Tribal Employment Rights Office/Ordinance (TERO)?</p> <ul style="list-style-type: none"> <li>• <i>Has the TERO been reviewed for required coordination?</i></li> <li>• <i>Is there a related Memorandum of Understanding (MOU) between the District and the Tribe?</i></li> </ul>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> Yes <input type="checkbox"/> No
<p>Does Caltrans have other MOUs with the Tribe?</p>	<input type="checkbox"/> Yes (Provide title and description or content) <input type="checkbox"/> No

# Transportation Planning Scoping Information Sheet

## SHOULDER WIDTH MAP



# Transportation Planning Scoping Information Sheet

## PSR-PDS Segmentation

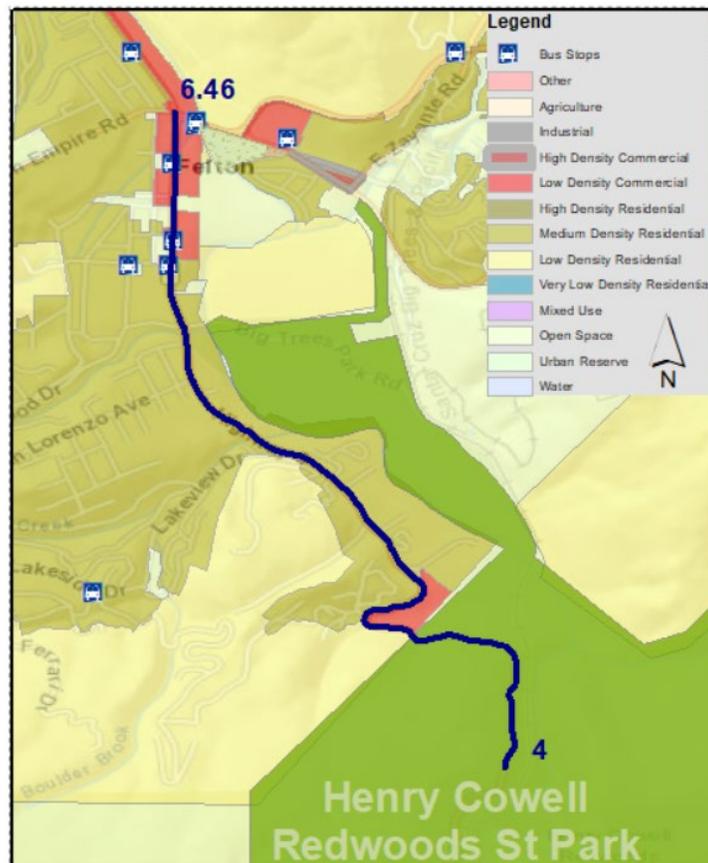
### **Segment 1.** Felton: Henry Cowell State Park to Graham Hill Rd, (PM 4 to 6.46)

For SHOPP Project 05-1K890 (Felton CAPM), between (PM 0.05/7.50), Caltrans is pursuing implementation of sidewalks, Class II bike lane (Class II requires striping parking improvements to make room for Class II bike lanes), new curb extensions, and enhanced crosswalks. See CSDD and project report for specific complete streets concepts included within the project limits.

For SHOPP Project 05-1M400 (Safety Project), between (PM 6.30/7.20), pedestrian facilities will be improved by including pedestrian gap closures, crossings, and new sidewalks. Other complete streets elements to be considered include enhanced crosswalk visibility and upgraded bus stop facilities. Pedestrian facilities can also be enhanced by including streetscape elements such as benches and lighting to further promote a more pedestrian friendly experience. Bicycle mobility can be improved by including striping and signage to clearly indicate the Class III Bike Route that exists within the project's limits. Any proposed project improvements will consider cyclists as users of the state highway system.

Improvements within this segment address will accomplish the following:

- Increase multimodal accommodation at commuter routes/major arterial intersections with SR 9.
- Add pedestrian and bicycle facilities along commercial corridor and promote active transportation for nearby neighborhoods.
- Enhance pedestrian and bicycle connectivity from the high-density commercial town center to the entrance of Henry Cowell State Park.



Segment 1 Map- Land Use

## Transportation Planning Scoping Information Sheet

### Segment 2. Schools: Graham Hill Rd to Glen Arbor N, (PM 6.46 to 8.115)

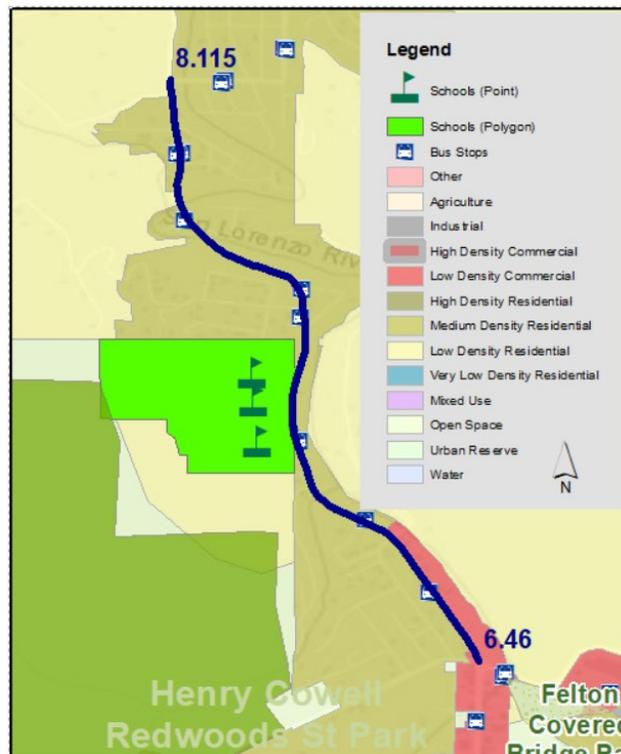
This segment includes a Class III bike route on the Northbound (NB) and southbound (SB) side of the highway starting at the southern end of the school complex entrance. The Class III bike route on the SB side ends at El Soyo Heights Drive (PM 7.5) at the northern end of the segment. Class III bike route on the NB side continues until ending at Brackney Road (PM 7.8). Class III bike route begins again on the SB side of the highway near Sunny Croft Road (PM 7.97) until ending at Glen Arbor Road (PM 8.11).

For pedestrian mobility, sidewalks are proposed at the school complex most southern driveway, SB side, at a spot location. New sidewalks on the SB side are proposed to begin again at El Soyo Heights Drive. A new sidewalk on the NB side starts at Sunny Croft Road and conditions maintain until Glen Arbor Road. To improve pedestrian access to transit, a bus pad and sidewalk on the SB side are proposed just south of El Soyo Heights Drive.

The SLV school complex circulation project was added to the scope 05-1M550 for SCCRTC and local partners to pursue funding to address congested traffic conditions during school days.

Improvements within this segment address will accomplish the following:

- Increase pedestrian and bicycle facilities from the high-density commercial town center and nearby neighborhoods to the SLV Schools Complex entrance along SR9.
- Improve circulation at the SLV school complex.



Segment 2 Map- Land Use

## Transportation Planning Scoping Information Sheet

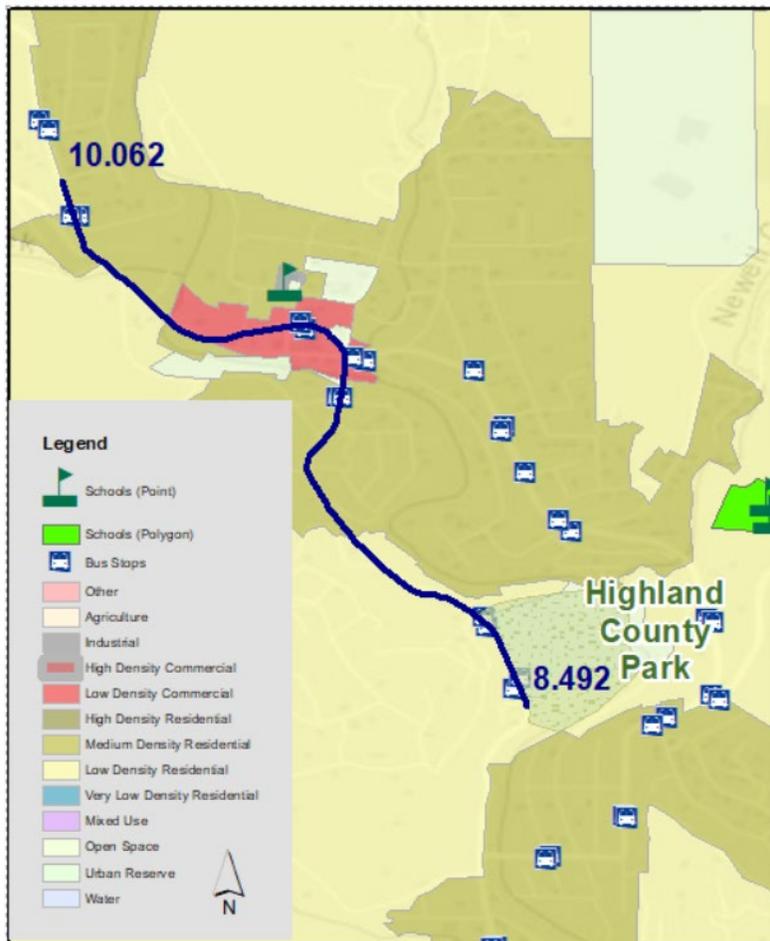
### Segment 3. Ben Lomond: Highland Park to Jacobson Ln, (PM 8.492 to 10.062)

Segment 3 includes a new bike and pedestrian path at the Holiday Lane (PM 8.492) entrance on the NB side starting at the Highland Park entrance road. A bus stop and sidewalk improvements are proposed on both the NB and SB side. The Bike and ped path continue northerly and ends at Shadow Brook Road (PM 8.81).

The NB bike and pedestrian path begins again at just north of Woodland Drive (PM 9.13) and ends at Miles Street (PM 9.29). From Miles Street, nearing the town center, NB/SB Class III route including sidewalks begins. Class III transitions to Class II at Brookside Avenue (PM 9.38). Class II and sidewalks continue until the northern Mill Street intersection (PM 9.64). Class II changes back to Class III bike route. Sidewalks end at Marshall Creek Court (PM 9.78). An existing 4' sidewalk on the NB side begins at Marshall Creek Court and ends at Brown Gable Road (PM 9.95). Class III bike route ends at Jacobson Lane (PM 10.06).

Improvements within this segment will accomplish the following:

- Increase multimodal facilities from a recreational facility entrance (Highland County Park) to the high-density commercial center.



Segment 3 Map- Land Use

## Transportation Planning Scoping Information Sheet

### Segment 4. Brookdale: Western Dr to Irwin Wy, (PM 11.123 to 12.18)

Segment 4 provides sidewalk on NB/SB side at Western Ave (PM 11.13) and continues northerly. A new transit bus pad is proposed (PM 11.15) on the SB side. A Bike and ped path on the NB side is proposed at Alameda Avenue (PM 11.3) and ends at Cascada Street (PM 11.35). Sidewalks end at Pacific Street (PM 11.42). A new transit bus pad (PM 11.4) on the SB side is proposed. Roadway widening to add in left turn channelization for SB side starts at (PM11.94) and ends at (PM12.18).

Improvements within this segment will accomplish the following:

- Increase pedestrian and bicycle facilities for dense neighborhoods within this segment.



Segment 4 Map- Land Use

## Transportation Planning Scoping Information Sheet

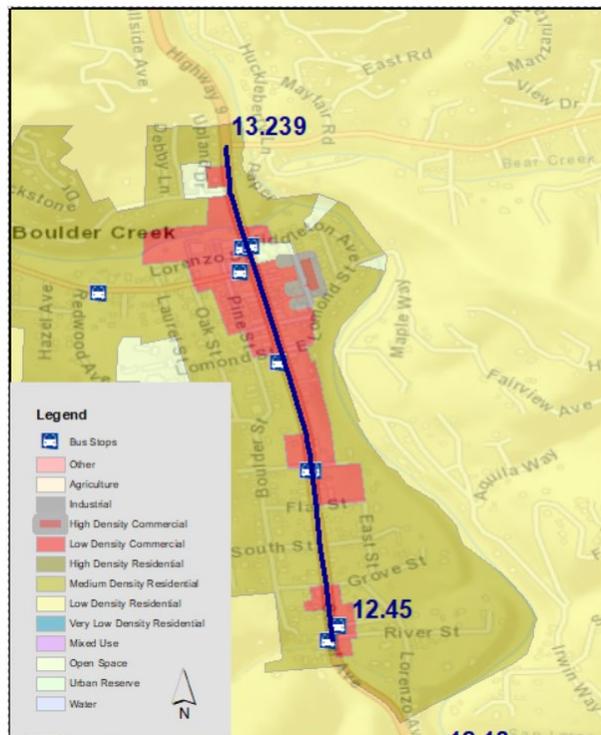
### Segment 5. Boulder Creek: River St to Bear Creek Rd, (PM 12.45 to 13.239)

Segment 5 proposes NB/SB class III bike routes beginning at River Street (PM 12.45) and continues until (PM 12.48) where Class III transitions to Class II bike route. Class II bike route transitions back to Class III at Middleton Avenue (PM 13.09). Class III on the SB side bike route transitions to a Bike and Pedestrian Path at approximately Bear Creek Road (PM 13.24). The NB side remains class III and ends at (PM 13.34).

Proposed NB/SB sidewalks begin at Mountain Street (PM 12.77), with the NB side ending at just north of Middleton Avenue (PM 13.1). The SB sidewalk loosely ends at Bear Creek Road.

Improvements within this segment will accomplish the following:

- Increase pedestrian and bicycle facilities along a dense commercial corridor and improve connectivity to town center amenities.
- Enhance multimodal accommodation at commuter routes/major arterial intersections with SR 9.
- Improve visibility of crossing pedestrians.
- Improve pedestrian and bicycle access to Boulder Creek Elementary.
- Provide safe mobility for all users at Bear Creek Rd.



Segment 5 Map- Land Use

## Transportation Planning Scoping Information Sheet

### Segment 6. North of Boulder Creek: Pleasant Way to Pool Dr, (PM 15.084 to 15.422)

Segment 6 proposes a transit bus pad improvement on the SB side at Riverside Drive (PM 15.08) and Sequoia Road (PM 15.21). NB/SB class III bike routes also begin at (PM 15.21), including SB sidewalks. Just north of Kings Creek Road (PM 15.35) a spot location improvement is proposed that includes a new crosswalk, sidewalk, and bulb out. At Pool Drive (PM 15.42), the project includes a proposed new crosswalk across SR 9 for residents walking to the adjacent market store. A NB sidewalk begins at Pool Drive and ends at (PM15.43). Both the NB/SB bike lanes end at (PM 15.46).

Improvements within this segment will accomplish the following:

- Provide safe mobility for all users to bus stops, market store, and Garrahan Park.

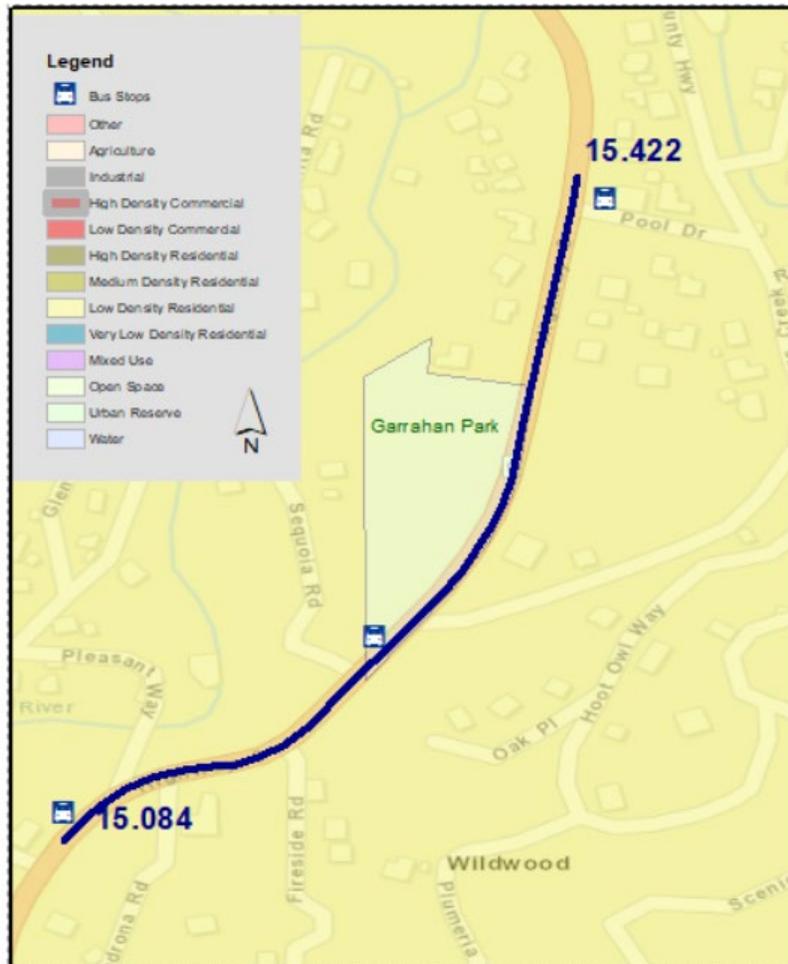


Figure 1 Segment 6 Map- Land Use

# *Attachment G*

**Memorandum****To:** Doug Hessing**Date:** 4/22/2022**Attn:** Claudia Espino**File:** CD 05 EA 1M550      **Alt** 1 Seg 2**Co** SCr      **RTE** 9**DESCRIPTION:****Multimodal travel circulation, bicycle and pedestrian connections, Segment 2****From:** Department of Transportation  
Division of Right of Way Central Region**Subject:** RIGHT OF WAY DATA SHEET

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 12/14/2021

**The following assumptions and limiting conditions were identified:****Parcels**

Temporary Construction Easements based on M410 of 5/12/25 and M600 of 12/2/26 totaling 1.56 years (19 months). Permanent Easements calculated at 90% of Fee value. Datasheet request indicated a lack of environmental concern in the area, if any mitigation sites are needed this could increase the R/W requirements. Any increase or decrease in r/w requirements will render this estimate obsolete. No Improvements appear affected, although detailed maps were not provided. 21 Parcels below Nominal amount, Nominal amount (\$2,500) utilized for estimate purposes. Easement Costs include approximately \$28,000 for Incentive Program.

**Utility**

The Project Engineer states on the Right of Way Data Sheet Request Form that a Utility permit search has been completed, utility involvement and/or relocation is required, potholing is required with an estimate of 22 holes, and verifications are necessary. Once utility verification maps have been provided and Pos-Loc has been completed, it will become possible to determine the full extent of any utility involvements on this project. Avoid and protect in place all existing, unaffected, buried, and aerial utility facilities in the project area. Comply with USA alert requirements, including at construction sign locations.

Right of Way Lead Time will require a minimum 22 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

Recommended for approval by:

*Martin Miller*


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 MARTIN MILLER  
 Senior Right of Way Agent  
 (805)549-3577

**General Description of R/W and Excess Lands Required (zoning, use, major improvements, critical or sensitive parcels, etc.):**

This Project is a multi-modal corridor improvement project and this Segment will have 34 acquisition areas on 25 parcels by way of Temporary Construction Easements (TCE) and Permanent Easement (some parcels have two). The parcels include both residential and commercial uses of varying capacities. No apparent improvements within the easement areas or appear to be affected by construction in the manner proposed.

**General Description of Utility Involvement:**

Highway 9 is a undivided conventional highway in the project area. This project proposes to improve multi-modal use of the Route 9 Corridor by widening the road, improving bus stops, installing Class III bike routes and Class II bike lanes, installing sidewalks, installing multi-use paths, installing and enhancing crosswalks, and enhancing parking.

**General Description of Railroad Involvement:**

No RR facilities affected.

Right Of Way Cost Estimate	Current Year	Contingency Rate	Escalation Rate	Escalated Year
	2021	25%	5%	2024
<b>Acquisition:</b>	\$181,250			<b>\$209,820</b>
<b>Mitigation:</b>	\$0	25%	5%	<b>\$0</b>
<b>State Share of Utilities:</b>	\$866,250	25%	5%	<b>\$1,002,793</b>
<b>Expert Witness:</b>	\$0	25%	5%	<b>\$0</b>
<b>Relocation Assistance:</b>	\$0	25%	5%	<b>\$0</b>
<b>Demolition and Clearance:</b>	\$0	25%	5%	<b>\$0</b>
<b>Title and Escrow:</b>	\$29,156	25%	5%	<b>\$33,752</b>
<b>Ad Signs:</b>	\$0	25%	5%	<b>\$0</b>
<b>Total Current Value:</b>	\$1,076,656			<b>\$1,246,364</b>

If RW Cost Est fields are blank, Costs = \$0

NOTE: above estimate includes railroad engineering in the amount of: \$0.00

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo. 22

Estimated Pothole Date 4/22/2025

Cost Break Down		Parcel Data	
Pot Hole	33,000	# of Parcel Type X:	0
# Pot Holes	22	# of Parcel Type A: less than \$10,000 non-complex	15
<b>Mitigation</b>		# of Parcel Type B: more than \$10,000 non-complex	10
Land	0	# of Parcel Type C: complex, special valuation	0
Bank	0	# of Parcel Type D: most complex/time consuming	0
Permit Fees	0	<b>Totals:</b>	25
<b>Parcel Area</b>		# of Excess Parcels:	0
Total R/W Required:	37810	# of Duals Needed:	0
Total Excess Area:	0	<b>Totals:</b>	<b>0</b>

**Misc R/W Work**

# of RAP Displacements:	0
# of Clearance/Demos:	0
# of Const Permits:	0
# of Condemnations:	0

**RR Involvement**

Railroad Facilities or Right of Way Affected?	No
Const/Maint Agreement:	No
Service Contract Count:	0
Right of Entry:	No
Clauses:	No
Estimated Lead-time:	0 mos.

**Utilities**

2 Companies to be potholed
7 Companies for Verification
2 Companies for Utility Relocations
JUA/CCUAs are not needed

Is there a significant effect on assessed valuation:

Were any previously unidentified sites with hazardous waste or material found:

Are RAP displacements required:

# of single family:  # of muliti-family:  # of business/nonprofit:  # of farms:

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required:

Are there potential relinquishments or abandonments:

Are there any existing or potential airspace sites:

Are environmental mitigation parcels required:

**Data for evaluation provided by:**

Estimator:	David Adams	12/16/2021
Railroad Liaison Agent:	Patrick Mason	12/20/2021
Utility Relocation Coordinator:	Landon Nagata	12/17/2021

I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.

*Martin Miller* for Marshall Garcia

MARSHALL GARCIA  
Office Chief, Central Region Right of Way

Date  
ENTERED PMCS  
BY:

**Memorandum****To:** Doug Hessing**Date:** 4/22/2022**Attn:** Claudia Espino**File:** CD 05 EA 1M550      **Alt** 1 Seg 3**Co** SCr      **RTE** 9

Joseph Salazar

**DESCRIPTION:****Multimodal travel circulation, bicycle and pedestrian connections, Segment 3****From:** Department of Transportation  
Division of Right of Way Central Region**Subject:** RIGHT OF WAY DATA SHEET

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 12/14/2021

**The following assumptions and limiting conditions were identified:****Parcels**

Temporary Construction Easements based on M410 of 5/12/25 and M600 of 12/2/26 totaling 1.56 years (19 months). Permanent Easements calculated at 90% of Fee value. Datasheet request indicated a lack of environmental concern in the area, if any mitigation sites are needed this could increase the R/W requirements. Any increase or decrease in r/w requirements will render this estimate obsolete. No Improvements appear affected, although detailed maps were not provided. 17 Parcels below Nominal amount, Nominal amount (\$2,500) utilized for estimate purposes. Easement Costs include approximately \$20,000 for Incentive Program.

**Utility**

The Project Engineer states on the Right of Way Data Sheet Request Form that a Utility permit search has been completed, utility involvement and/or relocation is required, potholing is required with an estimate of 110 holes, and verifications are necessary. Once utility verification maps have been provided and Pos-Loc has been completed, it will become possible to determine the full extent of any utility involvements on this project. Avoid and protect in place all existing, unaffected, buried, and aerial utility facilities in the project area. Comply with USA alert requirements, including at construction sign locations.

Right of Way Lead Time will require a minimum 22 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

Recommended for approval by:

*Martin Miller*

MARTIN MILLER  
Senior Right of Way Agent  
(805)549-3577

**General Description of R/W and Excess Lands Required (zoning, use, major improvements, critical or sensitive parcels, etc.):**

This Project is a multi-modal corridor improvement project and this Segment will have 23 acquisition areas on 20 parcels by way of Temporary Construction Easements (TCE) and Permanent Easement (some parcels have both). The parcels include both residential and commercial uses of varying capacities. No apparent improvements within the easement areas or appear to be affected by construction in the manner proposed.

**General Description of Utility Involvement:**

Highway 9 is a undivided conventional highway in the project area. This project proposes to improve multi-modal use of the Route 9 Corridor by widening the road, improving bus stops, installing Class III bike routes and Class II bike lanes, installing sidewalks, installing multi-use paths, installing and enhancing crosswalks, and enhancing parking.

**General Description of Railroad Involvement:**

No RR facilities affected.

Right Of Way Cost Estimate	Current Year	Contingency Rate	Escalation Rate	Escalated Year
	2021	25%	5%	2024
<b>Acquisition:</b>	\$93,750			<b>\$108,527</b>
<b>Mitigation:</b>	\$0	25%	5%	<b>\$0</b>
<b>State Share of Utilities:</b>	\$1,043,750	25%	5%	<b>\$1,208,271</b>
<b>Expert Witness:</b>	\$0	25%	5%	<b>\$0</b>
<b>Relocation Assistance:</b>	\$0	25%	5%	<b>\$0</b>
<b>Demolition and Clearance:</b>	\$0	25%	5%	<b>\$0</b>
<b>Title and Escrow:</b>	\$22,813	25%	5%	<b>\$26,408</b>
<b>Ad Signs:</b>	\$0	25%	5%	<b>\$0</b>
<b>Total Current Value:</b>	\$1,160,313			<b>\$1,343,207</b>

If RW Cost Est fields are blank, Costs = \$0

NOTE: above estimate includes railroad engineering in the amount of: \$0.00

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo. 22

Estimated Pothole Date 4/22/2025

Cost Break Down		Parcel Data	
Pot Hole	165,000	# of Parcel Type X:	0
# Pot Holes	110	# of Parcel Type A: less than \$10,000 non-complex	11
<b>Mitigation</b>		# of Parcel Type B: more than \$10,000 non-complex	9
Land	0	# of Parcel Type C: complex, special valuation	0
Bank	0	# of Parcel Type D: most complex/time consuming	0
Permit Fees	0	<b>Totals:</b>	20
<b>Parcel Area</b>		# of Excess Parcels:	0
Total R/W Required:	11189	# of Duals Needed:	0
Total Excess Area:	0	<b>Totals:</b>	<b>0</b>

**Misc R/W Work**

# of RAP Displacements:	0
# of Clearance/Demos:	0
# of Const Permits:	0
# of Condemnations:	0

**RR Involvement**

Railroad Facilities or Right of Way Affected?	No
Const/Maint Agreement:	No
Service Contract Count:	0
Right of Entry:	No
Clauses:	No
Estimated Lead-time:	0 mos.

**Utilities**

11 Companies to be potholed
7 Companies for Verification
3 Companies for Utility Relocations
JUA/CCUAs are not needed

Is there a significant effect on assessed valuation:

Were any previously unidentified sites with hazardous waste or material found:

Are RAP displacements required:

# of single family:  # of muliti-family:  # of business/nonprofit:  # of farms:

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required:

Are there potential relinquishments or abandonments:

Are there any existing or potential airspace sites:

Are environmental mitigation parcels required:

**Data for evaluation provided by:**

Estimator:	David Adams	12/16/2021
Railroad Liaison Agent:	Patrick Mason	12/14/2021
Utility Relocation Coordinator:	Landon Nagata	12/17/2021

I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.

*Martin Miller* for Marshall Garcia

MARSHALL GARCIA  
Office Chief, Central Region Right of Way

Date  
ENTERED PMCS  
BY: Liz Valadez

**Memorandum****To:** Doug Hessing**Date:** 4/22/2022**Attn:** Claudia Espino**File:** CD 05 EA 1M550      **Alt** 1 Seg 4**Co** SCr      **RTE** 9

Joseph Salazar

**DESCRIPTION:****Multimodal travel circulation, bicycle and pedestrian connections, Segment 4****From:** Department of Transportation  
Division of Right of Way Central Region**Subject: RIGHT OF WAY DATA SHEET**

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 12/14/2021

**The following assumptions and limiting conditions were identified:****Parcels**

Temporary Construction Easements based on M410 of 5/12/25 and M600 of 12/2/26 totaling 1.56 years (19 months). Permanent Easements calculated at 90% of Fee value. Datasheet request indicated a lack of environmental concern in the area, if any mitigation sites are needed this could increase the R/W requirements. Any increase or decrease in r/w requirements will render this estimate obsolete. No Improvements appear affected, although detailed maps were not provided. 8 Parcels below Nominal amount, Nominal amount (\$2,500) utilized for estimate purposes. Easement Costs include approximately \$27,000 for Incentive Program.

**Utility**

The Project Engineer states on the Right of Way Data Sheet Request Form that a Utility permit search has been completed, utility involvement and/or relocation is required, potholing is required with an estimate of 30 holes, and verifications are necessary. Once utility verification maps have been provided and Pos-Loc has been completed, it will become possible to determine the full extent of any utility involvements on this project. Avoid and protect in place all existing, unaffected, buried, and aerial utility facilities in the project area. Comply with USA alert requirements, including at construction sign locations.

Right of Way Lead Time will require a minimum 22 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

Recommended for approval by:

*Martin Miller*


---

 MARTIN MILLER  
 Senior Right of Way Agent  
 (805)549-3577

**General Description of R/W and Excess Lands Required (zoning, use, major improvements, critical or sensitive parcels, etc.):**

This Project is a multi-modal corridor improvement project and this Segment will have 27 acquisition areas on 24 parcels by way of Temporary Construction Easements (TCE) and Permanent Easement (some parcels have both). The parcels include both residential and commercial uses of varying capacities. No apparent improvements within the easement areas or appear to be affected by construction in the manner proposed.

**General Description of Utility Involvement:**

Highway 9 is a undivided conventional highway in the project area. This project proposes to improve multi-modal use of the Route 9 Corridor by widening the road, improving bus stops, installing Class III bike routes and Class II bike lanes, installing sidewalks, installing multi-use paths, installing and enhancing crosswalks, and enhancing parking.

**General Description of Railroad Involvement:**

No RR facilities affected.

Right Of Way Cost Estimate	Current Year	Contingency Rate	Escalation Rate	Escalated Year
	2021	25%	5%	2024
<b>Acquisition:</b>	\$237,500			<b>\$274,936</b>
<b>Mitigation:</b>	\$3,073	25%	5%	<b>\$3,557</b>
<b>State Share of Utilities:</b>	\$768,750	25%	5%	<b>\$889,924</b>
<b>Expert Witness:</b>	\$0	25%	5%	<b>\$0</b>
<b>Relocation Assistance:</b>	\$0	25%	5%	<b>\$0</b>
<b>Demolition and Clearance:</b>	\$0	25%	5%	<b>\$0</b>
<b>Title and Escrow:</b>	\$28,625	25%	5%	<b>\$33,137</b>
<b>Ad Signs:</b>	\$0	25%	5%	<b>\$0</b>
<b>Total Current Value:</b>	\$1,037,948			<b>\$1,201,554</b>

If RW Cost Est fields are blank, Costs = \$0

NOTE: above estimate includes railroad engineering in the amount of: \$0.00

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo. 22

Estimated Pothole Date 4/22/2025

Cost Break Down		Parcel Data		
Pot Hole	45,000	# of Parcel Type X:	0	
# Pot Holes	30	# of Parcel Type A: less than \$10,000 non-complex	14	
<b>Mitigation</b>		# of Parcel Type B: more than \$10,000 non-complex	10	
Land	0	# of Parcel Type C: complex, special valuation	0	
Bank	0	# of Parcel Type D: most complex/time consuming	0	# of Duals Needed: 0
Permit Fees	2,458	<b>Totals:</b>	24	<b>Totals: 0</b>
<b>Parcel Area</b>				
Total R/W Required:	37357			
Total Excess Area:	0			

# of Excess Parcels: 0

**Misc R/W Work**

# of RAP Displacements:	0
# of Clearance/Demos:	0
# of Const Permits:	0
# of Condemnations:	

**RR Involvement**

Railroad Facilities or Right of Way Affected?	No
Const/Maint Agreement:	No
Service Contract Count:	0
Right of Entry:	No
Clauses:	No
Estimated Lead-time:	0 mos.

**Utilities**

3 Companies to be potholed
7 Companies for Verification
1 Companies for Utility Relocations
JUA/CCUAs are not needed

Is there a significant effect on assessed valuation:

Were any previously unidentified sites with hazardous waste or material found:

Are RAP displacements required:

# of single family:  # of muliti-family:  # of business/nonprofit:  # of farms:

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required:

Are there potential relinquishments or abandonments:

Are there any existing or potential airspace sites:

Are environmental mitigation parcels required:

**Data for evaluation provided by:**

Estimator:	David Adams	12/16/2021
Railroad Liaison Agent:	Patrick Mason	12/14/2021
Utility Relocation Coordinator:	Landon Nagata	12/17/2021

I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.

*Martin Miller* for Marshall Garcia

Date  
 ENTERED PMCS  
 BY: Liz Valadez

MARSHALL GARCIA  
 Office Chief, Central Region Right of Way

**Memorandum****To:** Doug Hessing**Date:** 4/22/2022**Attn:** Claudia Espino**File:** CD 05 EA 1M550      **Alt** 1 Seg 5**Co** SCr      **RTE** 9**DESCRIPTION:****Multimodal travel circulation, bicycle and pedestrian connections, Segment 5****From:** Department of Transportation  
Division of Right of Way Central Region**Subject:** RIGHT OF WAY DATA SHEET

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 12/14/2021

**The following assumptions and limiting conditions were identified:****Parcels**

Temporary Construction Easements based on M410 of 5/12/25 and M600 of 12/2/26 totaling 1.56 years (19 months). Permanent Easements calculated at 90% of Fee value. Datasheet request indicated a lack of environmental concern in the area, if any mitigation sites are needed this could increase the R/W requirements. Any increase or decrease in r/w requirements will render this estimate obsolete. No Improvements appear affected, although detailed maps were not provided. 7 Parcels below Nominal amount, Nominal amount (\$2,500) utilized for estimate purposes. Easement Costs include approximately \$20,000 for Incentive Program.

**Utility**

The Project Engineer states on the Right of Way Data Sheet Request Form that a Utility permit search has been completed, utility involvement and/or relocation is required, potholing is required with an estimate of 50 holes, and verifications are necessary. Once utility verification maps have been provided and Pos-Loc has been completed, it will become possible to determine the full extent of any utility involvements on this project. Avoid and protect in place all existing, unaffected, buried, and aerial utility facilities in the project area. Comply with USA alert requirements, including at construction sign locations.

Right of Way Lead Time will require a minimum 22 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

Recommended for approval by:

*Martin Miller*

MARTIN MILLER  
Senior Right of Way Agent  
(805)549-3577

**General Description of R/W and Excess Lands Required (zoning, use, major improvements, critical or sensitive parcels, etc.):**

This Project is a multi-modal corridor improvement project and this Segment will have 17 acquisition areas on 12 parcels by way of Temporary Construction Easements (TCE) and Permanent Easement (some parcels have both). The parcels include both residential and commercial uses of varying capacities. No apparent improvements within the TCE areas or appear to be affected by construction in the manner proposed.

**General Description of Utility Involvement:**

Highway 9 is a undivided conventional highway in the project area. This project proposes to improve multi-modal use of the Route 9 Corridor by widening the road, improving bus stops, installing Class III bike routes and Class II bike lanes, installing sidewalks, installing multi-use paths, installing and enhancing crosswalks, and enhancing parking.

**General Description of Railroad Involvement:**

No RR facilities. affected.

Right Of Way Cost Estimate	Current Year	Contingency Rate	Escalation Rate	Escalated Year
	2021	25%	5%	2024
<b>Acquisition:</b>	\$200,000			<b>\$231,525</b>
<b>Mitigation:</b>	\$3,073	25%	5%	<b>\$3,557</b>
<b>State Share of Utilities:</b>	\$618,750	25%	5%	<b>\$716,280</b>
<b>Expert Witness:</b>	\$0	25%	5%	<b>\$0</b>
<b>Relocation Assistance:</b>	\$0	25%	5%	<b>\$0</b>
<b>Demolition and Clearance:</b>	\$0	25%	5%	<b>\$0</b>
<b>Title and Escrow:</b>	\$15,125	25%	5%	<b>\$17,509</b>
<b>Ad Signs:</b>	\$0	25%	5%	<b>\$0</b>
<b>Total Current Value:</b>	\$836,948			<b>\$968,871</b>

If RW Cost Est fields are blank, Costs = \$0

NOTE: above estimate includes railroad engineering in the amount of: \$0.00

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo. 22

Estimated Pothole Date 4/22/2025

Cost Break Down		Parcel Data	
Pot Hole	75,000	# of Parcel Type X:	0
# Pot Holes	50	# of Parcel Type A: less than \$10,000 non-complex	7
<b>Mitigation</b>		# of Parcel Type B: more than \$10,000 non-complex	5
Land	0	# of Parcel Type C: complex, special valuation	0
Bank	0	# of Parcel Type D: most complex/time consuming	0
Permit Fees	2,458	<b>Totals:</b>	12
<b>Parcel Area</b>		# of Excess Parcels:	0
Total R/W Required:	10228	# of Duals Needed:	0
Total Excess Area:	0	<b>Totals:</b>	<b>0</b>

**Misc R/W Work**

# of RAP Displacements:	0
# of Clearance/Demos:	0
# of Const Permits:	0
# of Condemnations:	0

**RR Involvement**

Railroad Facilities or Right of Way Affected?	No
Const/Maint Agreement:	No
Service Contract Count:	0
Right of Entry:	No
Clauses:	No
Estimated Lead-time:	0 mos.

**Utilities**

5 Companies to be potholed
6 Companies for Verification
2 Companies for Utility Relocations
JUA/CCUAs are not needed

Is there a significant effect on assessed valuation:

Were any previously unidentified sites with hazardous waste or material found:

Are RAP displacements required:

# of single family:  # of muliti-family:  # of business/nonprofit:  # of farms:

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required:

Are there potential relinquishments or abandonments:

Are there any existing or potential airspace sites:

Are environmental mitigation parcels required:

**Data for evaluation provided by:**

Estimator:	David Adams	12/16/2021
Railroad Liaison Agent:	Patrick Mason	12/14/2021
Utility Relocation Coordinator:	Landon Nagata	12/17/2021

I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.

*Martin Miller* for Marshall Garcia

MARSHALL GARCIA  
Office Chief, Central Region Right of Way

Date  
ENTERED PMCS  
BY: Liz Valadez

**Memorandum**

**To:** Doug Hessing  
SLO  
**Attn:** Claudia Espino  
SLO

**Date:** 4/22/2022  
**File:** CD 05 EA 1M550      **Alt** 1 Seg 6  
**Co** SCr      **RTE** 9

**DESCRIPTION:**

**This project proposed to improve multi-modal use of the Route 9 Corridor by widening the road, improve bus stops, installing Class III bike routes and Class II**

**From:** Department of Transportation  
Division of Right of Way Central Region

**Subject: RIGHT OF WAY DATA SHEET**

We have completed an estimate of the right of way costs for the above-referenced project based on the Right of Way Data Sheet Request Form dated 10/18/2021

**The following assumptions and limiting conditions were identified:****Parcels**

Two Temporary Construction Easements based on M410 of 5/12/25 and M600 of 12/2/26 totaling 1.56 years (19 months). Datasheet request indicated a lack of environmental concern in the area, if any mitigation sites are needed this could increase the R/W requirements. Any increase or decrease in r/w requirements will render this estimate obsolete. No Improvements appear affected, although detailed maps were not provided. Both Parcels below Nominal amount, Nominal amount (\$2,500) utilized for estimate purposes. Easement Costs include approximately \$2,000 for Incentive Program.

**Utility**

The Project Engineer states on the Right of Way Data Sheet Request Form that a Utility permit search has been completed, utility involvement and/or relocation is required, potholing is required with an estimate of 10 holes, and verifications are necessary. Once utility verification maps have been provided and Pos-Loc has been completed, it will become possible to determine the full extent of any utility involvements on this project. Avoid and protect in place all existing, unaffected, buried, and aerial utility facilities in the project area. Comply with USA alert requirements, including at construction sign locations.

Right of Way Lead Time will require a minimum 22 months after we receive Certified Appraisal Maps and/or Utility Conflict Plans, obtained necessary environmental clearance and applicable freeway agreements have been approved.

Recommended for approval by:

*Martin Miller*

MARTIN MILLER  
Senior Right of Way Agent  
(805)549-3577

**General Description of R/W and Excess Lands Required (zoning, use, major improvements, critical or sensitive parcels, etc.):**

This Project is a multi-modal corridor improvement project and this Segment will impact two parcels by way of Temporary Construction Easements (TCE). The parcels are both zoned for single family residence and are currently being used for that purpose. No apparent improvements within the TCE areas or appear to be affected by construction in the manner proposed.

**General Description of Utility Involvement:**

Highway 9 is a undivided conventional highway in the project area. This project proposes to improve multi-modal use of the Route 9 Corridor by widening the road, improving bus stops, installing Class III bike routes and Class II bike lanes, installing sidewalks, installing multi-use paths, installing and enhancing crosswalks, and enhancing parking.

**General Description of Railroad Involvement:**

No RR right of way affected or within the vicinity of the project.

Right Of Way Cost Estimate	Current Year	Contingency Rate	Escalation Rate	Escalated Year
	2021	25%	5%	2024
<b>Acquisition:</b>	\$8,750			<b>\$10,129</b>
<b>Mitigation:</b>	\$0	25%	5%	<b>\$0</b>
<b>State Share of Utilities:</b>	\$206,250	25%	5%	<b>\$238,760</b>
<b>Expert Witness:</b>	\$0	25%	5%	<b>\$0</b>
<b>Relocation Assistance:</b>	\$0	25%	5%	<b>\$0</b>
<b>Demolition and Clearance:</b>	\$0	25%	5%	<b>\$0</b>
<b>Title and Escrow:</b>	\$2,900	25%	5%	<b>\$3,357</b>
<b>Ad Signs:</b>	\$0	25%	5%	<b>\$0</b>
<b>Total Current Value:</b>	<b>\$217,900</b>			<b>\$252,246</b>

If RW Cost Est fields are blank, Costs = \$0

NOTE: above estimate includes railroad engineering in the amount of: \$0.00

Estimated Construction Contract Work (CCW): 0 R/W LEAD TIME/Mo. 22

Estimated Pothole Date 4/22/2025

Cost Break Down		Parcel Data	
Pot Hole	15,000	# of Parcel Type X:	0
# Pot Holes	10	# of Parcel Type A: less than \$10,000 non-complex	2
<b>Mitigation</b>		# of Parcel Type B: more than \$10,000 non-complex	0
Land	0	# of Parcel Type C: complex, special valuation	0
Bank	0	# of Parcel Type D: most complex/time consuming	0
Permit Fees	0	<b>Totals:</b>	<b>Totals: 0</b>
<b>Parcel Area</b>		# of Excess Parcels:	0
Total R/W Required:	2598		
Total Excess Area:	0		

**Misc R/W Work**

# of RAP Displacements:	0
# of Clearance/Demos:	0
# of Const Permits:	0
# of Condemnations:	0

**RR Involvement**

Railroad Facilities or Right of Way Affected?	No
Const/Maint Agreement:	No
Service Contract Count:	0
Right of Entry:	No
Clauses:	No
Estimated Lead-time:	0 mos.

**Utilities**

1 Companies to be potholed
5 Companies for Verification
2 Companies for Utility Relocations
JUA/CCUAs are not needed

Is there a significant effect on assessed valuation:

Were any previously unidentified sites with hazardous waste or material found:

Are RAP displacements required:

# of single family:  # of muliti-family:  # of business/nonprofit:  # of farms:

Sufficient replacement housing will be available without last resort housing:

Are material borrow or disposal sites required:

Are there potential relinquishments or abandonments:

Are there any existing or potential airspace sites:

Are environmental mitigation parcels required:

**Data for evaluation provided by:**

Estimator:	David Adams	12/16/2021
Railroad Liaison Agent:	Patrick Mason	10/18/2021
Utility Relocation Coordinator:	Landon Nagata	10/25/2021

I have personally reviewed this Right of Way Sheet and all supporting information. I find this Data Sheet complete and current, subject to the limiting conditions set forth.

*Martin Miller* for Marshall Garcia

MARSHALL GARCIA  
Office Chief, Central Region Right of Way

Date  
ENTERED PMCS  
BY:

# *Attachment H*

**RISK REGISTER CERTIFICATION (ACCOUNTABILITY CHECKPOINTS) FORM**  
**Form PM-0002 (Rev. 04/2022)**

The risk register certification is to be approved and signed-off by the **District Deputies** (or their designee) listed below for all scalability levels prior to achieving the below-mentioned milestones. By signing this form, you are certifying that you have reviewed the risks documented in the register and agree that they have been managed to the extent possible by the PDT.

<b><u>Project Information</u></b>	Scalability Level:
Project ID / District-EA	0520000015/ 05-1M550_ <input style="width: 20px; height: 15px;" type="checkbox"/>
Project Description:	In Santa Cruz County from Henry Cowell redwood State Park to Northerly Junction of SR 9/236
Project Route/Location:	SR 09 PM4.00/15.42
Project Manager (PM):	Doug Hessing
Project Risk Manager:	_____

<b><u>PID - M010 (Required)</u></b>		
Project Manager*	<i>Doug Hessing</i>	Date: 07/12/2022
Planning*	_____	Date: _____
Design*	_____	Date: _____
Project Management (SFP) *	_____	Date: _____
Maintenance & Ops	_____	Date: _____
Asset Management	_____	Date: _____
Engineering Services	_____	Date: _____

<b><u>PA&amp;ED - M200 (Required)</u></b>		
Project Manager*	_____	Date: _____
Environmental*	_____	Date: _____
Design*	_____	Date: _____
Project Management (SFP) *	_____	Date: _____
Maintenance & Operations	_____	Date: _____
Asset Management	_____	Date: _____
Engineering Services	_____	Date: _____

<b><u>RTL - M460 (Required)</u></b>		
Project Manager*	_____	Date: _____
Design*	_____	Date: _____
Construction*	_____	Date: _____
Right of Way*	_____	Date: _____
Environmental*	_____	Date: _____
Project Management (SFP)*	_____	Date: _____
Maintenance & Operations	_____	Date: _____
Asset Management	_____	Date: _____
Engineering Services	_____	Date: _____

\*Signatures required. Other signatures may be required based on individual district process or project scope. Please verify with the district Risk Coordinator.

# Risk Register for 05-1M550, Hwy 9 Complete Streets Corridor Improvements PM 4.00/15.422

Form v3.4 last modified April 2019

Risk Checkpoint: PID
Date: 4/28/2022
Project Nickname: Hwy 9 Complete Streets Corridor Improvements PM 4.00/15.422
EA: 05-1M550
Co-Rt, Post Miles: SCR-9-4.00/15.422
Project Manager: DOUG HESSING
FY & Program (SHOPP or STIP):
Capital Costs: \$10,000k
Support Costs:
Total Costs: \$10,000k
RTL Target: 12/14/2026

Phase	Cost Contingency Range \$k			Schedule Contingency Range ( Wkg Days)		
	Optimistic	PERT	Pessimistic	Optimistic	PERT	Pessimistic
0-PA&ED	\$0	\$0	\$0	0	0	0
1-PS&E	\$0	\$0	\$0	0	0	0
2-RW Sup	\$0	\$0	\$0	0	0	0
3-Con Sup	\$0	\$0	\$0	0	0	0
Support Contingency	\$0	\$0	\$0	0	0	0
9-RW Cap	\$0	\$0	\$0	0	0	0
4-Con Cap	\$0	\$0	\$0	0	0	0
Capital Contingency	\$0	\$0	\$0	0	0	0
Total Contingency	\$0	\$0	\$0	0	0	0

Risk Identification								Risk Assessment			Risk Response				Quantifying "Red" (High P & I) Level Risks			
Status	ID #	Type	Category	Title	Risk Statement	Current status / assumptions	Risk Trigger	Probability (P)	Cost Impact Schedule Impact (I)	Cost Score Schedule Score (PxI)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Support (Hrs) Capital Cost (\$k)	Schedule (Days)	Calculated Contingency
Active	1	Threat	Right of Way	Utility Costs	If the State Share of Utilities cost is over estimated it could result in over programming or inability for the project to compete for funds.	The State Share of utilities current estimate is \$866,250 for 05-1M552_	Updated evaluation indicates the current estimate is significantly different from the PID phase R/W Data Sheet.	3-Moderate (31-50%)	4 - Moderate (\$225,001k - \$450,000k)	12	Share	At this time the response would be to discuss with the team to determine if adjustments to project scope is warranted. The risk is currently categorized as a threat because the cost could contribute to an overall cost that might jeopardize overall funding.	Right of Way, Martin Miller/Marshall Garcia	5/11/2022	9-RW Cap	O \$0k ML \$0k P \$0k	O 0 ML 0 P 0	
									4 - Moderate (1-3 months)	12					0-PA&ED Sup	O 0 hours ML 0 hours P 0 hours	O 0 ML 0 P 0	#REF!
Active	2	Threat	Funding	Schedule and Escalation	If assumption made during 05-1M550_ PID development regarding schedule and escalation are not consistent with information available at the time funding is available the schedule and escalation values will need to be adjusted based on updated information.	Assumptions regarding scheduling and escalation policy needed to be made to complete the parent PID. Those assumptions are that the project would be programmed and able to start work on the PA&ED phase in January 2023	Funding is identified allowing scheduling and funding updates. Project cost estimates and schedules should be evaluated when the PA&ED phase is anticipated to be funded.	3-Moderate (31-50%)	4 - Moderate (\$225,001k - \$450,000k)	12	Mitigate	A supplemental PID should be processed to evaluate updated assumptions based on funding opportunities. If this work is not completed prior to funding the phase is should be done in the programmed phase.	Project Management/ Doug Hessing	5/11/2022	0-PA&ED Sup	O 0 hours ML 0 hours P 0 hours	O 0 ML 0 P 0	
									4 - Moderate (1-3 months)	12					1-PS&E Sup	O 0 hours ML 0 hours P 0 hours	O 0 ML 0 P 0	
Active	3	Threat	Utilities	Utility Relocations	If utility identifications and relocation coordination is not started early in the PA&ED phase it could result in a delay to the delivery of Right of Way Certification and project delivery.	Multiple utilities exist that require, verification, conflict evaluation, positive location determination (potholing), conflict mapping, and relocations.	The information from the specific R/W data sheet needs to be evaluated and utility conflict maps should be delivered to the R/W department by the M224 milestone date.	4-High (51-70%)	8 - High (\$450,001k - \$900,000k)	32	Mitigate	A supplemental PID should be developed including a discussion of the utility requirements of the segment that is receiving the funding. The timelines should be addressed and a separate Risk Register developed for the segment.	Right of Way and Project Management, Martin Miller/Marshall Garcia and Doug Hessing	5/11/2022	0-PA&ED Sup	O 0 hours ML 0 hours P 0 hours	0 days 0 days 0 days	
								60%	8 - High (3-6 months)	32					2-RW Sup	O 0 hours ML 0 hours P 0 hours	O 0 ML 0 P 0	
Active	4	Threat	Project Management	Segment PID Phase Schedules	Further schedule refinement may be necessary when funding is available and could result in an increase or decrease of that particular segment depending on anticipated workloads and agreement by the PDT.	Each segment was assumed to have received a funding strategy in time to start work in January 2023, Auto schedule in Open Work Bench start 10/03/2022.	Any need to update or refine segment information for funding or evaluation purposes.	5-Very High (>70%)	1 - Very Low (Insignificant)	5	Share	This Master Risk Tool should be consulted when funding for any segment becomes available and an independent Risk Tool should be developed for each segment when the segment is proposed for funding.	Project Sponsor, Brianna Goodman and Project Manager, Doug Hessing	5/11/2022	0-PA&ED Sup	O ML P	O ML P	
								85%	4 - Moderate (1-3 months)	20								
Active	5	Threat	Right of Way	Segment 6- Right of Way Schedule	M224 needs to be achieved at PA&ED to provide 2 months to make M225 Milestone and start the R/W time. Ten Pothole locations need to be identified.	2 TCE and 10 Potholes required-R/W Schedule may have the opportunity for reduction.	Circulate PA&ED PR for review with having M224 planned for completion.	2-Low (11-30%)	4 - Moderate (\$225,001k - \$450,000k)	8	Mitigate	Identify the risk to the individual segments when each segment is programmed and manage the risks	Design- Claudia Espino	5/11/2022	0-PA&ED Sup	O ML P	O ML P	
								20%	4 - Moderate (1-3 months)	8					2-RW Sup	O ML P	O ML P	

Risk Identification							Risk Assessment			Risk Response				Quantifying "Red" (High P & I) Level Risks				
Status	ID #	Type	Category	Title	Risk Statement	Current status / assumptions	Risk Trigger	Probability (P)	Cost Impact Schedule Impact (I)	Cost Score Schedule Score (PxI)	Strategy	Response Actions	Risk Owner	Updated	Impacted Phase	Support (Hrs) Capital Cost (\$k)	Schedule (Days)	Calculated Contingency
Active	6	Opportunity	Design	Segment 6- Design Schedule	If the Design schedule can be brought in to RTL at R/W Certification the project could be delivered roughly 4 months earlier.	Move PS&E to District OE in 5 months (currently from 8/26/25 to 3/26/25 would allow the opportunity to deliver early based on the R/W Cert date.	PDT meets after funding is available and agrees to an acceleration to this segment.	3-Moderate (31 50%)	2 - Low (<\$500k)	6	Enhance	Work with team to evaluate this risk during PA&ED.	Design- Claudia Espino	5/11/2022	1-PS&E Sup	O ML P	O ML P	
								40%	8 - High (3-6 months)	24					0-PA&ED Sup	O ML P	O ML P	
Active	8	Opportunity	Environmental	Segment 4 and 5- PA&ED schedule	If initial studies indicate a CEQA CE is appropriate the PA&ED time line may be able to be reduced.	CEQA ED planned as IS with ND and NEPA CE. See Envr PEAR for details.	Refinement of scope and re-evaluation results in a ENVR down scope of CEQA ED from IS-ND to CE	3-Moderate (31 50%)	2 - Low (<\$500k)	6	Enhance	Identify opportunity early in PA&ED and seek to exploit.	Environmental - Lara Bertaina	5/11/2022	0-PA&ED Sup	O ML P	O ML P	
								40%	8 - High (3-6 months)	24					3-Con Sup	O ML P	O ML P	

# *Attachment I*



# Highway 9 San Lorenzo Valley Complete Streets Corridor Plan



2019



Kimley»»Horn



## Executive Summary

### Highway 9/San Lorenzo Valley Complete Streets Corridor Plan

Shaped by community input about transportation challenges that San Lorenzo Valley residents currently face and desires for the future, the **Highway 9/San Lorenzo Valley Complete Streets Corridor Plan** (Hwy9/SLV Corridor Plan) is a planning study that provides a vision, guiding principles, and realistic strategies to improve how people get around the San Lorenzo Valley.

This corridor plan focuses on the section of Highway 9 which serves as the “Main Street” and economic center for the towns, villages, and communities of Felton, Ben Lomond, Brookdale, and Boulder Creek, as well as connecting county maintained roads (**Figure ES 1**). Priorities identified in the plan improve safety for pedestrians, bicyclists and motorists; improve access to schools, businesses, residences, and transit; and improve traffic operations throughout this travel corridor.

This is a “Complete Streets” plan, which means it is focused on planning, designing, operating, and maintaining transportation facilities that improve mobility for all users, including motorists, pedestrians, bicyclists, transit vehicles, and truckers, as appropriate to the function and context of the facility. A well-designed complete street does not just work better; it *feels* better, particularly for pedestrians and cyclists, and it *looks* better, with enhanced aesthetics and amenities that complement the setting and adjacent uses.

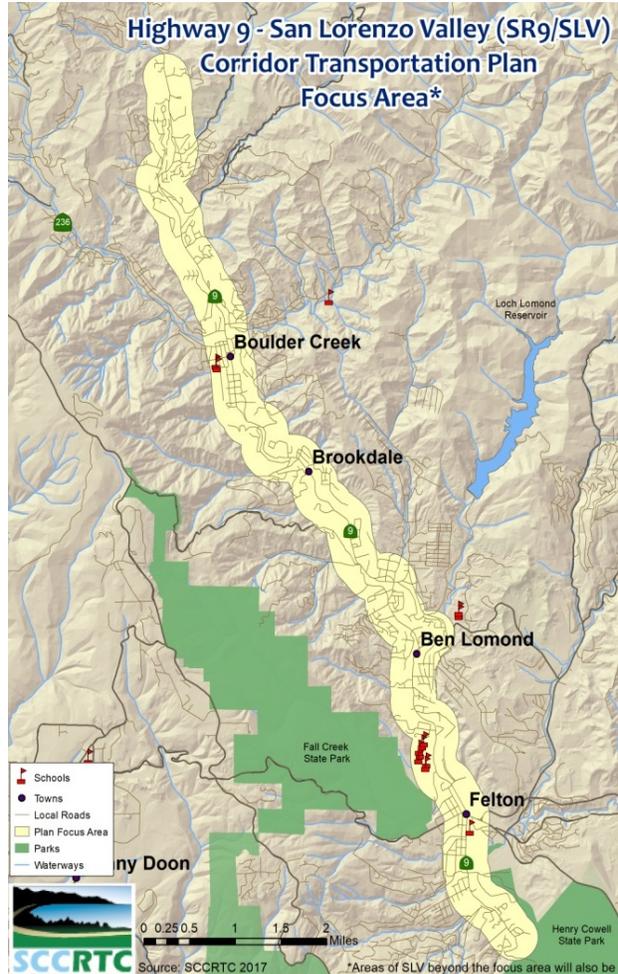
#### Existing Conditions

This mountainous area of Santa Cruz County has narrow curving roadways frequently impacted by steep terrain, high collision rates, significant gaps in bicycle and pedestrian facilities, limited transit service, traffic backups at a number of choke points, as well as pavement, drainage, and other assets in disrepair.

**Daily traffic volumes:** Highway 9 is used by over 16,000 vehicles between Ben Lomond and Boulder Creek and over 21,000 vehicles each day between Felton and Ben Lomond, with use expanding with tourism and special event traffic during summer months. (see **Figure ES 2**)

**Traffic choke points:** While traffic volumes through the SLV are relatively low compared to other state highways and major arterials in Santa Cruz County, during peak travel periods motorists regularly experience moderate to severe backups through the town centers, in front of SLV elementary, middle, and high schools (SLV Schools Campus) just north of Felton, and at

Figure ES 1: Corridor Plan Area Map



major intersections, including the Highway 9/Graham Hill Road intersection in Felton and Highway 9/Bear Creek Road intersection in Boulder Creek.

Figure ES 2: Average Daily Traffic Volumes on Highway 9

Post Mile	Location Description – HIGHWAY 9	Daily Traffic Volume
5.64	FELTON, north of SAN LORENZO AVENUE	7600
6.46	FELTON, south of GRAHAM HILL ROAD	12,100
6.46	FELTON, north of GRAHAM HILL ROAD	20,800
8.11	BEN LOMOND, south of GLEN ARBOR ROAD	19,600
9.71	BEN LOMOND, SAN LORENZO RIVER BRIDGE	15,200
11.3	BROOKDALE, north of ALAMEDA AVENUE	11,400
13.04	BOULDER CREEK, south of SOUTH JCT. RTE. 236	12,000
13.24	South of BEAR CREEK ROAD	17,700
13.24	North of BEAR CREEK ROAD	10,700
20.86	North of WATERMAN GAP, NORTH JCT. RTE. 236	2800

Credit: Caltrans Traffic Census Program, 2017

**Collisions:** There have been a number of significant collisions in the past decade in the SLV. Leading causes of injury and fatal collisions from 2013 to 2017 involved unsafe speed or improper turning (*CHP SWITRS*). Residents are justly concerned about speeding on roadways throughout the SLV, especially near schools, residential, and commercial areas. The narrow curving right-of-way and close proximity to buildings, fences, and trees meant nearly 40% of all collisions 2013-2017 were “hit object” collisions, rather than a collision between two vehicles. Impaired driving from alcohol or drugs is also a significant challenge. There have been about 30 collisions involving bicycles and pedestrians in the corridor over the past ten years. California Highway Patrol (CHP) is responsible for traffic enforcement through the SLV, though officers are responsible for covering very large areas. Caltrans conducts investigations of major incidents.

**Walking:** While there are some pedestrian facilities (sidewalks, paths, and crosswalks) in town centers, the rural nature of the area has left most pedestrians outside of the town centers walking in dirt along the shoulders of Highway 9 and on local roads. Especially as more vehicles use the roads, more formalized separation of pedestrians is desirable. Many existing sidewalks in town centers are not compliant with the latest accessibility (Americans with Disabilities Act or ADA) standards. Narrow roadways, pinched by hillsides, gullies, and trees make construction of walking paths between town centers difficult.

**Bicycling:** While there are no dedicated bicycle lanes or paths along Highway 9 or local roads in the SLV, the highway is regularly used by bicyclists commuting through and between town centers, cyclists accessing parks, as well as recreational cyclists, sometimes traveling the entire length of Highway 9 from Santa Clara County/Saratoga to Santa Cruz. Where shoulders exist, cyclists often use that space, but otherwise are sharing the road surface with motorists.

Figure ES 3: Downtown Felton Looking North



Credit: SCCRTC

**Transit:** The SLV is served by three public bus routes, school buses, as well as paratransit services for seniors and people with disabilities offered by Santa Cruz METRO and Community

Bridges Lift Line. Santa Cruz METRO’s three bus routes have an average monthly ridership of approximately 40,000.

### Goals and Objectives

The primary purpose of the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan is to create an actionable short-term and longer-term multimodal complete streets corridor plan that addresses transportation challenges for all modes of transportation along the Highway 9 corridor through the San Lorenzo Valley (generally Felton to Boulder Creek) and within the town centers. In evaluating potential transportation projects, the project team considered how well projects address objectives identified by the community. Chapter 1 *Introduction* provides greater detail on objectives and criteria used to evaluate priority projects.

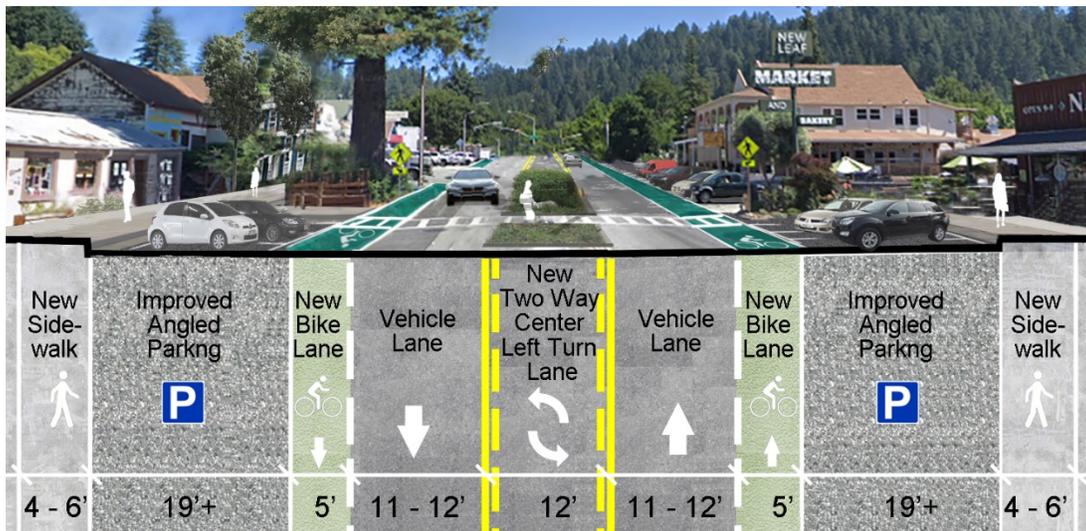
#### Project Objectives

- Safety
- Pedestrian Access and Connectivity
- Bike Access and Connectivity
- Sustainability/Reduce emissions and vehicle miles traveled (VMT)
- Traffic Flow for Vehicles
- System Preservation/Maintenance
- Transit Connectivity
- Economic Vitality
- Town Character Compatibility
- Public Support
- Ease of Implementation, including cost and available funding
- Anticipated Use Level

### Implementation Priorities

In recognition that funding for transportation projects is limited, the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan prioritizes transportation investments that improve multimodal transportation access and connectivity, safety and security, operations, economic vitality, and environmental quality through the San Lorenzo Valley. In order to identify priorities, the project team (SCCRTC, Caltrans, County Public Works, County Planning, Santa Cruz METRO, and consultants) reviewed existing conditions (collisions, facilities, traffic volumes, etc.), conducted extensive community outreach, and considered information from other relevant documents and past community input. After reviewing hundreds of project ideas and challenge areas, the project team developed a consolidated list of a priority projects. The team then

Figure ES 4: Town Center Enhanced Cross Section (Design concept only)



Credit: Trail People; photo: Google Streetview

evaluated how well those projects address goals and primary objectives and solicited stakeholder feedback on project components. The overall vision for the corridor, including corridor-wide priorities and sample cross sections (see **Figure ES 4**), are included in Chapter 2.

**Priority Projects:** Chapter 3 *Priority Projects by Location* identifies priority projects along the corridor. A more exhaustive list of ideas and concepts for the SLV are included in Appendix B *Identified Projects List*. A range of potential short- and longer-term infrastructure modifications in these areas are described in Chapter 3 and are listed in **Table ES 4**. **Figures ES 6 to ES 9** show components of these priority projects, split according to mode of transportation.

Based on how well the priority projects meet objectives listed above and public input, some of the highest priorities for the corridor include the following:

- SLV Schools Campus Circulation: improving traffic flow and bike and pedestrian access to SLV elementary, middle, and high schools has consistently been identified as one of the highest priorities for the SLV. (Projects 9 and 10)
- Highway 9/Graham Hill Road Intersection: redesign intersection to improve circulation, pedestrian, and bicycle access through the intersection (Project 8)
- Felton: pedestrian, roadway, and parking modifications (Projects 4, 6, and 7)
- Ben Lomond: multimodal improvements in the town center and Highlands Park connection on Highway 9 (Projects 13 and 16)
- Brookdale: crosswalk safety improvements (Project 20)
- Boulder Creek: crosswalk improvements (Project 23) and Bear Creek Road/Highway 9 intersection modification (Project 27)
- Corridor-wide priorities: roadway maintenance, speed reduction, crosswalks, pedestrian visibility, and wider shoulders for bicycles

Additional information regarding implementation priorities can be found in Chapter 4 *Project Evaluation and Implementation Plan*.

### How this Plan will be Used

This Complete Streets Corridor Plan is a high-level planning document. While implementation of any of the projects will require additional feasibility analysis, this plan will be used to guide and coordinate transportation investments along the Highway 9 corridor through the SLV. It serves as a resource for Caltrans, County Public Works, County Planning, the Santa Cruz County Regional Transportation Commission (RTC), SLV Unified Schools District (SLVUSD), residents and businesses to use to improve this transportation corridor. It prioritizes infrastructure projects (Chapter 4 *Project Evaluation and Implementation Plan*); shows preferred roadway cross sections for town centers, suburban areas, and rural areas, which can be used as a framework for future updates to infrastructure in areas not identified in the priority projects (Chapter 2 *Corridor Vision*); includes a “toolkit” illustrating a range of potential transportation facility modifications, projects, and programs, and answers questions about what can be done within Caltrans’ right-of-way (Appendix A *Complete Streets Improvements Toolkit*); and identifies



potential funding sources, including opportunities to use \$10 million of Measure D revenues earmarked for the area to leverage other local, state, and federal funds (Chapter 4 *Project Evaluation and Implementation Plan* and Appendix C *Funding Opportunities*).

While it is anticipated that many projects will be implemented independently, as other transportation and non-transportation projects are implemented along the corridor, public and private entities are expected to consider and incorporate complete streets components and concepts identified in this corridor plan. This may include Caltrans maintenance, operational, and preservation projects (SHOPP), new land use developments, or major infrastructure modifications.

Table ES 5: Priority Projects

Area	#	Projects/Concepts
Corridor wide	A	SLV Corridor Safety Measures
	B	SLV Corridor Transit and Travel Demand Management
	C	SLV Corridor Bicycle Facilities or Separated Paths
	D	SLV Corridor Increase Turnouts
	E	SLV Corridor Pedestrian Crossing Safety, Lighting and other Visibility
	F	SLV Corridor Roadway Maintenance
	G	SLV Corridor Emergency Preparedness and Resiliency
Felton	1	Henry Cowell State Park Access and Parking
	2	Southern Felton Neighborhood Bicycle and Walking Paths
	3	Henry Cowell State Park to Downtown Felton Pedestrian and Bicycle Connection
	4	Downtown Felton Crosswalks
	5	Downtown Felton Bicycle and Walking Connections near Library
	6	Downtown Felton Pedestrian Walking Facilities
	7	Downtown Felton Roadway, Bicycle, and Parking Improvements
	8	Highway 9 and Graham Hill Rd Intersection Redesign
SLV Schools	9	Pedestrian and Bicycle Connection to SLV Schools Campus from Felton
	10	SLV Schools Campus Site Access
	11	North SLV Schools Pedestrian and Bicycle Connections
Ben Lomond	12	Willowbrook Drive Commercial Area Improvements and Glen Arbor Bike/Ped Connection
	13	Pedestrian and Bicycle Connections from Ben Lomond to Highlands Park
	14	Ben Lomond Crosswalk and Transit Improvements
	15	Mill Street and Glen Arbor Rd Pedestrian Improvements
	16	Ben Lomond Downtown Core Multiuse Improvements
	17	Pedestrian and Bicycle Connections from Mill St to Alba Rd
	18	Hubbard Gulch/Alba Rd Operational Improvements
Brookdale	19	Brookdale Sidewalks
	20	Brookdale Crosswalk Improvements
	21	Irwin Way/Highway 9 Intersection Improvements
Boulder Creek	22	Boulder Creek Elementary Neighborhood Multimodal Improvements
	23	Boulder Creek Crosswalk Improvements
	24	Parking Modifications or Bicycle Facilities in Downtown Boulder Creek
	25	Sidewalk and Storefront Improvements in Downtown Boulder Creek
	26	Bike/Ped Connections to Boulder Creek Library & Bear Creek Rd, Traffic Calming Hwy 236
	27	Highway 9/Bear Creek Rd Intersection Improvements
North	28	Pedestrian and Bicycle Improvements at Garrahan Park and Mt Store

Figure ES 6: Auto Priority Projects Map

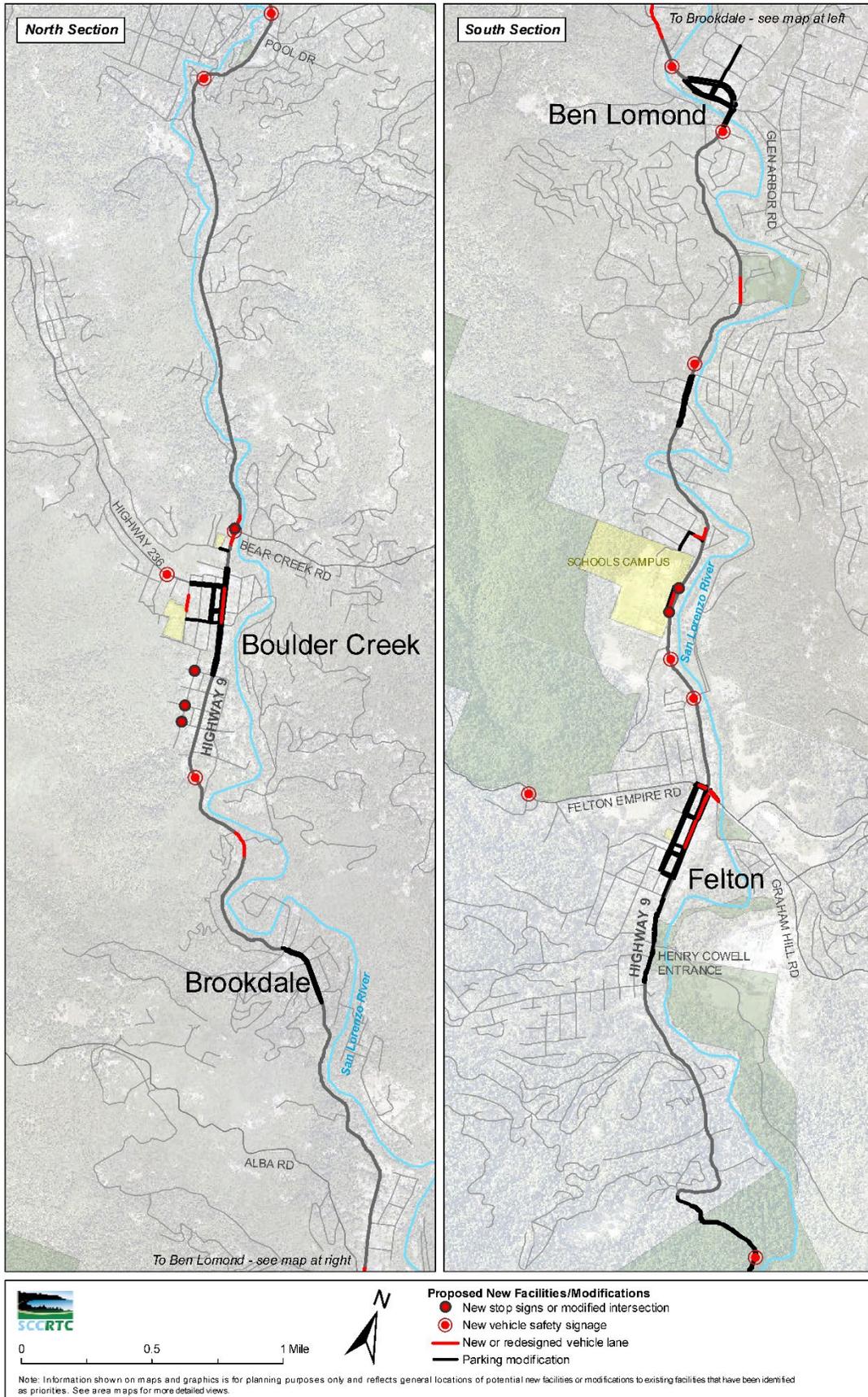


Figure ES 7: Pedestrian Priority Projects Map

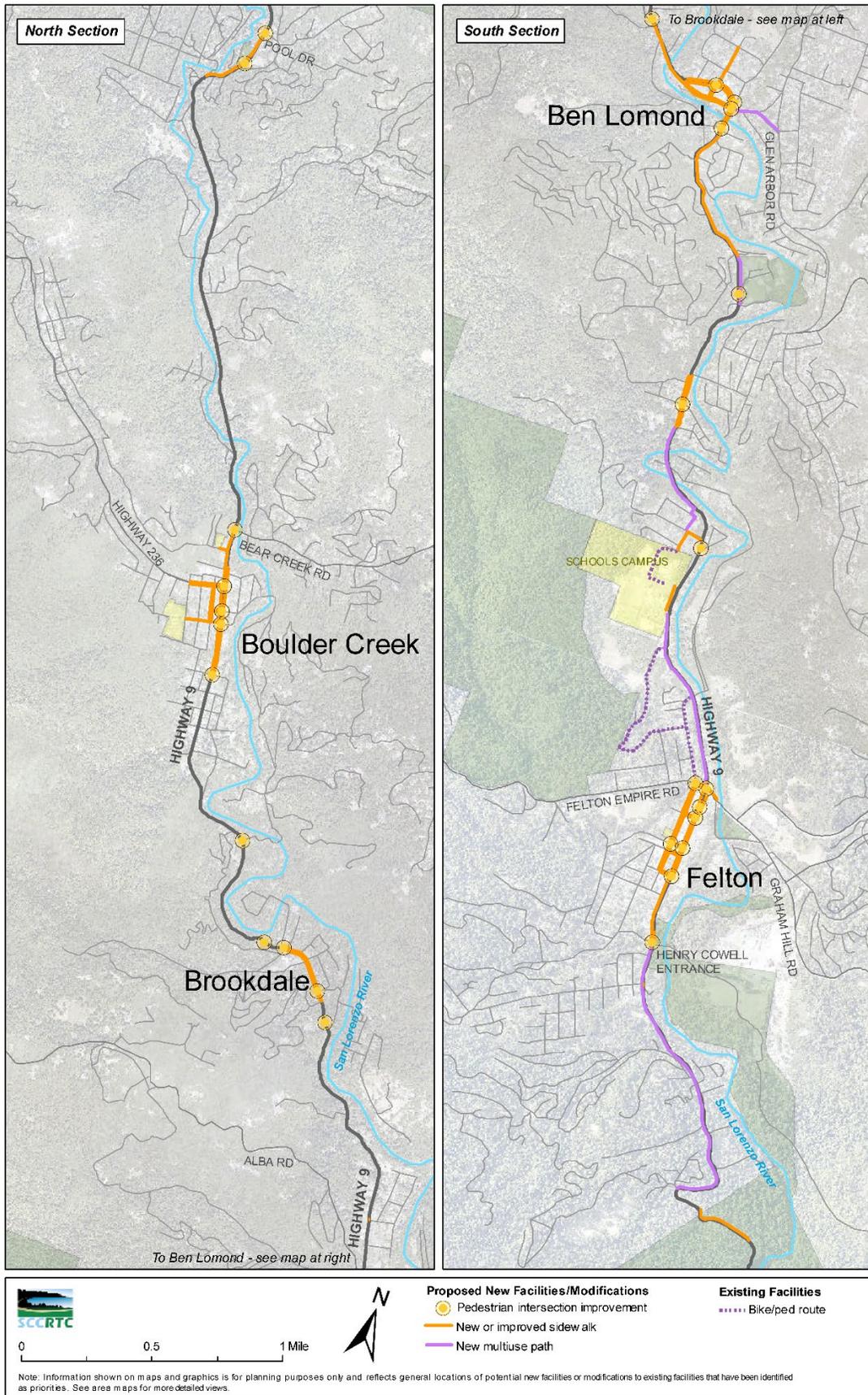
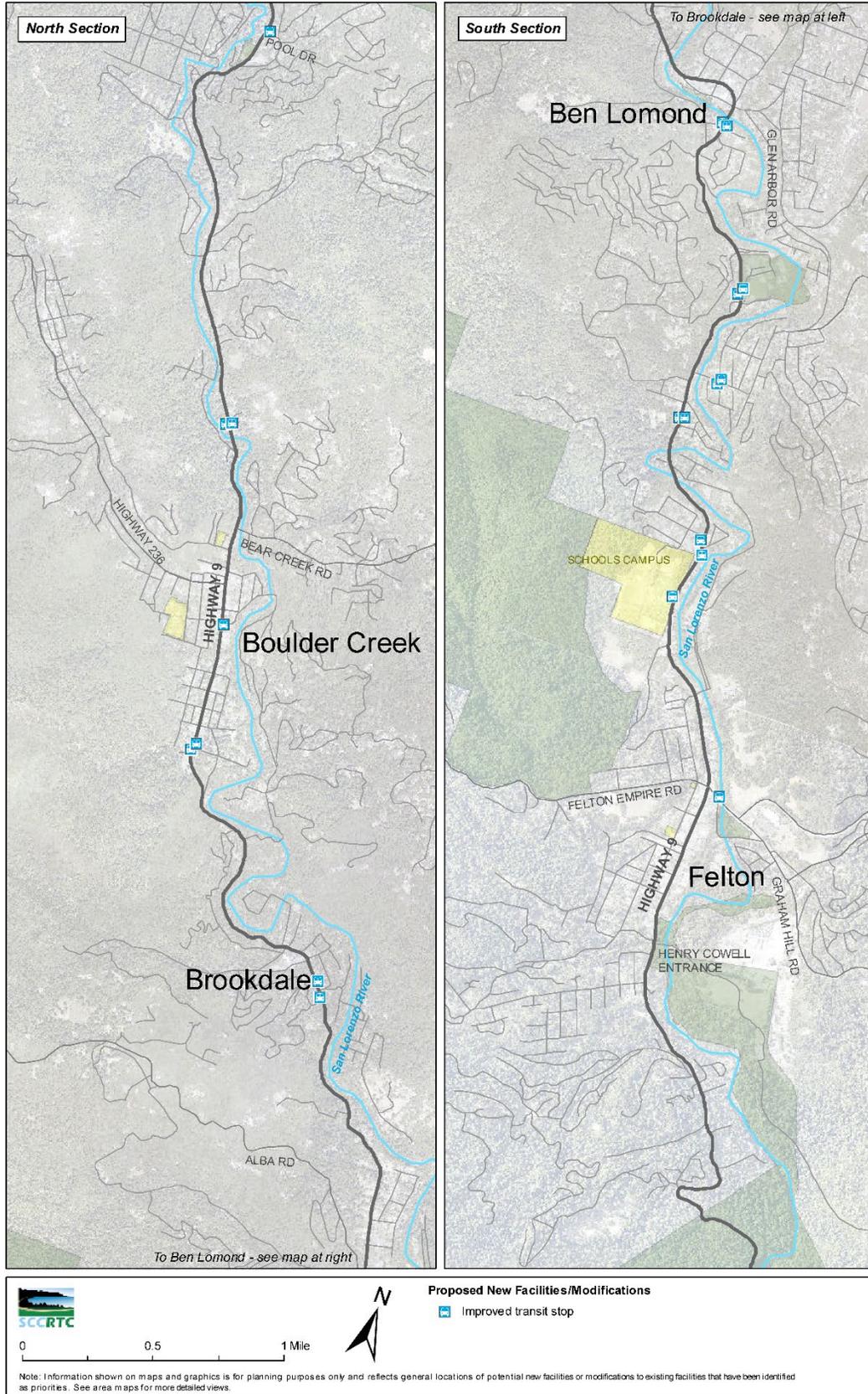




Figure ES 9: Transit Priority Projects Map



# *Attachment J*

# PID DOC DISTRIBUTION

Point here for instructions		CENTRAL REGION PID DISTRIBUTION LIST	
Division / Program / Office	Project Type	D5	No. of C
FHWA	<a href="#">Project of Division Interest. Refer to Stewardship Agreement</a>	Lismary Gavillan	1
HQ Division of Design	All Projects	<a href="#">Point Here for instructions</a>	
HQ Division of Engineering Serv	All Projects	Division of Engineering Services	
HQ Transportation Programming	STIP	Rambabu Bavirisetty	
	SHOPP	Donna Berry	1
HQ Environmental	All Projects	John Luchetta	1
HQ Maintenance	<a href="#">SHOPP-Pavement - 201.120</a>	Gurinderpal (Johnny) Bhullar	1
	<a href="#">SHOPP-Bridge - 201.110, 201.111</a>	Diana Campbell	1
	<a href="#">SHOPP-Roadway Preservations - 130, 131,150</a>	Dave Changizi	1
	STIP	Patti-jo Dickinson	1
HQ Drainage Program Advisor	HM(251)	Joe Baltazar ( <b>Electronic copies</b> )	
HQ Traffic Operations	<a href="#">SHOPP-Operations - 201.310</a>	John Holzhauser	1
HQ Traffic Operations	<a href="#">SHOPP-Operations - 201.315</a>	Patrick Leung	1
HQ Traffic Ops/Traffic Safety Pgm	<a href="#">SHOPP-Safety - 201.010</a>	Abdel Beshair	1
HQ Traffic Ops/Traffic Safety Pgm	<a href="#">SHOPP-ADA - 201.361</a>	Larry Wooster	1
HQ SHOPP Program Advisor	For other prog	<a href="#">SHOPP Contacts</a>	
Project Manager	All Projects	Project Manager	1
Design Manager	All Projects	Design Manager	2
Resident Engineer	All Projects	Resident Engineer	1
PID Program Manager	All Projects		X
PID Program	All Projects		X
Asset Management	All Projects		X
District Maintenance	All Projects	Zeke Dellamas	1
	D6 Eastern Kern		X
	Pavement		X
	Bridge & Culvert		X
	SHOPP	Kelly McClain	1
District Traffic Management	All Projects	Roger Barnes	1
District Traffic Engineering	All Projects	Roger Barnes	1
District Traffic Safety Branch	201.010 & 201.015	Dario Senor	1
District Traffic Operations Branch	SCR	Austin Kittrell	1
Traffic Design	All Projects	Lilian Bennetzen	
Traffic Design Branch "A" (Madera, Fresno)			X
Traffic Design Branch "B" (Kin, Ker, Tul, Fre)	All Projects		X
District Highway Operations	All Projects	Roger Barnes	1
Region Materials	All Projects	Mandeep Dhesi (Acting)	1
Region Environmental	All Projects	Catherine Yim	1
Region Landscape Architecture	All Projects	Corby Kilmer	1
Region Right of Way	All Projects	Marshall Garcia	1
Distict Planning	All Projects	Garin Schneider	1
District Asset Management	All Projects		X
PPM	All Projects	Mike Lew	
District Single Focal Point	All Projects	No Copy	0
Surveys	All Projects	Hanna Kassis ( <b>Electronic copy only</b> )	
	All Projects	Jeremy Villegas	X
	Mon/SC/SBt	Stacy Meacham	X
HQ DES/OPPM	Proj w/Structures	<a href="#">Andrew T S Tan (Electronic Copy Only)</a>	0
DRS Support	All Projects	<a href="#">Pat Duty (DRS Support)</a>	0
<b>TOTAL COPIES</b>		<b>District 5 =</b>	<b>27</b>
<b>CR PJD Support</b>		<b>Last Revised 08/26/2021</b>	