



Santa Cruz County Regional Transportation Commission Highway 1 Mar Vista Bicycle/Pedestrian Bridge

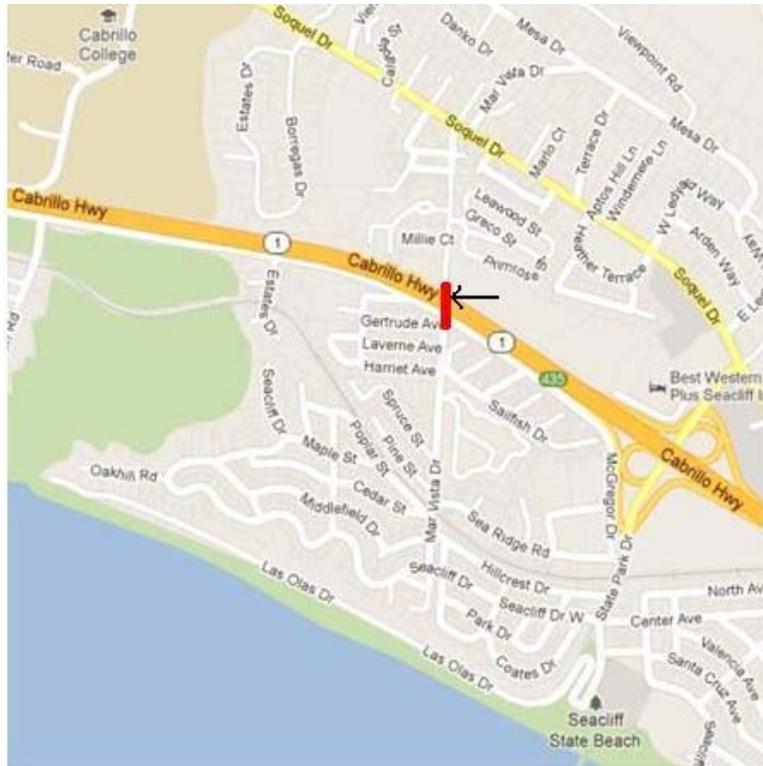
Fact Sheet (February 2017)

Project Description

- Pedestrian and bicycle overcrossing of Highway 1 at Mar Vista Drive, connecting Seacliff and Aptos communities
- Provides new opportunities for safe and convenient travel
- Part of the Highway 1 Corridor Investment Program
- Connects neighborhoods, schools, parks/beaches, and commercial centers

Project Cost/Schedule

Costs and schedule for the project include environmental review, project design, right-of-way, and construction phases.



Project Component	Schedule	Estimated Cost*
▪ Environmental Review	FY16/17	\$500,000
▪ Design Engineering	FY18/19	\$650,000
▪ Right-of-Way Acquisition	FY18/19	\$1,200,000
▪ Construction	FY20/21	\$5,181,000

*RSTP and STIP funds programmed by the RTC in 2015

Background

The Highway 1 Mar Vista Bicycle/ Pedestrian Overcrossing is one of three new bicycle/pedestrian bridges that have been identified as part of the Highway 1 Corridor Investment Program. Other crossings planned for the Highway 1 corridor are located at Chanticleer Avenue in Live Oak and at Trevethan Avenue in the City of Santa Cruz. The proposed crossing locations were chosen with public input to provide community cohesion and improved connectivity to schools and other activity centers. The Mar Vista crossing will reduce travel distances for bicyclists and pedestrians traveling between Mar Vista Drive at McGregor Drive in Seacliff to Mar Vista Elementary School by up to 1.6 miles and minimize travel through the busy State Park Drive interchange. The bridge will also improve access to residential, educational, recreational, and commercial destinations, including Seacliff State Beach, Cabrillo College, Aptos, and Seacliff Villages.

Project Funding and Environmental Analysis

In April 2007, the RTC approved \$7.5 million in State Transportation Improvement Program (STIP) and Regional Surface Transportation Program (RSTP) funds for the project. Environmental analysis of the overcrossing was initially anticipated as part of the Highway 1 High Occupancy Vehicle (HOV) Lanes Environmental Impact Report (EIR). However, due to updated Federal Highway Administration (FHWA) regulations the Mar Vista overcrossing is now subject to a separate project level environmental analysis while work continues on development of a long term vision for the entire Highway 1 Corridor. Information on the larger Highway 1 Corridor EIR can be found on RTC's website at: <https://sccrtc.org/projects/streets-highways/hwy1corridor/>.

The 2016 Transportation Improvement Plan approved by the community in November as Measure D allocated additional funds for the Mar Vista project to ensure sufficient funding is available to construct the project. The Santa Cruz County Regional Transportation Commission (RTC) has hired a consultant team to complete the preliminary design and environmental analysis for this project. A two step process is proposed to first develop alternative design options for the overcrossing, and then through a public participation process, identify a preferred design alternative and begin environmental analysis work. The environmental documentation process will comply with both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA).

Focused stakeholder meetings will be held with representation from neighborhood organizations, businesses, schools, and bicycle, pedestrian, and environmental advocacy groups. The purpose of these meetings will be to identify areas of concern and interest from the public in terms of operations, safety, aesthetic, and environmental impacts. Up to five design alternatives will be developed for public review and discussion and a public workshop held to identify a preferred alternative for environmental analysis and documentation.

Public Input

Public engagement and input is an integral part of all community transportation projects, including the development of this project. Like all public works projects, upon initiation of the preliminary engineering and environmental analysis process, the RTC will seek public input on the project's design, aesthetic treatment, and operational considerations to insure the project serves the community well.

If you wish to receive ongoing updated information on this project, contact the SCCRTC at:

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