

HIGHWAY

AUXILIARY LANES AND BUS-ON-SHOULDER IMPROVEMENTS

Freedom Boulevard to State Park Drive
and Coastal Rail Trail Segment 12 Project



Public Scoping Online Open House
September 17 – October 19, 2020



Welcome to the Online Open House!

This presentation addresses the following topics

1. Purpose of the Online Open House
2. Project Overview
3. Project Purpose and Need
4. Project Background
5. Potential Environmental Impacts
6. Project Schedule and Funding
7. How to Submit Comments

The purpose of this online open house is to:



Announce the preparation of an

- ❖ Environmental impact report/environmental assessment (EIR/EA) for the proposed project



Invite comments on topics to study, such as

- ❖ Significant environmental issues
- ❖ Reasonable project alternatives
- ❖ Reasonable mitigation measures

2. PROJECT OVERVIEW

Location and Key Elements



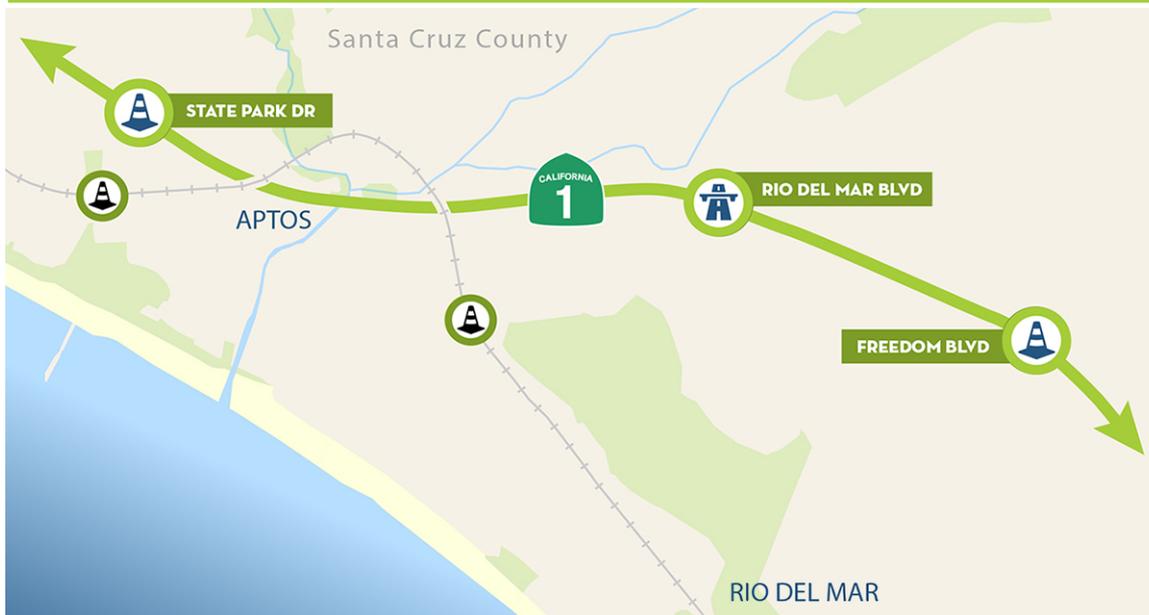
Auxiliary lanes – Add a lane in each direction of Highway 1 between interchange on- and off-ramps, from Freedom Boulevard to State Park Drive, to extend weaving and merging distance between the ramps



Bus-on-shoulder features – Widening and structural improvements to highway shoulders at project area interchanges, so buses can use shoulders at interchanges and auxiliary lanes between interchanges



Coastal Rail Trail Segment 12 – Build a 1.25-mile segment of bicycle/ pedestrian trail within the Santa Cruz Branch Rail right-of-way, along the existing train tracks, from Rio Del Mar Boulevard to State Park Drive



3. PURPOSE AND NEED

WHY PROJECT IS NEEDED

The purpose of the project is to:

- ❖ Reduce congestion along SR 1 through the project limits
- ❖ Enhance bicycle and pedestrian connectivity by providing a segment of the Coastal Rail Trail
- ❖ Promote the use of alternative transportation modes to increase transportation system capacity and reliability
- ❖ Reconstruct railroad bridges over SR 1 to accommodate the widened highway and Coastal Rail Trail crossings of SR 1

This project is needed because:

- ❖ Several bottlenecks along SR 1 in the southbound and northbound directions cause congestion during peak hours, significantly delaying drivers
- ❖ “Cut-through” traffic, or traffic on local streets, is increasing because drivers are seeking to avoid congestion on the highway
- ❖ There are limited opportunities for pedestrians and bicyclists to safely get across SR 1 and navigate the project corridor, even though portions of the project area are designated as regional bicycle routes
- ❖ There are insufficient incentives to increase transit service in the SR 1 corridor because congestion threatens reliability and cost-effective transit service delivery

4. PROJECT BACKGROUND

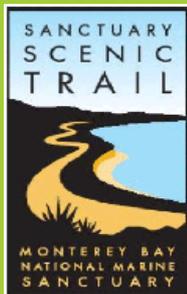
Previous Studies & Related Projects



Auxiliary lanes – This is the fourth auxiliary lanes project of the Highway 1 Corridor Program. Construction of auxiliary Lanes from Soquel Avenue to Morrissey Boulevard was completed in 2013. Auxiliary lanes from 41st Avenue to Soquel Avenue are now in final design; the environmental document for auxiliary lanes from State Park Drive to the Bay Street/Porter Avenue interchange will circulate for public review in Fall 2020.

State Route 1 Auxiliary Lane
Bus-on-Shoulder Concept of
Operations

Bus-on-shoulder – Bus-on-shoulder operations during peak periods of congestion is a cost-effective solution to achieve transit travel time and reliability improvements in the near-term. A concept operations study provides the framework for design, implementation, and operation. Improvements are being implemented with planned auxiliary lanes projects.



Coastal Rail Trail Segment 12 – Segment 12 is part of the Coastal Rail Trail within the 32-mile Santa Cruz Branch Rail right-of-way, adjacent to the existing train tracks. This trail will serve as the “spine” for the Monterey Bay Sanctuary Scenic Trail Network, a 50-mile bicycle/pedestrian path from the San Mateo County line to the Monterey County line at Pajaro.

5. POTENTIAL IMPACTS

Summary

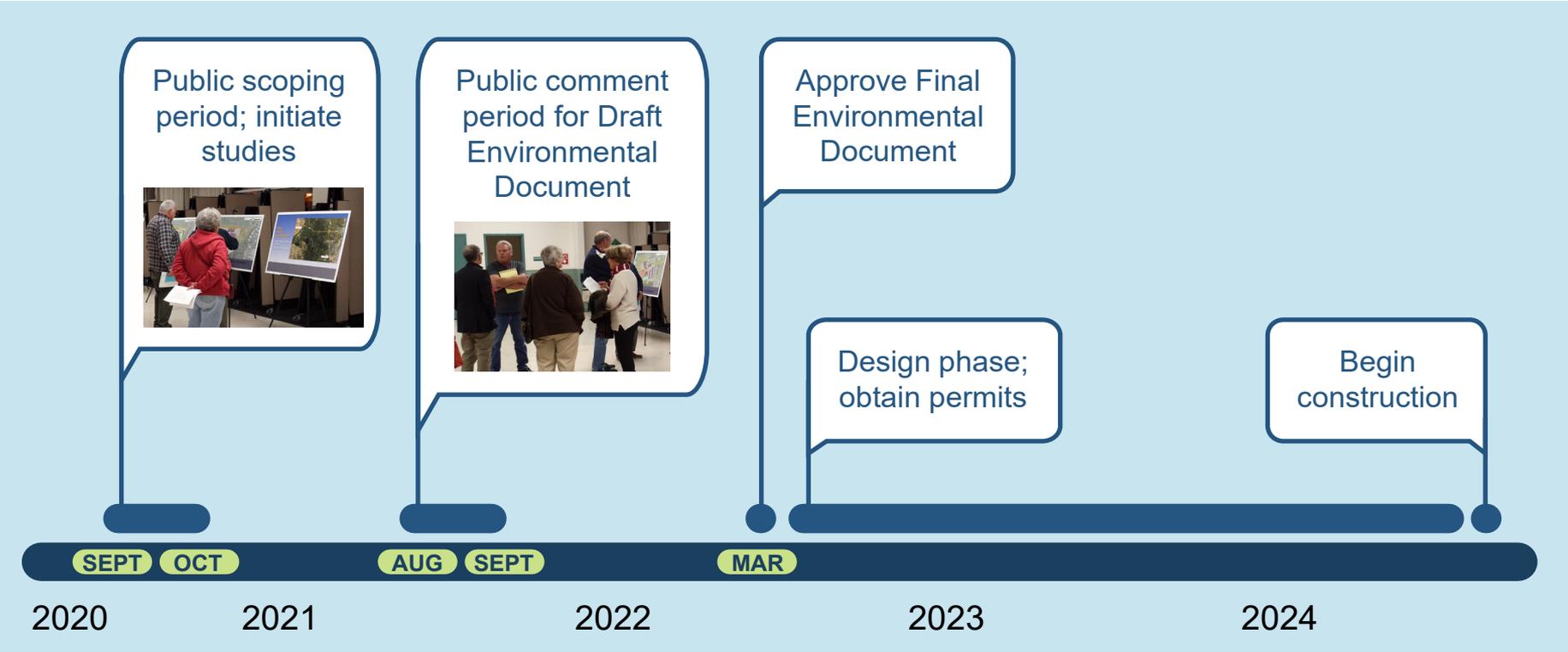
Environmental Topic Area	Potential Impacts
Air Quality and Greenhouse Gas Emissions	<ul style="list-style-type: none">• Increased dust and equipment emissions from construction• Long-term mobile source emissions
Biological Resources	<ul style="list-style-type: none">• Potential for impacts to sensitive species• Potential impacts to wetlands and other waters
Cultural Resources	<ul style="list-style-type: none">• Sensitivity for prehistoric archaeological resources• Potential for historic architectural resources
Geology and Soils	<ul style="list-style-type: none">• Potential geotechnical, geologic and seismic impacts
Hazardous Waste and Materials	<ul style="list-style-type: none">• Potentially hazardous materials such as aerially deposited lead
Hydrology, Floodplain, and Sea Level Rise	<ul style="list-style-type: none">• Potential for floodplain encroachment• Portions of project area susceptible to sea level rise
Hydromodification, Water Quality, and Stormwater Runoff	<ul style="list-style-type: none">• Potential erosion, sedimentation, pollutant discharge during construction• Permanent increase of impervious surfaces may affect water quality

5. POTENTIAL IMPACTS

Summary *(continued)*

Environmental Topic Area	Potential Impacts
Land Use and Coastal Zone	<ul style="list-style-type: none">• Portions of project area located in the Coastal Zone,• Potential impacts on sensitive coastal resources
Noise	<ul style="list-style-type: none">• Short-term noise impacts during construction• Potential long-term noise impacts to adjacent properties
Paleontological Resources	<ul style="list-style-type: none">• Potential for paleontological resources to occur in project area
Parks and Recreational Facilities	<ul style="list-style-type: none">• Construction-phase traffic impacts may affect access
Transportation and Traffic	<ul style="list-style-type: none">• Temporary traffic impacts during construction.• Anticipated long-term congestion reduction and safety enhancement.
Utilities and Emergency Services	<ul style="list-style-type: none">• Potential temporary relocation of utilities during construction• Temporary lane closures could affect emergency providers
Visual and Aesthetic Resources	<ul style="list-style-type: none">• Potential short-term visual impacts during construction.• Potential long-term impacts due to removal of trees, retaining walls and sound walls, bridge widening/replacement, rail trail, and lighting

6. SCHEDULE & FUNDING



Funding Source	Project Funding (in thousands)
Measure D (Highway)	\$ 14,514
Other Secured	\$ 0
Needed	\$ 86,900
Estimated total cost	\$ 101,414



7. COMMENTS

How to Comment

Please submit comments by October 19, 2020, as follows:



Submit comments online

- ❖ Go to www.hwy1-freedom-statepark.com and click on Station 5, Comments



Send comments by regular mail to

- ❖ Lara Bertaina, Senior Environmental Planner
Caltrans District 5
50 Higuera Street
San Luis Obispo, CA 93401



Please direct questions to

- ❖ Lara Bertaina, Caltrans Senior Environmental Planner
Lara.Bertaina@dot.ca.gov, (805) 542-4610