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DIRECTOR OF PUBLIC WORKS

# County of Santa Cruz

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## DEPARTMENT OF PUBLIC WORKS

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**AGENDA: NOVEMBER 9, 1999**

October 27, 1999

SANTA CRUZ COUNTY BOARD OF SUPERVISORS

701 Ocean Street

Santa Cruz, California 95060

**SUBJECT: ENGINEERING REVIEW GROUP PLAN LINE PROPOSAL FOR THIRTIETH AVENUE BETWEEN EAST CLIFF DRIVE AND SCRIVER STREET**

Members of the Board:

This letter describes and recommends approval of a plan line proposal for Thirtieth Avenue from East Cliff Drive to Scriver Street in the Live Oak planning area. Aerial photographs indicating the proposed plan line have been forwarded to the Clerk of the Board for your review. Attachment 1 is the location map indicating the roadway segment being considered for plan line recommendations. Attachment 2 shows the proposed street cross-sections for the plan line.

### BACKGROUND

Thirtieth Avenue is designated as a collector street in the County's General Plan. Thirtieth Avenue currently has a 50-foot wide right-of-way, and is striped for two travel lanes. No sidewalks exist on this segment. On-street parking exists along the segment in most areas. Thirtieth Avenue is stop controlled at East Cliff Drive, and the intersection of Thirtieth Avenue and Scriver Street is four-way stop controlled. Road bumps are in place on Thirtieth Avenue as a traffic calming measure. The stop signs and road bumps will remain in place when the plan line improvements are constructed.

The plan line presented for your approval has been initiated by staff to enable design to proceed on this portion of Thirtieth Avenue, which is scheduled for construction of sidewalk and drainage improvements in spring of 2000.

A community meeting was held on June 28, 1999 to solicit residents' concerns about the plan line proposal and the related traffic issues which are described below, and the potential impacts on both traffic and local residents. Two alternates were presented at the meeting, to determine the level of improvements which were desired by the neighborhood. The proposed plan line is consistent with comments received from the residents at the meeting and in subsequent communications, as described below.

#### PROPOSED THIRTIETH AVENUE PLAN LINE

The plan line for the segment of Thirtieth Avenue between East Cliff Drive and Scriver Street includes a typical cross section of one 10-foot travel lane in each direction, an eight-foot parking shoulder on each side, curb and gutter on both sides, and a four-foot contiguous sidewalk on the west side. Total curb-to-curb width will be 36 feet for most of the segment. No additional right-of-way is necessary to construct these improvements.

A continuous level pedestrian pathway will be provided at driveways to meet the accessibility requirements of the Design Criteria. Thirtieth Avenue is a transit route, and two bus stops exist in this segment, one northbound and one southbound. Due to limited right-of-way and the residential nature of the street, the construction of bus shelters is not proposed at this time.

#### SPECIAL CONSIDERATIONS

Thirtieth Avenue between East Cliff Drive and Scriver Street is scheduled for improvement to install drainage facilities and to complete sidewalks from East Cliff Drive to Portola Drive. The street provides an important pedestrian access to the beach area, and is also used by many children on their way to area schools.

Because of limited right-of-way and the location of existing houses and trees close to the right-of-way, construction of a full collector standard, with parking and separated sidewalks on both sides, is not possible. To minimize the impact on existing improvements and vegetation, the proposed plan line includes a contiguous sidewalk on one side of the street only. The sidewalk is proposed for the west side of the street to maintain continuity with the existing sidewalk between Scriver Street and Portola Drive, which is also on the west side.

Two versions of a possible plan line were shown at the community meeting, which differed in the treatment of the east side of the street. One showed widening to the 36 foot width, formalizing the edge of the public improvements with curb and gutter and allowing parking on the pavement. The other showed widening only enough to provide a paved asphalt swale for drainage, providing a less formal edge and allowing parking in the swale and on the unpaved shoulder.

Although the meeting was not very well attended, the people who did attend favored construction of a sidewalk on the west side, but were evenly divided on the curb and gutter question. Because the curb and gutter option also insures that on-street parking will not be eliminated by the adjoining residents, it has been included in the recommended plan line.

In the weeks following the meeting, staff received numerous calls and letters in favor of the proposed improvements, as well as a petition opposing the installation of sidewalks and requesting that the street be narrowed, street trees planted, and **bulbouts** constructed at corners. In order to insure that everyone on the street had an equal opportunity to provide input on the design, the Redevelopment Agency then mailed a survey to all residents and owners of property on this segment of Thirtieth Avenue. The survey asked people's opinions on the following issues: installation of sidewalks, interest in a voluntary street planting program, installation of **bulbouts** at intersections, and reduced travel lane widths.

The majority of respondents (66%) favored the installation of sidewalks. A voluntary street tree program was supported by 41%, and corner **bulbouts** by only 28%. Fifty percent asked that travel lanes be as narrow as possible.

As a result, the recommended plan line includes sidewalk on the west side, but neither a voluntary street tree program nor corner **bulbouts** are proposed. The existing travel lanes are delineated by a shoulder stripe, and are approximately 10 feet wide. The proposed travel lanes will remain 10 feet wide, and will adjoin an eight-foot wide parking shoulder delineated by a stripe. The overall street width will be 36 feet, as described above.

Parking is proposed on both sides of the street, in order to maximize the amount of parking available for both residents and visitors to the nearby coastal area. Parking is eliminated on one or both sides in three limited areas, where the street width is reduced to preserve existing trees. Preservation of these significant trees will also serve to visually narrow the street, minimizing the apparent width of the improvements. No trees are proposed to be removed to construct the plan line improvements.

At the intersection of East Cliff Drive, the curbs on both sides are proposed to be **bulbed** out toward both Thirtieth Avenue and East Cliff Drive. The minimum width of Thirtieth Avenue will be 30 feet at this intersection. In addition to reducing the length of pedestrian crossings and better defining the corner, this will eliminate the need to relocate a major utility pole at this corner.

There are several parcels within the limits of the proposed plan line where existing onsite parking may be impacted by the work, where residents have created informal driveways which are the full width of their parcels. Creation of standard driveway approaches will result in a need to reconfigure existing parking on these parcels. As the design of the improvements is formalized, staff will work with the affected property owners to minimize these impacts.

## RECOMMENDATION

It is recommended that the Board of Supervisors take the following action:

1. Approve the proposed plan line for Thirtieth Avenue between East Cliff Drive and Scriver Street.

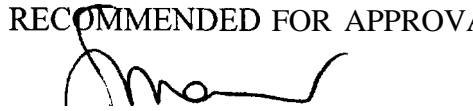
2. Direct Public Works staff to include the plan line for this segment of Thirtieth Avenue in the Master Plan Line file.

Yours truly,

  
JOHN A. FANTHAM  
Director of Public Works

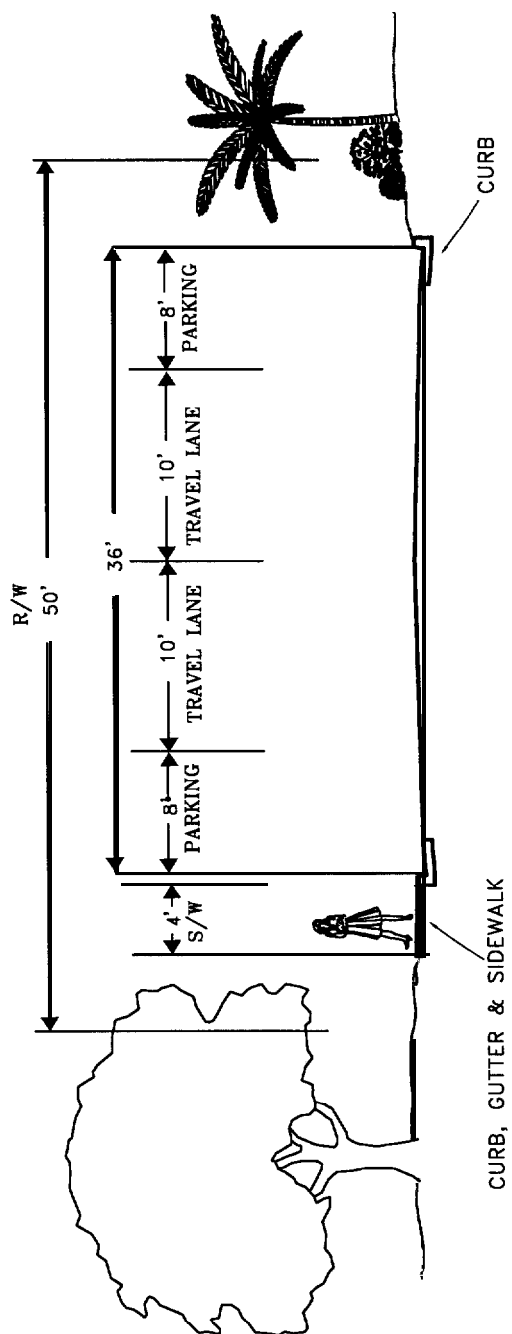
CDR:cdr  
Attachments

RECOMMENDED FOR APPROVAL:

  
\_\_\_\_\_  
County Administrative Officer

copy to:      Public Works Department  
                 Redevelopment Department  
                 Planning Department





TYPICAL SECTION  
30TH AVENUE

ATTACHMENT 2