



County of Santa Cruz

DEPARTMENT OF PUBLIC WORKS

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THOMAS L. BOLICH
DIRECTOR OF PUBLIC WORKS

AGENDA: APRIL 9, 2002

March 29, 2002

SANTA CRUZ COUNTY BOARD OF SUPERVISORS

701 Ocean Street
Santa Cruz, California 95060

**SUBJECT: PLAN LINE FOR LAKE AND FIFTH AVENUES BETWEEN EATON STREET
AND EAST CLIFF DRIVE: BIKE LANE ALTERNATIVE**

Members of the Board:

Over the past couple of years the Redevelopment Agency has hosted a number of community meetings to discuss the nature and scope of potential streetscape improvements in the Santa Cruz Yacht Harbor neighborhood. Considerable community input from those meetings has helped shape the improvement projects being developed for the area. In September 2001 a portion of this community process culminated in a neighborhood meeting focused on a proposed plan line for Lake and Fifth Avenues between Eaton Street and East Cliff Drive. The plan line presented at the meeting for this one-way route consisted of a 16-foot travel lane, two 8-foot parking lanes, and a grade-separated pedestrian walkway. Except for the pedestrian walkway being positioned behind the curb above the roadway, this plan line is similar to the existing condition. It was felt that this was in keeping with the sentiment widely expressed at the meetings that a safe pedestrian pathway be provided, while significant changes otherwise be minimized.

Following a positive response to this plan line from the meeting participants, the plan line was presented for approval at your Board's regular October 23, 2001, meeting. Your Board adopted the plan line, but based on additional testimony, directed staff to return with a further review of whether or not to stripe Lake and Fifth Avenues for a bike lane.

In reviewing the impact of striping a bike lane on Lake and Fifth Avenues, Public Works took into consideration the geometry of the roadway and the typical operation of the route, including the type of traffic traveling along it. The route is frequently subject to vehicles towing boats on trailers through a number of curves where people can be entering and exiting parked cars adjacent to both sides of the traveled way. In order to preserve existing parking along the roadway and taking into consideration topographic constraints, gaining the width necessary for a designated bike lane would generally be at the expense of the travel lane, reducing it from 16 feet to 12 feet in width. The parking lane would also be reduced to 7 feet, possibly a difficulty in an area where wide vehicles with boat trailers park. Public Works felt that doing this would force bicycles and motor traffic, some of it with boat trailers, closer to the opening doors of parked vehicles. In an effort to receive more input from recognized cycling advocates, the Redevelopment Agency presented the route concept to the Santa Cruz County Regional Transportation Commission

(SCCRTC) Bicycle Committee. The Bicycle Committee expressed support for the Lake and Fifth Avenues plan line version without a striped bike lane, favoring the idea of marking the roadway as a bike route.

Public Works returned with a report on this further review of striping a bike lane at the Board of Supervisors regular March 5, 2002, meeting. The report recommended that the Lake and Fifth Avenues plan line remain as originally presented, without a striped bike lane, where bicycle and motor traffic would share one 16-foot travel lane. A letter from the SCCRTC Bicycle Committee on this item was included with Public Works' report, and a copy is attached.

Upon hearing the report at the March 5, 2002, meeting, which included additional public testimony favoring a separately striped bike lane, your Board directed Public Works to present for consideration at today's public hearing two alternatives for striping Lake and Fifth Avenues, one with a designated bike lane and one without a designated bike lane. Per the Board's direction, members of the neighborhood have been invited, by letter, to share their thoughts on this issue. Upon the conclusion of the public hearing, your Board may consider final adoption of one of the two alternative striping plans.

As previously noted and shown on the attached Alternative 1: Without Bike Lane diagram, the Lake and Fifth Avenues plan line currently includes a typical section consisting of two 8-foot-wide parking lanes and one 16-foot-wide travel lane. As shown on the attached Alternative 2: With Bike Lane diagram and on the plan view of the route, the inclusion of a striped bike lane along the westerly (harbor) side of the route would result in a typical section consisting of an 8-foot-wide parking lane, a 12-foot-wide motor travel lane, a 5-foot-wide bike lane, and a 7-foot-wide parking lane adjacent to the bike lane. Designated parking spaces would continue to be indicated in conjunction with the revised striping.

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

1. Upon conclusion of the public hearing, consider final adoption of one of the two alternative striping plans presented.
2. Direct Public Works staff to make the striping plan adopted by your Board part of the Lake and Fifth Avenues plan line and file it in Public Works' permanent plan line file.

Yours truly,



THOMAS L. BOLICH
Director of Public Works

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Attachment

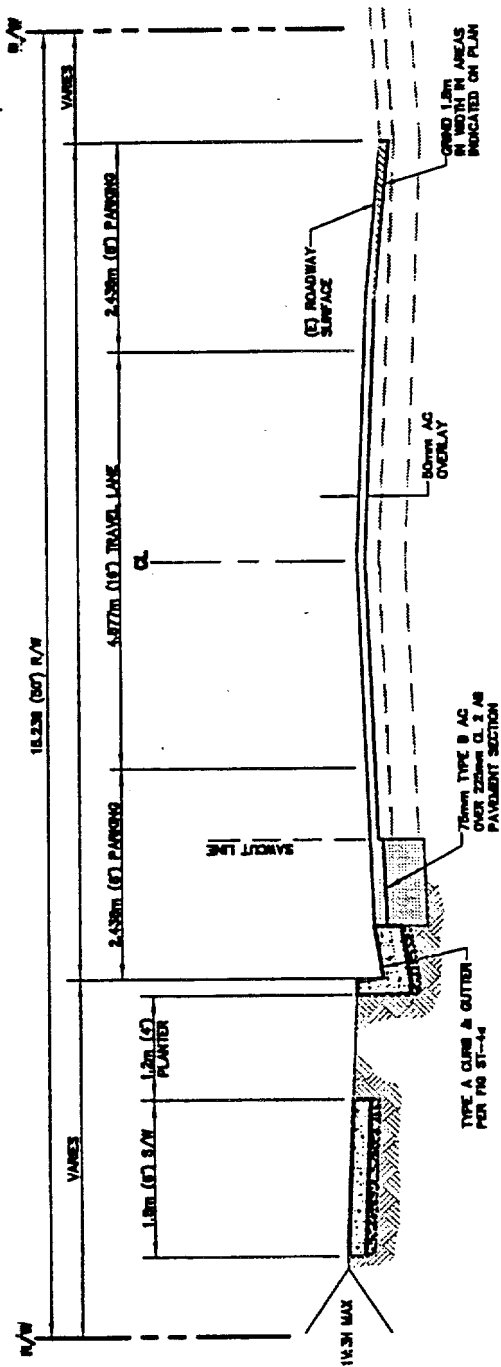
RECOMMENDED FOR APPROVAL:



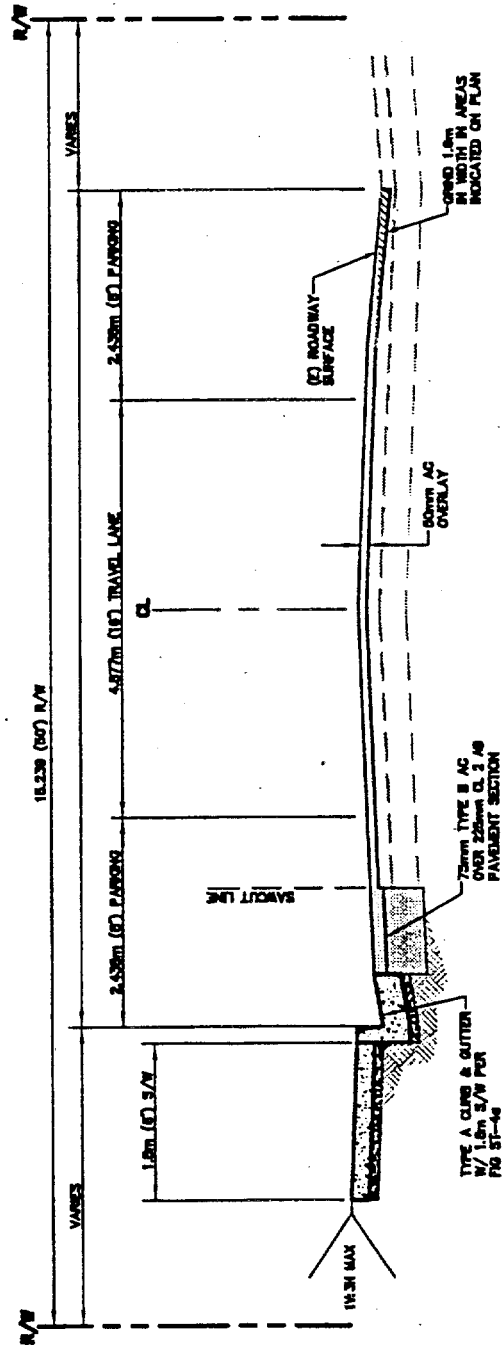
County Administrative Officer

copy to: Public Works Department
Redevelopment Agency
Planning Department

lkm.wpd



WITH 1.2m (4') PLANTER

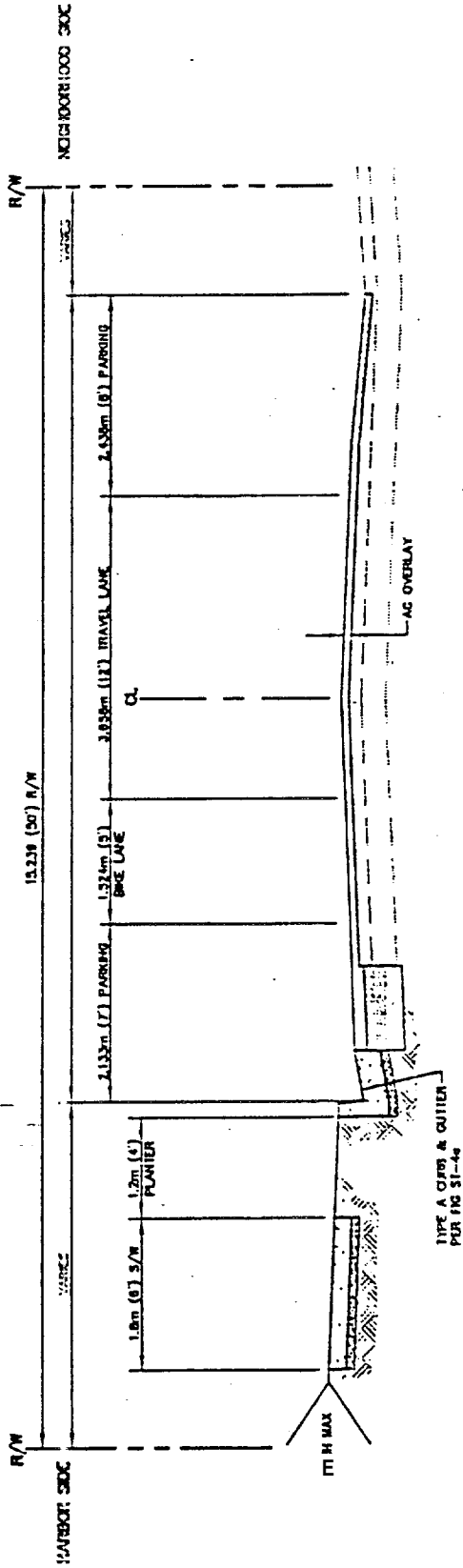


W/O 1.2m (4') PLANTER

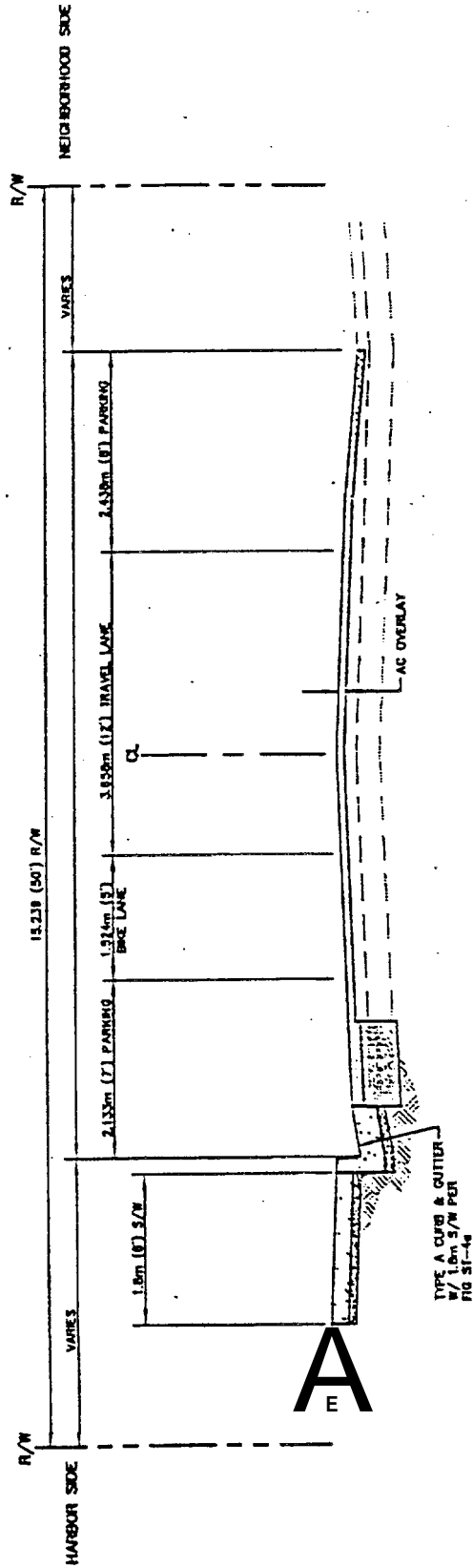
LAKE & FIFTH AVENUES TYPICAL SECTIONS

1:50 H
1:25 V

ALTERNATIVE 1: WITHOUT BIKE LANE



WITH 1.2m (4') PLANTER



W/O 1.2m (4') PLANTER

LAKE & FIFTH AVENUES TYPICAL SECTIONS

1:50 H
1:25 V

ALTERNATIVE 2: WITH BIKE LANE


SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1525 PACIFIC AVENUE, SANTA CRUZ, CALIFORNIA 95060-3911 (831) 460-3200 FAX (831) 460-3215 OR (831) 471-1290

January 23, 2002

 SERVICE AUTHORITY
FOR FREEWAY
EMERGENCIES
(SAFE)

☐

Glenn Goepfert
Redevelopment Engineer
Santa Cruz County Department of Public Works
701 Ocean Street, Room 410
Santa Cruz, CA 95060

 CONCESSION
MANAGEMENT
AGENCY

☐
RE: Lake & Fifth Avenue Pedestrian Improvements

 COMMUTE
SOLUTIONS

☐

Dear Mr. Goepfert ,

At its January 14 meeting, the Bicycle Committee of the Santa Cruz County Regional Transportation Commission (SCCRTC) heard a presentation by Betsey Lynberg and Paul Rodrigues of the Redevelopment Agency and Jack Sohriakoff of Public Works regarding proposed pedestrian improvements to Lake and Fifth Avenues.

 TRANSPORTATION
POLICY COMMITTEE

☐

It is the Committee's understanding that bicycle lanes have not been included in the plans for this project, because Public Works wishes to maintain the 16-foot shared travel lane for safety reasons and due to right-of-way constraints posed by neighboring houses on one side and the yacht harbor on the other.

 RAILCROSSIGHT
COMMITTEE

☐

 BUDGET &
ADMINISTRATION
PERSONNEL
COMMITTEE

☐

The Committee does not see an overwhelming need for separate bicycle lanes on Lake and Fifth Avenues and does not object to the RDA's plans as presented. However, the Committee does strongly recommend ample "Share the Road" signage to make it clear to motorists that cyclists have every right to use the full lane if necessary. The Committee further recommends that the County designate this stretch of roadway, along with the short segment of East Cliff Drive that connects to Seventh Avenue, as a Class III bicycle route, and employ proper signage to further raise awareness of cyclists on the roadway.

 INTERAGENCY
TECHNICAL
ADVISORY
COMMITTEE

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Thank you very much for seeking the Bicycle Committee's opinion on this matter.

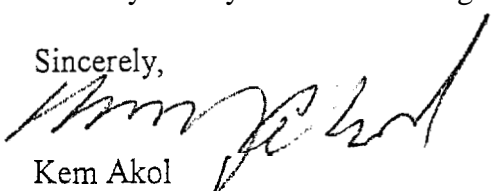
BICYCLE COMMITTEE

☒

Sincerely,

 ELDERLY & DISABLED
TRANSPORTATION
ADVISORY COMMITTEE

☐


Kem Akol
Chair, SCCRTC Bicycle Committee

cc: Paul Rodrigues, County Redevelopment Agency
SCCRTC

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EMAIL INFO@SCCRTC.ORG

 MEMBER AGENCIES: SANTA CRUZ METROPOLITAN TRANSIT DISTRICT, COUNTY OF SANTA CRUZ, CALTRANS,
CITIES OF CAPITOLA, SANTA CRUZ, SCOTT'S VALLEY, WATSONVILLE