



County of Santa Cruz

DEPARTMENT OF PUBLIC WORKS

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 DIRECTOR OF PUBLIC WORKS

AGENDA: JUNE 4, 2002

May 23, 2002

SANTA CRUZ COUNTY BOARD OF SUPERVISORS

701 Ocean Street
 Santa Cruz, California 95060

SUBJECT: PLAN LINE PROPOSAL FOR 41ST AVENUE
 BETWEEN SOQUEL DRIVE AND HIGHWAY 1

Members of the Board:

Presented herein for your Board's consideration is a plan line for the portion of 41st Avenue between Soquel Drive and Highway 1 in the Soquel planning area. Attachment 1 presents the plan line area. Corresponding typical street cross sections and a plan view of the proposed plan line are displayed on Attachment 2. The detailed plan line, Attachment 3, including all the pertinent notes, is on file with the Clerk of the Board for your review.

BACKGROUND

The proposed remodel and expansion of the Safeway and Kmart properties along the east side of 41st Avenue served as a catalyst for the development of the plan line for this segment of the roadway. From the start, addressing the fundamental differences between the traffic circulation needs of the businesses along the east and west side of the roadway has been a central challenge in generating a workable plan line. Where the development adjoining the east side of the roadway is mall-like with large parking areas enjoying shared circulation and easy unified access to 41st Avenue, the west side of the street is populated, for the most part, by a number of smaller businesses set closer to the roadway, each having an individual driveway, limited parking, and little shared circulation.

With a goal of crafting a plan line that will provide pedestrian and bicycle improvements while also serving the diverse existing needs and conditions of both the east and west sides of 41st Avenue, the Redevelopment Agency hosted community meetings in December 2001 and again this year in April 2002. At the first of those meetings, a conceptual plan line was presented and input from owners of businesses along 41st Avenue was received. Questions, comments, and concerns raised at this meeting included the importance of access to the west side businesses, the location of the possible future signal, the location of the proposed medians, and the need for coordinated signals and regional traffic planning to ease traffic congestion. The version of the plan line presented at the second meeting, which had been revised to reflect the previous

comments of the business owners, met with the general approval of those in attendance. The plan line presented to your Board today has been further refined to address and resolve the additional concerns expressed by the business owners at the second community meeting.

EXISTING CONDITIONS

The County's General Plan classifies the segment of 41st Avenue between Soquel Drive and Highway 1 as an urban arterial street. South of Soquel Drive, the 41st Avenue right-of-way is currently 70 feet in width, varying up to 120 feet in width near the Capitola city limits at the state highway right-of-way. The roadway is partially striped for bike lanes and is striped for four travel lanes, with a center turn lane extending north from Cory Street for about 500 feet to a point about 100 feet south of the existing median near the 41st Avenue intersection with Soquel Drive. At the 41st Avenue intersection with Soquel Drive, the northbound laneage on 41st Avenue changes to three lanes: a left-turn lane at the north end of the planted median, a left-turn-and-through lane, and a right-turn lane. Continuous four-foot sidewalk exists along the easterly side of the roadway, while along the westerly side of the street the existing sidewalk extends little more than 100 feet north beyond Cory Street, with another 140 foot isolated stretch of sidewalk beyond Cordelia Lane. When standing at the existing bus stops, buses partially block the outside travel lanes. At present, the 41st Avenue intersections at Soquel Drive and Highway 1 are controlled by traffic signals, which are not currently synchronized with other local traffic signals controlled by the City of Capitola and CALTRANS. Overhead utilities were placed underground a number of years ago.

PROPOSED 41ST AVENUE PLAN LINE

The plan line for 41st Avenue includes a typical cross section of two travel lanes and a bicycle lane in each direction, with a center turn lane and two median islands, six-foot separated sidewalk, for the most part, on the east side of the street, and a combination of separated and contiguous sidewalk on the west side of the street. The typical curb-to-curb width will vary from a minimum of about 69 feet to a maximum of about 80 feet. The typical street section will be closer to the maximum width where there are bus pullouts and for a short distance to provide right turns into two Safeway/Kmart entrances. Continuous level pedestrian pathways at driveways and sidewalk access ramps at appropriate locations will be provided to meet the accessibility requirements of the design criteria. Street trees and other landscaping will be provided in the landscape strips between the back of curb and separated sidewalk. The medians at the north and south entrances to the roadway segment will contain signature trees. The intent of the plan line is to preserve all existing trees.

The proposed plan line allows for a potential future traffic signal at the main entrance of the shopping center. Installation of the signal will require the resolution of regional and local traffic, circulation and parking issues, as discussed below. Thus, the signal will not be installed as a part of the near-term construction of improvements in this segment. Public Works will continue to monitor and analyze the level of service at the potential future signal location and within the 41st Avenue and surrounding traffic corridors. Also, discussions with CALTRANS and the City of Capitola concerning traffic circulation and signal coordination for the 41st Avenue traffic corridor will continue in an attempt to promote capacity improvements and lessen congestion in this corridor.

SPECIAL CONSIDERATIONS

Approval of the plan line will include the following considerations. The frontage improvements along the east side of the roadway will be constructed according to the plan line by the developer of the proposed Safeway/Kmart expansion. Near its intersection with Soquel Drive, the 41st Avenue alignment will be shifted to the east so that the future sidewalk will not conflict with existing west side structures. As a result, the existing median near the intersection will have to be reconstructed. In addition, the reconstructed median will be shorter than the existing median at its south end. This will allow for the center turn lane to be extended northward to permit additional west side access into a future driveway that is proposed just north of the existing Chevron/car wash driveway, as shown on the detailed plan line (Attachment 3 on file with the Clerk of the Board). If practical, the construction of the medians will also be undertaken by the developer, The median proposed near Cory Street has been adjusted in length to provide a portion of middle turn lane as a haven for vehicles making a left turn out of Cory Street.

If at some point in the future it is determined that a traffic signal shall be installed, no additional raised medians will be constructed that would impede the function of the two-way, left-turn lanes approaching the signal. Introduction of a traffic signal on 41st Avenue at the main entrance to the Safeway/Kmart development would not occur until and unless "triggered" by a number of factors, including additional analysis that demonstrates compatibility of a new signal with the existing traffic control systems along the 41st Avenue traffic corridor and development of a plan, with the cooperation of business and property owners, for shared circulation and parking on the west side of 41st Avenue. Construction of sidewalks along the west side will displace some existing parking. Therefore, another trigger for construction of the west side improvements by any public project, requires that replacement parking be addressed with the affected property and business owners. Approval of the plan line by your Board will incorporate these triggers as prerequisites for the construction of the west side improvements and installation of a traffic signal at the main entrance to the Safeway/Kmart properties, as shown on the plan line (Attachment 3).

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

1. Approve the plan line for 41st Avenue between Soquel Drive and Highway 1.
2. Direct Public Works staff to include the plan line for 41st Avenue between Soquel Drive and Highway 1 in the Master Plan Line file.

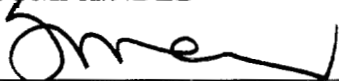
Yours truly,



for - THOMAS L. BOLICH
Director of Public Works

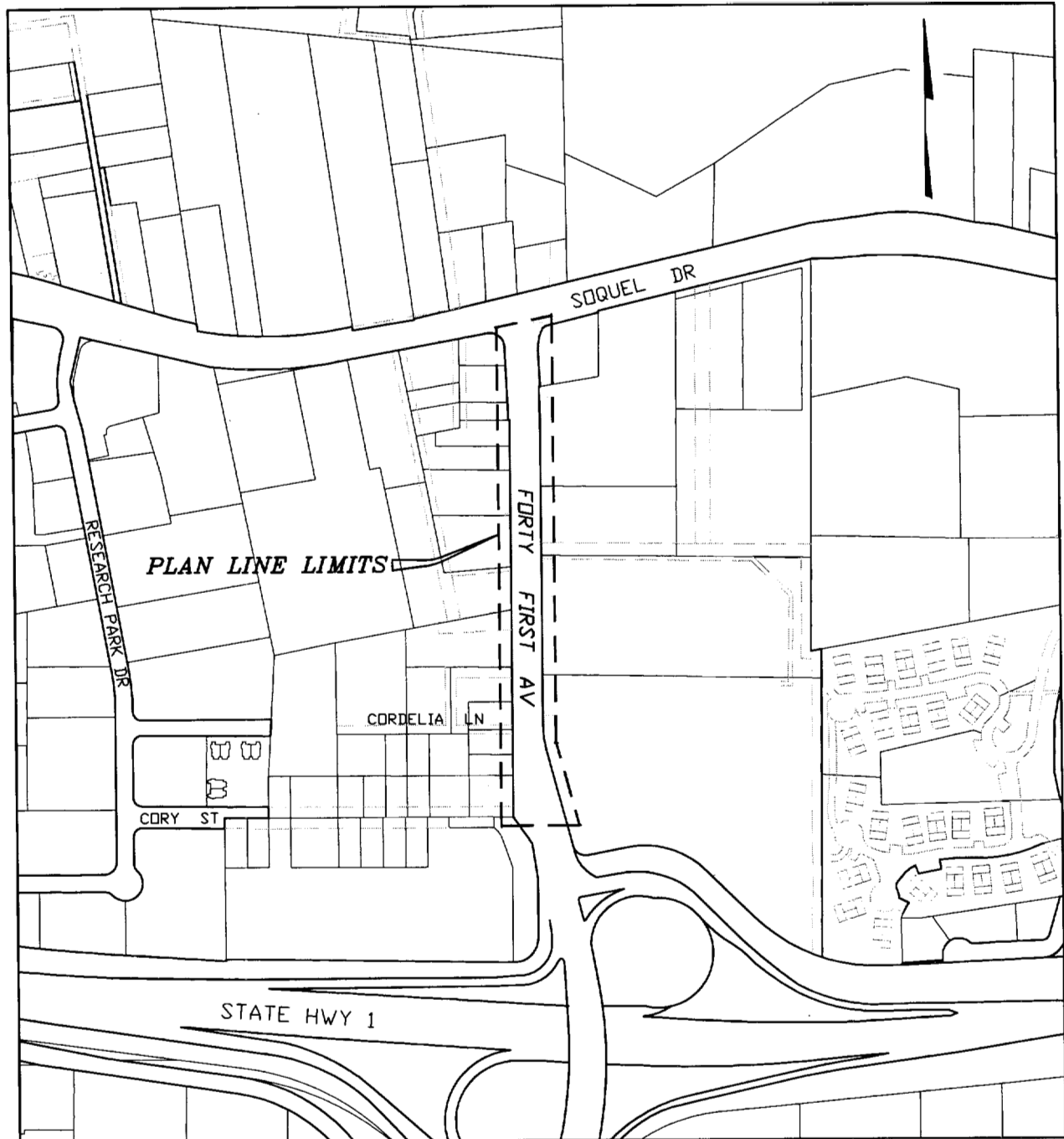
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Attachments

RECOMMENDED FOR APPROVAL:

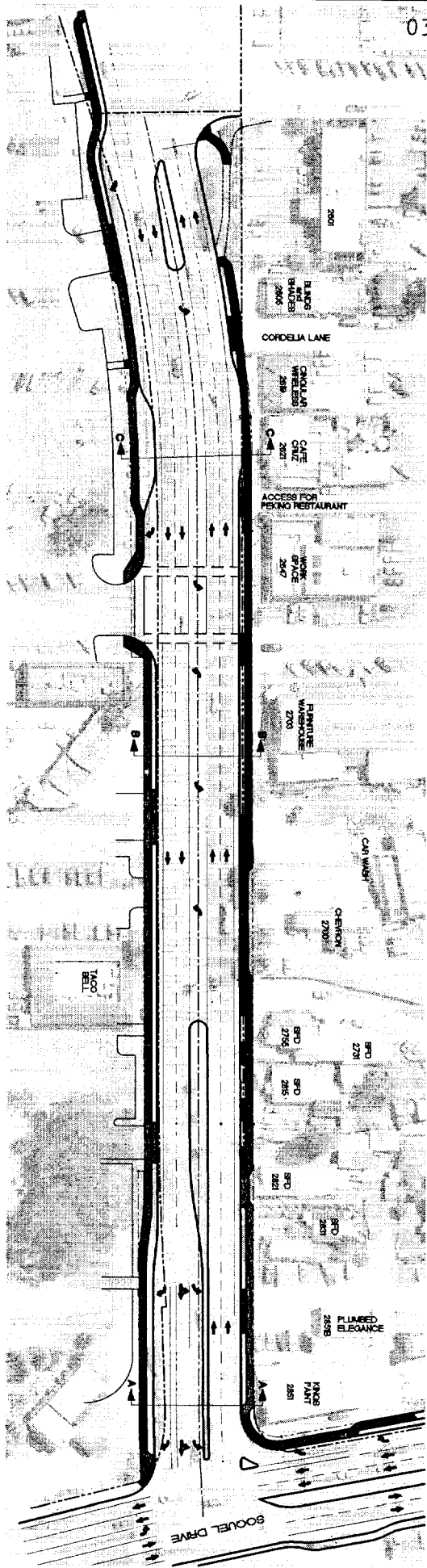


County Administrative Officer

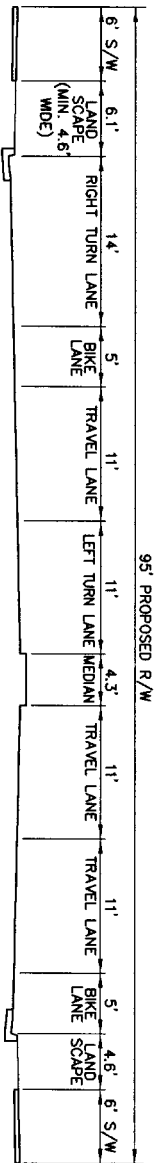
copy to: Public Works
Redevelopment Agency
Planning Department



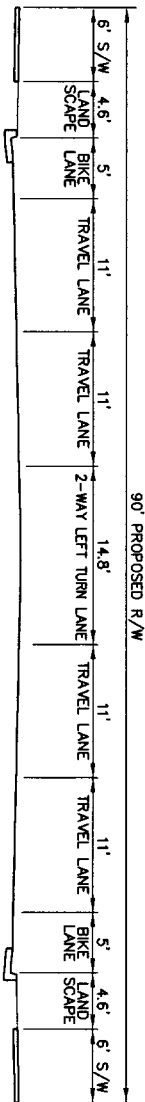
UPPPER FORTY FIRST AVENUE
HIGHWAY ONE TO SOQUEL DRIVE



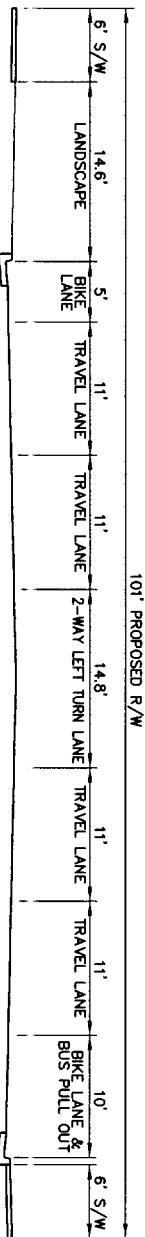
UPPER FORTY FIRST AVENUE*
HIGHWAY ONE TO SOQUEL DRIVE
(NOT TO SCALE)



SECTION A-A



SECTION B-B



SECTION C-C

*FOR ADDITIONAL DETAILED INFORMATION
SEE PROPOSED PLAN LINE ON FILE WITH
THE CLERK OF THE BOARD OF SUPERVISORS.