

Agenda Item 10

Written Communications

Annie Murphy

From: Becky Steinbruner <ki6tkb@yahoo.com>
nt: Sunday, June 11, 2017 4:30 PM
To: Annie Murphy
Cc: Becky Steinbruner
Subject: Fw: Questions re: Aptos Village Phase I Traffic Improvements & Metro Stop Relocation

Dear Ms. Murphy,

I apologize for making an error in your e-mail address on the message below. I copied you on it because of the potential archaeological significance of railroad bed excavation soils. Please include this message in the next County Historic Resources Commission agenda packet.

Thank you.

Sincerely,

Becky Steinbruner

-- On Sun, 6/11/17, Becky Steinbruner <ki6tkb@yahoo.com> wrote:

> From: Becky Steinbruner <ki6tkb@yahoo.com>
> Subject: Questions re: Aptos Village Phase I Traffic Improvements &
> Metro Stop Relocation
> To: "Carisa Duran" <Carisa.Duran@santacruzcounty.us>, "Christine
> Berge" <Christine.Berge@santacruzcounty.us>
> Cc: "Jack Sohriakoff" <Jack.Sohriakoff@santacruzcounty.us>, "John
> Presleigh" <John.Presleigh@santacruzcounty.us>, "Mark Christensen"
> <Mark.Christensen@santacruzcounty.us>, "Zach Friend"
> <Zach.Friend@santacruzcounty.us>, "Pete Rasmussen"
> <PRasmussen@scmttd.com>, "Grace Blakeslee" <gblakeslee@sccrtc.org>, "Ko
> Felix" <felix.ko@cpuc.ca.gov>, "Rebecca Supplee"
> <Rebecca.Supplee@santacruzcounty.us>, "John Gerbrandt"
> <John.Gerbrandt@santacruzcounty.us>, "Annie Murphy"
> <Annie.Murphy@santacruzounty.us>, "Richard Simmer"
> <Richard@jmadonna.com>, "Lucinda Woodward"
> <Lucinda.Woodward@parks.ca.gov>, "Shannon Lauchner"
> <Shannon.Lauchner@parks.ca.gov>, "Sandy Lydon" <salydon@aol.com>,
> "John Hibble" <info@aptoschamber.com>, "Gary Lindstrum"
> <garyatcabrillo@yahoo.com>, "Becky Steinbruner" <ki6tkb@yahoo.com>
> Date: Sunday, June 11, 2017, 4:19 PM
> Dear Ms. Duran and Ms. Berge,
> I am writing you with some concerns and questions relative to the
> Aptos Village Phase I Traffic Improvement Project currently under
> construction.
>
> I want to first thank you for making
> one of the orange construction information signs somewhat more visible
> to the public at the Trout Gulch Road railroad crossing, although it
> is difficult to read through the orange construction netting.

Also, thank you for updating the Aptos Village Traffic Project blog on
> the Dept. of Public Works website. I was concerned when I read the
> following:

>

> " There is temporarily no activity at

> the project site due to utility conflicts. Materials are on order for

> adjustment of the Soquel Creek Water District water line. Following

> adjustment, project construction will continue. Water line work is

> anticipated to begin week of June 19, 2017."

>

> "Trout Gulch Crossing front and rear

> driveways accessing from Trout Gulch Road will remain closed for

> 28-day cure of concrete."

>

> Here are the concerns that I have and

> for which I request your timely response:

>

> 1) I am deeply concerned about

> the prolonged and negative effect of reduced parking and closed access

> to the businesses in Trout Gulch Crossing. One such business owner

> recently expressed her exasperation with the disruption, and feels her

> business is suffering.

>

> Whatsmore, because the Trout Gulch Road access will be blocked for

> nearly one month, the private railroad crossing for the Bayview Hotel

> is now the only ingress/egress available for this business area.

>

> *Did the County first secure any

> easement and/or liability agreements with Bayview Hotel owner Ms.

> Cristina Locke before routing all traffic to her private at-grade

> railroad crossing?

>

> *Is the County and/or Aptos Village

> Project LLC developers still planning to CLOSE the Bayview Hotel

> private at-grade railroad crossing, as stated in the California Public

> Utilities Commission Decision 15-05-043? As stated in the Decision,

> "Here, the County is the lead agency for this project, and the

> Commission is the responsible agency because it has jurisdiction to

> issue a permit for the project."

>

> 2) The new concrete

> ingress/egress and ADA pedestrian ramp for Trout Gulch Crossing

> businesses to Trout Gulch Road appears to have reduced the access to a

> single vehicle width.

> Formerly, it was able to accommodate two vehicles in opposing

> direction of travel. I am aware that future traffic exiting Trout

> Gulch Crossing at this point will be restricted to right-turn only but

> the single lane that has now been constructed restricts ingress for

> the businesses there.

>

> *What is the traffic circulation plan

> for this area of the Phase I Traffic Improvement Plan?

>

>

> *How will the raised curb of the ADA

- > sidewalk access ramp at this point (leading to the new pedestrian
- > crosswalk) affect the vehicle turning radius for Trout Gulch Crossing
- > business egress?

j) Metro #71 Inbound Aptos Village Bus Stop Relocation Site

- >
- >
- > *** Is the new Metro stop access ADA compliant?
- >
- > I have been concerned about the steep
- > slope of the access (5% grade as reported in Public Works documents I
- > accessed via Public Records Act requests) to the new bus stop site
- > under construction.. I measured the site this morning with a friend
- > who has professional expertise in these types of installations, and he
- > is also concerned about the steep slope and whether frail and
- > mobility-impaired bus riders will be able to negotiate the access to
- > Metro transportation.
- >
- > In researching the ADA ramp
- > requirements for California, I am not only concerned that the 5% slope
- > is not compliant, but also that the 100' long access ramp to the new
- > stop from the new Trout Gulch Road crosswalk has no 5' x 5' level
- > turnouts every 30' for resting. Also, there are no planned handrails
- > on both sides of the ramp (at 34"-38" height), as are required for ADA
- > accessibility. I am also not sure, in looking at the plans, that the
- > ramp meets the ADA-required 48" width for California standards.

Here is the link that I used to

- > understand the ADA requirements for ramps:
- > <http://www.adawheelchairramps.com/wheelchair-ramps/ada-guidelines.aspx>
- >
- > In reviewing information provided by
- > Public Records Act requests, I noticed that Public Works staff gave
- > the final specifications to Metro staff for review ADA issues just a
- > few days before the Project first went out to bid.
- >
- > * Did the Regional Transportation
- > Commission (RTC) Elderly & Disabled Advisory Committee ever review the
- > Metro bus stop relocation plans?
- >
- > *The Project is being funded largely by two Surface Transportation
- > Block Grant (STBG) funding packages awarded by the RTC. What
- > oversight does that agency have for this work, especially to ensure
- > that all state ADA requirements are being met?
- >
- > 4) Potential Drainage Problems at
- > Trout Gulch Road and Aptos Street
- >
- > I have lived in Aptos for 32 years and have observed the stormwater
- > runoff at this intersection during heavy rains. In looking at the
- > recently-constructed sidewalks and ADA ramp access at the future Trout
- > Gulch Road pedestrian crosswalk, it seems to me that the ramp is the

- > low-point collector for all surface gutter drainage from Trout Gulch
- > Road. The stormwater will, by current design, collect at the ramp
- > before finally rounding the curve to the new storm drain on Aptos
- > Street. This will, in effect, make the ADA sidewalk access ramp
- > inaccessible for disabled pedestrians and Metro riders, as well as any
- > pedestrians who cannot leap over the puddled water.
- >
- > *Has County Public Works reviewed this new construction and assessed
- > it for effective drainage while maintaining ADA and pedestrian access?
- >
- > 5) My final, and very
- > substantial, question remains about the railroad crossing construction
- > timeline and work. There is no publicly-available timeline available
- > regarding the Trout Gulch railroad crossing work and 200' of track
- > excavation (to 31" depth) and replacement.
- >
- > *Will the County first conduct soil
- > testing to determine whether the railroad bed soils are contaminated
- > and require remediation?
- >
- > John Madonna Construction has, to
- > date, deposited all excavation materials onto the Aptos Village
- > Project construction area. This practice cannot occur with
- > contaminated railroad bed soils and I ask that the County
- > Environmental Health Specialist Mr. John Gerbrandt oversee all
- > sampling and potential remediation work.
- >
- > *Will the County provide an
- > archaeological observer to monitor the deep excavation of the 200'
- > track replacement railroad bed? These soils, according to local
- > historian Mr. Sandy Lydon, have not been disturbed since 1882 when the
- > standard gauge railroad was installed. There may quite possibly be
- > significant archaeologic or historic intact deposits within these
- > areas, especially in front of Trout Gulch Crossing, that may not have
- > as of yet been registered and included in the 1979 local work that
- > identified five significant pre-history and historic sites in the
- > immediate area.
- >
- > *When will the crossing work begin and how will the public be noticed
- > of this potentially significant traffic disruption?
- >
- > *Will traffic be routed again over the Bayview Hotel's private
- > at-grade railroad ingress/egress? If so, what easements and liability
- > agreements has the County arranged with Ms. Locke, the owner of the
- > Bayview Hotel?
- >
- > I am confident that the Santa
- > Cruz County government representatives will act in the best interest
- > of the public and established business community while dutifully
- > upholding all laws and CEQA process as the Aptos Village Phase I (and
- > future Phase II) Traffic Improvement Project(s) proceed.
- >

> I look forward to your timely responses to my questions and concerns.

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> Sincerely,

Becky Steinbruner

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