

## Soquel Drive Buffered Bike Lane and Congestion Mitigation Project

### Virtual Community Workshops: District 1 & District 2

#### Project Overview

On January 12<sup>th</sup> and January 20<sup>th</sup>, more than 110 community members participated in two virtual community workshops to learn about and provide input on the County of Santa Cruz Soquel Drive Buffered Bike Lane and Congestion Mitigation Project. These two community workshops provided a project overview to Santa Cruz County's 1<sup>st</sup> and 2<sup>nd</sup> District residents as well as other community members throughout the Santa Cruz region with an opportunity to learn more about the project goals, design and upcoming construction schedule.

This project is a key component of the Watsonville-Santa Cruz Multimodal Corridor Program (WSC-MCP) which provides a coordinated approach to improving north-south travel through Santa Cruz County. Commuters escaping the congestion on Highway 1 often cut through on Soquel Avenue/Drive, making the corridor very congested with motor vehicle traffic. With operational improvements to Highway 1 underway, the focus of this project is to address community concern's and enhance safety for bicyclists and pedestrians and improve travel time reliability for bus riders and motorists. This project provides improvements along 5.6 miles of the busiest segment of Soquel Drive from La Fonda Avenue to State Park Drive.



Project improvements include resurfacing the roadway and constructing 5 miles of buffered bike lanes and 5 miles of separated bikeways on each side of the street. Upgrades to 22 intersections with Adaptive Traffic Signals (ATS) and Traffic Signal Priority (TSP) for the Santa Cruz METRO #71 bus route. For pedestrians, the improvements construct 0.6 miles of sidewalks gap closures, enhance pedestrian crossings at 11 mid-block crossings (7 existing and 4 new) with the installation of Rectangular Rapid Flashing Beacons (RRFB), and upgrade approximately 94 ADA ramps to current standards. The project also improves drainage along the route and adds retaining walls where needed.

Construction funding is provided by the Solutions for Congested Corridors Program (SCCP), Regional Surface Transportation Program - Exchange (RSTPX), Senate Bill 1 (SB 1), and local funding. The delivery of the project will be led by the County of Santa Cruz Department of Public

Works with the Santa Cruz County Regional Transportation Commission (SCCRTC) as a key stakeholder which is part of the SCCRTC (WSC-MCP) Program.

## Workshop Format

The workshops were designed to provide background information about the project and an update on the planning and design process as well as an opportunity to answer project-related questions. Due to the current pandemic and necessary safety precautions, the meetings were held via Zoom. Attendees were informed the meeting would be recorded so a copy of the meeting could be viewed on the project website. While participants had their microphones muted during the workshops to minimize ambient noise and disruptions, attendees were requested to add their questions and comments using Zoom's chatbox feature.

The meeting was organized into six sections:

1. Welcome & meeting orientation with team introduction
2. Existing Conditions, Goals, and Budget
3. Project Overview
4. Schedule
5. Question & Answer
6. Wrap up and next steps

## Workshop Overview

Two community workshops were held for this project, the first was on Wednesday, January 12<sup>th</sup>, 2022 for the Santa Cruz County 2<sup>nd</sup> district residents, and the second was on Thursday, January 20<sup>th</sup>, 2022 for 1<sup>st</sup> district residents. Approximately 54 community members attended the first meeting and 59 community members attended the second meeting.

Katie DeMaio, AIM Consulting was the workshop facilitator and welcomed the participants at the start of the workshop. Following a meeting orientation, Ms DeMaio introduced project team and shared the workshop agenda. Following introductions, County Supervisors Zach Friend (2<sup>nd</sup> District) and Manu Koenig (1<sup>st</sup> District) provided welcoming remarks.

After the supervisor's comments, Russel Chen, Senior Civil Engineer with Santa Cruz County Public Works discussed the project goals and outlined the corridor's existing conditions. Project goals included increasing mobility options by enhancing bicycling and walking experience, improving safety and reducing traffic congestion for all modes of travel, improving emergency response time, and reducing greenhouse gas emissions. Mr. Chen also described the

**PROJECT GOALS**

- Improve safety and reduce traffic congestion for all modes of travel
- Enhance multimodal options to increase corridor throughput
- Reduce greenhouse gas emissions
- Improve emergency response time
- Improve access to housing, jobs, schools and medical facilities
- Improve active transportation connectivity
- Promote sustainable development and livable communities

County of Santa Cruz  
MARK THOMAS

project's budget and funding, before asking Shawn O'Keefe, Principal with Mark Thomas, to provide an overview of the project features.

Mr. O'Keefe presented an overview of three project features including bike, pedestrian, and bus/vehicular improvements.

Bike Improvements:

- 5 miles of separated bikeway, Class IV (2-foot buffer with delineators)
- 5 miles of buffered bike lanes, Class II (1-foot to 2-foot buffer)
- 27 bike boxes

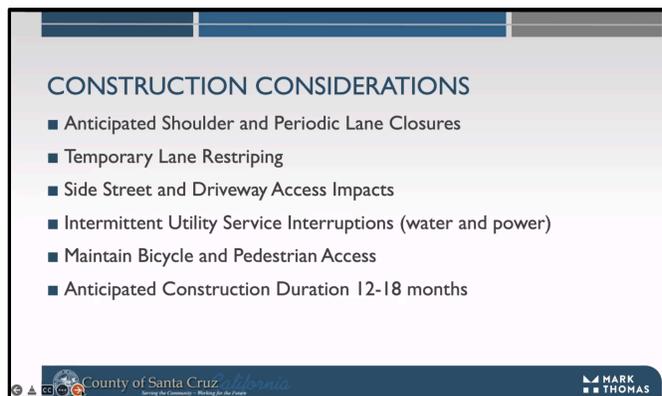
Pedestrian Improvements:

- 0.6 miles of sidewalk gap closures
- 0.3 miles of sidewalk reconstruction
- 94 reconstructed ADA ramps
- 70 crosswalk upgrades
- 11 mid-block crosswalk RRFB's (rectangular rapid flashing beacons)

Bus / Vehicular Improvements:

- Transit signal priority and adaptive signal control at 22 intersections
- Pavement rehabilitation

Mr. O'Keefe shared Typical Cross Sections for the proposed project with Class II Buffered Bike Lanes and Class IV Separated Bikeways to be constructed. He also shared Typical Cross Sections which illustrated existing street parking at Cabrillo College and with this street parking removed to construct Class IV separated bikeway through this area. The presentation then shared the project improvements including sidewalk reconstruction, sidewalk gap closures, intersection improvements, and new pedestrian crossings.



Lastly, O'Keefe presented upcoming construction approach and schedule. A few considerations discussed included anticipated lane closures, side street, and driveway access impacts, and intermittent utility service interruptions. The anticipated construction duration is 12-18 months with the start of construction in Summer 2022.

## Question and Answer

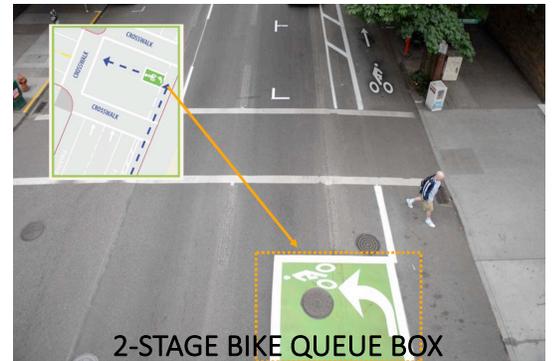
After the presentation, Ms. DeMaio facilitated a question-and-answer session with attendees and the project team. The following is a list of questions and answers from the project team for each

meeting covering a range of topics including sidewalk/bike lane improvements, engineering/design, and speed concerns.

## First Meeting: January 12<sup>th</sup> – 2<sup>nd</sup> District Residents (Aptos)

### Sidewalk/Bike Lane Improvement:

- Will sidewalks be added on Mar Vista from Soquel to the new pedestrian crossing over Hwy 1?
  - *A: Not as part of this project but we have completed a study and plan to include it in a future project.*
- Specifically, where are the new crosswalks?
  - *A: We currently have four planned, two associated with the locations of new bicycle and pedestrian overcrossings on Highway 1 at Mar Vista and Chanticleer, the third at Cabrillo College, and fourth at Willowbrook Ln/Merrill Rd as well as upgrading seven of the existing crosswalks.*
- What are the plans for a crosswalk at Merrill and Soquel?
  - *A: Improvements will include a new striped crosswalk and Rectangular Rapid Flashing Beacon (RRFB) system.*
- What is a bike box?
  - *A: A bike box allows the cyclist to get in front of the traffic if making a left and move with the signal operations ahead of the vehicles. A two-stage bike box is a green box in front of the right-hand turn lane where a cyclist would cross the intersection with traffic and then get into the bike box, stop, and wait for the signal to turn green to continue (as seen on Porter Street)*



- Are there protected bike intersections, such as using islands to slow right-turning traffic, included in this project? And how did you value right turn lanes vs. protected intersections?
  - *A: We don't have any protected bike intersections as part of this project.*
- What is the spacing on the Class IV stanchions, and are they far enough apart that bicyclists can move left if needed for making left turns?
  - *A: The standard is 20 feet spacing, to allow space for bicyclists enough space to merge.*
- Would children be able to travel (by bike) in both directions on the same side of the street between Mar Vista Dr (pedestrian bridge) and Mar Vista Elementary? (So they don't have to cross Soquel Dr?)
  - *A: We do not recommend going in opposite directions in bike lanes, and we would recommend for everyone's safety for them to cross the street and go in the proper direction.*

### Engineering/Design:

- Where can we find the specific engineering documents as you showed in the presentation today?
  - *A: We will post the presentation and documents to the website within 2 weeks.*
- Will the project start at the West and progress East or vice versa?

Soquel Drive Buffered Bike Lane and Congestion Mitigation Project  
Virtual Community Workshop  
January 12<sup>th</sup> and 20<sup>th</sup>, 2022

- *A: We need to work with the contractor once selected regarding the construction approach to understand how they can assure the most efficient approach.*
- Was there any consideration for closing a traffic lane to gain more width? Or reserve it as a transit lane?
  - *A: There was no consideration of closing a lane due to the amount of traffic on Soquel Drive.*
- What conflicts and barriers to continuing do you anticipate?
  - *A: We do anticipate a few barriers including periodic lane and shoulder closures when it comes to construction but plan to mitigate them accordingly.*
- Is parking proposed to be eliminated on Soquel Dr in Soquel Village?
  - *A: No it is not.*
- Did I hear correctly that the lanes in the Soquel Village area are going to be reduced in width to 10 feet? My concern is that this is already a very congested area with one of our Fire Stations located nearby.
  - *A: Yes, some areas in Soquel Village will be reduced to 10 feet, like some of the existing lanes that are 10 feet in the area. That will be the absolute minimum in this area.*

Future Plans:

- Also, what are the plans to reduce speed on Soquel especially near Cabrillo College?
  - *A: As part of this project, we do not have any speed reduction plans, only infrastructure improvements to enhance travelers' safety. Reduced lane widths will have an impact to reduce speeding vehicles.*
- Are there plans in the future to extend the project from State Park Drive to Aptos Village and address ped/bike improvements from the village along Spreckles Drive to the Rio Del Mar flats?
  - *A: Yes, there are future plans. We are identifying grant opportunities currently.*
- Are there any plans (outside of this project) to install a signal light at Chanticleer/Soquel? This is a difficult turn in a car, much less a bicycle coming off the new overpass.
  - *A: Not part of this project, but we will look at it as part of the future plans especially with the overcrossing coming.*

## Second Meeting: January 20<sup>th</sup> – 1<sup>st</sup> District Residents (Live Oak, Soquel)

Bike Lane Improvements:

- Will sidewalks be added between 41<sup>st</sup> and Robertson where there currently is none?
  - *A: New sidewalks are not included between 41<sup>st</sup> Avenue and Robertson Street.*
- Will Soquel lose a lane due to the bike buffer?
  - *A: No, we will keep the same number of lanes that are currently in use.*
- Will the buffered bike lane continue from Chanticleer Ave. through Soquel Village with the elimination of on-street parking?
  - *A: We are currently not eliminating parking through this stretch.*

- Why is a buffered bike lane from Robertson to Chanticleer when the lane before and after is not buffered.?
  - *A: The intent for the buffered bike lane is to use logical beginning and end points where we can and where spacing allows, yet as seen, there is not always space for a continuous buffered bike lane.*
- Is there a sidewalk planned from Robertson to Daubenbiss?
  - *A: Yes.*
- What are the plans for keeping the buffered bike lane free of debris, trash cans, and such?
  - *A: We are working with the solid waste division to see that trash cans are placed outside the buffered bikeways for collection.*
- Are there plans to add spots for bike share parking?
  - *A: Not at this time.*

Engineering/Design:

- Please describe the changes to Soquel Village again?
  - *A: Essentially through Soquel Village we are not changing lane configuration just trying to enhance the existing bike lanes as much as possible.*
- No right turn only lane from Soquel to 41st? Was that looked at?
  - *A: For this project, we were not doing any major street widening so it's not part of this project but it is being considered as part of another project.*
- How was the Fire District's concern about narrower lanes for 9-ft wide trucks addressed?
  - *A: We have discussed with the Fire District and they are currently reviewing those plans.*
- Between Robertson and Daubenbiss on Soquel Dr, there is a driveway/alley with 11 Homes 24 People, and 17 Cars with children and handicapped individuals -- we all have different times we need access to our alley. What are your plans?
  - *A: Any questions or concerns about your property directly you can contact your County contact.*
- In terms of the schedule, can you say where along Soquel it will start and how many points will be worked on at any one time, esp. this summer?
  - *A: The project team will work closely with the contractor to determine how best to deliver the project. The County will specify when and where they can work, the plan will be communicated as construction gets closer.*
- Do you have any rough timelines for the future phase through Aptos Village?
  - *A: We do not have a timeline right as it will depend on funding.*
- Was a traffic calming study looked at?
  - *A: There were no specific traffic calming studies undertaken but by reducing the travel lane size it creates a natural traffic calming technique to slow motorists down.*

- Did you consider the use of Leading Pedestrian Interval (LPI) to reduce car vs ped conflicts?
  - *A: We do not have LPI's currently planned for this project.*

#### Traffic Light Considerations:

- Is there a traffic light planned at Robertson and Soquel Drive.? If so, how will the entrance to Alimur Park be accommodated?
  - *A: Not as part of this project, but we are planning on installing a signal as part of a future project. As for the entrance to Allimur Park, we haven't created a plan yet.*
- Will there be No Right Turn on Red use to prevent car vs. pedestrian at an intersection?
  - *A: Not as part of this project.*
- Will the Robertson Street 3-way stop sign be converted to traffic lights?
  - *A: Not as part of this project, but in a future project it will be a signalized intersection.*
- Will all the stoplights be able to detect bicycles?
  - *A: Yes*
- Will the lights be coordinated and timed?
  - *A: Yes*
- Will the southbound right-hand lane at State Park Dr be converted to Right Turn Only? (It necks down to 1 lane through Aptos)
  - *A: Not as part of this project*
- Why is the Robertson Rd traffic light conversion planned for a future project instead of included in this?
  - *A: It was already started as its own project and will be funded by a development-funded project.*
- I think it was mentioned that signals would be somehow connected to busses. What can we expect for how those changes travel times for bus routes? And how does this affect the normal signaling?
  - *A: We have both adaptive signaling and transit priority signaling which will enhance transit travel along the corridor.*

#### **Wrap Up and Next Steps**

Ms. DeMaio concluded each meeting by thanking attendees for participating, reviewing the next steps for the project, noting that the project website is available at: [www.soqueldrivebufferedproject.com](http://www.soqueldrivebufferedproject.com) as well as providing contacts for the project team.

#### Project Schedule:

- Final Design Complete – February 2022

Soquel Drive Buffered Bike Lane and Congestion Mitigation Project  
Virtual Community Workshop  
January 12<sup>th</sup> and 20<sup>th</sup>, 2022

- Right of Way Acquisition Complete – Spring 2022
- Construction Begins – Summer 2022

## Workshop Notification

Three weeks prior to the community meetings, the project team conducted various public notification strategies including communication coordination with elected officials and members of neighborhood associations, recreational, environmental, community-based, and business organizations around the project areas, and other interested persons. Communication strategies included:

- Personal 'save the date' phone calls to key stakeholder's groups from the project database including those who participated in survey outreach
- A phone call and follow up email providing workshop information for more than 40 community-based organizations.
- Media releases and interviews for local print and electronic media.
- Social media promotion via:
  - Facebook, Twitter, and Instagram both with AIM and the County.
- Two email blasts notifying community members of the 1st and 2<sup>nd</sup> community meetings were sent directly from their county supervisor's office.

All flyers and media images provided were available in both English and Spanish.

## Appendix

- Awareness Flyer (English and Spanish)
- Meeting Presentation (From Jan. 20th)

**SOQUEL DRIVE**  
Buffered Bike Lane &  
Congestion Mitigation Project

A more walkable, bikeable, transit-friendly, and less congested Soquel Drive coming soon!

**REDUCE CONGESTION**  
**ENHANCE SAFETY**  
**IMPROVE TRAVEL TIME**

**OVERVIEW**  
Commuters escaping the congestion on Highway 1 often cut through on Soquel Drive. With operational improvements to Highway 1 in process, the improvements currently planned for 5.6 miles of the busiest segment of Soquel Ave Drive from La Fonda Ave to State Park Drive will reduce congestion, enhance safety for bicyclists and pedestrians and improve travel time reliability for bus riders and motorists.

**Join Us**  
**VIRTUAL COMMUNITY WORKSHOP**

**2<sup>ND</sup> DISTRICT RESIDENTS:**  
(APTOS)  
**WEDNESDAY**  
**JANUARY 12**  
6:00 – 7:30 PM  
REGISTER: [bit.ly/soquelzoom2](https://bit.ly/soquelzoom2)

**1<sup>ST</sup> DISTRICT RESIDENTS:**  
(LIVE OAK, SOQUEL)  
**THURSDAY**  
**JANUARY 20**  
6:00 – 7:30 PM  
REGISTER: [bit.ly/soquelzoom1](https://bit.ly/soquelzoom1)

The meetings are via zoom.

**SOQUEL DRIVE**

LA FONDA AVE | STATE PARK DRIVE

**(831) 454-2100**  
[Steve.Weimer@santacruzcounty.us](mailto:Steve.Weimer@santacruzcounty.us)

Steve Weimer  
Assistant Director of Public Works, County of Santa Cruz

# SOQUEL DRIVE Buffered Bike Lane & Congestion Mitigation Project



*A more walkable, bikeable, transit-friendly, and less congested Soquel Drive coming soon!*



REDUCE  
CONGESTION

ENHANCE  
SAFETY

IMPROVE  
TRAVEL TIME

[soqueldrivebufferedproject.com](http://soqueldrivebufferedproject.com)

## OVERVIEW

Commuters escaping the congestion on Highway 1 often cut through on Soquel Drive. With operational improvements to Highway 1 in process, the improvements currently planned for 5.6 miles of the busiest segment of Soquel Ave/Drive from La Fonda Ave to State Park Drive will reduce congestion, enhance safety for bicyclists and pedestrians and improve travel time reliability for bus riders and motorists.

## Join Us VIRTUAL COMMUNITY WORKSHOP

2<sup>ND</sup> DISTRICT RESIDENTS:  
(APTOS)

WEDNESDAY  
**JANUARY 12**  
6:00–7:30 PM

REGISTER: [bit.ly/soquelzoom2](http://bit.ly/soquelzoom2)

1<sup>ST</sup> DISTRICT RESIDENTS:  
(LIVE OAK, SOQUEL)

THURSDAY  
**JANUARY 20**  
6:00–7:30 PM

REGISTER: [bit.ly/soquelzoom1](http://bit.ly/soquelzoom1)

*The meetings are via zoom.*



(831) 454-2160  
[steve.wiesner@santacruzcounty.us](mailto:steve.wiesner@santacruzcounty.us)

Steve Wiesner  
Assistant Director of Public Works, County of Santa Cruz

# SOQUEL DRIVE

Proyecto de mitigación de

congestión y carriles para bicicletas con amortiguación

*¡Pronto habrá una Soquel Drive más accesible para caminar, andar en bicicleta, para tránsito y menos congestionada!*



REDUCIR LA CONGESTIÓN

MEJORAR LA SEGURIDAD

MEJORAR EL TIEMPO DE VIAJE

## VISIÓN GENERAL

Los viajeros que escapan de la congestión en la autopista 1 a menudo atraviesan Soquel Drive. Con las mejoras operativas a la autopista 1 en proceso, las mejoras actualmente planificadas para 5.6 millas del segmento más concurrido de Soquel Ave/Drive desde La Fonda Ave hasta State Park Drive reducirán la congestión, mejorarán la seguridad para ciclistas y peatones y mejorarán la confiabilidad del tiempo de viaje para los pasajeros de autobús y automovilistas.

[soqueldrivebufferedproject.com](http://soqueldrivebufferedproject.com)

# Únete a nosotros TALLER DE COMUNIDAD VIRTUAL

RESIDENTES DEL 2<sup>DO</sup> DISTRITO:  
(APTOS)

**MIÉRCOLES  
12 DE ENERO**

**6:00–7:30 PM**

REGISTRARSE: [bit.ly/soquelzoom2](http://bit.ly/soquelzoom2)

RESIDENTES DEL 1<sup>ER</sup> DISTRITO:  
(LIVE OAK, SOQUEL)

**JUEVES  
20 DE ENERO**

**6:00–7:30 PM**

REGISTRARSE: [bit.ly/soquelzoom1](http://bit.ly/soquelzoom1)

*Las reuniones se realizan mediante zoom.*



(831) 454-2160

[steve.wiesner@santacruzcounty.us](mailto:steve.wiesner@santacruzcounty.us)

Steve Wiesner

Assistant Director of Public Works, County of Santa Cruz

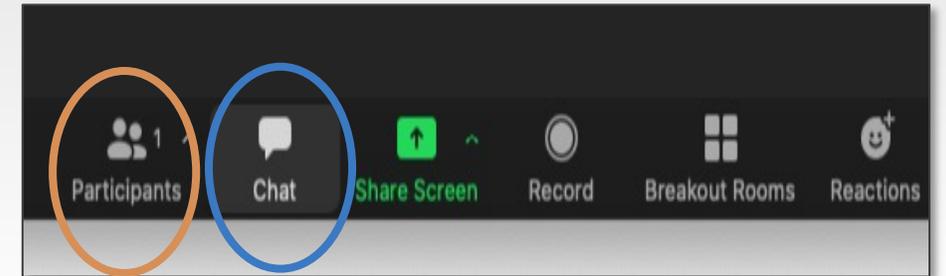
# SOQUEL DRIVE BUFFERED BIKE LANE AND CONGESTION MITIGATION PROJECT



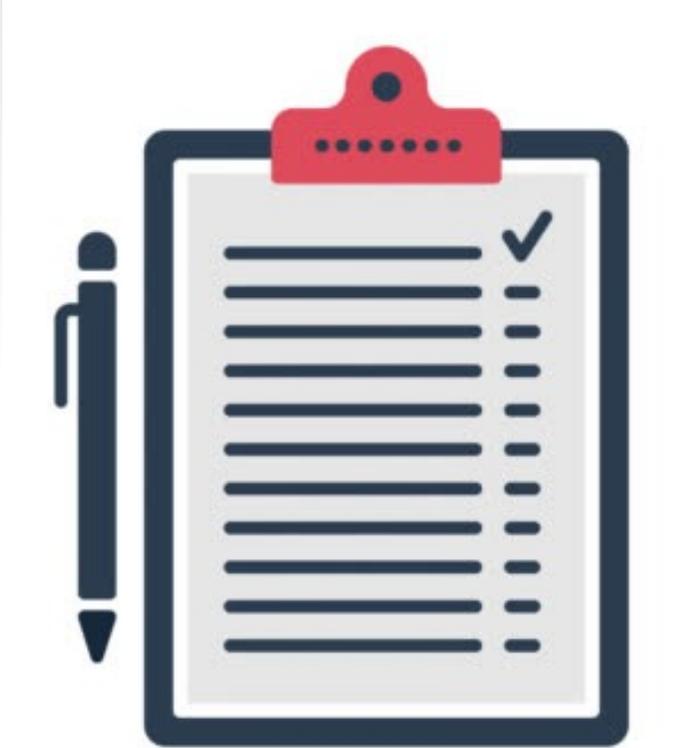
# MEETING ORIENTATION

- You will remain muted during the presentation to limit background noise.
- Add any questions or comments to the chat box.
- Chat box located at the bottom of your screen in the zoom functions.

## TABLET OR COMPUTER



# AGENDA



- Welcome and Introductions
- Existing Conditions, Goals and Budget
- Project Overview
- Schedule
- Questions & Answers
- Stay Informed & Wrap Up



# INTRODUCTIONS – PROJECT TEAM

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- Russell Chen, Santa Cruz County
- Tim Nguyen, Santa Cruz County
- Steve Wiesner, Santa Cruz County
- Jason Hoppin, Santa Cruz County
- Amanda Rotella, Santa Cruz County
- Shawn O’Keefe, Mark Thomas
- Daniel Blomquist, Mark Thomas
- Katie DeMaio, AIM Consulting
- Esme Santana, AIM Consulting



# SUPERVISOR'S REMARKS:

## SUPERVISOR MANU KOENIG

SANTA CRUZ COUNTY, 1<sup>ST</sup> DISTRICT

THE PORTION OF THIS PROJECT THAT FALLS UNDER  
DISTRICT I STARTS AT THE CITY OF SANTA CRUZ BORDER  
NEAR LA FONDA AVE AND STOPS AT PARK AVE



# EXISTING CONDITIONS



- 4-Lane Roadway (w/ 2-way left turn lane)
- High volumes and high speeds
- Transit reliability challenges and inadequate stops
- Sidewalk gaps and ADA curb ramp inconsistencies



# PROJECT GOALS

- Improve safety and reduce traffic congestion for all modes of travel
- Enhance multimodal options to increase corridor throughput
- Reduce greenhouse gas emissions
- Improve emergency response time
- Improve access to housing, jobs, schools and medical facilities
- Improve active transportation connectivity
- Promote sustainable development and livable communities

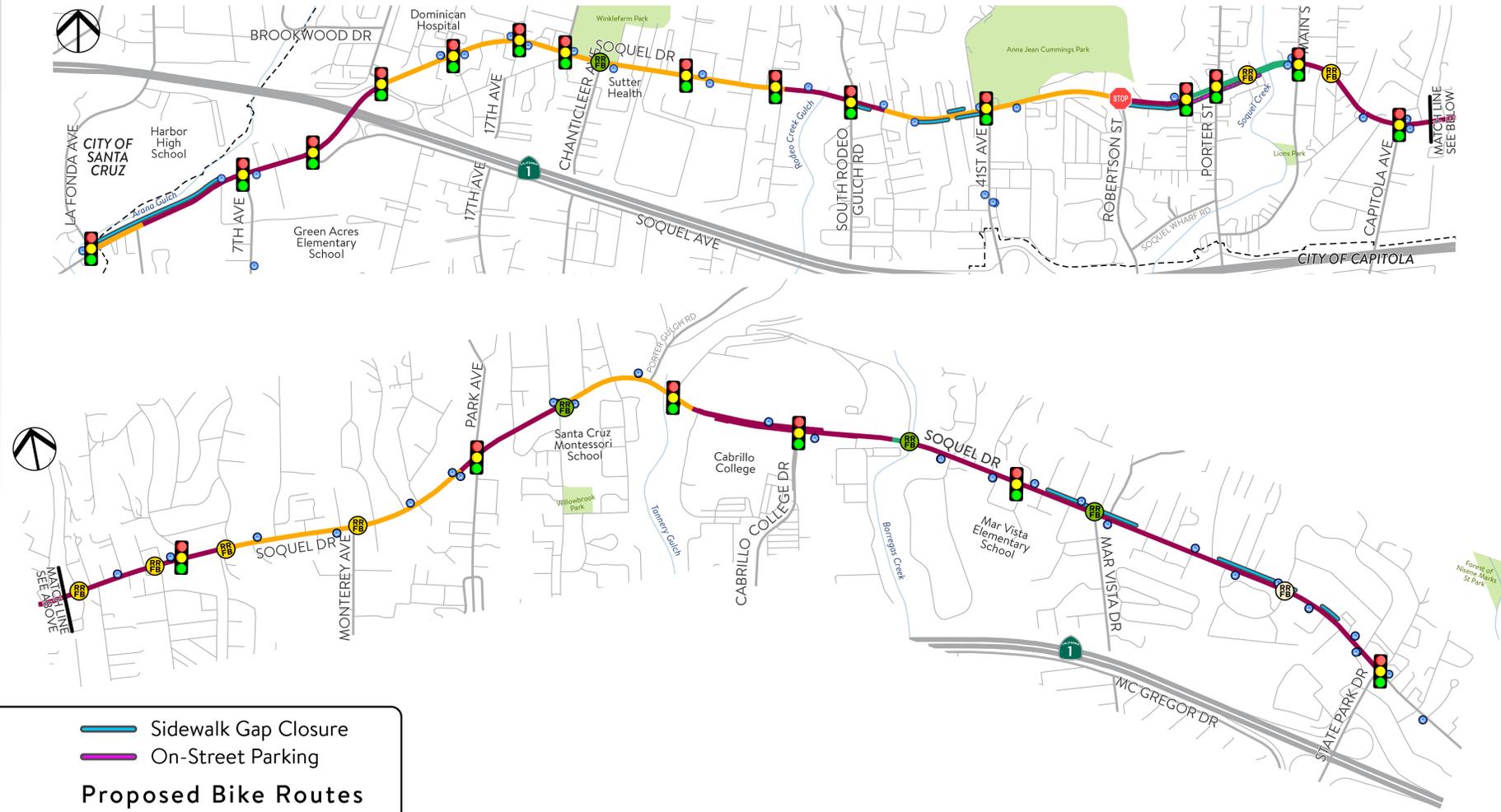


# PROJECT BUDGET

Description	Current Planned Construction Budget (MM)	Anticipated Construction Cost (MM)
SB-1 Congested Corridors Grant	\$16.5	
County Funds	\$3.5	
Current Cost Estimate (Nov 2021)		\$20.5
TOTAL	\$20.0	\$20.5
<b>SHORTFALL</b>		<b>-\$0.5</b>



# PROJECT OVERVIEW



**LEGEND**

- Santa Cruz Metro Bus Stop
- Signalized Intersection
- Stop-Controlled Intersection
- Install RRFB at existing crossing
- Install RRFB at new crossing
- Existing crossing with RRFB

**Proposed Bike Routes**

- Class II
- Enhanced Class II (Class IV where Feasible)
- Class IV / Buffered Class II
- Sidewalk Gap Closure
- On-Street Parking



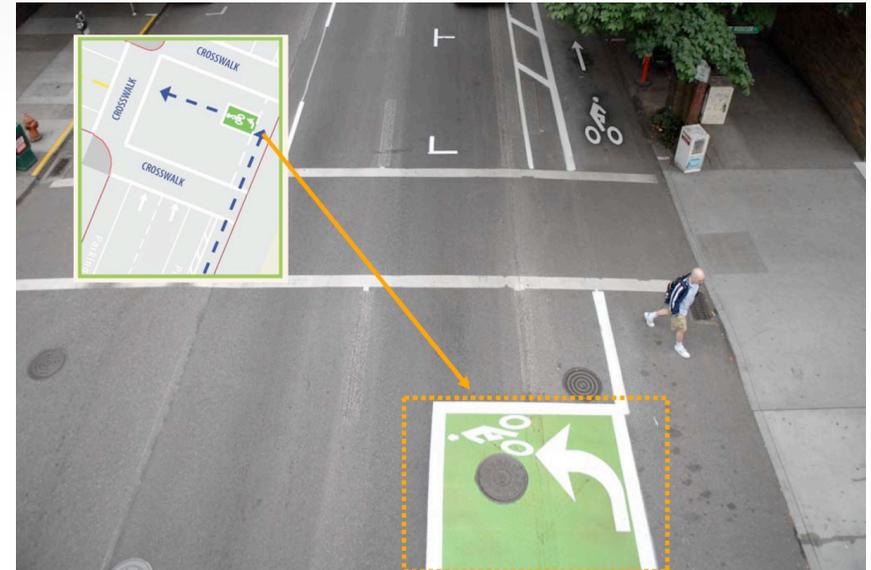
# PROJECT FEATURES

## Bike Improvements:

- 5 miles of separated bikeway, Class IV (2-foot buffer with delineators)
- 5 miles of buffered bike lanes, Class II (1-foot to 2-foot buffer)
- 27 bike boxes



**CLASS IV CYCLE TRACK**



**2-STAGE BIKE QUEUE BOX**



# PROJECT FEATURES

## Pedestrian Improvements:

- 0.6 miles of sidewalk gap closures
- 0.3 miles of sidewalk reconstruction
- 94 reconstructed ADA ramps
- 70 crosswalk upgrades
- 11 mid-block crosswalk RRFB's  
(rectangular rapid flashing beacons)



# PROJECT FEATURES

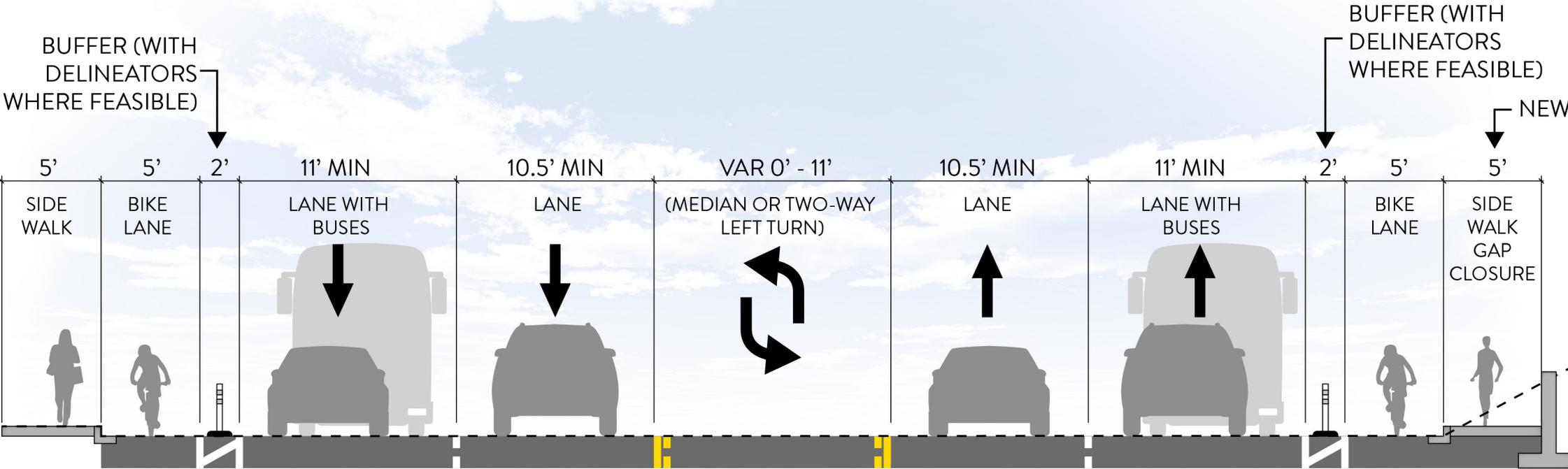


## Bus / Vehicular Improvements:

- Transit signal priority and adaptive signal control at 21 intersections
- Pavement rehabilitation (cape seal)

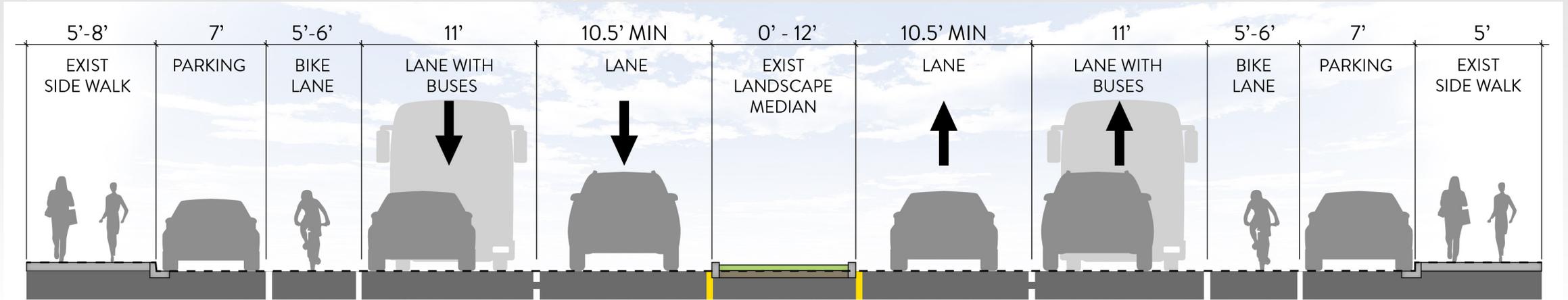


# TYPICAL CROSS-SECTION (BUFFERED CLASS 2 & 4)

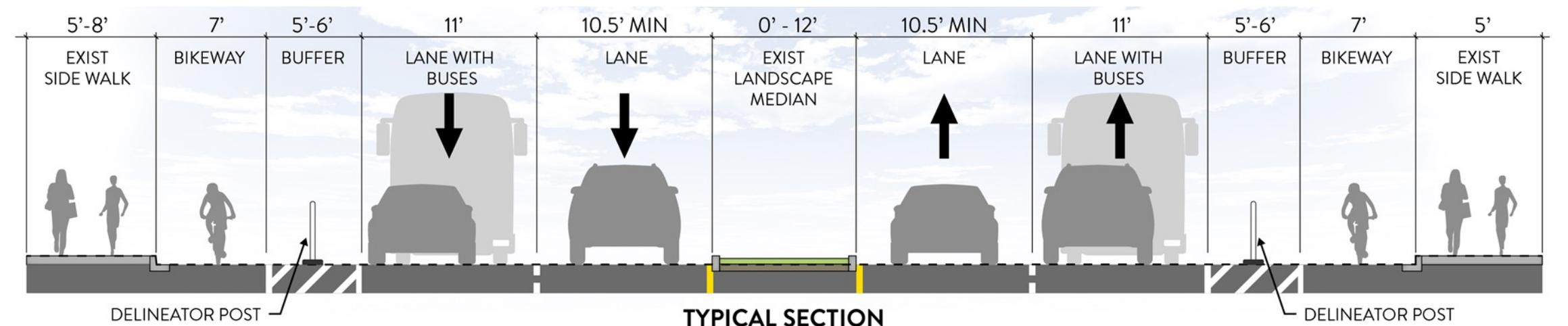


# TYPICAL CROSS-SECTIONS (CABRILLO COLLEGE)

## (CLASS 2 BIKE LANES w/PARKING)



## (CLASS 4 BIKE WAYS w/PARKING REMOVED)

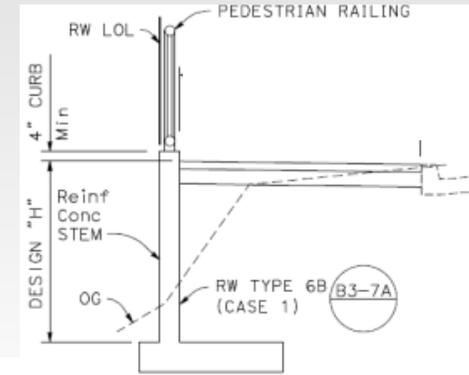


TYPICAL SECTION

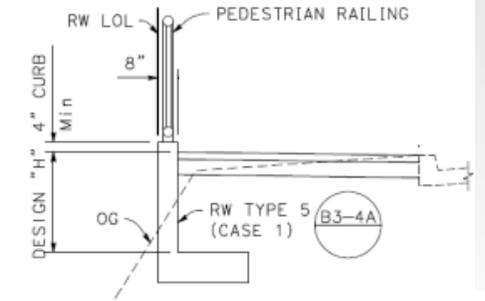


# SIDEWALK RECONSTRUCTION

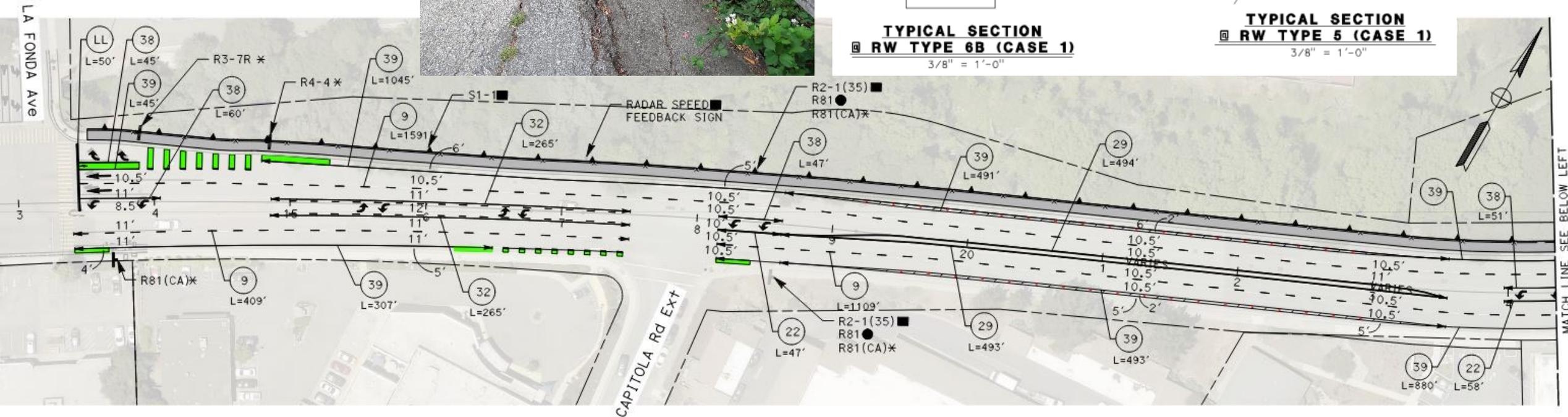
(ADJACENT TO HARBOR HIGH SCHOOL – LA FONDA AVE TO 7<sup>TH</sup> AVE)



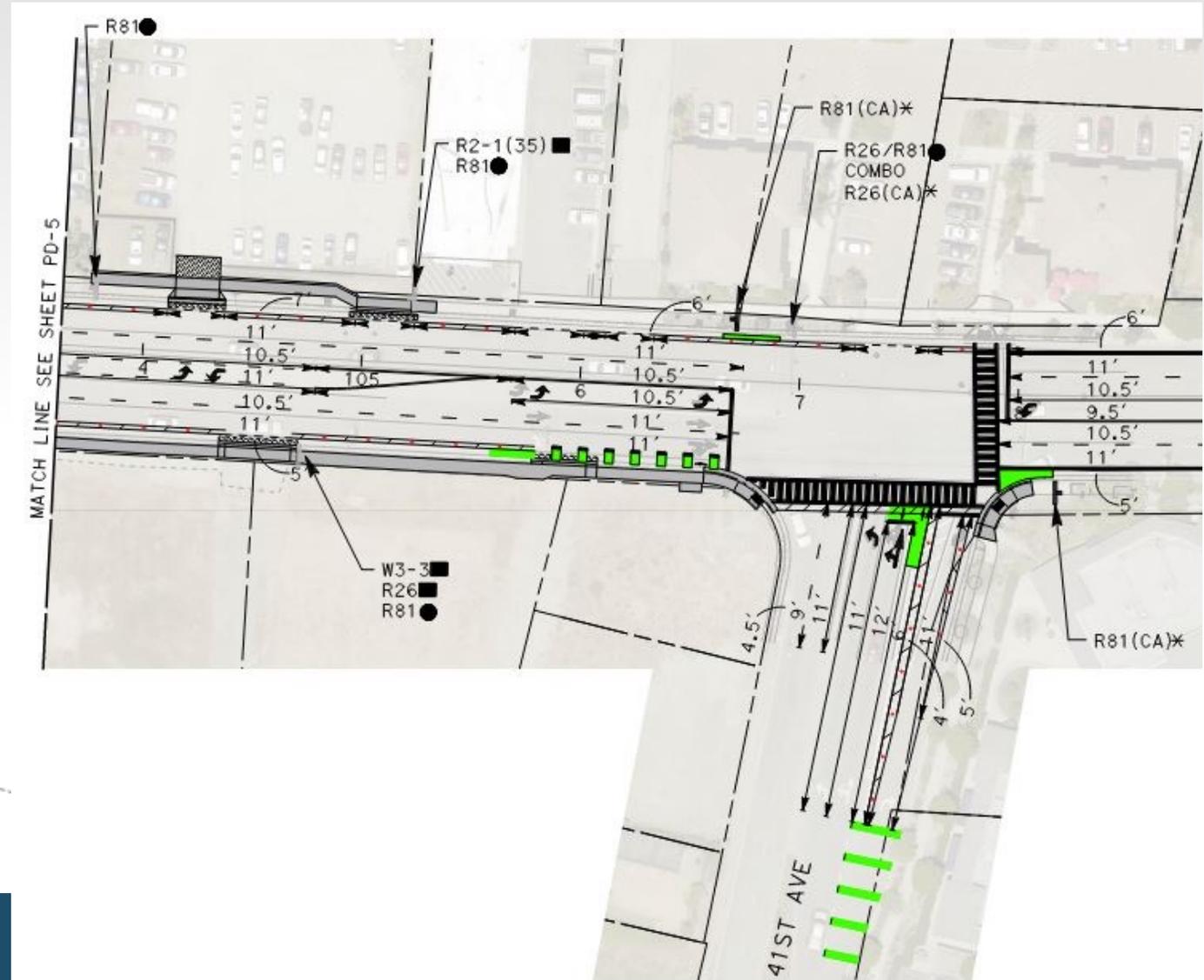
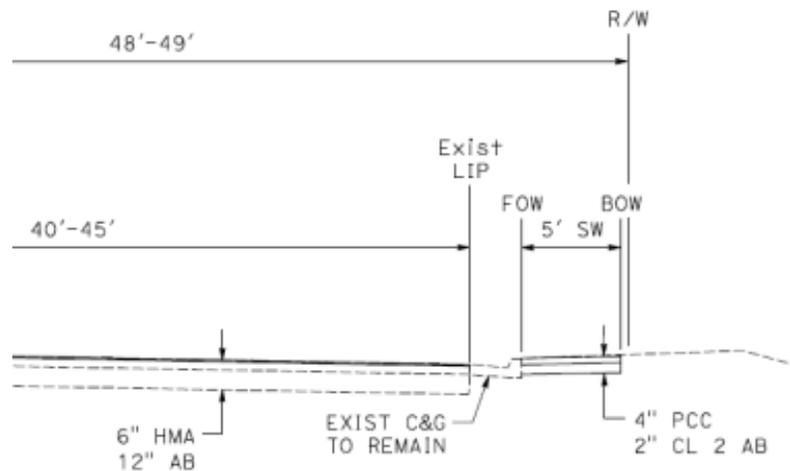
**TYPICAL SECTION**  
**▣ RW TYPE 6B (CASE 1)**  
 3/8" = 1'-0"



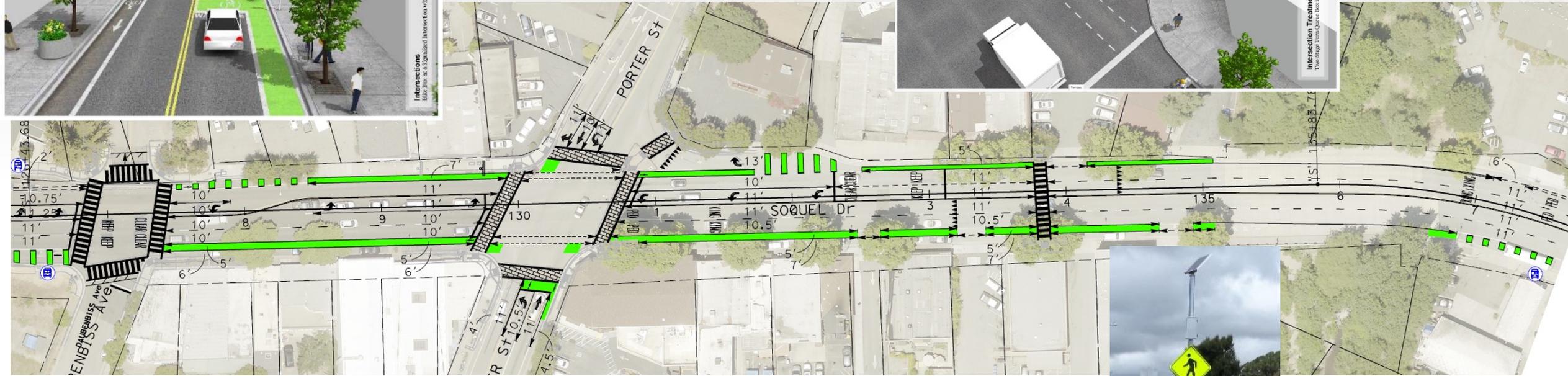
**TYPICAL SECTION**  
**▣ RW TYPE 5 (CASE 1)**  
 3/8" = 1'-0"



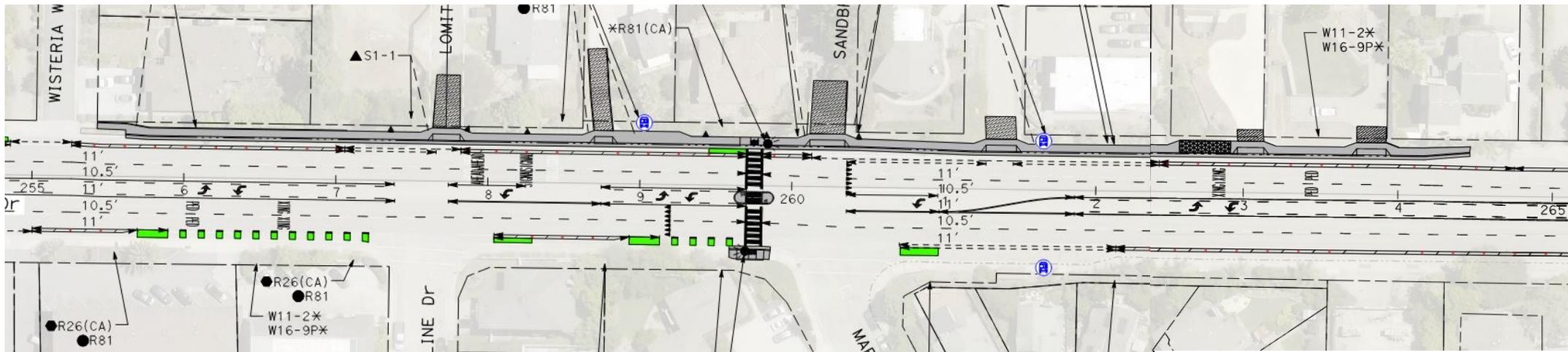
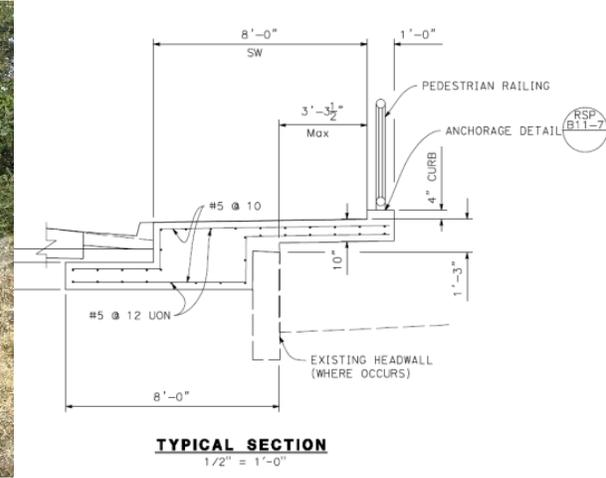
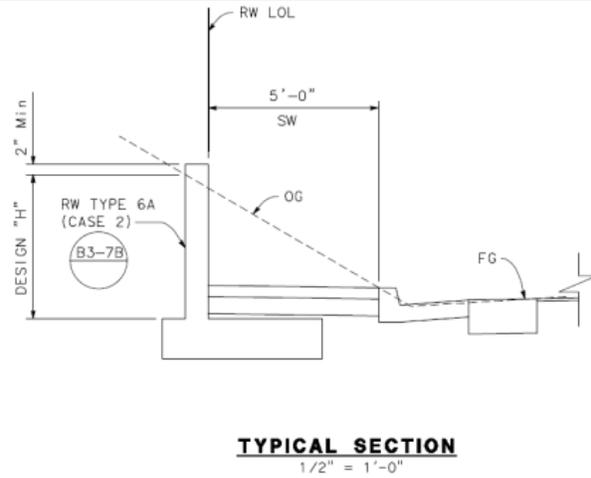
# SIDEWALK GAP CLOSURE AND INTERSECTION IMPROVEMENTS (SOQUEL DR AND 41<sup>ST</sup> AVE)



# SOQUEL VILLAGE AREA IMPROVEMENTS (DAUBENBISS AVE TO MAIN ST)



# SIDEWALK GAP CLOSURE AND NEW PEDESTRIAN CROSSING (WISTERIA WAY TO LEDYARD WAY)



# CONSTRUCTION CONSIDERATIONS

- Anticipated Shoulder and Periodic Lane Closures
- Temporary Lane Restriping
- Side Street and Driveway Access Impacts
- Intermittent Utility Service Interruptions (water and power)
- Maintain Bicycle and Pedestrian Access
- Anticipated Construction Duration 12-18 months



# PROJECT SCHEDULE

- Preliminary Engineering complete – September 2021
- Final Design complete – February 2022
- Right of Way Acquisition complete – Spring 2022
- Start Construction – Summer 2022



# QUESTIONS AND ANSWERS:



**Please type your question  
in the chat box.**



Stay involved:

Visit the project website at

[www.SoquelDriveBufferedProject.com](http://www.SoquelDriveBufferedProject.com)

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