

6/19/84

SUMMARY

ROUTE CONCEPT REPORT

ROUTE 152

SCR T 0.31/SCL R 35.16

This report defines the concept for development of Route 152 in District 4 for a 20-year planning period (1985-2005).

Route Concept:

- Segment A: SCR-152 P.M. T 0.3 To 4.8 D - 35, 4 lanes divided
- Segment B: SCR-152 - P.M. 4.8 To 8.3 D - 35, 2-lanes with slow vehicle lanes.
- Segment C: SCL-152 - P.M. 0.0 To 4.0 D - 35, 2 lanes with slow vehicle lanes.
- Segment D: SCL-152 - P.M. 4.0 To 22.1 D - 35, B - 50, 4 lanes divided
- Segment E: SCL-152 - P.M. 22.1 To 35.2 B - 50, 4 lanes divided, consider slow vehicle lanes

Concept Rationale:

Route 152 is a scenic route of large importance both as a tourist/recreational route and as a commercial route. It serves Interstate and regional traffic. It is a major corridor between the Bay Area/Salinas Valley and the Central Valley.

High percentage of truck traffic and increasing fatalities due to head on collisions indicate a need for a divided facility at some locations.

Areas of Concern:

As southern Santa Cruz and Santa Clara Counties develop, in accordance with current local land use plans, there will be increasing traffic volumes and a deteriorating level of service. On some sections, the accident rates exceed the statewide average.

Problem Locations Are:

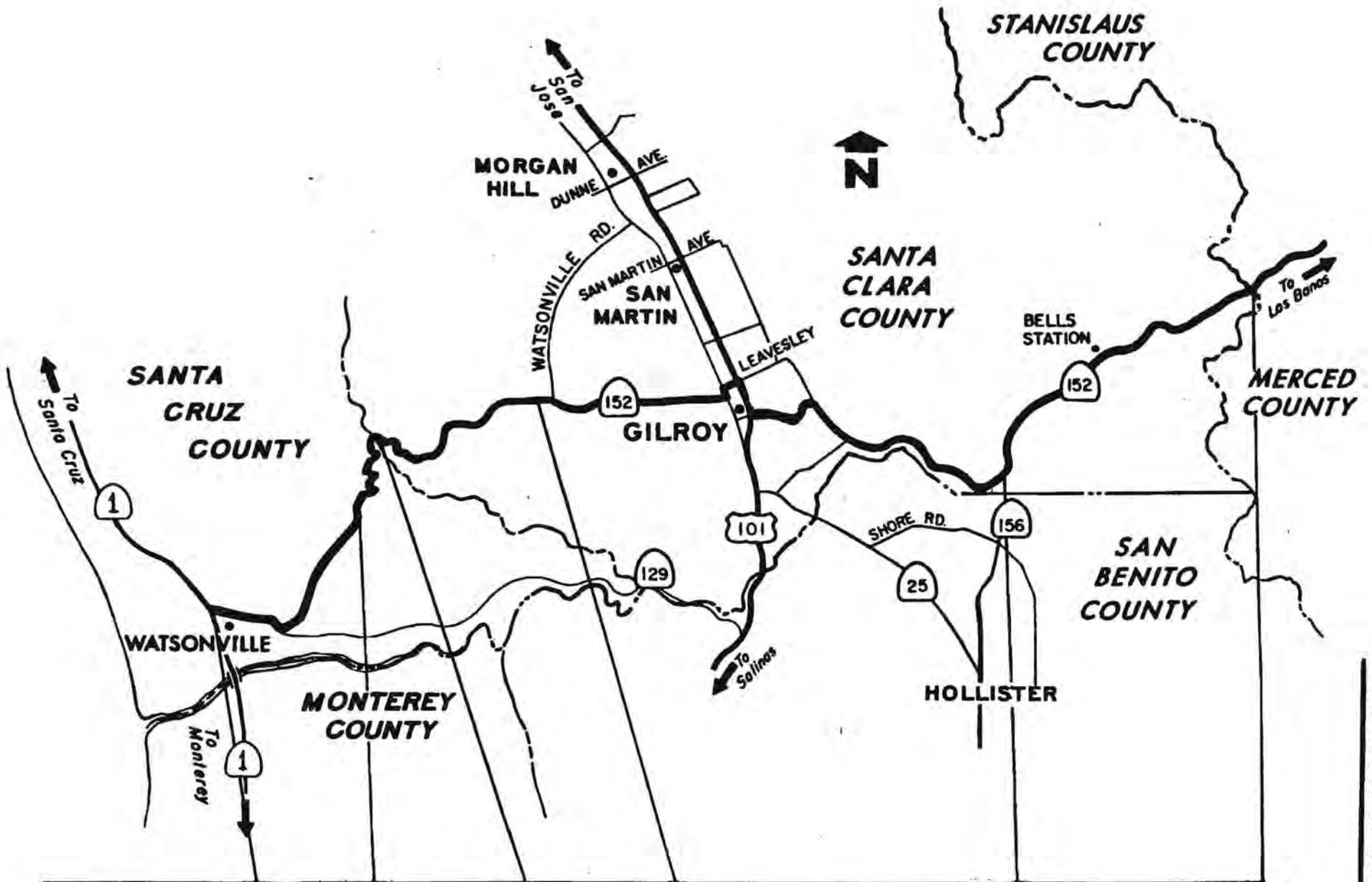
SCR 152 - Post mile 2.7 - 4.0 Accident rate is 9.52/MVM.
 SCL 152 - Post mile 0.0 - 4.0 Fatality rate is 0.30/100 MVM.

Improvements:

Construct 4-lane divided highway in Watsonville (PM SCR T-0.3 to SCR 4.8).

Slow vehicle lanes and curve realignment between Carlton Road and Watsonville Road (PM SCR 4.8 to SCL. 4.0).

Construct 4-lane divided highway between vicinity of Watsonville Road and Merced County Line (PM SCL 4.0 to SCL 35.2).



| | | | | | | |
|--------------|----------|---------|---------|---------|----------|----------|
| CO/POST MILE | SCR TO 3 | SCR 4.8 | SCR 8.3 | SCL 4.0 | SCL 22.1 | SCL 35.2 |
| SEGMENT | A | B | C | D | E | |

LOCATION MAP

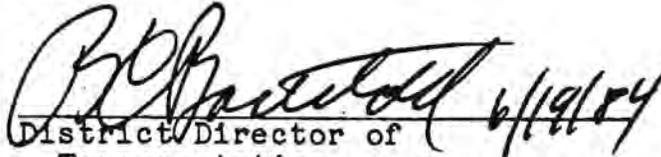
ROUTE 152

ROUTE CONCEPT REPORT

SCR T 0.31/SCL R 35.16

I approve this Route Concept Report as the guide toward which today's decisions and/or recommendations should be directed.

Approved:


District Director of
Transportation

Approved:

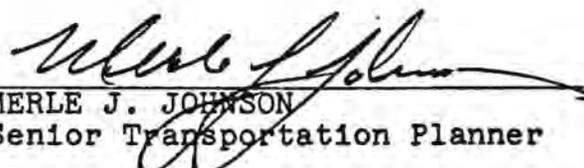
D. L. WIEMAN, Chief
Division of Transportation
Planning

Approved:

DONALD L. WATSON, Chief
Division of Highways and
Programming

JACK KASSEL, Chief
Division of Project
Development

RECOMMENDED APPROVAL:



MERLE J. JOHNSON
Senior Transportation Planner

APPROVAL:



CECIL L. SMITH, Chief
Transportation Planning

ROUTE 152

ROUTE CONCEPT REPORT

SCR T 0.31/SCR R 35.16

1. ROUTE DESCRIPTION -

Route 152 is approximately 115 miles long; and lies in four counties; Santa Cruz, Santa Clara, Merced, and Madera Counties. It begins at Route 1 near Watsonville in Santa Cruz County, and runs easterly into Santa Clara County through Gilroy where Route 101 crosses. Route 152 continues easterly to the Route 156 junction, then traverses northeasterly through Pacheco Pass and San Luis Reservoir State Recreational Area in Merced County. The route continues easterly and connects with Route 5. Further east, Route 152 presently terminates at Route 99, ten miles north of Madera. There is a 15 mile section of unconstructed roadway that would extend the route further east to Route 65.

The entire route length in Santa Clara County and the north section from Route 156 to Route 5 are part of the Scenic Highway System. Route details described in the following paragraph apply to that portion of Route 152 located in District 4 and do not necessarily apply to that portion located in District 10.

Route 152 is a Shell (Subsystem of Highways for the Movement of Extra Length Permit Loads) Route, and is part of the FAP (Federal Aid Primary) system. The section between Route 101 and the Merced County Line is part of the Freeway and Expressway System. Generally, Route 152 is classified as a major collector from Watsonville to Gilroy. East of Gilroy, Route 152 is classified as a principal arterial, and is an interregional connector between the Central Valley and the San Francisco Bay Area (see Location Map).

Route 152 is a two-lane conventional highway for most of its length (see Exhibit B). At SCL. P.M. 30.0, the route becomes a four-lane divided expressway to the Merced County line. Traveled way widths vary from 22 to 42 feet (generally 24 feet) on the two-lane sections. The shoulders are paved and unpaved with widths generally varying from 4 to 8 feet. Most bridge crossings along the route have no shoulder. The two-lane sections are undivided with either a single traffic stripe or two-way barrier stripes. The four-lane sections are divided and have an unpaved median most of the way. This route traverses through flat, rolling and mountainous terrain with the grade varying from flat to moderate (see Exhibit C).

2. ROUTE SEGMENTS

Segment A: 4-SCr-152, T 0.31 to P.M. 4.75

Segment A extends from the intersection of Route 1 and Route 152 through the City of Watsonville to the easterly edge of the City.

Segment B: 4-SCr-152, P.M. 4.75 to P.M. 8.29

Segment B extends from the easterly edge of Watsonville to the Santa Cruz/Santa Clara County Line at Hecker Pass.

Segment C: 4-SCL-152, P.M. 0.0 to P.M. 4.0

Segment C extends from the Santa Cruz/Santa Clara County Line to the vicinity of Watsonville Road.

Segment D: 4-SCL-152, P.M. 4.0 to P.M. 22.33

Segment D extends from the vicinity of Watsonville Road through the City of Gilroy to the intersection with Route 156.

Segment E: 4-SCL-152, P.M. 22.13 to P.M. 35.16

Segment E extends from Route 156 to the Santa Clara/Merced County Line at Pacheco Pass.

3. PURPOSE OF ROUTE

The purpose for Route 152 varies along the length:

Segment A:

This portion serves as an urban arterial for the expanding City of Watsonville. The Watsonville General Plan envisions a doubling of the population within 20 years.

Segments B & C:

These two segments serve as a scenic rural corridor between the growing communities of Watsonville and Gilroy.

Segment D:

This segment traverses the City of Gilroy. At present, Route 152 serves as a major urban arterial as well as a through route for commercial and touring traffic.

Segment E:

This segment serves as a connector between the San Francisco Bay Area and the Central Valley. It is also a heavily used route for traffic from the Salinas Valley. It serves as a major corridor for the trucking industry.

4. EXISTING FACILITIES

Refer to the exhibits for current status.

In the adopted 1983 STIP, under new facilities, four projects are scheduled for Route 152. They are:

SCL-152, P.M. 10.9 to 11.0, construct new bridge across channel.

SCL-152, P.M. 22.1 to 30.11, widen from 2 to 4 lanes.*

SCR-152, P.M. T 1.2 to T 1.9, widen roadway and relocate.

SCR-152, P.M. T 1.8, repair slide.

*Interim project to construct passing lanes at locations between SCL-152 PM 22.1 to 30.4 to be constructed in 1984.

Existing Facilities (Bridges)

| Route Segment | County | P.M. | Bridge No. | Width |
|---------------|--------|-------|------------|-------|
| A | SCR | 00.31 | 36-84 | 48' |
| A | SCR | 1.94 | 36-01 | 32' |
| A | SCR | 2.06 | 36-02 | 24' |
| E | SCL | 11.33 | 37-24 | 22' |
| E | SCL | 12.31 | 37-25 | 24' |
| E | SCL | 12.58 | 37-26 | 22' |
| E | SCL | 13.80 | 37-27 | 36' |
| E | SCL | 19.80 | 37-28 | 32' |
| F | SCL | 25.36 | 37-60 | 42' |
| F | SCL | 28.17 | 37-30 | 24' |
| F | SCL | 29.09 | 37-31 | 24' |
| F | SCL | 30.07 | 37-33 | 24' |

5. CURRENT OPERATING CONDITIONS

General:

Park and Ride Facilities - There are no existing park and ride facilities along Route 152.

Public Transit - Although no transit service operates in this corridor, there is local service in both Watsonville and in Gilroy.

Rail Service - No passenger rail service is available in the corridor.

Bicycles - No bicycle facilities are provided along the corridor; however, Route 152 is a popular route for touring bicyclists traveling between the coast and the Central Valley. The Mt. Madonna State Park at Hecker Pass is a favorite overnight stop for bicyclists. The route between Gilroy and Pacheco Pass is not recommended by anyone knowledgeable about the route, but it is used extensively by international/interstate touring bicyclists. This route, between Fresno and Gilroy, has a history of commercial bicycle use dating to 1894. Santa Clara County has requested that we provide safe bicycle access along this entire route.

High Occupancy Vehicles - Currently, no HOV facilities are provided in this corridor.

Highway Facility

Segment A At present the AADT ranges from 12,000 at the Route 1 I.C. to 20,000 at Freedom Blvd. to 5,000 at Carlton Rd. The peak hour volumes are: Eastbound - 700 at Route 1, 1,200 at Freedom Blvd., 400 at Carlton Rd. and westbound - 600 at Route 1, 1,100 at Freedom Blvd, 200 at Carlton Rd. The highway has two lanes in each direction from Route 1 to East Lake St. and it then becomes a two lane conventional highway to Carlton Rd. The level of service is generally B-50- to C-40.

Segment B This two-lane conventional highway has an AADT of 3,000 and peak hour volume of 200 in each direction. The level of service is B-50.

Segment C This two-lane segment has an AADT of 3,000 and a peak hour volume of 200 in each direction. The L.O.S. is C-40.

Segment D This segment is a two-lane conventional road except in downtown Gilroy where it is a four-lane street.

The AADT is: 4,000 at Watsonville Rd., 16,000 in downtown Gilroy, 11,000 at Route 156. The peak hour volume is: Eastbound - 200 at Watsonville Rd., 1,300 downtown, 400 at Route 156, and westbound 300 at Watsonville Rd., 1,500 downtown, 400 at Route 156. The L.O.S. is B-50.

Segment E The AADT is 12,000, the peak hour volume is 400 in each direction, the L.O.S. is B-50.

6. PROBLEMS AT THE END OF THE STIP PERIOD, ROUTE CONCEPT AND IMPROVEMENTS

Segment A

Problems: Watsonville is planning to double its population within the next twenty years. As this development occurs, congestion in the CBD will increase. Local officials have requested us to consider by-passing downtown Watsonville. Between P.M. SCR-2.7 and 4.8 the highway traverses flat terrain with adequate sight distance. However, the accident rate is 9.52 per MVM. This rate is three times the statewide average.

Route Concept:

This segment should be a four lane divided expressway bypassing downtown Watsonville.

Improvements:

Relocate and construct a new highway.

Segment B

Problems - Route 152 is the shortest, most direct, link between Watsonville and Gilroy. As the semiconductor industry expands in the Gilroy area, there will probably be an increased demand for homes in the more clement coastal climate around Watsonville. It is possible that a situation similar to that on Route 17 between Santa Cruz and San Jose could develop on this route.

The terrain is very mountainous, the pavement is narrow and the alignment is poor. The accident rate is 7.06/MVM and the fatality rate is .099/100 MVM. The accident rate is 2.5 times the statewide average and the fatality rate exceeds it.

Route Concept - Because of the steep terrain, this segment should be maintained as a rural, scenic two lane road with slow vehicle lanes where possible.

Improvements: Shoulders should be widened, curves straightened and slow vehicle lanes should be provided. Route 129 should probably be a four lane divided facility.

Segment C

Problems - In general, this segment is a good 40 to 50 MPH road. However, the accident rate is 5.55/MVM and the fatality rate is 0.300/100. This fatality rate is four times the statewide average. A large number of the accidents seems to involve young people.

Route Concept - This segment should remain as a two lane scenic highway with slow vehicle lanes.

Improvements - Some curves should be reconstructed with greater superelevations and larger recovery areas and slow vehicle lanes should be provided.

Segment D

Problems - As the City of Gilroy expands, this segment may become inadequate. Residential development has already begun near Watsonville Road and is expected to intensify. The city plans to concentrate its industrial development east of Route 101.

At present, this segment is operating at or near capacity and it has a high volume of trucks (+ 18%).

Route Concept - This segment should be a four-lane divided facility located outside the central business district of Gilroy.

Improvements - Construct a 4-lane divided facility on new alignment.

A Special Study requested by the CTC is presently being conducted.

Segment E

Problems - This segment traverses mountainous terrain with narrow canyons and steep slopes. The truck percentage is about 25% of AADT and the accident/fatality rate exceeds the statewide average.

Route Concept - This segment should be a four-lane divided facility with slow vehicle lane where possible. This concept is compatible with that proposed for Route 152 in Merced County by District 10.

Improvements - Construct a 4-lane divided facility with slow moving vehicle lanes where possible. Environmental consideration may limit construction of a fully adequate facility. Consideration could be given to use of a sidehill viaduct to minimize the environmental impacts.

1995 & 2005 Demand Person Trips Projections
34 X 34 ABAG/MTC Region Superdistricts Matrix
Computer-Assisted Four-Step Conventional Gravity
Model. (Housing & Employment based on ABAG's
"Projections 83")

December 1983

INTRODUCTION: This modeling procedure developed traffic volume expansion factors and applied them to "census" volumes ("1980 Traffic Volumes on California State Highways") of State Highway segments at ABAG/MTC superdistrict (SD) borders (screenlines).

These projected 1995 and 2005 volumes were the basis for projecting volumes on all mainline segments for the 1983/84 "Route Concept Reports."

In essence, this methodology is consistent with the elements of the conventional "four-step" procedure for travel demand forecasting as summarized in the FHWA/UMTA outline for UIPS models and as described in the NCHRP guide for urban travel estimations ("Quick Response").

SUMMARY: Criteria and methods used in each one of the four "steps":

1. Trip Generation: Based on ABAG projections per 34 MTC "superdistrict." Productions per MTC-observed person trips produced and households; attractions per employment (and housing), adjusted to observed attractions.
2. Trip Distribution: Based on zonal trips produced and attracted, distribution factors based on travel times, and calibration factors derived from MTC-observed vs. simulated 1980 trip interchanges.
3. Assignment: Based on zonal trip interchanges, "fastest path" criteria and experience of travel patterns.
4. Modal Split: Implied; it was assumed that, on the segments evaluated, modal percentages and occupancy rates would remain essentially unchanged.

ASSUMPTIONS: The following parameters would remain essentially unchanged between 1980 and 2005:

1. Trip production rates, as functions of the number of households and their superdistrict of location.
2. Trip attraction rates and adjustment factors, as functions of jobs, housing units and superdistrict of location.
3. Speeds: Change in corridor speeds may be proportional to regionwide speed changes, or may differ without significantly affecting distribution or assignment.
4. Time vs. Distribution Factor Functions, and Calibration Factors. Increased socio-economic densities vs. higher fleet efficiencies and/or real earnings would have compensatory effects on trip lengths.

| 1983/4 ROUTE | | CONCEPT STUDY | | Truck% | | 1982 | | | | | | 1995 | | | | | | 2005 | | | | | | | | | | | |
|--------------|--------------------|---|--|--------|-------|------|----|----|----|-----|---|------|------|----|----|----|-----|------|---|------|----|----|----|-----|-----|---|---|---|--|
| ROUTE 152 | | Sheet 1 of 3 | | AADT | Pk Hr | AADT | Am | Pk | No | V/ | L | L | AADT | Am | Pk | No | V/C | L | L | AADT | Am | Pk | No | L | L | | | | |
| Co | Post Mile | Description | | * | * | * | Ah | Bk | L | C | o | N | * | Ah | Bk | L | | o | s | N | * | Ah | Bk | L | V/C | o | s | N | |
| SCr. | T 0.31 | Watsonville Jct. Rte, 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 5 | 4 | 12 | 7 | 6 | 2 | 0.2 | A | 1 | 20 | 12 | 15 | 2 | 0.5 | B | 2 | 23 | 15 | 18 | 2 | 0.6 | C | 2 | | | |
| SCr. | T 0.68 & T 1.20 | Watsonville Green Valley Road | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 5 | 4 | 11 | 7 | 6 | 2 | 0.2 | A | 1 | 20 | 32 | 15 | 2 | 0.5 | B | 2 | 24 | 15 | 19 | 2 | 0.6 | C | 2 | | | |
| | | Various Intersection | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 5 | 4 | 14 | 8 | 8 | 2 | 0.5 | B | 2 | 24 | 15 | 19 | 2 | 1.3 | F | 3 | 30 | 19 | 23 | 2 | 1.5 | F | 3 | | | |
| SCr. | T 2.50 | Watsonville Freedom Blvd. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 5 | 4 | 20 | 12 | 11 | 2 | 0.7 | C | 2 | 35 | 22 | 27 | 2 | 1.8 | F | 3 | 43 | 27 | 33 | 2 | 2.2 | F | 3 | | | |
| | | Various Intersection | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 5 | 4 | 18 | 9 | 9 | 9 | 0.6 | C | 2 | 32 | 20 | 24 | 2 | 1.6 | F | 3 | 39 | 25 | 30 | 2 | 2.0 | F | 3 | | | |
| SCr. | T 2.80 | Watsonville Main St. & E. Lake St. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 5 | 4 | 17 | 9 | 9 | 2 | 0.6 | C | 2 | 27 | 17 | 21 | 2 | 1.4 | F | 3 | 34 | 21 | 26 | 2 | 1.7 | F | 3 | | | |
| SCr. | T 2.93 | Watsonville Main St. & E. Beach St. (Couplet East Bound One Way Traffic) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 5 | 4 | 8 | 5 | 6 | 1 | 0.6 | C | 1 | 14 | 9 | 11 | 1 | 1.1 | F | 2 | 17 | 11 | 13 | 1 | 1.3 | F | 2 | | | |
| SCr. | T 3.27 | Various Inter- sections(Two Way Traffic) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 5 | 4 | 9 | 5 | 6 | 2 | 0.4 | B | 2 | 20 | 12 | 15 | 2 | 1.0 | E | 3 | 25 | 16 | 19 | 2 | 1.3 | F | 3 | | | |
| SCr. | T 3.40 | Watsonville Lincoln St. & E. Lake St. (Couplet West Bound One Way Traffic) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 5 | 4 | 9 | 5 | 6 | 2 | 0.4 | B | 2 | 14 | 9 | 11 | 2 | 0.7 | D | 2 | 17 | 11 | 13 | 2 | 0.9 | D | 2 | | | |
| SCr. | 0.34 | Watsonville & E. Lake St. & Lincoln (Two Way Traffic) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 5 | 4 | 12 | 6 | 4 | 1 | 0.4 | B | 1 | 20 | 12 | 15 | 1 | 1.5 | F | 3 | 25 | 16 | 19 | 1 | 1.9 | F | 2 | | | |
| SCr. | 0.68=0.71 | Watsonville E Lake St. & Beck Ave. | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | 4 | 3 | 11 | 6 | 4 | 1 | 0.4 | B | 1 | 19 | 12 | 15 | 1 | 1.5 | F | 3 | 24 | 15 | 18 | 1 | 1.8 | F | 2 | | | |

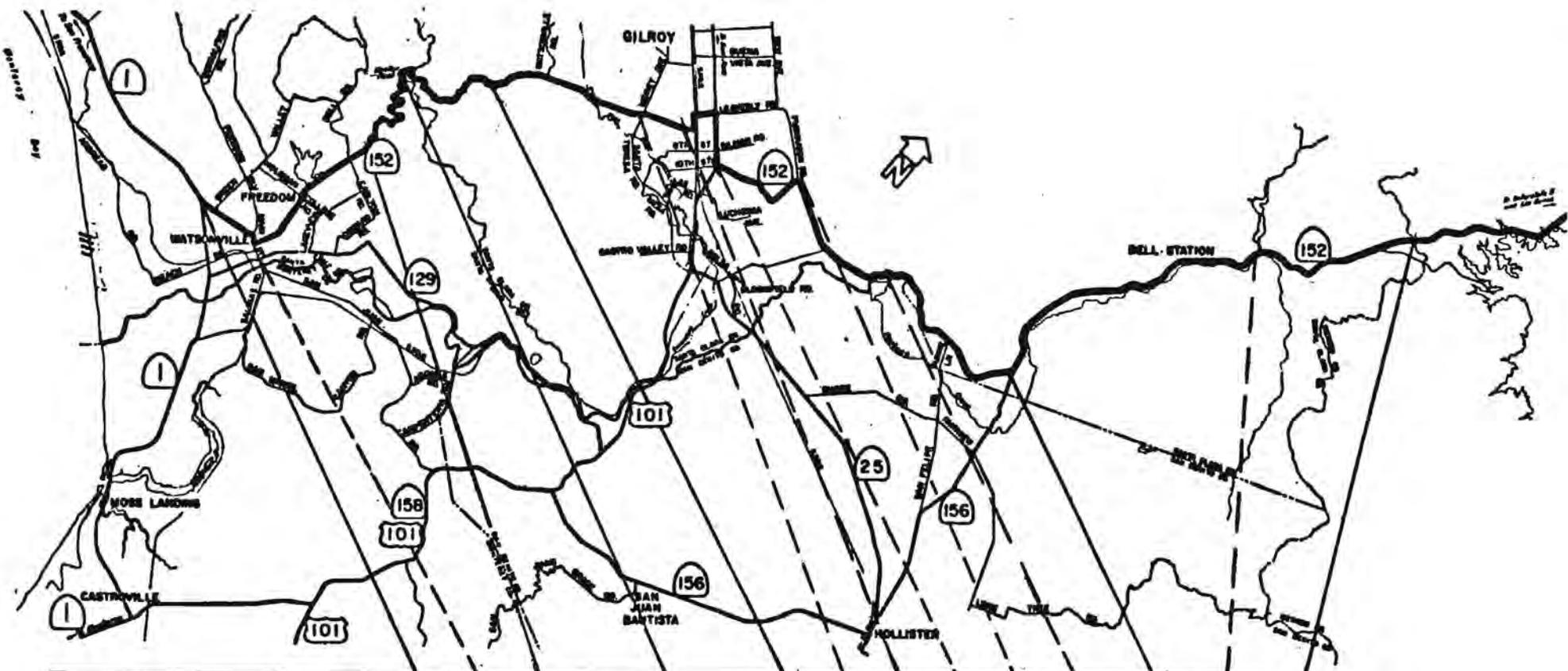
| 1983/4 ROUTE CONCEPT STUDY | | | Truck% | 1982 | | | | | | | | 1995 | | | | | | 2005 | | | | | | | | | |
|----------------------------|-----------|--|--------|------|----|----|----|----|-----|---|------|------|----|----|----|-----|------|------|----|----|----|----|-----|-----|---|---|---|
| ROUTE 152 Sheet 2 of 3 | | | | AADT | Am | Pk | No | V/ | L | L | AADT | Am | Pk | No | L | L | AADT | Am | Pk | No | L | L | | | | | |
| Co | Post Mile | Description | * | * | * | ** | ** | L | V/ | L | L | AADT | Am | Pk | No | L | L | AADT | Am | Pk | No | L | L | | | | |
| | | | * | * | * | ** | ** | L | C | o | N | * | ** | ** | L | V/C | o | s | N | * | ** | ** | L | V/C | o | s | N |
| | | Various Intersections | | | | | | | | | | | | | | | | | | | | | | | | | |
| SCR. | R 2.00 | Holohan Road | 4 | 3 | 11 | 6 | 4 | 1 | 0.4 | B | 1 | 17 | 11 | 13 | 1 | 1.3 | F | 2 | 21 | 13 | 16 | 1 | 1.6 | F | 2 | | |
| | | Various Intersections | 5 | 5 | 5 | 4 | 3 | 1 | 0.3 | A | 1 | 11 | 7 | 8 | 1 | 0.8 | D | 1 | 13 | 8 | 10 | 1 | 1.0 | E | 2 | | |
| SCR. | 3.69 | Carlton Rd | 5 | 4 | 5 | 4 | 2 | 1 | 0.3 | A | 1 | 9 | 5 | 7 | 1 | 0.7 | C | 1 | 11 | 7 | 8 | 1 | 0.8 | D | 1 | | |
| | | Various Intersections | 5 | 4 | 3 | 2 | 1 | 1 | 0.1 | A | 1 | 5 | 3 | 4 | 1 | 0.4 | B | 1 | 6 | 4 | 4 | 1 | 0.4 | B | 1 | | |
| SCR. | 8.29 | County Line | 5 | 4 | 3 | 2 | 2 | 1 | 0.4 | B | 1 | 3 | 2 | 2 | 1 | 0.4 | B | 1 | 4 | 3 | 4 | 1 | 0.6 | C | 2 | | |
| SCL. | 0.00 | | 5 | 4 | 3 | 2 | 2 | 1 | 0.3 | B | 1 | 3 | 2 | 2 | 1 | 0.3 | B | 1 | 4 | 3 | 4 | 1 | 0.5 | C | 2 | | |
| | | Various Intersections | 5 | 4 | 4 | 3 | 3 | 1 | 0.5 | C | 2 | 6 | 4 | 4 | 1 | 0.6 | C | 2 | 8 | 5 | 6 | 1 | 0.8 | D | 2 | | |
| SCL. | 5.03 | Watsonville Road | 5 | 4 | 4 | 3 | 2 | 1 | 0.5 | B | 1 | 6 | 4 | 4 | 1 | 0.6 | C | 2 | 7 | 4 | 5 | 1 | 0.7 | C | 2 | | |
| | | Various Intersections | 4 | 3 | 4 | 2 | 3 | 1 | 0.3 | A | 1 | 5 | 3 | 4 | 1 | 0.4 | B | 1 | 6 | 4 | 4 | 1 | 0.5 | B | 1 | | |
| SCL. | 7.93 | Morey Ave. | 4 | 3 | 6 | 4 | 5 | 1 | 0.5 | B | 1 | 9 | 6 | 7 | 1 | 0.8 | C | 1 | 11 | 7 | 8 | 1 | 0.9 | D | 1 | | |
| | | Various Intersections | 4 | 3 | 10 | 6 | 7 | 1 | 0.7 | C | 1 | 11 | 7 | 8 | 1 | 0.9 | D | 1 | 14 | 9 | 11 | 1 | 1.1 | F | 2 | | |
| SCL. | M 9.43 | Gilroy Monterey St. | 4 | 3 | 14 | 7 | 9 | 2 | 0.6 | C | 2 | 18 | 11 | 14 | 2 | 0.9 | E | 3 | 22 | 14 | 17 | 2 | 1.1 | F | 3 | | |
| SCL. | M 9.78 | Gilroy, Leavesley Ave | 4 | 3 | 16 | 9 | 12 | 2 | 0.8 | D | 2 | 18 | 11 | 14 | 2 | 0.9 | E | 3 | 23 | 15 | 18 | 2 | 1.2 | F | 3 | | |
| SCL. | M 10.28 | Gilroy North Jct. Rte.101 (Break In Route) | 7 | 5 | 16 | 13 | 15 | 2 | 0.7 | C | 2 | 18 | 11 | 14 | 2 | 0.7 | C | 3 | 22 | 14 | 17 | 2 | 0.8 | D | 2 | | |
| SCL. | R 9.91 | Gilroy, South Jct. Rte.101 | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 14 | 10 | 14 | 6 | 5 | 1 | 0.6 | C | 1 | 16 | 10 | 12 | 1 | 1.2 | F | 2 | 20 | 12 | 15 | 1 | 1.4 | F | 2 | | |

| 1983/4 ROUTE | | CONCEPT STUDY | Truck% | | 1982 | | | | | | | 1995 | | | | | | | 2005 | | | | | | |
|--------------|-----------|--------------------|--------|-------|------|----|----|----|-----|---|------|------|----|----|---|-----|------|----|------|----|----|-----|-----|---|---|
| ROUTE 152 | | Sheet 3 of 3 | | AADT | Am | Pk | No | V/ | L | L | AADT | Am | Pk | No | L | L | AADT | Am | Pk | No | V/ | L | L | | |
| Co | Post Mile | Description | AADT | Pk Hr | * | ** | ** | L | C | o | N | AADT | Ah | Bk | L | V/C | o | N | AADT | Ah | Bk | L | V/C | o | N |
| | | | * | * | * | ** | ** | L | s | | * | ** | ** | L | | s | N | * | ** | ** | L | V/C | o | s | N |
| SCL. | R 10.22 | Various | | | | | | | | | | | | | | | | | | | | | | | |
| | =R10 34 | Intersections | | | | | | | | | | | | | | | | | | | | | | | |
| | | | 10 | 7 | 13 | 5 | 5 | 1 | 0.6 | C | 1 | 15 | 9 | 11 | 1 | 1.1 | F | 2 | 18 | 11 | 14 | 1 | 1.3 | F | 2 |
| SCL. | R 12.81 | Ferguson Road | | | | | | | | | | | | | | | | | | | | | | | |
| | | Various | | | | | | | | | | | | | | | | | | | | | | | |
| | | Intersections | 21 | 15 | 10 | 4 | 4 | 1 | 0.4 | B | 1 | 17 | 11 | 13 | 1 | 1.2 | F | 2 | 20 | 12 | 15 | 1 | 1.4 | F | 2 |
| | | | 21 | 15 | 11 | 4 | 4 | 1 | 0.4 | B | 1 | 15 | 9 | 11 | 1 | 1.0 | E | 2 | 18 | 11 | 14 | 1 | 1.3 | F | 2 |
| SCL. | R 14.89 | Bloomfield Ave. | | | | | | | | | | | | | | | | | | | | | | | |
| | | Various | | | | | | | | | | | | | | | | | | | | | | | |
| | | Intersection | 23 | 17 | 11 | 4 | 4 | 1 | 0.5 | B | 1 | 15 | 9 | 11 | 2 | 1.1 | F | 2 | 18 | 11 | 14 | 1 | 1.3 | F | 2 |
| | | | 23 | 17 | 10 | 4 | 4 | 1 | 0.4 | B | 1 | 15 | 9 | 11 | 1 | 1.1 | F | 2 | 19 | 12 | 15 | 1 | 1.4 | F | 2 |
| SCL. | R 22.13 | Jct. Rte.156 South | | | | | | | | | | | | | | | | | | | | | | | |
| | | Various | | | | | | | | | | | | | | | | | | | | | | | |
| | | Intersections | 25 | 18 | 12 | 4 | 3 | 1 | 0.4 | B | 1 | 22 | 14 | 17 | 2 | 0.8 | D | 3 | 28 | 17 | 21 | 2 | 1.0 | E | 3 |
| | | | 25 | 18 | 12 | 4 | 3 | 1 | 0.4 | B | 1 | 20 | 12 | 15 | 2 | 0.7 | D | 3 | 24 | 15 | 19 | 2 | 0.9 | E | 3 |
| SCL. | R 35.16 | Santa Clara- | | | | | | | | | | | | | | | | | | | | | | | |
| Merced | 0.00 | Merced County Line | | | | | | | | | | | | | | | | | | | | | | | |

Note: No. L = Denotes existing lanes.
Future year No. L = Denotes existing lanes plus STIP Projects.
LOS = Denotes level of service with existing lanes.
LN = Denotes number of lanes needed in each direction to provide desired L.O.S.

* = Per 1000

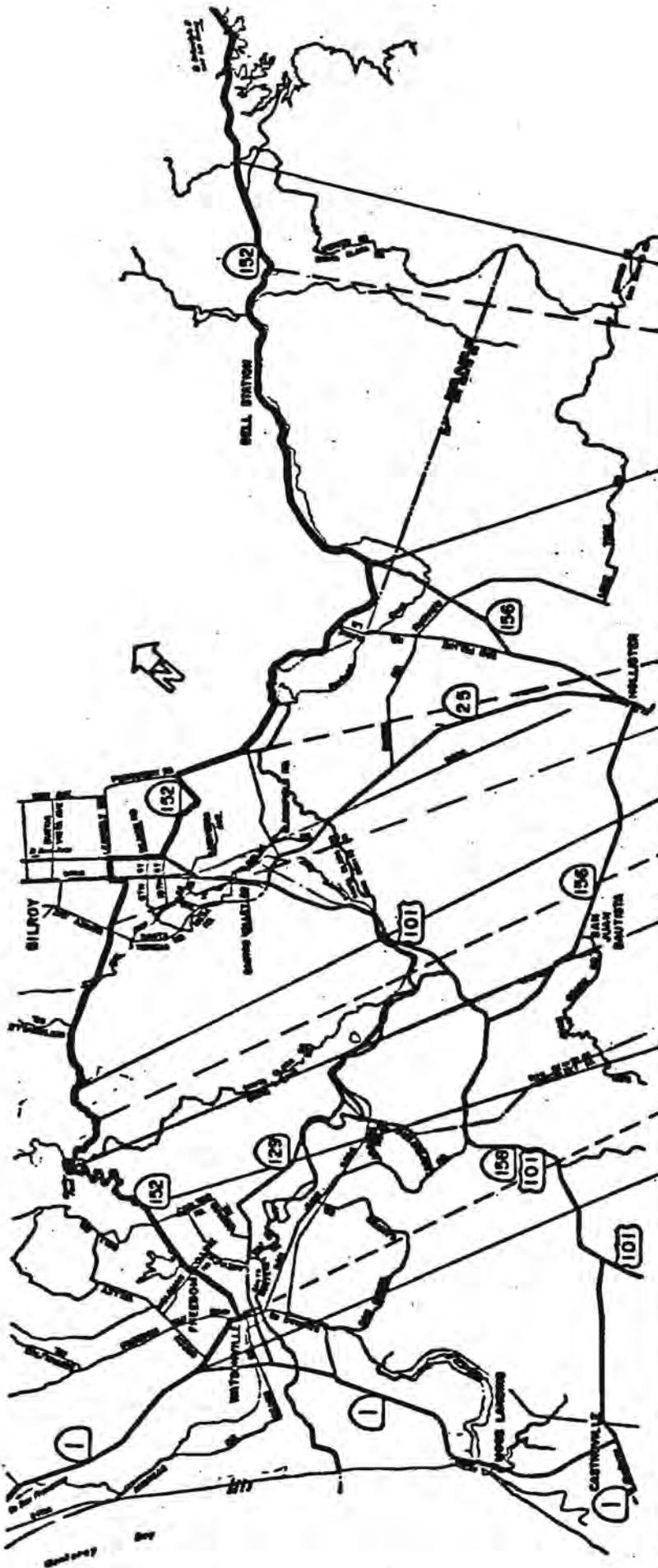
** = Per 100



| County Post Miles | | SCF 70.3 | SCF 2.8 | SCF 4.8 | SCF 8.3 | SCL 4.0 | SCL 8.6 | SCL 9.2 | SCL 9.9 | SCL 12.5 | SCL 16.0 | SCL 22.1 | SCL 31.9 | SCL 35.2 |
|-------------------|----------|----------------|---------|-------------|-----------------------|-------------|---------|---------|---------|----------|----------|-------------|----------------|----------|
| SEGMENT | | A | | B | C | D | | | | | | E | | |
| NUMBER OF LANES | Present | 4 | 2 | 2 | 2 | 2 | 3 | 4 | 2 | 2 | 2 | 2 | 4 | |
| | Proposed | 4 (UD) | 4 (UD) | 2 | 2 | 4 (Divided) | | | | | | 4 (Divided) | | |
| TERRAIN | | Rolling | | Mountainous | Mountainous & Rolling | Flat | | | | | | Rolling | Mountainous | |
| GRADES | | Rolling (3-6%) | | Moderate | Flat (0-3%) | Flat (0-3%) | | | | | | Flat (0-3%) | Rolling (3-6%) | |
| LEVEL OF SERVICE | Present | C-40, B-50 | | B-50 | C-40 | | | | | | | B-50 | B-50 | |
| | Proposed | D-35 | | D-35 | D-35 | D-35 | | | | | | B-50 | B-50 | |

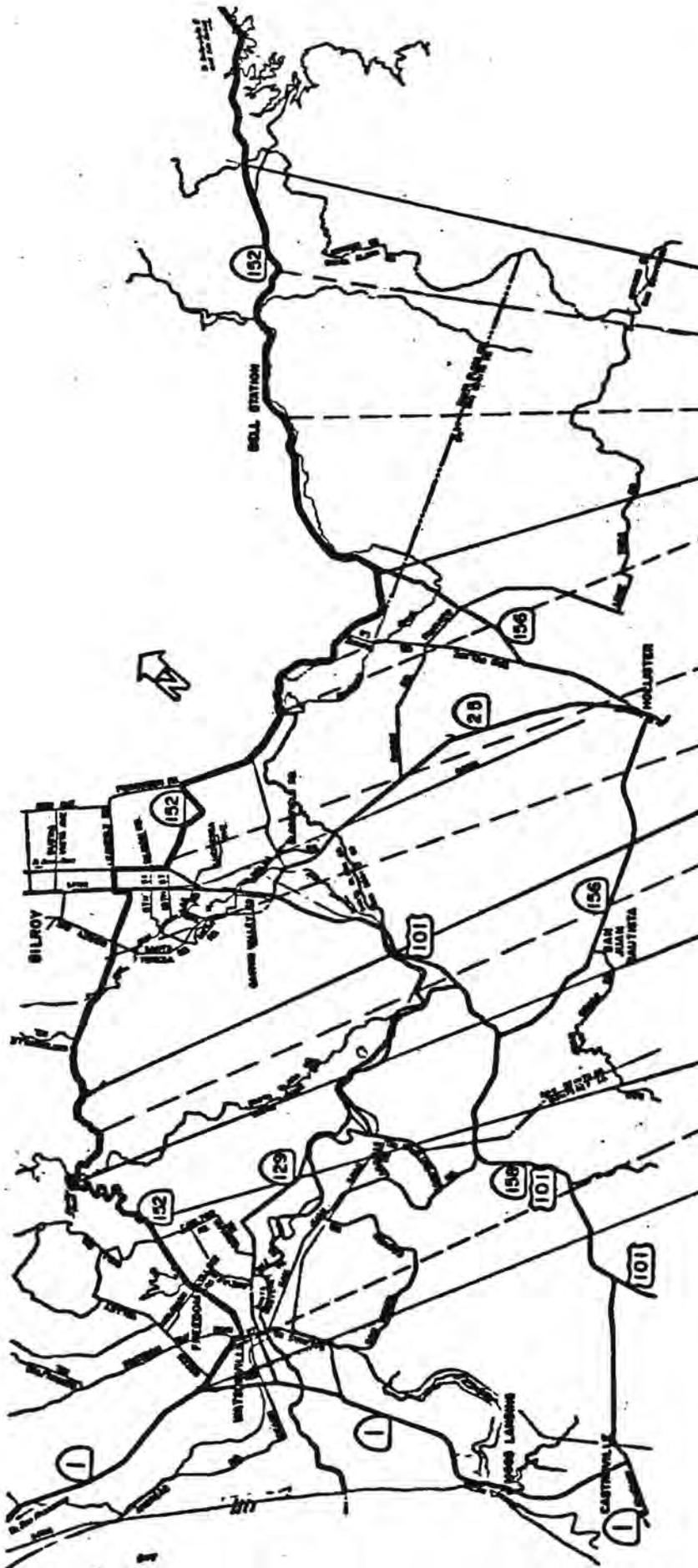
EXHIBIT A

EXHIBIT B



| County Post Miles | SEGMENT | | | | |
|--------------------|---------|-------|-------|-------|-------|
| | A | B | C | D | E |
| 1982 | 0.45 | 0.36 | 0.30 | 0.50 | 0.40 |
| 1995 | 1.10 | 0.36 | 0.62 | 1.10 | 0.82 |
| 2005 | 1.38 | 0.64 | 0.67 | 1.35 | 1.00 |
| 1982 | 11 | 3 | 4 | 12 | 12 |
| 1995 | 20 | 4 | 5 | 16 | 21 |
| 2005 | 25 | 5 | 6 | 19 | 26 |
| Accidents per MVM | 9.52 | 7.06 | 5.55 | 1.96 | 1.3 |
| Fatalities per MVM | 0.040 | 0.099 | 0.300 | 0.075 | 0.073 |

EXHIBIT C



| County Post Miles | A | | B | | C | | D | | E | |
|----------------------------------|------|------|------|------|------|------|------|------|------|------|
| | 1995 | 2005 | 2005 | 2005 | 2005 | 2005 | 2005 | 2005 | 2005 | 2005 |
| AVERAGE HIGHWAY SPEED | 50 | 40 | 40 | 55 | 55 | 55 | 45 | 70 | 55 | 65 |
| OPERATING SPEED | 34 | 34 | 34 | 45 | 42 | 42 | 31 | 30 | 28 | 54 |
| CAPACITY ADEQUACY | 158 | 74 | 74 | 281 | 215 | 215 | 81 | 32 | 18 | 94 |
| YEAR CAPACITY TO BE REACHED | 1995 | 1995 | 2005 | 2005 | 2005 | 2005 | 2005 | 1995 | 1982 | 2005 |
| PEAK HOUR VOLUMES (Thousands) | 1982 | 1.5 | 0.40 | 0.50 | 0.70 | 2.05 | 1.70 | | | |
| | 1995 | 2.8 | 0.55 | 0.80 | 1.00 | 2.15 | 2.90 | | | |
| | 2005 | 3.5 | 0.75 | 0.90 | 1.15 | 2.70 | 3.60 | | | |

GOVERNMENTAL CENTER

701 OCEAN STREET SANTA CRUZ, CALIFORNIA 95060-4069

DAN FORBUS
(FIRST DISTRICT)

ROBLFY LEVY
(SECOND DISTRICT)

GARY A PATTON
(THIRD DISTRICT)

E. WAYNE MOORE, JR.
(FOURTH DISTRICT)

JOE CUCCHIARA
(FIFTH DISTRICT)

AGENDA: 3/13/84

March 7, 1984

BOARD OF SUPERVISORS
County of Santa Cruz
701 Ocean Street
Santa Cruz, CA 95060

RE: CONSULTATION WITH THE CITY OF WATSONVILLE
AND CALTRANS ON A NEW ROUTE FOR HIGHWAY 152

Daer Members of the Board:

Attached is an editorial that appeared in the February 24, 1984 edition of the Watsonville Register-Pajaronian. The editorial discusses a tentative agreement that has apparently been reached between the City of Watsonville and CALTRANS, providing for a rerouting of Highway 152 in and around the City of Watsonville.

Highway 152 presently is designated as following Main Street within the City, which makes it exceedingly difficult for the City to carry out necessary redevelopment activities in its downtown area. The proposed rerouting would utilize East Lake Avenue, Rodriguez, and Riverside, as well as Lincoln Street. While this would eliminate traffic on Main Street, it would continue to place the major traffic loads carried by Highway 152 through residential portions of the City, and it seems clear that this will create traffic problems in Watsonville's downtown area.

The suggestion advanced in the Register-Pajaronian editorial, that Highway 152 should be rerouted from its present intersection with Holohan Road down Holohan Road to Airport Boulevard, and then down Airport Boulevard to the freeway, appears to have much merit. If this route were selected, it would be possible to channel highway traffic on Route 152 completely around the downtown City area. This would be to the long-term advantage of City residents, who will otherwise experience traffic congestion. The editorial suggests that a "problem" with this routing would be the necessity to upgrade Holohan Road, and opines that the County would be "expected to contribute a suitable sum." Another problem, not specifically mentioned by the editorial, is the need to prevent any growth inducing impacts from any new road construction along Holohan Road from spilling into adjacent agricultural lands.

BOARD OF SUPERVISORS

March 7, 1984

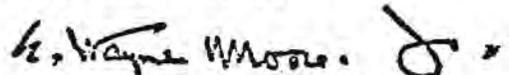
Page 2

As Board members know, the County has not been involved with the discussions that have apparently been ongoing between the City of Watsonville and CALTRANS on this issue. It may or may not be possible for the County to assist in developing a long-term solution which would be of benefit to City residents, and to County residents who use the streets and highways of the State system, and of the City of Watsonville, and who would like to eliminate future traffic congestion problems. As the recent article on this issue shows, there seems to be some thought on the City Council that the rerouting contained in the editorial should be explored further.

We believe that the County should offer to become involved in the discussions, if that might facilitate a solution, acceptable to everyone, that would provide for a better State highway system over the long-term. If there is a way that the County can be assured of protecting adjacent agricultural lands, and of being able to finance, at an appropriate level, any improvements to Holohan Road that would be required to achieve the routing mentioned in this editorial, that routing might well be the best solution, and one that the County could enthusiastically participate in.

We recommend that the Board of Supervisors direct the Chairperson to write to the City Council of the City of Watsonville, and to the appropriate officials within CALTRANS, alerting them to the County's willingness to participate in discussions leading toward the establishment of the route for Highway 152 indicated in the attached Register-Pajaronian editorial, on the basis that the County would be willing to negotiate an appropriate level of participation in the highway upgrading project that would improve Holohan Road, and ultimately to turn it over for operation and maintenance to the State as part of Highway Route 152, with the proviso that appropriate provisions could be devised to protect adjacent agricultural lands.

Very truly yours,



E. WAYNE MOORE, JR., Supervisor
Fourth District



GARY A. PATTON, Supervisor
Third District

EWM/GAP:ted
Attachment

cc: Mayor, City of Watsonville
CALTRANS
Senator Helle
Assembly Member Farr
Register-Pajaronian
Public Works Department

Register-Pajaronian

Frank F. Orr, editor

John Ferguson, business manager

Watsonville (Calif.)

Friday, February 24, 1984

Wrong way on Highway 152

THE CITY AND the state have agreed finally on a route to carry traffic coming from the east on Highway 152 to Highway 1.

It's a decision based on financial (and perhaps political) expediency. And it's wrong. Here's why:

—It will mean that traffic coming from Highway 152 and bound for either Monterey or Santa Cruz will pass through the most heavily traveled parts of Watsonville.

—It will mean that through traffic will continue to use Beach Street, which runs through one of our oldest and most beautiful residential areas.

—It will continue to route out-of-town traffic right by the high school.

—It will mean a major expenditure on Rodriguez street, a street designed to handle local traffic only, to bring it up to state highway standards.

The city and Caltrans have reached a tentative agreement under which traffic coming from the east on 152 would go straight down East Lake Avenue, then south on Rodriguez, then west on Riverside to the freeway. Traffic coming from the opposite direction would move up Beach street (as it does now) and then travel north on Lincoln to rejoin East Lake.

The city gains by getting the state to surrender Main street between Lake and Beach streets, now part of 152, so that the city can turn it into a mall of sorts.

Caltrans gets a good deal, because the city agrees to spend a half million or so to fix up Rodriguez. The state, for its part, agrees to fix up Main Street from

that's cozy, but it's the wrong solution, especially since there's another alternative. The idea ought to be to get through-traffic out of town where it won't compound our own traffic problems, which are increasing month by month as the city's growth spurts.

Nearly everybody agrees that the logical route to connect Highway 152 with Highway 1 ought to follow Holohan Road and Airport Boulevard.

The obstacle to that is the cost of bringing the route especially the part that traverses Holohan, up to state highway standards. The city would get the bill for this because it would have to be done at its request. And the city can't afford that kind of money.

Yet, Holohan Road is eminently suitable for improvement because it is virtually without houses that would need to be torn down or moved when the road is widened. Orchards line both sides of the road for most of the distance. And it needs major improvements anyway, what with all the bus traffic it now carries, and the fact the new hospital's located on it.

Holohan-Airport roads are part of the perimeter road system envisioned for Watsonville many years ago to provide an easy way around the city and access to it. And we doubt if the cost factors will ever be more favorable.

A simple and logical solution then, it seems to us, is for the state to reroute Highway 152 over Holohan-Airport; a connecting interchange is already located at Airport and Highway 1.

The city, in turn, would kick in the \$.5 million it intended to spend to improve Rodriguez toward the cost of upgrading the new route.

The county, in whose jurisdiction these roads lie, would also be expected to contribute a suitable sum. Yes, the county is extremely hard-pressed for road funds. But the state's taking over 3 miles or so of major county roads would relieve the county of a bundle on future maintenance costs. That saving would be translated into the county's contribution.

With the city and county both contributing substantial amounts toward upgrading the new route, Caltrans could proceed with developing Airport-Holohan. It's a heck of a lot cheaper and more sensible than the grandiose proposal once made by the state to run a freeway from Highway 152 smack through Freedom to join up with Highway 1.

Everybody concerned ought to get back to the drawing board. Roads are too important to be left to whim and expediency.

Council shifts on highway route

By DAN YOUNG

Just when you thought the city had Highway 152 all figured out...

About three weeks ago, the City Council, acting as the Redevelopment Agency, somewhat reluctantly decided to ask the state to make a financial study on relocating Highway 152 off of Main Street — onto Rodriguez Street and down Riverside Drive.

(The highway must be routed away from a portion of Main Street before the long-awaited downtown revitalization project can proceed.)

Although other relocation routes were more desirable to members of the council, members felt — at least at the time — that the alternatives would be too costly.

What was thought to be pretty much a closed case is apparently not.

Councilman Frank Osmer and Mayor Ann Soldo hinted early last week they would like the agency to reconsider its decision on the Highway 152 relocation route, and Saturday both indicated they would push strongly for the highway to be re-routed over Airport Boulevard and Holohan Road.

"You bet it will," Osmer said Saturday when asked if the agency at its next meeting, probably March 13, will discuss Highway 152.

The highway, from the east, now comes into town on East Lake Avenue and goes north on Main Street to the freeway. From the west, it runs up Main from the freeway to Beach Street, goes east on Beach to Lincoln Street, and north on Lincoln back to Lake.

The proposed route approved by the agency three weeks ago would see the highway still run through town, from the east coming down Lake Avenue across Main Street to Rodriguez Street, south on Rodriguez to Riverside Drive and west on Riverside to the freeway. From the west it would come up Riverside, north on Rodriguez to Beach, east on Beach to Lincoln.

The more desirable Airport-Holohan route would see the highway skirt the downtown area altogether, running from the freeway to East Lake (Hecker Pass) and vice versa

via Airport Boulevard and Holohan Road.

But that route would be more expensive to bring up to state standards, and the city, because it is the governing body requesting the re-routing, must pay for it. The state refuses to take 152 off of Main Street until the new route is brought up to the state's specifications.

A study done two years ago indicated it would cost at least \$1.5 million (in 1982 dollars) to bring Airport and Holohan up to those standards, while the Rodriguez route would probably cost no more than a half million dollars to improve, city officials have said.

"I am now totally convinced that the Airport-Holohan route is the only way to go," Councilman Osmer said Saturday. "This is a change in my stand on this, but I've been doing a lot of thinking on it, I've been talking to a lot of people about it, and I've been reading the newspaper's articles on it. And I've decided it just doesn't make sense to run 152 right past Martinelli's and the high school.

"I know it's more expensive, but perimeter roads have worked in other cities, and I think if we're going to do it (relocate 152), let's do it right," he added.

Mayor Soldo said she has been traveling Holohan Road quite a bit lately, and she doesn't "notice much of a difference" between the standards for East Lake Avenue and Holohan.

"I want to know more about

what the state's standards are she said. "The more I think about it, the more I think I should look into this a little further.

"We'll need to come up with some sort of agreement with the county, and I know it is going to cost a lot more, but we have to look at it over the next 50 years not just for what we need now she said.

POSITION REPORT

POS--REP

SALINAS CHAMBER OF COMMERCE

Mr. Burch Bachtold
District Director
P.O. Box 7310

TO: San Francisco, CA 94119

DATE: Dec. 29, 1983

SUBJECT: Highway 152 Pacheco Pass Improvement

OUR POSITION: UNANIMOUSLY SUPPORT

REASON: Would like to see the improvements for Highway 152 expedited to improve and eliminate safety hazards for automobile and truck traffic.

Your support of our position is encouraged.

Ken Vantress
Ken Vantress
Chamber President

cc: Assemblyman Areias
Congressman Panetta
Senator Mello

KV:st

CITY OF WATSONVILLE

PUBLIC WORKS DEPARTMENT
CITY HALL 250 MAIN ST. P. O. BOX 430
WATSONVILLE, CALIFORNIA 95077
TELEPHONE AREA CODE 408 728-6049



February 15, 1984

D. E. Connolly, Chief
Project Development B Branch
Department of Transportation
Box 7310
San Francisco, CA 94120

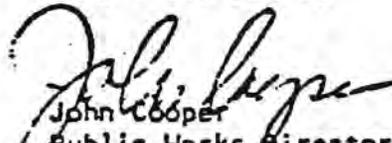
Re: Highway 152 Rerouting (ST-77-05)

Dear Mr. Connolly:

This is in response to your letter of January 20, 1984, regarding the relocation of Route 152 in the City of Watsonville. The City Council, at its meeting of February 14, decided to further investigate the proposed routing of Highway 1/existing Route 129 to Rodriguez Street, and Rodriguez Street to West Beach Street. This appeared to the Council to be the most reasonable of the alternatives suggested. Therefore, it is requested that you begin the review to determine what improvements must be made to Rodriguez, West Beach and West Lake Streets to bring them to the necessary highway standards.

It will be very much appreciated if you could expedite this matter as the Council would like to coordinate the relocation of Highway 152 with the proposed improvements in the Central Business Improvement District. Thank you for your cooperation.

Very truly yours,


John Cooper
Public Works Director
/al

**County of Santa Clara
California**

Department of General Services

Parks and Recreation Department
298 Garden Hill Drive
Los Gatos, California 95030

Administration 358-3741 Area Code 408
Reservations 358-3751 Area Code 408

*MJ 1/1/84
152*

November 16, 1983

Mr. Daniel E. Connolly
Chief of Project Development B
State of California
Department of Transportation District IV
150 Oak Street
San Francisco, CA 94102

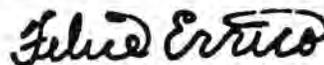
Dear Mr. Connolly:

On behalf of the Parks and Recreation Department, we wish to thank Cal Trans staff for providing a public forum concerning the improvements of Highway 152 from Bell Station to the City of Gilroy.

This Department urges Cal Trans to implement hiking, equestrian and bicycle trail systems in its Right of Way on all Highway 152 projects, in addition, any bridge structure over a creek should provide for traverse across and access into the creek area. The goal should be a total transportation corridor, providing a safer scenic road for the auto and also all other modes of travel. If you desire additional information, please contact the undersigned.

Sincerely,

LARRY H. NORRIS
Director



by FELICE ERRICO
Park Planner

LMN:FE:gs

Attachments: Regional Parks, Trails & Scenic Highways
Trails and Pathways Plan for Santa Clara County





City of Gilroy

7351 Rosanna Street, P. O. Box 66
GILROY, CALIFORNIA
95020

MDJ
Telephone 842-2137

Jack

PLANNING DEPARTMENT

November 23, 1983

Cecil Smith
Caltrans
P.O. Box 7310
San Francisco, CA 94120

Dear Mr. Smith:

Thank you for coming to Gilroy this last Friday to discuss with us the potential future alignments of Highway 152. I was very pleased to hear of Caltrans' progress on the safety improvements as well as your long range planning efforts for the ultimate alignment of Highway 152.

As we discussed, the present routing of Highway 152 through central Gilroy will, in the future, become unacceptable. It is quite clear that in the near future Highway 152 should and must bypass Gilroy. Review of Gilroy's General Plan Circulation Element shows that the only reasonable bypass for Highway 152 is to the south of Gilroy.

I eagerly await your report on potential alignments for Highway 152. Upon receipt of the options you are investigating, I will forward them to our Planning Commission and City Council for review and comment. I wish to thank you again for contacting us so that the future improvements to Highway 152 can best meet the needs of the citizens of both the State and Gilroy.

Sincerely,

Michael Dorn

Michael Dorn
Director of Planning

MD:igr

cc: Jay Baksa, City Administrator
Lou Montini, County Transportation
Dick Cox, Acting Director of Public Works