

# Rio traffic improvements: \$177 per home

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A plan to make major traffic improvements in the Rio del Mar and Aptos Seascape areas would cost owners of existing homes \$177 each and would cost developers \$818 for each new unit they build.

That plan, presented Thursday to the Santa Cruz County Transportation Commission, calls for building sidewalks,

widening roads, redesigning intersections, and even changing the name of a section of San Andreas Road to Seascape Boulevard.

The Rio del Mar traffic study, which includes Seascape, was prepared by the county transportation staff at the request of the Board of Supervisors.

The study outlines some solutions to the major traffic prob-

lems in Rio del Mar and Seascape, and offers a proposal to charge developers and the owners of existing homes for the improvements.

Ron Marquez, executive director of the Transportation Commission, told the commissioners that the community was involved in drafting the traffic plan.

The unique part of the traffic plan, Marquez said, is that it

outlines a system for charging not only the developers of new housing units, but also the people who already live there and are themselves part of the traffic problems.

Marquez and his staff divided the recommended traffic improvements into two categories — those that are needed now, and those that will only be needed when more homes are built in the area. The owners of

existing homes would be charged only for the improvements needed right away.

Those improvements, as recommended by the transportation staff, along with how much they would cost, are:

—Widening Treasure Island Drive; \$27,000, and part of Spreckels Drive, \$63,600.

—Installing islands on Pinehurst Avenue, \$20,000.

—Putting in sidewalks on one side of Spreckels, Moosehead and Clubhouse drives, Pinehurst Avenue and part of Sumner Avenue, \$243,000.

—Building a pedestrian bridge on Rio del Mar Boulevard at Sumner Avenue, \$70,000.

—Redesigning the Rio del Mar Boulevard and Clubhouse Drive intersection. The traffic plan suggests dividing the estimated \$180,000 cost of this project — after subtracting the \$60,000 the developer of the Deer Park Shopping Center will pay — between new and existing development.

Engineering and contingency costs, and the \$70,000 the county will pay toward these improvements, were figured in before the county divided the total price among the close to 4,000 existing homes in the area.

That comes out to a charge of \$177 per household.

The Board of Supervisors and the county Local Agency Formation Commission would have sole discretion over whether to establish a county service area so that the fees could be charged to the property owners, Marquez said.

The fees to be charged a new development would be far higher, based on the improvements the county staff believes will only be needed as a result of development. A substantial

amount of development is expected, especially in Seascape, where about 1,500 housing units are being proposed for construction.

The traffic study suggests a fee of \$818 per new unit, based on the following improvements:

—Sidewalks on Rio del Mar Boulevard, Cliff Court and part of Sumner Avenue, \$340,000.

—Widening of Sumner Avenue and Rio del Mar Boulevard; \$254,000.

—Redesigning the intersection of Seascape Boulevard and San Andreas Road to give the Seascape motorists the right of way; and renaming the section of San Andreas Road from Seascape to Highway 1, "Seascape Boulevard", \$150,000.

—Improving the freeway intersections at San Andreas Road and Rio del Mar Boulevard, \$400,000.

—Half the cost of redesigning the Rio del Mar and Clubhouse Drive intersection, \$90,000.

Again figuring in the engineering and contingency costs, the staff estimated a fee of \$818 per each new housing unit built in Rio del Mar or Seascape.

The traffic study also recommends limiting parking on Clubhouse Drive and painting safety stripes on Clubhouse Drive to narrow the lanes and slow down the traffic. That plan has been consistently opposed by the Rio del Mar Improvement Association. At the request of representatives of the Rio del Mar and Seascape homeowners organizations, the Transportation Commission agreed to delay action on the traffic study until next month. Both property owners groups said they basically support the traffic plan, but need more time to review the proposal.

REFERENCE

GREEN SHEET

April 10, 1985