



Santa Cruz County Regional Transportation Commission's  
**Elderly & Disabled Transportation  
Advisory Committee**

*(Also serves as the state-mandated Social Service Transportation Advisory Council)*

**SPECIAL MEETING  
AGENDA**

**NOTE special date**

**1:30 pm, Tuesday, January 15, 2013**

**Regional Transportation Commission, 1523 Pacific Ave, Santa Cruz**

1. Call to Order
2. Introductions
3. Oral Communications

*The Committee will receive oral communications during this time on items not on today's agenda. Presentations must be within the jurisdiction of the Committee, and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any Oral Communications presented, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.*

4. Additions or deletions to consent and regular agendas

**CONSENT AGENDA**

*All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the E&D TAC or public wishes an item be removed and discussed on the regular agenda. Members of the E&D TAC may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other E&D TAC member objects to the change.*

5. Approve Minutes from Dec 11, 2012 meeting **(pg. 3)**
6. Receive Agency Updates (other than items on the regular agenda)
  - a. Volunteer Center
  - b. Community Bridges serving as the Consolidated Transportation Services Agency
  - c. Santa Cruz Metropolitan Transit District (Metro)
  - d. Santa Cruz County Regional Transportation Commission
  - e. Private Operators

**REGULAR AGENDA**

7. Recommend projects for \$5 million in Regional Surface Transportation Program (RSTP) funds – RTC staff **(pg. 7)**
8. Brainstorm Projects for Section 5310, 5316 and 5317 and other funding – RTC staff **(pg. 15)**
9. Provide Input on 2014 Regional Transportation Plan Draft Project List Prioritization– RTC staff **(pg. 16)**

10. Review Caltrans Transit Intern grant draft report on Senior Transit Use –RTC Intern  
(pg. 49)

11. Adjourn

Next meetings Location and Time:

- **1:30 pm, February 12, 2013 @ the RTC offices** – regular meeting

Future Topics: Pedestrian Improvements near Activity Centers/Bus Stops, Transit Service to Frederick Street and other activity centers

**HOW TO REACH US**

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1523 Pacific Avenue, Santa Cruz, CA 95060  
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**ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

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**SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES**

*Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements (at least three days in advance by calling (831) 460-3200.*



# Santa Cruz County Regional Transportation Commission

## Elderly & Disabled Transportation Advisory Committee

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Minutes – Draft

Tuesday, December 11, 2012, 3:00 p.m.

Regional Transportation Commission, 1523 Pacific Ave, Santa Cruz

1. **Call to Order** at 3:11 pm

2. **Introductions**

*Members Present:*

Kirk Ance, CTSA Lift Line  
Hal Anjo, Potential Bus Rider  
Sharon Barbour, 5<sup>th</sup> District  
Lisa Berkowitz, CTSA (Community Bridges)  
John Daugherty, Metro  
Sally French, Soc. Serv. Prov.-Disabled (Hope Services)  
Clay Kempf, Social Services Provider

*Excused Absences:*

Debbi Brooks, Persons of Limited Means (Volunteer Center)  
Veronica Elsea, 3<sup>rd</sup> District  
Patti Lou Shevlin, 1<sup>st</sup> District

*Others Present:*

Tom Hiltner, Metro  
Deborah Lane, Santa Cruz Resident  
Cindy Rady, Santa Cruz Resident

*RTC Staff Present:*

Cory Caletti  
Cathy Judd  
Rachel Moriconi  
David Pape  
Karena Pushnik

*Alternates Present:* None

3. **Oral Communications**

John Daugherty issued an apology to Veronica Elsea and the E&D TAC members saying that he and staff failed to write and send a letter to the County of Santa Cruz Clerk of the Elections Department before the November election date. The letter was requested to address issues discussed during the October E&D TAC meeting pertaining to advance notice of the change in polling places and the issues that Ms. Elsea encountered due to the change of and accessibility to her polling place during the primary election.

Mr. Daugherty mentioned that the new transit district schedule, *Headways*, pictures Sam Farr on the front cover for the groundbreaking ceremony of Metro's new Judy K. Souza Operations Facility. He offered copies to members.

Cindy Rady mentioned lack of wheelchair access at the corner of Dakota Avenue and Ocean Street stating that there are drainage problems with the rain grate at that location. She asked for the E&D TAC's assistance about the best way to request assistance to repair the issue.

Karena Pushnik said that the E&D TAC/RTC does not make repairs, but can provide assistance with recommendations. Members agreed that they would refer the issue to the City on behalf of Ms. Rady and suggested that she present the issue to the RTC as a hazard report, which she has done, and that she attend and present the issue to the City of Santa Cruz during their next council meeting to address the repair.

4. **Additions or deletions to consent and regular agendas** - None

### **CONSENT AGENDA**

*Action: The motion (Berkowitz/Kempf) - - to approve the consent agenda as amended (Item 9d) - - carries with Kirk Ance abstaining.*

5. **Approved Minutes from October 9, 2012 meeting**
6. **Received Transportation Development Act (TDA) Revenues Report as of Nov 2012**
7. **Received RTC Highlights through Nov 2012**
8. **Circulated Information Items**
- a. Surprising Effect of Free Bus Passes on Senior Health
  - b. Correspondence from Donna Piland requesting transportation information

9. **Received Agency Updates**

- a. Volunteer Center
  - 1<sup>st</sup> Quarter Report for FY 2012-13 Transportation Development Act Report
- b. Community Bridges serving as the Consolidated Transportation Services Agency
  - 1<sup>st</sup> Quarter Report for FY 2012-13 Transportation Development Act Report
- c. Santa Cruz Metropolitan Transit District (Metro)
  - ParaCruz Operations Status Report: Nov 2012
  - Accessible Services Report: Nov 2012
- d. Santa Cruz County Regional Transportation Commission

Karena Pushnik discussed the RTC's Right-on-Track event held November 11<sup>th</sup> saying that it was well received by all in attendance and a very successful event. Ms. Pushnik mentioned that 1400 members of the public took train rides up the coast and at present the rail line is available for freight and seasonal trains and the planned rail/trail.

- e. Private Operators

### **REGULAR AGENDA**

10. **Review Metro's Federal Title VI Anti-Discrimination Policy**

Tom Hiltner, Metro staff, provided the Racial Identification Survey to members requesting them to fill out the information and return the form to him saying that Metro must report the racial composition of the E&D TAC to the Federal Transit Administration (FTA) with its 2013 Title VI Program report due 04/01/13.

Mr. Hiltner said that Metro is updating its Civil Rights program and requested input from E&D TAC members. Title VI of the Civil Rights Act of 1964 prohibits discrimination in the provision of public transit services and, as a Federal Transit Administration recipient of federal funds Metro is committed to ensuring that no person is excluded from participation in or denied the benefits of public transit programs and services. Mr. Hiltner discussed the updated Title VI Discrimination Complaint Form and the four service standards that are considered in the update:

- Vehicle Load
- On-Time Performance
- Vehicle Headway
- Service Availability

Mr. Hiltner said that draft Title VI will be presented to the Metro Board at its meeting on December 21<sup>st</sup>, the public comment period is open until January 25, 2013 and on January 25<sup>th</sup> the Metro Board will adopt the final policy and submit it to the Federal Transit Administration. Outreach meetings will be held before the Metro board adoption.

Ms. Pushnik requested Mr. Hiltner to provide the Metro meeting schedule for outreach and public hearing meetings, and volunteered to forward the information to E&D TAC members.

**11. Input on Draft Master Plan for the Monterey Bay Sanctuary Scenic Trail Project**

Cory Caletti, Senior RTC Planner provided a power point presentation about the Monterey Bay Sanctuary Scenic Trail Network project, a multi-use bicycle pedestrian pathway from the San Mateo County line in Santa Cruz County to Pacific Grove in Monterey County. Ms. Caletti said that the RTC is in charge of planning and implementing the Santa Cruz County portion of the Trail Network. The Draft Master Plan identifies proposed trail alignments, design features, construction costs, priorities and implementation mechanisms. Public review and comment period for the Draft Master Plan continues until December 21, 2012.

Members asked about setting project priorities and if there is concern about fragmentation, ease of wheelchair access, appreciated that equestrian use is included, and asked if the RTC will take the lead to ensure uniform design standards.

**12. Recommend Regional Transportation Commission approval of a \$150,000 City of Santa Cruz TDA claim for West Cliff Path Paving Phase 2**

Karena Pushnik, Senior RTC Planner gave an overview of the City of Santa Cruz Article 8 Transportation Development Act Allocation Request for \$150,000 for the West Cliff Path Paving Phase 2. This phase of the project includes amenities to maintain pedestrian and bicycle safety along this heavily used corridor between Lighthouse Field and Almar Avenue (an extension of the Phase 1 project between Bay Street and Lighthouse Avenue). Of the total, \$15,000 is for design and engineering, and \$135,000 is for construction.

*Action: Motion (Kempf/Barbour) recommendation to the Regional Transportation Commission to approve the City of Santa Cruz's Article 8 Transportation Development Act Allocation Claim for \$150,000 for paving and minor widening of the multi-use path from Lighthouse Field to Almar Avenue - - carries unanimously.*

**13. Receive Pedestrian Safety Work Group Outreach Campaign Update**

Sally French provided an update for the Pedestrian Safety Work Group including the following:

- The Work Group is working with Metro's Advisory Committee (MAC) to place pedestrian hazard information inside buses
- FAQ's on sidewalk safety are being reviewed by the RTC's legal counsel
- A brochure about pedestrian safety and accessibility along with a letter is being sent to realty companies requesting thoughtful placing of signs

**14. Receive Transit Use by Senior Survey Update**

David Pape, RTC Intern provided an update of the Transit Use by Seniors Survey. Mr. Pape's data included the following information:

- 175 respondents, 41% male, 57% female with an average age of 74
- The majority of older adults prefer private auto use over transit
- Majority of respondents are still licensed to drive and use a car as primary transportation

And top 4 reasons why seniors do not use transit:

- Carrying bags or packages

- Weather
- Knowing where to find bus stop
- Bus stop is too far away

Members discussed navigating parking and bus stops, land use planning, looking at connections between housing and shopping, bus costs, and the benefits to businesses. Mr. Pape said the next step will be to draft the final report.

*Action: The motion (Barbour/French) - - to extend the meeting to 5:15 pm - - carries unanimously.*

**15. Draft 2013 State and Federal Legislative Program**

Rachel Moriconi, Senior RTC Planner provided an overview of the Draft 2013 State and Federal Legislative Programs. The draft 2013 legislative program continues to focus on preserving funds designated for transportation and generating new, more stable revenue sources. The report provides the initial Draft 2013 State and Federal Legislative Programs for review and comments will be accepted from committee members through January 7, 2013. The RTC is scheduled to adopt the draft at its January 2013 meeting.

Clay Kempf mentioned Medicaid medical transportation eligibility saying California has stricter requirements than other states and members discussed modifications to Caltrans policies regarding installation of bus stops on rural highways.

Attendees were encouraged to provide additional comments to RTC staff via email.

**16. Call for Section 5310, 5316 and 5317 projects**

Karena Pushnik, Senior RTC Planner said that the California Department of Transportation's (Caltrans), Division of Mass Transportation announced a call for projects for Federal Fiscal Year 2012 to utilize remaining SAFETEA-LU funds. Ms. Pushnik mentioned that the Santa Cruz area has been successful acquiring funds and that this is a good chance for the community to secure funds for equipment, i.e. paratransit vehicles. She said that the funding cycle is coming up and requested members to think about ideas to apply for funds.

Lisa Berkowitz asked if the purchase of a hybrid vehicle could be considered in the application and Ms. Pushnik suggested that Ms. Berkowitz contact the Monterey Bay Unified Air Pollution Control District (MBUAPCD).

Members discussed other project ideas:

- Shopper shuttles
- Meal delivery
- Senior ambassadors
- Free senior bus passes
- Sidewalk projects

Karena Pushnik will add this item on the next agenda and discuss ideas with members at that meeting.

**17. Review need for special meeting in January**

Karena Pushnik mentioned that the E&D TAC will hold a special meeting in January to finalize the Regional Transportation Plan (RTP) project list and she is seeking input from members on those projects before the draft plan goes to the Commission at its February 2013 meeting.

**18. Adjourn at 5:20 pm.**

**TO:** RTC Advisory Committees

**FROM:** Rachel Moriconi, Senior Transportation Planner

**RE:** Preliminary Recommendations Regional Surface Transportation Program (RSTP) Grants

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**RECOMMENDATION:**

Staff recommends that the Bicycle Committee, Elderly/Disabled Transportation Advisory Committee, and Interagency Technical Advisory Committee (ITAC):

1. Recommend the Regional Transportation Commission (RTC) approve projects for approximately \$5 million in Regional Surface Transportation Program (RSTP) funds ([Attachment 1](#)).
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**BACKGROUND**

The Santa Cruz County Regional Transportation Commission (RTC), as the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for selecting projects to receive a variety of state and federal funds. This includes Regional Surface Transportation Program (RSTP) funds from the "highway" portion of the federal transportation act (MAP-21). RSTP funds can be used on a variety of projects, as outlined in the federal transportation act. These include: highway, local street and road, transit and paratransit capital, bicycle, pedestrian, carpool, safety, and bridge projects.

There are over \$5 million in FY12 and FY13 RSTP funds currently available for programming in Santa Cruz County. In November the RTC issued a call for projects for these funds, with applications due December 14, 2012.

**DISCUSSION**

The RTC received applications for 19 projects totaling over \$8 million. While all of the projects are consistent with RTC approved goals, policies, and targets for improving the Santa Cruz County transportation system, given limited funds, it is not feasible to fund all of the projects. [Attachments 1 and 2](#) summarize the projects that were submitted, as well as preliminary staff recommendations. Staff generally recommends funding a maximum number of projects, by partially funding many projects. In some instances project sponsors may need to reduce project scope to match reduced funding if construction bids do not come in below engineers' estimates. The staff recommendation takes into consideration project sponsor priorities, an evaluation of the benefits identified by project sponsors, the number of travelers directly benefiting from each project, the degree to which projects help achieve regional goals and targets (including access, safety, greenhouse gas reductions, reduced vehicle miles traveled, and system preservation), as well as geographic distribution.

Project applications, which provide expanded project descriptions, support letters and other information submitted by applicants, are online at:

<http://sccrtc.org/funding-planning/project-funding/>.

### Next Steps

**Staff recommends that the RTC Advisory Committees recommend projects to receive RSTP funds at their January 2013 meetings.** The RTC will hold a public hearing, consider staff and committee recommendations, and adopt the final list of projects at either its February or March meeting. Following funding approval, projects will be implemented over the next two years, as shown in project applications and Attachment 1.

### **SUMMARY**

Approximately \$5 million in Regional Surface Transportation Program (RSTP) funds are available for programming. Staff recommends that the RTC Advisory Committees recommend projects to receive those funds.

### Attachments:

1. Project Applications Received
2. Preliminary Staff Recommendations

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## Applications Submitted for RSTP

Approx. \$5 million available regionwide (from FY12&amp;FY13 RSTP apportionments)

RTC to Select Projects Following Committee Review in January and a Public Hearing February or March 2013

Funds in \$000 (thousands)

RTP #	Implementing Agency	Project	Description	Request	Total Cost	Sponsor Priority #	Staff Rec.	Implementation-Construction Schedule	# of Users
NEW (portions of CO-P19 & CO-P30p)	County of SC	<b>Aptos Village Plan Improvements</b>	Modifications to ped, bike, and auto traffic on Soquel from 350 ft west of Aptos Creek Rd to 150 ft east of Trout Gulch Rd (1230 ft). Add pedestrian facilities on south side of Soquel Dr; maintain existing bike lanes; new bus pullout and shelter on north side. Trout Gulch from Soquel to Valencia D8St (390 ft), replace sidewalks with standard sidewalks on east side, ADA upgrades to west side sidewalks. Install traffic signals at Soquel Dr/Aptos Creek Rd & Soq/Trout Gulch. RR crossing modifications - new crossing arms, concrete panels for vehicle and pedestrian crossings.	\$920	\$3,377	1 of 7	\$690	Aug 2013-Fall 2014	Over 15,000/day
CO-P35	County of SC	<b>17th Ave Cape Seal: Brommer to East Cliff (0.62mi)</b>	Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.	\$321	\$363	<b>not prioritized</b>	\$241	Summer-Winter 2014	Approx 14,000/day
CO-P35	County of SC	<b>East Cliff Drive Cape Seal: 12th-17th (0.35mi)</b>	Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.	\$197	\$222		\$147	Summer-Winter 2014	Approx 16,000/day
CO-P35	County of SC	<b>Empire Grade Chip Seal: City of SC limits to 130' N of Heller Drive (0.71mi)</b>	Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.	\$290	\$328		\$218	Summer-Winter 2014	Approx 11,000/day
CO-P35	County of SC	<b>Green Valley Rd Chip Seal: Devon Ln to Melody Ln (0.58 mi)</b>	Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.	\$230	\$260		\$173	Summer-Winter 2014	Approx 21,000/day
CO-P35	County of SC	<b>Mt. Hermon Rd Overlay: Graham Hill to 1000' N of Locatelli Ln (1.34mi)</b>	Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.	\$740	\$836		\$555	Summer-Winter 2014	Approx 19,000/day
CO-P35	County of SC	<b>Porter Street Overlay: City of Capitola Limits to 288' N/O Soquel Dr (0.34mi)</b>	Pavement maintenance, edge grinding, isolated section digout and asphalt replacement and 2" overlay on entire roadway.	\$302	\$341		\$227	Summer-Winter 2014	Approx. 22,000/day
SC-P07	Santa Cruz City	<b>Laurel St Pavement Rehabilitation: Front St to Mission St (.94mi)</b>	Rehab roadway, possibly with cold-in-place recycling method, new access ramps and sidewalk repairs (Excludes recent improvement between Felix and Blakburn.)	\$900	\$1,120		1 of 4	\$810	Summer 2013

RTP #	Implementing Agency	Project	Description	Request	Total Cost	Sponsor Priority #	Staff Rec.	Implementation-Construction Schedule	# of Users
SC-P34	Santa Cruz City	<b>Branciforte Bike and Pedestrian Bridge (near Soquel Ave and Dakota St)</b>	Construct bridge over Branciforte Creek and connect to existing San Lorenzo River multi-use trail	\$400	\$2,651	2 of 4	\$360	Sept 2014-June 2015	Approx. 1000/day
SC 42	Santa Cruz City	<b>Soquel at Frederick St Improvements</b>	Minor widening at intersection to improve through-lane transition on Soquel Ave and lengthen right-turn pocket on Frederick St. Upgrades access ramps as necessary.	\$250	\$300	3 of 4	\$0	Sept 2014- Feb 2015	Over 30,000/day
SC 23	Santa Cruz City	<b>West Cliff Multi-use Path Minor Widening: Lighthouse to Swanton Blvd (2.5mi)</b>	Widen along edges from 1-4 feet into unimproved adjacent areas; install header board and/or concrete curbs at new asphalt path edge. New access ramps; bike parking.	\$400	\$500	4 of 4	\$0	Sept 2013-Jan 2014	3000/day peak season
SV-P27	Scotts Valley	<b>Scotts Valley Dr Slurry Seal and Restriping: Bean Ck Rd to Victor Square (1.4mi)</b>	Slurry seal resurfacing and restriping	\$300	\$323	1 of 2	\$225	Spring 2014	Over 17,000/day
SV-P27	Scotts Valley	<b>Mt. Hermon Rd/SV Dr/Whispering Pines Intersection Modifications</b>	Add turn lanes, modify signal timing, install bike loop detectors, ped signal countdowns, re-synch to other signals.	\$400	\$446	2 of 2	\$0	Spring 2014	Over 35,000/day
WAT-P01	Watsonville	<b>Freedom Blvd Reconstruction: Broadis to Alta Vista Ave (0.8mi)</b>	Full depth rehab (reuse existing materials), relocate utilities, traffic signal detection upgrades/install traffic cameras, concrete pads at bus stops, signage and striping, including sharrows for bikes, ADA upgrades to curbs and driveways, replacement of existing curb, gutter, sidewalk; modification to retaining wall between <del>Croswick &amp; Alta Vista</del>	\$1,200	\$2,400	1 of 1	\$900	Jan-Sept 2014	Over 26,000/day
RTC 01	RTC	<b>Freeway Service Patrol</b>	Tow truck patrols on Highway 1, work with CHP to assist disabled motorists, remove incidents, and clear obstacles impeding traffic flow during peak travel periods.	\$405	\$675	1 of 2	\$270	FY13/14-FY15/16	Approx 800 direct/year; 35,000/day indirect
RTC 02	RTC	<b>Rideshare Program</b>	TDM outreach, education and incentives. Includes ridematching for carpools, vanpools, and bicyclists. Provides services and info about avail and benefits of alternatives travel modes.	\$550	\$614	2 of 2	\$400	FY13/14-FY14/15	400/year carpool matches; 1800 web visitors/
NEW	CHSA/HUB	<b>Santa Cruz County Open Streets</b>	Community events promoting behavior changes whereby citizens choose alternatives to driving alone as part of a sustainable, healthy and active life-style. Temporarily opens roadways to bicycles and pedestrians only, diverting automobiles to other roadways. Includes information booths, bike skills courses, foot races, dance and climbing.	\$154	\$216	1 of 1	\$25	Spring 2014-Spring 2015	28,000 total if 4 locations
NEW	Ecology Action	<b>Boltage: Bike/Walk School Incentive and Tracking Program</b>	Bike/walk tracking and incentive program and three elementary schools; uses tech to encourage biking and walking to schools with RFID reader.	\$40	\$46	1 of 1	\$25	Spring 2014-Spring 2015	693 students
NEW (MTD-P20 related)	SC METRO/ Ecology Action	<b>Ride On Folding Bike Program</b>	Pilot program to distribute discount vouchers for purchase of up to 100 folding bikes for riders of the Hwy 17 Express commuter bus route.	\$85	\$97	1 of 1	\$0	Sept 2014-Mar 2015	100 total
<b>TOTAL Requests</b>				<b>\$8,084</b>	<b>\$15,115</b>		<b>\$5,265</b>		

**PRELIMINARY STAFF RECOMMENDATIONS**  
**2013 Regional Surface Transportation Program (RSTP)**

*Project applications, with expanded project descriptions, support letters and other information submitted by applicants, available online at: <http://sccrtc.org/funding-planning/project-funding/>*

**Summary of Staff Recommendations:** Generally recommends funding a maximum number of projects, by partially funding many projects. In some instances project sponsors may need to reduce project scope to match reduced funding if construction bids do not come in below engineers' estimates. The staff recommendation takes into consideration project sponsor priorities, number of travelers benefiting from each project, degree to which projects help achieve regional goals and targets, and geographic distribution.

**Aptos Village Plan Improvements**

**Project Sponsor:** County of Santa Cruz

**Requested Funds:** \$920,000

**Description:** Modifications to ped, bike, and auto traffic on Soquel Drive from 350 ft west of Aptos Creek Rd to 150 ft east of Trout Gulch Rd (1230 ft): add pedestrian facilities on south side of Soquel Dr; maintain existing bike lanes; new bus pullout and shelter on north side. Trout Gulch from Soquel Dr to Valencia St (390 ft): replace sidewalks with standard sidewalks on east side, ADA upgrades to west side sidewalks. Install traffic signals at Soquel Dr/Aptos Creek Rd & Soquel Dr/Trout Gulch. RR crossing modifications - new crossing arms, concrete panels for vehicle and pedestrian crossings.

**Key Benefits:** Multimodal safety, circulation, access, facilitate infill development.

**Recommendation:** **\$690,000.** 75% of requested funds.

**17th Ave Cape Seal: Brommer to East Cliff (0.62mi)**

**Project Sponsor:** County of Santa Cruz

**Requested Funds:** \$321,000

**Description:** Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.

**Key Benefits:** System preservation.

**Recommendation:** **\$241,000.** 75% of requested funds.

**East Cliff Drive Cape Seal: 12th-17th (0.35mi)**

**Project Sponsor:** County of Santa Cruz

**Requested Funds:** \$197,000

**Description:** Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.

**Key Benefits:** System preservation.

**Recommendation:** **\$147,000.** 75% of requested funds.

**Empire Grade Chip Seal: City of SC limits to 130' N of Heller Drive (0.71mi)**

**Project Sponsor:** County of Santa Cruz

**Requested Funds:** \$290,000

**Description:** Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.

**Key Benefits:** System preservation.

**Recommendation: \$218,000.** 75% of requested funds.

**Green Valley Rd Chip Seal: Devon Ln to Melody Ln (0.58 mi)**

**Project Sponsor:** County of Santa Cruz

**Requested Funds:** \$230,000

**Description:** Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.

**Key Benefits:** System preservation.

**Recommendation: \$173,000.** 75% of requested funds.

**Mt. Hermon Rd Overlay: Graham Hill to 1000' N of Locatelli Ln (1.34mi)**

**Project Sponsor:** County of Santa Cruz

**Requested Funds:** \$740,000

**Description:** Pavement maintenance, isolated section digout and asphalt replacement and cape seal on entire roadway.

**Key Benefits:** System Preservation

**Recommendation: \$555,000.** 75% of requested funds.

**Porter Street Overlay: City of Capitola Limits to 288' N/O Soquel Dr (0.34mi)**

**Project Sponsor:** County of Santa Cruz

**Requested Funds:** \$302,000

**Description:** Pavement maintenance, edge grinding, isolated section digout and asphalt replacement and 2" overlay on entire roadway.

**Key Benefits:** System preservation.

**Recommendation: \$227,000.** 75% of requested funds.

**Laurel St Pavement Rehabilitation: Front St to Mission St (.94mi)**

**Project Sponsor:** City of Santa Cruz

**Requested Funds:** \$900,000

**Description:** Rehab roadway, possibly with cold-in-place recycling method, new access ramps and sidewalk repairs. (*Excludes recent improvement between Felix and Blakburn.*)

**Key Benefits:** System preservation.

**Recommendation: \$810,000.** 90% of requested funds.

**Branciforte Bike and Pedestrian Bridge (near Soquel Ave and Dakota St)**

**Project Sponsor:** City of Santa Cruz

**Requested Funds:** \$400,000

**Description:** Construct bridge over Branciforte Creek and connect to existing San Lorenzo River multi-use trail.

**Key Benefits:** Fill gap in San Lorenzo River and Branciforte Creek path network. Improve bike/pedestrian safety by providing alternative access to Soquel Drive than through parking lot.

**Recommendation: \$360,000.** 90% of requested funds.

**Soquel at Frederick St Improvements**

**Project Sponsor:** City of Santa Cruz

**Requested Funds:** \$250,000

**Description:** Minor widening at intersection to improve through-lane transition on Soquel Ave and lengthen right-turn pocket on Frederick St. Upgrades access ramps as necessary.

**Key Benefits:** Safety, traffic flow.

**Recommendation:** \$0. Project is priority 3 of 4 projects submitted by sponsor. Project sponsor prefers increased funding for top two projects, rather than partial funding for three projects.

**West Cliff Multi-use Path Minor Widening: Lighthouse to Swanton Blvd (2.5mi)**

**Project Sponsor:** City of Santa Cruz

**Requested Funds:** \$400,000

**Description:** Widen along edges from 1-4 feet into unimproved adjacent areas; install header board and/or concrete curbs at new asphalt path edge. New access ramps; bike parking.

**Key Benefits:** System preservation, safety, expand capacity.

**Recommendation:** \$0. Project is priority 4 of 4 projects submitted by sponsor. While system preservation is very important, project not recommended for funding this cycle. Primarily serves recreational use.

**Scotts Valley Dr Slurry Seal and Restriping: Bean Ck Rd to Victor Square (1.4mi)**

**Project Sponsor:** Scotts Valley

**Requested Funds:** \$300,000

**Description:** Slurry seal resurfacing and restriping

**Key Benefits:** System preservation.

**Recommendation:** \$225,000. 75% of requested funds.

**Mt. Hermon Rd/SV Dr/Whispering Pines Intersection Modifications**

**Project Sponsor:** County of Santa Cruz

**Requested Funds:** \$400,000

**Description:** Add turn lanes, modify signal timing, install bike loop detectors, ped signal countdowns, re-synch to other signals.

**Key Benefits:** Safety, traffic flow.

**Recommendation:** \$0. Second priority for sponsor. Due to limited funds, not recommended for funds this cycle.

**Freedom Blvd Reconstruction: Broadis to Alta Vista Ave (0.8mi)**

**Project Sponsor:** Watsonville

**Requested Funds:** \$1,200,000

**Description:** Full depth rehab (reuse existing materials), relocate utilities, traffic signal detection upgrades/install traffic cameras, concrete pads at bus stops, signage and striping, including sharrows for bikes, ADA upgrades to curbs and driveways, replacement of existing curb, gutter, sidewalk; modification to retaining wall between Crestview & Alta Vista

**Key Benefits:** System preservation, access, safety.

**Recommendation:** \$900,000. 75% of requested funds.

**Freeway Service Patrol**

**Project Sponsor:** Santa Cruz County Regional Transportation Commission (RTC)

**Requested Funds:** \$405,000

**Description:** Tow truck patrols on Highways 1 and 17, work with CHP to assist disabled motorists, remove incidents, and clear obstacles impeding traffic flow.

**Key Benefits:** Traffic flow, safety; reduced fuel use, emissions and GHG.

**Recommendation: \$270,000.** Funding for two (rather than three) years.

### **Rideshare Program**

**Project Sponsor:** Regional Transportation Commission (RTC)

**Requested Funds:** \$550,000

**Description:** Transportation Demand Management (TDM) outreach, education and incentives. Includes ridematching for carpools, vanpools, and bicyclists. Provides services and information about availability and benefits of alternatives travel modes.

**Key Benefits:** Reduce single occupancy vehicle use.

**Recommendation: \$400,000.** 73% of requested funds.

### **Santa Cruz County Open Streets**

**Lead Agency:** Santa Cruz Hub for Sustainable Living (County Health Services Agency sponsor)

**Requested Funds:** \$154,000

**Description:** Community events promoting behavior changes whereby citizens choose alternatives to driving alone as part of a sustainable, healthy and active life-style. Temporarily opens roadways to bicycles and pedestrians only, diverting automobiles to other roadways. Includes information booths, bike skills courses, foot races, dance and climbing.

**Key Benefits:** Public education aimed at increasing use of sustainable forms of transportation.

**Recommendation: \$25,000, partial funding.** Application is for four events countywide.

Recommend partial funding for RSTP-eligible components specifically focused on travel demand management and safe travel to schools.

### **Boltage: Bike/Walk School Incentive and Tracking Program**

**Project Sponsor:** Ecology Action (RTC would act as sponsor if funded)

**Requested Funds:** \$40,000

**Description:** Biking and walking incentive and tracking program at Starlight Elementary in Watsonville, Gault and Delaveaga Elementary schools in Santa Cruz. Boltage uses technology (Radio Frequency Identification (RFID) reader) and incentives to encourage daily biking and walking to school and provides ongoing data to show program use.

**Key Benefits:** Increase bicycle and walking trips to schools, reduce automobile trips.

**Recommendation: \$25,000, partial funding.**

### **Ride On Folding Bike Program**

**Project Sponsor:** Santa Cruz Metropolitan Transit District (SC METRO) and Ecology Action

**Requested Funds:** \$85,000

**Description:** Pilot program to distribute discount vouchers for purchase of up to 100 folding bikes for riders of the Hwy 17 Express commuter bus route.

**Key Benefits:** Double the capacity for bicycles on Highway 17 express route; promote alternative transportation.

**Recommendation: \$0.** Not recommended for funding this cycle due to limited funds.

**TO:** Elderly and Disabled Transportation Advisory Committee (E&D TAC)

**FROM:** Karena Pushnik, Senior Transportation Planner

**RE:** Brainstorm Specialized Transportation Projects

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## **RECOMMENDATIONS**

Staff recommends that the E&D TAC develop a list of specialized transportation projects to pursue using federal, state and local transportation funding.

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## **BACKGROUND**

At the December 2013 E&D TAC meeting, attendees discussed a number of potential transportation projects that would be helpful for senior and disabled transportation populations, and requested to agendaize the item at the next meeting.

## **DISCUSSION**

A number of grant applications are coming up; in addition to the development of the long range Regional Transportation Plan (see next agenda item).

Grants include the following:

*Section 5310* – funding for capital items such as specialized transportation vehicles and related equipment, and mobility management centers

*Section 5316, Jobs Access and Reverse Commute* – funding for transportation programs that provide access to employment and employment related activities for low-income individuals and welfare recipients and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities

*Section 5317, New Freedom* – funding for transportation services to employment and employment related activities for low-income individuals and welfare recipients and to transport residents of urbanized areas and non-urbanized areas to suburban employment opportunities

At the last meeting, members suggested the following project ideas:

- Shopper shuttles
- Meal delivery
- Senior ambassadors
- Free senior bus passes
- Sidewalk projects

**Staff recommends that the E&D TAC review and expand a draft list of project ideas for each funding option, including identification of lead agency.**

**AGENDA:** January 14, 2013

**TO:** Elderly and Disabled Transportation Advisory Committee (E&D TAC)

**FROM:** Ginger Dykaar, Transportation Planner

**RE:** Project Prioritization for 2014 Transportation Plans

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## **RECOMMENDATIONS**

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC):

1. Review and provide input on the draft project list and project prioritization for the 2014 Regional Transportation Plan and Metropolitan Transportation Plan.
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## **BACKGROUND**

As the transportation planning agency for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing, and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. The RTC also works with the Association of Monterey Bay Area Governments (AMBAG) to produce and implement the Metropolitan Transportation Plan (MTP) for the Monterey Bay region. The RTP is the state-mandated long range/20+-year transportation plan and the MTP is the federally-mandated long range transportation plan. To more efficiently and effectively complete the two transportation plans, the RTC works with AMBAG to develop components that can be used for both transportation plans. The RTP and MTP include goals, targets and policies that are used to prioritize projects for funding (Policy Element); identify the area's transportation needs and plans (Action Element); and estimate the amount of state, federal, and local funds that may be available (Financial Element). Projects are required to be included in an RTP and/or MTP to receive certain transportation funds. The last updates of the RTP and MTP were completed in 2010.

## **DISCUSSION**

The Action Element component of the RTP and MTP includes a list of transportation needs in the region through 2035. Over the past several months RTC committees, members of the public and project sponsors have identified projects to be considered for the RTP/MTP draft project list.

The project list will undergo various levels of review and analysis, which will ultimately determine which projects are put on the "constrained" list (projects that could be implemented within foreseeable revenues through 2035) or



“unconstrained” list (projects that could be funded if new revenues, above and beyond projections, are generated). These reviews include:

1. STARS Alternatives Analysis: Evaluation of how well individual projects and various groupings of projects achieve targets for 2014 RTP;
2. Complete Streets Assessment: Analysis to ensure project list addresses “complete streets” needs for Sustainable Communities Strategy (SCS) Priority Growth Areas;
3. Sustainable Communities Strategy/Greenhouse Gas Target Achievement Analysis of various combinations of land use and transportation scenarios;
4. Project sponsor, Advisory Committee and public review of draft project lists;
5. Financial constraint analysis identifying what year projects could realistically be implemented, consistent with annual revenue projections;
6. Program-level environmental review;
7. Public review of the draft RTP/MTP and Draft EIR and board adoption of documents.

For the preliminary draft project list ([Attachment 1](#)), projects have been prioritized 1-5 based on how well they advance RTP and MTP goals and targets, the priority level identified by project sponsors, and revenue projections. Projects designated “1” tend to be among the highest priorities that are financially feasible (“Definitely constrained”) through 2035. In some instances projects ranked “5-Definitely unconstrained” are not necessarily low priorities, but rather may not be financially feasible given current funding projections. **RTC staff requests that the committee provide input on the preliminary draft project list, including initial project prioritization, and identify any additional projects or gaps in the transportation system (additional projects) that should be considered for the 2014 RTP.**

The Elderly and Disabled Transportation Advisory Committee (E&D TAC) may wish to focus on projects listed under Santa Cruz METRO and Community Bridges (CTSA). Notably many pedestrian facilities, including access ramps, have been grouped together or are components of larger projects.

Once input from project sponsors, Advisory Committees, the RTC, and the public is incorporated into this stage of prioritization, higher ranked projects will be grouped into packages of 3 to 4 different plan alternatives. Themes will be developed for these plan alternatives in conjunction with AMBAG and the other Regional Transportation Planning Agencies in the AMBAG region. The packages will be analyzed for their ability to advance certain targets and performance measures using the regional travel demand model (RTDM) and other tools. RTC staff will also work with AMBAG to evaluate the ability of the plan alternatives to achieve the SB 375 greenhouse gas emission targets, when combined with future land use projections. The outcome of this analysis will be to separate the projects into the “constrained” and “unconstrained” lists. Once separated into constrained and unconstrained, the project list will be brought back to the RTC, project sponsors, Advisory Committees and the public for review.

## **SUMMARY**

RTC staff is in the process of developing the Action Element of the 2014 Regional Transportation Plan and 2014 Metropolitan Transportation Plan. Proposed projects have been categorized into 1–Definitely constrained, 2-High, 3-Medium, 4-Low, 5-Definitely Unconstrained based on how well they advance the RTP and MTP goals and targets, project sponsor priorities, and funding constraints. Staff recommends that committee members provide input on the preliminary draft project list and project prioritization at this meeting.

### Attachments:

1. Draft Project List with project prioritization 1-5

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# Preliminary RTP Project List and Prioritization

## Santa Cruz County Transportation Project Needs through 2035

Project Title	ID	Project Description/Scope	Est Cost 1000's	RTC Staff Rank*	% of Cost by Mode	
					% Ped	% Transit
<b>Caltrans</b>						
Hwy 1 Ramp Metering	RTC 24a	Installation of ramp meters at 7 interchanges (Freedom, Rio Del Mar, State Park Road, Park Avenue, Bay/Porter Avenue, 41st avenue, Soquel Road, Morrissey Boulevard, and Ocean St). Includes widening ramps as needed, ramp meter signals, and controllers. Could be a stand-alone (\$20M) project, but currently expensed under the larger Hwy 1/HOV project (RTC 24).	\$0	4	0	0
Hwy 1 Scott Creek and Waddell Creek Bridge Replacements	CT-P40	Replacement of bridges due to chloride intrusion. (EA05-0F990)	\$60,000	4	0	0
Hwy 1 Vista Point Upgrade	CT-P31	Upgrade vista point near Aptos off Hwy 1. (EA05-44620)	\$1,000	5	0	0
Hwy 1: Revise Interchanges	RTC 24d	Interchange modifications to accommodate future widening alternatives of Route 1 between Hwy 17 and Aptos. Could be a stand-alone project (\$60M-approx. \$10M/interchange), but currently expensed under the larger Hwy 1/HOV project (RTC 24).	\$0	4	5	0
Hwy 17 Granite Creek/Santa's Village Rd interchanges-reconstruction	CT-P41	Consider removal of the NB ramps to/from Santa's Village Rd. Long term (when Granite Creek Rd Bridge needs to be replaced, reconfigure interchange to place ramps on Granite Creek. Obtain funds from sale of right of way near Santa's Village Rd to make more viable.	\$20,000	5		
Hwy 17/Granite Creek Interchange Reconstruction	SV-P08	Realign/reconfigure the Granite Creek Road over crossing, add bike lanes and sidewalks. (EA 05-49380)	\$8,000	4	5	0
Lump Sum Emergency Response	VAR-P13	Lump sum for repair and restoration of damaged transportation facilities after a disaster, emergency opening. Est. of Santa Cruz County share for AMBAG region.	\$13,600	1	0	0
Lump Sum SHOPP: Bridge Preservation	CT-P43	The purpose of this program is to rehabilitate or replace transportation structures.	\$29,900	3		
Lump Sum SHOPP: Collision Reduction	CT-P30	Collision reduction projects on state route system.	\$23,200	1	0	0
Lump Sum SHOPP: Legal Mandates	CT-P30b	Legally mandated projects on state route system, including storm water mitigation.	\$23,700	1	0	0
Lump Sum SHOPP: Roadway Preservation on State Hwys	CT-P29	Pavement repairs/roadway preservation and highway maintenance on state routes in Santa Cruz County.	\$20,500	3	0	0
Lump Sum SHOPP: Worker Safety	CT-P42	Minimize the frequency and duration of highway worker exposure to traffic by reducing repetitive maintenance activities and providing safe access.	\$1,400	2		
<b>Caltrans/RTC</b>						
Hwy 1 Auxiliary Lanes: Bay/Porter to Park Avenue	RTC 24e	Add Northbound and Southbound Auxiliary Lanes. Reconstruct Capitola Avenue undercrossing. Includes shoulders for disabled vehicles, infrastructure for TSM elements, soundwalls, and landscaping. RTP cost included within RTC 24. Stand alone cost est. \$25M. (EA 05-0L090)	\$30,000	4	2	5

\*1= project recommended to be on constrained list, 5= project recommended to be on unconstrained list, 2-4= further analysis required to determine if project on constrained or unconstrained list

Project Title	ID	Project Description/Scope	Est Cost 1000's	RTC Staff Rank*	% of Cost by Mode	
					% Ped	% Transit
Hwy 1 Auxiliary Lanes: State Park Dr. to Park Ave.	RTC 24g	Auxiliary lanes connecting freeway entrance ramp directly with the next exit ramp. Could be a stand-alone (\$48M) project, but currently expensed under the larger Hwy 1/HOV project (RTC 24).	\$0	4	0	5
<b>CHP - California Highway Patrol</b>						
Hwy 129 Safety Program	CHP-P03	Added CHP enforcement and public education campaign on Highway 129.	\$500	1-5	0	0
Hwy 17 Safety Program	CHP-P01	Continuation of existing Highway 17 Safety Program in Santa Cruz County by California Highway Patrol at \$100/year. Includes public education and awareness, CHP Patrol enhancement, pilot cars, electronic speed signs.	\$2,500	2	0	0
Traffic Management	CHP-P02	Patrol of state route system and unincorporated roadways aimed at minimizing traffic collisions and traffic delays; and provide assistance to motorists. COST EST TBD.		4		
<b>City of Capitola</b>						
38th Ave (Capitola Rd to City limit to south)-bike lanes/traffic calming	CAP-P45	38th Ave - Add buffered bike lanes, traffic calming and wayfinding signage from Capitola Mall to City Limit to south, and bike/ped priority crossing of Capitola Rd to Mall.	\$15	3		
40th Ave (at Deanes Ln)Bike/Ped connection	CAP-P46	40th Avenue N/S bike/pedestrian connection at Deanes Lane.	\$5	3		
40th Ave/Clares St Intersection Improvements	CAP-P38	Widen intersection and signalize	\$1,500	4	0	0
41st Ave (Soquel to Brommer) Signal Synchronization	CAP-P49	Update synchronization of signals on 41st. Coordinate synchronization of 41st Ave with Portola, Soquel and Capitola with County.	\$15	4		
41st Ave (Soquel to Portola) crosswalks	CAP-P47	Increase number of crosswalks on 41st to closer to every 300 ft	\$15	3		
41st Ave/Capitola Road Intersection Improvements	CAP-P37	Widen intersection and reconfigure signal phasing	\$500	4	0	0
46th/47th Ave (Clares to Cliff Dr) bike lanes/traffic calming	CAP-P40	46th/47th from Clares to Portola/Cliff - Add buffered bike lanes, traffic calming and wayfinding signage to connect to Brommer and MBSST.	\$15	2		
47th Avenue Traffic Calming	CAP-P30	Traffic calming and traffic dispersion improvements along 47th Ave from Capitola Rd to Portola Drive.	\$100	3	40	0
Auto Plaza Drive Extension to Bay Avenue	CAP-P35	Extend Auto Plaza Drive over Soquel Creek to Bay Avenue. Includes improvements to Auto Plaza Drive	\$10,000	5	10	0
Bay Avenue Traffic Calming	CAP-P29	Traffic calming features along Bay Avenue from Highway 1 to Monterey Avenue, including left turn pocket.	\$400	3	40	0
Bay Avenue/Capitola Avenue Improvements	CAP-P08	Multimodal improvements to intersection. Roundabout	\$400	3	5	0
Bay Avenue/Hill Street Intersection	CAP-P07	Intersection improvements to improve traffic flow. Roundabout	\$200	4	0	0
Bay Avenue/Monterey Avenue Intersection Modification	CAP-P32	Multimodal improvements to the intersection. Include signalization or roundabout along with pedestrian, bicycle and transit access.	\$300	4	30	20

\*1= project recommended to be on constrained list, 5= project recommended to be on unconstrained list, 2-4= further analysis required to determine if project on constrained or unconstrained list

Project Title	ID	Project Description/Scope	Est Cost 1000's	RTC Staff Rank*	% of Cost by Mode	
					% Ped	% Transit
Brommer Street Sidewalk and Bike Lanes	CAP-P22	Install sidewalk and bike lanes from 38th Avenue to 41st Avenue.	\$250	2	70	0
Brommer/Jade/Topaz St (Western City Limit on Brommer to 47thAve) bike lanes/traffic calming	CAP-P41	Add buffered bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Ave, connecting the two N/S neighborhood greenways.	\$15	2		
Capitola Intra-City Rail Trolley	CAP-P18	Construct & Operate Weekend Rail Trolley Service. Project includes installation of 3 stations.	\$14,000	5	0	100
Capitola Jitney Transit Service	CAP-P15	Purchase and operate local transit service.	\$1,000	4	0	100
Capitola Mall (Capitola Rd to Clares) bike path	CAP-P48	Separated bicycle facility through Capitola Mall parking lot to connect 38th Ave bike lanes and 40th Ave	\$50	3		
Capitola Village Enhancements: Capitola Ave	CAP-P34	Multimodal enhancements along Capitola Avenue.	\$1,000	3	40	10
Capitola Village Multimodal Enhancements - Phase 2/3	CAP-P04b	Multimodal enhancements in Capitola Village along Stockton Ave, Esplande, San Jose Ave, & Monterey Av. Includes sidewalks, bike lanes, bike lockers, landscaping, improve transit facilities, parking, pavement rehab and drainage.	\$3,000	2	50	10
Capitola-wide HOV priority	CAP-P50	Evaluate HOV priority at signals and HOV queue bypass.	\$40	4		
Citywide General Maintenance and Operations	CAP-P06	Ongoing maintenance, repair, and operation of road/street system within the City limits. (Const=\$400K/yr; Unconst=\$400K/yr)	\$20,000	1-5	5	0
Citywide Traffic Calming	CAP-P17	Install traffic calming/neighborhood livability improvements.	\$1,400	3	40	0
Clares St (Capitola Rd to 41st Ave)	CAP-P42	Add bike lanes to Clares.	\$0	2		
Clares St/41st Ave bicycle intersection improvement	CAP-P43	Green lane and bike box at Clares W/B across 41st.	\$5	2		
Clares Street Pedestrian Crossing west of 40th Ave	CAP-P16	Construct signalized ped x-ing 0.20 miles west of 40th Ave.	\$500	3	100	0
Clares Street Traffic Calming	CAP 11	Implementation of traffic calming measures: chicanes, center island median, new bus stop, and road edge landscape treatments to slow traffic. Construct new safe, accessible ped x-ing at 42nd and 46th Av.	\$425	2	15	5
Cliff Drive Improvements (combine with CAP 31 and 33)	CAP-P05	Installation of sidewalks, pedestrian crossing and slope stabilization of embankment including seawall.	\$1,500	4	10	0
Gross/41st Ave bicycle intersection improvement	CAP-P44	Green lane and bike box and bike priority signal from Gross E/B to 41st N/B.	\$15	2		
Hwy 1/41st Avenue Interchange	CAP-P01	Implement 41st Avenue & Bay Ave/Porter Ave single interchange improvements as detailed in Hwy 1 HOV project (RTC 24) as a stand alone project if the RTC project does not proceed.		5	0	0
Monterey Avenue at Depot Hill	CAP-P28	Improve vehicle ingress and egress to Depot Hill along Escalona Ave and improve pedestrian facilities.	\$250	4	50	0

\*1= project recommended to be on constrained list, 5= project recommended to be on unconstrained list, 2-4= further analysis required to determine if project on constrained or unconstrained list

Project Title	ID	Project Description/Scope	Est Cost 1000's	RTC Staff Rank*	% of Cost by Mode	
					% Ped	% Transit
Monterey Avenue Multimodal Improvements	CAP-P12	Installation of sidewalks and bike lanes in area near school and parks.	\$350	2	60	0
Pacific Cove Parking Lot expansion	CAP-P24	Construct multi level on Pacific Cove Parking for park-n-ride and visitor usage.	\$15,000	4	0	0
Park Avenue Sidewalks	CAP 15	Installation of sidewalks, plus crosswalks at Cabrillo and Washburn to improve access to transit stops. Links Cliffwood Heights neighborhood to Capitola Village. Currently only 4 short segments of sidewalk exist.	\$500	2	95	5
Park Avenue/Kennedy Drive Improvements	CAP-P09	Construct intersection improvements. Traffic signal	\$350	5	0	0
Stockton Ave Bridge Rehab	CAP-P7p	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	\$2,500	3	15	0
Upper Capitola Avenue Improvements	CAP-P03	Installation of bike lanes and sidewalks on Capitola Av. (Bay Av.-SR 1) and sidewalks on Hill St. from Bay Av. to Capitola Av.	\$1,300	3	70	0
Wheelchair Access Ramps	CAP-P27	Install wheelchair access/curb cut ramps on sidewalks citywide.	\$25	1	100	0
<b>City of Santa Cruz</b>						
Arana Gulch Bicycle/Pedestrian Connection (at Agnes St)	SC-P106	Bike and Pedestrian multi-purpose trail from Agnes to the Arana Gulch N-S Trail	\$500	1	50	0
Arroyo Seco Trail (Medar St to Grandview St)	SC-P107	Pave exiting gravel trail and widen and pave connection to Grandview St.	\$280	4	50	0
Bay Street Corridor Modifications	SC-P77	Intersection modifications on Bay St Corridor from Mission St to Escalona Dr, including widening at the Mission St northeast corner and widening on Bay. Improve bike lanes and add sidewalks to west side of Bay.	\$4,000	3	10	10
Bay/California Traffic Signals	SC-P96	Install traffic signals for safety and capacity improvements	\$500	4	10	10
Bay/High Intersection Modification	SC-P109	Install a roundabout or modify the traffic signal to include protected left-turns and new turn lanes. Revise sidewalks, access ramps and bike lanes as appropriate.	\$2,000	3	20	20
Beach/Cliff Intersection Signalization	SC-P93	Signalize intersection for pedestrian and train safety	\$200	2	0	0
Branciforte Creek Bike/Ped Crossing	SC-P34	Install a Class 1 bicycle/pedestrian bridge over Branciforte Creek in the vicinity of San Lorenzo Park and Soquel Ave.	\$2,600	2	50	0
Branciforte Creek Pedestrian Path Connections	SC-P95	Fill gaps in pedestrian and bike paths along and across Branciforte Creek in the Ocean-Lee-Market-May Streets area.	\$3,250	3	50	0
Broadway-Brommer Bike/Ped Path (Arana Gulch Multiuse Trail)	SC 07	Install multipurpose trail through Arana Gulch to connect to existing class 2 facilities.	\$4,000	1	50	0
Brookwood Drive Bikeand Pedestrian Path	SC-P21	Provide 2-way bicycle and pedestrian travel.	\$1,000	2	50	0
Chestnut St. Pathway	SC-P22	Install a Class 1 bicycle/pedestrian facility to connectthe east side of Neary Lagoon Park with the Depot Park path.	\$550	3	50	0

\*1= project recommended to be on constrained list, 5= project recommended to be on unconstrained list, 2-4= further analyis required to determine if project on constrained or unconstrained list

Project Title	ID	Project Description/Scope	Est Cost 1000's	RTC Staff Rank*	% of Cost by Mode	
					% Ped	% Transit
Chestnut Street Bike Lanes	SC-P47	Install Class 2 bike lanes to provide connection from existing bike lanes on Laurel Street and upper Chestnut Street to proposed Class 1 bike path connections to Bay Street and Pacific Avenue/Beach Street.	\$550	4	0	0
Chestnut Street Bike Lanes	SC-P47	Install Class 2 bike lanes to provide connection from existing bike lanes on Laurel Street and upper Chestnut Street to proposed Class 1 bike path connections to Bay Street and Pacific Avenue/Beach Street.	\$550	4	0	0
Citywide Operations and Maintenance	SC-P07	Ongoing maintenance, repair, and operation of street system within the City limits. (Const=\$3.0M/yr; Unconst=\$4.2M/yr)	\$180,000	1-5	20	20
Delaware Avenue Bike lanes	SC-P23	Fill gaps in bicycle lanes.	\$50	2	0	0
East Cliff Dr Bike/Ped Connection	SC-P103	Create multi-purpose trail from Murray St to East Cliff at the SanLorenzo River.	\$1,000	2	50	0
High St/Moore St Intersection Modification	SC-P90	Add a protected left turn to existing signalized intersection along High St at city arterial. Project is located in high pedestrian and bicycle use activity area.	\$100	4	10	10
Hwy 1 Sound Wall	SC-P03	Install sound wall on Hwy 1: River to Chestnut.	\$500	5	0	0
Hwy 1/9 Intersection Modifications	SC 25	Intersection modifications including new turn lanes, bike lanes/shoulders. Includes adding second left-turn lane on Highway 1 southbound to Highway 9 northbound; second northbound through lane and shoulder on northbound Highway 9, from Highway 1 to Fern Street; a right-turn lane and shoulder on northbound Highway 9; through-left turn lane on northbound River St; replace channelizers on Highway 9 at the intersection of Coral Street; sufficient lane width along the northbound through/left turn lane on Highway 9 from Fern Street to Encinal Street; new sidewalk along the east side of Highway 9 from Fern Street north to Encinal Street; new through/left turn lane on southbound Highway 9; Traffic Signal interconnect to adjacent signals.	\$6,200	2	5	5
Hwy 1/Mission St at Chestnut/King/Union Intersection Modification	SC-P81	Modify design of existing intersections to add lanes and upgrade the traffic signal operations to add capacity, reduce delay and improve safety. Provide access ramps and bike lanes on King and Mission. Includes traffic signal coordination.	\$4,500	4	10	10
Hwy 1/San Lorenzo Bridge Replacement	SC 38	Replace the Highway 1 bridge over San Lorenzo River to increase capacity, improve safety and improve seismic stability, from Highway 17 to the Junction of 1/9. Reduce flooding potential and improve fish passage.	\$20,000	3	0	5
King Street Bike Lanes (entire length)	SC-P59	Install Class 2 bike lanes on residential collector street which includes some parking and landscape strip removals, and some drainage inlet modifications.	\$2,000	2	0	0
King/Laurel intersection	SC-P114	Modify unsignalized intersection to add eastbound right turn	\$100	5		
Laurent/High Intersection Improvements	SC-P97	Install Traffic Signal	\$400	4	10	10
Lump Sum Bike Projects	SC-P75	Bike projects based on needs identified through the Major Transportation Study and bike plan updates. These are in addition to projects listed individually in the RTP.	\$4,000	4	0	0
Market Street Sidewalks and Bike Lanes	SC-P105	Completion of sidewalks and bicycle lanes. Includes retaining walls, right-of-way, tree removals, and a bridge modification.	\$1,000	3	50	0

\*1= project recommended to be on constrained list, 5= project recommended to be on unconstrained list, 2-4= further analysis required to determine if project on constrained or unconstrained list

Project Title	ID	Project Description/Scope	Est Cost 1000's	RTC Staff Rank*	% of Cost by Mode	
					% Ped	% Transit
Measure H Road Projects	SC-P104	Road rehabilitation and reconstruction projects citywide to address backlog of needs using Measure H sales tax revenues.	\$32,000	1	0	0
Mission (Rte 1)/Laurel	SC-P112	Modify traffic signal to add right-turn from Mission to Laurel and signal overlap phase.	\$100	4		10
Mission (Rte 1)/Swift	SC-P113	Modify traffic signal to add Swift right-turn lane and signal overlap phase.	\$100	5		10
Mission Street Extension Pathway	SC-P28	Replace temporary path with bi-directional bicycle/pedestrian path. Paving, lighting, signage, delineators (replacing existing K-Rail), and drainage improvements.	\$100	2	50	0
Morrissey Blvd. Bike Path over Hwy 1	SC-P29	Install a Class 1 bicycle and pedestrian facility on freeway overpass.	\$90	2	50	0
Morrissey/Poplar/Soquel Intersection Modification	SC-P12	Modify the roadway configuration in the Morrissey/Poplar/Soquel triangle area to improve traffic circulation and safety for all modes.	\$2,000	3	5	0
Mott St (at Hiawatha) bike/ped connections	SC-P118	Add bike/ped connection from end of Mott to MBSST	\$20	2		
Murray St Bridge Replacement	SC 37	Seismic retrofit of existing Murray St. bridge (36C0108) over Woods Lagoon at harbor and associated approach roadway improvements and replacement of barrier rail. Includes wider bike lanes and sidewalk on ocean side. Include access paths to harbor if eligible.	\$11,070	2	15	5
Murray St to Harbor Path Connection	SC-P30	Install a Class 1 bicycle/pedestrian facility.	\$200	2	50	0
Neighborhood Traffic Management Improvements	SC-P73	Install traffic control devices and roadway design features to manage neighborhood traffic.	\$2,500	3	0	0
North Barnciforte/Water	SC-P115	Modify traffic signal and add additional lanes per traffic study.	\$2,000	4	5	10
North Barnciforte/Water	SC-P115	Modify traffic signal and add additional lanes per traffic study.	\$2,000	4	5	10
Ocean St Streetscape and Intersection, Plymouth to Water	SC-P86	Implement this phase of the Ocean Street plan and modify Plymouth St to provide separate turn lanes and through lanes, widen sidewalks, add street trees, street lighting and medians improvements. Include Gateway treatment. Both streets are arterial streets. Ocean St is an arterial on the Local Coastal access system.	\$4,000	3	10	10
Ocean St Streetscape and Intersection, Water to Soquel	SC-P84	Implement this phase of the adopted Ocean Street plan including adding additional turn lanes on Ocean St at the Water St intersection, wider sidewalks, street trees, street lighting and medians. Both streets are arterial streets. Ocean street is a Local Coastal Access Route.	\$6,000	3	10	10
Ocean Street Widening from Soquel to East Cliff	SC-P66	Implement this section of the adopted Ocean Street Plan that includes utility undergrounding, bike lanes, sidewalks, street lights, street trees and left-turn lanes at Broadway and a right-turn lane at San Lorenzo Blvd.	\$5,000	3	10	10
Pacific/Beach Roundabout	SC43a	Construct roundabout per Beach Area plan. Includes integration of railroad crossing gates, streetlights, bike lane/path, sidewalks and access ramps.	\$1,500	3	10	10
Park & Ride Lots	SC-P14	Construct park and ride lots within City limits.	\$20,000	4	0	0
River (Rte 9)/Encinal intersection	SC-P111	Modify traffic signal to include new lane assignments on primarily on Encinal.	\$300	4	10	10
River (Rte 9)/Fern intersection	SC-P110	Install traffic signal, sidewalk and new access ramps. Provide bikelanes on Fern.	\$500	4	10	10

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Project Title	ID	Project Description/Scope	Est Cost 1000's	RTC Staff Rank*	% of Cost by Mode	
					% Ped	% Transit
Riverside Ave/Second St Intersection Modification.	SC-P13	Modify intersection to reduce congestion and improve pedestrian crossing.	\$75	3	20	10
RiverSt/River Street South	SC-P116	Install a roundabout or traffic signal to improve access and safety to the Downtown core, integrating bike and pedestrian facilities.	\$500	4	10	10
San Lorenzo River Bike/Ped Path at RR Bridge	SC-P31	Install a Class 1 bicycle/pedestrian facility to connect the east end of the Beach Street Pathway with East Cliff Drive at the location of the current railroad bridge over the San Lorenzo River and to connect the east and west banks of the San Lorenzo River Pathway. The crossing currently only accommodates pedestrians.	\$3,225	3	50	0
San Lorenzo River Levee Path Connection	SC-P35	Install a Class 1 bicycle/pedestrian facility connecting the end of the San Lorenzo River Levee path on the eastern side of the river, up East Cliff Drive near Buena Vista Ave.	\$2,000	2	50	0
Seabright Avenue Bike Lanes (Pine-Soquel)	SC-P69	Install Class 2 bike lanes on arterial street to complete the Seabright Avenue bike lane corridor and connect to bike lane corridor on Soquel Avenue and Murray. Includes removal of some parking and some landscape strips.	\$2,000	3	0	0
Seabright/Murray Traffic Signal Modifications	SC-P100	Remove split phasing on Seabright and add right-turn lane northbound.	\$1,000	2	10	10
Seabright/Water Intersection Improvements	SC-P99	Modify unsignalized intersection to add northbound right and extend left-turn pocket.	\$100	4	0	0
Shaffer Rd/Hwy 1 Signalization	SC-P92	Signalization of intersection of State Route 1 and Shaffer Rd. Project may includes some widening of Route 1 to accommodate a left turn lane.	\$500	5	5	0
Shaffer Road Widening and Railroad Crossing	SC-P91	Construction of a new crossing of the Railroad line at Shaffer Rd. and widening at the southern leg of Shaffer in conjunction with development. Complete sidewalks and bike lanes.	\$500	4	10	0
Sidewalk Program	SC-P09	Install and maintain sidewalks and access ramps.	\$20,000	1-5	100	0
Soquel Ave at Frederick St - Minor Widening	SC 42	Widen to improve eastbound transition and add right-turn overlap. Extend Frederick St bike lane to Broadway and sharrows/traffic calming from Broadway to park	\$300	2	5	10
Soquel Ave Corridor Widening (Branciforte-Morrissey)	SC-P87	Minor widening and signal modifications along Soquel Ave corridor from Branciforte to Morrissey Blvd to add a lane and maintain parking and bike lanes. Replacing the split phasing with protected left-turns at Branciforte.	\$1,500	4	10	10
Soquel/Water (Branciforte to Morrissey) crosswalks	SC-P119	Evaluate and if found necessary implement additional crosswalks on Soquel/Water striving for 300 ft distance between crosswalks with consideration for safety, update crosswalks to more visible pattern (block).	\$100	3		
Storey/King Street Intersection Left-Turn Lane	SC-P76	Remove parking and modify striping for second southbound left turn lane.	\$100	3	0	0
Swift/Delaware Intersection Improvements	SC-P101	Construct a roundabout or install traffic signal to include protected left-turns, integrating existing bike lanes, and completing sidewalks and access ramps.	\$1,000	5	10	10

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Swift/Delaware Intersection Improvements	SC-P101	Construct a roundabout or install traffic signal to include protected left-turns, integrating existing bike lanes, and completing sidewalks and access ramps.	\$1,000	4	10	10
Swift/Delaware Intersection Roundabout or Traffic Signal	SC-P101	Install Traffic Signal or Roundabout at Intersection to improve capacity and safety.	\$1,000	5	10	10
Swift/Delaware Intersection Roundabout or Traffic Signal	SC-P101	Install Traffic Signal or Roundabout at Intersection to improve capacity and safety.	\$1,000	4	10	10
Water St (add Branciforte and Center) signal synchronization	SC-P117	Synchronize signals on Water to include Branciforte and Center to existing synchronized signals.	\$200	1		
West Cliff Path Minor Widening (Lighthouse to Swanton)	SC 23	Improve existing path.	\$500	2	50	0
West Cliff/Bay Street Modifications	SC-P83	Signalization at all-way stop controlled intersections.	\$300	4	10	10
<b>City of Scotts Valley</b>						
Bean Creek Road Realignment	SV-P16	Realign Bean Creek Road to intersect Scotts Valley Drive farther North to create a four way intersection.	\$2,750	4	0	0
Bean Creek Road Sidewalks (SVMS to Blue Bonnet)	SV-P35	Fill gaps in sidewalks on Bean Creek Rd.	\$400	1	0	0
Bike Rest Stops in Scotts Valley	SV-P38	Bike rest stops (including racks, water) at Camp Evers Park and Skypark.	\$225	3	0	0
Bluebonnet Lane Bike Lanes	SV-P32	Add bike lanes on Bluebonnet (Bean Ck, through Skypark to Mt. Hermon/Lockewood).	\$150	1	0	0
Citywide Access Ramps	SV-P06	Place handicap ramps at various locations. Avg annual cost: \$8K/yr	\$200	1	100	0
Citywide Bike Lanes	SV-P41	Construction of additional bike lanes and paths citywide (including Green Hills).	\$3,000	4	0	0
Citywide General Maintenance and Operations	SV-P27	Ongoing maintenance, repairs, and operation of road/street system within the City limits. (\$400K/yr const; \$250/yr unconst).	\$16,250	1-5	5	5
Citywide Sidewalk Program	SV-P05	Install sidewalks to fill gaps. Annual Cost \$50k/yr	\$5,000	2	100	0
Civic Center Drive Bike Lanes	SV-P33	Add bike la bike lanes to narrow road.	\$400	4	0	0
El Pueblo Rd Ext . North	SV-P14	Connect El Pueblo Road via Janis Way to Victor Square, crossing Carbonero Creek.	\$1,200	3	10	0
El Pueblo Rd Extensions	SV-P15	Connect El Pueblo Road to Disc Drive.	\$400	3	10	0
El Rancho Dr. Bike Lanes	SV-P36	Add bike lanes on El Rancho within city limits.	\$325	2	0	0
Emergency Access Granite Creek/Hwy 17	SV-P24	Connect Granite Creek Rd to SR 17 via Navarra Drive to Sucinto Drive, for emergency access.	\$550	4	5	0
Emergency Access SV DR/Upper Willis Dr.	SV-P25	Connect Scotts Valley Drive to Upper Willis Road for emergency access.	\$1,000	4	5	0
Emergency Access Whispering Pines	SV-P26	Connect Whispering Pines Drive to Manana Woods for emergency access.	\$50	4	5	0
Emergency Access-Bethany/Glenwood	SV-P23	Connect Bethany Drive to Glenwood Drive.	\$200	4	5	0
Emergency Access-Sundridge/Pueblo	SV-P22	Connect Sundridge Drive to Disc Drive for emergency access.	\$400	4	5	0

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Erba Lane/Terrace View/SV Drive Realignment	SV-P10	Realign Terrace View to access Scotts Valley Drive via Erba Lane.	\$500	4	0	0
Glen Canyon Rd. Bike Lanes	SV-P29	Class 2 Bike lanes from Flora Lane to Green Hills. Oak Creek to Flora Ln are already complete.	\$1,000	2	0	0
Glenwood Dr. Bike Lanes	SV-P39	Widen road to accommodate bike lanes from Scotts Valley High School to City limits.	\$500	1	0	0
Lockhart Gulch Rd Bike Lanes	SV-P37	Add Class 2 bike lanes to narrow, primarily residential street.	\$700	3	0	0
Lockwood Lane Sidewalk and Bike Lanes	SV-P40	Construct Bike Lanes and add sidewalk on the west side from Mt. Hermon to the City limit.	\$500	2	50	0
Lockwood Ln Pedestrian Signal near golf course	SV-P21	Construct a pedestrian signal at unprotected ped crossing on Lockwood Lane.	\$50	3	100	0
Midtown Interchange	SV-P01	Construct new SR17 interchange midway between Mt. Hermon Rd and Granite Creek Rd. Will require right-of-way.	\$30,000	5	0	0
Mt Hermon Rd and Scotts Valley Drive - crosswalks	SV-P49	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr, update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (particularly an issue on Scotts Valley Dr). Add HAWK signals to provide a low delay signalized crossing opportunity at select locations. Examples include the Safeway Driveway on Mt. Hermon Rd, at Victor Square/Scotts Valley Dr., and at Trammel Way/Scotts Valley Dr.	\$1,000	3		
Mt Hermon, Lockwood, Springs Lake widening	SV-P13	Widen, reconstruct and improve portions of roadway and intersection.	\$4,000	5	0	0
Mt Hermon/King's Village Rd-Transit Signal priority	SC-P46	Transit signal priority at Kings Village Rd/Mt Hermon Rd.	\$75	4		
Mt Hermon/Scotts Valley - intersection improvements for bicycle treatment	SV-P50	Add green lane bicycle treatments at Mt Hermon/Scotts Valley Dr intersection	\$0	2		
Mt Hermon/Scotts Valley - transit queue jump	SC-P47	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Rd/Scotts Valley Road to add transit queue jump lanes/signals.	\$600	4		
Mt Hermon/Scotts Valley - transit queue jump	SC-P47	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Rd/Scotts Valley Road to add transit queue jump lanes/signals.	\$600	4		
Mt. Hermon Rd. Circulation Master Plan	SV-P09	Provides various circulation and access improvements to the Mount Herman corridor.	\$3,500	4	0	0
Mt. Hermon Rd./Hwy 17 Ramps Intersection Operations Improvement Project	SV-P44	Add lane to SB off-ramp at Mt. Hermon/SR-17 interchange	\$1,000	5	0	0
Mt. Hermon Rd./Scotts Valley Dr. Intersection Operations Improvement Project	SV-P43	Add a second westbound left-turn lane; re-stripe the northbound approach to provide separate left-turn, through and right-turn lanes; modify the signal to eliminate the split phasing and allow for protected left-turn phasing for the northbound and southbound approaches; and, modify the signal to provide right-turn overlap phasing for the westbound and northbound right-turn lanes.	\$1,000	3	0	0

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Mt. Hermon Road Sidewalk Connections	SV-P30A	Add sidewalks to fill gaps in business district.	\$500	1	100	0
N. Navarra Dr-Sucinto Dr Bike Lanes	SV-P34	Add bike lanes to developing area behind commercial.	\$600	5	0	0
Neighborhood Traffic Calming	SV-P28	Citywide traffic calming devices.	\$750	3	0	0
Scotts Valley Town Center Bicycle/Pedestrian Facilities	SV-P45	Bicycle and pedestrian facilities and circulation elements within planned development.	\$4,000	2	25	0
Scotts Valley-wide - signage	SV-P48	Add signage for neighborhood greenways	\$20	2		
Sky Park Commercial Area Circulation	SV-P11	Construct infrastructure improvement for Skypark commercial area.	\$2,000	5	0	0
Synchronize Traffic Signals along Mt. Hermon Road	SV-P42	Re-time to coordinate traffic signals along Mt. Hermon Road	\$100	1	0	0
<b>City of Watsonville</b>						
2nd/Maple Ave (Lincoln to Walker) - traffic calming	WAT-P49	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$15	2		
5th St (Lincoln to Walker) - traffic calming	WAT-P50	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$15	2		
Airport Blvd (Freedom Blvd to City Limits)	WAT-P28	Road widening to accommodate extension of bicycle lane and portion of travel lane, installation of bus pull out, installation of new sidewalk and curb ramps, and roadway rehab.	\$1,500	2	25	2
Airport Blvd (Hwy 1 to Ross Ave)	WAT-P34	Reconstruct or repave roadway and bikelanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping (this project completes sidewalk on Airport Blvd and connects to future Pajaro Valley High School Connector Trail)	\$2,000	2	23	2
Alley Improvements	WAT-P36	Repair & reconstruct some alleys	\$50	4	0	0
Bridge Maintenance	WAT-P35	Maintenance of bridges	\$100	1-4	0	0
Buena Vista/Calbasas/Freedom Connection	WAT-P30	Construction of roadway connection from Buena Vista area to Freedom Blvd. Reconstruct Via Nicola.	\$5,000	4	10	0
Citywide General Maintenance and Operations	WAT-P06	Ongoing maintenance, repair, and operation of road/street system, including bicycle and pedestrian facilities. (Const=\$1.5M/yr; Unconst=\$1M/yr)	\$50,000	1-5	25	2
Citywide Pedestrian Facilities	WAT-P15	Construct sidewalks and curb ramps where necessary. This work is usually combined with the annual road rehabilitation and maintenance projects. Avg annual cost: \$100/yr.	\$2,000	1	100	0
Citywide Transportation Projects	WAT-P24	Lump sum of transportation projects to be identified in the future. Including major rehabilitation and operational improvements (\$1.2M/yr).	\$24,000	4	15	5
Crestview/Wagner Extension	WAT-P29	Construction of roadway connection from Atkinson Lane area to SR 152. Reconstruct/widen Wagner St.	\$4,000	4	10	0
E Lake/Madison - ped crossing	WAT-P57	Add pedestrian crossing (HAWK signal if ped volume warrants) at E Lake & Madison for better access to Hall Middle School.	\$250	3		

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East Fifth St (Main St to Lincoln St)	WAT-P39	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	\$250	2	60	0
Freedom Blvd Improvements (Green Valley Rd to Compton Terrace)	WAT-P11	Pavement reconstruction, operational improvements (turn lanes), installation of bike lanes, sidewalks, signing and striping.	\$4,000	3	25	2
Freedom Blvd Reconstruction - Phase 3 (Alta Vista to Davis)	WAT-P33	Reconstruct roadway, pedestrian and bicycle facilities.	\$2,000	3	25	2
Freedom Blvd Reconstruction (Broadis St to Alta Vista Ave)	WAT-P01	Reconstruction of the asphalt pavement, replacement of sidewalk, curb and gutter and installation of curb ramps, and bicycle lane striping and/or signage.	\$2,000	1	25	2
Freedom Blvd Undergrounding	WAT-P38	Underground existing overhead utilities	\$1,231	4	0	0
Green Valley Rd (Freedom Blvd to City Limit)	WAT-P45	Reconstruct or repave roadway and bikelanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	\$1,500	2	0	0
Green Valley Rd (Struve Slough to Freedom Blvd)	WAT-P44	Reconstruct or repave roadway and bikelanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	\$1,400	2	25	2
Hwy 1/ Harkins Slough Road Interchange	WAT 01	Reconstruct current half interchange to add on and off ramps to the northern side of the interchange in order to relieve congestion at Main Street (Hwy 152)/Green Valley Road intersection. Widen bridge, add bike lanes and sidewalks.	\$9,800	3	10	0
Kearney/Rodriguez - ped crossing	WAT-P53	Evaluate and if found necessary, add pedestrian crossing at Kearney and Rodriguez with traffic calming for access to Radcliffe Elementary.	\$25	3		
Lower Watsonville Slough Trail	WAT-P46	Install bicycle/pedestrian trail	\$650	3	0	0
Lump Sum Bicycle Projects	WAT-P19	Update the City Bicycle Plan and construction of additional routes and paths (250k/yr).	\$5,000	3	0	0
Main St - 3 HAWK signals	WAT-P54	Evaluate and if found necessary, add Hawk signals in 3 locations on Main St	\$750	3		
Main St (500 Block)	WAT-P40	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	\$400	2	60	0
Main St (City Limit to Lake Ave)	WAT-P47	Repave roadway and bikelanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	\$1,400	2	25	2
Main St. (Hwy 152)/Freedom Blvd Roundabout	WAT 27a	Installation of a roundabout to replace the currently signalized intersection with safety considerations for bike/ped.	\$1,250	2	15	0
Main/Rodriguez/Union/Brennan (Freedom to Riverside) - crosswalks	WAT-P55	Evaluate and if found necessary, increase the number of crosswalks on Main St, Rodriguez, and Union/Brennan to aim for 300 ft distance between crossings. Update pattern of crosswalks to block pattern.	\$100	3		
Neighborhood Traffic Plan	WAT-P04	Plan to identify and address concerns regarding speeding, bicycle and pedestrian access and safety, and other neighborhood traffic issues (\$5k/yr).	\$100	3	0	0
Neighborhood Traffic Plan Implementation	WAT-P13	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access (\$20k/yr).	\$400	3	20	0

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Ohlone Parkway Improvements - Phase 2 (UPRR to West Beach)	WAT-P31	Roadway, pedestrian, and bicycle facilities.	\$500	2	25	2
Pajaro Valley High School Connector Trail	WAT-P42	Install bicycle/pedestrian trail (this trail connects Pajaro Valley High School to Airport Blvd)	\$600	3	50	0
Pennsylvania Dr/Clifford St Roundabout	WAT-P37	Installation of roundabout at existing stop sign controlled intersection	\$250	3	15	0
Rodriguez St (Main St to Riverside)-buffered bike lane	WAT-P51	Evaluate and if found necessary, improve bike lane striping, add buffered lanes on Rodriguez St to delineate bike lane from vehicle parking and traffic	\$0	2		
Union/Brennan (Freedom to Riverside) - sharrows	WAT-P52	Evaluate and if found necessary, add sharrows to Union/Brennan.	\$0	2		
Upper Watsonville Slough Trail	WAT-P43	Install bicycle/pedestrian trail	\$650	3	50	0
Walker St (Beach St to Watsonville Slough)	WAT-P48	Repave roadway and bikelanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	\$2,700	3	25	2
Watsonville Shuttle	WAT-P27	Year round public transit service.	\$250	4	0	100
Watsonville-wide HOV priority	WAT-P56	Evaluate HOV priority at signals and HOV queue bypass.	\$0	4		
West Lake Ave (Main St to Rodriguez St)	WAT-P41	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	\$200	3	60	0

### Consolidated Transportation

Agricultural Worker Transportation Program	CTSA-P05	Vanpool program to agricultural work sites aimed at increasing safety and reducing vehicle trips to job sites.	\$2,550	4	0	0
Countywide Specialized Transportation	CTSA-P01	Non-ADA paratransit and other specialized transportation service for seniors and people with disabilities. Includes medical service rides, Elderday, Sr. Meal Site, Taxi Script, etc. Current avg annual need \$2.5M. Constrained=\$1.4M.	\$62,500	1	0	0
Lift Line Maintenance/Operations Center	CTSA-P02	Construct a permanent maintenance center/consolidated operations facility for paratransit program (currently Lift Line).	\$15,000	3	0	0
Medically Fragile Specialized Transportation	CTSA-P04	Non-emergency same day transportation service for medically fragile individuals. Includes operations and capital.	\$10,500	4	0	0
Non-ADA Paratransit Service Expansion	CTSA-P03	Expansion of non-ADA paratransit system to meet needs of growing elderly and disabled populations. May include pre/post natal transport to medical appointments.	\$21,000	3	0	0

### County Health Service Agency

Santa Cruz County Health Service Agency - traffic safety education	CO 50	Ongoing education program to decrease the risk and severity of collisions. Includes bicycle and pedestrian programs: Community Traffic Safety Coalition and Ride n' Stride Bicycle/Pedestrian Education Program.	\$3,750	1	40	0
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### County of Santa Cruz

26th Ave Improvements (entire length-Portola Dr to end)	CO-P31a	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,300	3	25	5
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38th Ave (Capitola City limit to East Cliff Dr)-bike lanes/traffic calming	CAP-P39	38th Ave - Add buffered bike lanes, traffic calming and wayfinding signage from Capitola City Limit to East Cliff Dr.		2		
38th Ave Improvements (RR to E. Cliff Dr)	CO-P27a	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,700	3	25	5
41st Ave Improvements Phase 2 (Hwy 1 Interchange to Soquel Dr)	CO-P26a	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	2	25	5
Airport Blvd Improvements (City limits to Green Valley Rd)	CO-P02	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage, and landscaping.	\$1,200	2	35	10
Alba Rd Improvements (Empire Grade to State Hwy 9)	CO-P30b	Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,700	5	25	5
Amesti Road Multimodal Improvements (Green Valley to Brown Valley Rd)	CO-P03	Roadway rehab, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping, and intersection improvements.	\$2,900	3	10	10
Aptos Beach Dr Improvements (Esplande to Rio Del Mar Blvd)	CO-P27b	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,200	4	25	5
Beach Road Improvements (City limits to Pajaro Dunes)	CO-P26b	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	3	25	5
Bean Creek Rd Improvements (Scotts Valley City Limits to Glenwood Dr)	CO-P28a	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,700	4	25	5
Bear Creek Road Improvements (Hwy 9 to Hwy 35)	CO-P04	Major rehab, add bike lanes, transit turnouts, merge lanes, and intersection improvements. Some landscaping and drainage improvements also.	\$4,600	3	10	5
Bonita Dr Improvements (entire length)	CO-P29b	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	5	25	5
Bonny Doon Rd Improvements (State Hwy 1 to Smith Grade Rd)	CO-P26c	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,300	4	25	5
Bonny Doon Road Improvements	CO-P43	Construction of a Class 1 bike lane facility, addition of transit stops, intersection improvements, major road rehabilitation, road maintenance, and drainage improvements.	\$8,000	4	0	2
Bowker Rd. Improvements (entire length- Buena Vista Dr to Freedom Blvd)	CO-P33a	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$600	3	25	5
Branciforte Dr. Improvements (City of Santa Cruz to Vine Hill Rd)	CO-P30c	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,700	4	25	5

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Brown Valley Rd Improvements (Corralitos Rd to Redwood Rd)	CO-P26d	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	3	25	5
Buena Vista Rd Improvements (San Andreas to Freedom Blvd)	CO-P26e	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,900	3	25	5
Bulb Ave Road Improvements (Garden St to Capitola City Limits)	CO-P65	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$750	4	25	5
Cabrillo College Dr. Improvements (Park Ave to Twin Lakes Church)	CO-P30d	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,200	2	25	5
Capitola Rd. Ext Improvements (Capitola Rd to Soquel Ave)	CO-P31b	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	3	25	5
Carlton Rd Traffic Improvements for Trucks (Lakeview Intersection)	CO-P56	Roadway and roadside improvements including bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$0	4	0	15
Carol Way/Lompico Creek Bridge Replacement	CO-P49	Replace existing single span-two lane bridge construction of steel girders and long deck with new 30 ft wide single span flat sale concrete bridge. Include (2) 11 ft lanes and (2) 4 ft shoulders.	\$1,200	4	6	3
Casserly Rd Improvements (Hwy 152 to Green Valley Rd)	CO-P26g	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$750	4	25	5
Cathedral Dr. Improvements (entire length)	CO-P33b	Roadway and roadside improvements on Minor Collector. Roadwork includes major rehabilitation and maintenance of the road.	\$600	4	25	5
Center Ave/Seacliff Dr Improvements (Broadway to Aptos Beach Dr)	CO-P26h	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	3	25	5
Chanticleer Ave Improvements (Hwy 1 to Soquel Dr)	CO-P26i	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.	\$1,200	3	25	5
Cliff Dr. Improvements (Rio Del Mar to Railroad Crossing)	CO-P29c	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$600	4	25	5
Clubhouse Drive Improvements (Sumner Av to Rio Del Mar Blvd)	CO-P32a	Road rehabilitation and maintenance. Roadside improvements: left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,400	3	25	5
College Road Improvements (Hwy 152 to Lakeview Rd)	CO-P23	Major road rehab, add left turn pocket at Cutter Drive. Also add bike lanes, transit turnouts, sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$1,700	3	15	5
Commercial Way Improvements (Mission Dr. to Soquel Dr.)	CO-P28c	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$600	2	25	5

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Corcoran Ave Improvements (Alice St to Felt St)	CO-P27c	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$600	3	25	5
Corralitos Road Rehab and Improvements (Freedom Blvd to Hames Rd)	CO-P08	Major rehab, transit, bike, and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.	\$600	2	10	10
Countywide Access Ramps	CO-P37	Construction of handicapped access ramps countywide.	\$1,200	2	100	0
Countywide General Road Maintenance and Operations	CO-P35	Ongoing maintenance, repair, and operation of road/street system within the unincorporated areas of the county. (Need \$14M/yr. Const=\$7.4M/yr)	\$350,000	1-5	5	0
Countywide Sidewalks	CO-P41	Install sidewalks.	\$70,000	2	100	0
Day Valley Rd. Improvements (entire length-Freedom Blvd to Valencia Rd)	CO-P31c	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	5	25	5
East Cliff Drive Improvements (32nd Ave to Harbor)	CO-P09	Roadway rehab, add left turn pockets at 26th and 30th Ave, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.	\$4,600	2	25	10
East Cliff Drive Pedestrian Pathway (5th-7th Ave)	CO-P50	Construct pedestrian pathway on East Cliff.	\$1,700	2	100	0
East Zayante Rd Improvements (Lompico Rd to just before Summit Rd)	CO-P26j	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,700	4	25	5
El Dorado Ave Road Improvements (Capitola Rd to RR)	CO-P67	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$1,500	4	25	5
El Rancho Dr Improvements (Mt. Hermon/Hwy 17 to SC city limits)	CO-P26k	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,300	2	25	5
Empire Grade Improvements	CO-P10	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$4,600	3	10	10
Esplanade Improvements (entire loop: Aptos Beach Dr to Moosehead/Aptos Beach Dr)	CO-P33c	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, traffic circles, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	2	25	5
Eureka Canyon Rd Improvements (Hames Rd to Buzzard Lagoon Rd)	CO-P26l	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,300	4	25	5
Felton Empire Road Improvements (entire length to State Hwy 9)	CO-P28d	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$2,300	4	25	5

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Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	CO-P11	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	\$3,000	3	10	10
Glen Arbor Rd. Improvements (State Hwy 9 to State Hwy 9)	CO-P30f	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,200	5	25	5
Glen Canyon Rd Improvements (Branciforte Dr to City of Scotts Valley)	CO-P26m	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$5,800	3	25	5
Glen Coolidge Drive/Hwy 9 Bike Path	CO-P40	Class 1 bike facility from Glen Coolidge Dr to Hwy 9 to provide eastern access to UCSC.	\$2,300	3	0	0
Glenwood Cutoff General Improvements (Glenwood Dr to Hwy 17)	CO-P61	Roadway and roadside improvements including bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$3,000	4	0	0
Glenwood Dr. Improvements (Scotts Valley city limits to State Hwy 17)	CO-P26n	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,900	4	25	5
Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	CO-P12	Bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes, traffic signals. Major rehabilitation and maintenance. Drainage improvements. Signal upgrade at SR9.	\$6,800	3	10	10
Granite Creek Rd. Improvements (Branciforte Dr to City of Scotts Valley)	CO-P30h	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,700	4	25	5
Green Valley Rd Pedestrian Safety Project	CO 42b	Build 6-foot wide sidewalk with some curb and gutter on NW side of Green Valley Rd from Airport Blvd to Amesti Rd (1800 ft).	\$375	2	100	0
Green Valley Road Improvements	CO-P13	Add two-way left turn lanes from Mesa Verde to Pinto Lake on Green Valley Rd. Also includes some road rehab and maintenance, bike lanes, sidewalks, transit facilities, landscaping, and merge lanes.	\$4,000	3	10	5
Hames Rd Improvements (entire length-Freedom Blvd to Eureka Canyon Rd)	CO-P32b	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$3,500	4	25	5
Harkins Slough Rd. Improvements (entire length-Buena Vista Dr to State Hwy 1)	CO-P32c	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,700	4	25	5
Harper St Improvements (entire length-El Dorado Ave to ECM)	CO-P33d	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	2	25	5
Huntington Dr. Improvements (Monroe Ave to Valencia Rd.)	CO-P32d	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$2,300	4	25	5
Jamison Cr. Rd Improvements (entire length-Empire Grade to Hwy 236)	CO-P32e	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$600	5	25	5

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La Madrona Dr Improvements (El Rancho Dr to City of Scotts Valley)	CO-P14	Bike lanes, sidewalks, transit turnouts, left turn pockets at Sims Road, Highway 17, and El Rancho Road), merge lanes, and intersection improvements. Also includes major rehabilitation, drainage and maintenance.	\$3,500	3	10	10
Lakeview Road Improvements	CO-P15	Major road rehab, add left turn pocket at College Road, intersection improvements at Carlton Rd. Also add bike lanes, new transit facilities, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$1,200	3	5	5
Larkin Valley Rd. Improvements (San Andreas Rd to Buena Vista Dr)	CO-P30i	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$600	5	25	5
Laurel Glen Rd. Improvements (Soquel-San Jose Rd to Mt. View/Rodeo Gulch Rd)	CO-P30j	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,200	5	25	5
Ledyard Way Improvements (entire length-Soquel Dr to Soquel Dr)	CO-P31d	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$600	4	25	5
Left Turn Ln at Bradley Elementary School	CO-P71	Add left turn lane on Corralitos Rd at Bradley Elementary School	\$1,000	3		
Lockhart Gulch Improvements (Scotts Valley City limits to end)	CO-P31e	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	5	25	5
Lockwood Lane Improvements (Graham Hill Rd to SV limits)	CO-P24	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping, and intersection improvements.	\$850	3	15	10
Lompico Rd. Improvements (E Zayante Rd. to end)	CO-P30k	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$600	5	25	5
Maciel Ave. Improvements (Capitola Rd to Mattison Ln)	CO-P29e	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,400	3	25	5
Main St Improvements (Porter St to Cherryvale Ave)	CO-P27e	Roadway and roadside improvements on Major Collector including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,700	2	25	5
Manfre Rd. Improvements (entire length-Larkin Valley Rd to Buena Vista Dr)	CO-P33e	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$600	4	25	5
Mar Monte Ave. Improvements (San Andreas Rd to State Hwy 1)	CO-P30l	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$600	3	25	5

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Mar Vista Drive Improvements (entire length-just before Seacliff Dr to Soquel Dr)	CO-P33f	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$290	3	25	5
Mattison Ln Improvements (Chanticleer Ave to Soquel Ave)	CO-P26p	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,400	2	25	5
McGregor Dr. Improvements (Capitola city limits to Searidge Rd)	CO-P33g	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	3	25	5
Mesa Dr. Improvements (Vienna Drive to Ledyard Way)	CO-P31f	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	3	25	5
Mill St Improvements (entire length)	CO-P27f	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$350	4	25	5
Mountain View Rd Improvements (Branciforte Dr to Rodeo Gulch Rd)	CO-P27g	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,200	4	25	5
Mt. Hermon Rd. Improvements (Lockhart Gulch to Graham Hill Rd)	CO-P26q	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,900	3	25	5
Murphy Crossing Improvements	CO-P39	Bikeway on Murphy Crossing (Hwy 129 to Monterey Co line), major rehabilitation and maintenance of road, drainage improvements may also be needed.	\$1,200	4	26	9
Opal Cliff Dr. Improvements (41st Av to Captiola City Limits)	CO-P31g	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	3	25	5
Pajaro River Bike Path System	CO-P38	Construction of a Class 1 bike path along the levees and a Class 2 bikeway on Thurwatcher Road and Beach Road.	\$9,200	2	0	0
Paul Minnie Ave. Improvements (Rodriguez St to Soquel Ave)	CO-P29f	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	3	25	5
Paul Sweet Road Improvements (Soquel Dr to end)	CO-P22	Major road rehab and maintenance. Also adds bike lanes, sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements, and new transit facilities may also be needed.	\$1,200	2	15	5
Paulsen Rd Improvements (Green Valley Rd to Whiting Rd)	CO-P27h	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,200	2	25	5
Pine Flat Rd Improvements (Bonny Doon Rd to Empire Grade Rd)	CO-P28f	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$2,300	4	25	5
Pinehurst Dr Improvements (entire length)	CO-P27i	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$850	3	25	5

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Pioneer Rd. Improvements (Amesti Rd to Green Valley Rd)	CO-P31h	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$850	5	25	5
Polo Dr. Improvements (Soquel Dr to end)	CO-P29g	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,400	3	25	5
Porter St Improvements (Soquel Dr to Paper Mill Rd)	CO-P26r	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	3	25	5
Quail Hollow Rd Improvements (entire length- East Zayante to Glen Arbor Rd)	CO-P32f	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$800	4	25	5
Redwood Lodge Rd (Entire Length)	CO-P51	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$3,000	4	25	5
Rio Del Mar Blvd. Improvements (Esplanade to Soquel Dr)	CO-P30n	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$2,900	2	25	5
Robertson Street Improvements (Soquel Wharf Rd to Soquel Dr.)	CO-P16	Left turn pocket at Soquel Wharf Rd. Add bike lanes, transit turnout, sidewalks, and rehabilitation and maintenance, drainage improvements and traffic signal. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,500	3	25	10
Rodeo Gulch Rd. Improvements (So & North: Mt. View/Laurel Glen Rd to Hwy 1)	CO-P31i	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,700	4	25	5
Roland Dr. Improvements (30th to 35th)	CO-P31j	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$850	3	25	5
San Lorenzo River Valley Trail	CO-P46	15 mile, paved multi-use path for bicyclists and pedestrians from Boulder Creek to Santa Cruz.	\$25,000	4		
San Lorenzo Valley Trail: Hwy 9 - Downtown Felton Bike Lanes & Sidewalks	CO-P46a	Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton	\$2,200	2	70	0
San Lorenzo Valley Trail: Hwy 9 - North Felton Bike Lanes & Sidewalks	CO-P46b	Install sidewalk/pedestrian path on west side, shoulder widening to 5' for bicycle lanes from Felton-Empire/Graham Hill Rd to Glen Arbor Road, Ben Lomond, including frontage of SLV elementary, middle and high schools. Includes new and replacement bike/ped bridges.	\$7,400	2	70	0
Seacliff Dr Improvements (entire length)	CO-P27j	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,700	3	25	5
Seascape Blvd Improvements (Sumner Ave to San Andreas Rd)	CO-P26s	Roadway improvements and pavement rehabilitation.	\$600	4	25	5
Sims Road Improvements (Graham Hill Rd to La Madrona Dr)	CO-P17	Road rehab and maintenance, drainage, intersection improvements, landscaping, add bike, ped, and transit facilities.	\$1,700	2	10	5

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Smith Grade Improvements (entire length-Empire Grade to Bonny Doon Rd)	CO-P32g	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$2,300	5	25	5
Soquel Ave Improvements (City of SC to Gross Rd)	CO-P18	Transit turnouts, two way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Rd. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,200	2	20	13
Soquel Dr Improvements (Soquel Ave to Freedom Blvd)	CO-P19	Signals at Willowbrook, Aptos Creek Rd and Trout Gulch Rd. Major rehab, merge lanes, intersections improvements, signal coordination, transit turnouts, fill sidewalk gaps, some landscaping.	\$7,300	2	15	10
Soquel Dr Road Improvements (Robertson St to Daubenbiss)	CO-p62	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation	\$400	4	25	5
Soquel Dr Traffic Signal and Left Turn Lane (Robertson St)	CO-P58	Install left turn lane at signalized intersection from Soquel Dr to Robertson St and associated roadside improvements	\$0	4	0	5
Soquel-San Jose Rd Improvements (Paper Mill Rd to Summit Rd)	CO-P36	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,500	2	10	5
Soquel-Wharf Rd Improvements (Robertson St to Porter St)	CO-P28g	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,000	2	25	5
Spreckels Dr Improvements (Soquel Dr to Aptos Beach Dr)	CO-P27k	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,200	3	25	5
Spreckels Dr/Treasure Island Dr Improvements	CO-P42	Addition of bike lanes, intersection improvements, major road rehabilitation, road maintenance, and possible drainage improvements.	\$600	3	30	5
State Park Drive Improvements Phase 2	CO-P20	Transit turnouts, two way left turn lane, merge lanes, signal at Searidge, and intersection improvements. Fill gaps in bike and ped facilities. Plus, major rehabilitation and maintenance, drainage improvements, landscaping.	\$1,300	3	30	10
Summit Rd Improvements	CO-P26u	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$5,400	4	25	5
Sumner Ave. Improvements (entire length-Rio Del Mar Blvd to end [just past via Novella])	CO-P32h	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,400	3	25	5
Thompson Ave. Improvements (entire length-Capitola Rd to end)	CO-P33h	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	3	25	5
Thurber Ln Improvements (entire length)	CO-P28h	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,700	3	25	5
Thurwachter Road Bike Lanes	CO-P68	Install bicycle lanes.	\$50	4	0	0

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Trout Gulch Rd. Improvements (Soquel Dr. to end)	CO-P30p	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$2,900	5	25	5
Valencia Rd. Improvements (Trout Gulch Rd to Valencia School Rd)	CO-P32j	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,700	4	25	5
Varni Rd Improvements (Corralitos Rd to Amesti Rd)	CO-P28i	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	4	25	5
Vine Hill Rd. Improvements (Branciforte/Mt. View Rd to State Hwy 17)	CO-P30q	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,400	5	25	5
Wallace Ave. Improvements (entire length-Huntington Dr to end)	CO-P33i	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$850	4	25	5
Webster St Improvements (Jose Ave to 16th St)	CO-P29h	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	3	25	5
Wilder Ranch Bike/Pedestrian Path: Phase 2	CO 16b	Construction of a paved multi-use path for bicyclists and pedestrians from Wilder Ranch SP north. (Continuation of existing path). To be constructed in sections as funds become available.	\$4,000	4	25	0
Winkle Ave Improvements (entire length from Soquel Dr)	CO-P27i	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$2,300	3	25	5
<b>Ecology Action</b>						
Bike To Work/School Program	RTC 26	Countywide education, promotion, and incentive program to actively encourage bicycle commuting and biking to school. Coordinates efforts with local businesses, schools, and community organizations to promote bicycling on a regular basis. Provides referrals to community resources. Avg annual cost: \$140K/yr-includes in-kind donations and staff time.	\$3,500	2	0	0
Ecology Action Transportation Employer Membership Program	RTC 17	Community organization that promotes alternative commute choices. Work with employers, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, discounted bus passes. Avg cost: \$90K/yr. Coordinates with Bike to Work program.	\$2,250	3	20	20

## SCCRTC

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511 Travel Information System	RTC-P34	Centralized multi-modal traveler information system available via phone, computer, and mobile device. Provides timely transportation information about real-time roadway conditions, incidents, transit, carpools, biking, and emergency notices. Initial start-up cost est: \$200K; annual operations \$100k/year.	\$2,200	3	0	0
Bike Parking Subsidy Program	RTC 16	The project provides free bicycle racks and subsidies for bicycle lockers and bicycle cages. Businesses, schools, government agencies, other entities, and non-profit organizations are all eligible. Recipients are responsible for installation and maintenance of the equipment. Avg annual cost: \$25K/yr.	\$250	2	0	0
Commute Solutions Rideshare Program	RTC 02	Transportation demand management outreach, education and incentives. Includes matching service for carpools, vanpools, and bicyclists. Provides services and information about availability and benefits of alternative transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots. Avg annual cost: \$275k.	\$5,500	2	2	10
County-wide Bicycle Route Signage	RTC 32	Define routes, develop and install signs aimed at encouraging bicycling/directing cyclists to preferred routes to various destinations countywide. Manage program implementation and coordinate with local jurisdictions.	\$500	3	0	0
County-wide bicycle, pedestrian and VOC counts	RTC-P50	Conduct counts to assess mode split over time and assess impact of new facilities.		2		
Freeway Service Patrol (FSP) on Hwy 1 and Hwy 17	RTC 01	Maintain and expand tow truck patrols on Highways 1 and 17. Work with the CHP to quickly clear collisions, remove debris from travel lanes, and provide assistance to motorists during commute hours to keep incident related congestion to a minimum and keep traffic moving. Avg need: \$230k/yr constrained; \$400k/yr total cost	\$8,000	2	0	0
Hwy 1 Bicycle/Ped Overcrossing at Mar Vista	RTC 30	Shared use bicycle/pedestrian overcrossing of Highway 1 at Mar Vista. Serves to connect Seacliff and Aptos neighborhoods and provides improved access to Mar Vista Elementary School and Cabrillo College.	\$7,550	4		0
Hwy 1 HOV Lanes (Morrissey to Larkin Vly Rd)	RTC 24	Add 18 miles of High Occupancy Vehicle (Carpool) lanes from Aptos to Santa Cruz, reconstruct interchanges (new through lanes, turning lanes, sidewalks & bikelanes), add new bike/ped overcrossings, and operational improvements (ramp meters, TOS, soundwalls, & 9 miles of auxiliary lanes).	\$500,000	5	6	0
Hwy 1 Soquel Av-41st Auxiliary Lanes and Chanticleer Bike/Ped Bridge	RTC 24f	Add NB and SB auxiliary lanes connecting freeway entrance ramps directly with the next exit ramps and construct bicycle/pedestrian bridge over highway at Chanticleer Ave.	\$27,000	3	15	0
Monterey Bay Sanctuary Scenic Trail Network - Implementation, Construction and Management	RTC 27	A 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations. /Monterey Bay National Marine Sanctuary. Includes master planning study and environmental review. Includes coordination with implementing entities regarding implementation, design, permitting, construction and maintenance. Act as Project Manager on some segments. Manage system utility and uniformity.	\$86,000	1-5		0

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Project Title	ID	Project Description/Scope	Est Cost 1000's	RTC Staff Rank*	% of Cost by Mode	
					% Ped	% Transit
Planning, Programming & Monitoring (PPM) - SB45	RTC 04	Development and amendments to state and federally mandated planning and programming documents, monitoring of programmed projects. Avg annual cost: \$200k/yr	\$4,000	1	0	0
Rail Line Management	RTC-P03	Operating expenses for rail line oversight. Avg annual cost:\$175K/yr.	\$3,500	1	0	0
Rail Line Planning	RTC-P55	Long and short range planning for the rail line. Includes public outreach and stakeholder involvement.	\$500	2		
Rail Line: Freight Service Upgrades	RTC-P41	Upgrade rail line to FRA Class 2 to a condition for reasonable ongoing maintenance into the future. Upgrade crossings, replace jointed rail with continuously welded rail, upgrade signals, and replace ties.	\$20,000	2	0	0
Rail Transit: Watsonville-Santa Cruz Corridor	RTC-P02	Design, construction, and operation of fixed guideway public transit between Santa Cruz and Watsonville. May be a joint project with the SCCRTC, SCMTD, and local jurisdictions. Annual op cost est: \$3M/yr; capital: \$2.5M/yr	\$82,500	4	0	100
Recreational Rail Infrastructure	RTC 25	Seasonal passenger rail service on Santa Cruz Branch rail line. Infrastructure needed for the service is listed here (e.g. platforms, sidings, pedestrian & disabled access, rail vehicles). Unsubsidized operations will be provided by a private operator and operating costs are therefore not included here. All costs are estimated	\$5,000	2	0	100
RTC Bikeway Map	RTC-P49	Update, print and distribute free SC County Bikeway Map and update GIS files as needed.		2		
SAFE: Call Box System Along Hwys	RTC-P01	Motorist aid system of telephone call boxes along all highways plus maintenance and upgrades. Call boxes may be used to request assistance or report incidents. Avg annual cost: \$325/yr	\$6,500	1	0	0
SCCRTC Administration (TDA)	RTC-P07	SCCRTC Administration. Includes grants administration, TDA, STIP, STP/CMAQ. Avg annual cost: \$700K/yr	\$14,000	1	0	0
SCCRTC Planning	RTC-P08	SCCRTC Planning Tasks. Includes long and short range planning, interagency coordination. Avg annual cost: \$975/yr.	\$19,500	1	0	0
School-based mobility/TDM programs	RTC-P54	Student transportation programs aimed at improving health and well being, transportation safety and sustainability and that facilitate mode shift from driving alone in a motor vehicle to active and group transportation.	\$2,500	2		
TDM individualized employer/multifamily program	RTC-P53	Implement individualized employer and multifamily TDM programs with incentives for existing development;	\$1,250	3		
Travel/Commute Survey	RTC-P51	Establish methodology and establish baseline for regular travel surveys of commuters in Santa Cruz County.	\$800	1		
<b>SCMTD</b>						
ADA Paratransit Bus Replacements	MTD 02	Replace vans for ADA paratransit fleet (including Accessible Taxi program). Avg cost: \$65k each for 34 vans every 5 years.	\$13,060	2	0	100
ADA Paratransit Service - Continuation of Existing Service	MTD-P10C	Operation & maintenance cost of existing Paratransit service. Avg Annual Cost: \$4.6M	\$115,000	1	0	100

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Project Title	ID	Project Description/Scope	Est Cost 1000's	RTC Staff Rank*	% of Cost by Mode	
					% Ped	% Transit
ADA Service Expansion	MTD-P11	Add capacity to meet increased trip demand thru 2035. Assumes 3% increase/year starting in 2010. Annual avg: \$140k.	\$3,500	3	0	100
Bike Station at Capitola Mall	MTD-P23	Establish bike station at Capitola Mall, especially to serve UCSC. Would be joint mall, UCSC, MTD project.	\$1,000	4	0	100
Bikes on Buses Expansion	MTD-P20	Add additional space for bikes on buses when/if new technology becomes available.	\$1,500	3	0	25
Bus Rapid Transit	MTD-P15	Construct park & ride lots, transit centers and operate grade-separated bus rapid transit to reduce congestion on Highway 1.	\$25,920	2	0	100
Bus Rebuild and Maintenance	MTD-P31	Rebuild engines; Fleet maintenance equipment.	\$2,500	2	0	100
Bus Stop Upgrades	MTD-P09	Install, replace, repairs, and otherwise improve bus shelters and stops.	\$8,100	1	0	100
Commuter/Subscription Bus Program	MTD-P18	Capital and operating for subscription buses to areas not currently served by express buses (similar to large vanpool)	\$2,000	4	0	0
Deviated Fixed-Route Pilot Program	MTD-P43	Pilot project allowing buses to make minor route modifications to address needs of senior and disabled riders.	\$100	3	0	100
Disaster Response Mobile Command	MTD-P34	Field unit for Disaster Response Management	\$500	4	0	100
Electric Non-Fleet Vehicles	MTD-P47	Replace 14 vehicles to EV.	\$560	4	0	100
Electric Non-Fleet Vehicles	MTD-P47	Replace 14 vehicles to EV.	\$560	4	0	100
Hwy 1 Express Buses	MTD-P27	Hwy 1 express bus replacements - 6 Buses @ \$500k ea. Replace every 12 years	\$6,000	3	0	100
Hwy 17 Express Service - Cont. of Existing Service Levels	MTD-P10B	Operation & maintenance cost of existing bus service. Avg annual cost: \$2.4M.	\$60,000	1	0	100
Hwy 17 Express Service Expansion	MTD-P12	Add trips to extend service hours for Highway 17 express. Capital and Operating costs. Annual expansion cost: \$175K/yr.	\$4,500	3	0	100
Inter-County Paratransit Connection	MTD-P44	Establish paratransit connection location with Santa Clara County.	\$1,250	3	0	100
Local Transit - Continuation of Existing Service Levels 2010-2035	MTD-P10	Operation & maintenance cost of existing local fixed route bus service (Based on 2010budget-\$34M/year).	\$850,000	1	0	100
Local Transit Service Restoration and Expansion	MTD-P14	Restore local service to 2001 levels, then expand service 10% including expanded service within SLV, City of SC and Watsonville, express buses, improved service to industrial areas. \$6.7M/yr operating, \$9M capital costs (9 buses & onetime replacement)	\$177,000	3	0	100
Metro Bus Replacements	MTD-P04	Replace fleet at the end of normal bus lifetime (every 12 years). Need: Replace 92 thru 2015; Replace 47 thru 2025; Replace 107 thru 2035 @ ~\$500K each. Constrained: secured funds.	\$125,500	2	0	100
Metro facilities repair/upgrades	MTD-P36	Maintain and upgrade physical plant.	\$3,785	1	0	100
MetroBase Phase II	MTD-P38	Expansion to 150 bus fleet; purchase new property	\$15,000	5	0	100
Non-Revenue Vehicles	MTD-P32	Replace support vehicles	\$1,200	3	0	100
ParaCruz Mobile Data Terminals; Radios	MTD-P30	Install mobile data terminals in vehicles	\$732	4	0	100

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ParaCruz Operating Facility	MTD-P28	Design, Right-of-Way and construction for new ParaCruz Operating Facility	\$12,000	3	0	100
Parking Structure	MTD-P39	Joint venture w/City of Santa Cruz Tannery Arts Center	\$4,000	5	0	100
Replacement Transit Fareboxes	MTD 18	Electronic registering fareboxes, includes prepaid card fare collection program. Future replacement needs from 2015-2035 unconstrained.	\$9,100	3	0	100
Senior/Disabled/Low-Income Fixed-Route Transit Incentives	MTD-P42	Incentives to encourage fixed-route bus ridership. May include free/reduced rates for seniors during off-peak hours, free bus passes to ADA eligible persons, bus pass subsidies for low income riders transportation to employment, and other incentives to encourage use of fixed-route system.	\$3,125	3	0	100
Signal Priority/Pre-Emption for Buses	MTD-P21	Enable coach operators to actuate traffic signals to prolong green or change red lights to improve transit running time.	\$2,000	2	0	100
Small Bus Fleet	MTD-P24	Purchase smaller buses for travel through residential neighborhoods. Cost currently unknown.	\$0	4	0	100
Solar Panels for MetroBase	MTD-P29	Energy reduction through installation of solar panels on the new MetroBase Facilities	\$6,000	4	0	100
Transit Mobility Training Program Expansion	MTD-P19	Expand public outreach and training to encourage fixed route, rather than Paratransit, use. Outreach may also involve other partners (ex. DMV, doctors, senior centers, etc). Avg annual cost: \$80K/yr	\$1,200	4	0	100
Transit Security and Surveillance Systems	MTD-P33	Enhance passenger safety and facilities security. Emergency response systems.	\$1,100	1	0	100
Transit System Technology Improvements	MTD-P35	Automated Data Processing software, telephones, portable computers, servers, Customer Information Kiosks, digital ID processing equipment. Maintain and upgrade office software and hardware, bandwidth, web site, phone network, to enhance productivity, customer service and maintain functionality.	\$5,310	3	0	100
Transit Technological Improvements	MTD-P06	Automatic Vehicle Locator system on all METRO buses. Real time bus arrival/departure displays at stops. IT software and hardware upgrades for scheduling, customer service, planning systems. Upgrades every 5 years.	\$7,350	2	0	40
Transit/Paratransit Driver Emergency Training	MTD-P45	Provide training equipment for drivers on new mobility devices (scooters, motorized wheelchairs) plus emergency training and biohazard container and clean-up kits for vehicles.	\$250	3	0	100
UCSC Bus Service Expansion	MTD-P13	Increase frequency on routes serving UCSC to eliminate standing loads: Capital and Operating costs.	\$14,000	3	0	100
Water Harvesting for River St.	MTD-P40	Water capture for bus wash facility	\$1,500	5	0	100
Watsonville Transit Center Improvements	MTD-P46	Upgrades to Watsonville Transit Center.	\$1,000	2	0	100
<b>Seniors Council</b>						
Senior Employment Ride Reimbursement	RTC-P43	Reimburse low income seniors for transit expenses to/from employer sites.	\$1,600	4	0	0

## UCSC

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Project Title	ID	Project Description/Scope	Est Cost 1000's	RTC Staff Rank*	% of Cost by Mode	
					% Ped	% Transit
Alternative Fuel Fleet Vehicles	UC-P64	Purchase and upgrade fleet vehicles to alt. fueled vehicles (refuse trucks, street sweepers, fleet cars, etc.)	\$3,000	3		
Alternative Fuel/Electric shuttle vehicles	UC-P22	Capital acquisition of vehicles.	\$10,000	2-5	0	100
Bike Shuttle Vehicle Acquisition	UC-P51	Acquire more alt fueled vehicles for bike shuttle (and possible expansion)	\$500	3	0	25
Bus Tracking and AVL Transit Programs	UC-P62	GPS bus tracking and Automatic Vehicle Locator programs inform travelling population of transit locations so they can make informed mode choices	\$250	4		
Coastal Marine Campus Bike Improvements	UC-P49b	Includes covered bike parking, racks, and showers	\$300	3	0	0
Coastal Marine Campus Pedestrian Improvements	UC-P49c	Includes covered bike parking, racks, and showers	\$2,000	3	100	0
Coastal Marine Campus Roadway and Transit Improvements	UC-P49a	New Central Roadway/transit shelters and amenities, parking	\$7,000	3	0	20
College Nine/Communications Pedestrian Bridge	UC-P39	Construct pedestrian bridge.	\$1,000	4	100	0
College Nine/Crown College Pedestrian Bridge	UC-P37	Construct pedestrian bridge.	\$1,500	3	100	0
Coolidge Overlook	UC-P42	Improve overlook for parking, benches and signage for Sanctuary.	\$600	5	0	0
East Collector Transit Hub	UC-P46	New transit hub at East Collector (East Remote) lot	\$5,000	4	0	100
Electric Vehicle Charging Stations	UC-P65	Add additional electrical infrastructure and install electric vehicle charging stations around campus	\$300	3		
Great Meadow Bike Path Safety Improvements	UC-P60	Bikeway safety and maintenance improvements; potential for separate pedestrian improvements to minimize conflicts	\$3,000	3	30	
Hagar/McLaughlin Intersection Improvements	UC-P10	Signal, pedestrian safety improvements(including new crosswalk) and roadway improvements.	\$500	2	10	0
Hagar/Steinhart Intersection Improvements	UC-P14	Signal, pedestrian safety improvements, roadway improvements.	\$1,000	2	10	0
Hagar-Coolidge Connector Road/Hagar/East Remote Intersection Improvements	UC-P47	New roadway connector, including bicycle lanes, between Hagar Drive and Coolidge, plus Hagar/East Remote Intersection Improvements: signal, pedestrian safety improvements and roadway improvements.	\$3,000	4	5	75
Heller Drive Bicycle Lanes (Empire Grade to Porter College)	UC-P56	Add Class II bicycle lanes in downhill direction as feasible.	\$800	3	0	0
Kerr/Porter Rd Pedestrian Bridge ADA Upgrades	UC-P56	Modify bridge to improve access	\$3,000	3	100	0
McLaughlin Drive Bike Lanes/Pedestrian Enhancements	UC-P30	Install Class 2 bike lanes and enhance pedestrian circulation on University campus roadway.	\$2,500	3	0	0

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					% Ped	% Transit
Meyer Drive Extension/Jordan Gulch Bridges	UC-P04	Extension of Meyer Drive from existing Meyer Drive to Hagar Drive. Includes construction of two bridges, pedestrian, and bicycle facilities.	\$20,000	2	10	75
Northern Entrance	UC-P08	Construct new access road including Cave Gulch Bridge to Empire Grade and road and bicycle lanes to Northern Heller Dr. for access and fire safety.	\$10,000	5	0	0
Northern Loop Roadway	UC-P07	Construct new roadway, including bicycle lanes, on upper campus. Will be phased. Phase I: Chinquapin Extension to support Social Science 3.	\$18,000	4	10	10
Parking Management Technology Improvements	UC-P68	Updating existing parking management technologies to allow for more effective management, additional parking management at Coastal Marine Campus and 2300 Delaware site	\$400	3		
Pedestrian Directional Map/Wayfinding System	UC-P38	Develop and install signs throughout campus.	\$500	3	100	0
Porter/Performing Arts Pedestrian Bridge	UC-P36	Construct pedestrian bridge.	\$1,000	4	100	0
Science Hill/North Academic Core Pedestrian Bridge	UC-P40	Construct pedestrian bridge.	\$1,000	4	100	0
Sidewalk/pedestrian Improvements	UC-P50	Widen sidewalks/improve ped access in areas of campus	\$5,000	2	100	0
Solar PVs on Campus Parking Lots	UC-P71	Install new solar arrays on campus parking lots		5		
Spring Street Bikeway	UC-P34	Construct bikeway connecting Spring Street to Hagar Ct.	\$300	3	0	0
Steinhart Way Multimodal Improvements	UC-P03	Roadway improvements for shuttles, bikes and pedestrians.	\$500	2	25	25
Transit Pullouts and Shelters Enhancements	UC-P19	Construction and installation of transit pullouts and reconstruction of shelters throughout campus.	\$1,500	3	0	100
Transit Vehicles (ongoing)	UC-P23	Ongoing capital acquisition of transit vehicles for on-campus transit and University shuttles.	\$5,000	2-5	0	100
Transportation-Related Stormwater Management Projects	UC-P66	Retrofitting existing transportation facilities and developing new facilities with new stormwater management techniques	\$1,000	3		
Traveller Safety Education/Information Programs	UC-P61	Bike/pedestrian safety programs; light and helmet giveaways, safety classes, distracted driver programs, bus etiquette program	\$100	3		
UCSC - Metro Station Bus Rapid Transit Improvements	UC-P48	Bus Rapid Transit Improvements between Metro Station, Bay Street Corridor, and UCSC Roadways	\$5,000	3	0	100
UCSC Bicycle Facilities	UC-P55	Add bicycle facilities on campus roadways and paths. Lump sum of projects,including but not limited to UCSC Bicycle Plan that are not listed individually elsewhere in the RTP	\$1,000	3	0	0
UCSC Bicycle Parking Improvements	UC-P33	Install bicycle parking facilities to serve bicycle commuters to the University.	\$500	2-5	0	0
UCSC Bike Loan Program	UC-P52	Develop and implement a bike loan program for UC affiliates	\$1,000	4	0	0
UCSC Bike Showers/Storage Lockers	UC-P32	Install showers and storage facilities to serve bicycle commuters to the University.	\$600	4	0	0

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UCSC Commute Counseling Program	UC-P69	staffing, program development to individually market to UCSC affiliates on more sustainable means of travel to campus	\$3,000	4		
UCSC Commuter Incentive Programs	UC-P70	Provide ongoing support and development of new programs to encourage travel to campus via sustainable modes of travel	\$1,500	3		
UCSC Lump Sum Roadway Maintenance	UC-P59	Repaving and rehabilitation of roadways on UCSC campus to maintain existing network	\$10,000	2		
UCSC Main Entrance Improvements	UC-P01	Realign roadway, transit pullout/shelter, relocate bike parking, construct pedestrian path, historic resource analysis. Work may be done in conjunction with City Roundabout project.	\$2,000	4	20	30
UCSC Pedestrian/Transit Zone	UC-P44	Pedestrian safety improvements including, colored/textured asphalt and signage at various locations on core campus roadways.	\$1,000	3	50	50
UCSC Traffic Control	UC-P58	Non-traditional traffic control/crossing guard program at key intersections on UCSC campus to improve pedestrian and vehicle safety, reduce conflicts, improve travel times. Operating costs	\$2,500	2	50	
UCSC Vanpool Program	UC-P63	Maintain, operate and expand upon UCSC vanpool program	\$8,400	2		
West Gate Improvements	UC-P02	Improve kiosk and turnaround for redirected traffic on Heller/Empire Grade.	\$500	4	0	0
Zimride Emergency Preparedness Database	UC-P67	Creating a new database through Zimride to have emergency response evacuation of UCSC campus	\$300	4		
<b>Various Agencies</b>						
Bicycle Sharrows	VAR-P03	Install sharrows (shared roadway marking) designating areas where bicyclists should ride on streets, especially when bicycle lanes are not available. To be implemented by local jurisdictions.	\$500	3	0	0
Bike Share	VAR-P16	Establish and maintain an urban centered bike share program allowing county residents to access loaner bikes at key locations such as downtowns, transit centers, shopping districts, and tourist destinations.	\$5,000	3	0	0
Bike-Activated Traffic Signal Program	VAR-P05	Provide traffic signal equipment to ensure that the traffic signals will detect bicycles just as cars are detected and ensure that the appropriate traffic signal phase is activated by the bicycles.	\$1,000	3	0	0
Cabrillo College TDM Programs	RTC 33	Provide students and employees at all four Cabrillo College campuses with education, promotion, and incentives that support the use of sustainable transportation modes. Develop information, programs and services customized to meet the transportation needs of the Cabrillo College community. Provide Sustainable Transportation education, promotion, and Go Green program enrollment to Cabrillo College students and employees. Partner with Cabrillo staff and students to reduce SOV trips to the Aptos, Watsonville and Scotts Valley campuses. Provided targeted information and services to Cabrillo members.	\$1,515	3	0	0

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Carsharing Program	VAR-P06	Program to assist people in sharing a vehicle for occasional use. Implementing Agency TBD, varies.	\$2,500	4	0	0
Climate Action Transportation Programs (move under VAR)	RTC-P48	Projects that reduce greenhouse gas emissions through reducing vehicle trips and vehicle miles traveled, increasing fuel efficiency and expanding use of alternatively fueled vehicles. Includes comprehensive outreach and education campaigns, a countywide emergency ride home for those using alternatives, and TDM incentive programs: \$100k/year.	\$2,500	3	0	0
Coolidge Drive Reconstruction	VAR-P23	Reconstruction of roadway and bike lane	\$3,000	2		
Countywide Pedestrian Planning Grant (move under VAR)	RTC-P32	Grant to encourage local jurisdictions to prepare pedestrian plans.	\$300	2	100	0
Countywide Pedestrian Signal Upgrades (move under VAR)	RTC-P26	Grant program to fund installation of audible and count-down intersection equipment to facilitate crossings by visually and mobility impaired persons.	\$2,000	2	0	100
Eco-Tourism - Sustainable Transportation	VAR-P17	Provide sustainable transportation information, incentives and promotions to the estimated one million visitors to Santa Cruz County. Work with the Santa Cruz County Conference and Visitors Council, local lodgings, and tourist attractions.	\$1,000	4	0	0
Hwy 1 Bike/Ped Bridge (Cabrillo-New Brighton)	CT-P07a	Construction of bike/ped bridge connecting New Brighton State Beach and Cabrillo College as part of larger Nisene SP to the Sea trail concept. Lead agency TBD.	\$8,000	4	50	0
Local Arterial ITS Infrastructure	VAR-P11	ITS (Intelligent Transportation Systems): advanced electronics and information technologies to increase the safety and efficiency of the surface transportation system, including vehicle detection devices along major arterials in urbanized areas to alert motorists of incidents.	\$600	3	0	0
Lump Sum Bridge Preservation	VAR-P14	Painting, Barrier Rail Replacement, Low Water Crossing, Rehab, and Replacement bridges for SHOPP and Highway Bridge Program (HBP)	\$15,450	2	0	0
Mission St/Hwy 1 Bike/Truck Safety Campaign	VAR-P18	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	\$500	4	25	0
Mobility Management Center	VAR-P04	Centralized one-stop-shop for information and resources on specialized transportation options. May be combined with 511 or 211 efforts. Implementing agency TBD. Est. annual cost: \$100-300k/yr	\$7,500	3	0	75
Monterey Bay Electric Vehicle Alliance (MBEVA)	VAR-P22	Help facilitate this broad collaboration of PEV advocates, businesses, union labor, manufacturers and public agencies to assist the adoption of PEV's in the Monterey Bay region. MBEVA's main goals are to: • Create PEV infrastructure in this region • Educate the public on the benefits of PEV's • Educate gov't agencies on ways to streamline PEV policy, permitting, and implementation and • Help train workforce for PEV related jobs.	\$400,000	4		
Park and Ride Lot Development	RTC 31	Upgrade and maintain existing park and ride lots for commuters countywide. Secure additional park and ride lot spaces for motorized vehicles and bicycles. Long range plan: identify, purchase land, construct Park & Ride lots.	\$8,000	2	0	25

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Plugin Electric Vehicle Access, Education & Promotion	VAR-P21	Target motorist looking for a cleaner vehicle by providing access, education and promotion on ever evolving plugin electric vehicles (PEV). Provide PEV car share, rental and demo drives, educational workshops, online, and hard copy information. Promote through current EA groups, partners, media and other available sources.	\$800,000	4		
Public Transit Marketing	VAR-P20	Initiatives that increase public transit ridership including discount passes, free fare days, commuter clubs, and promotional and marketing campaigns.	\$1,500	3		
Safe Paths of Travel	VAR-P08	Regional program to construct and/or repair pedestrian facilities adjacent to high frequency use origins and destinations, particularly near transit stops.	\$3,000	2	100	0
Safe Routes to School Programs	VAR-P19	Extensive bicycle and walking safety education and encouragement program targeting K-12 schools in Santa Cruz County. Provide classroom and on the bike safety training in an age appropriate method. Provide a variety of bicycle, walking, busing and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities.	\$3,750	2	60	0
Safe Routes to Schools Studies	VAR-P10	Funds two joint studies with local jurisdictions and CTSC to assess pedestrian and bicycle safety near schools.	\$200	2	50	0
Transit Oriented Development Grant Program (move under VAR)	RTC-P25	Smart growth grant program to fund TODs that encourage land use and transportation system coordination. May include joint child care/PNR/transit centers.	\$5,000	3	0	100
Transportation for Low Income Youth	VAR-P15	Safe, reliable transportation services for foster care children to/from school. Avg annual cost: \$100k/yr	\$2,500	4	0	100
Transportation System Electrification	VAR-P07	Partnership with local gov't agencies, electric vehicle manufactures, businesses, and Ecology Action to establish electric vehicle charging stations for EV's, plug-in hybrids, NEV's, as well as ebikes and scooters. Work with manufacturers on developing advanced electric vehicles and educating the public regarding the ease of use and benefits of electric vehicles.	\$50,000	4	0	0
<b>Volunteer Center</b>						
Volunteer Center Transportation Program	VC-P1	Program providing specialized transportation for out of county trips. Constrained=existing TDA allocations.	\$3,750	2	0	0
<b>Watsonville Airport</b>						
Lump Sum Watsonville Airport Capital Projects	AIR-P01	Projects from the Watsonville Airport Capital Improvement Program. Includes new hangers, reconstruction of aviation apron, security features, and runway extensions.	\$26,500	1	0	0
Watsonville Airport Operations	AIR-P02	Ongoing operations/maintenance. Average \$2M/year.	\$50,000	1	0	0

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RTC | Research Report

## A Bus Use Survey Of Aging and Disabled Adults Living In Santa Cruz County: Methods To Increase Bus Use

January 2013

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## Executive Summary

According to the Association of Monterey Bay Area Government's (AMBAG) 2035 population projections, the Monterey Bay Area is likely to experience a 100 percent increase in the population of people age 65 and older. As a result of this projected growth, Santa Cruz County could potentially experience a major disparity in the mobility of aging and disabled adults.

Expecting to continue driving well into their later years, many older adults will not anticipate life without a car. Furthermore, it has been well documented that many older adults will retire in or migrate to low-density suburban areas that are poorly served by public transit or lack adequate pedestrian facilities. Unlikely to use public transportation, older adults no longer able to drive could face severe mobility deficiencies such as isolation, increased risk of accidents, and even depression.<sup>1</sup>

Since public transit is a potential solution to the growing mobility needs of aging adults, the Regional Transportation Commission (RTC) for Santa Cruz County conducted a survey at five senior dining centers in order to identify barriers affecting bus use. Results suggest that carrying bags, weather, and distance to bus stops are all factors affecting bus use among aging adults in Santa Cruz County. While barriers and bus use varied by location, the automobile was the preferred mode of transportation among respondents. Respondents identified service and route changes to be the most affective means of increasing bus use. Lastly, findings suggest that improving pedestrian and bus stop facilities as well as increasing transit education could potentially encourage greater levels of bus use.

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<sup>1</sup> Sungyop Kim, "Transportation Alternatives of the Elderly After Driving Cessation". *Transportation Research Record: Journal of Transportation Research Board* no. 2265 (2011): 170-176

## Chapter 1. Introduction

The Santa Cruz County Regional Transportation Commission (RTC) conducted this study in order to identify barriers to public transit use among local aging and disabled adults. Additionally, this research was conducted to determine strategies and improvements to increase public transit use of aging and disabled adults living in Santa Cruz County. This study follows recent research that has demonstrated there are a variety of barriers to public transit use among aging populations. However, because each region varies geographically as well as demographically, the current study is unique to the needs of Santa Cruz County, California.

### 1.1 Project Overview

The primary objective of this research study is to assess the current level bus use among aging and disabled adults living in Santa Cruz County and to determine potential projects to improve bus ridership. The data gathered at the survey sites are anticipated to serve as an estimation of the overall issues affecting bus use among aging adults throughout the county as well as to identify additional localized barriers.

### 1.2 Project Area

The project area is located in Santa Cruz County, California along the northern coast of the Monterey Bay Area (see Figure 1.1). The survey was administered at five senior dining centers within the county. The senior dining centers were chosen using a convenience sampling technique which allowed the researchers to gather basic data and trends regarding aging adults in the county.

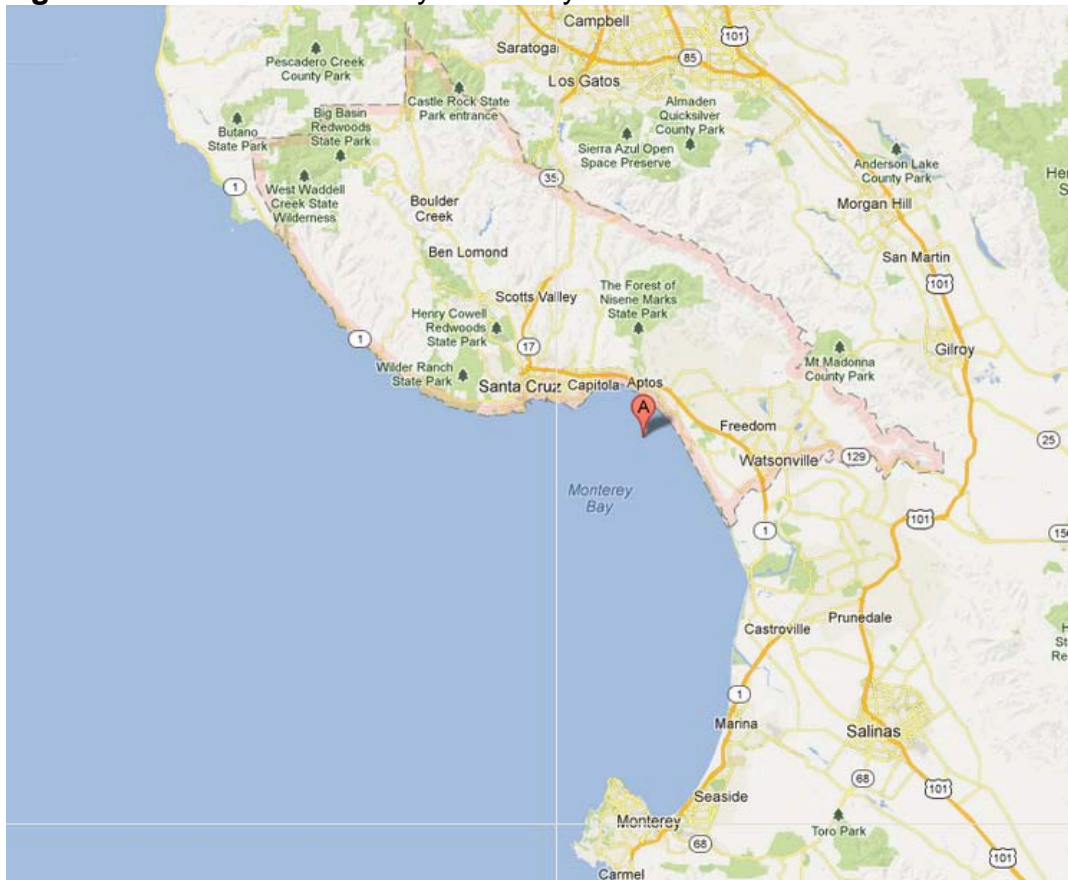
The senior dining centers were a good source of data about local seniors because attendants' background characteristics are similar to that of the county. According to the 2010 US Census data, the Santa Cruz County population of adults age 65 and older is 43 percent male and 57 percent female. While in comparison, the study sample was 41 percent male and 57 percent female.

Additionally, when cross examining respondents by age, the sample is relatively similar to that of the actual population (Figure 1.2). Furthermore, the senior dining centers are located throughout the county and generate a broad geographic reach of attendants.

The senior dining center locations are as follows:

- Highlands Park Senior Center, Ben Lomond
- Louden Nelson Community Center, Santa Cruz
- Watsonville Senior Center, Watsonville
- Elena Baskin Live Oak Senior Center, Live Oak
- Scotts Valley Senior Center, Scotts Valley

**Figure 1.1** Santa Cruz County Boundary



Source: Google Maps, 2012

**Figure 1.2** Percent Population of Adults Age 65 and Older

<b>Age</b>	<b>Santa Cruz County</b>	<b>Study Sample</b>
65 to 69 years	33%	14%
70 to 74 years	2%	15%
75 to 79 years	16%	15%
80 to 84 years	14%	19%
85 to 89 years	10%	11%
90 years and over	6%	5%

Source: US Census Bureau, 2010

### 1.3 Need For This Research Project

Although a number of research studies have identified barriers to bus use among aging and disabled populations, no formal research on potential methods for increasing bus use has been conducted in Santa Cruz County. According to the Association of Monterey Bay Area Government (AMBAG) 2035 population projections, the Monterey Bay Area is likely to experience a 100 percent increase in the population of people age 65 and older. Once more AMBAG attributes this growth to not only the region’s attractiveness as a place of retirement but the aging of the Baby Boomer generation. As a result of this expected growth within the region, Santa Cruz County could potentially experience a major discrepancy in the mobility of aging and disabled adults. A growth in the population of older adults could lead to a variety of impacts including: increased traffic accidents, increased vehicle emissions, isolation of individuals lacking access to social or medical needs, and an increased strain on community non-profit transportation services. Identifying the needs, barriers, and travel patterns of older and disabled residents in Santa Cruz County will serve to highlight transportation gaps and potentially lead to strategies to increase bus use among aging and disabled adults.

### 1.4 Overall Research Approach

In order to identify potential methods for increasing bus use among aging and disabled adults in Santa Cruz County, the researchers developed a bus use survey. The survey method was chosen as the approach most relevant to

answering the research question, as well as addressing the logistical constraints of obtaining a meaningful sample size. The survey was developed by conducting a comprehensive review of existing research in regards to the transportation needs of aging and disabled adults and then peer tested to strengthen the mechanism.

Based on the literature review, the following sections discuss the many variables and travel patterns affecting public transit use among aging and disabled adults. Possible solutions (based on recent research studies) for increasing public transit use among aging and disabled populations are also briefly summarized.

## 1.4.1 Literature Review

### Defining the Problem

According to the U.S. Census Bureau, by 2030 nearly one in five residents living in the United States will be age 65 and older.<sup>2</sup> Moreover, the number of Americans age 65 and older is projected to reach 88.5 million people by 2050, which is more than double the 2010 population of roughly 40.2 million.<sup>3</sup> As a result of this population growth, the United States could face a serious challenge meeting the transportation needs of older adults. With a preference for automobile use and suburban living, older adults unable to drive may face severe mobility deficiencies. Thus, as the population of older adults continues to grow planners and policy makers will not only need to provide age friendly and accessible alternatives to the personal automobile, but also promote the use of public transit as a viable solution to transportation deficiencies.

In their report on public transit use among older adults, Shaheen et al note that automobiles have become an essential component in the lives of older Americans.<sup>4</sup> However aging is often linked to a higher risk of physical and

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<sup>2</sup> Vincent K. Grayson and Victoria A. Velkoff, "The Older Population in the United States: 2010 – 2050," *U.S. Department of Commerce Economics and Statistics Administration U.S. Census Bureau*. (2008): 1

<sup>3</sup> Vincent K. Grayson and Victoria A. Velkoff, "The Older Population in the United States: 2010 – 2050," *U.S. Department of Commerce Economics and Statistics Administration U.S. Census Bureau*. (2008): 1

<sup>4</sup> Susan A. Shaheen, Denise Allen, and Judy Liu, "Public Transit Training: A Mechanism to Increase Ridership Among Older Adults" 2009 Transportation Research Board Annual Meeting (2008): 1-15



cognitive deterioration, which can eventually lead to driving cessation.<sup>5</sup> Moreover, it has been reported that the mobility of older adults often declines when driving is reduced.<sup>6</sup> Therefore, as older and disabled adults forego automobile use, it is likely a large portion of this cohort will face difficulties meeting their transportation needs.

According to Sandra Rosenbloom, many analysts often assume that older adults unable to drive will come to rely on public transit and special demand responsive services to meet their mobility needs.<sup>7</sup> Unfortunately, there is little evidence to support these assumptions. It has been reported that older adults are unlikely to suddenly begin use of alternative transportation upon retirement.<sup>8</sup> Once more, demographic research has demonstrated that the elderly often “age in place” or continue to live in suburban areas poorly served by public transit. Due to a lack of transportation options, suburban areas have been shown to increase the isolation or mobility deficiencies of older adults.<sup>9</sup> With a high likelihood of retiring in suburban areas and low likelihood of public transit use, aging and disabled adults unable to drive may experience challenges maintaining mobile independence. In order to address the transportation needs of this aging population and subsequently utilize public transit as a solution, one must first understand the travel patterns and transportation barriers of older adults.

### Mobility Needs, Travel Patterns, and Mode Choice

In their report on travel patterns of the elderly, Giuliano et al note that “mobility contributes to well being by allowing people to meet their own needs” and that “transportation enables people to maintain their needs for daily life maintenance

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<sup>5</sup> Sungyop Kim, “Transportation Alternatives of the Elderly After Driving Cessation”. *Transportation Research Record: Journal of Transportation Research Board* no. 2265 (2011): 170-176

<sup>6</sup> Sungyop Kim, “Transportation Alternatives of the Elderly After Driving Cessation”. *Transportation Research Record: Journal of Transportation Research Board* no. 2265 (2011): 170-176

<sup>7</sup> Sandra. Rosenbloom, “Meeting transportation needs in an aging-friendly community,” *Generations* 33, no. 2 (2009): 33-43

<sup>8</sup> Sandra Rosenbloom, “The Mobility Needs of Older Americans: Implications for transportation Reauthorization,” *The Brookings Institution Series on Transportation Reform* (2003): 1-19

<sup>9</sup> Genevieve Giuliano et al, “Travel Patterns of the Elderly: The Role of Land-use,” *Final Report Metrans Project 00-8* (2003): 1-81

and social contact.”<sup>10</sup> According to this statement, mobility and transportation are essential factors in determining quality of life (regardless of age) by providing individuals access to goods and services necessary to lead a healthy and happy lifestyle. Although the elderly are at a higher risk for mobility deficiency, they may actually have greater mobility needs than younger populations. However, defining the specific transportation needs of an aging population is a difficult and convoluted task. Research has shown that there are a number of factors that influence the mobility and travel patterns of older adults such as health, age, income, education, race, gender, and the built environment. Moreover, these variables not only influence the various needs of older individuals but are also factors in determining travel mode choice.

## Automobile

A number of research studies have shown that the automobile is the preferred mode choice of older adults as it often provides immediate mobility with fewer barriers. As noted by Rosenbloom, people “age 65 to 84 take roughly 90 percent of all their trips by car, most often as the driver” and that “even those 85 and older take 80 percent of their trips by car, still driving half the time.”<sup>11</sup> Additionally, Kim notes “mobility is positively associated with having a driver’s license and the level of vehicle accessibility.”<sup>12</sup> According to this finding, one might infer that access to an automobile is a key element affecting a person’s ability to meet their daily needs.

Nevertheless, evidence suggests that there are differences in automobile use according to location, race, income, and gender. Minorities, women, people living in urban environments, people living alone, and people with lower income are

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<sup>10</sup> Giuliano, Genevieve et al., “Travel Patterns of the Elderly: The Role of Land-use,” *Final Report Metrans Project 00-8*, (2003)

<sup>11</sup> Rosenbloom, Sandra. 2009. Meeting transportation needs in an aging-friendly community. *Generations* 33, no. 2: 33-43.

<sup>12</sup> Kim, Sungyop. Transportation Alternatives of the Elderly After Driving Cessation. *Transportation Research Record: Journal of Transportation Research Board* 2265, (2011)

less likely to be licensed.<sup>13</sup> However, Kim notes that even the unlicensed elderly expect continued use of an automobile by getting rides and carpooling with friends or family.<sup>14</sup> These findings are significant as they highlight the various segments of the population that may be at a higher risk for transportation deficiencies. Additionally these findings demonstrate that people who have ceased driving or are unlicensed still readily rely on the automobile for their transportation needs.

## Public Transit

Despite the heavy use of automobiles by older adults, there are still a large number of people who do not have access to a car or are physically incapable of driving. Regardless of the common misbelief that most of these people will use public transit to fulfill their mobility needs, evidence suggests that public transit is highly underused by older adults. According to Rosenbloom, “public transit services as currently funded are not responsive to the needs of most older travelers, particularly those no longer in the work force.”<sup>15</sup> Once more, in their study of increasing transit ridership among older adults, Shaheen et al reported “a number of potential barriers prevent older adults from using public transit such as a lack of door to door services, infrequent schedules, lack of direct routes and stops at certain key destinations, reliability of transit services, and transfers.”<sup>16</sup> These concerns are not completely unfounded, as a number of studies have shown that older adults often travel outside peak hours and transit services do not generally serve the destinations in which older adults most frequent.

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<sup>13</sup> Rosenbloom, Sandra. 2003. Meeting transportation needs in an aging-friendly community. The *Brookings Institution Series on Transportation Reform*, [http://www.brookings.edu/es/urban/publications/20030807\\_Rosenbloom.pdf](http://www.brookings.edu/es/urban/publications/20030807_Rosenbloom.pdf)

<sup>14</sup> Kim, Sungyop. Transportation Alternatives of the Elderly After Driving Cessation. *Transportation Research Record: Journal of Transportation Research Board* 2265, (2011)

<sup>15</sup> Rosenbloom, Sandra. 2009. Meeting transportation needs in an aging-friendly community. *Generations* 33, no. 2: 33-43,

<sup>16</sup> Shaheen, Susan A., Denise Allen, and Judy Liu. 2008. Public Transit Training: A Mechanism to Increase Ridership Among Older Adults. 2009 Transportation Research Board Annual Meeting,

The built environment has also been cited as a key factor influencing older adult use of public transit. A large portion of older Americans are aging in place in the suburbs where there is often heavy automobile use, a lack of sidewalks, poor connectivity, and low levels of transit service. However, Kim notes that the elderly who have transit stops within a ten-minute walking distance from home are more likely to use public transit.<sup>17</sup> These findings are significant, suggesting sidewalk improvements coupled with transit stops targeted towards areas highly populated by older adults may lead to greater use of public transit.

Lastly, a number of studies examining transit use among the elderly and disabled show that there are a number of safety concerns and educational deficiencies in regards to public transit. According to a Mineta Institute study of barriers to fixed route transit, a major concern of older adults was personal safety and challenges accessing information regarding service routes.<sup>18</sup> Furthermore, the study revealed that older adults often have concerns about finding seats, discourteous and unhelpful bus drivers, and a fear of youthful riders. Additionally, Rosenbloom notes that a large number of people over the age of 65 have probably never used public transit, even when in the workforce.<sup>19</sup> These findings are significant as they suggest a large portion of older adults are completely unfamiliar with public transit and may potentially be contributing to safety concerns or abstinence from transit use.

## Walking

Walking is often cited as the second most common means of transportation among older adults. Once more, walking plays an important role in elderly mobility as it can provide access to services as well as other forms of transportation. The ability to walk to transit stops or activities can immensely increase the mobility of older adults, especially those living in dense urban

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<sup>17</sup> Kim, Sungyop. Transportation Alternatives of the Elderly After Driving Cessation. *Transportation Research Record: Journal of Transportation Research Board* 2265, (2011)

<sup>18</sup> Peck, Michael D. Barriers to Fixed Route Public Transit for Older Adults. *Mineta Transportation Institute MTI Report*, (2010) [http://transweb.sjsu.edu/mtiportal/research/publications/documents/2402\\_09-16.pdf](http://transweb.sjsu.edu/mtiportal/research/publications/documents/2402_09-16.pdf)

<sup>19</sup> Rosenbloom, Sandra. 2009. Meeting transportation needs in an aging-friendly community. *Generations* 33, no. 2: 33-43

developments. However, there are a number of variables that limit walking as a mode of travel for older adults. Since the ability to walk is a factor in the use of alternative transportation, the importance of addressing these issues is critical.

Many studies have reported a number of barriers to the use of pedestrian facilities such as unsafe intersections, stairs, lack of connectivity, uneven pavement, safety, and weather conditions.<sup>20</sup> These variables are also often cited as barriers to public transit use among the elderly and disabled, possibly highlighting the importance of walking as feeder mode to public transit. Kim, among other researchers, notes that older adults are more likely to use public transit when it is within a ten-minute walking distance.<sup>21</sup> Thus addressing the physical barriers of pedestrian facilities may vastly improve or contribute to the use of public transit and other paratransit services. Once more, targeting solutions to these barriers in areas heavily populated by at risk groups, such as elderly women, may vastly enhance mobility.

## 1.4.2 Summary of Key Findings

- According to the literature reviewed, by 2030 nearly one in five residents living in the United States will be age 65 and older.<sup>22</sup>
- As a result of this expected growth, the United States could experience a major discrepancy in the mobility of aging and disabled adults. Such issues may include increased traffic accidents, isolation of individuals lacking access to social or medical needs, and an increased strain on community non-profit transportation services.

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<sup>20</sup> Shaheen, Susan A., Denise Allen, and Judy Liu. 2008. Public Transit Training: A Mechanism to Increase Ridership Among Older Adults. 2009 Transportation Research Board Annual Meeting,

<sup>21</sup> Kim, Sungyop. Transportation Alternatives of the Elderly After Driving Cessation. *Transportation Research Record: Journal of Transportation Research Board* 2265, (2011)

<sup>22</sup> Grayson. Vincent K., and Victoria A. Velkoff. 2008. The Older Population in the United States: 2010 – 2050. 2008. U.S. Department of Commerce Economics and Statistics Administration U.S. Census Bureau.

- Research suggests that heavy automobile use, poor pedestrian facilities, low levels of transit use, and suburban residential location will only exacerbate the mobility deficiencies of aging and disabled adults.
- There are a number of variables affecting older adult use of public transit including income, gender, ethnicity, health, location, and accessibility. Unfamiliarity with transit services has also been shown to be a factor affecting use.
- Transit services in and of themselves can also limit ridership through variables such as high costs, convenience, inaccessibility, and poor services.
- In order for public transit to become a viable solution to the mobility needs of an aging and disabled population, a wide variety of solutions are suggested. Such solutions include: increasing transit use education, service and route changes, improved pedestrian facilities, and improved access.

## Chapter 2. Understanding Local Conditions

This section describes the process for understanding local conditions including developing the survey instrument that was used to identify ways in which to increase bus use among aging and disabled adults living in Santa Cruz County. Next, this section describes the methodology used to administer the survey.

### 2.1 Survey Instrument Development

The survey instrument used in this study was based on the review of existing research and a survey used in Michael D. Peck's study, *Barriers to Using Fixed Route Transit by Older Adults*.<sup>23</sup> The initial draft survey was distributed for input

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<sup>23</sup> Peck, Michael D. Barriers to Fixed Route Public Transit for Older Adults. *Mineta Transportation Institute MTI Report*, (2010) [http://transweb.sjsu.edu/mtiportal/research/publications/documents/2402\\_09-16.pdf](http://transweb.sjsu.edu/mtiportal/research/publications/documents/2402_09-16.pdf)

and review to the Santa Cruz Metropolitan Transit District staff as well as the Elderly and Disabled Transportation Advisory Committee, academic peers, and representatives working with senior populations. A number of changes were made to survey based on their input. The survey was quantitative in nature and contained four sections asking a total of 14 multiple choice and one qualitative response question. Survey questions were designed to capture preferred mode choice, current levels of bus use, barriers to bus use, and ways to encourage or increase bus use. The four sections cover general background information, transportation, public transit, and conclusion.

A statement ensuring confidentiality was placed at the top of the survey to inform respondents that they would not be linked to the survey in any way. The final survey was consolidated to one double-sided page and designed to be “user friendly.” Questions were worded using uncomplicated language and contained concise instructions with key words bolded. Each section was delineated using colored bars and bold font to help respondents navigate the survey. The final survey was available in both English and Spanish languages.

See Appendix A for finalized survey instrument.

## 2.2 Survey Methodology

Survey respondents were gathered from five senior dining centers located in Santa Cruz County using a convenience sampling technique. Surveys were conducted at the senior dining centers because attendants have similar demographic characteristics to that of the greater Santa Cruz County population of adult’s age 65 and older. In addition, senior dining centers are located throughout the county producing a broad geographic reach of survey respondents.

Surveys were conducted between July and October 2012. In total the Regional Transportation Commission (RTC) obtained a sample of 175 older adults between the ages of 43 and 95. Each senior dining center varies in attendance

and age; therefore adults under the age of 65 were included in the sample as they are likely to experience similar transportation issues. At least two members of the RTC staff administered the survey in person at each senior dining center. Each senior dining center was only visited once, except for the Scotts Valley Senior Center, in which the RTC staff returned for a second session to gather additional responses during a non-meal activity.

Prior to each survey session, a five-minute presentation was made to explain the purpose of the survey, provide necessary background information, and indicate potential future mobility benefits. The surveys were completed on an individual basis; however, personal assistance was offered to respondents to complete the survey if there were eyesight, literacy or other issues. Additional staff members were utilized for the larger and more diverse senior dining centers of Loudon Nelson and Watsonville. Spanish translators were also present at the Watsonville Senior Center to assist Spanish-speaking respondents as well as to translate the preliminary presentation. All survey respondents received a small snack bag as encouragement to complete the survey. Each survey session concluded with a two minute debrief and thank you.

## 2.2.1 Survey Limitations

As is the case in most survey research, this survey has some potential limitations. First, the sample of respondents is not necessarily representative of the larger population of seniors in Santa Cruz County. For instance, some respondents may have been more familiar with the bus and therefore more likely to respond to certain questions. Second, the sample size is relatively small, is not a statistically accurate sample size of the county's senior population, and was selected from a limited number of sites. Lastly, some respondents may have failed to complete the survey in its entirety or misinterpreted questions resulting in incomplete data.

## Chapter 3. Data Analysis and Results



The following sections provide an overview of the data and summarize the results of the survey. The four sections include an overview of data, sample demographics, data analysis, and summary of findings.

## 3.1 Overview of Data

The researchers conducted surveys at five senior dining centers in Santa Cruz County. The primary objective was to collect data to determine potential methods for increasing bus use among aging and disabled adults in Santa Cruz County.

A total of 206 surveys were collected, however, 175 surveys were usable due to a sizable amount of missing data. While most studies reviewed in the preliminary research defined older adults as age 65 and older, this study utilized all complete responses and includes data collected from 35 respondents between the ages of 43 and 65. Additionally, these responses were not omitted because previous research suggests that the aging process varies on an individual basis.

The data collected from the surveys were tabulated using Microsoft Excel. Frequency distributions were tabulated for each question to ensure data accuracy. Almost all surveys had some degree of missing data. However, because the sample size was relatively small, the data was used as is. In addition, many of the survey questions allowed for multiple responses resulting in totals n exceeding 100 percent.

## 3.2 Sample Demographics

As seen in Table 1.1, the final sample includes a total 175 responses from the five senior dining centers. A breakdown of responses by survey site can be seen in Figure 1.3.

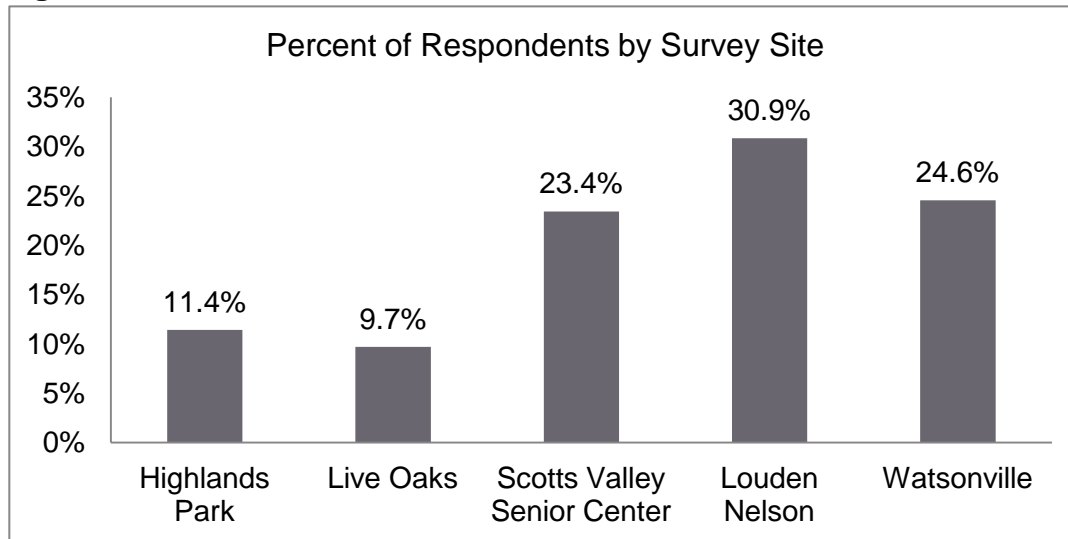
As noted in Table 1.1, the sample has a mean age of 74 with a range of ages between 43 and 95. There were more female respondents than men at roughly 57 percent. Once more, as shown in Table 1.1, respondent monthly income

varies with the highest percentage of respondents (25.7 percent) earning between \$501 and \$1000 a month.

**Table 1.1 Sample Demographics**

Variable	Total Sample (N=175)			
	n	%	Mean	Range
Age	173	98.9%	74.07	40-95
No Response	2	1.1%		
Gender				
Male	72	41.1%		
Female	100	57.1%		
No Response	3	1.7%		
Monthly Income				
< \$500	26	14.9%		
\$501 - \$1000	45	25.7%		
\$1001 - \$2000	33	18.9%		
\$2001 - \$4000	32	18.3%		
\$4001 <	8	4.6%		
No Response	31	17.7%		

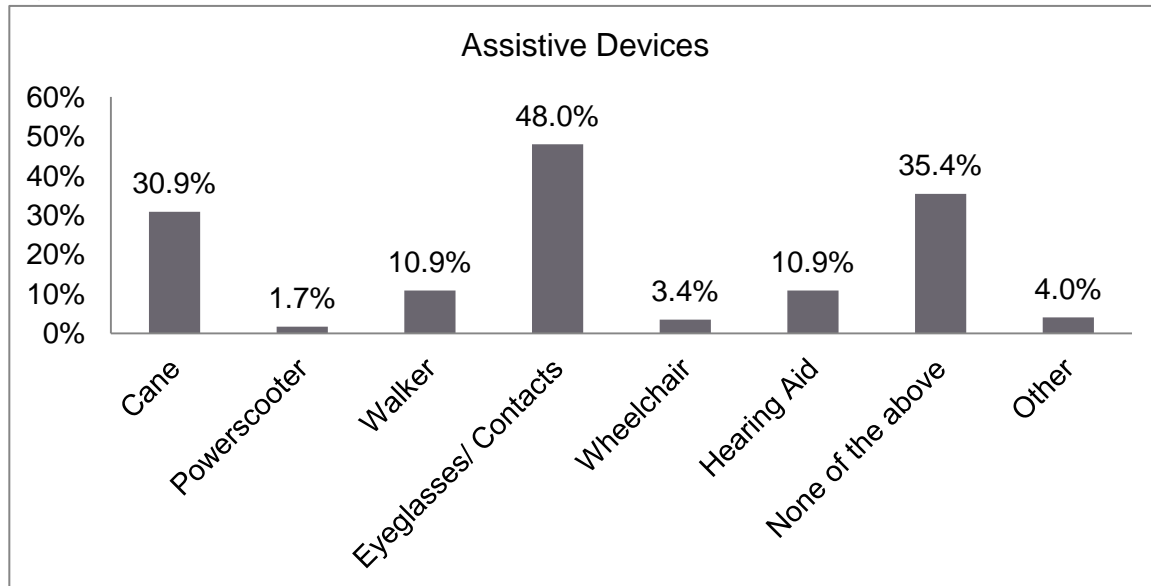
**Figure 1.3**



### *Assistive Devices*

As shown in Figure 1.4, the majority of respondents use some form of assistive device on a daily basis. While this data does not specify the exact level of disability, it is worth noting that significant portions of respondents utilize some form of assistive device that potentially has a bearing on their mobility.

Figure 1.4



**Notes**

Because respondents could circle multiple responses, n sizes are greater than the sample size (N) and percent totals more than 100 percent.

**3.3 Data Analysis**

The researcher performed various analyses to identify current barriers to transit use and to determine ways in which transit ridership among aging and disabled adults may be improved. Simple univariate analysis was performed for each question as a means to highlight barriers and to identify potential improvements. Cross tabulations were also performed to determine correlations between variables and to highlight locations or groups that may be experiencing significant challenges utilizing the bus.

**3.3.1 Primary Means of Transportation**

Table 1.2 summarizes the primary means of transportation among respondents. As noted, the majority of respondents drive themselves at roughly 43 percent. This finding correlates with much of the preliminary research suggesting that older adults often prefer use of a private automobile. When considering vehicle access and licensing rates among respondents, the preference for automobile

use is not surprising. Approximately 57 percent of the respondents are licensed to drive and 57 percent have access to a vehicle.

Second to driving, however, riding the bus was the most common means of transportation at 16 percent. This finding is significant as it conflicts with much of the preliminary research suggesting that older adults rarely use public transit. Beyond riding the bus, the data shows that getting a ride with friends or family is the third most common means of transportation at roughly 14 percent, followed by walking at 12.6 percent. Unfortunately, because the three latter variables are only separated by minute differences, these findings may not be representative of the larger population.

**Table 1.2 Primary Means of Transportation**

	Total Sample (N=175)	
	n	%
Drive myself	76	43.4%
Get a ride with friends or family	25	14.3%
Walk	22	12.6%
Bicycle	5	2.9%
Take a taxi	4	2.3%
Ride the bus	28	16.0%
Ride Paratransit or Lift Line	4	2.3%
Other	10	5.7%

**Notes**

Due to missing data the n size is smaller than the sample size (N) and therefore percent totals less than 100 percent.

### 3.3.2 Bus Use

Table 1.3 shows bus use in the past month among respondents. When asked about how many times they have used the bus in the past month, approximately 41 percent of respondents reported using the bus at least once. Still, the majority of respondents reported not using the bus in the past month. This finding is significant as it demonstrates that although the majority of respondents have not used the bus, a remarkable portion of respondents report having some familiarity with the services available.

For those respondents that had not used the bus in the past month, when asked why, roughly 59 percent of respondents that answered reported they prefer to drive or ride in a car (Table 1.4). While difficult to generalize, this finding may suggest that respondents, who prefer to drive, may be unfamiliar with or perceive bus services to be inconvenient and therefore avoid using them. Never the less, these findings reiterate a preference for automobile use among respondents.

**Table 1.3 Respondent Bus Use**

		Total Sample (N= 175)	
Question	Response	n	%
During the past month, how many times have you traveled on the bus?	0 times	99	56.6%
	1 or 2 times	22	12.6%
	2 to 10 times	14	8.0%
	Several times a week	21	12.0%
	Nearly every day	15	8.6%

**Table 1.4 Reasons for Not Using the Bus**

		Total Response (N= 66)	
Question	Response	n	%
If 0 times why?	Prefer to drive/ride in a car	39	59.1%
	Bus is not available	5	7.6%
	Bus is not convenient	11	16.7%
	Bus is too expensive	4	6.1%
	Other	7	10.6%

**Notes**

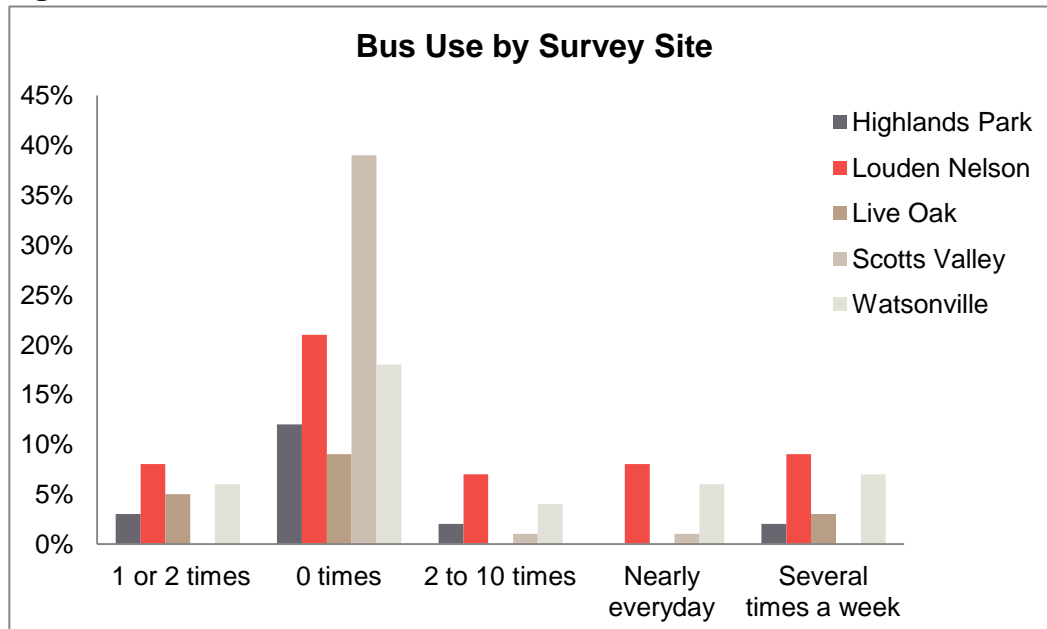
Due to missing data, the number of responses (n) is smaller than the sample size (N) and therefore percent totals less than 100 percent.

*Bus Use by Survey Site*

When comparing bus use by survey site, location is significantly related to use ( $p < 0.05$ ). As shown in Figure 1.5, bus use was considerably low for the Scotts Valley Senior Center with roughly 95 percent of the sites respondents using the bus zero times in the past month. In contrast, bus use was highest at Louden Nelson with nearly 60 percent of respondents riding the bus at least one time in the past month. While there could be any number of reasons for the varying levels of bus use, these findings are significant as they suggest certain areas in

the county, such as Scotts Valley, may have a greater need for transit related improvements even though the Cavallero Transit Center is located across the street from the Scotts Valley Senior Center.

**Figure 1.5**



Bus Use by Income

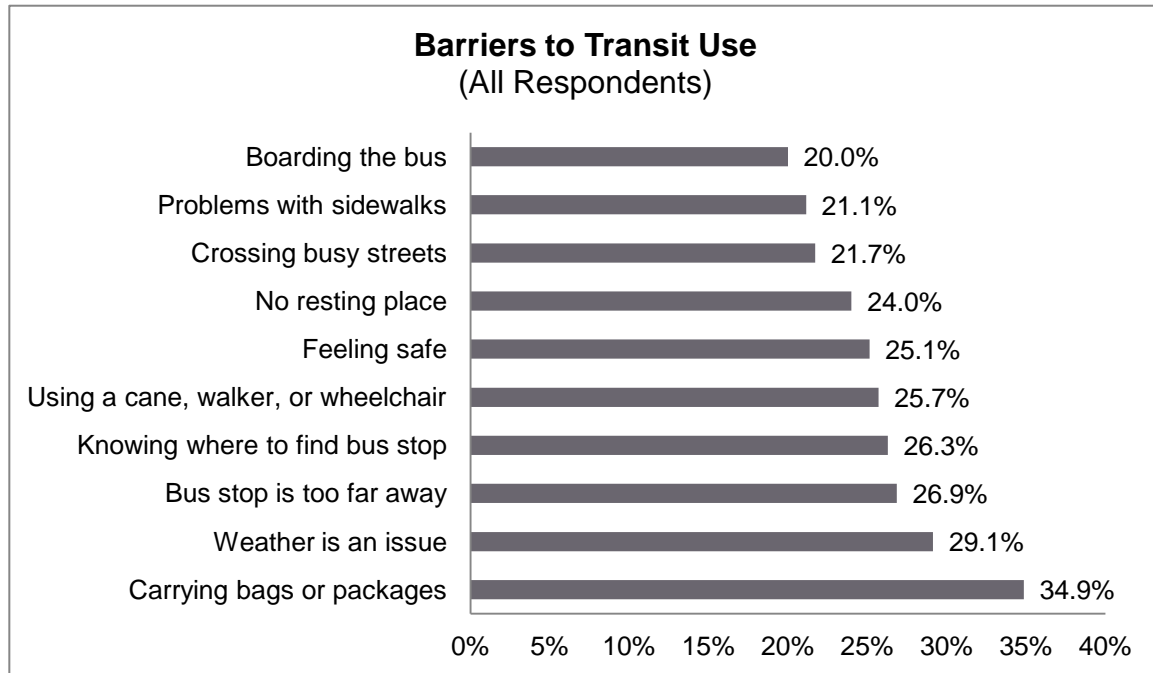
When comparing bus use and income, bus use is significantly related to the respondent’s level of income ( $p < 0.05$ ). According to the data, bus use was highest among respondents with an income between \$501-\$1000 a month with 75.5 percent of respondents riding the bus at least once a month. In contrast, respondents with an income between \$2001-\$4000 reported the lowest level of bus use at 21.8 percent. However, it should be noted that the majority of respondents reported an average monthly income between \$501-\$1000 a month potentially skewing the results. Furthermore, respondents reporting a higher income may be more likely to afford a car and thus rarely use the bus.

3.3.3 Barriers to Bus Use

When asked about a number of potential barriers to bus use, respondents identified carrying bags and/or packages as the biggest barrier to using the bus

at 34.9 percent (Figure 1.6). Weather was reported as the second biggest barrier to bus use at 29.1 percent, followed closely by bus stops being too far away (26.9 percent) and knowing where to find a bus stop (26.3 percent).

**Figure 1.6**



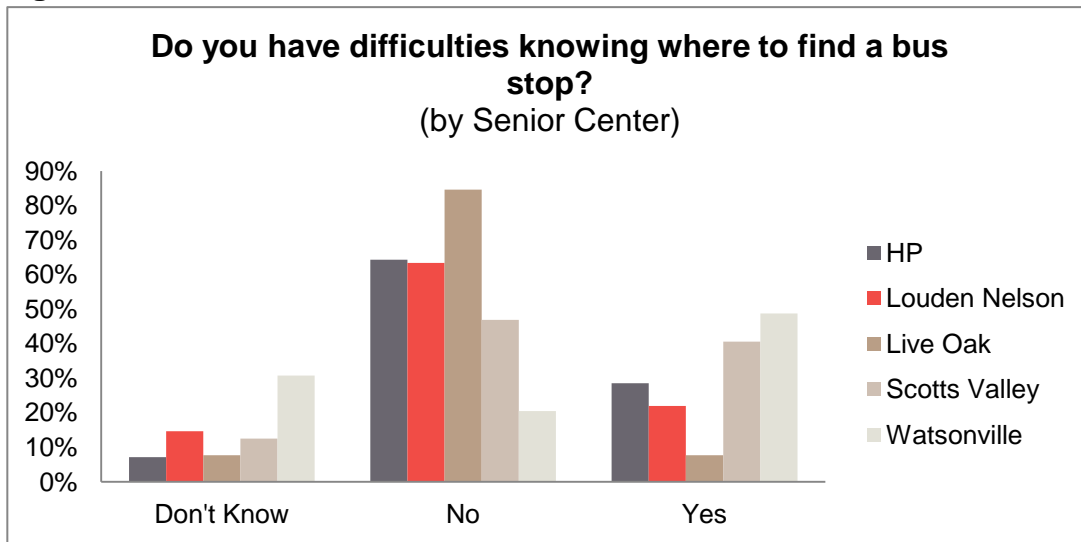
**Notes**

Due to missing data the n size is smaller than the sample size (N) and therefore percent totals less than 100 percent.

Barriers to Bus Use by Survey Site

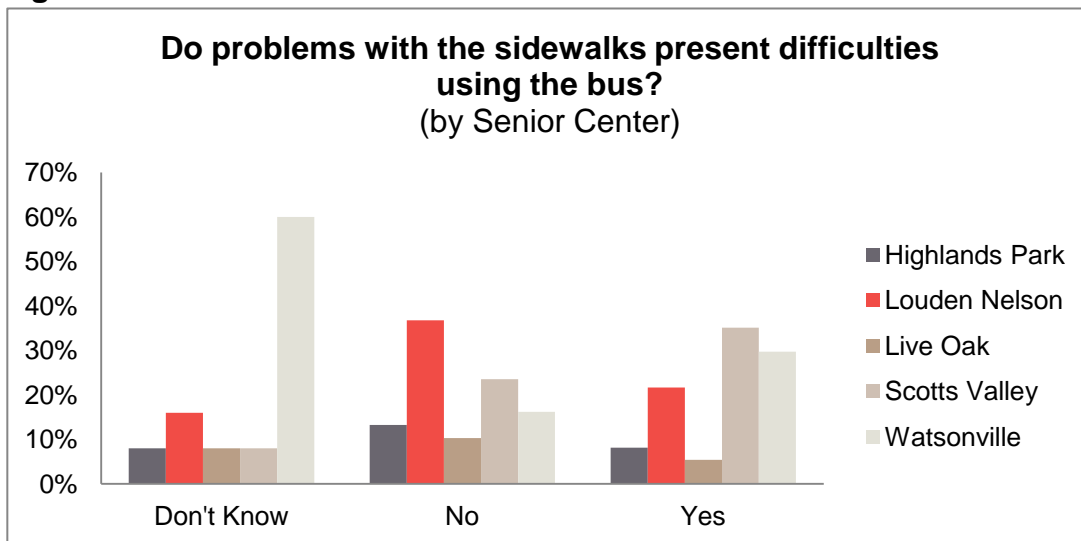
Since bus use was found to be significantly related to location, barriers to bus use were compared to survey sites. According to the data, knowing where to find a bus stop was statistically related to location. As shown in Figure 1.7, respondents at the Watsonville Senior Center reported the most difficulty knowing where to find a bus stop at 48.7 percent.

Figure 1.7



Problems with the sidewalks are also statistically related to survey site. As shown in Figure 1.8, both Watsonville (29 percent) and Scotts Valley (39 percent) respondents reported more problems with sidewalks when compared to the other survey sites. Once more, 60 percent of Watsonville respondents reported not knowing if sidewalks presented problems with using the bus. The latter finding may suggest an overall unfamiliarity with the bus system.

Figure 1.8

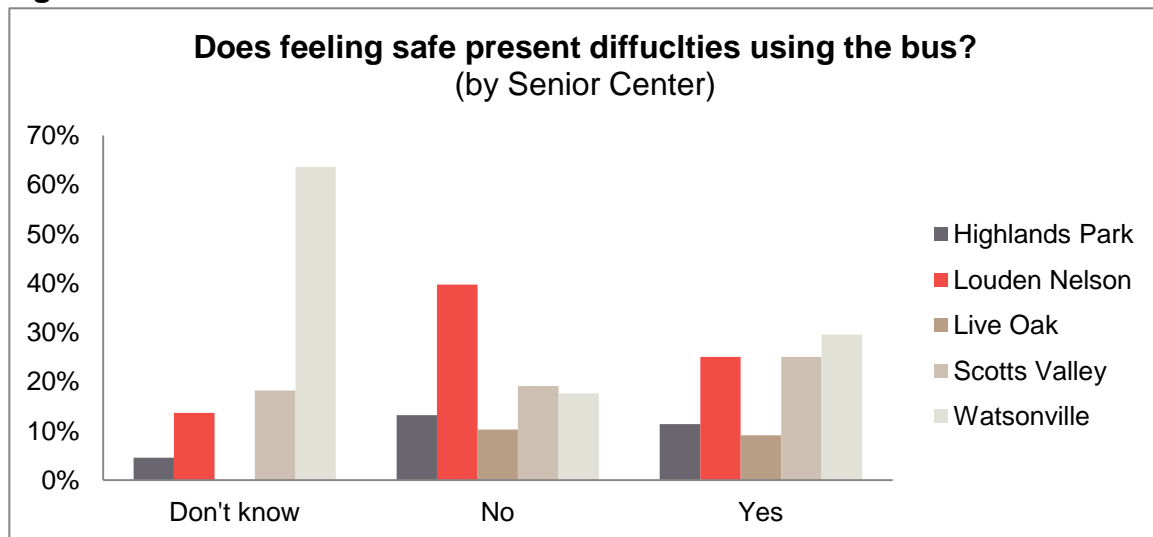




Additionally, distance to a bus stop is related to survey site ( $p < 0.05$ ). According to the data, Scotts Valley respondents reported the most difficulty getting to a bus stop at 54.5 percent. Watsonville had the most respondents reporting not knowing if distance to a bus stop was an issue.

Lastly, not feeling safe was statistically related to survey site ( $p < 0.05$ ). As shown in Figure 1.9, Watsonville had the highest percentage of respondents reporting not feeling safe as a barrier to bus use, as well as the highest percentage of respondents reporting not knowing if feeling safe was an issue.

**Figure 1.9**

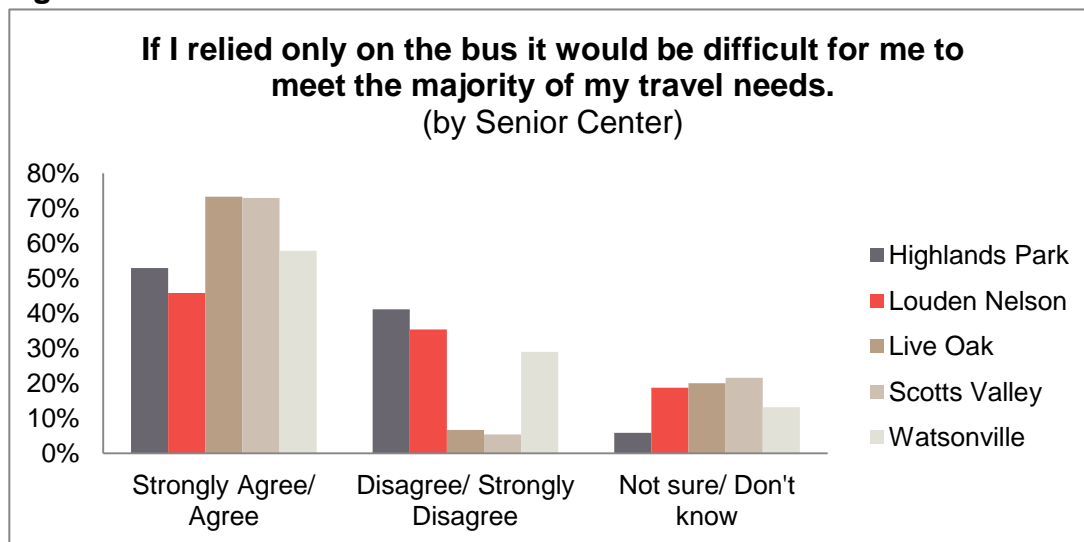


According to the data, both Scotts Valley and Watsonville respondents reported a number of issues affecting bus use. Once more, Watsonville respondents repeatedly showed high levels of uncertainty when asked to identify issues implying unfamiliarity with the bus system. However, when examining the level of bus use among Watsonville respondents, it is unlikely this uncertainty is grounded. Based on the data, Watsonville had the second highest bus use suggesting that the level of uncertainty reported may be the result of language barriers during surveying or a misinterpretation of the questions.

## Reliability

As a means to gauge respondent perception of bus reliability, respondents were asked if they only relied on the bus would they be able to meet the majority of their travel needs. As shown in Figure 1.10 the majority of respondents strongly agreed that it would be difficult meeting the majority of their travel needs if they only relied on the bus. However, when analyzing responses by survey site, Louden Nelson and Highlands Park had the highest percentage of respondents disagree with the statement. This finding is significant when compared to bus use by site. For example Louden Nelson reported high levels of bus use when compared to other sites and therefore these respondents may disagree with the previous statement due to familiarity with bus service. Once more, this finding may suggest that bus services in the City of Santa Cruz are more accessible than other areas.

**Figure 1.10**



### 3.3.4 Encouraging Bus Use

In order to identify potential ways to increase bus use among aging and disabled adults in Santa Cruz County, respondents were presented with a number possible solutions identified in the preliminary research. As demonstrated in Table 1.5, buses that run more frequently was the most commonly reported improvement to encourage bus use at 28 percent.

# DRAFT

The second most commonly reported way to encourage bus use was the bus stopping closer to home, amenities, or recreation at 26.3 percent. This response is significant as it implies current bus service may not be meeting the travel needs of older individuals in the county or that older adults are having difficulty accessing a bus stop.

The third most selected response was nothing could be done to encourage bus use at 24.6 percent followed by buses that went more places at 24 percent.

**Table 1.5 Encourage Bus Use**

		Total Sample (N= 175)	
Question	Response	n	%
What, if anything, would encourage you to use or increase your use of public transit?	Buses run more frequently	49	28.0%
	Improved sidewalks, street lights, or benches	24	13.7%
	Less expensive fares	37	21.1%
	Buses went more places	42	24.0%
	The bus stopped closer to home, amenities, or recreation	46	26.3%
	Access to training or mentoring programs to learn more about riding the bus	14	8.0%
	Travel times were shorter	19	10.9%
	Other	19	10.9%
	Nothing	43	24.6%

## Notes

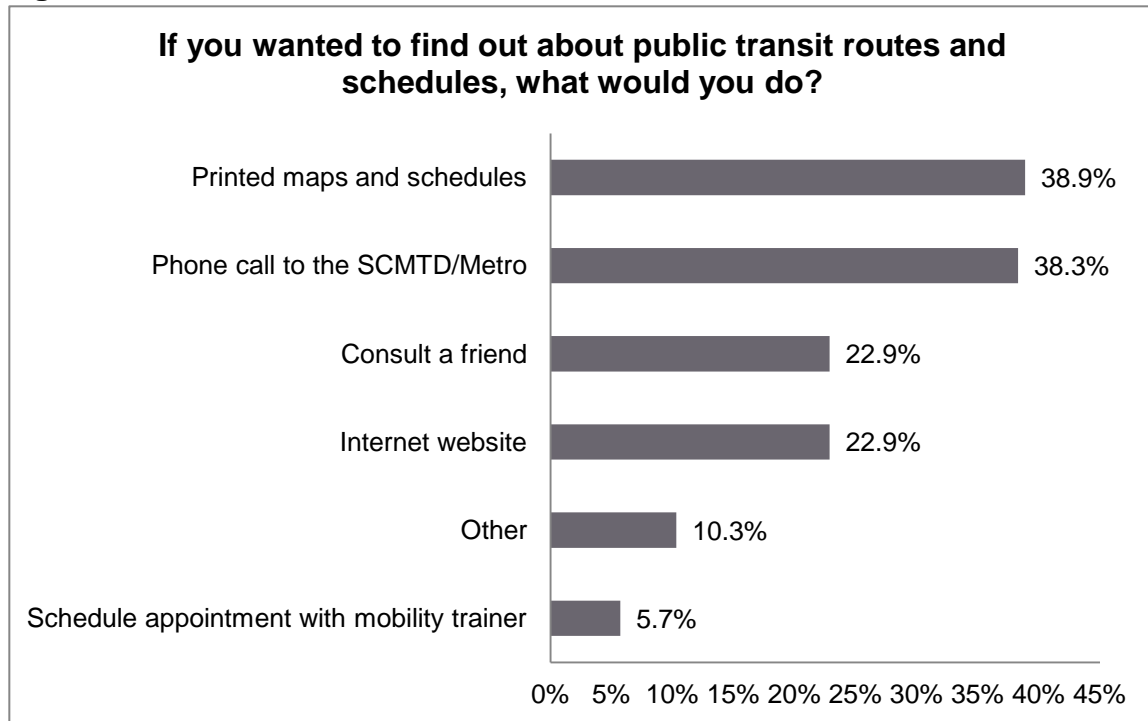
The respondents had the option of selecting multiple responses; therefore n sizes are greater than the sample size (N) and percent totals more than 100 percent.

## Information

According to the preliminary research, unfamiliarity with bus service is often a variable affecting bus use among aging and disabled adults. As a means to identify the best method for disseminating information and marketing bus services, respondents were asked what they would do to find out more about transit routes and services. According to the data (Figure 1.11), the majority of respondents would consult printed maps and schedules (38.9 percent) or call the

Santa Cruz Metro (38.3 percent). Following this, consulting a friend or Internet website was the next most common way of obtaining information at 22.9 percent.

**Figure 1.11**



### 3.4 Summary of Key Findings

#### Primary Means of Transportation

According to the data, the highest number of respondents (43 percent) uses a private automobile as their primary means of transportation. Next to driving the most common means of transportation is bus use (16 percent), followed by getting a ride with friends or family and walking. The high level of vehicle accessibility and licensing among respondents may explain the overwhelming amount of automobile use.

#### Bus Use

Approximately 41 percent of respondents used the bus in the past month at least once. Still, the majority of respondents used the bus zero times in the past month at 56.6 percent. The majority of respondents who did not use the bus in the past month reported that they prefer the use of a car. Nevertheless, bus use varied by

survey site. Louden Nelson (60 percent) and Watsonville (56 percent) Senior Centers had the highest percentage of bus riders while Scotts Valley Senior Center had the lowest percentage at 4.8 percent. The differences in bus use by location may be the result of varying degrees of accessibility. For instance, Scotts Valley respondents reported having the most issues with sidewalks and walking distances to bus stops. Once more, the small amount of respondents at Live Oaks and Highlands Park make it difficult to generalize bus use for these areas.

### Barriers to Bus Use

Carrying bags or packages was reported as the largest barrier to bus use among respondents at 34.9 percent. Weather was reported as the second biggest barrier to bus use at 29.1 percent, followed closely by bus stops being too far away (26.9 percent) and knowing where to find a bus stop (26.3 percent).

According to the data, barriers varied by survey site. Both Watsonville and Scotts Valley Senior Centers reported the most issues using the bus. Both Scotts Valley and Watsonville respondents reported difficulties finding bus stops, problems with sidewalks, distance to bus stops, and feeling safe.

### Encouraging Bus Use

Buses that run more frequently was the most commonly reported improvement to encourage bus use at 28 percent. The second most commonly reported way to encourage bus use was the bus stopping closer to home, amenities, or recreation at 26.3 percent. The third most selected response was nothing could be done to encourage bus use at 24.6 percent followed by buses that went more places at 24 percent.

The service related responses are significant as they imply current bus service may not be meeting the travel needs of older individuals in the county or that older adults are having difficulty accessing a bus stop. Secondly, these findings

may suggest that older adults are unfamiliar with bus service or are having challenges obtaining service and route information.

## Chapter 4. Research Conclusions and Recommendations

In addition to research conclusions and recommendations, chapter four provides a summary of limitations and discusses areas for future research regarding aging and disabled adult bus use in Santa Cruz County.

### 4.1 Limitations and Lessons Learned

This research study provides an *estimation* of barriers to bus use and potential methods to increase bus use among aging and disabled adults. However, as is the case in most research, there are biases and limitations to the data making the results difficult to generalize.

First, this study uses a small sample size that is not necessarily representative of the greater population of aging and disabled adults in Santa Cruz County.

Additionally, each survey site varies -- in attendance, demographics and transit service -- potentially obscuring the results. For instance, there is roughly a 20 percent increase in respondent rates from Live Oaks Senior Center to Loudon Nelson Community Center. The differences in response size by location make it difficult to generalize findings. Once more, because the survey was administered at senior activity centers, the sample may have an over representation of active aging adults limiting input from disabled individuals.

Secondly, the majority of the surveys were returned missing data. As a result of missing data, the sample size varies by question and reduces the level of confidence. The amount of incomplete responses may also be the result of survey structure and survey techniques. For instance, Watsonville Senior Center had a number of unusable surveys potentially resulting from language barriers. While the survey was available in Spanish and translators were on hand, survey

administrators that did not speak Spanish may have had difficulties providing assistance and answering questions.

Lastly, this research study is quantitative in nature and thus does not provide the qualitative insight necessary to fully understand issues affecting bus use among aging adults. Future studies should consider utilizing a more qualitative approach as well as simplifying survey structure to allow for maximum response rates.

## 4.2 Recommendations

### 4.2.1 Potential Projects

#### Provide Collapsible Shopping Carts

Data gathered for this study indicates that carrying bags or packages presents a major issue for aging adults using the bus in Santa Cruz County. According to the results, nearly 35 percent of respondents indicated that carrying bags or packages was difficult when riding the bus. According to Sandra Rosenbloom, shopping accounts for the majority of trips made by adults' age 65 and older. Once more, Rosenbloom notes that roughly 90 percent of trips are made in a car by travelers of all ages. Since, shopping trips are so vital to the well being of aging adults, providing or promoting use of collapsible shopping carts to assist in the transport of packages could potentially increase bus use for shopping purposes among the aging population. Ranging anywhere from \$20 to \$50 per cart, subsidizing collapsible shopping carts may help individuals who have ceased driving utilize the bus for shopping trips and reduce their dependence on family or friends to meet their transportation needs.

#### Increase Sheltered Bus Stops

According to the data, weather was reported as the second biggest barrier to bus use at 29.1 percent. In regards to weather issues, one potential solution may be to increase sheltered bus stops around elderly key destinations such as shopping centers, medical facilities, and senior centers in Santa Cruz County. Reducing exposure to the elements and creating a more comfortable waiting environment may help increase bus ridership for medical and shopping trips. Additionally,

because both Watsonville and Scotts Valley had a high percentage of respondents reporting weather as an issue, continued assessment and prioritization of bus stop facilities and shelters should be conducted in these areas.

## Develop, Increase or Continue Transit Education Programs

This research has shown that knowing where to find a bus stop is an issue affecting bus use among aging adults in Santa Cruz County (26.3 percent). Additionally, because a number of respondents marked “don’t know” or did not answer barrier related questions, it is likely a number of respondents may be unfamiliar with the bus. As noted in the preliminary research, many older adults unfamiliar with bus services often avoid using them. Based on these findings, expanding educational programs such as the Metro’s Mobility Training, that better educate or familiarize older adults about bus routes, stops, and services could potentially increase ridership.

One possible solution to increase transit education may include developing senior transit ambassador programs that teach seniors how to navigate the bus system. Such programs often utilize volunteers to provide training, help passengers plan trips, and provide assistance to seniors when necessary. Examples of successful ambassador programs include Santa Clarita’s Senior Transit Ambassador Program and San Mateo County’s Senior Mobility Initiative.

A second solution to enhance bus education among aging adults in Santa Cruz County is to ensure that key destinations for the elderly -- such as hospitals, recreation sites, dining centers, and shopping locations -- contain current bus service and route information. As noted in the data analysis, printed maps and schedules are the most widely used method of obtaining information for older adults in Santa Cruz County at 38.9 percent. Additionally, because Scotts Valley and Watsonville respondents identified not knowing where to find a bus stop as



major issue and showed high levels of unfamiliarity with bus services, immediate updates and improvements should be directed towards these areas.

## 4.2.2 Areas for Future Research

Data gathered for this study indicates that buses running more frequently, buses that stop closer to home, amenities, or recreation, and buses that go more places could potentially increase bus use among aging and disabled adults in Santa Cruz County. These findings are significant as they may imply current bus service is not meeting the needs of older adults. However, because the majority of respondents reported rarely using the bus, it is difficult to discern whether or not these findings are grounded. Therefore, future research should further explore the travel patterns and needs of older adults living in Santa Cruz County and assess whether current bus service and routes are meeting those needs.

Additionally, the results of this study indicate that distance to a bus stop, knowing where to find a bus stop, no resting place, and problems with sidewalks are issues affecting bus use, especially in the cities of Watsonville and Scotts Valley. Since accessibility and the ability to walk to a bus stop are often cited as variables affecting bus use, a future study should be conducted to identify *specific* pedestrian related projects and access issues. Once more, because the results suggest that bus use is related to survey site, further research should consider evaluating more locations and areas highly populated by older individuals.

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## Section 1: Background Information

Your answers are completely confidential and anonymous. You will not be linked to your answers.

1. I am:     Male     Female
2. On my last birthday I turned \_\_\_\_\_ years old.  
(Fill in number of years)
3. What is the zip code where you live? \_\_\_\_\_  
(Fill in zip code here.)
4. What is your average monthly household income?  
 \$500 or less per month     \$501 - \$1000 per month     \$1001 - \$2000 per month     \$2001 - \$4000 per month     \$4001 or more per month
5. Do you use any of the following devices to help you manage activities? (Check **all** that apply)  
 Cane     Walker     Wheelchair     None of the above  
 Power Scooter     Eyeglasses/ Contacts     Hearing Aid     Other \_\_\_\_\_  
(Please Specify.)
6. Do you have a valid driver's license?     No     Yes
7. Do you have access to a personal vehicle?     No     Yes

## Section 2: Transportation

8. What is your primary means of transportation? (Please check **one**.)  
 Drive myself     Walk     Take a taxi     Ride Paratransit or Lift Line  
 Get a ride with friends or family     Bicycle     Ride the bus     Other \_\_\_\_\_  
(Please Specify.)
9. How many times have you stayed home in the last month when you needed or wanted to go someplace because you **DID NOT** have access to convenient transportation? (Please check **one**.)  
 I never stayed home     many times a week  
 only a few times     almost daily  
 about once a week     not sure/ don't know

## Section 3: Public Transit

10. During the past month, how many times have you traveled on the bus?  
 0 times     1 or 2 times     2 to 10 times     Several times a week     Nearly everyday
- If 0 times, why?**  
 Prefer to drive/ ride in a car  
 Bus is not available  
 Bus is not convenient  
 Bus is too expensive  
 Other \_\_\_\_\_

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11. What, if anything, would encourage you to use or increase your use of public transit? (*Check **all that apply***)

- Buses run more frequently.     Less Expensive Fares.     The bus stopped closer to home, amenities, or recreation.     Travel times were shorter.     Nothing
- Improved sidewalks, street lights, or benches.     Buses went to more places.     Access to training or mentoring programs to learn more about riding a bus.     Other \_\_\_\_\_ (*Please Specify.*)

12. Do any of the following present difficulties in using the bus? (*Please check **one** answer for each line.*)

	Yes	No	Don't Know
Knowing where to find bus stop	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Crossing busy streets	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Problems with sidewalks	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Bus stop is too far away	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Carrying bags or packages	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Using a cane, walker, or wheelchair	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Weather is an issue	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
No resting place	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Feeling safe	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Boarding the bus	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

13. If I relied **only** on the bus, it would be difficult for me to meet the majority of my travel needs.

- (*Please check **one**.*)
- Strongly agree     Disagree  
 Agree     Strongly disagree  
 Not sure/ Don't know

14. If you wanted to find out about public transit routes and schedules, what would you do?

- (*Please check **all that apply**.*)
- Phone call to the SCMTD/ Metro  
 Internet website  
 Printed maps and schedules  
 Consult a friend  
 Schedule appointment with mobility trainer  
 Other \_\_\_\_\_ (*Please Specify.*)

## Section 4: Conclusion

15. Is there anything else you would like to tell us about your view on public transit? Use the space below to write your thoughts and ideas.