



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

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

AGENDA

1:30 pm, Tuesday, February 12, 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 Jan 15, 2013 meeting **(page 3)**
6. Receive Transportation Development Act (TDA) Revenues Report as of Jan 2013 **(page 7)**
7. Receive RTC Highlights through Jan 2013 **(page 8)**
8. Receive summary of Pedestrian Hazard Reports **(page 10)**
9. Receive current E&D TAC Roster **(page 11)**
10. Receive E&D TAC Letter to County Elections dated 12/12/2012 **(page 13)**
11. Receive Santa Cruz County Elections Response Letter dated 1/16/2013 **(page 14)**
12. Information Items (links provided, hard copy circulated at meeting)
 - a. [Seniors Drive Infrastructure Spending](#) 1/30/13 article in Mass Transit magazine
13. Receive Agency Updates (other than items on the regular agenda)
 - a. Volunteer Center
 - b. Community Bridges serving as the Consolidated Transportation Services Agency
 - 1st Quarter Report for FY 2012-13 Transportation Development Act Report **(page 18)**
 - c. Santa Cruz Metropolitan Transit District (Metro)
 - ParaCruz Operations Status Report: Jan 2013 **(page 20)**
 - Accessible Services Report: Jan 2013 **(page 26)**

- Past Metro Reports (please see archives on the web):
<http://www.scmttd.com/en/agency-info/board-of-directors/70-board-agenda-archive>
- d. Santa Cruz County Regional Transportation Commission
- e. Private Operators

REGULAR AGENDA

- 14. Select Section 5310 Grant Application review committee– RTC staff **(page 30)**
- 15. Accept Aptos Village Plan Accessibility and Design Features – County Staff **(page 33)**
- 16. Pedestrian Safety Work Group Update – Chair
 - a. Letter from Pedestrian Safety Work Group to Realtors Association dated 1/18/13 **(page 49)**
- 17. Adjourn

Next meeting locations and times:

- **1:30 pm, April 9, 2013 @ the RTC offices**
- **1:30 pm, June 11 @ Mid-County Location**

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

HOW TO REACH US

*Santa Cruz County Regional Transportation Commission
 1523 Pacific Avenue, Santa Cruz, CA 95060
 Phone: (831) 460-3200 / fax (831) 460-3215
 Email: info@sccrtc.org / website: www.sccrtc.org*

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person affected, please attend the meeting smoke and scent-free.

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

Minutes – Draft

Tuesday, January 15, 2013, 1:30 p.m.

Regional Transportation Commission, 1523 Pacific Ave, Santa Cruz
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1. **Call to Order** at 1:37 pm

2. **Introductions**

Members Present:

Kirk Ance, CTSA Lift Line
Lisa Berkowitz, CTSA (Community Bridges)
Debbi Brooks, Volunteer Center
John Daugherty, Metro Transit
Veronica Elsea, 3rd District
Sally French, Soc. Serv. Prov.-Disabled (Hope Services)
Clay Kempf, Social Services Provider
Michael Molesky, Social Services

Excused Absences:

Hal Anjo, Potential Bus Rider
Patti Lou Shevlin, 1st District

Alternates Present: None

Others Present:

Amelia Conlen, People Power
Erich Friedrich, Metro Transit
Deborah Lane, Santa Cruz Resident
Leslyn Syren, Metro Transit

RTC Staff Present:

Grace Blakeslee
Ginger Dykaar
Cathy Judd
Rachel Moriconi
David Pape
Karena Pushnik

3. **Oral Communications** - None

4. **Additions or deletions to consent and regular agendas**

A Public Hearing notice regarding meeting dates/times for review and comment on the Santa Cruz Metropolitan Transit District's Non-Discrimination Program.

John Daugherty requested Item 8, Brainstorm Projects for Section 5310, 5316 and 5317 and other funding, be discussed at the end of the regular agenda to allow sufficient time to receive information about Items 7 and 9 for possible consideration as part of the brainstorming discussion.

CONSENT AGENDA

Action: The motion (French/Berkowitz) - - to approve the consent agenda - - carries with Mike Molesky and Veronica Elsea abstaining.

5. **Approved Minutes from December 11, 2012 meeting**

6. **Received Agency Updates**

- 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**

Rachel Moriconi, Senior Transportation Planner discussed the Regional Surface Transportation Program (RSTP) funds saying that over \$5 million in FY12 and FY13 funds is available for programming in Santa Cruz County. Ms. Moriconi said that the RTC received applications for 19 projects totaling over \$8 million, \$3 million over the available amount. She summarized the projects submitted along with preliminary staff recommendations and said that 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. Ms. Moriconi said that all RTC advisory committees recommendations will be presented at a public hearing at the February 7th RTC meeting.

Member discussion included:

- What happens if funding amounts are not allotted
- Whether surplus monies are returned to the county or lost
- Prioritizing projects, especially ADA accessibility for the Aptos Village Plan Improvements, *including adequate accessible sidewalks throughout the project area, especially on the south (ocean side) of Soquel Drive and crossing the railroad tracks, and Soquel at Frederick Street Improvements, due in part to the proximity of two major activity centers for senior and people with disabilities: Dominican Rehabilitation Center and La Posada Senior Housing*
- The likelihood/importance of restoring Metro fixed route service to Frederick Street/La Posada and surrounding neighborhood
- The extent of benefits for the Ride On Folding Bike Program

Action: The motion (Kempf/Molesky) - - for the E&D TAC to recommend two main projects: 1) Aptos Village Project, at the staff recommended level (\$690,000), including ADA accessible sidewalks throughout the project area, especially on the south (ocean) side of Soquel Drive and crossing the railroad tracks; and 2) improvements to the Soquel/Frederick intersection, at 75% of the City's request (\$187,500), due to the proximity of two major activity centers for seniors and people with disabilities: Dominican Rehabilitation Center and La Posada Senior Housing, be added to the City of Santa Cruz's other two recommended projects (Branciforte Bike/Ped Bridge and Laurel Street Pavement Rehabilitation). However, if the City of Santa Cruz has another revenue source and will advance the Soquel/Frederick project within one year, the E&D TAC supports the City and RTC staff recommendation to fund only the City's top two projects (Laurel and Branciforte) at 90% - - carries.

Action: The motion (Elsea/Ance) - - for the E&D TAC to support the remainder of RTC staff recommendations to program the over \$5 million in FY12 and FY13 funds - - carries unanimously.

8. **Brainstorm Projects for Section 5310, 5316 and 5317 and other funding (*item taken out of order and is now new Item 10a*)**

9. **Provide Input on 2014 Regional Transportation Plan Draft Project List Prioritization**

Ginger Dykaar, Transportation Planner discussed the 2014 Regional Transportation Plan (RTP) and 2014 Metropolitan Transportation Plan (MTP). Ms. Dykaar said there are 3 elements to prioritize projects, Policy Element, Action Element, and Funding Element and said that staff is currently in the Action Element component. Ms. Dykaar mentioned that members of the public and project sponsors have identified projects to be considered for the RTP/MTP draft project list. Ms. Dykaar said that the list will undergo various levels of review and analysis which will determine the projects included on the constrained list (project that could be implemented within foreseeable revenues through 2035) or unconstrained list (projects that could be funded if new revenues are generated). Ms. Dykaar said that all recommendations will be presented to the Commission at its February 7th meeting and that she would return to the E&D TAC in summer with the updated priority list.

Rachel Moriconi also encouraged members to submit other projects to staff.

Members discussed the project list, shifting specific project priorities, and asked Ms. Dykaar to explain why some projects show multiple RTC staff rankings. Ms. Dykaar explained that the projects showing multiple rankings are those that are part constrained and part unconstrained.

Generally, members requested consideration of the following amendments:

- MTD-P11: ADA Service Expansion – increase rank from 3 to 2
- MTD-P44: Inter-County Paratransit Connection – increase rank from 3 to 2
- RTC-P43: Senior Employment Ride Reimbursement – increase rank from 4 to 1 or 2

10. **Review Caltrans Transit Intern grant draft report on Senior Transit Use**

David Pape, RTC Intern, gave a detailed summary of the draft report titled A Bus Use Survey of Aging and Disabled Adults Living in Santa Cruz County. Mr. Pape said that the goal of the report was to understand current modes of travel for seniors and the changing mobility needs of older adults. Mr. Pape said that by 2030 1 in 5 adults will be 65 years of age or older. Mr. Pape will present the Draft Report to the Commission at one of its future meetings.

A motion (Elsea/French) - - to extend the E&D TAC meeting an additional 15 minutes until 3:50 - - carries unanimously.

Members discussed:

- Distributing the report to City planning departments, Seniors Council, Regional Planning agencies, Cal Act and Senior Centers
- Surveying disabled adults who are not seniors
- Include service animals on Metro

- Support for driver transition from AARP
- Use of results by Metro

Members thanked Mr. Pape for all his hard work on the project and Draft Report.

Ms. Pushnik said she will send E&D TAC members the link to the Draft Report to be considered by the Commission.

10a. **Brainstorm Projects for Section 5310, 5316 and 5317 and other funding**

Karena Pushnik said that RTC staff is recommending that the E&D TAC develop a list of specialized transportation projects to pursue using federal, state and local transportation funding. Ms. Pushnik said that fund applications are due to the RTC on March 11 and recommended that this item be considered at February E&D TAC agenda for further discussion.

Brainstorming discussion included:

- Senior volunteers to deliver meals
- Stop and shop
- Livable communities
- Destination dollars
- Senior ambassadors
- Shopper shuttle

11. **Adjourn 4:05 pm.**

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**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2012-2013**

MONTH	FY11-12 ACTUAL REVENUE	FY12-13 ESTIMATE REVENUE	FY12-13 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	499,800	499,800	533,900	34,100	6.82%	106.82%
AUGUST	666,400	666,400	711,800	45,400	6.81%	106.82%
SEPTEMBER	699,895	699,895	718,257	18,362	2.62%	105.24%
OCTOBER	486,400	486,400	556,500	70,100	14.41%	107.14%
NOVEMBER	648,500	648,500	742,000	93,500	14.42%	108.71%
DECEMBER	804,308	804,308	733,930	-70,378	-8.75%	105.02%
JANUARY	510,100	488,844				
FEBRUARY	680,100	651,792				
MARCH	625,667	638,135				
APRIL	441,300	404,586				
MAY	588,400	591,173				
JUNE	756,557	636,515				
TOTAL	7,407,427	7,216,348	3,996,387	191,084	2.65%	55%

Note:

I:\FISCAL\TDA\MonthlyReceipts\FY12-13.xlsx\FY2012



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1523 Pacific Avenue, Santa Cruz, CA 95060
phone (831) 460-3200 ~ fax (831) 460-3215
email: info@sccrtc.org; website: www.sccrtc.org*

Santa Cruz County Regional Transportation Commission (RTC) Meeting Highlights

December 6, 2012

Appreciation of Departing Commissioners for Their Service: Departing Commissioners Kirby Nicol, Ellen Pirie, and Mark Stone were thanked for their years of service to the Commission, including steadfast leadership through the completion of the Santa Cruz Branch Rail Line acquisition, completion of the Highway 1 and 17 Merge Lanes project, and launching the Highway 1 Soquel to Morrissey Auxiliary Lanes project.

Election of 2013 RTC Chair and Vice-Chair: The new RTC Chair for 2013 will be Commissioner Neal Coonerty. The Vice-Chair will be Commissioner Eduardo Montesino.

November 17 Right on Track Rail Corridor Ribbon Cutting Event: Community excitement to commemorate public ownership of the Santa Cruz Branch Rail Line and new transportation options was extraordinary as evidenced by over 1400 people riding the free train from the Westside of Santa Cruz during the November 17th rail corridor ribbon cutting event. In addition, hundreds of enthusiastic participants attended each of the five 'whistle stops' held in Watsonville, Aptos, Capitola, Live Oak, and Santa Cruz, where festivities included live entertainment and presentations of local rail history. The event's success would not have been possible without the participation of thousands of county residents and the generous support of sponsors, co-hosts, organizations, and volunteers. Photos and more information about the event are on the RTC website: <http://sccrtc.org/projects/rail/right-on-track/>

Highway 1 Soquel/Morrissey Auxiliary Lanes Project Construction Update: Work continues to focus on the completion of the retaining walls on the northbound side of the highway. Work is also progressing on the bridge abutments for the new La Fonda Avenue Overcrossing. On the south side of the highway, work continues on grading the slopes, hauling away excess dirt, and grinding down the existing deteriorated asphalt from the outside lane currently behind the barrier. Preparatory actions are underway to address storm water drainage in the project area. The construction team and support agencies will be closely monitoring conditions with the ability to respond as needed.

Santa Cruz County Unified Corridor Investment Plan Grant Award: The RTC accepted a Partnership Planning grant of \$211,085 from Caltrans to develop a Santa Cruz County Unified Corridor Investment Plan analyzing three primary transportation routes in Santa Cruz County: Highway 1, Soquel Avenue/Drive and the rail line. The plan will provide Caltrans, the RTC, and other partner agencies the ability to prioritize limited funds to those projects and programs that provide the greatest benefits toward achieving local, state and federal transportation goals.

Amendments to the Fiscal Year 2012-13 Budget and Work Program and Santa Cruz Branch Rail Line Property Management: The RTC amended the Fiscal Year 2012-13 Budget and Work Program to incorporate completion of the Santa Cruz Branch Rail Line purchase, modification of the 511 system planning work, the Highway 1 HOV Lanes Environmental Document, and other changes. Additionally, the RTC approved receipt of a fee paid by

Caltrans for a temporary construction easement on the rail line to replace existing guardrails on Highway 1 where the rail line crosses the highway. Finally, the RTC authorized its Executive Director to manage the rail line right-of-way property in order to provide law enforcement agencies with permission to implement trespass rules, authorization for entities to do work on the rail line right-of-way, collect rents, and address tenant issues as necessary.

January 24, 2013

Highway 1 Soquel/Morrissey Auxiliary Lanes Project Construction Update: Rain through the Christmas period slowed progress; however, the recent sunny weather and additional construction work in the evenings and weekends resulted in the completion of all but one of the retaining walls. Next steps include finishing the northbound retaining wall and construction of the new auxiliary lanes. Traffic will then be diverted to the new lanes while the center column of the La Fonda Overcrossing is removed and rebuilt. At this time, completion of the La Fonda Avenue Overcrossing is projected for early summer. Completion of the entire project, including installation of landscaping, is anticipated for late summer.

Draft 2013 Legislative Program and Legislative Updates: The RTC adopted a 2013 legislative program to guide its analysis of state and federal legislative or administrative actions. The RTC will continue to focus on preserving funds dedicated to transportation and generating new, more stable revenue sources. Key issues in 2013 include implementation of the federal transportation bill (MAP-21) at the state and federal level; the next federal transportation act; and state initiatives that could result in increased funding for transportation projects, including: proposals for cap-and-trade revenues, a new state transportation bond initiative, a statewide vehicle license fee, and lowering the voter threshold for local transportation ballot measures to 55%.

Article 8 Transportation Development Act (TDA) Allocation Claim from the City of Santa Cruz: The RTC approved the City of Santa Cruz's Article 8 TDA Allocation Claim for the following projects: \$20,000 for annual restriping of the city's 30 miles of bikeways, maintenance of bikeways, and minor improvements; \$1,000 to develop bicycle parking facilities at high use areas in the public right of way; and \$150,000 for Phase 2 of the West Cliff Drive path paving project, to include paving and minor widening of the multi-use path from Lighthouse Field to Almar Avenue.

Proposition 1B Transit Security Funds for Santa Cruz METRO: The RTC designated its share of Fiscal Year 2012/2013 Proposition 1B California Transit Security Grant Program funds to the Santa Cruz METRO for transit security projects, as it has done since 2008. Santa Cruz METRO will use this \$212,337 in security funds to complete installation of lighting and video surveillance equipment at METRO facilities, including Park and Ride lots.

Amendments to the Fiscal Year (FY) 2012-13 Budget and Work Program: The RTC amended its Fiscal Year 2012-13 Budget to incorporate the award (via competitive process) of a partnership planning grant from Caltrans to develop a Santa Cruz County unified corridor investment plan. The unified corridor investment plan will analyze Highway 1, Soquel Drive and the Santa Cruz Branch Rail Line and will assist Caltrans, the RTC and other partner agencies in prioritizing limited funds to those projects that provide the greatest benefits towards achieving local, state and federal transportation goals.

Hazard Reports

Date	First Name	Last Name	Contact Info	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response	Images
12/03/12	Cynthia	Rady	cynthiarady@yahoo.com	Dakota Ave	Ocean St	Santa Cruz	hazardous drain grate, lack of wheelchair access	pedestrian states when it rains drain doesn't ever drain even when sun returns, most prevents wheelchair access to	Cheryl Schmitt	12/03/12	From Cheryl - Forwarded to Streets Maintenance. 12/03/12	
11/27/12	Celia	Brown	browncel@comcast.com	Fernside	Emeline	Santa Cruz	lack of sidewalk	pedestrian states no sidewalk going in either direction and have to walk dogs b/w traffic and parked cars, if cyclist of ped is coming towards one or other has to move into traffic, people park cars away from the curb or parking out of driveway, forces further into street, closer to the top of hill, facing west, can't see cars coming up other side, they drive fast, worse on garbage day, no sidewalk for kids to walk to bus stop or park.	Cheryl Schmitt	11/29/12	From Cheryl - We do not have funding for this project. We are looking for funding for new sidewalks, projects come primarily from Safe Routes to School. We were most recently awarded a half a million dollars to complete pieces of sidewalk in the Westlake School neighborhood. Prior to that we received a little under a half a million dollars to complete pieces of sidewalk in the Gault School neighborhood, which will be in construction this spring. Fernside is not directly adjacent to a school and would be unlikely to receive grant funding for a sidewalk from Safe Routes to School. I'll let you know if we place the speed trailer on Fernside. 12/03/12	Pedestrian Hazard Images 2012 Nov 11 11:27:12 Fernside-Emeline.JPG Downloaded
11/08/12	John	Daugherty	daughtj@comcast.com	Soquel Dr	41st	Co Santa Cruz	rough pavement or potholes, uneven cracks, lighting problem, lack of sidewalk, damaged sidewalk, lack of wheelchair access	pedestrian states access problems debarking bus at 41st at soquel dr, used signal crossing/stopped crosswalk and no curb ramp, uneven sidewalk, no handrails, no sidewalk for least half block. Please repair and clear driveways before 41st signal dr. drove slowly off street, bike lane narrow, traveled over broke or non-existent pavement to inbound bus stop.	County of Santa Cruz	11/09/12		
09/19/12	Veronica	Eisea	veronica@humboldtnews.com	Soquel Avenue	Ocean, Park and Front Streets	Santa Cruz	Traffic signal problem	pedestrian states audible pedestrian signals not functioning properly	Cheryl Schmitt	09/20/12	From Cheryl - Forwarded to Traffic Maintenance. 9/20/12.	
09/19/12	Veronica	Eisea	veronica@humboldtnews.com	Laurel Street	Going downhill between California St and high school	Santa Cruz	Plant overgrowth or interference	pedestrian states bushes starting at intersection and continuing downhill make sidewalk too narrow for audio dog and her	Cheryl Schmitt	09/20/12	From Cheryl - Notices to adjacent property owners sent 10/10/12	
08/31/12	Rita	Lewis	831-427-3892	418 and 310 Alta Vista Dr., east side of street		Santa Cruz	Plant interference	pedestrian says there is very little access to the sidewalk; forced to step out onto curb and roadway	Cheryl Schmitt	09/04/12	From Cheryl - We will inspect and issue a Notice to Trim Vegetation as necessary. 9/4/12	Pedestrian Hazard Images 2012 Aug 31 08:31:12 Santa Cruz Downloaded
07/16/12	Len	Burns	len@satamundo.com	Ocean St	Water St	Santa Cruz	Vehicles or objects blocking sidewalk; Lack of wheelchair access	pedestrian states that K8 Homes sign is blocking sidewalk at corner of Ocean and Water In Santa Cruz.	Cheryl Schmitt	07/17/12	10/4/2012 9:00 AM, Cheryl Schmitt wrote: I have not seen the signs out there recently. Have you? - 10/04/12 - Len - Yes, we have not seen it there either since around Labor Day - 10/04/12 - Cheryl - It's a tough one to track down but we did contact K8 Homes so perhaps they actually got the message! Thx	Pedestrian Hazard Images 2012 July 17 17:17:12 Santa Cruz Downloaded
07/09/12	Tegan	Spelser	tegan.spelser@gmail.com	Plum St	Rosedale	Capitola	damaged sidewalk	pedestrian states sidewalk damaged creating trip hazard for travel in both directions.	Steve Jesberg	07/10/12		Downloaded Images 2012 July 07 09:12 Plum St
05/07/12	Shobhan	Saunders	saundersshobhan@gmail.com	32nd Hawes 30th Hawes E Cliff Palisades	200 blk 32nd Hawes & Calla Palisades Moran	Co Santa Cruz	Lighting problem	pedestrian states significant number of street light out in neighborhood. dangerous for peds and bikes both. worst area is a cliff curve thru eucalyptus trees b/w palisades & moran lakes beach, narrow curves on 32nd ave b/w calla and hawes, and three way intersection moran into palisades. at least 6 street lights out in a matter of few blocks.				
04/23/12	Len	Burns	len@satamundo.com	Ocean St	Coloma	Santa Cruz	Vehicles or objects blocking sidewalk, lack of wheelchair access	pedestrian states that there is a realtor sign very close to corner of ocean st and coloma blocking sidewalk, as a blind pedestrian, this presents hazard to my safety. Sign blocking sidewalk to degree that person using wheelchair not able to pass and required to go into street to get around.	Cheryl Schmitt	04/23/12	From Cheryl - We have inspected this location and not found the realtor sign. Realator signs are very tricky to track down as they aren't generally up for more than a few hours at a time. 05/07/12	Pedestrian Hazard Images 2012 April 23 04:23:12 Santa Cruz Downloaded
02/28/12	Kevin	Collins	mononah2kx@gmail.com	Soquel Ave	Ocean View	Santa Cruz	Plant overgrowth or interference	pedestrian states that landscaping is growing into the sidewalk right of way	Cheryl Schmitt	02/29/12	Clear sidewalk width of minimum 42" is exceeded. Sent: 3/30/12	
02/17/12	Michael	Mallon	mallomm@comcast.com	Spreckles Dr	Seacliff Dr	Aptos	Lighting problem, lack of sidewalk, excessive driveway slope, construction hazard	pedestrian states that his student granddaughter walks in this area after dark due to elimination of bus rte 55, she has fallen down due to no lighting, little clearance from intersection vehicles.	General Dept Co of SC	02/17/12		
01/27/12	Ryan	Gomes	rlgib@comcast.com	Dufour	Seaside	Santa Cruz	No crosswalk or striping	pedestrian states intersection is serious safety hazard for all users because of 2-way stop, lack of crosswalks, blind spots.	Cheryl Schmitt	01/30/12	From Cheryl - Forwarded to the Transportation manager for his consideration 10/08/12	
01/06/12	Don	Ramsey 476 2822	daughtj@comcast.com	41st Ave	Gladys	Capitola	lighting problem	pedestrian states street light out for last 3 months, crosswalk not lighted, 100 ft from bus stop, safety hazard for people trying to cross street.	Steve Jesberg	01/09/12		

Santa Cruz County Regional Transportation Commission's
ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE (ED/TAC)
and SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)

Membership Roster with Daytime Phone
February 2013

<u>Members</u>	<u>Representing</u>	<u>Alternate</u>
Clay Kempf (2015)	Social Service Provider - Seniors	Patty Talbot (2015)
vacant	Social Service Provider - Seniors (County)	vacant
Sally French (2015)	Social Service Provider - Disabled	Sheryl Hagemann (2014)
Michael Molesky (2014)	Social Service Provider - Disabled (County)	vacant
Debbie Brooks (2015)	Social Service Provider - Persons of Limited Means	Lois Connell (2012)
Lisa Berkowitz (2015)	CTSA (Community Bridges)	Bonnie McDonald (2015)
Kirk Ance (2014)	CTSA (Lift Line)	vacant
John Daugherty, Chair (2015)	SCMTD (Metro)	April Warnock (2013)
vacant	Private Operator	vacant
Hal Anjo (2015)	Potential Transit User (60+)	vacant
vacant	Potential Transit User (Disabled)	vacant

(Year in Parentheses) = Membership Expiration Date

Santa Cruz County Regional Transportation Commission's
ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE (ED/TAC)
and **SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)**

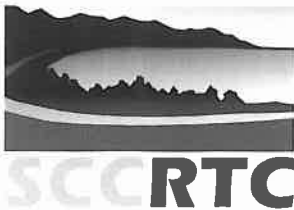
Membership Roster (February 2013)

<u>Members</u>	<u>Representing</u>	<u>Alternate</u>
<u>Supervisory District Representatives</u>		
Patti Lou Shevlin (2014)	1st District (Leopold)	Michael Lewis (2014)
vacant	2nd District (Friend)	vacant
Veronica Elsea, vice chair (2015)	3rd District (Coonerty)	Thom Onan (2012)
vacant	4th District (Caput)	vacant
Sharon Barbour (2014)	5th District (McPherson)	vacant

Staff

Karena Pushnik, Transportation Planner, RTC, 460-3210, kpushnik@sccrtc.org

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SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

December 12, 2012

Gail Pellerin, County Clerk-Recorder
Elections Department
County of Santa Cruz
701 Ocean Street, Room 210
Santa Cruz, CA 95060

RE: Accessibility of Polling Places

Dear Gail Pellerin:

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) advises the Santa Cruz County Regional Transportation Commission (RTC), the Santa Cruz Metropolitan Transit District (Metro), and other service providers on transportation needs for people with disabilities, seniors and persons with limited means.

At their recent meeting, the E&D TAC discussed the challenges presented to voters, especially persons with disabilities and seniors, when their polling place changes. Sometimes the new polling location is much farther away or more difficult to access for the voter. The new location may also inadvertently compromise the right to a secret ballot. Suggestions include the use of Public Service Announcements, highlighting polling location changes on the materials mailed to each household, etc. Implementation of these and other promotional measures would help ensure that people with disabilities arrange transportation and/or use other means to access secure voting situations.

Based on this discussion, the E&D TAC approved the following motion:

Send a letter to the County Elections office requesting that there be more promotion to voters when their polling place changes.

Please let the committee know what steps the Elections Department may undertake to address this issue.

Thank you for your consideration.

Sincerely,

A. John Daugherty, Chair
Elderly and Disabled Transportation Advisory Committee

10-1

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www.sccrtc.org



County of Santa Cruz

COUNTY CLERK / ELECTIONS

701 OCEAN STREET, ROOM 210, SANTA CRUZ, CA 95060-4076
831-454-2060 (Elections) 831-454-2470 (County Clerk) TOLL-FREE: 866-282-5900
FAX: 831 454-2445

E-MAIL: gail.pellerin@co.santa-cruz.ca.us
Web Sites: www.votescount.com and www.sccoclerk.com

GAIL L. PELLERIN, COUNTY CLERK

January 16, 2013

A. John Daugherty, Chair
Elderly and Disabled Transportation Advisory Committee
1523 Pacific Ave
Santa Cruz, CA 95060-3911

RE: Accessibility of Polling Places

Dear Mr. Daugherty,

RECEIVED

JAN 18 2013

SCCRTC

Thank you for your committee's interest in making elections accessible to all voters in our county! We are always grateful for feedback from the public. This is a very important topic for our office that requires me to give you a little bit of history before I can address your specific concerns.

In 2003, we were contacted by the California Department of Justice (CA DOJ) regarding the accessibility of our polling locations. We immediately took action to start replacing sites that had barriers. Changes to our program continued, but in 2005 the CA DOJ chose to sue us anyway. In 2007, we entered into an enforceable agreement which stipulated a number of changes to our program. That agreement lasted until 2010. During the course of that agreement we did the following:

- Maintained and expanded our Voting Accessibility Advisory Committee (VAAC) to include members from the local business community to aid us in finding more accessible locations that are convenient to voters but still meet federal ADA and state Title 24 building codes. The Committee meets quarterly. Mr. Molesky from your board sits on this committee as well as members from various disability and language groups.
- Drafted a Polling Place Accessibility Plan which addressed how we look for polling places, assess their accessibility, make determinations between sites, assign voters, and maintain our pool of sites for future elections.
- Created site-specific set up binders for each polling location so mitigations are properly installed for Election Day.

- Conducted a drive-by assessment of all areas of the county to locate potential polling locations with an emphasis on areas where the existing sites have significant barriers.
- Contacted potential polling places and surveyed sites that said they would be willing to consider being a polling place.
- Created a Path of Travel Mitigation Transportation Plan which addressed the issue of polling locations where the path of travel from the street, sidewalk, or public transportation stop were not fully accessible by providing a free ride to and from the polling place (with a drop off at an accessible location on the site) so long as the voter contacted our office.
- Mitigated barriers wherever possible at polling sites which included temporary ramps and thresholds, door hardware modifications, signage, temporary parking accommodations, rerouting paths of travel, etc.
- Upgraded our Sample Ballot & Voter Information Pamphlet page for voters with specific needs to include a full page in English and another in Spanish with extensive information on the services we provide including our “ride to the polls”, ballot delivery, curbside voting, etc.
- Revised our Sample Ballot & Voter Information Pamphlet covers to more clearly indicate that voters polling places may have changed and to check the back cover to determine where their polling place will be located for the current election.
- Revised our Sample Ballot & Voter Information Pamphlet back covers to more clearly illustrated the accessibility status of each polling place.

The first step we took under our agreement with CA DOJ was to work with the state’s accessibility expert on developing a comprehensive survey tool that addressed only one element per question and that each question had a measurable standard.

We then worked with the Secretary of State (SOS) and Department of Rehabilitation (DOR) to make the new, clearer survey the state standard. One element that we felt strongly about was the path of travel from public transportation stops. The state requirement only addresses public transportation stops located on the property where the polling place is located. We take it one step further and survey any public transportation stops within 200 feet of the property line, which catches far more stops than we are required to survey under the state guidelines.

Our third step was to encourage the SOS to institute an on-going training program for the counties to ensure that there were qualified surveyors present in each county to do this work. We were successful and trainings were offered in 2012.

In conjunction with these trainings, I lead a series of conference calls for the California Association of Clerks and Election Officials (CACEO) Voters with Specific Needs Subcommittee between line staff of the 58 counties to discuss the new survey tool. We moved through the survey question by question and elaborated on that measurement was important and how to take it, document it and interpret it. Each call was interactive and I answered questions for staff throughout the state that may not be able to make it into trainings.

Furthermore, I was asked by the SOS to help the DOR conduct in-person regional intermediate level trainings for surveyors throughout the state on how to conduct these surveys and I stressed the importance of including public transportation stops in their surveys even if they were not on the property. The target audience members for these classes were mid level staff that were likely to be decision makers on putting together policy at the departments and interpreting data presented to them. These trainings reached 56 out of 58 counties in California.

Additionally, we aggressively sought funding to allow us to make bigger and bolder improvement to our programs. In order to make the improvements, we applied for and received approximately \$300,000 in grant funding (the majority of which was a competitive grant) to accomplish a variety of things including:

- Purchase polling place mitigation supplies
- Film a sensitivity training video for election officers to show during all training classes
- Work on improving the accessibility of our website
- Make temporary improvements to polling places
- Make permanent improvements to some polling places including fixing the access ramp at the bus stop at 1080 Emeline Health Building
- Purchase accessible tables for our touchscreen units

Finally, in 2010 I spoke at a CACEO conference on what top level management needed to address within their departments to ensure that the access message permeates all areas of their programs from ballot layout to polling place selections to website design and information distribution. This session was very well attended reaching nearly as many counties as the conference calls and regional trainings.

In direct response to your letter dated December 12, 2012, you state that "sometimes the new polling location is much farther away or more difficult to access."

We are required to comply with ADA and Title 24 in regards to selecting polling locations. As described above, we were sued by the CA DOJ because our sites were not compliant. As of November 2010, at the conclusion of implementing our agreement, our polling sites were found to be in substantial compliance.

Also, we are at the mercy of the polling locations when it is election time. Sometimes facilities decide they no longer want to provide us with space for a polling place, such as schools that are greatly impacted with students and can no longer provide us with the space for voting.

You also indicate that "The new location may also inadvertently compromise the right to a secret ballot." I am not sure how the location would do that. Each polling place provides for an accessible voting unit that allows any voter to vote independently and privately, regardless of disability. And, each Precinct Inspector is given a binder showing exactly how to set up the polling location to ensure that voters have access to the voting equipment and are able to cast a secret ballot. Please provide more specific information in regards to how you think the secrecy of the ballot is compromised. The right to a secret ballot is mandated in the constitution and if you believe that is not happening in Santa Cruz County please provide our office with specifics so we can follow up immediately.

In regards to your suggestion of using "public service announcements....," our office does several news releases regarding many aspects of the election and stories have been in all the various media outlets including print, radio, network television, community television, and internet. If you believe there is another way for us to get information to our voters, please advise.

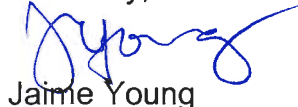
Your suggestion of "highlighting polling location changes on the materials mailed to each household, etc," I would like to know how you think we should change the materials. Currently, there are several places in the booklet mailed to every household that advises voters that their polling place may have changed and to check on the back cover of the booklet. We also have polling place lookup online where voters can find their polling place and get directions. Moreover, we provided a Voter Guide Now app in June and November for voters to look up their polling place and get directions.

We remain fully committed to making sure that every eligible person gets registered and votes. We try to design our entire program with universal access principles in mind. We always welcome suggestions for how we can better reach our voters, including voters with disabilities.

Thank you for your letter and your commitment to accessibility in Santa Cruz County. I think it would be great if you could join our local Voting Accessibility Advisory Committee so you can help us in improving our services to voters with specific needs. Our next VAAC meeting is Friday, February 22, 2013 at 1 p.m. in the Law Library. I will look forward to seeing you there.

Please feel free to contact myself, or Gail Pellerin, the County Clerk, at any time with questions or concerns. We would also be happy to meet with you and/or your committee to showcase the many efforts we have made to ensuring access to voting in Santa Cruz County.

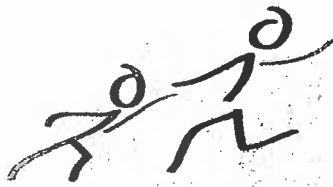
Sincerely,



Jaime Young

Program Coordinator – Polling Places, Precinct Operations, Accessibility & Voting Equipment
Santa Cruz County Clerk/Elections Department

cc: Gail Pellerin, County Clerk
Santa Cruz County Voting Accessibility Advisory Committee Members



COMMUNITY BRIDGES

Puentes de la Comunidad

236 Santa Cruz Avenue, Aptos, CA 95003
P. 831.688.8840 F. 831.688.8302

January 15, 2013

Mr. Marc Pimentel
Director of Finance
City of Santa Cruz Finance Department
809 Center St., Rm. 8
Santa Cruz, CA 95060

RE: **First Quarter Report for 12/13**
(contract between "City of Santa Cruz and Community
Bridges/Consolidated Transportation Services Agency")

Dear Mr. Pimentel:

Enclosed please find the TDA Quarterly Report for the period beginning July 1, 2012 and ending September 30, 2012.

If you would like additional information or have any questions, please contact me at 831/688-8840, ext. 206, or email susanm@cbridges.org.

Sincerely,

Susan Marinshaw
Chief Administrative Officer

encl.

ecc: Karena Pushnik, Senior Transportation Planner, SCCRTC
Kirk Ance, Division Director, CTSA: Lift Line
C. Benson, Chief Financial Officer, Community Bridges

S:\Admin\CB Documents New\CTSA\SC City TDA 11.0125\1213 TDA Reports\Q1\TDA 12-13 1st Qtr. cvr.doc

136-1

Please consider naming Community Bridges in your estate plan.



COMMUNITY BRIDGES
Puentes de la Comunidad

www.communitybridges.org

The Community Bridges
Family of Programs



Beach Flats
Community Center



Child and Adult Care
Food Program



Child Development Division



Familia Center



Live Oak
Family Resource Center

LIFT LINE

Consolidated Transportation
Services Agency



La Manzana
Community Resources



Meals on Wheels



Mountain Community
Resources



Women, Infants & Children
Nutrition Program

Quarterly TDA
Report :

FY 12/13 QUARTER 1

Time Period:

JULY-AUG-SEPT 2012

#	Performance Measures to be	CC 20,22,23,26,32,38				CC21				CC29				CC 24,30				CC 39				Total							
		TDA Medical				Meals on Wheels				Taxi Scrip				Elderday				Out of County Medical											
		July	Aug	Sept	Qtr	July	Aug	Sept	Qtr	July	Aug	Sept	Qtr	July	Aug	Sept	Qtr	July	Aug	Sept	Qtr								
1	Unduplicated Passengers per Month	77	82	88	137	46	46	46	43	51	77	79	78	84	114	117	117	127	13	16	10	31	430						
2	Total Passenger Trips (Units of Service) per Month	531	561	504	1,596	924	1,110	927	2,961	179	210	157	546	3,062	3,376	2,831	9,269	62	64	28	154	14,526							
3	Number of Incidents per Month	1	0	1	2	0	0	0	0	0	0	0	0	0	1	0	2	3	0	0	0	0	5						
4	Number of Accidents per Month	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
5	Number of Mechanical Failures (Including lift failure) per Month	0	1	1	2	0	0	0	0	0	N/A	N/A	N/A	0	0	0	2	2	0	0	0	0	4						
6	Number of No-Shows per Month	13	15	14	42	N/A	N/A	N/A	N/A	0	N/A	N/A	N/A	0	114	112	96	322	N/A	N/A	N/A	0	364						
19	Number of Turndowns or Referrals per Month	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	3						
8	Total Donations per Month	\$123	\$0	\$158	\$281	N/A	N/A	N/A	N/A	\$0	N/A	N/A	N/A	\$0	\$0	\$0	\$0	\$0	\$178	\$315	\$200	\$693	\$974						
9	Operating Cost per Passenger Trip													\$13.03								\$16.15				\$20.84			
10	Operating Cost per Vehicle Service Hour																									\$59.38	\$16.80		
11	Passengers per Vehicle Service Hour																									3.70	0.81	0.70	0.81
12	Passengers per Vehicle Service Mile																									0.24	0.03		
13	Van Mileage per Program																									1,862	1,793	1,055	4,710

Footnote: Line 9 includes both taxi and Lift Line costs and units of service combined. Lines 10 through 13 reflect Lift Line data only and exclude taxi costs and units of service.

136-2

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: January 25, 2013

TO: Board of Directors

FROM: April Warnock, Paratransit Superintendent

SUBJECT: METRO PARACRUZ OPERATIONS STATUS REPORT–OCTOBER AND NOVEMBER 2012

I. RECOMMENDED ACTION

This report is for information only - no action requested

II. SUMMARY OF ISSUES

- METRO ParaCruz is the federally mandated ADA complementary paratransit program of the Transit District, providing shared ride, door-to-door demand-response transportation to customers certified as having disabilities that prevent them from independently using the fixed route bus.
- METRO assumed direct operation of paratransit services November 1, 2004. This service had been delivered under contract since 1992.
- Discussion of ParaCruz Operations Status Report.
- Attachment A: On-time Performance Chart displays the percentage of pick-ups within the “ready window” and a breakdown in 5-minute increments for pick-ups beyond the “ready window”. The monthly Customer Service Reports summary is included.
- Attachment B1 and B2: Report of ParaCruz’ operating statistics. Performance Averages and Performance Goals are reflected in the Comparative Operating Statistics Table in order to establish and compare actual performance measures, as performance is a critical indicator as to ParaCruz’ efficiency.
- Attachments C and D: ParaCruz Performance Charts displaying trends in rider-ship and mileage spanning a period of three years.
- Attachment E: Current calendar year’s statistical information on the number of ParaCruz in-person eligibility assessments, including a comparison to past years, since implementation in August of 2002.

III. DISCUSSION

From September 2012 to October 2012, ParaCruz rides decreased by 568 rides. The decrease in rides does trend typically with the previous years.

The number of rides performed in October 2012 was 268 less than the number of rides performed in October 2011.

From October 2012 to November 2012, ParaCruz rides decreased by 1026 rides. The decrease in rides does trend typically with the previous years.

The number of rides performed in November 2012 was 410 less than the number of rides performed in November 2011.

IV. FINANCIAL CONSIDERATIONS

NONE

V. ATTACHMENTS

Attachment A: ParaCruz On-time Performance Chart

Attachment B1, B2: Comparative Operating Statistics Table

Attachment C: Number of Rides Comparison Chart and Shared vs. Total Rides Chart

Attachment D: Mileage Comparison Chart and Year to Date Mileage Chart

Attachment E: Eligibility Chart

ATTACHMENT A

Board of Directors
Board Meeting January 25, 2013

ParaCruz On-time Performance Report		
	Oct 2011	Oct 2012
Total pick ups	8471	8203
Percent in “ready window”	95.28%	95.79%
1 to 5 minutes late	1.81%	1.91%
6 to 10 minutes late	1.42%	1.15%
11 to 15 minutes late	.60%	.75%
16 to 20 minutes late	.40%	.35%
21 to 25 minutes late	.33%	.13%
26 to 30 minutes late	.07%	.13%
31 to 35 minutes late	.05%	.01%
36 to 40 minutes late	.04%	.07%
41 or more minutes late (excessively late/missed trips)	.01%	.01%
Total beyond “ready window”	4.72%	4.21%

During the month of October 2012, ParaCruz received eight (8) Customer Service Reports. Three (3) of the reports were valid. One (1) of the reports were unverifiable, two (2) of the reports were not valid and two (2) of the reports were compliments.

ParaCruz On-time Performance Report		
	Nov 2011	Nov 2012
Total pick ups	7587	7177
Percent in “ready window”	95.97%	96.61%
1 to 5 minutes late	1.91%	1.39%
6 to 10 minutes late	1.05%	1.03%
11 to 15 minutes late	.49%	.49%
16 to 20 minutes late	.33%	.22%
21 to 25 minutes late	.14%	.10%
26 to 30 minutes late	.08%	.07%
31 to 35 minutes late	.00%	.03%
36 to 40 minutes late	.00%	.04%
41 or more minutes late (excessively late/missed trips)	.03%	.01%
Total beyond “ready window”	4.03%	3.39%

During the month of November 2012, ParaCruz received four (4) Customer Service Reports. One (1) of the reports was valid. Two (2) of the reports were unverifiable, and one (1) of the reports was not valid.

ATTACHMENT B 1

Board of Directors
Board Meeting January 25, 2013

Comparative Operating Statistics This Fiscal Year, Last Fiscal Year through October 2012.

	Oct 11	Oct 12	Fiscal 11-12	Fiscal 12-13	Performance Averages	Performance Goals
Requested	9009	8904	34,048	32,577	8148	
Performed	8471	8203	32,607	30,576	7525	
Cancel	16.62%	18.24%	16.76%	17.96%	18.46%	
No Shows	3.31%	3.38%	3.08%	3.23%	3.22%	Less than 3%
Total miles	54,363	56,236	220,227	208,236	51,353	
Av trip miles	4.72	4.56	4.84	4.65	4.79	
Within ready window	95.28%	95.79%	94.90%	95.46%	95.27%	92.00% or better
Excessively late/missed trips	1	1	8	5	1.75	Zero (0)
Call center volume	5997	6527	24,050	23,010	N/A	
Call average seconds to answer	32 secs	20.7 Secs	29 secs	19.8 Secs	N/A	Less than 2 minutes
Hold times less than 2 minutes	95.25%	96.8%	95.27%	96.92%	N/A	Greater than 90%
Distinct riders	799	789	1074	1229	742	
Most frequent rider	49 rides	44 rides	186 rides	150 rides	51 rides	
Shared rides	68.3%	67.9%	64.1%	65.8%	65.67%	Greater than 60%
Passengers per rev hour	2.06	1.93	2.04	1.97	1.97	Greater than 1.6 passengers/hour
Rides by supplemental providers	15.69%	3.95%	12.14%	8.53%	11.48%	No more than 25%
Vendor cost per ride	\$22.69	\$23.91	\$20.82	\$21.93	\$22.28	
ParaCruz driver cost per ride (estimated)	\$25.90	\$28.47	\$24.22	\$27.38	\$27.04	
Rides < 10 miles	68.56%	67.85%	69.11%	67.54%	68.64%	
Rides > 10	31.44%	32.15%	30.89%	32.46%	31.36%	

ATTACHMENT B 2

Board of Directors
Board Meeting January 25, 2013

Comparative Operating Statistics This Fiscal Year, Last Fiscal Year through November 2012.

	Nov 11	Nov 12	Fiscal 11-12	Fiscal 12-13	Performance Averages	Performance Goals
Requested	8449	8172	42,497	40,749	8125	
Performed	7587	7177	40,193	37,753	7491	
Cancels	19.6%	21.66%	17.33%	18.70%	18.63%	
No Shows	2.91%	3.24%	3.05%	3.23%	3.25%	Less than 3%
Total miles	50,944	50,205	271,282	258,441	51,292	
Av trip miles	4.84	4.55	4.85	4.63	4.77	
Within ready window	95.97%	96.61%	95.12%	95.68%	95.32%	92.00% or better
Excessively late/missed trips	2	1	10	6	1.67	Zero (0)
Call center volume	5894	6403	29,848	29,413	N/A	
Call average seconds to answer	25 secs	20.6 Secs	28 secs	19.9 Secs	N/A	Less than 2 minutes
Hold times less than 2 minutes	97.5%	96.8%	96.8%	96.91%	N/A	Greater than 90%
Distinct riders	659	770	1203	1325	751	
Most frequent rider	55 rides	47 rides	238 rides	184 rides	51 rides	
Shared rides	65.6%	64.7%	65.0%	65.6%	65.59%	Greater than 60%
Passengers per rev hour	2.01	1.86	2.04	1.95	1.96	Greater than 1.6 passengers/hour
Rides by supplemental providers	15.57%	2.65%	12.78%	7.41%	10.41%	No more than 25%
Vendor cost per ride	\$22.85	\$21.89	\$21.06	\$21.93	\$22.20	
ParaCruz driver cost per ride (estimated)	\$26.21	\$28.07	\$26.78	\$27.25	\$27.19	
Rides < 10 miles	70.30%	68.93%	69.18%	67.80%	68.53%	
Rides > 10	29.70%	31.07%	30.82%	32.20%	31.47%	

ATTACHMENT E

MONTHLY ASSESSMENTS						
	UNRESTRICTED	RESTRICTED	RESTRICTED	TEMPORARY	DENIED	TOTAL
		CONDITIONAL	TRIP BY TRIP			
DECEMBER 2011	49	0	1	3	0	53
JANUARY 2012	31	0	2	3	0	36
FEBRUARY 2012	45	0	1	3	0	49
MARCH 2012	52	1	4	0	0	57
APRIL 2012	32	1	3	3	0	39
MAY 2012	50	0	3	1	0	54
JUNE 2012	47	0	2	0	0	49
JULY 2012	57	1	2	6	0	66
AUGUST 2012	42	0	4	5	0	51
SEPTEMBER 2012	38	0	3	11	0	52
OCTOBER 2012	57	0	9	2	0	68
NOVEMBER 2012	43	0	2	3	0	48

Number of Eligible Riders for the month of October 2012 = 3035

Number of Eligible Riders for the month of November 2012 = 3081

SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

DATE: January 25, 2013
TO: Board of Directors
FROM: John Daugherty, METRO Accessible Services Coordinator
SUBJECT: ACCESSIBLE SERVICES REPORT FOR NOVEMBER 2012

I. RECOMMENDED ACTION

This report is informational only. No action required.

II. SUMMARY OF ISSUES

- After a demonstration project, the Accessible Services Coordinator (ASC) position became a full time position to organize and provide METRO services to the senior/older adult and disability communities.
- Services include the METRO Mobility Training program and ongoing public outreach promoting METRO's accessibility. The ASC also participates in METRO's staff training and policy review regarding accessibility.
- Two persons have served in the ASC position from 1988 to today. In 2002 the ASC position was moved into the newly created Paratransit Department. On May 27, 2011 the Board approved the staff recommendation to receive monthly reports on the activity of the ASC.

III. DISCUSSION

The creation of the Accessible Services Coordinator (ASC) position was the result of a successful demonstration project funded through the Santa Cruz County Regional Transportation Commission. Two persons have served in the ASC position from 1988 to today. Both hiring panels for the ASC included public agency representatives serving older adults and persons with disabilities.

The first ASC, Dr. Pat Cavataio, served from April 1988 through December 1998. The second ASC, John Daugherty, began serving in December 1998.

Under direction, the Accessible Services Coordinator: 1) Organizes, supervises, coordinates and provides METRO services to the older adult and disability communities; 2) Organizes, directs and coordinates the activities and operation of METRO's Mobility Training function; 3) Promotes and provides Mobility Training and outreach services; 4) Acts as information source to staff, Management, funding sources, clients, community agencies and organizations, and the general public

regarding Mobility Training and accessibility; 5) Works with Department Managers to ensure compliance with METRO's accessibility program and policies.

During 2002 the ASC position was moved from Customer Service to the newly created Paratransit Department. Mr. Daugherty was the first employee. His placement was followed by hiring of the first Paratransit Superintendent, Steve Paulson and the current Eligibility Coordinator, Eileen Wagley.

On May 27, 2011 the Board approved the following recommendation: "Staff recommends that this position be reinstated in FY 12 budget with the requirement that this position be evaluated during FY12 to make sure the service items that are being requested by the Community are being carried out by this position. Additionally, staff recommends that this position be required to provide a monthly activity report to the Board of Directors during FY12."

IV. FINANCIAL CONSIDERATIONS

None

V. ATTACHMENTS

Attachment A.1: Accessible Services Coordinator (ASC) Activity Tracking Report for November 2012

Prepared by: John Daugherty, METRO Accessible Services Coordinator
Date Prepared: January 18, 2013

Attachment A

Accessible Services Coordinator (ASC) Activity Tracking Report for November 2012

What is Mobility Training?

Mobility Training is customized support to allow access to METRO services. It can include:

- **An Assessment:** The ASC meets the trainee to assess the trainee's capabilities to use METRO services. They discuss the trainee's experience using public transit and set goals for training sessions.
- **Trip Planning:** Practice to use bus route schedules, maps, online resources and other tools to plan ahead for trips on METRO fixed route and METRO ParaCruz services. All Mobility Training includes some trip planning.
- **Boarding/Disembarking Training:** Practice to board, be secured, and then disembark (get off) METRO buses. This training has been requested by persons using walkers, wheelchairs, scooters and service animals. The training session includes work with an operator and out of service bus and lasts three to five hours.
- **Route Training:** Practice using METRO buses to travel to destinations chosen by trainees. The training session includes practice on handling fares, bus riding rules and emergency situations. One training session can take two to eight hours. One or two sessions to learn one destination is typical. The number of training sessions varies with each trainee.

There was progress with 13 trainees:

- One person, a new referral from his school counselor, successfully completed his Route Training with the ASC.
- Two other persons were new referrals. The ASC assessed one person requesting assistance to board and ride buses with her walker. Route Training possible, but not scheduled. Another person requested boarding assistance with her service dog. The ASC set up Boarding/Disembarking Training for December.
- Another person completed his next two Route Training sessions. The ASC will check during December to confirm the completion of his successful training.
- The ASC spoke to and watched a past trainee successfully board a bus.
- One person exchanged phone calls to set up further training
- One person exchanged emails, asking questions on Metro services. Another person phoned the ASC with questions to follow up her successful Route Training.

Attachment A

- Training with five persons is almost complete: November activity included checking on whether further training is needed and preparation to close their files or complete their referral sheets.

Training Overview for November 2012:

- Amount of time dedicated to training sessions and follow up activity: At least 40 hours
- Tracking of scheduled appointments vs. cancelled:
Six appointments scheduled, one appointment cancelled

Highlights of Other Activity - Outreach performed in the community:

- November 8 Commission on Disabilities meeting
- November 27 Pedestrian Safety Work Group meeting

Meetings are usually scheduled for two hours. Total ASC time spent includes preparation for the meeting, the meeting itself and follow up activity. ASC activity for each meeting can take four to nine hours.

The total audience for November meetings was at least 14 persons. Questions on METRO service varied. Information was provided during meetings and follow up phone calls.

Requests from the community and METRO staff:

- There were at least 18 individual contacts in person and/or over the phone. Most contacts regarded the status of training and requests for presentations.
- The ASC attended in house demonstrations of a new bus ramp on November 20 and a different prospective ramp configuration on November 28.

AGENDA: February 12, 2013

TO: Elderly & Disabled Transportation Advisory Committee
FROM: Karena Pushnik, RTC Staff
RE: Section 5310 Grant Applications - Local Review Committee

RECOMMENDATION

Staff recommends that the Elderly & Disabled Transportation Advisory Committee:
Designate a local review committee to preliminarily score Section
5310 grant applications and make recommendations to the RTC.

BACKGROUND

Funding is available from federal grant sources to serve accessible transportation needs. Funding is available from Section 5310: Elderly & Disabled Specialized Transportation. These are capital funds for the purchase of specialized transportation vehicles and related equipment.

These funding sources are administered by Caltrans under the direction of the California Transportation Commission. Projects applying for these grants are required to be derived from the Coordinated Public Human Services Plan that was drafted by Association of Monterey Bay Area Governments (AMBAG), with input by local transportation and social service providers. The grants are allocated by statewide competition, rather than by formula allocation.

DISCUSSION

The Section 5310, grant applications are due March 11, 2013 to the Santa Cruz County Regional Transportation Commission, who serves as the regional transportation planning agency. The locally application scores applications must be approved by the RTC at their May 2 meeting and forwarded to Caltrans by May 13. A fact sheet for the program is attached (Attachment 1).

In years past, a local review committee was formed to review the applications and score them based on the criteria provided by the state.

RTC staff requests the E&D TAC to assist with identifying agencies to assist with the Section 5310 application scoring. Entities that have assisted in the past include:

- < Santa Cruz Metropolitan Transit District
- < Seniors Council
- < Commission on Disabilities

Staff recommends that this year a local review committees be established to score the Section 5310 grant applications.

Attachment 1: Section 5310 Fact Sheet

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**FTA Section 5310 Elderly and Disabled Specialized Transit Program
Federal Fiscal Year 2012**

PROGRAM FACT SHEET AND TIMELINE

Program Purpose: Provide capital grants for projects that meet the transportation needs of elderly persons and persons with disabilities where public mass transportation services are otherwise unavailable, insufficient or inappropriate.

Program History: Since the program's inception in 1975, approximately 500 agencies have received over 4000 vehicles statewide, serving a variety of client groups and programs ranging from small agencies with specific clientele (e.g. dialysis and AIDS patients) to large providers serving an entire community. The average cost for yearly maintenance for a vehicle is estimated at \$8,500.

Funds Available

- * Approximately \$13 million in Federal funds are available for this cycle;
- * 100 % in federal funds upon FTA approval of Transportation Development Credits.

Eligible Applicants:

- * Private non-profit corporations;
- * Public agencies where no private non-profits are readily available to provide the proposed service;
- * Public agencies that have been approved by the State to coordinate services.

Eligible Equipment:

- * Accessible vans and buses;
- * Mobile radios and communication equipment;
- * Computer hardware and software

Service Eligibility: Services to be provided must serve the transportation needs of elderly persons and/or persons with disabilities. Public service must be "incidental" per FTA C 9070.1F.

Project Eligibility: Applicants must have management oversight and control over the operations and service of the equipment. Applicants are required to provide sufficient justification and provide documentation that alternative transportation services are unavailable, insufficient or inappropriate to meet the agency's transportation needs.

Selected project vehicle(s) must provide a minimum of 20 hours of service per week per vehicle or in coordination with other agencies.

All projects selected for funding must be derived from a Coordinated Public Transit-Human Services Transportation Plan (Coordinated Plan) as required by FTA C 9070.1F.

Vehicle Replacement Eligibility: Vehicle(s) must be in active service. Active service is defined as a vehicle providing service throughout the agency's normal days and hours of operation. A van(s) proposed for replacement must have been in service for four years or have at least 100,000 miles at the time of application. A replacement bus(s) must meet or exceed useful life at the time of application.

Service Expansion Eligibility: Applicants must be able to document that the proposed transportation service will provide:

- * Services to additional persons; or
- * Expand the service area or hours; or
- * Increase the number and/or frequency of trips.

Funding Selection Process:

1. The Regional Transportation Planning Agency (RTPA) scores the applications using established evaluation criteria and completes a prioritized list for their region.
2. The State Review Committee reviews the RTPA scores, and scores a statewide-prioritized list of projects based on available funding.
3. The California Transportation Commission (CTC) holds a public hearing to review and adopt the final list of projects.
4. Caltrans submits approved projects to the FTA.

Program Requirements: Once approved by FTA, successful applicants enter into a Standard Agreement with Caltrans. The agreement remains in effect until the project's useful life. Grantees are responsible for the proper use, operating costs, and maintenance of all project equipment. Grantees must be prepared to comply with the requirements of Caltrans, the Department of Motor Vehicle and the regulations of the California Highway Patrol.

PROGRAM NOTE:

FTA Section 5310 vehicles are purchased by Caltrans using a State procurement process. Upon Caltrans approval, public agencies can follow their own local procurement process. However, the grantee must comply with state and federal procurement procedures when purchasing with local funds. Upon project completion, the grantee requests reimbursement from Caltrans for the Federal Share.

5310 PROGRAM TIMELINE

- | | |
|-------------------------------|---|
| November 15, 2012 | - Call for Projects
Begin Schedule for Public Hearings (Public Transit Only) |
| January 21, - 31, 2013 | - Grant Application Workshops |
| March 11, 2013 | Regional applications due to RTPA by 5:00 p.m. March 11, 2013. RTPA scores applications and conducts appropriate public hearings. |
| May 13, 2013 | RTPA forwards (electronically) regional prioritized list with scores and copies of applications with approved Certification and Assurances to Caltrans by 5:00 p.m. May 13, 2013. |
| June 6, 2013 | Regional scores are merged into a statewide-prioritized list of projects. State Review Committee reviews and verifies scores submitted by the RTPAs. |
| August 2013 to September 2013 | Submit draft list to CTC for book item at the upcoming CTC meeting
CTC distributes public draft Program of Projects (POP)
CTC conducts staff level conference for the review committee to hear any filed appeals
CTC conducts public hearing to adopt final POP
Final POP distributed publicly
Projects are programmed in the FTIP |
| October/November 2013 | Schedule Successful Applicant Workshops, verify new agency information
After verification that all projects have been programmed, approved POP submitted to FTA for funding approval
After FTA's final approval, Standard Agreement process initiated
Procurement process begins |
| January/February 2014 | Write Standard Agreements |

*For additional information call our toll free number (1.888.472.6816) or visit our website at:
<http://www.dot.ca.gov/hq/MassTrans/5310.html>*

14-3

AGENDA: February 12, 2013

TO: Elderly & Disabled Transportation Advisory Committee
FROM: Karena Pushnik, RTC Staff
RE: Receive Aptos Village Plan Accessibility and Design Features

RECOMMENDATION

This is an information and discussion item, with no action required or recommended.

BACKGROUND

At the January 15, 2013 special meeting of the Elderly & Disabled Transportation Advisory Committee, attendees supported the Aptos Village Plan in the Regional Surface Transportation Program (RSTP) with the inclusion of accessible sidewalks in the design.

Staff invited the project sponsor, the County of Santa Cruz, to attend the meeting to review the design features.

DISCUSSION

County Public Works staff, Jack Sohriakoff will attend the meeting and provided schematics of the various design features of the project. Attached are pages showing streets, sidewalks, crosswalks, and other features of the Aptos Village (Attachment 1). Specifically the following sites are included:

- Parade Street at Soquel Drive
- Aptos Creek Road
- Aptos Creek Road
- Trout Gulch Road

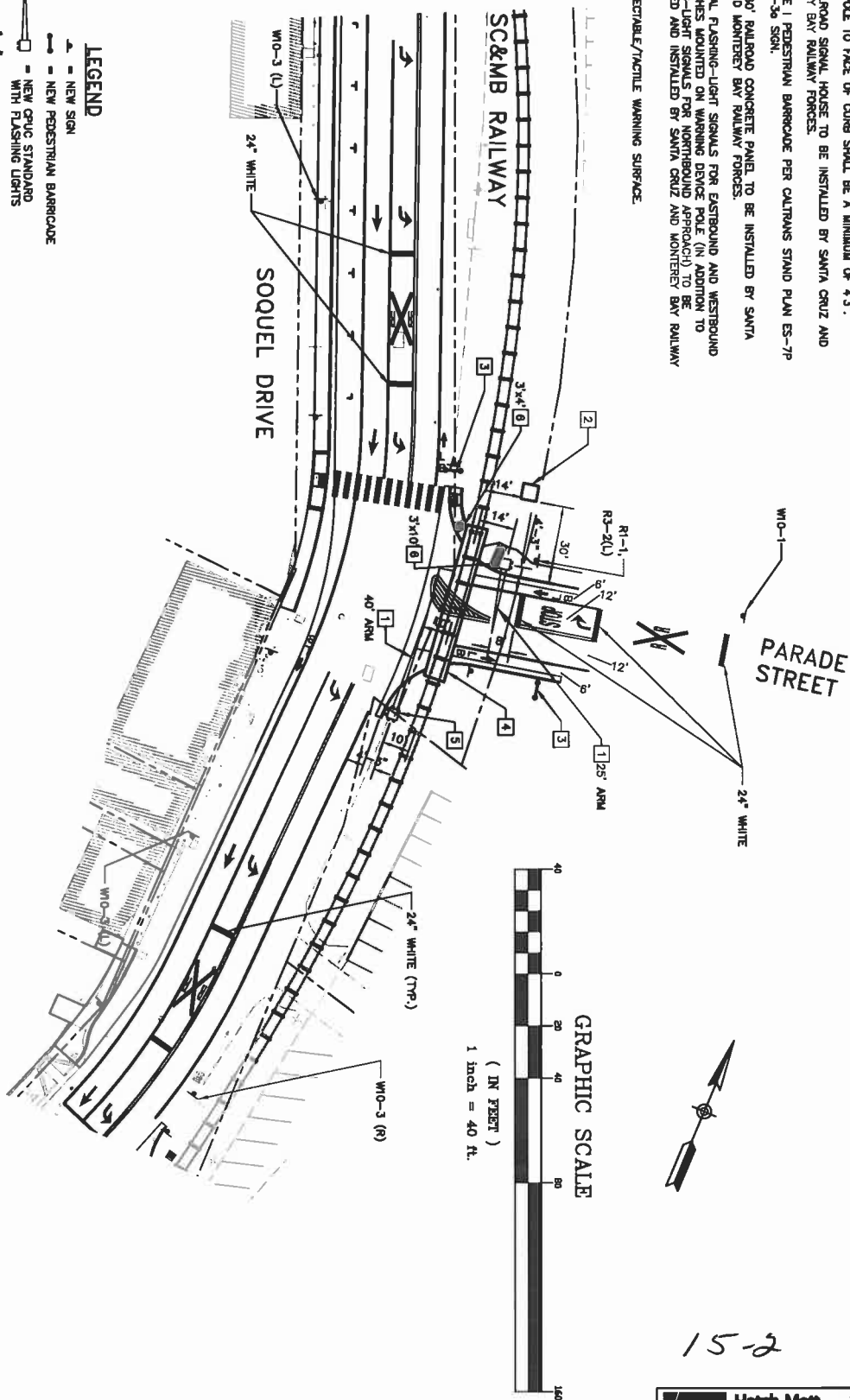
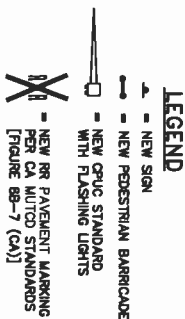
Mr. Sohriakoff will answer questions about the project at the meeting. However to be more productive, it is recommended that E&D TAC members email questions about the project in advance of the meeting to RTC staff.

Attachment 1:

Aptos Village Plan Schematics showing street, sidewalk, and railroad layouts

PROJECT NOTES (THIS SHEET)


- 1 NEW CRUC STANDARD NO. 9 TO BE INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES. CLEARANCE FROM CENTER OF WARNING DEVICE POLE TO FACE OF CURB SHALL BE A MINIMUM OF 4'3".
- 2 NEW RAILROAD SIGNAL HOUSE TO BE INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 3 NEW TYPE 1 PEDESTRIAN BARRICADE PER CALTRANS STAND PLAN ES-7P WITH RP-36 SIGN.
- 4 NEW 8'x60' RAILROAD CONCRETE PANEL TO BE INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 5 ADDITIONAL FLASHING-LIGHT SIGNALS FOR EASTBOUND AND WESTBOUND APPROACHES MOUNTED ON WARNING DEVICE POLE (IN ADDITION TO FLASHING-LIGHT SIGNALS FOR NORTHBOUND APPROACH) TO BE FLASHED AND INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 6 NEW DETECTABLE/TACTILE WARNING SURFACE.



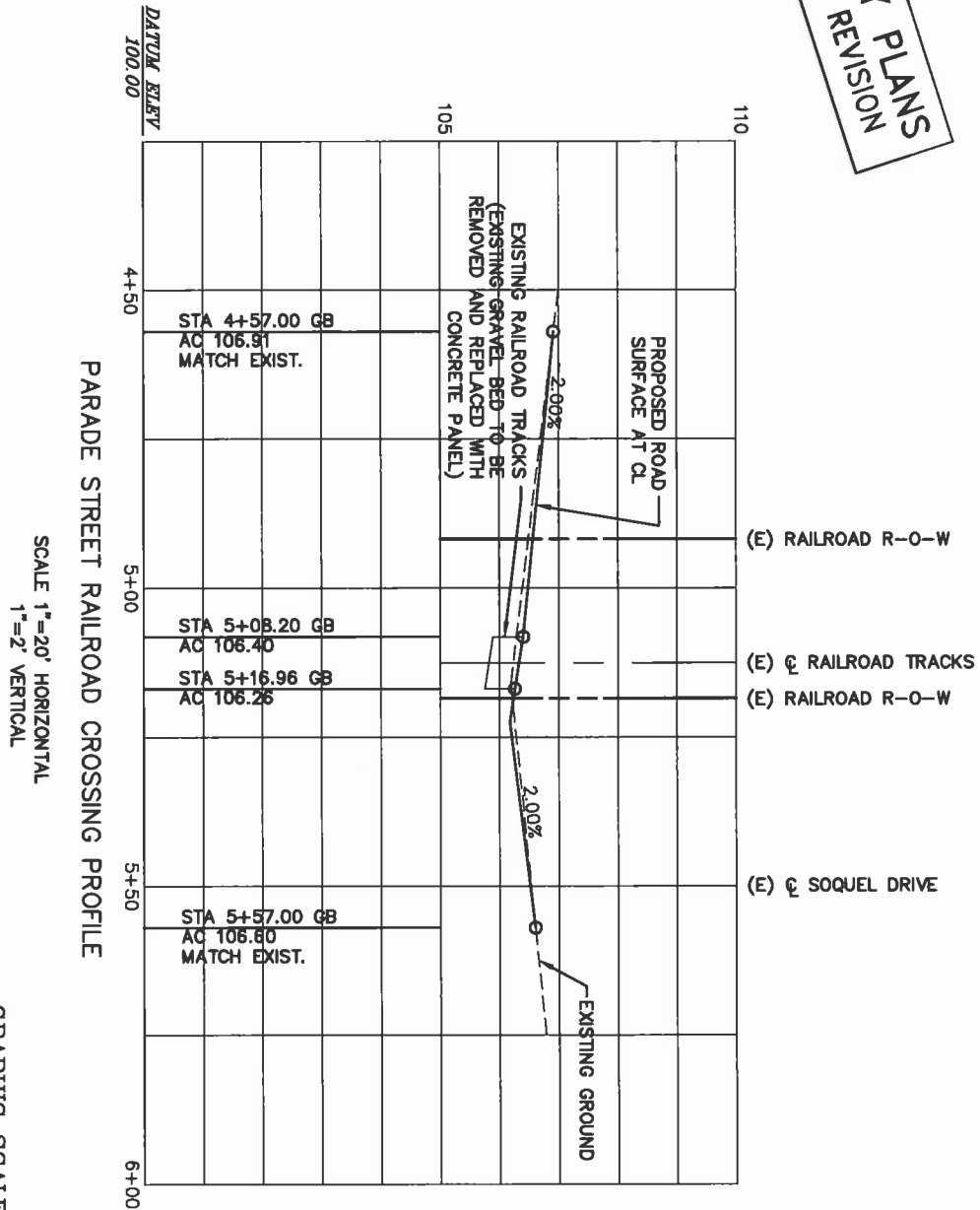
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1300-S FIRST STREET
CULICUTY, CA 95020
408.844-3122
WWW.HATCHMOTT.COM

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TRAFFIC SIGNAL & RAILROAD XING IMPROVEMENT PROJECT							
SOQUEL DRIVE/PARADE STREET RAILROAD XING LAYOUT							


PRELIMINARY PLANS
SUBJECT TO REVISION



15-3

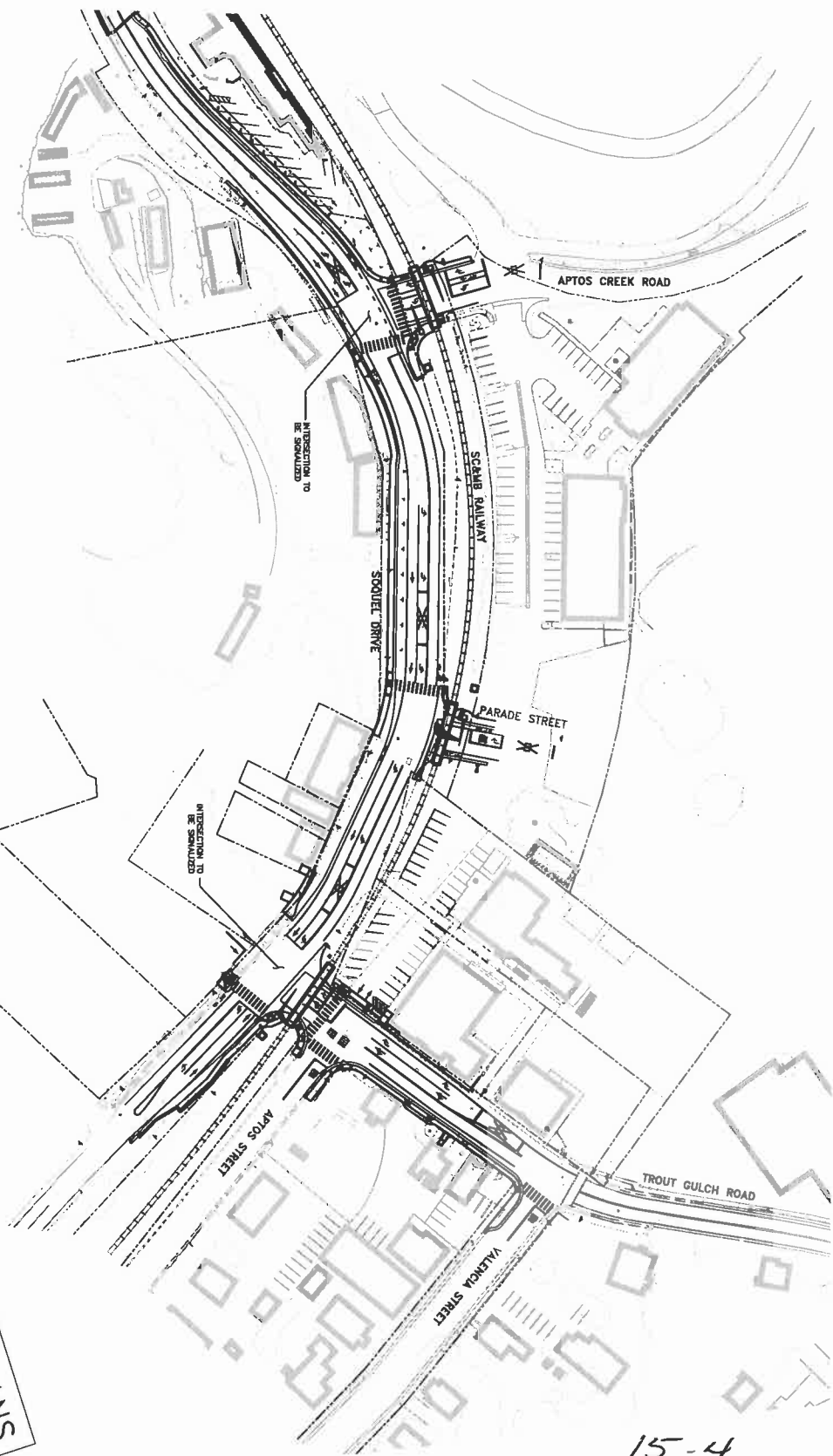
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1300-S FIRST STREET
DUBLIN, CA 94568
(408) 848-3122
WWW.HATCHMOTT.COM

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PRELIMINARY PLANS
SUBJECT TO REVISION



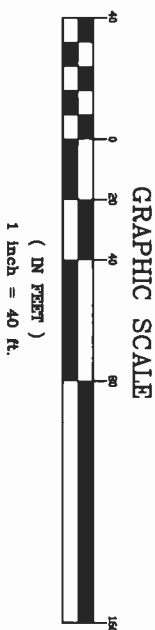
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Hatch Mott MacDonald
1300-8 FIRST STREET
GILROY, CA 95020
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							TRAFFIC SIGNAL & RAILROAD XING IMPROVEMENT PROJECT							
							CONCEPTUAL LAYOUT PLAN							

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Date: 01.18.13, 2:45pm


- 1 NEW CPIC SIGNAL NO. 9 TO BE INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES. CLEARANCE FROM CENTER OF WARNING DEVICE POLE TO FACE OF CURB SHALL BE A MINIMUM OF 4'3".
- 2 NEW RAILROAD SIGNAL, HOUSE TO BE INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 3 NEW TYPE 1 PEDESTRIAN BARRICADE PER CALTRANS STANDARD PLAN ES-77 WITH R9-3a SIGN.
- 4 NEW 8'x6' RAILROAD CONCRETE PANEL TO BE INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 5 ADDITIONAL FLASHING-LIGHT SIGNALS FOR EASTBOUND AND WESTBOUND APPROACHES MOUNTED ON WARNING DEVICE POLE (IN ADDITION TO FLASHING-LIGHT SIGNALS FOR NORTHBOUND APPROACH) TO BE FLASHMOUNTED AND INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 6 NEW DETECTABLE/TACTILE WARNING SURFACE.



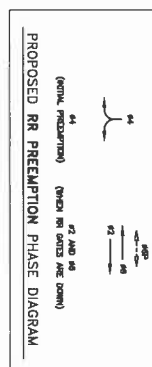
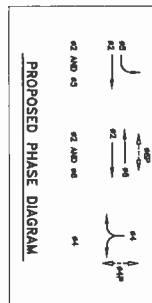
15-5



1300-B FIRST STREET
GILROY, CA 95020
(408)848-3122
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COUNTY OF SANTA CRUZ - DEPARTMENT OF PUBLIC WORKS SOQUEL DRIVE TRAFFIC SIGNAL & RAILROAD XING IMPROVEMENT PROJECT SOQUEL DRIVE/APTOS CREEK ROAD RAILROAD XING LAYOUT		PROJECT ENGINEER LEOPOLDO TRUJILLO		NO. DATE REVISION BY
DRAWN: <u> </u> CHECKED: <u> </u> DATE: 01.18.13 DESIGNED: <u> </u>	SCALE: 1"=40' EXHIBIT E1			

-



GRAPHIC SCALE

(IN FEET)
1 inch = 40 ft.


**Hatch Mott
MacDonald**

1300-B FIRST STREET
GILROY, CA 95020
(408)848-3122
WWW.HATCHMOTT.COM

NO.	DATE	REVISION	BY

COUNTY OF SANTA CRUZ - DEPARTMENT OF PUBLIC WORKS
SOQUEL DRIVE
TRAFFIC SIGNAL & RAILROAD XING IMPROVEMENT PROJECT
SOQUEL DRIVE/APTOS CREEK ROAD TRAFFIC SIGNAL

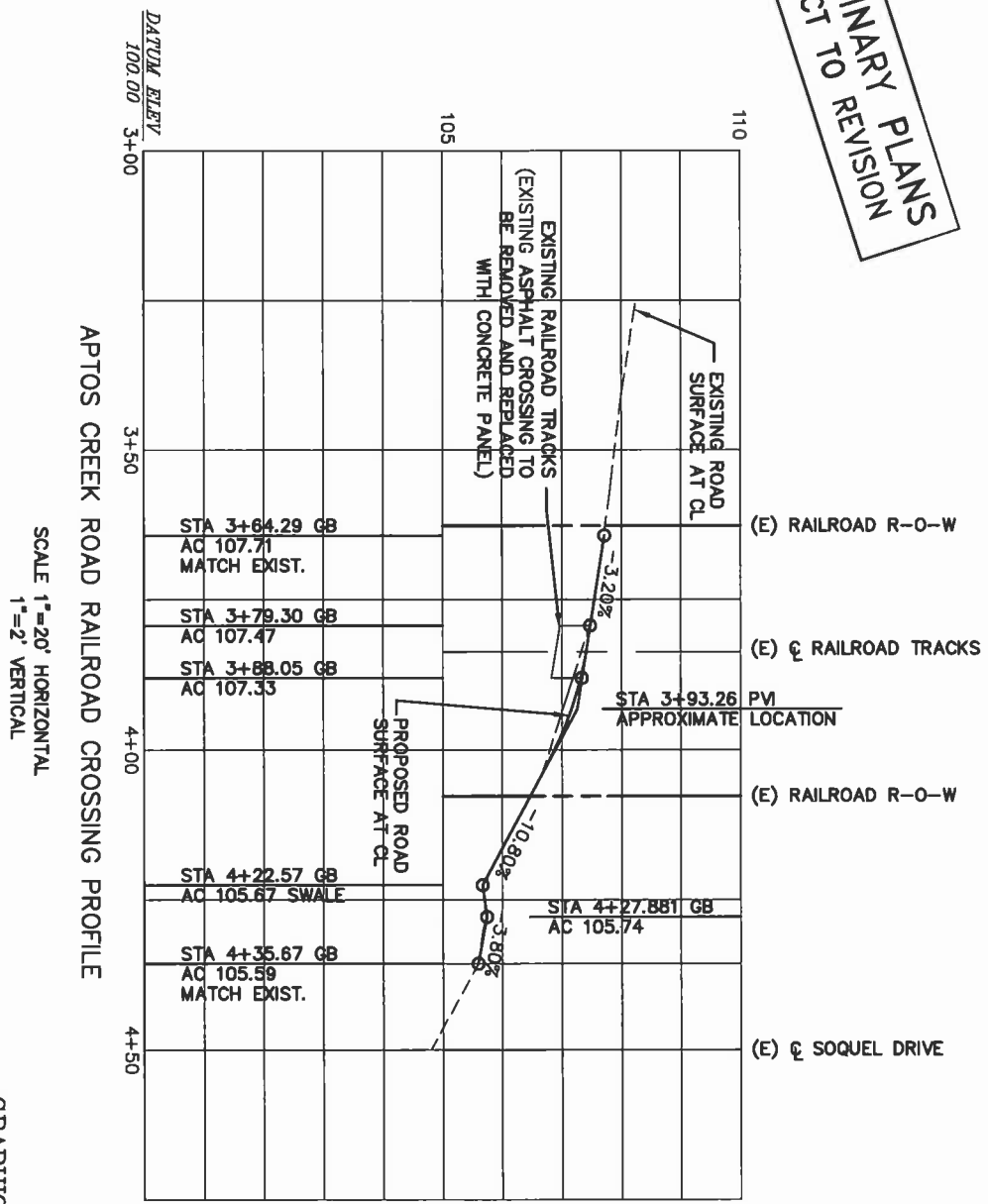
PROJECT ENGINEER

LEOPOLDO TRUJILLO



DRAWN:	AL
CHECKED:	LI
DATE:	01.18.11
DESIGNED:	LI
SCALE:	1"=40'
EXHIBIT	
E2	

**PRELIMINARY PLANS
SUBJECT TO REVISION**



15-7

Hatch Mott MacDonald
1300-8 FIRST STREET
CLROY, CA 95020
(408) 948-1122
WWW.HATCHMOTT.COM

COUNTY OF SANTA CRUZ - DEPARTMENT OF PUBLIC WORKS		CIVIL ENGINEER		NO. DATE		REVISION		BY	
SOQUEL DRIVE		BOWMAN & WILLIAMS							
TRAFFIC SIGNAL & RAILROAD XING IMPROVEMENT PROJECT		CONSULTING CIVIL ENGINEERS							
SOQUEL DRIVE/APTOS CREEK ROAD RAILROAD XING PROFILE		101 CEDAR STREET SANTA CRUZ CA 95060							
DRAWN: JH	CHECKED: JH	DATE: 01/16/13	DESIGNED: JH						
SCALE: AS SHOWN		E3							

Drawing: A:\2013\318248 Aptos Village Project\14.0 Drawings\14.4 R3 E3085\318248 E3085a - Profile.dwg
date: 17, 2013, 2:53pm



Texas Department of Transportation
GUIDE FOR DETERMINING TIME REQUIREMENTS FOR
TRAFFIC SIGNAL PREEMPTION AT HIGHWAY-RAIL GRADE CROSSINGS

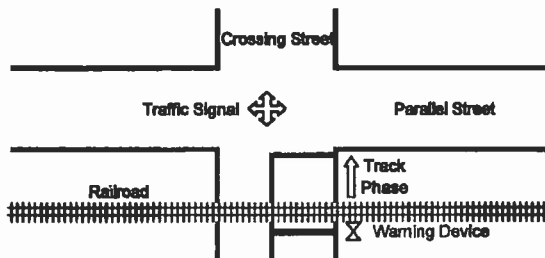
EXHIBIT E4

City APT S
 County SANTA CRUZ
 District _____

Date 11/1/10

Completed by HMM
 District Approval _____

Show North Arrow



Parallel Street Name
SOQUEL DRIVE

Crossing Street Name
APTO RE ROAD

Railroad UTB - TRAY RAIL Y
 Crossing DOT# 785B

Railroad Contact _____
 Phone _____

SECTION 1: RIGHT-OF-WAY TRANSFER TIME CALCULATION

Preempt verification and response time

- | | | | |
|--|----|--|--|
| 1. Preempt delay time (seconds) | 1. | <div style="border: 1px solid black; padding: 2px; display: inline-block;">1</div> | Remarks

Controller type: _____ |
| 2. Controller response time to preempt (seconds) | 2. | <div style="border: 1px solid black; padding: 2px; display: inline-block;">0</div> | |
| 3. Preempt verification and response time (seconds): add lines 1 and 2 | 3. | <div style="border: 1px solid black; padding: 2px; display: inline-block;">1.0</div> | |

Worst-case conflicting vehicle time

- | | | | |
|---|----|--|--|
| 4. Worst-case conflicting vehicle phase number | 4. | <div style="border: 1px solid black; padding: 2px; display: inline-block;">6</div> | Remarks

25 m h
_____ |
| 5. Minimum green time during right-of-way transfer (seconds) | 5. | <div style="border: 1px solid black; padding: 2px; display: inline-block;">0</div> | |
| 6. Other green time during right-of-way transfer (seconds) | 6. | <div style="border: 1px solid black; padding: 2px; display: inline-block;">0</div> | |
| 7. Yellow change time (seconds) | 7. | <div style="border: 1px solid black; padding: 2px; display: inline-block;">3</div> | |
| 8. Red clearance time (seconds) | 8. | <div style="border: 1px solid black; padding: 2px; display: inline-block;">1</div> | |
| 9. Worst-case conflicting vehicle time (seconds): add lines 5 through 8 | 9. | <div style="border: 1px solid black; padding: 2px; display: inline-block;">1.0</div> | |

Worst-case conflicting pedestrian time

- | | | | |
|--|-----|--|--|
| 10. Worst-case conflicting pedestrian phase number | 10. | <div style="border: 1px solid black; padding: 2px; display: inline-block;">4</div> | <div style="border: 1px solid black; padding: 2px; display: inline-block;"> <u>10 40 30</u>
 <u>TO</u>
 <u>-1</u> </div> |
| 11. Minimum walk time during right-of-way transfer (seconds) | 11. | <div style="border: 1px solid black; padding: 2px; display: inline-block;">0</div> | |
| 12. Pedestrian clearance time during right-of-way transfer (seconds) | 12. | <div style="border: 1px solid black; padding: 2px; display: inline-block;">0</div> | |
| 13. Vehicle yellow change time, if not included on line 12 (seconds) | 13. | <div style="border: 1px solid black; padding: 2px; display: inline-block;">0</div> | |
| 14. Vehicle red clearance time, if not included on line 12 (seconds) | 14. | <div style="border: 1px solid black; padding: 2px; display: inline-block;">0</div> | |

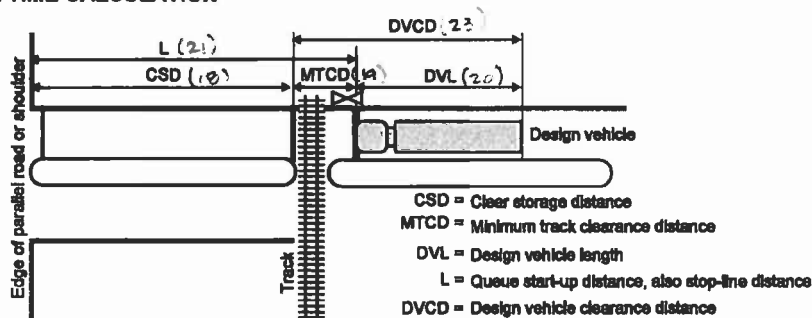
15. Worst-case conflicting pedestrian time (seconds): add lines 11 through 14 15. 0

Worst-case conflicting vehicle or pedestrian time

16. Worst-case conflicting vehicle or pedestrian time (seconds): maximum of lines 9 and 15 1.0
17. Right-of-way transfer time (seconds): add lines 3 and 16 2.0

15-8

SECTION 2: QUEUE CLEARANCE TIME CALCULATION



		Remarks
18. Clear storage distance (CSD, feet)	18. <u>0'</u>	
19. Minimum track clearance distance (MTCD, feet)	19. <u>0'</u>	
20. Design vehicle length (DVL, feet)	20. <u>65'</u>	
21. Queue start-up distance, L (feet): add lines 18 and 19	21. <u>0' 0</u>	Desig N/A UEL 96 11 TION, MIT LINE CLEC STOPPED NOTREAH
22. Time required for design vehicle to start moving (seconds): calculate as $2 \times (L + 20)$	22. <u>20</u>	
23. Design vehicle clearance distance, DVCD (feet): add lines 19 and 20	23. <u>99' 0</u>	
24. Time for design vehicle to accelerate through the DVCD (seconds)	24. <u>13.5</u>	Read from Figure 2 in Instructions.
25. Queue clearance time (seconds): add lines 22 and 24	25. <u>15.5-0-0</u>	

SECTION 3: MAXIMUM PREEMPTION TIME CALCULATION

		Remarks
26. Right-of-way transfer time (seconds): line 17	26. <u>00-0</u>	
27. Queue clearance time (seconds): line 25	27. <u>1550-0</u>	
28. Desired minimum separation time (seconds)	28. <u>4.0</u>	
29. Maximum preemption time (seconds): add lines 26 through 28	29. <u>2452-8</u>	

SECTION 4: SUFFICIENT WARNING TIME CHECK

		Remarks
30. Required minimum time, MT (seconds): per regulations	30. <u>20.0</u>	
31. Clearance time, CT (seconds): get from railroad	31. <u>0</u>	
32. Minimum warning time, MWT (seconds): add lines 30 and 31	32. <u>20.0</u>	
33. Advance preemption time, APT, if provided (seconds): get from railroad ...	33. <u>11.0</u>	
34. ^{TOTAL} Warning time ^{NEEDED FROM} provided by the railroad (seconds): add lines 32 and 33	34. <u>3</u>	CA MU 8D.06 M 2D LNE A L 35' E F LIN-0 NEED PA 7
35. Additional warning time required from railroad (seconds): subtract line 34 from line 29, round up to nearest full second, enter 0 if less than 0	35. <u>0</u>	NEW DESIGN

Remarks: _____

SECTION 5: TRACK CLEARANCE GREEN TIME CALCULATION (OPTIONAL)

SIGNAL ASPECT (M) GREEN TIME
FOR RR X NU APPROACH

Preempt Trap Check

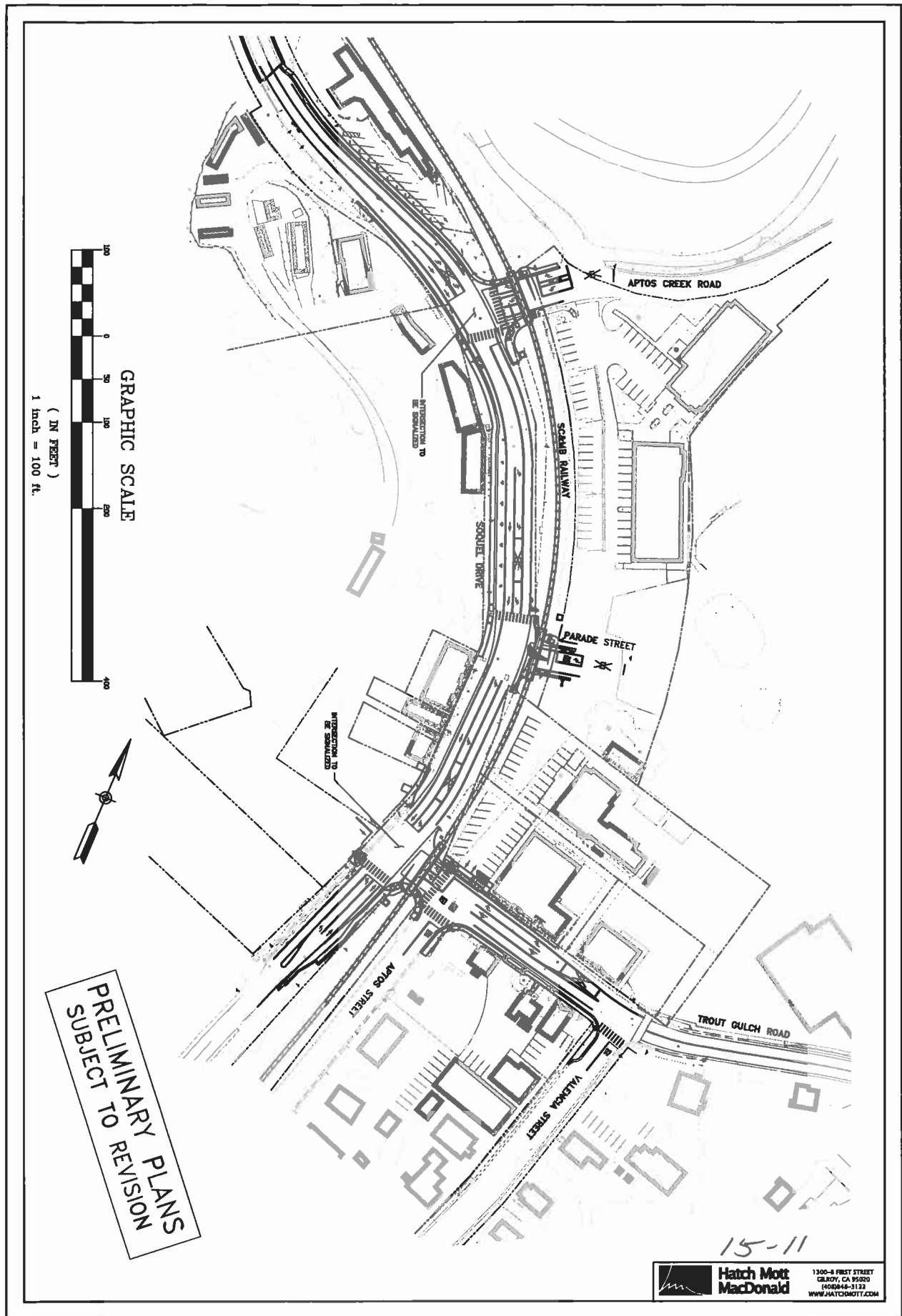
36. Advance preemption time (APT) provided (seconds): 36. 11.0 Line 33 only valid if line 35 is zero.
37. Multiplier for maximum APT due to train handling 37. 1.5 See Instructions for details.
38. Maximum APT (seconds): multiply line 36 and 37 38. 13.750 Remarks
39. Minimum duration for the track clearance green interval (seconds) 39. 15.0 For zero advance preemption time
40. Gates down after start of preemption (seconds): add lines 38 and 39 40. 28.75
41. Preempt verification and response time (seconds): line 3 41. 1.0 Remarks
42. Best-case conflicting vehicle or pedestrian time (seconds): usually 0 42. 0
43. Minimum right-of-way transfer time (seconds): add lines 41 and 42 43. 1.0
44. Minimum track clearance green time (seconds): subtract line 43 from line 40 44. 27.75

Clearing of Clear Storage Distance

45. Time required for design vehicle to start moving (seconds), line 22 45. 2.0
46. Design vehicle clearance distance (DVCD, feet), line 23 46. 91.8 Remark
47. Portion of CSD to clear during track clearance phase (feet) ... 47. 30 CSD* in
48. Design vehicle relocation distance (DVRD, feet): add lines 46 and 47 48. 121.8
49. Time required for design vehicle to accelerate through DVRD (seconds) 49. 15.5 ions.
50. Time to clear portion of clear storage distance (seconds): add lines 45 and 49
51. Track clearance green interval (seconds): maximum of lines 44 and 50, round up to nearest full second 51. 28

SECTION 6: VEHICLE-GATE INTERACTION CHECK (OPTIONAL)

52. Right-of-way transfer time (seconds): line 17 52. 3
53. Time required for design vehicle to start moving (seconds), line 22 53. 2
54. Time required for design vehicle to accelerate through DVL (on line 20, seconds) 54. 11.0 FIGURE 2
Read from Table 3 in Instructions.
55. Time required for design vehicle to clear descending gate (seconds): add lines 52 through 54 55. 18.0
56. Duration of flashing lights before gate descent start (seconds): get from railroad 56. 80.0 MU
57. Full gate descent time (seconds): get from railroad 57. 12 A SUMED
58. Proportion of non-interaction gate descent time 58. 0.36 d2 10'
59. Non-interaction gate descent time (seconds): multiply lines 57 and 58 59. 4.3
60. Time available for design vehicle to clear descending gate (seconds): add lines 56 and 59 60. 7.30
61. Advance preemption time (APT) required to avoid design vehicle-gate interaction (seconds): subtract line 60 from line 55, round up to nearest full second, enter 0 if less than 0 61. 11.0

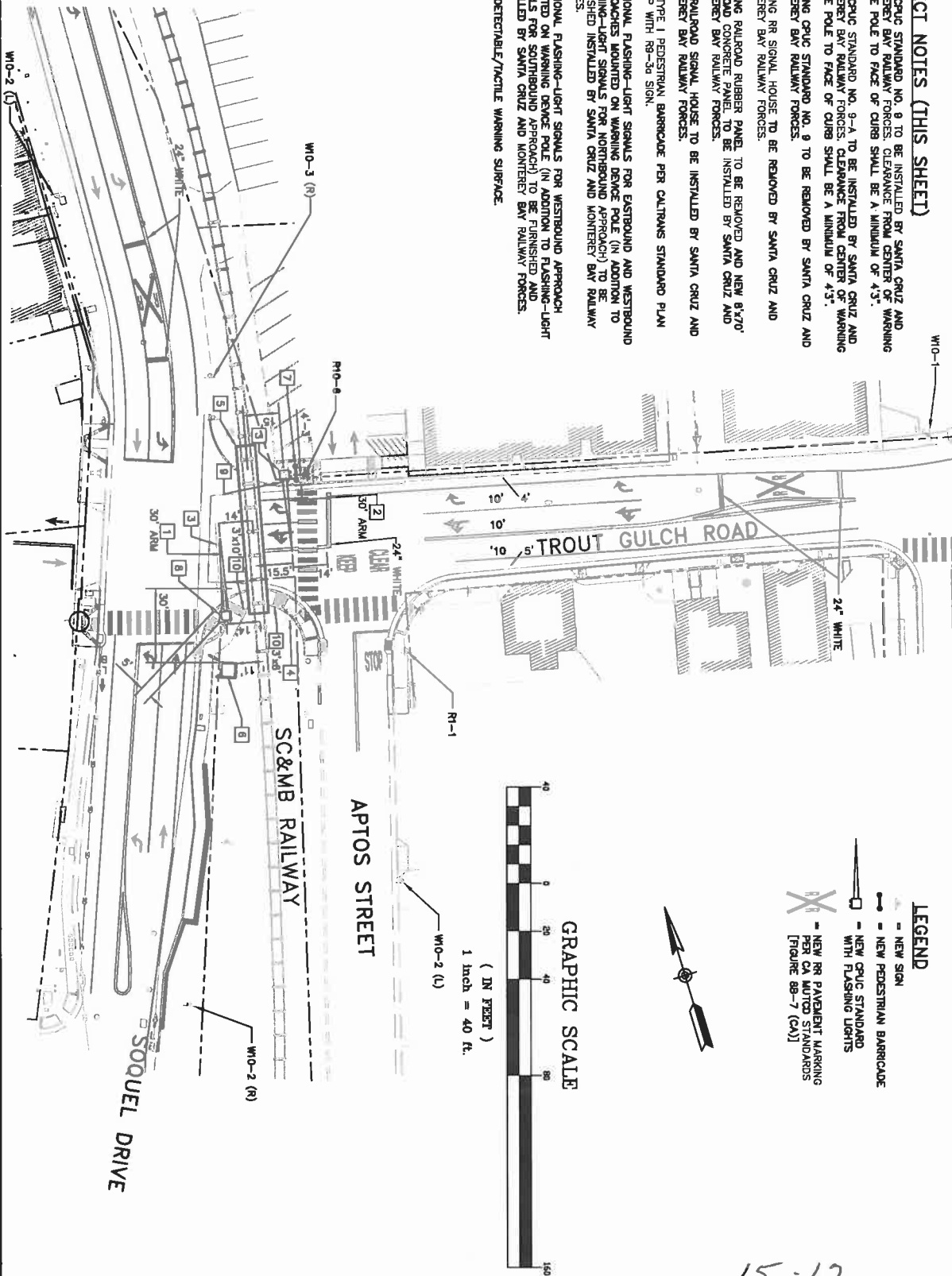


D1	EXHIBIT	SCALE: 1"=100'	DATE: 01.16.13 DESIGNED: LT CHECKED: LT	DRAWN: AS	COUNTY OF SANTA CRUZ - DEPARTMENT OF PUBLIC WORKS	PROJECT ENGINEER	NO.	DATE	REVISION	BY
					SOQUEL DRIVE	LEOPOLDO TRUJILLO				
					TRAFFIC SIGNAL & RAILROAD XING IMPROVEMENT PROJECT					
					CONCEPTUAL LAYOUT PLAN					

Drawing: J:\B1\315248 Aptos Village Project\140 Drawings\143 Design\315248 DD-WR D008 3.dwg
 Jan 25, 2015, 1:07pm

PROJECT NOTES (THIS SHEET)

- 1 NEW CRUC STANDARD NO. 9 TO BE INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES. CLEARANCE FROM CENTER OF WARNING DEVICE POLE TO FACE OF CURB SHALL BE A MINIMUM OF 4'3".
- 2 NEW CRUC STANDARD NO. 9-A TO BE INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES. CLEARANCE FROM CENTER OF WARNING DEVICE POLE TO FACE OF CURB SHALL BE A MINIMUM OF 4'3".
- 3 EXISTING CRUC STANDARD NO. 9 TO BE REMOVED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 4 EXISTING RR SIGNAL HOUSE TO BE REMOVED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 5 EXISTING RAILROAD RUBBER PANEL TO BE REMOVED AND NEW 8'x70' RAILROAD CONCRETE PANEL TO BE INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 6 NEW RAILROAD SIGNAL HOUSE TO BE INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 7 NEW TYPE 1 PEDESTAL BARRICADE PER CALTRANS STANDARD PLAN ES-7P WITH R9-3d SIGN.
- 8 ADDITIONAL FLASHING-LIGHT SIGNALS FOR EASTBOUND AND WESTBOUND APPROACHES MOUNTED ON WARNING DEVICE POLE (IN ADDITION TO FLASHING-LIGHT SIGNALS FOR NORTHBOUND APPROACH) TO BE FURNISHED INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 9 ADDITIONAL FLASHING-LIGHT SIGNALS FOR WESTBOUND APPROACH MOUNTED ON WARNING DEVICE POLE (IN ADDITION TO FLASHING-LIGHT SIGNALS FOR SOUTHBOUND APPROACH) TO BE FURNISHED AND INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 10 NEW DETECTABLE/TACTILE WARNING SURFACE.



LEGEND

- NEW SIGN
- NEW PEDESTAL BARRICADE
- NEW CRUC STANDARD WITH FLASHING LIGHTS
- NEW RR PAVEMENT MARKING PER CA MUTCD STANDARDS [FIGURE 8B-7 (CA)]




GRAPHIC SCALE



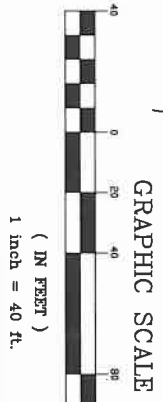
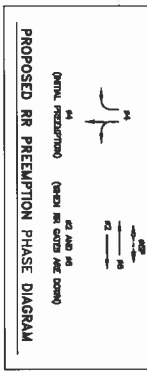
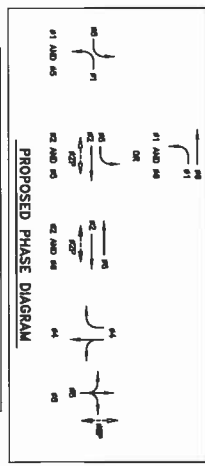
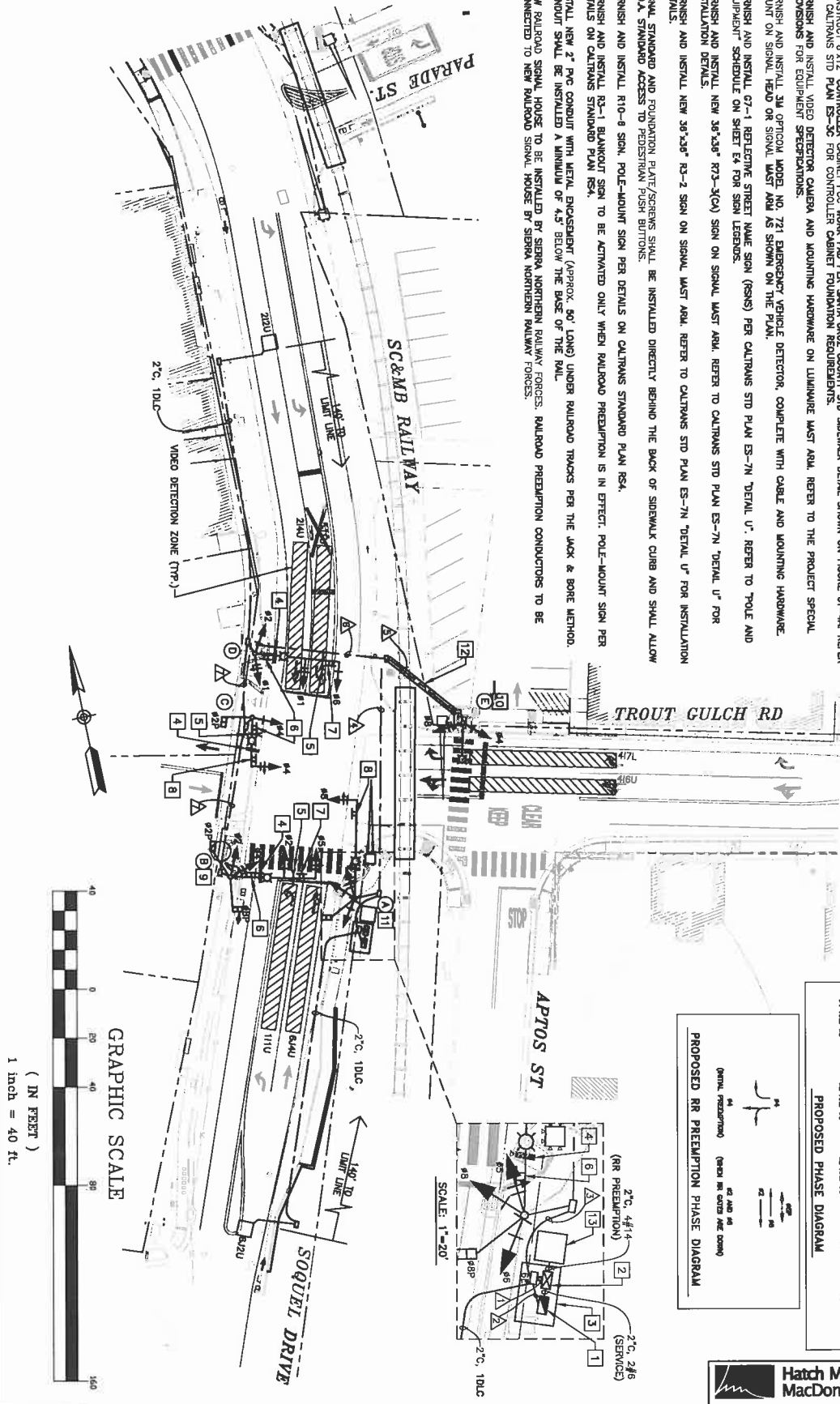
Hatch Mott MacDonald


1300-S FIRST STREET
OAKLAND, CA 94612
(415)864-3123
WWW.HATCHMOTT.COM

COUNTY OF SANTA CRUZ - DEPARTMENT OF PUBLIC WORKS		PROJECT ENGINEER		NO.	DATE	REVISION	BY
SOQUEL DRIVE TRAFFIC SIGNAL & RAILROAD XING IMPROVEMENT PROJECT SOQUEL DRIVE/TROUT GULCH ROAD RAILROAD XING LAYOUT		LEOPOLDO TRUJILLO					
DRAWN: AB	CHECKED: LT	DATE: 01.18.13	DESIGNED: LT	SCALE: 1"=40'			
EXHIBIT D2							

PROJECT NOTES (THIS SHEET)

- 1 FURNISH AND INSTALL TYPE III-A SERVICE EQUIPMENT AND ENCLOSURE PROVIDE EQUIPMENT ITEMS 1 THROUGH 8, 13, 15 THROUGH 17 AND 20 THROUGH 23 PER CALTRANS STD PLAN ES-20. SERVICE EQUIPMENT SHALL BE TESSO MODEL 27-22 885 SERVICE PEDESTAL AND BACK-TO-BACK BATTERY BACKUP SYSTEM. SERVICE EQUIPMENT SHALL HAVE TYPE V PEU INSIDE CABINET WITH TEST SWITCH. DOOR SHALL FACE SOUTH.
- 2 FURNISH AND INSTALL MODEL 170E TRAFFIC CONTROLLER ASSEMBLY IN MODEL 332 CABINET COMPLETE WITH FOUNDATION. INSTALL FOUNDATION PER CALTRANS STD PLAN ES-3C. DOOR SHALL FACE EAST.
- 3 CONSTRUCT 8'x12' CONTROLLER CABINET PCC WORK PAD PER SANTA CRUZ COUNTY STD SIDEWALK DETAIL SHOWN ON FIGURE ST-4A. REFER TO CALTRANS STD PLAN ES-3C FOR CONTROLLER CABINET FOUNDATION REQUIREMENTS.
- 4 FURNISH AND INSTALL VIDEO DETECTOR CAMERA AND MOUNTING HARDWARE ON LUMINARE MAST ARM. REFER TO THE PROJECT SPECIAL PROVISIONS FOR EQUIPMENT SPECIFICATIONS.
- 5 FURNISH AND INSTALL 3M OPTICOM MODEL NO. 721 EMBEDED VEHICLE DETECTOR. COMPLETE WITH CABLE AND MOUNTING HARDWARE. MOUNT ON SIGNAL MAST AND AS SHOWN ON THE PLAN.
- 6 FURNISH AND INSTALL G7-1 REFLECTIVE STREET NAME SIGN (RSNS) PER CALTRANS STD PLAN ES-7N DETAIL U. REFER TO POLE AND EQUIPMENT SCHEDULE ON SHEET E4 FOR SIGN LEGENDS.
- 7 FURNISH AND INSTALL NEW 36"x36" R73-3(CA) SIGN ON SIGNAL MAST ARM. REFER TO CALTRANS STD PLAN ES-7N DETAIL U FOR INSTALLATION DETAILS.
- 8 FURNISH AND INSTALL NEW 36"x36" R2-2 SIGN ON SIGNAL MAST ARM. REFER TO CALTRANS STD PLAN ES-7N DETAIL U FOR INSTALLATION DETAILS.
- 9 SIGNAL STANDOFF AND FOUNDATION PLATE/SCREENS SHALL BE INSTALLED DIRECTLY BEHIND THE BACK OF SIDEWALK CURB AND SHALL ALLOW ADA STANDING ACCESS TO PEDESTRIAN PUSH BUTTONS.
- 10 FURNISH AND INSTALL R10-8 SIGN, POLE-MOUNT SIGN PER DETAILS ON CALTRANS STANDARD PLAN RS4.
- 11 FURNISH AND INSTALL R3-1 BLANKOUT SIGN TO BE ACTIVATED ONLY WHEN RAILROAD PREEMPTION IS IN EFFECT. POLE-MOUNT SIGN PER DETAILS ON CALTRANS STANDARD PLAN RS4.
- 12 INSTALL NEW 2" PVC CONDUIT WITH METAL EMBEDEDMENT (APPROX. 90' LONG) UNDER RAILROAD TRACKS PER THE JACK & BORE METHOD. CONDUIT SHALL BE INSTALLED A MINIMUM OF 4.5' BELOW THE BASE OF THE RAIL.
- 13 NEW RAILROAD SIGNAL HOUSE TO BE INSTALLED BY SIERRA NORTHERN RAILWAY FORCES. RAILROAD PREEMPTION CONDUITS TO BE CONNECTED TO NEW RAILROAD SIGNAL HOUSE BY SIERRA NORTHERN RAILWAY FORCES.



COUNTY OF SANTA CRUZ - DEPARTMENT OF PUBLIC WORKS				PROJECT ENGINEER			NO.	DATE	REVISION	BY
SOQUEL DRIVE				LEOPOLDO TRUJILLO						
TRAFFIC SIGNAL & RAILROAD XING IMPROVEMENT PROJECT										
SOQUEL DRIVE/TROUT GULCH ROAD TRAFFIC SIGNAL										
DRAWN: AB	CHECKED: LT	DATE: 1.1.18.13	DESIGNED: LT							
SCALE: 1"=40'										
EXHIBIT D3										

Drawing: J:\2013\112948 Aptos Village Project\14.0 Drawings\14.2 Design\112948 DS-RS Exhibit 2.dwg
 Jan 26, 2013, 2:55pm



Texas Department of Transportation
GUIDE FOR DETERMINING TIME REQUIREMENTS FOR
TRAFFIC SIGNAL PREEMPTION AT HIGHWAY-RAIL GRADE CROSSINGS

EXHIBIT D4

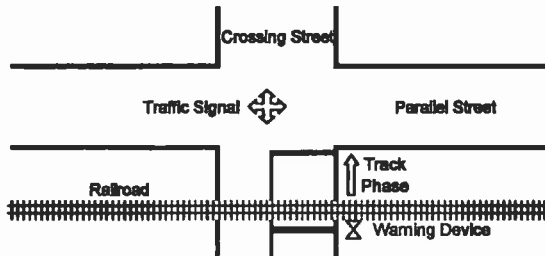
City PTOS
 County SANT UZE
 District _____

Date 1/20/2010

Completed by HMM

District Approval _____

Show North Arrow



Parallel Street Name

BOQUEL DRIVE

Cross

TROUT ULCH RD

Railroad SANTA CRUZ
MD EY BAY RA WAY

Railroad Contact _____

Crossing DOT# 70 20 P

Phone _____

SECTION 1: RIGHT-OF-WAY TRANSFER TIME CALCULATION

Preempt verification and response time

- | | |
|--|---|
| 1. Preempt delay time (seconds) | 1. <div style="border: 1px solid black; padding: 2px;">1</div> |
| 2. Controller response time to preempt (seconds) | 2. <div style="border: 1px solid black; padding: 2px;">0</div> |
| 3. Preempt verification and response time (seconds): add lines 1 and 2 | 3. <div style="border: 1px solid black; padding: 2px;">1.0 00</div> |

Remarks

Controller type: _____

Worst-case conflicting vehicle time

- | | |
|---|---|
| 4. Worst-case conflicting vehicle phase number | 4. <div style="border: 1px solid black; padding: 2px;">0</div> |
| 5. Minimum green time during right-of-way transfer (seconds) | 5. <div style="border: 1px solid black; padding: 2px;">0</div> |
| 6. Other green time during right-of-way transfer (seconds) | 6. <div style="border: 1px solid black; padding: 2px;">0</div> |
| 7. Yellow change time (seconds) | 7. <div style="border: 1px solid black; padding: 2px;">3</div> |
| 8. Red clearance time (seconds) | 8. <div style="border: 1px solid black; padding: 2px;">1</div> |
| 9. Worst-case conflicting vehicle time (seconds): add lines 5 through 8 | 9. <div style="border: 1px solid black; padding: 2px;">4.0 00</div> |

Remarks

25 mph

Worst-case conflicting pedestrian time

- | | |
|---|---|
| 10. Worst-case conflicting pedestrian phase number | 10. <div style="border: 1px solid black; padding: 2px;">0</div> |
| 11. Minimum walk time during right-of-way transfer (seconds) | 11. <div style="border: 1px solid black; padding: 2px;">0</div> |
| 12. Pedestrian clearance time during right-of-way transfer (seconds) | 12. <div style="border: 1px solid black; padding: 2px;">0</div> |
| 13. Vehicle yellow change time, if not included on line 12 (seconds) | 13. <div style="border: 1px solid black; padding: 2px;">0</div> |
| 14. Vehicle red clearance time, if not included on line 12 (seconds) | 14. <div style="border: 1px solid black; padding: 2px;">0</div> |
| 15. Worst-case conflicting pedestrian time (seconds): add lines 11 through 14 | 15. <div style="border: 1px solid black; padding: 2px;">0.0</div> |

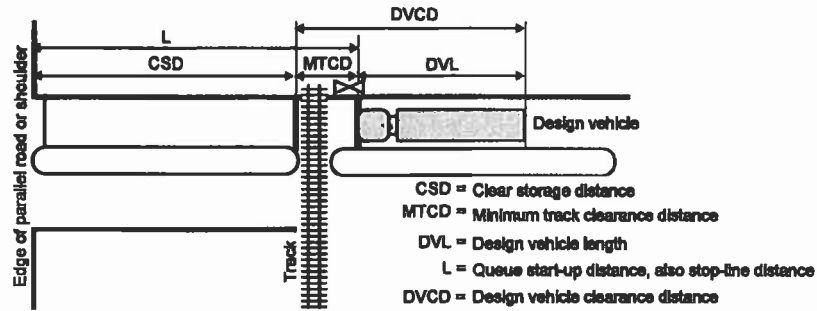
Remarks

min AD 3 -
PED P E
ATELY
INATE

Worst-case conflicting vehicle or pedestrian time

- | | |
|--|--|
| 16. Worst-case conflicting vehicle or pedestrian time (seconds): maximum of lines 9 and 15 | 16. <div style="border: 1px solid black; padding: 2px;">4.0 00</div> |
| 17. Right-of-way transfer time (seconds): add lines 3 and 16 | 17. <div style="border: 1px solid black; padding: 2px;">5. 00</div> |

SECTION 2: QUEUE CLEARANCE TIME CALCULATION



		Remarks
18. Clear storage distance (CSD, feet)	18. <u>7'</u>	
19. Minimum track clearance distance (MTCD, feet)	19. <u>33'</u>	
20. Design vehicle length (DVL, feet)	20. <u>5'</u>	
21. Queue start-up distance, L (feet): add lines 18 and 19	<u>0'</u>	N/A DV N IND CA N LIM L E N OF TRACKS
22. Time required for design vehicle to start moving (seconds): calculate as $2 + (L + 20)$	<u>20</u>	SIGNAL TOPE AT TREATY
23. Design vehicle clearance distance, DVCD (feet): add lines 19 and 20	23. <u>98</u>	
24. Time for design vehicle to accelerate through the DVCD (seconds)	24. <u>13.5</u>	Read from Figure 2 in Instructions.
25. Queue clearance time (seconds): add lines 22 and 24	25. <u>15.5-0</u>	

SECTION 3: MAXIMUM PREEMPTION TIME CALCULATION

		Remarks
26. Right-of-way transfer time (seconds): line 17	26. <u>50.0-0</u>	
27. Queue clearance time (seconds): line 25	27. <u>15.5-0-0</u>	
28. Desired minimum separation time (seconds)	28. <u>4.0</u>	
29. Maximum preemption time (seconds): add lines 26 through 28	29. <u>24.54-0</u>	

SECTION 4: SUFFICIENT WARNING TIME CHECK

		Remarks
30. Required minimum time, MT (seconds): per regulations	30. <u>20.0</u>	
31. Clearance time, CT (seconds): get from railroad	31. <u>0</u>	
32. Minimum warning time, MWT (seconds): add lines 30 and 31	32. <u>20.0</u>	
33. Advance preemption time, APT, if provided (seconds): get from railroad	33. <u>11.0</u>	
34. ^{TOTAL} Warning time ^{NEEDED FROM} provided by the railroad (seconds): add lines 32 and 33	<u>31.0</u>	FROM N 1 8 20-0 RAIL AD
35. Additional warning time required from railroad (seconds): subtract line 34 from line 29, round up to nearest full second, enter 0 if less than 0	<u>1</u>	

If the additional warning time required (line 35) is greater than zero, additional warning time has to be requested from the railroad. Alternatively, the maximum preemption time (line 29) may be decreased after performing an engineering study to investigate the possibility of reducing the values on lines 1, 5, 8, 7, 8, 11, 12, 13 and 14.

Remarks: _____

SECTION 5: TRACK CLEARANCE GREEN TIME CALCULATION (OPTIONAL)

SIN P
TIME FOR RR XING APPROX (M N GREEN
FE L E U)

Preempt Trap Check

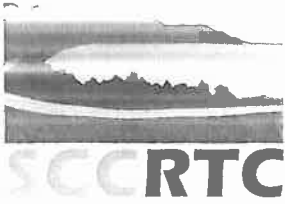
36. Advance preemption time (APT) provided (seconds): 36. 10
37. Multiplier for maximum APT due to train handling 37. 1.25
38. Maximum APT (seconds): multiply line 36 and 37 38. 12.50-0 **Remarks**
39. Minimum duration for the track clearance green interval (seconds) 39. 15.0 **For zero advance preemption time**
40. Gates down after start of preemption (seconds): add lines 38 and 39 40. 15-0 27.75
41. Preempt verification and response time (seconds): line 3 41. 1.00-0 **Remarks**
42. Best-case conflicting vehicle or pedestrian time (seconds): usually 0 42. 0
43. Minimum right-of-way transfer time (seconds): add lines 41 and 42 43. 1.00-0
44. Minimum track clearance green time (seconds): subtract line 43 from line 40 44. 15.0 27.75

Clearing of Clear Storage Distance

45. Time required for design vehicle to start moving (seconds), line 22 45. 2.00-0
46. Design vehicle clearance distance (DVCD, feet), line 23 46. 98' 0 **Remarks**
47. Portion of CSD to clear during track clearance phase (feet) ... 47. 7' **CSD* in Figure 3 in Instructions.**
48. Design vehicle relocation distance (DVRD, feet): add lines 46 and 47 48. 105' 0
49. Time required for design vehicle to accelerate through DVRD (seconds) 49. 13.7 **Read from Figure 2 in Instructions.**
50. Time to clear portion of clear storage distance (seconds): add lines 45 and 49 50. 15.70-0
51. Track clearance green interval (seconds): maximum of lines 44 and 50, round up to nearest full second 51. 28 25

SECTION 6: VEHICLE-GATE INTERACTION CHECK (OPTIONAL)

52. Right-of-way transfer time (seconds): line 17 52. 5.00-0
53. Time required for design vehicle to start moving (seconds), line 22 53. 2.00-0
54. Time required for design vehicle to accelerate through DVL (on line 20, seconds) 54. 1.0 **Fig.**
55. Time required for design vehicle to clear descending gate (seconds): add lines 52 through 54 55. 8.00
56. Duration of flashing lights before gate descent start (seconds): get from railroad 56. 3 **CA TCD 88.04**
57. Full gate descent time (seconds): get from railroad 57. 1.0 **Remarks**
58. Proportion of non-interaction gate descent time 58. 0.3 **ASSUMED**
59. Non-interaction gate descent time (seconds): multiply lines 57 and 58 59. 4.1
60. Time available for design vehicle to clear descending gate (seconds): add lines 56 and 59 60. 7.10-0
61. Advance preemption time (APT) required to avoid design vehicle-gate interaction (seconds): subtract line 60 from line 55, round up to nearest full second, enter 0 if less than 0 61. 11.0



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

January 18, 2013

Santa Cruz Association of Realtors
2525 Main Street
Soquel, CA 95073-2407

RE: FREE STANDING REALTOR SIGNS

Dear Realtors and Brokers –

The Pedestrian Safety Work Group is a sub-committee of the Santa Cruz County Regional Transportation Commission's (RTC) Elderly & Disabled Transportation Advisory Committee. The mission of the work group is to ensure safe and accessible pedestrian travel throughout the county for the benefit of all residents.

To maintain safe access for all pedestrians, the Work Group respectfully requests that realtor signs be placed in locations that do not create barriers on the sidewalk or on curb ramps. Signs should also not interfere with the ability of disabled pedestrians to reach or safely locate walk light buttons. Please find ways to place real estate signs out of the public right of way and be considerate of the rights for all in our community to safely use sidewalks.

Please let us know if you would like someone from our group to address real estate agents, brokers or administrators. Karena Pushnik, RTC staff, will follow up with Andrea Harbert or she can be reached at 831.460.3210.

Thank you.

Veronica Elsea, Chair
Pedestrian Safety Work Group

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