



Santa Cruz County Regional Transportation Commission's

BICYCLE COMMITTEE

AGENDA

Monday, May 13, 2013

6:00 p.m. to 8:30 p.m.

Note Earlier Start Time

<p>RTC Office 1523 Pacific Ave Santa Cruz, CA 95060</p>
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1. Call to Order
2. Introductions
3. Announcements – RTC staff
4. Oral communications – members and public

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.

5. 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 Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee 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 committee member objects to the change.

6. Approve draft minutes of the March 11, 2013 Bicycle Committee meeting (pages 3-6)
7. Accept summary of Bicycle Hazard Reports (page 7)
8. Accept Bicycle Committee roster (page 8)
9. Accept letter from Bicycle Committee regarding preliminary designs for planned Highway 1 Bicycle/Pedestrian Overcrossing project at Chanticleer Avenue (page 9)
10. Accept letter from Bicycle Committee urging the Santa Cruz City Council to reinstate

the City of Santa Cruz's Bicycle and Pedestrian Subcommittee (page 10)

11. Approve Bike Secure application from the Live Oak Grange (pages 11 - 17)

REGULAR AGENDA

12. Officer Elections (page 18)
13. Complete Streets Assessment and Draft Regional Transportation Plan Project List – Presentation from Grace Blakeslee, RTC Sr. Transportation Planner (pages 19- 36)
14. Transportation Development Act Claim for the Community Traffic Safety Coalition and the Ride 'n Stride program – Presentation from Health Service Agency staff (pages 37 - 51)
15. Transportation Development Act Claim for Bike to Work Week – Presentation from Ecology Action staff (pages 52 - 67)
16. City of Santa Cruz Capital Improvement Program – Presentation from Committee member Rick Hyman (pages 68 – 105)
17. City of Scotts Valley Capital Improvement Program – Presentation from Committee member Rick Hyman (pages 106 – 117)
18. County of Santa Cruz Capital Improvement Program – Presentation from Committee member Rick Hyman (page 118)
19. Member updates related to Committee functions
20. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for Monday, June 10, 2013, from 6:30pm to 9pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

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

AGENDAS ONLINE

To receive email notification when the Bicycle Committee meeting agenda packets are posted on our website, please call (831) 460-3201 or email ccaletti@sccrtc.org to subscribe.

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.

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Santa Cruz County Regional Transportation Commission's BICYCLE COMMITTEE

Minutes – Draft

**Monday, March 11, 2013
6:00 pm**

**RTC Office
1523 Pacific Ave
Santa Cruz, CA 95060**

1. Call to Order at 6:05pm
2. Introductions

Members Present:

Kem Akol, District 1
Holly Tyler, District 1 (Alt.)
David Casterson, District 2, Chair
Peter Scott, District 3
Will Menchine, District 3 (Alt.)
Rick Hyman, District 5
Bill Fieberling, City of Santa Cruz
Andy Ward, City of Capitola, Vice-Chair
Daniel Kostelec, City of Capitola (Alt.)
Lex Rau, City of Scotts Valley
Leo Jed, CTSC
Nick Mucha, Bike to Work

Staff:

Cory Caletti, Senior Transportation Planner
Ginger Dykaar, Transportation Planner
Kim Shultz, Senior Transportation Planner
Grace Blakeslee, Senior Transportation Planner

Unexcused Absences:

Excused Absences:

Eric Horton, District 2 (Alt.)
Carlos Garza, City of Santa Cruz (Alt.)
Gary Milburn, City of Scotts Valley (Alt.)
Myrna Sherman, City of Watsonville
Piet Canin, Ecology Action/Bike-to-Work
Jim Langley, CTSC (Alt.)

Vacancies:

District 4 – Voting and Alternate
District 5 – Alternate
City of Watsonville – Alternate

Guests:

Micah Posner, City of Santa Cruz Council member
Amelia Conlen, People Power
Theresa Rogerson, CTSC
Katie LeBaron, CTSC
Ryan Heywood, former UCSC student
Suzanne Sarro, RTC consultant

3. Announcements – Cory Caletti, RTC staff to the Bicycle Committee, announcement that Bikes May Use Full Land and Shared Lane Pavement Markings (aka Sharrows) have been installed on Old San Jose Road and on Felton Empire Grade. Letters and phone calls of support and opposition to the signs and marking on Old San Jose Road were received by both RTC staff and Commissioner Leopold's office. The signs have been defaced but subsequently cleaned-up.

Ms. Caletti also announced that the Sharrows in City of Capitola and City of Scotts Valley are fading and representatives of those jurisdictions may want to inquire into re-stenciling schedules. Finally, she announced that a number of three-year terms on the Bike Committee will expire at the end March and re-appointments are in progress.

4. Oral Communications – None
5. Additions or deletions to consent and regular agendas – Councilmember Micah Posner asked the Committee to provide feedback on a grant that the City of Santa Cruz is pursuing. Chair Casterson agendized the items as #10a to follow the Complete Streets discussion. Will Menchine requested that the Bike Com discuss improvements needed to the East Cliff Drive multi-use path in the westbound direction and to make a recommendation regarding the City of Santa Cruz's Bike and Pedestrian Subcommittee that has been on hiatus for a number of years. Chair Casterson indicated that those items would be taken up as part of the Member Updates Related to Committee Functions agenda item.

CONSENT AGENDA

A motion (Jed/Fieberling) to approve the consent agenda as amended passed unanimously.

6. Approved draft minutes of the January 14, 2013 Bicycle Committee meeting
7. Accepted Bicycle Committee roster
8. Accepted summary of Bicycle Hazard Reports
9. Accepted announcement regarding no call for projects for Bicycle Transportation Account funds for the fiscal year 13/14

REGULAR AGENDA

10. Complete Street Analysis and the Sustainable Communities Strategy – Grace Blakeslee, RTC Senior Transportation Planner, summarized the staff report. As part of the Sustainable Communities Strategy, the existing transportation network is being analyzed with the goal of identifying ways to encourage the use of alternative modes, reducing vehicle miles traveled and greenhouse gas emissions. Ms. Blakeslee asked for Committee input on locations and types of bicycle facilities to be consider as part of the complete streets assessment. She also indicated that a set of guidelines will be developed to implement a local Complete Streets approach. Members provided input into areas proposed for evaluation and assessment elements. She asked that members also email her with additional input. Ms. Blakeslee plans to return to a future Bicycle Committee to report on information gathered and discuss next steps.
- 10a. Community Block Grant proposal – City of Santa Cruz Council Member Micah Posner announced that a staff recommendation will be considered by the City Council to apply for a Caltrans Community Block grant for the San Lorenzo River ramp that will provide access from the Beach St bikeway to the current pedestrian bridge. He asked for feedback on whether this project is a high priority given all the other projects the Committee would like to see developed. The Committee indicated support for the project and for the submission of an application for the grant in question. Council member Posner thanked members for their feedback.

11. 2010 Bicyclist Injuries and Fatalities for Santa Cruz County Report and 2012 Bicycle Safety Observation Study – Theresia Rogerson, Community Traffic Safety Coalition staff, summarized the Bicycle Injuries and Fatalities Report and received input from Committee members regarding ways to improve the report. Namely, Committee members indicated the rating, which is based on number of injuries and fatalities per 100,000 population rather than number of bicycle riders, is misleading and should be de-emphasized and qualified. Ms. Rogerson then went on to present the findings of the multi-year Observation Study, the changes in trends and the volunteer assistance it largely depends on. Feedback was provided and a sign-up sheet for the Spring observation that is coming up was circulated.
12. May 2012 RTC Bicycle Count Project – Ginger Dykaar, RTC Transportation Planner and Ryan Heywood, former UCSC IDEASS Student, presented the findings of the RTC's Bicycle Count Project. Information presented included details and reasoning behind the national data collection method used; how the count was coordinated with the CTSC observation; pedestrian and vehicle counts simultaneously conducted to ascertain mode split; and recommendations for count methodology for any future counts taken within Santa Cruz County. Members asked questions regarding count methodology and other details, and expressed gratitude to Mr. Heywood for assisting staff in getting the count project off the ground.
13. Highway 1 Bike/Pedestrian Overcrossing at Chanticleer Avenue Update – Kim Shultz, RTC Senior Transportation Planner and Suzanne Sarro, RTC Consultant, described the preliminary designs of the planned Highway 1 Bike/Pedestrian Overcrossing project at Chanticleer Avenue. Mr. Shultz and Ms. Sarro reminded members that they attended the committee meeting a year ago, compiled feedback received, and re-worked the overcrossing design in response to comments provided. The current design allows for bicyclists to ride on the overpass and would not require dismounting as was previously the case. Members expressed much appreciation for the re-design but voiced concern about the fact that the south side (or ocean side) approach to the overcrossing would require dismounting to cross intersections. A motion was made (Hyman/Akol) to request that the design be further enhanced to provide access via safe and legal bicycle riding maneuvers. The motion passed unanimously. Mr. Shultz and Ms. Sarro indicated that a Draft Environmental Impact Report is planned for release in January, 2014 and that the Committee is encouraged to provide feedback.
14. Member updates related to Committee functions – Will Menchine asked the Bicycle Committee to consider City of Santa Cruz's staff recommendation to not reinstate its Bicycle and Pedestrian Subcommittee. City of Santa Cruz staff holds the view that the RTC Bicycle Committee serves the same function as the City's committee and therefore, the City's committee is not needed. A motion was made (Scott/Jed) to write a letter to the City of Santa Cruz Council urging them to reinstate the bike/ped subcommittee. Considerations presented were that many bike/ped projects to be reviewed that are too detailed for the amount of time the RTC's Bicycle Committee has available and may not hold enough regional significance, and that the RTC's Bicycle Committee reduced meeting schedule barely allows time to adequately review the items it is charged with. The motion passed unanimously.

Will Menchine enumerated the difficulties of bicycle and pedestrian traffic flow on the westbound direction of the East Cliff Driver multi-use path between 32nd and 41st Avenues. Cory Caletti suggested that she ask County Public Works to attend a future meeting to have a well-rounded discussion of possible solutions. It was

recommended that Commissioner Leopold's aide, Dave Reid, be asked to attend that meeting since he has met with constituents on the subject and was also formerly involved with the project when the Redevelopment Agency headed design and construction. An Ad-Hoc Committee, comprised of Will Menchine, Nick Mucha and Kem Akol, was formed to conduct a field trip and brainstorm possible solutions to present to Public Works.

Additional updates provided include:

- The Arana Gulch Broadway/Brommer bicycle and pedestrian path will break ground this upcoming fall.
- Rick Hyman reported that the RTC will be considering the FY 13/14 budget at the next RTC meeting and that this would be an appropriate time to request staffing increases for bicycle planning and committee meetings. A motion was made (Akol/Jed) to have Chair Casterson attend the next RTC meeting and request that a quarter time full time equivalent (FTE) Senior Transportation Planner be funded to offset previous reductions made to Bicycle Committee staffing resources and meeting frequency.
- At the request of member Kem Akol, a motion was made (Akol/Scott) to write a letter to UC Santa Cruz requesting a speed study on Coolidge Drive to ascertain whether driving speeds exceed the speed limit. The motion passed unanimously.
- Peter Scott requested input into whether he should request that UC Santa Cruz's Transportation and Parking Services regarding faculty and employee mode choice to work. Committee members indicated that the information would be valuable.
- Members agreed to meet again at the earlier start time of 6pm. The Monday, April 8th Bicycle Committee will therefore meet again at 6pm.

Adjourned: 9pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for Monday, April 8, 2013 from 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:

Cory Caletti, Senior Transportation Planner

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**May 13, 2013
Hazard Report**

Date	First Name	Last Name	Contact Info	Location	Cross Street	City	Category	Additional Comments	Forwarded To	Forwarded Date	Response	Images
05/03/13	Rick	Hyman	bikerick@att.net	Soquel Ave	N Branciforte Ave	Santa Cruz	bikeway not clearly marked	rider states westbound bike lane toward the intersection ends at the intersection; on other side of street there is no bike lane. Right travel lane is narrow forcing cyclists into path of motor vehicles; there is share the road sign a short distance farther west; needs to be signing and pavement marking prior to intersection to alert cyclist and motorists they will need to share lane	Cheryl Schmitt	05/06/13	From Cheryl - This area is currently being re-paved and sharrows will be installed westbound. 05/06/13	Bicycle Hazard Downloaded Images\2013\May\050313-SoquelAve-NBranciforte.JPG
04/23/13	Rene	Denevan	denevan4@hotmail.com	East Cliff Bike Lane	Prospect Ave to Twin Lakes Beach	Santa Cruz	Plant overgrowth or interference, debris on shoulder or bikeway	rider states bike lane on east cliff btwn twin lakes beach and prospect ave dangerously narrow because of plant overgrowth and slippage of dirt from the slopes that plants grown on. Less than half of bike lane is available ins some spots along this strip of road. vehicles making the curve past beach accelerate here and are inches away from bicycles going up toward 12th. pedestrians walk on this side toward beach to face cars imperiling everyone.	General Dept of Co of Santa Cruz	04/24/13		
04/03/13	Becky	Sox	beckysox@sbcglobal.net	San Lorenzo Trestle walkway	near boardwalk	Santa Cruz	n/a	rider states that there is fence missing resulting in a drop off where someone could fall	Cheryl Schmitt	04/03/13		
03/22/13	Peter	Stanger	831 688 2091	Soquel Dr	at Rancho Del Mar Shopping Center	Aptos	unsafe driving conditions during construction	rider states that while construction takes place @ Aptos village shopping center it causes traffic to back up along soquel dr. cyclists can't see cars making left turn in front of vehicles in these crowded conditions. Left turns should be prohibited into rancho de mar shopping center at the south-east access/exit of the center. vehicles can access the center safely at controlled intersection at the north-west access/exit nearest the santa cruz community foundation bldg.	General Dept Co of Santa Cruz	04/15/13		

BIKE COMMITTEE ROSTER – May, 2013

Representing	Member Name/Contact Info	Appointment Dates
District 1 - Voting Soquel, Live Oak, part of Capitola	Kem Akol kemakol@msn.com 247-2944	First Appointed: 1993 Term Expires: 3/16
Alternate	Holly M. Tyler Holly.m.tyler@gmail.com 818-2117	First Appointed: 2010 Term Expires: 3/16
District 2 - Voting Aptos, Corralitos, part of Capitola, Nisene Marks, Freedom, PajDunes	David Casterson, Chair dbcasteron@gmail.com 588-2068	First Appointed: 2005 Term Expires: 3/15
Alternate	Eric Horton erichorton@design@gmail.com 419-7296	First Appointed: 3/09 Term Expires: 3/15
District 3 - Voting Big Basin, Davenport, Bonny Doon, City of Santa Cruz	Peter Scott drip@ucsc.edu 423-0796	First Appointed: 2007 Term Expires: 3/16
Alternate	William Menchine (Will) menchine@cruzio.com 426-3528	First Appointed: 4/02 Term Expires: 3/16
District 4 - Voting Watsonville, part of Corralitos	Amelia Conlen director@peoplepowersc.org 425-0665	First Appointed: 5/13 Term Expires: 3/15
Alternate	Vacant	Term Expires: 3/15
District 5 - Voting SL Valley, Summit, Scotts Valley, part of Santa Cruz	Rick Hyman bikerick@att.net	First Appointed: 1989 Term Expires: 3/16
Alternate	Vacant	Term Expires: 3/16
City of Capitola - Voting	Andy Ward, Vice Chair Andrew.ward@plantronics.com 462-6653	First Appointed: 2005 Term Expires: 3/14
Alternate	Daniel Kostelec dnlkostelec@yahoo.com 325-9623	First Appointed: Term Expires: 3/14
City of Santa Cruz - Voting	Wilson Fieberling anbfieb@yahoo.com	First Appointed: 2/97 Term Expires: 3/15
Alternate	Carlos Garza carlos@cruzio.com	First Appointed: 4/02 Term Expires: 3/15
City of Scotts Valley - Voting	Lex Rau lexrau@sbcglobal.net 419-1817	First Appointed: 2007 Term Expires: 3/14
Alternate	Gary Milburn 427-3839 hm g.milburn@sbcglobal.net/438-2888 ext 210 wk	First Appointed: 1997 Term Expires: 3/14
City of Watsonville - Voting	Myrna Sherman calgary1947@gmail.com	Term Expires: 3/16
Alternate	Vacant	Term Expires: 3/16
Bike To Work - Voting	Rob Straka rob@ecoact.org 909-967-0204	First Appointed: 5/13 Term Expires: 3/16
Alternate	Piet Canin pcanin@ecoact.org 426-5925 ext. 127	First Appointed: 4/02 Term Expires: 3/16
Community Traffic Safety Coalition - Voting	Leo Jed leojed@gmail.com 425-2650	First Appointed: 3/09 Term Expires: 3/15
Alternate	Jim Langley jim@jimlangley.net 423-7248	First Appointed: 4/02 Term Expires: 3/15

All phone numbers have the (831) area code unless otherwise noted.



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

April 15, 2013

Kim Shultz, Senior Transportation Planner
Regional Transportation Commission
1523 Pacific Ave
Santa Cruz, CA 95060

Re: Highway 1

Dear Mr. Shultz:

I'm writing on behalf of the Bicycle Committee of the Regional Transportation Commission (RTC) to thank you and the RTC's consultant, Suzanne Sarro, for the recent presentation of the preliminary designs for the planned Highway 1 Bicycle/Pedestrian Overcrossing project at Chanticleer Avenue. Committee members appreciated the changes to the designs made based on the feedback they provided a year ago. In particular, Committee members were pleased to see that the current design now allows for bicyclists to ride on the overpass and would not require dismounting and walking their bicycles as was previously the case.

The current design, however, still lacks full bicycle access as the approach on the south side (or ocean side) of the overcrossing would require dismounting to cross intersections. The Committee requests that the design be further enhanced to provide complete access via safe and legal bicycle riding maneuvers. RTC Bicycle Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle network. The overcrossing will serve the county for decades to come, and should be a fully functional structure that will reunite communities that were split when Highway 1 was constructed and that should eliminate impediments to safe and convenient bicycle travel.

Please feel free to contact the RTC's Bicycle Coordinator and staff to the Bicycle Committee, Cory Caletti at (831) 460-3201 or by email at ccaletti@sccrtc.org, for this and any other Bicycle Committee related matters.

Sincerely,

David Casterson
Bicycle Committee Chair

cc: Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission's Bicycle Committee

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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

April 16, 2013

Mayor Bryant and City of Santa Cruz Councilmembers
809 Center Street
Santa Cruz, CA 95060

RE: Reinstatement of the City of Santa Cruz Bicycle and Pedestrian Subcommittee

Dear Mayor Bryant and City Council Members:

I'm writing on behalf of the Bicycle Committee of the Regional Transportation Commission (RTC) to urge you to reinstate the City of Santa Cruz's Bicycle and Pedestrian Subcommittee. The Regional Transportation Commission's Bicycle Committee is unable to serve the same function as the City's subcommittee and should not be considered a suitable replacement as proposed. The RTC Bicycle Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. Many City of Santa Cruz bicycle and pedestrian projects to be reviewed are too detailed for the amount of time the RTC's Bicycle Committee has available. Additionally, the RTC's Bicycle Committee meeting schedule has been reduced significantly to a bimonthly schedule, barely allowing enough time to adequately review the items it is charged with. Finally, the RTC Bicycle Committee does not review pedestrian projects.

Please feel free to contact the RTC's Bicycle Coordinator and staff to the Bicycle Committee, Cory Caletti at (831) 460-3201 or by email at ccaletti@sccrtc.org, for this and any other Bicycle Committee related matters.

Sincerely,

David Casterson
Bicycle Committee Chair

cc: Mark Dettle, City of Santa Cruz Public Works Director
Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission's Bicycle Committee

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TO: Bicycle Committee

FROM: Matt Leal, Transportation Planning Technician

RE: Bikes Secure – Bike Parking Subsidy Program Application from Live Oak Grange

RECOMMENDATION

Staff recommends that the Bicycle Committee review and approve the attached Bikes Secure application from Live Oak Grange for one surface mounted U rack.

BACKGROUND

The Regional Transportation Commission (RTC) has been helping to provide bicycle parking to private businesses, local jurisdictions, school districts and other public agencies in Santa Cruz County since 1994. The Bikes Secure subsidy has been made possible largely due to funding from the Monterey Bay Unified Air Pollution Control District's (MBUAPCD) AB2766 program. The RTC was awarded a fourth round of funds in August, 2008 which expired at the end of January 2013.

The RTC no longer has any funds to provide subsidies for bike lockers or for racks.

The fourth Bikes Secure grant continues to provide bicycle parking to local entities in Santa Cruz County provided they agree to the grant requirements to install the bicycle racks securely in a convenient location for use by patrons and/or employees. Applicants will also need to provide the RTC with pre and post installation bicycle count data and photographs of the installed racks.

DISCUSSION

The now expired Bike Secure program targeted "private businesses, local jurisdictions, school districts, and other public agencies". Although the grant period has officially ended, the RTC has continued to receive inquiries into the availability of subsidies or racks and is maintaining a list should future funding opportunities arise.

One rack was returned by a previous applicant (Ristorante Avanti) that overestimated how many racks could be used. An application from the Live Oak Grange in Live Oak for 1 surface mounted U rack. Since there is one rack left, staff recommends approving the application for the last remaining rack using the standard installation and count requirements.

The application ([Attachment 1](#)) contains a map indicating rack placement location, agreement

to install the rack per RTC specifications, as well as agreements to provide pre and post installation bicycle counts and photographs of installed rack.

SUMMARY

The RTC's Bikes Secure Parking Subsidy Program, funded by the MBUAPCD, provided bicycle racks for Santa Cruz County businesses, jurisdictions, school districts and other public agencies. While the grant expired, one rack is available as a result of a return. Staff recommends disbursing that rack and approving the application from the Live Oak Grange.

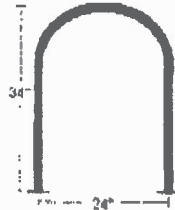
Attachment 1: Bikes Secure Application from Live Oak Grange

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FAX - 460 3215

Attachement 1

**Santa Cruz County Regional Transportation Commission
Bikes Secure Parking Subsidy Program Application**

Business/Agency Name: Santa Cruz Live Oak GrangeAddress: 1900 17th Av Santa Cruz CA 95062Contact Person: Gary Harrold Phone: 462-1944 Fax: _____Email Address: ghsoquel@yahoo.comNature of Business: educational & agricultural/community meeting venue

Inverted U

The Inverted U rack illustrated above is available in surface mount with a black powder coat finish. Please indicate total number of units desired. Please be prepared to be flexible on timing of rack availability as it depends upon what we have in stock.

Number of Units	Bike Parking Rack / Locker	Address of Installation Location
1	1	same as above

Please Specify Reason for Requesting this Bike Parking Subsidy:

The Grange is heavily used by exercise groups, senior groups, environmental & political gatherings, theater and dance groups, community fundraising events both day and night. Many facility users bicycle to the Grange. The one rack we're getting will be heavily used.

In addition to this page, to complete the application, **ALL THREE** of the following are **required**:

- ☒ Completed Agreement to Place and Maintain Bike Racks and Provide Pre and Post Bicycle Count Data and Photographs (following page);
- ☒ Site map with proposed bike parking locations in relation to buildings, entrance, auto parking, etc.;
- ☒ Documented property owner's permission (a letter) or public permit, if necessary, to install bicycle racks.

I certify that the owner of this property has granted permission to install bicycle racks at the location(s) above and the letter of permission or permit is included with this application. To the best of my knowledge and belief, the data and information included in this application is true and correct and I am authorized to file this application on behalf of the applicant.

Name and Title: Gary Harrold, Grange Member

Signature: _____

Date: Mar 25/13

The recipient further agrees that the RTC may exercise its option to repossess said bicycle parking devices, upon desertion of the present place of business by the business or upon removal of the rack(s) from the herein specified location(s).

Date: 3/25/13 By: Nai  Mr. Gary Harrold
100 N Rodeo Gulch Rd. Spc. 205
Soquel, CA 95073-2052

1031756v1 - B29 - 1101875

Orange MemberAddress, City

Date: _____ By: _____
George Dondero, RTC Executive Director

I thank you & Matt!

To be filled in at a later date by staff:

Post-Installation Count (Date Expected: _____) Photographs Provided?: _____

Date: _____ Time of day: _____ Weather condition: _____ Bicycles counted: _____

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Bikes Secure Parking Subsidy Program**AGREEMENT TO PLACE AND MAINTAIN BICYCLE RACKS/LOCKERS and
PROVIDE PRE AND POST INSTALLATION BICYCLE COUNT DATA AND
PHOTOGRAPHS**

The following is an agreement between the Santa Cruz County Regional Transportation Commission (RTC) and the undersigned, hereinafter referred to as recipient.

The recipient agrees that after being awarded a bike parking subsidy and prior to the installation of the bicycle parking equipment the RTC will be provided with pre installation bicycle count data for the proposed installation site. Bicycle count surveys will count parked bikes within a 200 foot radius of the installation site anytime during the period between 9 am and 11 am on a sunny Tuesday through Thursday, when school is in session.

Pre-Installation Count: (example of what will be needed and will be due to Staff once approved by committee)

Date: Mar 16 Time of day: 7pm Weather condition: clear Bicycles counted: 10

The recipient agrees that within one month of receipt of bike parking devices from the RTC or its contracted supplier, unless other arrangements have been made, to install (#) 1 bicycle racks/lockers capable of holding (#) 2-3 bicycles at the location described in the attached map. Said map is attached hereto as Exhibit A, and by this reference is incorporated as part of this Agreement.

Recipient will arrange for and pay for the installation of the following type of bike racks:

OK CH

The recipient agrees to attach said bike racks in a secure and theft-proof fashion following the appropriate standard outlined in the RTC's Bikes Secure Program Guidelines. Recipient also agrees to maintain the bicycle parking facilities and surrounding area for the life of the devices.

The recipient agrees to provide post installation bicycle counts and photographs of the installed bicycle parking equipment one year after installation of the bicycle parking devices. The same bicycle count survey criteria above must be used.

The recipient agrees to exonerate, indemnify, defend, and hold harmless the RTC, its officers, agents, employees, and volunteers, from and against any and all claims, demands, losses, damages, defense costs, or liability of any kind or nature which the RTC may sustain or incur or which may be imposed upon it for injury to or death of persons, or damage of property as a result of, arising out of, or in any manner connected with the recipient's performance under the terms of this agreement, excepting any liability arising out of the sole negligence of the RTC. Such indemnification includes any damage to the person(s), or property(ies) of the recipient and third persons.

I, Michael Johnson, property owner at 1900
17th Avenue authorize and approve the installation
of one (1) bicycle rack on the property.

Michael Johnson 3.24.13

831.325.3376

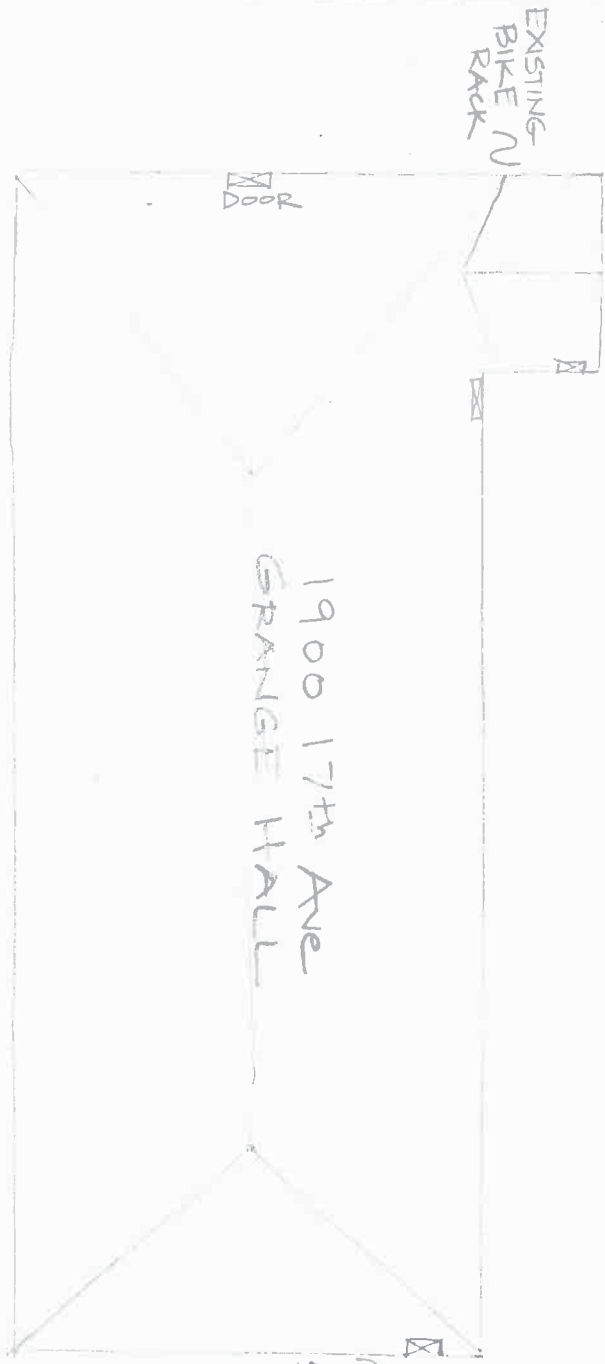
michaeljohnson95062@gmail.com

Matt Leal RTC
1523 Pac. Av.

460-3211 mleal@sccrtc.org



17th Ave



PARKING LOT

PROPOSED
BIKE
RACK
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NOT TO
SCALE

TO: Bicycle Committee

FROM: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator

RE: Officer Elections

RECOMMENDATION

Staff recommends that the Bicycle Committee nominate and vote for a Chair and Vice-Chair to serve for the next year.

DISCUSSION

David Casterson and Andy Ward have served the Bicycle Committee as Chair and Vice-Chair, respectively, for the previous year. In April of each year, new elections are held. Because the April meeting was cancelled, elections are being deferred to this meeting. Staff recommends that Committee members consider whether they are interested in serving in either one of these capacities. Interested members should be familiar with Robert's Rules of Order, be willing to facilitate the meetings in a diplomatic and constructive manner and have some history of the Bicycle Committee and its workings.

The SCCRTC's *Rules and Regulations* provides the following information regarding officers' duties:

A Chairperson and Vice Chairperson for each Committee shall be elected to serve for a term of one year. The Committee shall elect its officers at the first meeting following the March SCCRTC meeting of every year. Election shall be by a roll call vote. The Chairperson shall preside at all meetings of the Committee. The Chairperson shall maintain order and decorum at the meetings, decide all questions of order, and announce the Committee's decisions. The Vice Chairperson shall perform the duties of the Chairperson in his or her absence. In the event both officers are absent from the Committee, the majority of quorum may appoint a presiding officer for that meeting. All officers shall continue in their respective offices until their successors have been elected and have assumed office.

The Chair and Vice-Chair provide assistance to each other in their duties and should be available to sign letters on the Committee's behalf and to attend occasional meetings.

On behalf of the Bicycle Committee, staff thanks David Casterson and Andy Ward for their fine service over the past year.

SUMMARY

Staff recommends that the Bicycle Committee hold elections for a new Chair and Vice-Chair to serve the Committee for the next year, through March 2014.

TO: Bicycle Committee

FROM: Grace Blakeslee, Transportation Planner

RE: Complete Streets Assessment – Draft Regional Transportation Plan Project List

RECOMMENDATIONS

Staff recommends that the Bicycle Committee review and provide input on the complete streets projects recommended for inclusion in the 2014 Santa Cruz County Regional Transportation Plan (RTP) project list.

BACKGROUND

A complete streets analysis is part of the development of the 2014 Santa Cruz County Regional Transportation Plan and Association of Monterey Bay Area Governments (AMBAG) sustainable communities strategy. The complete streets analysis consists of both a needs assessment and development of complete streets guidelines. The goal of a complete streets needs assessment is to identify transportation improvements, particularly in areas identified for growth, which will provide safe mobility for all users including bicyclists, pedestrians, transit riders and motorists. Complete streets is also a key strategy for reducing greenhouse emissions and promoting healthier communities by encouraging active transportation. Complete street guidelines will be developed to identify strategies for transitioning auto-oriented streets into complete streets and to be utilized in the circulation elements of the local jurisdictions' general plans.

DISCUSSION

Complete Streets- Focus Areas

RTC staff evaluated complete streets transportation attributes in areas identified for increased density and diversity of land use as part of the sustainable communities strategy planning effort underway by the Association of Monterey Bay Area Governments (AMBAG) in coordination with the Santa Cruz County Regional Transportation Commission (RTC). Regional Transportation Commission (RTC) staff primarily relied on the land use place types designated by AMBAG, in coordination with planning departments, when selecting focus areas for the complete streets assessment. The list of areas included in the complete streets assessment is included as Attachment 1. The depth of analysis for each area corresponded to the level of detail available about future land-use. For instance, a less detailed analysis was completed for those areas where future land-use is currently being examined

by the Santa Cruz County Planning Department as part of their transit corridors project. A more detailed analysis was completed for those areas with current general or local area plans.

Complete Streets- Project Criteria

Based on the complete streets assessment for each focus area and information available about future land use, RTC staff identified investments which provide enhanced bicycle, pedestrian and transit environments and serve all user groups, including less experienced bicyclists and pedestrians, and vulnerable users (children, youths, disabled persons and seniors). To achieve these, a focus was given to identifying opportunities to develop what are often referred to as low stress routes; to give greater emphasis to the quality, comfort and convenience of bicycle, pedestrian and transit facilities; and to support alternatives to driving for shorter trips. Complete streets projects recommended for inclusion in the RTP fall into one of the following categories: bicycle/pedestrian enhancement, pedestrian crossing, complete bike/pedestrian network, bike intersection improvements, new bike/ped connection, bike parking, neighborhood bike/ped streets, pedestrian places crosswalk frequency, commercial area bike/ped access, traffic calming, signal synchronization, HOV/transit priority, transit pullouts, way finding, and enhanced user perspective.

Complete Streets Projects- Draft RTP Project List

The complete streets project list shown in Attachment 2, is a combination of:

- “Existing Projects” - projects already included in the Draft RTP project list,
- “Modified Projects” - projects for which RTC staff is recommending revisions to the project description to address complete streets project objectives; and
- “New Projects” - projects not previously included that emphasize bicycle, pedestrian and transit facilities in focus areas.

The complete streets project list also recommends broader types of projects in areas where intensified use is reasonably expected to occur but where a detailed analysis was not completed as part of this effort. With inclusion of projects as shown in Attachment 2, over 35% of the Draft RTP projects are considered complete street type projects.

Draft RTP Project List- RTP and Sustainable Communities Strategy (SCS) Scenario Planning

In order to determine which projects in the RTP and SCS will be on the constrained vs unconstrained list, a scenario planning process will be used. Scenarios will be analyzed for their ability to achieve the SB 375 greenhouse gas emission targets as well as the other RTP and MTP goals and performance measures. RTC and AMBAG will be using sketch model tools, the regional travel demand model and post-processing tools for this analysis. Projects must be included in the Draft RTP project list in order for projects to be considered in the scenario planning effort.

As a result of the complete streets assessment and in preparation for the scenario planning effort to be conducted by AMBAG, **RTC staff is recommending that the**

Bicycle Committee review and provide input on new and modified complete streets projects for the Draft RTP project list (Attachment 2).**Next Steps**

Staff expects that the RTC will consider updating the Draft RTP project list to identify complete streets projects and include new projects in June. Meanwhile, AMBAG and RTC will be grouping projects into financially “constrained” packages that would be implemented under the scenario planning process that support development of the Regional Transportation Plan and Metropolitan Transportation Plan. RTC staff will provide more information to the Bicycle Committee about the scenario planning process at the June Bicycle Committee. The RTC is expected to consider the results of the initial scenario at the June Transportation Policy Workshop.

Developing the complete streets guidelines is the next phase in the complete streets initiative. The complete streets guidelines will provide information about how to implement complete streets projects and policies in the Monterey Bay Area. RTC staff will be working jointly with the Transportation Agency for Monterey County, the San Benito Council of Governments and the Association of Monterey Bay Area Governments. Input gained from surveys and the recent complete streets assessment will be considered in development of the guidelines. RTC staff is expected to return to the ITAC with an outline for the guidelines in May.

SUMMARY

The complete streets analysis is part of the development of the 2014 Santa Cruz County Regional Transportation Plan and Association of Monterey Bay Area Governments (AMBAG) sustainable communities strategy. The complete streets analysis consists of both a needs assessment and development of complete streets guidelines. RTC staff evaluated complete streets transportation attributes in areas identified for increased density and diversity of land use as part of the sustainable communities strategy planning effort underway by the Association of Monterey Bay Area Governments (AMBAG) in coordination with the Santa Cruz County Regional Transportation Commission (RTC). Based on the complete streets assessment, RTC staff identified investments which provide enhanced bicycle, pedestrian and transit environments and serve all user groups. RTC staff is recommending that the Bicycle Committee review and provide input on new and modified complete streets projects for the Draft RTP project list (Attachment 2).

Attachments:

1. Locations included in the Complete Streets Analysis
2. Complete Streets Projects for the RTP Draft Project List

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Areas Considered for Complete Street Needs Assessment

Completed	Area	Location Details	Context
	City of Capitola		
X	41st Area near Highway 1	Gross Road to Capitola Road and Rodeo Gulch to Wharf Road	Place Type- Growth
X	Bay and Porter Area	Robertson to Main and Highway 1 to Capitola Avenue	Place Type- Growth
X	Capitola Village	Wharf Road to Cliff Avenue and Park Avenue to Esplanade	Place Type- Growth
	City of Santa Cruz		
X	Ocean Street Corridor	Highway 17 to East Cliff	Place Type- Growth
X	Soquel Avenue/Water Street	Highway 1 and Broadway and Morrissey and Branciforte	Place Type- Growth
	Harvey West Area	San Lorenzo River to Dubois Street and Evergreen Street to Gold Club Drive	Key Destination
	Boardwalk/Wharf Area	Bay Street to San Lorenzo River and Pacific Street to Beach Street	Key Destination
	UCSC Connections	Bay Street, High Street, Western Street	Key Destination
	Downtown Santa Cruz	Riverside to Center	Place Type- Growth
	City of Scotts Valley		
X	Scotts Valley Drive/Mt. Hermon Road	Highway 17 and Hacienda Drive/ Kings Village/Blue Bonnet to Whispering Pines Drive	Place Type- Growth
	City of Watsonville		
X	Main Street	Freedom to Riverside and Union to Brennan	Place Type- Growth
X	Freedom Boulevard	Lincoln to Airport	Place Type- Growth
	Highway 1/Airport Drive	Pajaro High School Area to Ross	Key Destination
	County of Santa Cruz		
Partial	Upper 41st Avenue	Highway 1 to Soquel and S. Rodeo Gulch to 41st Avenue	Key Destination
	Capitola Road and 17th Avenue	El Dorado to Chanticleer and Rail Line to Capitola Avenue*	Place Type- Growth
X	Pleasure Point Area	Brommer to east Cliff and 30th Avenue to 41st Avenue*	Place Type- Growth
X	Soquel Drive- State Park Drive Area	Mar Vista to Spreckles and Rail Line to Soquel Drive*	Place Type- Growth
NA	Soquel Village	Robertson to Main and Soquel to Highway 1	Place Type- Growth
	Soquel Drive to Rodeo Gulch	Soquel Drive to Rodeo Gulch and Highway 1 to Paul Sweet Road	Corridor

* Opportunity site identified as part of development of Transit Corridors Plan for Santa Cruz County

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description/Scope
41st area near Highway 1				
Existing	CAP-P16	City of Capitola	Clares Street Pedestrian Crossing west of 40th Ave	Construct signalized ped x-ing 0.20 miles west of 40th Ave.
Existing	CAP-P42	City of Capitola	Clares St Bike Lanes/Sharrows (Capitola Rd to 41st Ave)	Evaluate and if found necessary, add bike lanes/sharrows to Clares.
Modified	CAP-P43	City of Capitola	Clares St/41st Ave bicycle intersection improvement	<u>Green Painted bike lanes</u> and bike boxes and <u>bike priority</u> at Clares across 41st.
Modified	CAP-P44	City of Capitola	Gross/41st Ave bicycle intersection improvement	<u>Green Painted bike lanes</u> and bike box and bike priority signal from Gross E/B to 41st N/B.
Modified	CAP-P45	City of Capitola	38th Ave (Capitola Rd to City limit to south)-bike lanes/traffic calming	38th Ave - Add bike treatments (such as buffered and/or painted bike lanes) to Clares lanes, traffic calming and wayfinding signage from Capitola Mall to City Limit to south, and bike/ped priority crossing of Capitola Rd to Mall.
Existing	CAP-P46	City of Capitola	40th Ave (at Deanes Ln)Bike/Ped connection	40th Avenue N/S bike/pedestrian connection at Deanes Lane.
Existing	CAP-P47	City of Capitola	41st Ave (Soquel to Portola) crosswalks	Evaluate and if found necessary, increase number of crosswalks on 41st to closer to every 300 ft
Existing	CAP 11	City of Capitola	Clares Street Traffic Calming	<u>Implementation of traffic calming measures:</u> chicanes, center island median, new bus stop, and road edge landscape treatments to slow traffic. Construct new safe, accessible ped x-ing at 42nd and 46th Av.
Existing	CAP-P48	City of Capitola	Capitola Mall (Capitola Rd to Clares) bike path	Separated bicycle facility through Capitola Mall parking lot to connect 38th Ave bike lanes and 40th Ave
Modified	CO-P26a	County of Santa Cruz	41st Ave Improvements Phase 2 (Hwy 1 Interchange to Soquel Dr)	Roadway and roadside improvements including bike lanes, <u>buffered</u> sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.
Capitola Village				
Existing	CAP 15	City of Capitola	Park Avenue Sidewalks	Installation of sidewalks, plus crosswalks at Cabrillo and Washburn to improve access to transit stops. Links Cliffwood Heights neighborhood to Capitola Village. Currently only 4 short segments of sidewalk exist.
Existing	CAP-P04b	City of Capitola	Capitola Village Multimodal Enhancements - Phase 2/3	<u>Multimodal enhancements in Capitola village along Stockton Ave, Esplanade, San Jose Ave, & Monterey Av.</u> Includes sidewalks, bike lanes, bike lockers, landscaping, improve transit facilities, parking, pavement rehab and drainage.
Existing	CAP-P05	City of Capitola	Cliff Drive Improvements (combine with CAP 31 and 33)	Installation of sidewalks, pedestrian crossing and slope stabilization of embankment including seawall.
Existing	CAP-P40	City of Capitola	46th/47th Ave (Clares to Cliff Dr) bike facilities/traffic calming	46th/47th from Clares to Portola/Cliff - Add traffic calming and wayfinding signage to connect to Brommer and MBSST.

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description/Scope
Modified	CAP-P30	City of Capitola	47th Avenue Traffic Calming and Greenway (Could Combine with CAP-P40)	Traffic calming and traffic dispersion improvements along 47th Ave from Capitola Rd to Portola Drive and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments (such as painted and/or buffered lanes) to connect to MBSST.
Existing	CAP-P34	City of Capitola	Capitola Village Enhancements: Capitola Ave	Multimodal enhancements along Capitola Avenue.
Existing	CAP-P49	City of Capitola	41st Ave Signal Synchronization (Soquel to Brommer)	Update synchronization of signals on 41st. Coordinate synchronization of 41st Ave with Portola, Soquel, Capitola and Hwy 1 ramps with County.
Existing	CAP-P41	City of Capitola	Brommer/Jadee/Topaz St bike lanes/traffic calming (Western City Limit on Brommer to 47th Ave)	Add bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Ave, connecting the two N/S neighborhood greenways.
Soquel Village & Bay/Porter Corridor				
Existing	CO-P16	County of Santa Cruz	Robertson Street Improvements (Soquel Wharf Rd to Soquel Dr.)	Left turn pocket at Soquel Wharf Rd. Add bike lanes, transit turnout, sidewalks, and rehabilitation and maintenance, drainage improvements and traffic signal. Roadside: sidewalks, landscaping, and new transit facilities.
Modified	CO-P62	County of Santa Cruz	Soquel Drive Improvements (Robertson St to Daubenbiss)	Roadway and roadside improvements including curb, gutter, sidewalk, bike treatments (such as buffered and/or painted bike lanes), left turn lanes, intersection improvements and roadway rehabilitation
Modified	CO-P28g	County of Santa Cruz	Soquel-Wharf Rd Improvements (Robertson St to Porter St)	Roadway and roadside improvements on various Minor Arterials including addition of bike treatments (such as buffered and/or painted bike lanes), transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.
Modified	CO-P26r	County of Santa Cruz	Porter Street Improvements (Soquel Dr to Paper Mill Road)	Roadway and roadside improvements including buffered sidewalks and bicycle treatments (such as painted and/or buffered lanes) to address speed inconsistency between bicyclists and vehicles, transit turnouts, left turn pockets, merge lanes and intersection improvements.
Existing	CAP-P08	City of Capitola	Bay Avenue/Capitola Avenue Improvements	Multimodal improvements to intersection. Roundabout

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Project Status	Proj_ID	Agency	Project Title	Description/Scope
Modified	CAP-P29	City of Capitola	Bay Avenue Traffic Calming and Bike/Ped Enhancements	Traffic calming features along Bay Avenue from Highway 1 to Monterey Avenue, including left turn pocket, buffered pedestrian facilities and bicycle treatments (such as painted and/or buffered lanes) to address speed inconsistency between bicyclists and vehicles.
Modified	CAP-P32	City of Capitola	Bay Avenue/Monterey Avenue Intersection Modification	Multimodal improvements to the intersection. Include signalization or roundabout along with pedestrian, bicycle treatments (such as buffered and/or painted bike lanes) and transit access.
Seacliff/Racho Del Mar/Aptos Village				
Existing	CO 64	County of Santa Cruz	Aptos Village Plan Improvements	Modifications to ped, bike, and auto traffic. Add pedestrian facilities on south side of Soquel Dr; maintain existing bike lanes; new bus pullout and shelter on north side. Trout Gulch: Replace sidewalks with standard sidewalks on east side, ADA upgrades
Modified	CO-P20	County of Santa Cruz	State Park Drive Improvements Phase 2	Transit turnouts, two way left turn, merge lanes, signal at Searidge, and intersection improvements including pedestrian crossing improvements, bike treatments (such as bike boxes and bike priority). Fill gaps in bike and ped facilities. Plus, major rehabilitation and maintenance, drainage improvements, landscaping.
Existing	CO-P09	County of Santa Cruz	East Cliff	Roadway rehab, add left turn pockets at 26th and 30th Ave, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.
Existing	CO-P27j	County of Santa Cruz	Seacliff Drive Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.
Modified	CO-P33f	County of Santa Cruz	Mar Vista Dr Improvements (entire length-just before Seacliff Dr to Soquel Dr)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, buffered sidewalks, transit turn outs, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of road.
NEW	NA	County of Santa Cruz	Mar Vista to State Park Dr New Ped/Bike Connection	New bike/ped connection from Mar Vista to State Park (via Sailfish or Caterberry) to connect neighborhood to State Park goods, services and transit.
NEW	NA	County of Santa Cruz	Seacliff Dr/North Avenue Bike/Ped Connection to MBSST Center Ave/Seacliff Dr	New bike/ped connection from North Street to Aptos Village Square and Soquel Drive across MBSST to connect neighborhood to State Park goods, services and transit.
Existing	CO-P26h	County of Santa Cruz	Improvements (Broadway to Aptos Beach Dr)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.
NEW	NA	County of Santa Cruz	Searidge Drive (Mar Vista to State Park) Bike Improvements	Install bicycle treatments (such as painted and/or buffered lanes)..

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

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Project Status	Proj_ID	Agency	Project Title	Description/Scope
Existing	CO-P33g	County of Santa Cruz	McGregor Dr. Improvements (Capitola city limits to Searidge Rd)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.
NEW	NA	County of Santa Cruz	Rancho Del Mar Shopping Center (Rail Line to State Park) bike/ped path	Separated bicycle facility through Rancho Del Mar Shopping Center to connect MBSST to goods and services in shopping center and State Park Drive.
Soquel Drive near Dominican Hospital				
Existing	CO-P26i	County of Santa Cruz	Chanticleer Ave. Improvements (Hwy 1 to Soquel Dr)	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.
Existing	CO-P26p	County of Santa Cruz	Mattison Ln Improvements (Chanticleer Ave to Soquel Ave)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.
Existing	CO-P28c	County of Santa Cruz	Commercial Way Improvements (Mission Dr. to Soquel Dr.)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.
Existing	CO-P27i	County of Santa Cruz	Winkle Ave Improvements (entire length from Soquel Dr)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.
Existing	CO-P28h	County of Santa Cruz	Thurber Ln Improvements (entire length)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.
Existing	SC-P21	City of Santa Cruz	Brookwood Drive Bike and Pedestrian Path	Provide 2-way bicycle and pedestrian travel.
Lower 41st Area				
Modified	CO-P27a	County of Santa Cruz	37th/38th Ave (Brommer to Eastcliff) Multimodal Circulation Improvements and Greenway	Evaluate and if feasible improve vehicle and transit access on 38th Avenue from East Cliff to Brommer and develop greenway on 37th Avenue from East Cliff to Portola. Roadway improvements may include roadway and roadside improvements including sidewalks, bike lanes, transit turnouts, left turn pockets, and intersection improvement.
Modified	CO-P31a	County of Santa Cruz	26th Ave Improvements (Portola to East Cliff)	Roadway and roadside improvements including sidewalks, bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

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Project Status	Proj_ID	Agency	Project Title	Description/Scope
Modified	CO-P31j	County of Santa Cruz	Roland Dr. (30th to 35th) Roadway improvements and greenway	Roadway and roadside improvements and <u>implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments (such as painted and/or buffered lanes) to connect to new bike/ped connection to 41st, on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.</u>
NEW	NA	County of Santa Cruz	35th to 41st (at Roland Way) New Ped/Bike Connection	New bike/ped connection between 34th and 41st Avenue at Roland Street to connect upper Pleasure Point neighborhood to goods and services near Lower 41st Avenue.
NEW	NA	County of Santa Cruz	East Cliff (26th to Moran Way) Sidewalk Improvement	Install sidewalk from 26th south to link to Moran Way.
NEW	NA	County of Santa Cruz	26th to 30th (at Lode/Quartz) Bike/Ped Connection	New bike/ped connection from Lode and Quartz to Moran Trail, which connects to 30th. <u>Install buffered sidewalks on south side of 41st Avenue between Portola and Eastcliff and</u>
NEW	NA	County of Santa Cruz	41st Ave (Portola to Eastcliff) Bike/Ped Enhancement	bicycle treatments (such as buffered or painted bike lanes) on 41st Avenue between Portola and Eastcliff.
NEW	NA	County of Santa Cruz	Portola Ave (26th to 41st) Bike/Ped Enhancement	Install pedestrian buffer and provide pedestrian amenities such as benches. Install bicycle treatments (such as buffered and/or painted bike lanes). Increase number of pedestrian crossings to closer to 300 ft and include pedestrian islands.
Modified	CO-P31g	County of Santa Cruz	Opal Cliffs Bicycle and Pedestrian Facilities	Roadway, roadside and intersection improvements including sidewalks, bicycle treatments (painted and/or buffered lanes), designed to accommodate the number of users and link to East Cliff Drive. <u>transit turnouts, left turn pockets, merge lanes.</u>
NEW	NA	County of Santa Cruz	Brommer and Portola Bike/Ped Connection (at Thompson and Vanessa Ln)	New bike/ped connection between Thompson and Vanessa Lane across rail line as alternative route to 30th for low stress bicycle riders.
Modified	CO-P33h	County of Santa Cruz	Thompson Ave. Improvements (entire length-Capitola Rd to end)	Roadway and roadside improvements including major rehabilitation and maintenance of road and <u>include implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments (such as painted and/or buffered lanes) to connect to MBSST.</u>
17th & Brommer				

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

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Project Status	Proj_ID	Agency	Project Title	Description/Scope
Modified	CO-P67	County of Santa Cruz	El Dorado Ave Road Improvements (Capitola Rd to RR)	Roadway and roadside improvements including curb, gutter, buffered sidewalk, bike treatments (such as buffered or painted bike lanes), left turn lanes, intersection improvements and roadway rehabilitation.
Ocean Street Corridor				
NEW	NA	City of Santa Cruz	Ocean St and San Lorenzo River Levee Bike/Ped Connections (Felker, Kennan, Blain, Barson Streets)	Improve pedestrian and bicycle facilities on side streets to connect Ocean Street with San Lorenzo River Levee path system
NEW	NA	City of Santa Cruz	Riverside Avenue (Barson to Soquel)	Implement pedestrian and bicycle facilities on this low volume, low speed street to better connect and provide an alternative to Ocean Street. This could include way finding, pavement markings, bicycle treatments, and a ped/bike activated flashers at Riverside and Broadway
NEW	NA	City of Santa Cruz	Ocean Street Corridor Multiuse Transit Lane	Consider restricting parking to develop business access and transit (BAT) lane to serve tourism.
NEW	NA	City of Santa Cruz	Soquel/Branciforte/Water (San Lorenzo River to Branciforte) bike lane treatments	Consider bicycle treatments (such as painted and/or buffered lanes) to address speed inconsistency and parking conflicts between bicyclists and vehicles.
NEW	NA	City of Santa Cruz	Ocean Street/San Lorenzo River Levee Area Wayfinding	Install signage on the bike/ped scale to bike/ped facilities connecting key destinations.
Modified	SC 46	City of Santa Cruz	Branciforte Creek Bike/Ped Crossing	Install a bicycle/pedestrian bridge over Branciforte Creek and multi-use paths connecting the levee paths in the vicinity of San Lorenzo Park and Soquel Avenue
Existing	SC-P95	City of Santa Cruz	Branciforte Creek Pedestrian Path Connections	Fill gaps in pedestrian and bike paths along and across Branciforte Creek in the Ocean-Levee Market-May Streets area.
Modified	SC-P66	City of Santa Cruz	Ocean Street Widening from Soquel to East Cliff	Implement this phase of the Ocean Street plan that includes utility undergrounding, bike lanes, wider sidewalks, pedestrian crossing islands/bulb outs, transit improvements, pedestrian scale street lights, street trees and left turn lanes at Broadway and a right-turn lane at San Lorenzo Blvd. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods.

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

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Project Status	Proj_ID	Agency	Project Title	Description/Scope
Modified	SC-P84	City of Santa Cruz	Ocean St Streetscape and Intersection, Water to Soquel	Implement this phase of the adopted Ocean Street plan including adding turn lanes on Ocean Street at the Water Street intersections, wider sidewalks, pedestrian crossing islands/bulb outs, transit improvements, street trees, pedestrian scale street lights, street lighting and medians improvements, way finding, and pedestrian and bicycle connectivity to San Lorenzo Park and neighborhoods. Both streets are arterial streets. Ocean Street is a Local Coastal Access Route.
Modified	SC-P86	City of Santa Cruz	Ocean St Streetscape and Intersection, Plymouth to Water	separate turn lanes and through lanes, widen sidewalks, <u>pedestrian islands/bulbouts</u> , <u>transit improvements</u> , <u>street trees</u> , <u>street lighting</u> and medians <u>landscaping improvements</u> . This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods. Include Gateway treatment. Both
Downtown Watsonville				
NEW	NA	City of Watsonville	Main St (Freedom to Riverside) Ped/Bike Enhancements	Evaluate and if feasible improve ped facilities and bike treatments (such as painted and/or buffered) and bike boxes and bicycle priority at intersections on Main Street intersections.
NEW	NA	City of Watsonville	Downtown Watsonville Universal Streets	Evaluate and if feasible, implement universal streets, which are designed for pedestrians and restrict vehicular access, which facilitate new ped access.
Modified	WAT-P40	City of Watsonville	Main St Modifications (500 Block: Fifth St to East Lake Ave)	Repair, replace and install curb, gutter, and curb ramps; replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as painted and/or buffered bike lanes), and buffered sidewalk.
Existing	WAT-P41	City of Watsonville	West Lake Ave Modifications (Main St to Rodriguez St)	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping
Existing	WAT-P49	City of Watsonville	2nd/Maple Ave (Lincoln to Walker) Traffic Calming and Greenway	Evaluate and if feasible, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.
Existing	WAT-P50	City of Watsonville	5th St (Lincoln to Walker) - traffic calming and Greenway	Evaluate and if feasible, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.
Existing	WAT-P39	City of Watsonville	East Fifth St (Main St to Lincoln St)	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping
Existing	WAT-P51	City of Watsonville	Rodriguez St (Main St to Riverside)- buffered bike lane	Evaluate and if feasible, improve bike lane striping, add buffered lanes on Rodriguez St to delineate bike lane from vehicle parking and traffic
Existing	WAT-P52	City of Watsonville	Union/Brennan (Freedom to Riverside) - sharrows	Evaluate and if feasible, add sharrows to Union/Brennan.
Existing	WAT-P53	City of Watsonville	Kearney/Rodriguez - ped crossing	Evaluate and if feasible, add traffic calming to existing pedestrian crossing at Kearney and Rodriguez with traffic calming for access to Radcliffe Elementary.

Complete Streets Assessment- Project Recommended for inclusion in Draft RTP Project List

Project Criteria: Projects are located in an area identified for denser and more diverse uses, and enhance bike/ped/transit environment in the Sustainable Communities Strategy Place Type Description,

Project Status	Proj_ID	Agency	Project Title	Description/Scope
Existing	WAT-P54	City of Wastonville	Main St - 3 HAWK signals	Evaluate and if feasible, add Hawk signals in 3 locations on Main St
Existing	WAT-P55	City of Wastonville	Main/Rodriguez/Union/Brennan (Freedom to Riverside) - crosswalks	Evaluate and if feasible, increase the number of crosswalks on Main St, Rodriguez, and Union/Brennan to aim for 300 ft distance between crossings. Update pattern of crosswalks to block pattern.
Modified	WAT-P47	City of Wastonville	Main St Modifications (City Limit to Lake Ave)	Repave roadway and bike lanes; repair, replace and install curbe, gutter, sidewalk and curb ramps: replace and upgrade signage and striping. <u>Evaluate and if feasible, provide bike treatments such as buffered or painted bike lanes and buffered sidewalks.</u>
Existing	WAT-P57	City of Wastonville	East Lake/Madison - ped crossing	<u>Evaluate and if feasible, add pedestrian crossing (HAWK signal if ped volume warrants) at E Lake & Madison for better access to Hall Middle School.</u>
Freedom Corridor				
NEW	NA	City of Watsonville	Hillside Ave to Freedom Blvd Ped/Bike Connection	Evalaute and if feasible, install new bike/ped connection between from Carey Avenue to Freedom Boulevard between Roache Road and Green Valley Road to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to east side of Freedom Boulevard.
NEW	NA	City of Watsonville	Freedom Blvd (Green Valley Rd to Lincoln) Bicycle and Pedestrian Improvements	Evaluate and if feasible, install bicycle treatments (such as painted and/or buffered lanes) to address speed inconsistency between bicyclists and vehicles and install bike boxes and bike priority at major intersections. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.
Modified	WAT-39	City of Watsonville	Freedom Blvd Reconstruction (Alta Vista to Broadis)	Full depth rehab (reuse existing materials), relocate utilites, traffic signal detection upgrades/install traffic cameras, concrete pads at bus stop, signage and stiping, including sharres-for-bikes. , ADA upgrades to curbs and driveways, replacement of existing curb, gutter, sidewalk; modification to reataining wall between Crewtview and Alta Vista. Evaluate and if feasible, install bicycle treatments (such as painted and/or buffered lanes) to address speed inconsistency between bicyclists and vehicles and install bike boxes and bike priority at major intersections. <u>Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.</u>
Modified	WAT-P11	City of Watsonville	Freedom Blvd Improvements (Green Valley Rd to Compton Terrace)	Pavement reconstruction, operation imporvements (turn lanes), installation of bike lanes, sidewalks, signing and striping. <u>Evaluate and if feasible, install bicycle treatments (such as painted and/or buffered lanes) to address speed inconsistency between bicyclists and vehicles and install bike boxes and bike priority at major intersections. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.</u>

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Project Status	Proj_ID	Agency	Project Title	Description/Scope
Modified	WAT-P33	City of Watsonville	Freedom Blvd Reconstruction (Davis to Alta Vista)	<u>Reconstruct roadway, pedestrian and bicycle facilities. Evaluate and if feasible, install bicycle treatments (such as painted and/or buffered lanes) to address speed inconsistency between bicyclists and vehicles and install bike boxes and bike priority at major intersections. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.</u>
Modified	WAT-P45	City of Watsonville	Green Valley (Freedom to City Limits)	Reconstruct or repave roadway and bikelanes; repair, replace and install curb gutter, sidewalk and curb ramps; replace and upgrade striping. <u>Evaluate and if feasible, including pedestrian buffer and bike treatments (such as painted and/or buffered lanes).</u>
NEW		City of Watsonville	Freedom Blvd Pedestrian Crossings (Airport to Lincoln)	<u>Evaluate and if feasible, install new and improve existing unconfronted pedestrian crossings at Roach Road, Davis Avenue, Clifford Lane, Mariposa Avenue, Alta Vista Street, Crestview Drive, Martinelli Street and Marin Street).</u>
NEW		City of Watsonville	Pajaro Lane to Freedom Blvd Ped/Bike Connection	<u>Evaluate and if feasible, new bike/ped connection between from Pajaro Lane to Freedom Blvd between to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to west side of Freedom Boulevard.</u>
NEW		City of Watsonville	Freedom to Green Valley (at Hillside Avenue, Davis Avenue, Blanca Lane, Clifford Avenue, Mariposa Avenue, Crestview Drive, Martinelli Street, Marin Street) Neighborhood Bicycle and Pedestrian Connections	Evaluate and if feasible, implement greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments (such as painted and/or buffered lanes) to connect neighborhoods to goods and services on Freedom Boulevard.
Soquel/Water /Morrisey				
Existing	SC-P106	City of Santa Cruz	Arana Gulch Bicycle/Pedestrian Connection (at Agnes St)	Bike and Pedestrian multi-purpose trail from Agnes to the Arana Gulch N-S Trail
Existing	SC-P117	City of Santa Cruz	Water St (at Branciforte and Center) signal synchronization	Synchronize signals on Water to include Branciforte and Center to existing synchronized signals.
Existing	SC-P119	City of Santa Cruz	Soquel/Water (Branciforte to Morrissey) crosswalks	<u>Evaluate and if round necessary implement additional crosswalks on Soquel/Water striving for 300 ft distance between crosswalks with consideration for safety, update crosswalks to more visible pattern (block).</u>
Existing	SC-P22	City of Santa Cruz	Chestnut St. Pathway	<u>Install a Class 1 bicycle/pedestrian facility to connect the east side of Neary Lagoon Park with the Depot Park path.</u>
Existing	SC-P29	City of Santa Cruz	Morrissey Blvd. Bike Path over Hwy 1	Install a Class 1 bicycle and pedestrian facility on freeway overpass.

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Project Status	Proj_ID	Agency	Project Title	Description/Scope
Existing	SC-P47	City of Santa Cruz	Chestnut Street Bike Lanes	Install Class 2 bike lanes to provide connection from existing bike lanes on Laurel Street and upper Chestnut Street to proposed Class 1 bike path connections to Bay Street and Pacific Avenue/Beach Street.
Modified	SC-P87	City of Santa Cruz	Soquel Ave Corridor Widening (Branciforte-Morrissey)	Minor widening and signal modifications along Soquel Ave corridor from Branciforte to Morrissey Blvd to widen sidewalks, transit improvements, improve pedestrian and bicycle detection and crossings, add a travel lane lane, maintain some commercial parking and improve exiting bike lanes. Replacing the split phasing with protected left-turns at Branciforte to reduce delays for all modes of travel and GHG.
Scotts Valley Mt. Hermon Road/Scotts Valley Drive				
Existing	SV-P30A	City of Scotts Valley	Mt. Hermon Road Sidewalk Connections	Add sidewalks to fill gaps in business district.
Existing	SV-P32	City of Scotts Valley	Bluebonnet Lane Bike Lanes	Add bike lanes on Bluebonnet (Bean Ck, through Skypark to Mt. Hermon/Lockewood).
Existing	SV-P33	City of Scotts Valley	Civic Center Drive Bike Lanes	Add bike la bike lanes to narrow road.
Existing	SV-P39	City of Scotts Valley	Glenwood Dr. Bike Lanes	Widen road to accommodate bike lanes from Scotts Valley High School to City limits.
Existing	SV-P40	City of Scotts Valley	Lockwood Lane Sidewalk and Bike Lanes	Construct Bike Lanes and add sidewalk on the west side from Mt. Hermon to the City limit.
Existing	SV-P45	City of Scotts Valley	Scotts Valley Town Center Bicycle/Pedestrian Facilities	Bicycle and pedestrian facilities and circulation elements within planned development.
Existing	SV-P46	City of Scotts Valley	Mt Hermon/King's Village Rd-Transit Signal priority	Transit signal priority at Kings Village Rd/Mt Hermon Rd.
Existing	SV-P47	City of Scotts Valley	Mt Hermon/Scotts Valley - transit queue jump	Evaluate and if found to be beneficial, remove right turn islands at Mt Hermon Rd/Scotts Valley Road to add transit queue jump lanes/signals.
Existing	SV-P49	City of Scotts Valley	Mt Hermon Rd and Scotts Valley Drive - crosswalks	Increase number of crosswalks on Mt Hermon/Scotts Valley Dr, update crosswalks to block pattern, add pedestrian treatments where necessary at intersections to decrease distance across using refuge islands. Add crosswalks to all sides of intersections (par
Existing	SV-P50	City of Scotts Valley	Mt Hermon/Scotts Valley - intersection improvements for bicycle treatment	Add green lane bicycle treatments at Mt Hermon/Scotts Valley Dr intersection
Existing	SV-P52	City of Scotts Valley	Kings Village Rd/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of Kings Village Rd and new Town Center entrance (near transit center) with protected pedestrian crossings and transit signal priority. New Signalization of the intersection on Kings Village Rd at the transit
New	NA	City of Scotts Valley	Mt Hermon Rd to El Rancho Drive bike/ped connection	New bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.
Citywide				

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Existing	WAT-P56	City of Wastonville	Watsonville-wide HOV priority	Evaluate HOV priority at signals and HOV queue bypass.
Existing	SV-P48	City of Scotts Valley	Scotts Valley-wide - greenway signage	Add signage for neighborhood greenways
Existing	SV-P28	City of Scotts Valley	Neighborhood Traffic Calming	Citywide traffic calming devices.
Existing	WAT-P13	City of Watsonville	Neighborhood Traffic Plan Implementation	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access (\$20k/yr).
Existing	WAT-P04	City of Watsonville	Neighborhood Traffic Plan	Plan to identify and address concerns regarding speeding, bicycle and pedestrian access and safety, and other neighborhood traffic issues (\$5k/yr).
Existing	CAP-P50	City of Capitola	Capitola-wide HOV priority	Evaluate HOV priority at signals and HOV queue bypass.
Countywide				
NEW	NA	VAR	Complete Streets Area Plan	Complete street circulation and design plans, including consideration of greenways, for areas identified for intensified development in Sustainable Communities Strategy.
NEW	NA	VAR	Public/Private Partnership Bicycle and Pedestrian Connection Plan	Develop model for assisting local jurisdictions in working with private property owners to allow bicycle and pedestrian access through private property in areas identified for more intensified development in Sustainable Communities Strategy.
NEW	NA	VAR	Public/Private Partnership Transit Stops and Pull Outs Plan	Develop model for assisting local jurisdictions in working with businesses to install transit pullouts and shelters on property in areas identified as high quality transit corridors in Sustainable Communities Strategy.
NEW	NA	VAR	Uncontrolled Pedestrian Crossing Improvements	Implement improvements to uncontrolled pedestrian crossing such as painted and/or raised crosswalks, flashing beacons and pedestrian islands.
NEW	NA	VAR	Bicycle Treatments for intersection improvements (ADD)	Add painted bicycle lanes, bike boxes and bicycle detection at major intersections
NEW	NA	VAR	Neighborhood Greenways	Implement greenways which gives priority to bicycles and pedestrians on low volume, low speed streets including, way finding and pavement markings, bicycle treatments and (painted and/or buffered), and bike boxes and bicycle priority at intersections in areas identified for more intensified development in Sustainable Communities Strategy.
Existing	RTC 16	SCCRTC	Bike Parking Subsidy Program	Subsidies for bicycle racks and lockers for businesses, schools, government agencies, and non-profit organizations are
NEW	NA	VAR	HAWK Signals	all eligible. Recipients are responsible for installation and maintenance of the equipment.
NEW		VAR	Transit Priority	Install HAWK Signals and uncontrolled crossings
				Install transit ques at major intersections

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Project Status	Proj_ID	Agency	Project Title	Description/Scope
NEW	NA	VAR	School Complete Streets Projects	Implement ped/bike programs and facilities near schools.
Existing	RTC 02	SCCRTC	Commute Solutions Rideshare Program	Transportation demand management outreach, education and incentives. Includes matching service for carpools, vanpools, and bicyclists. Provides services and information about availability and benefits of alternative transportation modes, including sharing rides, transit, walking, bicycling, telecommuting, alternative work schedules, alternative fuel vehicles, and park-n-ride lots. Avg annual cost: \$250k.
Existing	RTC-P53	SCCRTC	TDM individualized employer/multiunit housing program	Implement individualized employer and multiunit housing TDM programs with incentives for existing development.
Existing	RTC-27a	SCCRTC	Monterey Bay Sanctuary Science Trail Network - Design, Environmental Clearance, and Construction	Design, environmental clearance and construction of a 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations.
NEW	NA	SCCRTC	Transportation Demand Management Ordinance and User Guide	Develop model TDM Ordinance and User Guide to include provisions for both residential and non-residential projects and address program and facilities improvements in return for reductions in off-street parking requirements.
NEW	NA	SCCRTC	Shared Parking Program	Develop tools to allow adjacent property owners to develop and share parking facilities.
NEW	NA	SCCRTC	Real-Time Transit Info	Develop distribution channel for disseminating real time transit arrival and departure information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz Metro.
Transit				
Existing	MTD-P06	METRO	Transit Technological Improvements	Automatic vehicle locator system on all METRO buses. Real time bus arrival/departure displays at stops. IT software and hardware upgrades for scheduling, customer service, planning systems. Development of mobile application to communicate real time transit information to transit riders. Upgrades every 5 years.
Existing	MTD-P09	METRO	Bus Stop Upgrades	Install, replace, repair and otherwise improve bus shelters and stops.
Existing	MTD-P10	METRO	Local Transit - Continuation of Existing Service Levels 2010-2035	Operation & maintenance cost of existing local fixed route bus service (Based on 2010 budget-\$34M/year). \$850,000
Existing	MTD-P10B	METRO	Hwy 17 Express Service - Cont. of Existing Service Levels	Operation & maintenance cost of existing bus service. Avg annual cost: \$2.4M. \$60,000
Existing	MTD-P12	METRO	Hwy 17 Express Service Expansion	Add trips to extend service hours for Highway 17 express. Capital and Operating costs. Annual expansion cost:\$175K/yr., 4500

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Project Status	Proj_ID	Agency	Project Title	Description/Scope
Existing	MTD-P14	METRO	Local Transit Service Restoration and Expansion	Restore local service to 2001 levels, then expand service 10% including expanded service within SLV, City of SC and Watsonville, express buses, improved service to industrial areas, \$6.7M/yr operating, \$9M capital costs (9 buses & onetime replacement)
Existing	MTD-P20	METRO	Bikes on Buses Expansion	Add additional space for bikes on buses when/if new technology becomes available.
Existing	MTD-P21	METRO	Signal Priority/Pre-emption for Buses MTD-P21	Enable coach operators to actuate traffic signals to prolong green or change red lights to improve transit running time.
Existing	MTD-P23	METRO	Bike Station at Capitola Mall	Establish bike station at Capitola Mall, especially to serve UCSC. Would be joint mail, UCSC, MTD project.
Existing	MTD-P27	METRO	Hwy 1 Express Buses	Hwy 1 express bus replacements - 6 Buses @ \$500k ea. Replace every 12 years \$6,000
NEW	NA	METRO	Pacific Station- Bike Station	Establish bike station at Pacific Station.
Hwy Interchanges				
Modified	RTC 24a	SCCRTC	Hwy 1 Reconstruct Interchanges and Install Ramp Metering	This project involves interchange modifications including reconfiguration of ramps and local streets to allow ramp meters to be installed and operated along the 9+ mile corridor from Aptos to Santa Cruz. Reconstruction of crossing structures will be of sufficient size to allow <u>enhanced pedestrian sidewalks</u> and <u>bike treatments</u> (such as <u>buffered or painted facilities</u>) in each direction, and potential HOV Lanes in the future. Could be a stand alone project (\$315M), but currently expensed under larger Hwy 1 HOV Lane project (RTC 24).
Existing	RTC 24f	SCCRTC	Hwy 1 Soquel Av-41st Auxiliary Lanes and Chanticleer Bike/Ped Bridge	Construct auxiliary lanes extending the freeway on-ramp to connect with the next freeway off-ramp in both NB & SB directions and construct a bicycle/pedestrian overcrossing of Hwy 1 at Chanticleer Ave.
Modified	RTC 24h	SCCRTC	Hwy 1/Morrissey Interchange	Reconstruct overcrossing with <u>enhanced pedestrian sidewalks</u> & <u>bike treatments</u> (such as <u>buffered or painted facilities</u>) on both sides of the overcrossing, reconfigure ramps and local streets to improve traffic flow and accommodate ramp metering and controlled signals at on and off ramps, <u>where feasible</u> , and potential HOV lanes in the future. Moderate ROW acquisition and residential relocations. Could be a stand alone project (\$315M), but currently expensed under larger Hwy 1 HOV Lane project (RTC 24).

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Project Status	Proj_ID	Agency	Project Title	Description/Scope
Modified	RTC 24i	SCRTC	Hwy 1/Soquel Avenue Interchange	Reconstruct overcrossing with enhanced pedestrian sidewalks & bike treatments (such as <u>buffered or painted facilities</u>) on both sides of the overcrossing, reconfigure ramps and local streets to improve traffic flow and accommodate ramp metering, <u>controlled signals at on and off ramps,where feasible</u> , and potential HOV lanes in the future. Extensive ROW acquisition, commercial relocations and mitigate impact to natural resources. Could be a stand alone project (\$74.5M), but currently expensed under larger Hwy 1 HOV Lane project (RTC 24).
Modified	RTC 24j	SCRTC	Hwy 1 Bay/Porter and 41st Avenue Interchange	Reconstruct this section of the highway to operate as a single interchange with a frontage road connecting the Bay/Porter and 41st Ave intersections to better serve local traffic and provide bike lanes and sidewalks. <u>Reconstruct overcrossing with enhanced pedestrian sidewalks & bike treatments (such as buffered or painted facilities) on both sides of the overcrossing</u> . Arterial crossings of the highway, ramps, and local road sections will be designed to accommodate ramp metering, <u>controlled signals at on and off ramps,where feasible</u> , and potential HOV lanes in the future. Extensive ROW acquisition, commercial relocation, and mitigate impact to natural resources. Could be a stand alone project (\$117M), but currently expensed under larger Hwy 1 HOV Lane project (RTC 24).
Existing	RTC 30	SCRTC	Hwy 1 Bicycle/Ped Overcrossing at Mar Vista	Construct a bicycle/pedestrian overcrossing of Hwy 1 in vicinity of Mar Vista Drive, providing improved access to Seacliff and Aptos neighborhoods and schools.
Modified	RTC-24a	SCRTC	Highway 1 Reconstruct Interchanges and Install Ramp Metering	This project involves interchange modifications including reconfiguration of ramps and local streets to allow ramp meters to be installed <u>controlled signals at on and off ramps,where feasible</u> , and operated along the 9+ mile corridor from Aptos to Santa Cruz. Reconstruction of crossing structures will be of sufficient size to allow <u>enhanced pedestrian-sidewalks & bike treatments (such as buffered or painted facilities)</u> in each direction, and potential HOV Lanes in the future. Could be a stand alone project (\$315M), but currently expensed under larger Hwy 1 HOV Lane project (RTC 24).

TO: Bicycle Committee

FROM: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator

RE: FY 13/14 TDA Funding Request and Review of Work Plans for the Community Traffic Safety Coalition and the Ride 'n Stride Program

RECOMMENDATIONS

Staff recommends that the Bicycle Committee:

1. Review the attached proposed FY 13/14 Work Plans and Budgets from the County Health Services Agency (HSA) for the Community Traffic Safety Coalition (CTSC) and Ride 'n Stride Bicycle and Pedestrian School Education Program (Attachments 1 through 7); and
 2. Recommend that the Regional Transportation Commission approve the claim for \$100,000 in FY 13/14 Transportation Development Act funds.
-

BACKGROUND

Since FY 98/99, the Regional Transportation Commission has included \$50,000 in Transportation Development Act (TDA) funding for the Community Traffic Safety Coalition (CTSC), operated by the County of Santa Cruz Health Services Agency (HSA).

Since FY 01-02, the Commission has also funded HSA's Ride 'n Stride Bicycle and Pedestrian School Education Program with TDA funds. In prior years, funding for this program came from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Commission reserves. In 2001, the Commission committed to approving up to \$100,000 in TDA funds in future fiscal years for the HSA and its related programs.

Per the agreement between the Commission and HSA for receipt of TDA funds, the Commission and its Bicycle Committee have the opportunity to provide input or contingencies on funding or the work plan as part of any funding approval.

DISCUSSION

The County HSA submitted the attached TDA claim forms, work plans and budgets for Bicycle Committee and Commission review and approval of funding. The full amount was programmed in the FY 13/14 budget for HSA's programs and is thus available for allocation.

Funding the programs will be accomplished in three steps: 1) Inclusion in RTC budget for next fiscal year (conducted at the May 2, 2013 RTC meeting), 2) Bicycle Committee review and recommendation (scheduled for the May 13, 2013 meeting, and 3) RTC review and approval (scheduled for the June 4, 2013 RTC meeting).

The first work program, claim form and budget are for the ongoing work of the CTSC (see Attachments 1-4). The TDA funding request amount for the CTSC is \$51,500. The second work plan and budget request is for continuation of the Ride 'n Stride Bicycle and Pedestrian School Education Program (Attachments 5-7). This project includes staff costs but also relies on volunteers to present lessons on bicycle and pedestrian safety to elementary school students. The FY 13/14 funding request for this program is for \$48,500.

The total amount requested for the two programs does not exceed the \$100,000 currently available. HSA and other Coalition members will provide a total of \$101,275 in matching funds to the requested allocation.

Work Plan Review

The agreement between the RTC and County HSA for the CTSC and Ride 'n Stride programs includes annual review, feedback and comment by the Commission on their respective work plans as part of the funding review and approval process. **Staff suggests that Committee members provide any input to HSA staff at the Committee meeting.**

SUMMARY

Attached is a request for \$100,000 in FY 13/14 TDA funding from the Health Services Agency for the CTSC and Ride 'n Stride Programs. Staff recommends that the Committee recommend to the Regional Transportation Commission approve the funding request at the full level with \$51,500 going to the Community Traffic Safety Coalition and \$48,500 going to the Ride 'n Stride Program.

Attachments:

1. Request Letter from Katie LeBaron, Project Director
2. Community Traffic Safety Coalition Transportation Development Act Claim Form
3. Community Traffic Safety Coalition FY 13/14 Work Plan
4. Community Traffic Safety Coalition FY 13/14 Budget
5. Ride 'n Stride Transportation Development Act Claim Form
6. Ride 'n Stride (Bicycle and Pedestrian Education) Program FY 13/14 Work Plan
7. Ride 'n Stride (Bicycle and Pedestrian Education) Program FY 13/14 Budget

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COMMUNITY TRAFFIC SAFETY COALITION



April 5, 2013

George Dondero
Executive Director
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060-3911

Regarding: FY 2013/14 TDA Request for the Community Traffic Safety Coalition (CTSC) and Ride n' Stride program

Dear Mr. Dondero:

CTSC continues to serve Santa Cruz County residents through its efforts to reduce bicycle and pedestrian injuries/fatalities and increase the use of safe alternative modes of transportation. CTSC members developed a two-year work plan that supports activities in the areas of education and training, membership and marketing, advocacy and encouragement, engineering and enforcement. CTSC's Ride n' Stride program works in collaboration with Ecology Action's Bike Smart program to positively impact the community through its school-based education model that teaches road safety practices to thousands of young students every year as the foundation for life-long behaviors, and works with school districts, CTSC and other community partners to conduct outreach efforts and provide bike safety helmets to low-income residents.

County of Santa Cruz Health Services Agency (HSA) is requesting \$51,500 to support staffing and project implementation for CTSC, and \$48,500 to support the Ride 'n Stride school education program. HSA will provide \$101,275 in Match funds through grants, in-kind contributions, and other funding sources, for a total CTSC/Ride n' Stride budget of \$201,275 for FY 2013/14.

Enclosed you will find the Transportation Development Act (TDA) Local Transportation Funds Claim forms, work plans and budgets for each program. I attest to the accuracy of this claim and all its accompanying documentation. Every effort has been made to ensure that the CTSC and Ride n' Stride work plans reflect the needs and concerns of the community. Thank you for your consideration and continued support.

Sincerely,



Katie LeBaron, MPH
Senior Health Educator
Chronic Disease and Injury Prevention, HSA
(831) 454-5477
katie.lebaron@health.co.santa-cruz.ca.us

**Transportation Development Act (TDA) – Local Transportation Funds
CLAIM FORM
for Bike/Pedestrian Projects**

Submit a separate form for each project.

*If you have any questions about this claim form or would like an electronic copy of the form,
please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

Project Information

1. Project Title: **Community Traffic Safety Coalition (CTSC)**
2. Implementing Agency: County of Santa Cruz Health Services Agency
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant: Santa Cruz County Regional Transportation Commission
4. TDA funding requested this claim: **\$ 51,500**
5. Fiscal Year (FY) for which funds are claimed: **FY 2013/14**
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims (ex. Article 8 Bicycle project): **Article 8 Bike/Pedestrian Project**
7. Contact Person/Project Manager: **Katie LeBaron**
Telephone Number: (831) 454-5477 E-mail: katie.lebaron@health.co.santa-cruz.ca.us

Secondary Contact (in event primary not available): **Dena Loijos**
Telephone Number: (831) 454-5018 E-mail: dena.loijos@health.co.santa-cruz.ca.us
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): **See Attachment A - CTSC Work Plan for FY 2012-14**
9. Number of people to be served/anticipated number of users of project/program: The number of people served will depend on the strategies incorporated in most projects. Some projects, such as public campaigns, will reach many community members throughout the county and might need to be estimated. For projects involving direct education, the number of users can be documented. For example in FY 2011-12, a total of 144 bicycle helmets were distributed, a distracted driving video in movie theatres reached thousands of moviegoers, 200 City of Santa Cruz residents received the traffic calming Trash Can Sticker, and a Sentinel Streets Smarts blog on traffic safety around schools received 1,464 hits.
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names): Most CTSC projects are countywide. Activities conducted with the South County Bike and Pedestrian Work Group will focus on the Watsonville/South County area. As needs and opportunities arise, specific jurisdictions within the county will be targeted for bike and/or pedestrian safety activities.
11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community): The CTSC continues to be the primary community-based coalition in Santa Cruz County that focuses on bicycle and pedestrian traffic safety for all age groups. The Coalition provides a forum for various agencies and individuals to share information, address community issues, collaborate on solutions, and act as a resource for its members and the community. To see highlights of CTSC accomplishments for the 2010-2012 fiscal

years, go to http://www.sctrafficsafety.org/pdf_files/Annual%20Report%2010-12%20CTSC.pdf

12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number: Programmed into the RTP under project #CO50
13. Measures of performance, success or completion to be used to evaluate project/program: Please see attached Work Plan for evaluation measures.
14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed): CTSC's primary goal is to increase use of alternative modes of transportation (bicycling and walking) safely in Santa Cruz County. CTSC works to promote safe bicycling and walking by conducting community-based activities such as participating in Bike/Walk to School/Work Days, distributing bike helmets to low-income youth and adults, and utilizing both traditional and social media messaging to reach all age groups. CTSC also supports efforts to reduce motorists speeding through the Trash Can Sticker and PACE Car neighborhood programs, County Bike Traffic School, and enforcement of safer practices among all road users.
15. Project Cost/Budget, including other funding sources, and Schedule: (complete "15a" or "15b") N/A

15a. Capital Projects

	Planning	Environmental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr)								
Total Cost/Phase								
\$TDA requested								
Source 4:								

*Please describe what is included in "Other":

15b. Non- Capital Projects – Cost/Schedule: List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

See attached Community Traffic Safety Coalition Budget for FY 2012-13.

16. Preferred Method and Schedule for TDA fund distribution, consistent with the RTC Rules and Regulations (a. 90% prior to completion/10% upon completion; or b. 100% after completion): 100% after completion, county transfer fund (journal)
17. Proposed schedule of regular progress reports including an evaluation of prior year's activities: Biannual progress report to be submitted by January 31, 2014 and final report to be submitted by July 31, 2014.

18. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	Yes, on file
B. Has this project previously received TDA funding?	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years? (If an agency other than the Claimant is to maintain the facility provide its name:	N/A
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	Bicycle Committee to review 5/13/13.

E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	N/A
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Documentation to Include with Your Claim:

All Claims

- **A letter of transmittal** to SCCRTC addressed to the Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- **Resolution from** TDA eligible claimants indicating their roles and responsibilities; and, if applicable, commitment to maintain facilities as indicated in the submitted plans for a period of 20 years.

Bike to Work, Community Traffic Safety Coalition/Ride 'n Stride – PLEASE KEEP ANSWERS BRIEF

19. Improving Program Efficiency

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.
- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

A main premise of the CTSC is to bring together local groups who share an interest in supporting efforts that facilitate safe cycling and walking in our communities. HSA continues to provide 100% match to TDA funding through grant sources such as Safe Routes to School (SRTS) and the Office of Traffic Safety to sustain CTSC programming that focuses on effective yet cost-saving methods, such as public media outreach and utilizing volunteers. CTSC is currently implementing a two-year Work Plan that includes increased coalition member involvement and efficient meeting scheduling that integrates the SRTS and Go For Health Built Environment/Fitness subcommittees with CTSC and its South County Bike and Pedestrian Work Group. CTSC/Ride n' Stride staff have been working with partner agencies to implement the Train-the-Trainer Bike Helmet Fitting and Distribution program based at local schools and community-based organizations. CTSC staff also maintains the CTSC website at www.sctrfficsafety.org and social media sites at www.facebook.com/sctrfficsafety and www.youtube.com/SCTrafficSafety, creates public information products, and conducts surveys, evaluations and data analysis in lieu of paying outside contractors.

20. What is different from last year's program/claim?

HSA's total FY 13/14 TDA request for CTSC and Ride n' Stride programs remains at the FY 12/13 allocation of \$100,000. HSA will continue to secure 100% matching funds through grants and other funding sources to maintain an adequate level of staffing for these programs and to ensure continuing success and benefits to the community. Year Two of the FY 12-14 CTSC Work Plan will include activities in the areas of Membership and Marketing, Education and Training, Advocacy and Encouragement, Engineering, and Enforcement.

Community Traffic Safety Coalition Work Plan for Fiscal Years 2012-2014

Mission:

The mission of the Community Traffic Safety Coalition (CTSC) is to reduce traffic-related injuries, while promoting the use of alternative modes of transportation. The primary focus is on bicycle and pedestrian safety issues. The Coalition educates all road users in safety practices to decrease the risk and severity of collisions, and advocates for improved conditions to make all methods of transportation safer.

Staff Responsibilities:

Staff to the Coalition is responsible for recruitment, retention and satisfaction of coalition members, coordinating and facilitating bimonthly coalition meetings and regular project subcommittee meetings, acting as a liaison between agencies, tracking county bicycle and pedestrian injury statistics, writing all reports and letters of advocacy/support, representing the coalition at other agency meetings, and maintaining the coalition web site.

Narrative:

Coalition members select and implement projects according to current issues, public requests, and direction from community agencies and the Santa Cruz County Regional Transportation Commission (SCCRTC). The Coalition also has several ongoing projects, including the Ride n' Stride Bicycle and Pedestrian Education Program, the Pace Car and Trash Can Sticker traffic calming projects, the CTSC website and Facebook site, the Bicycle Traffic School, and the South County Bike and Pedestrian Work Group (SCBPWG). The SCBPWG implements traffic safety projects that address the unique needs of South Santa Cruz County. CTSC staff support these programs in addition to coordinating the work plan projects chosen by the Coalition members.

The work plan below is based on two-year projects, which are to be completed by the end of FY 13/14. Activities have been listed to show how the projects will be accomplished and an evaluation component to determine the effectiveness of projects and provide feedback for improving future projects.

Guidelines for implementing this work plan will include attaching budget figures to activities, identifying agencies and members who will work on certain projects, looking at collaborative opportunities with the SCBPWG, and prioritizing activities.

The Coalition has chosen the following projects for Fiscal Years 2012-14:

Membership and Marketing

- Increase and engage CTSC and SCBPWG general membership and/or subcommittees
- Utilize more web/email-based membership participation, including action alerts
- Feature a law enforcement jurisdiction, public works, or elected official at regular meetings

- Promote/market CTSC and SCBPWG accomplishments and projects to elected officials, community partners, media, etc, including creating a biannual report
- Update and maintain the CTSC website and Facebook site
- Encourage partnerships with community groups, such as Jovenes Sanos and Ecology Action, on projects throughout the county
- Offer ideas to public works jurisdictions that fulfill goals in the Climate Action Plan, General Plans, etc.

Evaluation: Create membership roster and document member and community partner participation on projects through meeting minutes and in-kind hours log. Track numbers of hits on website and Facebook site.

Education and Training

- Support free bicycle helmet distribution, including the train-the-trainer program with established Helmet Fit Sites
- Conduct road user education for motorists, bicyclists and pedestrians through low-cost media messages, including PSAs
- Explore offering bicycle safety classes to select community groups and/or businesses
- Coordinate conducting the Bicycle Observation Survey and Pedestrian Safety Observation Survey, including coordination with SCCRTC on new bicycle and pedestrian counts
- Create SWITRS bicycle and pedestrian summary on injuries and fatalities for Santa Cruz county and utilize it for education
- Explore offering webinars and trainings on bicycle and pedestrian design to members and local jurisdictions
- Promote ongoing CTSC traffic calming projects, including Trash Can Sticker and Pace Car projects

Evaluation: Quantify audiences reached in direct education and training activities and track outreach throughout the county when possible.

Advocacy and Encouragement

- Research conducting a new bike or sneakers raffle prize project to reward youth for frequent and safe bicycle/pedestrian travel
- Explore installing bike/ped magnetic stickers, artwork or mural on utility/traffic control poles/boxes (using student artwork, such as from the Greenways to School or Jovenes Sanos programs)
- Research developing a Turning Wheels for Kids program in Santa Cruz, see <http://turningwheelsforkids.org/>
- Promote safe bicycling and walking for transportation and recreation through community events
- Support Bike/Walk to Work/School events and efforts
- Participate in the SCCRTC's Bicycle Committee as needed

Evaluation: Document actions taken and letters written in support of traffic safety and alternative transportation projects and community outreach events attended.

Engineering

- Promote project specific current best practices to local jurisdictions
- Support traffic calming and sidewalk projects proposed by/developed with elected officials
- Support the SCCRTC's Elderly & Disabled Technical Advisory Committee's (E&D TAC) pedestrian group projects, such as missing sidewalk mapping in priority areas of the county
- Promote the SCCRTC's Bike Secure subsidy and the new online hazard reports
- Explore the idea of mapping bicycle and pedestrian collision hot spots, including making them publicly available and investigating causes/solutions to improve safety in these locations

Evaluation: Track and report number of community members participating and project efforts by activity and/or jurisdiction.

Enforcement

- Create a CTSC law enforcement subcommittee to present to/collaborate with each jurisdiction
- Share information, feedback and promotion of the Bicycle Traffic School with law enforcement agencies throughout the county
- Distribute bicycle incident cards, which include phone numbers for law enforcement to contact when involved in a traffic collision
- Encourage more enforcement of bicycle/pedestrian related vehicle code violations

Evaluation: Document collaborative efforts with law enforcement. Utilize Bicycle Traffic School classroom evaluation form in classes, and summarize evaluations and data on students in annual report.

Overall outcome evaluation methods: Utilize available data to evaluate changes in pedestrian and bicycle traffic injuries/fatalities in Santa Cruz County. Utilize local observational survey results and other available sources to evaluate pedestrian, bicyclist and motorist behaviors and changes in numbers of road users who are bicycling and walking as alternate modes of transportation.

**Community Traffic Safety Coalition
TDA Budget, FY 2013/14**

Line Item	TDA Budget	HSA Match	Total Project Costs
Personnel (Salary + Benefits @55%)			
Health Educator, .65 FTE	50,142	23,099	73,241
Program Director/Support Staff		10,000	10,000
Subtotal Personnel	50,142	33,099	83,241
Indirect Costs (15% of Personnel)		12,486	12,486
Travel/Mileage	258	200	458
Direct Costs			
Project Implementation	1,000		1,000
Office Supplies	100		
Inkind		5,800	5,800
Totals	\$51,500	\$51,585	103,085

**Transportation Development Act (TDA) – Local Transportation Funds
CLAIM FORM
for Bike/Pedestrian Projects**

Submit a separate form for each project.

*If you have any questions about this claim form or would like an electronic copy of the form,
please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

Project Information

1. Project Title: **Ride n' Stride** (Bike & Pedestrian Safety school-based education program of CTSC)
2. Implementing Agency: County of Santa Cruz Health Services Agency
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant: Santa Cruz County Regional Transportation Commission
4. TDA funding requested this claim: **\$48,500**
5. Fiscal Year (FY) for which funds are claimed: **FY 2013/14**
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims (ex. Article 8 Bicycle project): Article 8 Bike/Pedestrian Project
7. Contact Person/Project Manager: Katie LeBaron
Telephone Number: (831) 454-5477 E-mail: katie.lebaron@health.co.santa-cruz.ca.us

Secondary Contact (in event primary not available) : Dena Loijos
Telephone Number: (831) 454-5018 E-mail: dena.loijos@health.co.santa-cruz.ca.us
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): See attached **Ride n' Stride Education Work Plan for FY 2013/14**
9. Number of people to be served/anticipated number of users of project/program: Primary work plan objective is to reach 3,000 elementary and pre-school students to teach basic bicycle and pedestrian safety practices. In addition, it is anticipated that parent/caregiver presentations and staff participation in community events, Bike/Walk to School activities and distribution of properly fitted bike helmets will reach 100's more children, parents/caregivers and teachers throughout the county.
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names): All projects are county wide.
11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community): In collaboration with Ecology Action's Bike Smart program, the Ride n' Stride program continues to provide school-based education and encouragement towards the goal of increased bike and pedestrian safety practices among youth. These skills and knowledge increase students' confidence as users of alternative modes of transportation in the community. Program staff is bilingual, enabling the program to be effective in reaching the county's diverse population of students and parents with key messages promoting the benefits of riding and walking. Over the last five years, evaluation methods have consistently shown an increase in bike safety knowledge among 3rd-6th grade level students and high satisfaction levels among teachers.

12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number: Programmed into the RTP under project #CO50.
13. Measures of performance, success or completion to be used to evaluate project/program: Please see attached Work Plan for evaluation measures.
14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed): Through road safety education, biking and walking encouragement and provision of safety helmets, more students and parents will gain confidence and motivation as cyclists and pedestrians, thereby reducing the numbers of vehicle mode trips to and from school sites, as well as for other local trips.
15. Project Cost/Budget, including other funding sources, and Schedule: (*complete "15a" or "15b"*)

15a. Capital Projects

	Planning	Environ- mental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr)								
Total Cost/Phase								
\$TDA requested								
Source 2:								
Source 3:								
Source 4:								

**Please describe what is included in "Other":*

15b. Non- Capital Projects – Cost/Schedule: List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

See attached Ride n' Stride Safety Program Budget for FY 2012-14

16. Preferred Method and Schedule for TDA fund distribution, consistent with the RTC Rules and Regulations (a. 90% prior to completion/10% upon completion; or b. 100% after completion): 100% after completion, county transfer fund (journal)
17. Proposed schedule of regular progress reports including an evaluation of prior year's activities: Biannual progress reports to be submitted by January 31, 2014 and final report to be submitted by July 31, 2014.

18. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	Yes, on file
B. Has this project previously received TDA funding?	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years? (If an agency other than the Claimant is to maintain the facility provide its name:	N/A
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	Bicycle Committee review 5/13/11.

E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual?	N/A
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Documentation to Include with Your Claim:

All Claims

- **A letter of transmittal** to SCCRTC addressed to the Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- **Resolution from** TDA eligible claimants indicating their roles and responsibilities; and, if applicable, commitment to maintain facilities as indicated in the submitted plans for a period of 20 years.

Ride 'n Stride education program – PLEASE KEEP ANSWERS BRIEF

19. Improving Program Efficiency

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.
- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

HSA continues to provide 100% match to TDA funding through grant sources such as Safe Routes to School (SRTS) and the Office of Traffic Safety to sustain CTSC/Ride n' Stride programming that focuses on effective yet cost-saving methods. Efforts are made to utilize existing or low-cost/no-cost educational materials that reflect current best practices and are developmentally appropriate, and to secure in-kind donations of teacher and volunteer time, and to secure competitive pricing for bike helmets and other program supplies. CTSC/Ride n' Stride staff have been working with partner agencies to implement the Train-the-Trainer Bike Helmet Fitting and Distribution program based at local schools and community service organizations.

20. What is different from last year's program/claim?

HSA's total FY 13/14 TDA request for CTSC and Ride n' Stride programs remains at the FY 12/13 allocation of \$100,000. HSA will continue to secure 100% matching funds through grants and other funding sources to maintain an adequate level of staffing for these programs to ensure continuing success and benefits to the community.

Community Traffic Safety Coalition (CTSC) Ride n' Stride Education Work Plan FY 2013-14

Since its inception in 2000, the Ride n' Stride education program has worked to increase safe bicycling and walking in Santa Cruz County. Ride n' Stride utilizes a school-based education model to teach basic traffic safety to young students, encourage increased riding and walking as a travel mode, and inspire participants to be role models for their friends, siblings and parents. Interactive classroom education sessions on bicycle safety (and other wheeled sports, such as scooters and skateboards) and pedestrian safety are designed to be age-appropriate, bilingual and culturally competent. Pre-/post-test results consistently show more than a 25% increase in bike safety knowledge (proper helmet use, CA laws affecting cyclists, hand signals), based on results of a written quiz administered to 3rd through 6th graders. Teacher evaluations of the program have ranked very high on a scale of 1-5. Each school year the Ride n' Stride HSA staff and Ecology Action in-kind staff reach 1,000's of young students and 100's of parents, teachers and caregivers through classroom and assembly-style presentations, as well as through school and community-based events to promote safe cycling and walking in our communities. Ride n' Stride programming is offered at all elementary schools in Santa Cruz County school districts and is conducted based on teacher request.

During FY 2011/12, Ride n' Stride staff conducted 103 bike and pedestrian safety education sessions, reaching 3,203 young students and 288 parents, caregivers and teachers, and during the first biannual period of FY 2012/13, more than 1,200 students and 200 parents learned about road safety. Ride n' Stride program staff also participated in numerous community safety activities including outreach at Bi-National Health Week, National Night Out and Bike/Walk to School, distribution of bike helmets, and conducting the pedestrian safety observation survey at local schools.

FY 2013/14 Objectives and Activities Work Plan:

- ❑ Conduct bicycle and pedestrian traffic safety education sessions for 3,000 elementary school and pre-school students in Santa Cruz County school districts.
- ❑ Conduct 4 traffic safety presentations to parents and caregivers through schools, community agencies and neighborhood groups to promote safe bicycling and walking in Santa Cruz County.
- ❑ Participate in 4 school or community events to provide traffic safety information and promote safe bicycling and walking in Santa Cruz County.
- ❑ Collaborate with CTSC and HSA staff to conduct annual bicycle and pedestrian safety observation surveys.
- ❑ Work with CTSC, HSA and community partners to coordinate distribution and proper fitting of at least 200 bike helmets to students and other community members.
- ❑ Participate in the fall and spring Bike/Walk to School/Work events.
- ❑ Participate in traffic safety meetings, such as CTSC, South County Bike/Pedestrian Work Group, Safe Routes to School subcommittee, and Safe Kids Chapter meetings, as staffing capacity and other program priorities allow.
- ❑ Conduct program evaluation including pre/post-testing of student sample, teacher evaluations, and reporting of bike and pedestrian observational surveys among children and youth.

CTSC
Ride n' Stride Bicycle and Pedestrian Education Program
TDA Budget, FY 2013/14

Line Item	TDA Budget	HSA Match	Total Project Costs
Personnel (Salary + Benefits)			
Bilingual Health Program Specialist, .75 FTE	46,968	28,170	75,138
Program Director/Support Staff		5,000	5,000
Subtotal Personnel	46,968	33,170	80,138
Indirect Costs (15% of Personnel)		12,020	12,020
Travel/Mileage	500	500	1,000
Direct Costs			
Education Materials, Incentives, Supplies	1,032	1,000	2,032
Inkind		3,000	3,000
Totals	48,500	49,690	98,190

TO: Bicycle Committee

FROM: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator

RE: FY 13/14 Bike to Work/Bike to School TDA funding request

RECOMMENDATION

Staff recommends that the Committee:

1. Review the attached FY 13/14 Bike to Work/Bike to School funding request, work plan and budget;
 2. Recommend that the Regional Transportation Commission approve \$50,000 in FY 13/14 Transportation Development Act funds.
-

BACKGROUND

The RTC has supported the Bike to Work program for each of the past 25 years that the program has been in existence, either through RTC staff support, sponsorship or as the program's major funder. Bike to Work is a project of Ecology Action, a non-profit environmental organization, which houses a number of other transportation programs. In February 2003, the Commission approved \$40,000 in FY 03/04 TDA funds for the Bike to Work (BTW) program and committed to providing on-going funding at a level of \$40,000 per year as approved each year in its annual budget. In March, 2012, the RTC again approved an ongoing to \$50,000 annually.

BTW's goals of increasing levels of cycling in Santa Cruz County are consistent with goals in the Commission's Regional Transportation Plan, and the project provides an unparalleled level of bicycle promotion throughout the County on an ongoing basis. Now in its twenty-fourth year as a community project, BTW has grown steadily in participation and organization over the years.

Per the agreement between the RTC for receipt of TDA funds, the Commission has the opportunity to provide input or contingencies on funding or the work plan as part of any funding approval.

DISCUSSION

Ecology Action submitted a FY 13/14 Bike to Work TDA request letter ([Attachment 1](#)) and other required materials for Bicycle Committee and Commission review and approval. The amount has been budgeted in the RTC's FY 13/14 budget for the Bike to Work program.

The Transportation Development Act Claim Form ([Attachment 2](#)) and the FY 13/14 Scope of Work ([Attachment 3](#)) provide a detailed description of services Ecology Action proposes to provide under contract with the Commission during the coming fiscal year.

As can be seen in BTW's FY 13/14 Budget (Attachment 4), the requested amount represents a third of BTW's annual budget of \$150,000.

Piet Canin, Ecology Action Vice President of Transportation, will provide a summary of services provided by BTW under contract with the Commission during the 2012 calendar year (Attachment 5) at the Bicycle Committee meeting.

Funding the programs will be accomplished in three steps: 1) Inclusion in RTC budget for next fiscal year (conducted at the May 2, 2013 RTC meeting), 2) Bicycle Committee review and recommendation (scheduled for the May 13, 2013 meeting, and 3) RTC review and approval (scheduled for the June 4, 2013 RTC meeting).

Staff recommends that Committee members review and provide feedback regarding the Bike to Work program at the May 13, 2013 meeting.

SUMMARY

Attached is a request from Ecology Action for the Bike to Work Program for \$50,000 in FY 13/14 TDA funding. Staff recommends that the Bicycle Committee recommend to the Regional Transportation Commission approving the request as submitted.

Attachments:

1. Letter from Piet Canin, Program Director
2. Transportation Development Act Claim Form
3. FY 13/14 Scope of Work
4. FY 13/14 Budget
5. 2012 Program Summary/Annual Report

S:\Bike\Committee\BC2013\BCMay13\Bike2Work_Staff Report13.docx

May 2, 2013

George Dondero
Executive Director
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Mr. Dondero:

Ecology Action (EA) is requesting \$50,000 in Transportation Development Act (TDA) funds for FY 2013-2014 to support the Santa Cruz County Bike to Work and Bike to School (BTW/S) program. The Commission's consistent funding support has proven crucial for the continuing success and expansion of our programs which are aimed at meeting growing demand and increasing bicycle commuting and children biking to school (K-12). EA has been able to leverage the RTC's funding commitment by applying for additional grants to expand active transportation options in our community. To determine program effectiveness Ecology Action collects travel data from BTW/S participants and has seen the following results:

Growth of Bike to School

- Over 13,000 participants, a 60% increase countywide over the past decade
- Over 40 schools served in FY 12/13
- 10,037 school students participated in FY 12/13
- 16 Watsonville Bike to School Sites (doubled Watsonville participation since 2009)

What participants say about Bike to School (taken from online surveys of parents, teachers and school staff):
"It is a very highly attended school event that encourages families to ride together and many of them find that they can ride on a regular basis, not just on bike to school day."

"I love to see how excited and proud the children are for doing something healthy and involving themselves in this important event."

The Bike to Work program continues to leverage RTC funding with over \$22,000 in cash support and some \$75,000 of in-kind contributions from local businesses, and public agencies. Additionally, hundreds of volunteers donate their time and efforts per event at schools and public sites. Ecology Action supplements RTC funding with federal and regional funds where possible to meet the growing demands especially for our school bicycle transportation encouragement and safety education programs.

Ecology Action wishes to express sincere gratitude to the RTC for its continued support and for consideration of this \$50,000 allocation request for FY 13/14 to support Bike to Work/School's successful increase of sustainable transportation.

Sincerely,



Piet Canin
Vice President
Ecology Action Transportation Group

**Transportation Development Act (TDA) – Local Transportation Funds
CLAIM FORM
for Bike/Pedestrian Projects**

Submit a separate form for each project.

*If you have any questions about this claim form or would like an electronic copy of the form,
please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

Project Information

1. Project Title: Bike to Work/School program
2. Implementing Agency: Ecology Action
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant: SCCRTC
4. TDA funding requested this claim: \$50,000
5. Fiscal Year (FY) for which funds are claimed: FY 13/14
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims (ex. Article 8 Bicycle project): Article 8 Bicycle project
7. Contact Person/Project Manager: Piet Canin
Telephone Number: 515-1327 E-mail: pcanin@ecoact.org

Secondary Contact (in event primary not available): Jim Murphy
Telephone Number: 515-1325 E-mail: jmurphy@ecoact.org
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): The Bike to Work/School program consists of the following main activities: 1) Fall Bike to Work/School Day; 2) Spring Bike to Work and School Day; 3) Spring Bike Week, which features up to 10 inclusive, fun and informative bicycle activities; 4) Ongoing support targeting novice or infrequent bike commuters via online communications. Use email list of Bike to Work participants who have identified themselves as novice or infrequent bike commuters to provide bike commuter resources and updates. Also deliver targeted messages via Facebook and website updates.
9. Number of people to be served/anticipated number of users of project/program: We anticipate 10,000-13,000 people will participate directly in the program.
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):
The project includes the entire Santa Cruz County area including all the incorporated cities.
11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)
Bike to Work/School (BTW/S) fulfills the need to directly promote, encourage and support school students and adults to bike to school or work. The program provides incentives and tools for local commuters to bicycle for transportation therefore reducing their single-occupancy vehicle trips. BTW/S strives to normalize bicycling as a mode of transportation and lets participants experience how biking is possible for many different types of trips they would otherwise take by car. BTW/S

uses a variety of promotional, outreach and publicity methods to reach out to Santa Cruz County residents. BTW/S also offers numerous services to support commuters in switching to bicycle transportation and to bike commute more often. The program's benefits include reducing traffic congestion, reducing air, water, and noise pollution, reducing greenhouse gases, as well as promoting a healthy means of travel that helps combat obesity. As Santa Cruz County grapples with worsening traffic congestion, growing childhood obesity rates, and climate change, Bike to Work/School provides assistance in alleviating these problems. Bike to Work/School is one tactic in implementing a sustainable communities strategy.

12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number: Project RTC #26
13. Measures of performance, success or completion to be used to evaluate project/program:
To measure the project's success, Bike to Work tracks the following data using participant surveys: the number of program participants, the participant's bike commute mileage, the number of beginning and infrequent bike commuters, the number of first time participants, and the number of participants who usually drive alone to work. EA also tracks the number of school students K-12 who bike and walk to school and at a growing number of schools we survey pre-BTS biking and walking rates. BTW also measures success by the amount of publicity generated through news articles, radio talk shows, TV newscasts, the number of newsprint ads, and the number of radio and TV PSA's aired. Success is also measured by the number of posters and brochures distributed, direct mailings sent out, website visits, and emails delivered. The number of community, business and school events staffed with informational booths is also tracked.
14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):
The Bike to Work/School program helps reduce single-occupancy vehicle trips and parking demand while increasing the number of bus/bike combined trips. There also is a slight increase in people walking to work or school, as a number of walkers participate in the Bike to Work/School Day activities.
15. Project Cost/Budget, including other funding sources, and Schedule: (*complete "15a" or "15b"*)

15a. Capital Projects

	Planning	Environ- mental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr)								
Total Cost/Phase								
\$TDA requested								
Source 2:								
Source 3:								
Source 4:								

**Please describe what is included in "Other":*

15b. Non- Capital Projects – Cost/Schedule: List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

SEE ATTACHED BUDGET

Work Element/ Activity/Task	SCHEDULE (Month/Yr)	Total Cost per Element	\$TDA requested	\$ Source 2:	Source 3:	Source 4:
Administration/ Overhead						
Activity 1:						
Activity 2:						
Activity 3:						
Activity 4:						
<i>Ex. Consultants</i>						
<i>Ex. Materials</i>						

16. Preferred Method and Schedule for TDA fund distribution, consistent with the RTC Rules and Regulations (a. 90% prior to completion/10% upon completion; or b. 100% after completion):
Quarterly reimbursement for work performed.

17. Proposed schedule of regular progress reports including an evaluation of prior year's activities:
Annual report as well as program activity narrative updates with quarterly invoices.

18. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	RTC to consider at their June 2013 meeting.
B. Has this project previously received TDA funding?	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	To be reviewed by the RTC Bike Committee on 5/13/13.
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	

Documentation to Include with Your Claim:

All Claims

- **A letter of transmittal** to SCCRTC addressed to the Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- **Resolution from** TDA eligible claimants indicating their roles and responsibilities; and, if applicable, commitment to maintain facilities as indicated in the submitted plans for a period of 20 years. RTC to consider on 4/3/08.

Bike to Work, Community Traffic Safety Coalition/Ride 'n Strike – PLEASE KEEP ANSWERS BRIEF

19. Improving Program Efficiency

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.
Bike to Work/School Day participation rates continue to increase every year as there was a 5% increase last year of 607 participants. This significant increase was due to increased outreach to local employers, compelling and relevant incentives, increased awareness of climate change, and the program's continued comprehensive promotional campaign including our enewsletter which includes 1,000 new email recipients reaching a total of 4,000 readers. To offset the cost of increased participants EA reduced the types of food served at the breakfast sites therefore containing staff expenses.

The Bike to Work program continues to reduce operating costs by recruiting an extensive pool of volunteers and in-kind staff and product donations from a wide variety of supporters. Local businesses, public agencies, and individuals provide a high level of skilled volunteer labor to assure the smooth running of the Bike to Work program. As we strive to increase the scope and results of the program, we are faced with the rising cost of living, product costs, and general increases in doing business. The Bike to Work program has built on its 24 years of success to generate non-TDA cash donations from local businesses, individuals and public agencies. Last year the program raised over \$20,000 in cash donations to match the TDA funds. These cash donations are from non-transportation funding sources. EA also actively seeks other funding sources such as federal and state Safe Routes to School, local foundations, and applicable funders.

- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:
Bike to Work will continue to build on mutually beneficial collaborations to improve efficiency and increase bike ridership. Such collaborations include working with Monterey and San Benito County Bike Week programs to pool resources and take advantage of economies of scale on promotional items such as posters, brochures, stickers, and T-shirts. We will increase efficiency by dividing tasks to get more accomplished with our staff time. We will also increase our alliances with employers to increase bike commuter ridership by providing more incentives for employees. We will stress the importance of bike ridership in reducing greenhouse gases to gain more support and cooperation from employers looking to be green and project a green image.

20. What is different from last year's program/claim?

This year's program will focus even more on providing commuters with the resources to facilitate an increase of bike commuter trips by using online channels. Ecology Action staff will target novice and infrequent bike commuters from past Bike to Work events through ongoing email newsletters, Facebook and Website updates using video and other medium to convey our message. As more people are looking for ways to reduce costs we will stress the significant cost saving benefits of biking. Our effort will focus on the year-round importance of biking as a way to reduce carbon emissions as greenhouse gas reducing measures become more prevalent.

Bike to Work Program Scope of Work FY 13-14

The Bike to Work (BTW) Program, a year-long bike commuter incentive, education, and support service program consists of four main projects 1) Fall Bike to Work/School Day; 2) Spring Bike to Work and School Day; 3) Spring Bike Week, which features inclusive, fun and informative bicycle activities; 4) Ongoing support targeting novice or infrequent bike commuters via online communications. Utilize email list from Bike to Work participants who have identified themselves as novice or infrequent bike commuters with emails, Facebook and website updates.

Fall Bike to Work/School Day: Thursday, October 4, 2013

Work Schedule/Tasks:

The BTW staff will coordinate the 15th Annual Fall Santa Cruz County Bike to Work/School Day, which features free breakfast for all bike commuters at a minimum of 12 public sites and 40 school sites. Bike to Work staff will secure public and school breakfast sites for BTW/S Day. There will be a special emphasis on reducing car traffic at schools to make school streets safer for all users.

- Solicit donations for food to feed over 6,000 bicyclists.
- Continue expanding Bike to School Day through increased participation of schools and greater outreach to students, teachers, and parents.
- Increase outreach to novice bike commuters through business site visits, online social marketing, and media outreach.
- Provide resources for novice commuters to overcome obstacles to bike commuting.
- Coordinate Bike to School Day efforts with bike safety presentations conducted by EA's Bike Smart! Youth Bike Safety program and the Community Traffic Safety Coalition (CTSC).
- Coordinate helmet distribution with the CTSC at school sites based on supply of helmets.
- Distribute the UCSC Transportation and Parking Services (TAPS) bicycle safety video to classrooms.
- Distribute the Santa Cruz County Regional Transportation Commission (RTC) highly sought after Santa Cruz County Bikeways map.
- Conduct a promotional campaign utilizing a variety of outreach venues and techniques including TV, radio, newspaper, posters, flyers, and facebook, website, email, and other virtual outlets. The promotional campaign will blanket the county in general outreach as in preceding years, but will also focus on localized promotion for each breakfast site.
- Promote bike light use to the general bike riding population. This effort will be coordinated with the Community Traffic Safety Coalition.
- Recruit and coordinate volunteers to assist with BTW/S activities.

Performance Goals for the Fall Bike to Work/School Day, 2012

- Increase participation levels by 5% from past year's fall BTWS Day.
- Increase the number of beginning cyclists by 5% attending BTW Day.
- Increase by 5% Bike to School breakfast sites from the previous year.

- Maintain the number of schools receiving bike safety presentations, helmet distribution or safety videos.
- Place over 1,000 event and informational posters at local businesses.
- Have at least two articles published in a local newspaper regarding bike commuting.
- Develop and send at least 6 targeted emails to over 4,000 past Bike to Work Day participants with bike commuting news, incentives, and resource information
- Air two weeks of PSA's on a local radio station.

Spring Bike Week, Third Week of May 2014

Work Schedule/Tasks:

The BTW staff will coordinate the 27th annual Santa Cruz County Bike Week event, which features a Bike to Work/School Day, several food incentive activities, one bike safety activity/commuter instruction workshop, a food delivery day by bicycle, and other events. The main goal of Bike Week will be to continue to promote bicycle commuting as well as bicycle transportation for other trips that replace single occupancy vehicle trips. The variety of events during Bike Week will focus on hands-on, fun, and inclusive methods for motivating residents to bicycle more often and drive less. BTW will integrate the bike commuting and safety message into our events.

- Bike to Work staff will secure at least 12 public and 40 school breakfast sites for BTW/S Day. We will work with large employers to provide incentives for their employees to bike to work.
- Continue to increase the ever-popular Bike to School Day effort, which gets children accustomed to biking for transportation at an early age.
- Solicit donations for food to feed over 6,000 bicyclists.
- Continue to improve our website services with an online Bike to Work Day survey, which would allow more commuters to participate in Bike to Work Day. Also provide commuter maps and updated bike commuter resources. Promote the Google Map bicycle option.
- Mass newsletter to past Bike to Work participants with a focus on novice and infrequent bike commuters.
- Develop a comprehensive online calendar of Bike Month bike activities for May.
- Maintain Facebook page with frequent updates and news.
- Coordinate Bike to School Day efforts with bike safety presentations conducted by EA's Bike Smart! Youth Bike Safety program and the Community Traffic Safety Coalition.
- Coordinate helmet distribution with the CTSC at school sites.
- Distribute the UCSC TAPS bicycle safety videos to classrooms.
- Recruit over 100 volunteers to staff all Bike Week events, especially breakfast sites and food delivery day.
- Promote bike commuter equipment to make bikes more functional for commuting, running errands, or going to a social activity.
- Recruit other bicycle and community groups as well as businesses to host Bike Week events.
- Provide staff and promotional support to other groups who host Bike Week events.
- Keep business sponsors updated on Bike Week activities and bike commuter services for their employees to use.
- Conduct a promotional campaign utilizing a variety of outreach venues and techniques including TV, radio, newspaper, posters, brochures/postcards, emails, and workplace booths.

The promotional campaign will blanket the county in general outreach as we have done previously. We will also focus on localized promotion for each breakfast site.

- Solicit cash donations from local public agencies and businesses to fund material purchases.
- Host an innovative and attention getting media event that demonstrates the appeal of bike commuting versus commuting by car.
- Coordinate artwork, T-shirt and color poster production with Monterey and San Benito County Bike Week staff.
- Continue to work with local transportation agencies to promote bike commuting as well as other forms of sustainable transportation during Bike Week.
- Coordinate promotion with other Ecology Action transportation programs.
- Work closely with Cabrillo College and UCSC to promote their breakfast sites for BTW/S Day.
- Continue to expand efforts into South County and improve outreach to the Latino community.

Performance Goals for the Spring Bike Week, 2014

- increase participation by 5% from the previous spring Bike Week.
- Increase participation by 5% from the previous spring Bike to Work/School Day.
- Increase by 5% number of schools for the Bike to School breakfast sites.
- Increase by 5% the outreach/promotion to businesses, public agencies, & local organizations through company liaisons from the previous spring Bike Week by using email, flyers, posters, and business site presentations/booths.
- Increase by 5% the number of beginning cyclists attending BTW Day from the previous spring BTW Day.
- Develop and send at least 8 targeted emails to over 4,000 past Bike to Work Day participants with bike commuting news, incentives, and resource information.
- Print and distribute over 1,000 Bike Week posters. Distribution posters in both English and Spanish.

Bike Safety and Commuter Information Resources

Work Schedule/Tasks:

BTW promotes and provides resources for safe cycling throughout the year. Information is provided via www.bike2work.com, our office information library, booths at special events, and via emails to BTW Day participants and sponsoring businesses, and Facebook postings. Staff also works with other public agencies to help them in their road safety and bike resource projects. Staff is an active member of the SCCRTC's Bicycle Committee and the County Health Service's Community Traffic Safety Coalition (CTSC) and the South County Bike/Pedestrian Safety Work Group. We promote issues such as bike theft prevention, helmet use, bicycling in the rain and cold, and bike parking. These are some of the ways we conduct outreach on these issues:

- Maintain current bike resource information on the BTW website.
- Staff information booth at local special events.
- Communicate with BTW participants on important and timely bike issues.
- Attend RTC Bicycle Committee and CTSC meetings.

Performance Goals for Bike Safety/Commuter Resources:

- Keep bike resource information current on our website, Facebook and mass emails.
- Staff at least 4 information booths at community special events.
- Keep BTW participants updated on important bike issues via email.

Attachment 4
Bike to Work
Budget Request of
\$34,427 FY '10-'11
TDA Funds

**EA's Bike to Work/School 13/14 Budget
\$50,000 TDA Funds**

	SCCRTC	Match*
Personnel		
Program Director (.15 FTE)	\$ 10,000.00	\$ 2,000.00
Outreach Specialist (.35 FTE)	\$ 15,000.00	\$ 5,000.00
Program Specialist (.35 FTE)	\$ 25,000.00	
Material		
Direct Costs (program materials & supplies)		\$ 25,000.00
Inkind services (staff & supplies)		\$ 18,000.00
Inkind product donations (food, advertising, prizes)		\$ 50,000.00
Total	\$ 50,000.00	\$ 100,000.00
TOTAL PROJECT BUDGET	\$ 150,000.00	

* Local business and public agencies donations, raffle and T-shirt sales contribute \$25,000 in cash plus an additional \$75,000 of inkind services and product annually for Bike to Work.

Santa Cruz County Bike to Work/School Program 2012 Program Summary/ Annual Report

Program Summary

The Bike to Work/School Day (BTW/S) program continues to generate the most extensive publicity, outreach, and public education for bicycle transportation in Santa Cruz County. This twenty-five year old community program provides local employers, employees, residents, and students with quality education, incentives, and services. BTW/S achieved a 16% increase in participation since 2009. Ecology Action also collected important data quantifying the program's impact in reducing carbon dioxide emissions. Bike to Work/School continued to generate a significant amount of good press for bicycle transportation.

Last year the program continued to grow drawing the highest number of participants in Bike to Work/School Day's 25 year history with 13,184 residents participating in the spring and fall events. The Bike to School program had the highest participation with 10,037 kids biking to school. The Bike to Work/School Day cyclists rode 61,633 miles for the spring and fall events. This significant mileage helped reduce CO2 emissions by some 61,000 pounds.

Contributes to the documented growth of Bike to Work Trips

BTW has successfully recruited new bike commuters as the percentage of ongoing weekly bike to work trips in the county has significantly increased since 2000 according to US Census and American Community Surveys. Last year, 555 beginning bike commuters rode their bikes for BTW Day, and 478 participants were infrequent bike commuters. This documents that the program is reaching out to commuters who currently drive to work.

Benefits of increased bicycle commuting

BTW activities contribute to a healthier community: less air, noise, run-off pollution, less traffic congestion, safer streets and healthier individuals. BTW uses a multi-faceted program approach to target and change the behavior of non-bike commuters, novice bike commuters and experienced bike commuters. We use positive, fun and interactive methods to encourage commuters to try bicycling, to commute by bicycle more frequently and to bicycle safely and responsibly.

Broad-base Support

BTW leveraged a considerable amount of private and public money to extend SCCRTC's funding. We generated \$22,500 in cash from local businesses, individuals and public agencies, plus some \$75,000 of in-kind services and product donations in 2012. Over 75 businesses and public agencies, plus over 100 individuals volunteered time and contributed to this community effort.

Major Accomplishments for Bike to Work/School Day

Combined figures for 2012

- **Over 13,000 youth and adults biked** on the spring & fall Bike to Work/School Days (a 16% increase from 2009). There were 10,037 school children who rode on Bike to School and 3,147 Bike to Work cyclists.
- **60% increase of Bike to Work participation county-wide** over the past decade.
- **215% increase of Bike to School participation county-wide** over the past decade.
- **555 beginning bicycle commuters** participated in the spring and fall BTW Day events.
- **501 cyclists were first time** Bike to Work Day participants.
- **478 were infrequent bike commuters.**

- **61,633 miles were biked** instead of driven for Bike to Work/School Day.
- **81,305 miles biked** for all Bike Week reported trips.
- **Over 61,000 pounds of CO2 emissions** were prevented from entering the atmosphere for BTW/S trips.
- **1,350,000 calories were burned** by all BTW/S participants on BTW/S Day (22 calories/mile).

Spring Bike Week Event Highlights

Annual Promotion

- u **E-newsletter campaign:** Launched a year-round e-newsletter campaign to provide ongoing education, incentives and promotion of bicycle commuting related information. 20 e-newsletters were sent to a recipient list of over 4,000 community members including specific emails appropriate to beginner cyclists. The email list is composed of previous Bike to Work participants, supporters, and those interested in receiving bike commuting information.
- u **Facebook:** Developed a Bike to Work Facebook page that has over 925 likes (formally called fans.) This is used to provide updates and notices regarding Bike to Work Day along with other local programs and commuter information.
- u **Newspaper and newsletter articles:** 5 articles in the Sentinel, 2 articles in the Santa Cruz Cycling Club Newsletter, article in the People Power Newsletter, article in Good Times, article in UCSC Wellness Newsletter
- u **Newsprint ads:** 3 ads in the Sentinel, Sentinel online ads, as well as ads in the UCSC Rec Guide, the City of Capitola Recreation Department newsletter and the Staff of Life newsletter.
- u **Website:** 8,895 visitors to www.bike2work.com with 71% new site visits.
- u **Community events:** Santa Cruz Downtown Farmers Markets, Earth Day Santa Cruz, Santa Cruz Earth Day, UCSC Fall Festival, First Friday at the Museum of Art History.
- u **Posters:** Over 1,150 posters placed in shop windows throughout the county. All event posters were published in English and Spanish. Watsonville-specific posters were generated to increase participation in South County
- u **T-shirts:** Distributed 300 event T-shirts to volunteers and program participants.
- u **Handbills:** Distributed 2,000 event postcards at community events and shops.
- u **Banners:** Large format banners placed in high visibility location in Capitola.
- u **Event site banners:** Placed at most of the public breakfast stops one week prior to the event.

Bike to School Promotions

- ◆ Bike to School promotional flyers in English/Spanish distributed to all participating schools.
- ◆ 4-color posters, in English and Spanish, distributed to all participating schools.
- ◆ Educational/informational bicycling materials on safety, helmet guidelines, traffic rules and regulations, etc. in English and Spanish provided to participating schools.
- ◆ *Share the Road* signs: 28 Share the Road signs posted at Bike to School sites to provide event promotion and notify motorists to drive especially carefully since there will be more kids biking on school streets.
- ◆ Worked with EA's Bike Smart! Youth Bicycle Safety Education and the Community Traffic Safety Coalition (CTSC) to conduct school presentations about safety, helmet guidelines, traffic rules and regulations, and responsible bicycling.
- ◆ Worked with parent groups, school district and local school administrators to promote event.
- ◆ Collaborated with United Way's Jovenes Sanos to support Bike to School coordinators in south county.

Spring Event Highlights:

- ◆ **Bike Week Launch Event at Santa Cruz Museum of Art History**
 - Organized a celebratory event in conjunction with First Friday Art Tour aimed at generating excitement and interest in Bike Week while celebrating 25 years of Bike to Work Day in Santa Cruz. Showcased local bicycle artists and custom bike builders. Drew over 2,000 participants.
- ◆ **Bike to Worship**
 - This event targets trips to local places of worship to reduce the traffic and parking problems associated with religious services. Many congregations support this effort as a way to combat climate change.
- ◆ **Daily Incentives**
 - The 2012 Bike Week featured daily incentives and promotions to motivate community members to bicycle commute. In addition to the regular Thursday Bike to Work Day events, Ecology Action partnered with local businesses to offer daily incentives that would be attractive to potential bike commuters. Monday through Friday featured free giveaways at select locations along bike corridors. A total of 749 bike commuters participated in these events.
- ◆ **Safety Heroes**
 - 2012 saw a change in strategy to distribute important bicycle safety messages by recruiting and training two volunteers who dressed up as lycra-clad 'Safety Heroes'. They wore excessively high visible attire, flashing lights, and capes and used humor to engage participants and disseminate safety literature and information.

Collaboration

Bike Week's success relies on extensive collaboration with community groups, public agencies and local businesses. This year we strengthened our partnership with these entities to get more people to bike commute more often in a safe and responsible manner. We worked jointly with the organizing agencies of Bike Week in Monterey and San Benito Counties to increase promotion in the tri-county area. We also continued to work with an increasing number of local schools to boost Bike to School participation, with city and county agencies to improve planning and promotion, and with business sponsors to do better outreach and provide information to their employees. The following is a partial list of our partnerships:

- ◆ **Regional Bike Week programs:** Coordinated with Monterey (TAMC) and San Benito (San Benito COG) Counties to reduce cost and produce a unified look for promotional materials. The three counties shared artwork, poster and T-shirt production, radio and TV station promotions, website content, highway signs and donations/product giveaways. This partnership produces an economy of scale, which reduces cost.
- ◆ **Santa Cruz County Regional Transportation Commission:** Provided major cash funding and promotional support of BTW outreach materials. The RTC's Bike Committee provided input to Bike Week event planning and BTW updated the Committee on our activities. BTW distributed hundreds of the RTC's Bikeway maps, the RTC's Bike Hazard reporting form and promoted its Bike Secure program to BTW participants. BTW also communicates key SCCRTC initiatives and news to our 4,000 e-newsletter recipients and on our Facebook page.
- ◆ **The Community Traffic Safety Coalition (CTSC):** BTW distributed CTSC bike safety pamphlets and BTW staff attended CTSC monthly meetings. CTSC staffed a BTW Day breakfast

site, attended Bike to Work Steering Committee meetings, and coordinated school bike safety presentations with Bike to School activities.

- ◆ **South County Bicycle and Pedestrian Working Group (SCBPWG):** Helped deepen the programmatic impact in Watsonville through increased outreach, program feedback, and engaging volunteers.
- ◆ **Bike Smart! Youth Bicycle Safety Program:** Conducted bicycle safety programs including bicycle obstacles courses at several of the highest participating Bike to School Day schools.
- ◆ **The City of Santa Cruz:** Provided cash funding, staff support for promotions, facilities and equipment.
- ◆ **County of Santa Cruz Public Works Department:** Assisted with logistic and promotional effort.
- ◆ **City of Watsonville:** Provided cash funding, staff support for internal promotion, school safety sign placement, facility use and fee waivers.
- ◆ **City of Capitola:** Provided cash and staff support for promotion, event planning and implementation. Staff helped with placement of street banner.
- ◆ **HUB for Sustainable Transportation: People Power** provided volunteer support and promoted Bike Week. **Pedalers Express** was hired to coordinate the food donation pick-ups and food deliveries by bicycle to our 40 free breakfast sites.
- ◆ **Santa Cruz County Cycling Club:** Promoted Bike Week and provided volunteers.
- ◆ **University of California Santa Cruz (UCSC): UCSC Transportation and Parking Services** provided funding and staff support for promotion and provided an unlimited number of free bike safety DVD. The UCSC **Bike Coop** and Bike Race Team assisted in setting up and staffing a BTW breakfast site.
- ◆ **Cabrillo College:** Provided staff support for internal promotion, and assisted in setting up BTW breakfast sites.

From: Rick Hyman
To: Bicycle Committee
Regarding: City of Santa Cruz's Capital Improvement Program
Meeting Date: May 13, 2013

Bicycle Committee Members:

The City of Santa Cruz city council will soon be adopting its 2013 -2016 Capital Improvements Program. CIPs dictate which projects local governments will pursue; if a project is not in the CIP it will not get built. At its December 2012 meeting with regard to a TDA funding request the Committee discussed the priority of proposed projects. At the conclusion of that discussion, including an unsuccessful motion, "Cheryl Schmitt welcomed members to review the City's yearly Capital Improvement Program and provide feedback." (from minutes). This is the time of year to take advantage of that opportunity. Commenting can include support (or opposition) to a project, what the project should entail and funding suggestions (some projects on the list have full funding, others are short).

The draft City of Santa Cruz CIP includes the following bike projects:

Bicycle Parking Program
Bikeway Striping and Minor Improvements
Branciforte Creek Bike/Pedestrian Bridge
Broadway /Brommer Bike /Pedestrian Multi-purpose Trail
Mission Street Bike-Pedestrian Pathway
Murray Street Bridge Seismic Retrofit (wider bike lanes)
San Lorenzo River Trestle Bridge Connections Project
West Cliff Drive Multi-use Path Pavement
Market Street at Goss Widening
UCSC Smart Bike Lockers
Monterey Bay Sanctuary Scenic Trail (Segment 7 – Natural Bridges to Pacific & Beach)

Attached is the draft CIP. Included in the attachment are descriptions of the projects, potential funding sources and anticipated timing.

Local bike advocates supported the following as high priority projects before the City's Transportation Commission:

the Monterey Bay Sanctuary Scenic Trail (Rail Trail)
the Branciforte Creek Bicycle/Pedestrian Bridge
Broadway/Brommer Bicycle/Pedestrian Multi-Use Trail
Market Street at Goss Minor Widening.
King Street Bikeway

Attached is the project list from the City's Bike Plan. All the roadway and pathway projects proposed in the CIP are in the Plan.

Also, attached are comments that I made personally for your reference.

Recommendation:

Decide on what projects the Committee deems highest priority and send a letter to the City of Santa Cruz City Council supporting (or requesting) that these be included in the CIP.
Relay any design concerns with the projects listed in the CIP and request review of their construction plans.

Rick

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Broadway/Brommer Bike/Pedestrian Multi-Purpose Trail					c409344		YTD Actuals +Encumbrance:		\$ 968,534	
Project Description:										
Project is in approved Bike Plan and Arana Gulch Master Plan. It includes a very important bike and pedestrian multi-purpose trail from Broadway, through Arana Gulch, to Brommer Street, and from Agnes Street to the east-west trail per the Arana Gulch Master Plan. Interpretive and management plan elements are included. A Coastal permit was approved in Dec 2011. Grant funding (federal and county) of approximately \$4.0 million has been committed to the project. Sale of property (formerly road rights-of-way) adjacent to Frederick Street is being sold to pay for the local match funds and ongoing management expenses. based on the most recent cost estimate, the project costs have increased significantly. Design was initiated in FY12 and construction is anticipated to start in FY14.										

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Gault School Sidewalk Infill										c401113		YTD Actuals			
Project Description:												+Encumbrance:		\$ 40,094	
This is an approved Safe to Routes School project that is coordinated with Gault Elementary and Ecology Action, and is the second one approved for this area. It includes sidewalk gap closures, access ramps, protected pedestrian crossing, upgrades bicycle parking and an educational component for the Gault School Area (Seabright). The design was initiated in FY11 and construction was started in FY13.															
		FY 2013	FY 2013	FY 2013	FY 2013	FY 2014	FY 2015	FY 2016	Fiscal Year						
		Budget	YTD	YTD	Estimated	Estimated	Estimated	Estimate	2014 - 2016						
			Actuals	Encumb.					Total						
Account Number: 221-40-64-9330-57307															
Project Cost Estimate:		442,859	37,100	2,994	442,859	-	-	-	-						
Project Funding Estimates:															
Sidewalk In-lieu Fund		49,440	-	-	49,440	-	-	-	-						
State grants - Safe Routes to Sch		406,409	26,917	-	406,409	-	-	-	-						
Net Project Cost Estimates:		(12,990)	10,183	2,994	(12,990)	-	-	-	-						
Hwy 1 Aux Lanes TMP										c401317		YTD Actuals			
Project Description:												+Encumbrance:		\$ 20,269	
The Highway 1 Auxiliary Lanes Transportation Management Plan project has funded improvements and staffing in the city. Current funding provides crossing guards, signage, sharrows and striping. Other city project components; Rooney sidewalks and the Park Way path have been funded within the larger project cntract and are complete.															
		FY 2013	FY 2013	FY 2013	FY 2013	FY 2014	FY 2015	FY 2016	Fiscal Year						
		Budget	YTD	YTD	Estimated	Estimated	Estimated	Estimate	2014 - 2016						
			Actuals	Encumb.					Total						
Account Number: 221-40-64-9330-57307															
Project Cost Estimate:		35,982	20,269	-	35,982	-	-	-	-						
Project Funding Estimates:															
Local capital grants - SCCRTC		35,982	-	-	35,982	-	-	-	-						
Net Project Cost Estimates:		-	20,269	-	-	-	-	-	-						
Mission S. Extension Bike-Pedestrian Pathway										c401112		YTD Actuals			
Project Description:												+Encumbrance:		-	
This project is in the Bike Plan and will improve the function and aesthetics of current bike and pedestrian multi-use path on Mission Street Extension. TDA and developer (Fairmount Hotel) funds have been approved. Design and construction are in FY 13.															
		FY 2013	FY 2013	FY 2013	FY 2013	FY 2014	FY 2015	FY 2016	Fiscal Year						
		Budget	YTD	YTD	Estimated	Estimated	Estimated	Estimate	2014 - 2016						
			Actuals	Encumb.					Total						
Account Number: 221-40-64-9330-57307															
Project Cost Estimate:		60,000	-	-	60,000	-	-	-	-						
Project Funding Estimates:															
State grants - TDA		50,000	-	-	50,000	-	-	-	-						
Contributions - businesses		10,000	-	-	10,000	-	-	-	-						
Net Project Cost Estimates:		-	-	-	-	-	-	-	-						

Murray Street Bridge Siesmic Retrofit					c409321		YTD Actuals			
							+Encumbrance:		\$	35,250
Project Description:										
Seismic retrofit of existing bridge over the Harbor. The project concept has been approved by Council in the past and includes new railings, wider bike lanes and sidewalk, and decorative street lighting. The relocation of harbor facilities and boat docks is required during construction, as well as one-way traffic control on the bridge. Environmental review was completed in FY12, allowing the design and right-of-way process to be proceed in FY12 and is currently underway. Federal grant funds have been approved and the project is eligible for State Proposition 1B funds in lieu of a large local match. Construction is anticipated starting in FY14 or FY15 and last approximately 18 months.										
		FY 2013 Budget	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 2016 Estimate	Fiscal Year 2014 - 2016 Total	
Account Number: 221-40-62-9370-57310										
Project Cost Estimate:		10,159,507	33,025	2,225	10,159,507	-	-	-		
Project Funding Estimates:										
Federal capital grants		9,700,433	20,587	-	9,700,433	-	-	-		
Net Project Cost Estimates:		459,074	12,438	2,225	459,074	-	-	-		
Ocean/Broadway Intersection Study					c401104		YTD Actuals			
							+Encumbrance:		-	
Project Description:										
A project to improve safety and reduce congestion was approved in the Beach/SOLA plan and is also included in the Cumulative Development Traffic Study. The first phase is to evaluate site conditions, and existing and forecast traffic to determine short and long term solutions, such as restricting left-turns or widening the intersection to provide left-turns, bike lanes and pedestrian improvements. Cost estimates will be developed in this first phase for future programming.										
		FY 2013 Budget	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 2016 Estimate	Fiscal Year 2014 - 2016 Total	
Account Number: 221-40-62-9390-57304										
Project Cost Estimate:		75,000	-	-	75,000	-	-	-		
River/River Street South Intersection Study					c401202		YTD Actuals			
							+Encumbrance:		-	
Project Description:										
This intersection is currently impacted, backing traffic into the Water/River Street intersection and affecting Water Street traffic, bike lanes, and the pedestrian crossing. This study will evaluate intersection congestion and safety to determine short and long term solutions, such as revising the multi-way stop, or installing a traffic signal or roundabout. Cost estimates will be developed in this first phase for future programming, with some funding identified in FY15.										
		FY 2013 Budget	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 2016 Estimate	Fiscal Year 2014 - 2016 Total	
Account Number: 221-40-62-9390-57304										
Project Cost Estimate:		75,000	-	-	75,000	-	-	-	500,000	
Project Funding Estimates:										
Fed/State Grant		-	-	-	-	-	-	-		
Net Project Cost Estimates:		75,000	-	-	75,000	-	-	-		

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Arterial Streets and Roads Fund - Measure H									
City Arterial and Collector Street Reconstruction and Overlay					c400809		YTD Actuals +Encumbrance:		\$ 165,615
Project Description:									
Project includes pavement reconstruction, overlay, cape and slurry seal, and asphalt grinding of city arterial and collector streets for maintenance and reconditioning. Projects are selected based on the City's pavement management computerized system and in coordination with other utilities and transportation projects. From 2007-2011, approximately \$5.9 million has been spent in this project category from Gas Tax, Measure H and grant funding . Gas tax available for paving is \$550,000 per year, and on average Measure H is \$1.1 million and grants average about \$500,000 per year. The grants are estimated federal transportation funds that are applied for when available. Approximately \$4.0 million is needed annually to maintain the streets satisfactorily, which is a \$1.85 million annual shortfall. Bonding for \$7 million over 2 years will require a \$770,000 annual Measure H payment (over 10 years), with an annual remainder that is included in									
		FY 2013 Budget	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 2016 Estimate	Fiscal Year 2014 - 2016 Total
Account Number: 317-40-64-9311-57304									
Project Cost Estimate:		3,197,827	150,352	15,263	3,197,827	5,150,000	5,250,000	1,850,000	12,250,000
Project Funding Estimates:									
Gas Tax Fund		1,137,692	-	-	1,137,692	550,000	550,000	550,000	1,650,000
From Measure H Bond		1,100,000	-	-	1,200,000	3,500,000	3,500,000	-	7,000,000
From Measure H Remainder						600,000	700,000	800,000	2,100,000
Fed & State grants		1,000,000	-	-	500,000	500,000	500,000	500,000	1,500,000
City Residential and Collector Street Reconstruction and Overlay					c400810		YTD Actuals +Encumbrance:		\$ 188,730
Project Description:									
Pavement reconstruction, overlay, cape and slurry seal, and asphalt grinding of city residential and collector streets for maintenance and reconditioning. Projects are selected based on the City's pavement management computerized system and in coordination with other utilities and transportation projects. From 2007-2012, approximately \$5.4 million was spent on this category of streets. Approximately \$1.2 million is needed annually to provide a 10 year rotation on residential streets. Generally \$500,000 from Measure H is available, which is f \$700,000 per year shortfall. A \$3 million dollar bond requires a \$330,000 Measure H annual payment (over 10 years). Grants are not typically available for residential streets.									
		FY 2013 Budget	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 2016 Estimate	Fiscal Year 2014 - 2016 Total
Account Number: 317-40-64-9311-57304									
Project Cost Estimate:		585,549	174,584	14,146	585,549	1,750,000	1,750,000	250,000	3,750,000
Project Funding Estimates:									
From Measure H Bond Funding		500,000	-	-	500,000	1,500,000	1,500,000	-	3,000,000
From Measure H Bond Funding		500,000	-	-	500,000	250,000	250,000	250,000	750,000
Net Project Cost Estimates:		85,549	174,584	14,146	85,549	-	-	-	-

Minor Storm Drain Maintenance					m400028		YTD Actuals		
							+Encumbrance:		\$ 100,292
Project Description:									
This project provides funding for contract services to complete repairs and improve capacity of the existing inadequate public drainage systems that impacts public and private property at various locations in the City. Annual increase to address deferred maintenance, in particular the deterioration of congetgate metal pipe constructed in the 1960's era, which are exceeding their anticipated life span and are failing more frequently.									
		FY 2013 Budget	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 2016 Estimate	Fiscal Year 2014 - 2016 Total
Account Number: 311-40-62-9340-57301									
Project Cost Estimate:		99,806	56,237	44,055	99,806	120,000	120,000	120,000	360,000
Minor Street Maintenance					m400027		YTD Actuals		
							+Encumbrance:		\$ 23,528
Project Description:									
This project provides annual funding for contract services to repair streets, crosswalks, sidewalks and paths as required at various locations throughout the city. Annual increase to address deferred maintenance and cost increases.									
		FY 2013 Budget	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 2016 Estimate	Fiscal Year 2014 - 2016 Total
Account Number: 311-40-61-9311-57304									
Project Cost Estimate:		50,000	23,528	-	50,000	50,000	60,000	70,000	180,000
Minor Traffic Signal Maintenance					m400030		YTD Actuals		
							+Encumbrance:		\$ 29,244
Project Description:									
This project provides annual funding for contract services to repair traffic signals and control systems city-wide. FY14 focuses on specific infrastructre which includes replacement of LED modules, traffic signal heads, 3 traffic signal cabintes and repainting traffic signal heads. Annual increase to address deferred maintenance and cost increases.									
		FY 2013 Budget	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 2016 Estimate	Fiscal Year 2014 - 2016 Total
Account Number: 311-40-64-9320-57306									
Project Cost Estimate:		50,000	18,625	10,619	50,000	375,000	60,000	70,000	505,000

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West Cliff Drive Revetment Repair					c401501		YTD Actuals +Encumbrance:		-	
Project Description:										
This project proposes to place additional engineered rock protection at the base of an existing retaining wall on West Cliff Drive, east of Woodrow, and at a location approximately 400 north of the Lighthouse. At the Woodrow location the rock shelf and rock protection have eroded, exposing the base of the wall to erosive forces. At the Lighthouse locating the path was recently relocated further into the street and further erosion will impact the path and potentially the street. Other rock revetment exist at the sites.										
		FY 2013 Budget	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 2016 Estimate	Fiscal Year 2014 - 2016 Total	
Account Number: 311-40-62-9330-57307										
Project Cost Estimate:		-	-	-	-	-	500,000	-	500,000	
New Projects										
Ocean Street Improvements					cXXXXXX		YTD Actuals +Encumbrance:		-	
Project Description:										
Project includes design development for Ocean Street improvements based on the draft Ocean Street Plan to be considered by Council in May 2013. The design development will evaluate what short term improvements can be implemented along the corridor. A consultant will assist with developing the design details for landscaping, sidewalk, streetlights. A place holder for construction is included. Pavement would be funded from Measure H or grants.										
		FY 2013 Budget	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 2016 Estimate	Fiscal Year 2014 - 2016 Total	
Account Number: 311-40-64-9330-57307										
Project Cost Estimate:		-	-	-	-	200,000	1,500,000	-	1,700,000	
Project Funding Estimates:										
Net Project Cost Estimates:		-	-	-	-	200,000	1,500,000	-	1,700,000	
Pedestrian Crossing Enhancements					cXXXXX		YTD Actuals +Encumbrance:		-	
Project Description:										
This annual allocation will provide for analysis, design, and construction of improvements for pedestrian roadway crossings. A prioritized list will be developed from which a variety of safety signs, markings, pedestrian refuge islands, Rectangular Paid Flash Beacons, and other devices will be selected for the specific location. It is anticipated that one crossing per year could be implemented depending on the complexity of the crossing location.										
		FY 2013 Budget	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 2016 Estimate	Fiscal Year 2014 - 2016 Total	
Account Number: 311-40-62-9320-57306										
Project Cost Estimate:		-	-	-	-	50,000	50,000	50,000	150,000	
Project Funding Estimates:										

Monterey Bay Sanctuary Scenic Trail (Rail Trail) - Segment 7						cXXXXXX		YTD Actuals +Encumbrance:		-	
Project Description:											
Project includes the portion of the MBSC Trail (rail trail) Segment 7 that is within the city limits, from Natural Bridges to the Sanctuary Center at Pacific and Beach. This segment is explained in further detail in the Master Plan. Working in conjunction with SCCRTC, Railroad and City staff, a consultant will develop design details for the trail, environmental review documents, permits and construction documents. Construction is contingent on many factors, including the SCCRTC prioritizing this segment, and design development, final design and RTC funding. The cost estimates are from the Master Plan.											

City of Santa Cruz Capital Improvement Program
Public Works Unfunded Projects
FY2013-2015

	ESTIMATED TOTAL
CITY-WIDE STORM DRAINS:	
Branciforte Creek Scour Repair and Maintenance	\$ 1,500,000
Design, permitting, maintenance and repair of the Branciforte Creek flood control channel based on the Channel Condition Assessment Report by MTC. The maintenance and repair item include clearing debris and sediment, repairing the low flow fish channel, epoxy of channel walls and inverts and misc. concrete.	
Grant Street Storm Drain Installation	400,000
Increase size of existing storm drain on Berry Street, Coulson Ave., and Curtis Street to significantly reduce flooding at Berry and Grant that impacts the streets and private property. The project includes upsizing 340 lineal feet of undersized line. Phase 1 is proposed in CIP as the Curtis Storm Drain.	
Ladera Drive Storm Drain	200,000
Upgrade existing storm drain on Ladera Drive to eliminate street flooding that encroaches onto private property.	
Storm Drain Master Plan Projects	5,000,000
Variety of storm drain projects city-wide. A more detailed list will be provided when the City's master plan is developed.	
Soquel-Pine Street Improvements and Storm Drain	1,000,000
Paving and other improvements on Soquel and Pine including the installation of a storm drain on Soquel Avenue, between Benito and Branciforte, and on Pine, between Soquel and Broadway to eliminate chronic flooding that affects the street, bike lanes, sidewalk and transit stop.	
San Lorenzo River Gravity Outlet System Rehabilitation	400,000
Replace or eliminate gravity outlets along River and clean and repair the associated storm drains to address Army Corps of Engineers reports. A portion of this project was funded and completed with a state and federal Clean Beach grant.	
San Lorenzo River Pump Station Rehab and Upgrades	2,000,000
Rehabilitate existing antiquated pump stations along the river and increase pumping capacity. Partially funded in Storm water Fund.	
Subtotal City-Wide Storm Drains	\$ 10,500,000

City of Santa Cruz Capital Improvement Program
Public Works Unfunded Projects
FY2013-2015

	ESTIMATED TOTAL
TRANSPORTATION IMPROVEMENTS:	
Beach Street Streetscape Design and construction of Beach Promenade streetscape improvements from Cliff Street to Third Street.	\$ 2,000,000
Beach Street Bikeway, Phase 2 Design and develop a two-way bike path across the San Lorenzo River to East Cliff Drive (Phase 2). Phase 1, Beach Street Bikeway, is complete.	5,000,000
Cooper Street Streetscape Completion of the streetscape on the north side of Cooper Street to match the Pacific Avenue Streetscape Plan. The other portions of Cooper Street have been completed by adjoining private development.	200,000
Downtown Side Street Streetscape Design and construction of remaining side street improvements connecting to Pacific Avenue.	2,500,000
East Cliff Drive Walkway Widening Design and construct a wider sidewalk (8 feet wide) on East Cliff, between the San Lorenzo River Levee pathway and Murray Street, to improve pedestrian and bike access. Retaining structure modification needed.	1,000,000
King Street Bikeway Evaluate bicycle transportation alternatives for King Street. Sharrows were recently installed in FY2010. Other alternatives to be considered include bike lanes w/ parking removals, bike lanes w/ parking bays and a bike boulevard. Estimate includes planning and construction.	1,000,000
Laurel Street Improvements - Front to Chestnut Widen to provide an additional through lane in each direction, protected lefts, maintain bike lanes, sidewalks, street lighting, landscaping and streetscape improvements.	3,000,000
Miscellaneous Bikeway Projects Miscellaneous bikeway projects citywide, such as Delaware and King Streets.	5,000,000

City of Santa Cruz Capital Improvement Program
Public Works Unfunded Projects
FY2013-2015

	ESTIMATED TOTAL
Miscellaneous Traffic Signals and Projects Installation of warranted traffic signals city-wide and installation of traffic management systems.	2,000,000
Neighborhood Traffic Calming Improvements Design and construction of traffic calming improvements in various neighborhoods.	2,500,000
Ocean Street Improvements - Soquel to East Cliff Widen to provide turn lanes at intersections, bike lanes, sidewalks, street lighting, landscaping and streetscape improvements per the proposed Ocean Street Plan.	4,000,000
Pacific Avenue Streetscape - Laurel to Beach Design and construction of streetscape improvements from Laurel Street to Beach Street. A portion has been constructed and funded by CDBG, ARRA, TIF and RDA funds and included with the Beach Area Roundabouts and Sanctuary Center projects.	4,000,000
Sidewalks and Access Ramps Installation and repair of sidewalks and access ramps city-wide.	5,000,000
State Rte 1 Bridge Replacement Relacement of the Highway 1 bridge to improve transportation safety and capacity, improve seismic cabapability, flood flows and fish passage. Project development partially funded with City RDA funds.	12,000,000
State Route 1/Bay & Chestnut-King Improvements Reconstruction of the Highway 1/Bay & Chestnut-King intersections to improve capacity and safety. Both projects are partially proposed to be funded through various stages of project development with TIF and grant funds.	3,000,000
Street Overlay and Reconstruction Funding of \$3.0 million/yr beyond the resources provided by the portion of Measure H designated for roads (currently about \$1.7 million/yr) and typical grant and other funding sources (\$1.5 million) to improve and maintain City Streets in good condition (PCI = 70). \$3.0 million per year over 10 years.	30,000,000

City of Santa Cruz Capital Improvement Program
Public Works Unfunded Projects
FY2013-2015

	ESTIMATED TOTAL
Third Street Walkway and Front Street Slope Stabilization and Repair	500,000
Evaluation of existing failed slopes at the walkway and the street below to determine course of action to repair the slope and re-establish the walkway and roadway. Geotechnical report is needed to establish a more accurate cost of design and construction.	
Unimproved Streets	9,000,000
Funding needed to install curb, gutter and sidewalk and rehabilitate unimproved streets city-wide.	
Subtotal Transportation Improvements	<u>\$ 91,700,000</u>
TOTAL UNFUNDED PUBLIC WORKS PROJECTS	<u><u>\$ 102,200,000</u></u>

From: bikerick [mailto:bikerick@att.net]

Sent: Monday, March 18, 2013 7:42 AM

To: 'rsolick@cityofsantacruz.com'

Cc: Reed Searle (hrsearle@sbcglobal.net)

Subject: Transportation Commission meeting of March 18, 2013 Item #4 CIP comments

Dear Commissioners: Please accept and incorporate these comments on the proposed Capital Improvements Program:

Hwy 1 Aux Lane TMP:

Bikes lanes still need to be installed on Rooney Street between Goss and Pacheco.

San Lorenzo River Trestle Bridge Connections Project:

This is a good project in concept, but the RTC's bicycle committee discussed that priority should be to widen the walkway on the bridge first (the unfunded Beach Street bike way Phase 2). The Committee then was informed a new bike/ped bridge might be built. If so, then this project must be designed to connect to the new bridge. Several years ago now, your then Bike/Ped subcommittee discussed with staff trying to redesign the project without such tight curves that will make bicycle riding difficult. All these factors should be accounted for.

Soquel/ at Frederick minor widening:

The project description mentions possibly improving the Frederick bike lane at the intersection. This project should be broadened to include extending bike lanes on both sides of Frederick to Gault Street as called for in the Bicycle Transportation Plan. The Plan notes that this could be accomplished if there were parking on only one side of the roadway. The following factors make this project now achievable: there is already signed no parking along part of this block, a just approved new development's frontage on Frederick will not have parking and the Dominican rehab facility (which generates a lot of parking demand) is being closed.

Market at Goss minor widening

This project was promised by the City Council two years ago. The money already received from the developer should be spent as soon as possible on design, and funding should be found for construction. Initial design may reveal that the cost can be less than \$250,000. Several years ago this intersection was restriped to add a right turn lane onto Goss in what had been a wide shoulder area that bikes rode in. Since then bikes have been squeezed out. This is a high priority project to be completed.

Ocean Street improvements

Priority should be assigned to installing bike lanes between Broadway and Barson as called for in the Bicycle Transportation Plan (Ocean Street improvements Soquel to East Cliff – unfunded). If the approved project at 350 Ocean Street moves forward at least part on the crucial uphill bike lane can be installed then.

Priority should also be given to slightly redesigning the Plymouth/Ocean St. extension/Highway 9 intersection and the Ocean St/Felker intersection with some curb cuts and restriping so that bicycle travel to and from the San Lorenzo Bike bridge can safely navigate this Ocean Street crossing.

As the Ocean Street improvements are costly and long-term, these bicycle safety projects should be prioritized.

King Street bikeway (unfunded)

This project should be moved to the current CIP and funding sought. This priority project was originally promised by the City Council in 1986 and is in the Bicycle Transportation Plan. This is a major bicycle route that students especially use.

Miscellaneous bikeway projects (unfunded)

The Bicycle Transportation Plan contains a number of relatively simple, inexpensive bikeway projects that should be installed soon. The City should dedicate some funds to pursuing these projects in a package.

Thank you,
Rick Hyman

From: bikerick [bikerick@att.net]
Sent: Sunday, April 08, 2012 10:13 PM
To: 'rsolick@cityofsantacruz.com'
Cc: Ron Pomerantz (hectic@cruzio.com)
Subject: Public Works Commission - "Capital Improvement Program Fiscal Years 2013 -2015" (CIP).

Dear Commissioners:

Please reprioritize the list of transportation projects in the proposed "Capital Improvement Program Fiscal Years 2013 -2015" (CIP) to include more bicycle projects and revise the scope of some listed projects to ensure that they will be bicycle-friendly.

The City's 2008 Bicycle Transportation Plan lists 98 projects to improve routes for cyclists. A few have been completed or are underway and a few more are being planned. If the City is to be serious about combating global warming and easing traffic congestion through reducing motor vehicle use, then improving the bicycle network by implementing more of the Bicycle Transportation Plan sooner than later is crucial. In that spirit, please add the following projects to the CIP:

King Street Bicycle Lanes or Bicycle Boulevard

The City has promised cyclists bike lanes on King Street since the late 1980's and more recently began exploring the alternative of a bike boulevard. This is a crucial route for cyclists given the lack of bike lanes and recent accidents on Mission Street.

Ocean Street Bike Lanes

The city has been preparing the Ocean Street Design Plan for some time. Ocean Street is one of the remaining arterials without bike lanes. On Tuesday the City Council will likely take action to approve a large housing project on lower Ocean Street that will add perhaps 100 kids whose only access to school and elsewhere will be Ocean Street. Room for bike lanes in front of the project should be dedicated as part of that project, making planning for the entire block between Broadway and Barson Street timely.

Brookwood Drive

Staff and cycling advocates have been discussing some improvements on this currently one-way street that will see increased traffic this summer when the La Fonda bridge is removed. Funding should be available as part of the Highway One auxiliary lane project.

Rooney Street Bike Lanes – Elk to Pacheco; Morrissey Boulevard bike lanes eastward from Park Place

Staff and cycling advocates have been discussing adding these bike lanes as called for in the Bicycle Transportation Plan. Again, funding should be available as part of the Highway One auxiliary lane project.

Other Miscellaneous Bikeway Projects

Several high priority bike projects listed in the Bicycle Transportation Plan are very inexpensive and simple to design and could be installed in the next three years, as they only involve striping or minimal pavement reconfigurations. The CIP should budget some amount of money (say \$100 -200,000) for these projects. The Commission recently heard a status report on these projects. As a follow-up the Commission (or a revived Bicycle and Pedestrian Subcommittee) could go through the list and select some candidate projects.

Additionally, several of the project descriptions listed in the draft CIP should be revised to better accommodate bicyclists:

Beach/Cliff Traffic Signal c401103

Installation of a new traffic signal at Bay/Cliff to improve safety and reduce congestion.

Beach/SOLA Plan recommended improvement.

This project is not a high priority compared to other proposed projects.

If this project is pursued, a through signal for cyclists traveling southbound on Cliff Street who want to go west on the Beach Street bike lane and a left turn phase for cyclists traveling westbound on the Beach Street bike lane who want to turn right onto northbound Cliff Street should be incorporated.

Reason: This project seems counterproductive because the City is going in the direction of roundabouts in the Beach Area. Either there is little traffic at this intersection (most days) or it is fairly congested (summer beach days). In either case, it is difficult to see how a signal would help. In busy times, the intersection sees a lot of pedestrians and the current stop signs appear to work well. This signal would appear to favor motor vehicles and inconvenience pedestrians. A lot of traffic at this intersection is because it is the route to Boardwalk parking lot entrance. A parking lot entrance off of Second Street or Riverside Avenue would eliminate much traffic on lower Cliff Street.

Traveling southbound on Cliff, motor vehicles can only turn left, but cyclists can also go straight through the intersection and then turn right onto the bike lane.

Branciforte Creek Bike/ Pedestrian Bridge c401001

The project provides an important bike and pedestrian connection between San Lorenzo Park and the levee path south of the Soquel Bridge.

This project should be prioritized and designed in an economical manner without having to accommodate motor vehicles

Reason: The lesson of the previous River bridge should be heeded, in that it took a long time to design then came in way over budget and had to be redesigned for a less expensive prefab bridge. Police and other vehicles can easily by pass this short section of pathway using Dakota Street and Riverside Avenue.

Mission St. Extension Bike-Pedestrian c401112

Improve the function and aesthetics of current bike and pedestrian multi-use path on Mission Street Extension

This project should include a crossing of Shaffer Road and a realigned entrance to the bike path to Wilder. The County Bicycle Committee has forwarded a number of suggested elements for this project which should be incorporated. The design of this project should also be coordinated with the current planning for the Monterey Bay Sanctuary Scenic Trail and, if pursue, a traffic signal at Shaffer/Route 1.

Reason: The end of this pathway and the start of the Wilder pathway across Shaffer Road do not line up.

Ocean/Broadway Intersection Study c401104

Evaluate intersection congestion and safety to determine short and long term solutions, such as restricting left-turns or widening the intersection to provide left-turns.

A study of Ocean Street lane configuration north and south of Broadway to accommodate bike lanes should be part of this evaluation. Existing bike lanes on Broadway should not be compromised as part of any resulting project.

Reason: Ocean Street south of Soquel Avenue is one of the only arterials without bike lanes and is slated for bike lanes in the Bicycle Transportation Plan. The draft Ocean Street plan also shows bike lanes but no turn lanes at the intersection with Broadway. Turn lanes could preclude bike lanes. If the Ocean/Broadway intersection and signal are to be reconfigured, it will be necessary to know what the lane pattern on either approaching side will be.

River/River Street South Intersection Study c401202

Evaluate intersection congestion and safety to determine short and long term solutions, such as revising the multi-way stop, or installing a traffic signal or roundabout. Develop a cost estimate for future year budget.

This project needs to be undertaken in conjunction with the River and Water Streets intersection. Because traffic back up is due to the left turns from Water Street occurring during the River/Water left turn green signal, money may be better spent improving the River and Water Street intersection such as with a roundabout.

If this project moves forward, bicyclists traveling southbound from River Street to River Street South should be accommodated by, for example, modifying the traffic islands to allow room for both motor vehicles and bicycles.

Reason: Currently the traffic islands at this intersection result in narrow travel lanes squeezing out cyclists.

San Lorenzo River Trestle Bridge Connections Project c400058

Construction of a replacement ramp from the west end of the San Lorenzo River railroad trestle, across Seaside Company property, to the levee path.

The design of this project should be reexamined to see if there is a way to make it less curvy and more bicycle riding friendly. Also, the design of this project should be coordinated with the current planning for the Monterey Bay Sanctuary Scenic Trail and the accessway over the River at the trestle bridge.

Reason: Last this project was reviewed by the now inactive Bike and Ped Subcommittee, concerns were raised about its design as not being easily negotiable by cyclists (as well as not being convenient for pedestrians). Also, it needs to align with what will be the ped and bike river crossing at the trestle bridge, which is currently being planned.

State Route 1/Bay Street Intersection Improvements c400901

Project concept is to add a dedicated second left-turn lane, through-right turn lane on Bay, eliminate split-phasing, add a right-turn lane on Route 1 to Bay northbound. Signal modifications and bus stop relocation. Includes widening on Bay Street to extend lanes. Contingent on collection of traffic impact fees and grant funding.

This project should be developed with input from bicyclists and designed to include alignments and wide enough lanes so that cyclists are not squeezed out on Mission Street (Rt 1). Also bike lanes (including left turn bike lanes) should be maintained on Bay Street for cyclists approaching the intersection from either north or south.

Reason: This is the location of serious crashes. The alignment of the eastbound Mission Street (Rt 1) lane is problematic for cyclists and could be corrected as part of this project. Sometimes when more travel lanes are added, cyclists are squeezed and it becomes unclear what pathways they should follow in either going through or turning left at the intersections.

State Route 1/Mission/Chestnut & King Improvements c400060

Project concept is to add an additional lane from King southbound onto Mission, an additional right turn lane northbound from Hwy 1 onto Mission and an additional northbound lane from Mission. Signal modifications and widening required.

King Street bikeway study should be moved from the list of unfunded projects and replace or be added to this project. If this project eventually occurs, it should include bike lanes from its end limits on King Street (e.g., Jordon Street) to Mission Street (Rt 1). No matter whether the rest of King Street gets bike lanes or some other treatment, widening this part of King offers an opportunity to install bike lanes in this crucial stretch of roadway.

Reason: As noted, the City has promised cyclists bike lanes on King Street since the late 1980's and more recently began exploring the alternative of a bike boulevard. It would be premature for this intersection project to go forward absent having a design plan for the rest of the street.

Currently, there are two east/southbound lanes on King Street approaching Mission Street that squeeze out bicyclists. This part of Mission Street has bike lanes and their continuation from and to King Street would help cyclists who take King Street instead of Mission Street.

State Route 1/9 Intersection Improvements c400805

To reduce congestion and improve safety.

This project should include bike lanes on Route 9.

Reason: Although there is a new path under the Highway 1 bridge that cyclists can use to cross near this intersection, some cyclists will remain traveling through River Street/ Route 9 that should be accommodated as long as Route 9 is already being widened. For example a cyclist traveling southbound from Highway 9 who wants to turn onto Potrero Street towards High Street is not likely to be on the pathway (nor is one going in the opposite direction).

Market Street at Goss Minor Widening c4014xx

Market Street to be widened at the southeast corner to provide a bike lane and sidewalk.

This project should be moved up in priority. It should result in a bike lane from the Highway bridge to Goss Avenue. It should also include an uphill (eastbound) bike lane on Goss Avenue as called for in the Bicycle Transportation Plan.

Reason: There was a wide shoulder that functioned as a bike lane on this portion of Market Street until a couple of years ago when it was converted into a dedicated right turn lane. Now a new housing development is being constructed which will generate more traffic on this street. Although the City Council did not require the developer to install the bike lane, it did require a developer contribution and made a commitment to pursue this project. This is a very popular cycling route and will also be used by the residents of the new development.

Shaffer Road Railroad Crossing and Route 1 Traffic Signal Improvements c401403

A new railroad crossing and installation of a traffic signal at the Shaffer/Route 1 intersection

This is not a high priority project compared to many other proposed projects. If the signal is to be installed, it needs to be coordinated with a bicycle crossing at Mission Street extension. There should not be a free right turn onto Shaffer Road.

Reason: There is little traffic in this area. There is a danger to cyclists and pedestrians crossing Shaffer Road between the Mission Street Extension and the Wilder Ranch pathway from fast moving right turning motor vehicles from Route 1 to Shaffer Road.

Miscellaneous Bikeway Projects

Miscellaneous bikeway projects citywide, such as Delaware and King Streets. 5,000,000

This entry under "Unfunded Projects" should be revised as follows:

"Miscellaneous bikeway projects citywide, including the approximately 85 other projects listed in the 2008 Bicycle Transportation Plan, such as Delaware Avenue." Estimated Total: \$9,420,000 (plus costs still to be determined for 16 projects)"

Reason: The 2008 Bicycle Transportation Plan approved by the City Council commits the City to a total of 98 projects. This plan should be recognized by the CIP. The CIP only separately lists 11 projects that are in the Bicycle Transportation Plan and a couple of others are underway or completed. Estimated costs are provided for 68 projects (costs are to be determined for 16 projects and no costs are given for 14 projects as they are estimated to be negligible). The total estimated cost of the 68 projects is \$19,580,700. Cost estimates are provided for six of the ten projects that are individually listed in the CIP. Their total cost is \$10,160,000. Subtracting this amount from the total leaves about \$9,420,700 plus whatever costs are estimated for the 16 projects whose costs are still to be determined.

Thank you for your consideration,

Rick Hyman



Transportation and Public Works Commission
Special Meeting Action Agenda
7:00 p.m. – Thursday – April 11, 2013
City Council Chambers
809 Center Street

Action Agendas are unofficial reflections of meeting actions.

Call to Order 7:03 p.m.

Chair Noroyan thanked the other Commissioners and staff for their flexibility in scheduling this special meeting.

Roll Call Chair Noroyan, Vice-Chair Roland; Commissioners Ley, Searle, Marshall, Crumpton and Becker

Staff Mark Dettle, Chris Schneider, Mary Arman, Andy Bullington, Robert Solick, Shizue Shikuma

Public 2

Absent with Notification None

Statements of Disqualification None

Oral Communications

Amelia Conlen, Director of People Power, urged the Commission to support the bike projects on the CIP:

- At the top of their priority list is the Monterey Bay Sanctuary Scenic Trail (Rail Trail), as well as the Branciforte Creek Bicycle/Pedestrian Bridge, Broadway/Brommer Bicycle/Pedestrian Multi-Use Trail, and the Market Street at Goss Minor Widening.
- Ms. Conlen, acknowledging that there are no easy solutions regarding the King Street Bikeway, expressed support for revisiting this project, suggesting that Safe Routes to School money could help with this. She noted that property values are improved where bike paths exist.

Ron Pomerantz, past Transportation and Public Works Commissioner, commented on these projects:

- The King Street Bikeway project—there is Council direction supporting this. This project should be moved from the unfunded list to the funded list in some form.
- Mr. Pomerantz recommended removal of the Beach Cliff traffic signal project because traffic gridlock is seasonal.
- The traffic lights at Shaffer Road and Highway 1 requires a major public discussion before funding it is considered. Crossing at the rail is a separate project in itself.
- The Monterey Bay Sanctuary Scenic Trail (Rail Trail) is a very high priority.

The City of Santa Cruz does not discriminate against persons with disabilities. Out of consideration for people with chemical sensitivities, we ask that you attend fragrance free. Upon request, the agenda can be provided in a format to accommodate special needs. Additionally, if you wish to attend this public meeting and will require assistance such as an interpreter for American Sign Language, Spanish, or other special equipment, please call the City Clerk's Department at 420-5030 at least five days in advance so that we can arrange for such special assistance, or email CityClerk@cityofsantacruz.com. The Cal-Relay system number: 1-800-735-2922.

- Mr. Pomerantz encouraged an increase in the allocation for sidewalk improvements. Providing sidewalks and bikeways improves the safe routes for pedestrians and bicyclists, and creates alternatives to car usage.

Announcements

- On May 14 City Council will hear the Highway 1 Bridge replacement update in the evening session (7:00 p.m.).
- Public Works Director Mark Dettle: The Earth Day Celebration will take place on April 20 at the San Lorenzo Park from 11:00 a.m. – 4:00 p.m. Everyone is encouraged to attend.

Presentation

1. [*Capital Improvement Program FY 2014-16**](#) ([Attachment 1](#)) ([Attachment 2](#)) ([Attachment 3](#)) ([Attachment 4](#)) ([Attachment 5](#)) ([Attachment 6](#)) ([Attachment 7](#)) ([Attachment 8](#)) ([Attachment 9](#)) ([Attachment 10](#)) ([Attachment 11](#)) ([Attachment 12](#))

Recommendation: To provide comments to the City Council regarding the FY 2014–16 Public Works Capital Improvement Program.

CIP Funded Projects:

ACTION Commissioner Ley motioned, seconded by Commissioner Marshall to make the following recommendation regarding fees for road maintenance: The Transportation and Public Works Commission recommends that the City Council explore means for increasing user fees for vehicular travel on the City's streets such as a gas tax increase or carbon tax and the City work with other local agencies to implement the collection of such fees to fund critically needed transportation maintenance and infrastructure replacement. **Motion carried** unanimously.

ACTION Commissioner Ley motioned, seconded by Commissioner Roland to make the following recommendation regarding an Ocean Street traffic consultant: The Transportation and Public Works Commission recommends to the City Council that the FY 2014 budget include funding of \$100,000 for a study of traffic flows on Ocean Street seeking recommendations for improving traffic flows down this critical artery and traffic flowing across Ocean Street, particularly at the Water and Soquel intersections. This study should include examining changes to street designs as proposed in the Ocean Street plan. **Motion carried** by the following vote:

AYES: Commissioners Noroyan, Roland, Ley, Marshall, Crumpton, and Becker

NOES: Commissioner Searle

ACTION Commissioner Ley motioned, seconded by Commissioner Roland to make the following recommendation regarding top priorities: The Transportation and Public Works Commission recommends to the City Council that the FY 2014 budget place the following projects in the highest/most urgent category for funding and management attention:

- Highways 1 and 9 Intersection
- Highway 1 San Lorenzo Bridge Replacement
- City Arterial, Residential and Collector Street Reconstruction and Overlay
- Branciforte Creek Bicycle/Pedestrian Bridge
- Broadway/Brommer Bicycle/Pedestrian Multi-Use Trail
- Monterey Bay Sanctuary Scenic Trail (Rail Trail)
- Three items for the Corporation Yard—Maintenance, Building Seismic, and Paving
- Clean Beach Initiative -Cowell Beach

Motion carried by the following vote:

AYES: Commissioners Noroyan, Roland, Ley, Marshall, Crumpton, and Becker

NOES: Commissioner Searle

Unfunded Projects

ACTION Commissioner Beck motioned, seconded by Commissioner Searle that the Soquel-Pine Street Storm Drain project be moved from the unfunded projects list to the funded list of the CIP.

Motion carried unanimously.

ACTION Commissioner Searle moved, none seconded that the King Street Bikeway be placed on the funded list for further study. **Motion failed.**

9:27 p.m.: Commissioner Ley moved to adjourn, Commissioner Becker seconded.

Adjournment at 9:30 p.m.

The Transportation and Public Works Commission will adjourn from the 04/11/13 special meeting to the next scheduled meeting on 05/20/2013 at 7:00 p.m. at the City Council Chambers.

From: Rick Hyman
To: Bicycle Committee
Regarding: City of Scotts Valley's Capital Improvement Program
Meeting Date: May 13, 2013

Bicycle Committee Members:

The City of Scotts Valley city council adopted its 2013 -2018 Capital Improvements Program on April 17, 2013. CIPs dictate which projects local governments will pursue; if a project is not in the CIP it will not get built. The Scotts Valley CIP includes the following bike projects:

- Bike lanes, widening, curb/gutter, striping on Glen Canyon Rd. Rd: from Camp Evers Fishing Park to Green Hills Rd.
- Sidewalk, bike lanes, widening, curb/gutter, storm drain system on north side of Vine Hill School Road from Elementary School to Siltanen Park at Tabor Drive from Elementary School extending about 1,000' north
- "Shugart Park Pathway" constructing 12' wide sidewalk/bike lanes path behind Shugart Park, Siltanen Park and elementary School extract/exit location near Glenwood Subdivision on one side and Elementary School at the other

The highest priority projects in the City's Bike Plan are:

- 1) Glen Canyon Road, Class II, Phase II (Camp Evers Park to Green Hills)
- 2) Mount Hermon Road, Class II, Phase II (Skypark/Lockwood Ln. to Lockhart Gulch Road)
- 4) Glenwood Drive, Class II, Phase II (Casa Way to City Limit)
- 5) Granite Creek, Class II including Highway 17 overpass
- 7) Lockwood Lane, Class I Mt. Hermon Rd. to Whispering Pines Dr.
- 10) Camp Evers Park, Carbonero Creek at Glen Canyon and Camp Evers Creek, bike rest stop

Thus, the City has chosen to pursue one of its six highest priority bike projects (Glen Canyon Rd). Vine Hill School Road and Shugart Park Pathway are not in the City's Bicycle Plan.

Recommendation:

Send a letter to the City of Scotts Valley City Council expressing appreciation for their support of bike projects in adopting the CIP and urging their staff to apply for all available sources of funds to these projects

Rick

City of Scotts Valley INTEROFFICE MEMORANDUM

DATE: April 17, 2013
TO: Honorable Mayor and City Council
FROM: Ken Anderson, Public Works Director
SUBJECT: 2013-2018 CAPITAL IMPROVEMENT PROGRAM (CIP)

SUMMARY OF ISSUE

Each year the City prepares and adopts a Capital Improvement Program. The Planning Commission reviews the program and the City Council adopts it. The program outlines major capital improvement projects for the next five years. It describes individual projects and establishes a financing source and schedule. Revenue sources for the various projects have been identified, even though all funds may not be available at this time.

The total Capital Improvement Program for fiscal year 2013-14 is \$1,968,000. The street maintenance overlay program for \$75,000 will be funded with Gas Tax funds.

The City Council may add, delete, or rearrange the timing of any of the projects within the Capital Improvement Program. The Planning Commission approved the CIP on April 11, 2013.

FISCAL IMPACT

Funding for all projects in 2013-14 is from the following sources:

State / Federal Grants	\$950,000
Gas Tax	125,000
Advocates / Private	20,000
WWTP Capital Project Funds	558,000
Development Impact Fees	<u>315,000</u>
Total	<u>\$1,968,000</u>

The Capital Improvement Program in future years is largely dependent upon grant funds and development impact fees. To the extent that those monies do not come in as projected, some of the improvements would be delayed or not completed.

STAFF RECOMMENDATION

It is recommended that the City Council approve the Five-Year Capital Improvement Program for 2013 through 2018.

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CITY OF SCOTTS VALLEY

2013-2018 CAPITAL IMPROVEMENT PROGRAM

TRANSPORTATION

#	Project Description	Total Cost	13-14	14-15	15-16	16-17	17-18	Revenue Source
STREET MAINTENANCE PROGRAM								
1	Update Traffic Master Plan (in coordination with General Plan update)	150,000	150,000					DIF
2	Public Street Maintenance: Annual street overlay program includes a maintenance program to resurface various city streets on a rotating basis. Maintenance can take the form of either slurry seal, chip seal, asphalt overlay, or road reconstruction as necessary.	375,000	75,000	75,000	75,000	75,000	75,000	Gas Tax
3	Pavement Rehabilitation on Bean Creek Road; Montevalle to City limits	300,000				300,000		Grant
4	Pavement Rehabilitation on Green Hills Road from Glen Canyon Road to end	400,000				400,000		Grant
SIDEWALKS/WALKING PATHS								
5	Bike lanes, widening, curb/gutter, striping on Glen Canyon Rd. Rd: from Camp Evers Fishing Park to Green Hills Rd.	300,000					300,000	Potential grant. Matching Funds: \$30,000

CITY OF SCOTTS VALLEY

2013-2018 CAPITAL IMPROVEMENT PROGRAM

TRANSPORTATION

#	Project Description	Total Cost	13-14	14-15	15-16	16-17	17-18	Revenue Source
SIDEWALKS/WALKING PATHS								
6	Sidewalk, bike lanes, widening, curb/gutter, storm drain system on north side of Vine Hill School Road from Elementary School to Siltanen Park at Tabor Drive from Elementary School extending about 1,000' north	550,000	550,000					450,000 Grant 50,000 Matching Funds (Gas Tax) 50,000 (Storm Drain DIF)
7	"Shugart Park Pathway" constructing 12' wide sidewalk/bike lanes path behind Shugart Park, Siltanen Park and elementary School extract/exit location near Greenwood Subdivision on one side and Elementary School at the other	550,000	550,000					500,000 Grant 50,000 Matching Funds (DIF)

CITY OF SCOTTS VALLEY

2013-2018 CAPITAL IMPROVEMENT PROGRAM

GENERAL FACILITIES AND EQUIPMENT

#	Project Description	Total Cost	13-14	14-15	15-16	16-17	17-18	Revenue Source
CITY MAINTENANCE FLEET EXPANSION								
8	Pickup Truck Replacement of aging trucks in the fleet	50,000		25,000	25,000			General Facilities DIF
9	Backhoe Replace 20 year old unit	90,000				90,000		General Fund Reserve

Projects 1-9 are consistent with the General Plan: The above projects "provide for a public street and highway system capable of accommodating existing and projected needs of the Planning Area" and provide "safe and efficient travel between various parts of the Planning Area and to individual properties."

CEQA: These projects would be exempt from CEQA.

CITY OF SCOTTS VALLEY

2013-2018 CAPITAL IMPROVEMENT PROGRAM

STORM DRAINS

#	Project Description	Total Cost	13-14	14-15	15-16	16-17	17-18	Revenue Source
OFF-STREAM FACILITIES								
WEST BRANCH CARBONERO CREEK								
10	Meadow Way at Granite Creek Road (W8A-E7)	10,400					10,400	DIF
11	Vine Hill School Road at west corner Siltanen (W8B-F7)	15,000			15,000			DIF
CARBONERO CREEK								
12	Dunslee Way to Scotts Valley Dr. (C12B-D7)	6,500					6,500	DIF
13	Upper Navarra, Sunset Terrace to Granite Creek Rd. (C10A-E8)	11,900			11,900			DIF
CAMP EVERS TRIBUTARY								
14	Estrella Dr. near Lunar Dr. (E1A-B6)	64,000				64,000		DIF
15	Caliente Dr., Estrella Dr. to Colado Dr. (E1B-B6)	18,400					18,400	DIF
BEAN CREEK								
16	Pinecone easement to Baja Sol (B6B-B6)	31,000				31,000		DIF
17	Baja Sol at Baja Sol Ct. (B6C-B6)	12,100					12,100	DIF

Projects 10 -17 are consistent with the General Plan: "Protect watersheds and recharge areas by maintaining a storm drainage system which provides optimal flood protection and maximum groundwater recharge." CEQA: The projects are consistent with the adopted Storm Drainage

CEQA: The projects are consistent with the adopted Storm Drainage Master Plan and exempt from CEQA. All project costs were increased by annual construction index to 2005 costs.

CITY OF SCOTTS VALLEY

2013-2018 CAPITAL IMPROVEMENT PROGRAM

WASTEWATER FACILITIES

#	Project Description	Total Cost	13-14	14-15	15-16	16-17	17-18	Revenue Source
WASTEWATER TREATMENT PLANT								
18	Clarifier Walkways	70,000		70,000				Fund 14 Equipment Replacement
19	Heavy equipment roof structure	150,000					150,000	Fund 12 Wastewater Capital Reserve
20	Valve Exerciser	8,000	8,000					Fund 12 Wastewater Capital Reserve
21	Pump Truck	175,000	175,000					Fund 12 Wastewater Capital Reserve
22	Sludge Dewatering Equipment	350,000	350,000					Fund 12 Wastewater Capital Reserve
23	Purchase and install office panel PLC	26,000		26,000				Fund 12 Wastewater Capital Reserve
24	Grading/Screening Unit	110,000		110,000				Fund 14 Equipment Replacement
25	New VFD for Effluent Pump P-11	25,000	25,000					Fund 14 Equipment Replacement

Projects 18-25 are consistent with the General Plan: "Ensure adequate levels of wastewater treatment" and "promote orderly disposal of solid wastes in a manner which will protect the environment and ensure the continued health and safety of planning area residents."

CEQA: These projects would be exempt from CEQA.

CITY OF SCOTTS VALLEY

2013-2018 CAPITAL IMPROVEMENT PROGRAM

PARKS

#	Project Description	Total Cost	13-14	14-15	15-16	16-17	17-18	Revenue Source
ACQUISITION AND DEVELOPMENT								
26	Performing Arts Center	3,000,000				200,000	2,800,000	Private Other
27	Siltanen Park: outfield fence repair, bank stabilization softball/soccer fields	50,000			25,000	25,000		General Fund Reserve (dependant upon PW labor)
28	Siltanen Park Retaining Walls Between Majors Field	10,000		10,000				DIF
29	MacDorsa Park Replace play structure	50,000			50,000			General Fund Reserve
30	Community pool	1,500,000					1,500,000	Joint City/School District Project
31	Hocus Pocus Park Replace shade structure	7,000		7,000				General Fund Reserve
32	Shugart Park Phase I Beautification	15,000		15,000				Private
33	Shugart Park Construction	Estimate 2,000,000					2,000,000	TBD

CITY OF SCOTT VALLEY

2013-2018 CAPITAL IMPROVEMENT PROGRAM

PARKS

#	Project Description	Total Cost	13-14	14-15	15-16	16-17	17-18	Revenue Source
34	Skypark: Skate park shade structure	5,000	5,000					DIF
35	Skypark picnic area upgrade	65,000		65,000				Private/ Advocates
36	Community Center Flooring Carpet/Vinyl	20,000	20,000					Community Center Fund/ Advocates
37	Playground Surfacing Replacement	40,000	10,000	10,000	10,000	10,000		Impact Fees

Projects 26-37 are consistent with the General Plan: Serves to develop a comprehensive park and recreation system for a population of 15,000 residents, consistent with the General Plan objective PRO-603. the location of the facilities is consistent with the land use map in the General Plan.CEQA: Each project is subject to review. Minor alterations, new construction of small structures, and action for protection of the environment are exempt.

CITY OF SCOTTS VALLEY

2013-2018 CAPITAL IMPROVEMENT PROGRAM

POLICE

#	Project Description	Total Cost	13-14	14-15	15-16	16-17	17-18	Revenue Source
38	Upgrade of AT&T Radio Site	75,000		75,000				State/Fed Grant/DIF
39	Police Facility Upgrade	50,000	50,000					DIF
40	Police Storage Facility	50,000		50,000				DIF
41	Locker Room/Armory Retrofit	100,000			100,000			DIF
42	City/Police - Network Infrastructure	85,000		85,000				General Fund/DIF

Projects 38-42 are consistent with the General Plan: Meets the General Plan objective to "construct a new police department facility" and the policy to "...provide facilities, equipment...necessary to maintain appropriate standards for public safety and response time."

CEQA: These projects are exempt from CEQA.

CITY OF SCOTTS VALLEY

2013-2018 CAPITAL IMPROVEMENT PROGRAM

GENERAL GOVERNMENT

#	Project Description	Total Cost	13-14	14-15	15-16	16-17	17-18	Revenue Source
43	City Hall Overlay parking lot	75,000		75,000				General Fund Reserve
44	Recreation phone system replaced	30,000			30,000			General Fund Reserve

Projects 43-44 are consistent with the General Plan: Consistent with the General Plan goals "to plan and provide for adequate and efficient city government offices and community facilities to accommodate the existing and future needs of the City."

CEQA: These projects are exempt.

From: Rick Hyman
To: Bicycle Committee
Regarding: Santa Cruz County's Capital Improvement Program
Meeting Date: May 13, 2013

Bicycle Committee Members:

Santa Cruz County will soon be adopting its 2013/2014 Capital Improvement Program. The Planning Commission will hold a hearing on the CIP on May 22, 2013. CIPs dictate which projects local governments will pursue; if a project is not in the CIP it will not get built. The draft CIP is not yet on line. Last's year's CIP is on line at: <http://www.dpw.co.santa-cruz.ca.us/pdf/2012-13Proposed-CIP.pdf> Since CIPs cover five years, many projects in last year's CIP will be carried over into this year's CIP.

Santa Cruz County's Bicycle Plan is on line <http://www.dpw.co.santa-cruz.ca.us/pdf/BicyclePlan.pdf> . This can be used as a reference to see if high priority projects in the County's Bike Plan are in the CIP.

Recommendation:

Form an ad hoc subcommittee to review the CIP when it comes out and make recommendations as to which bike projects to support or suggest including.

Bring this recommendation to the Bike Committee at its next meeting, if it occurs before Board of Supervisors' action on the CIP; if this can not happen, empower the subcommittee to submit comments directly to the Board of Supervisors provided they are based on the County's Bicycle Plan.

Rick