

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

RTC Office 1523 Pacific Ave Santa Cruz. CA 95060

- 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)
- 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.

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



Santa Cruz County Regional Transportation Commission'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 Micah Posner, City of San Ginger Dykaar, Transportation Planner member
Kim Shultz, Senior Transportation Planner Amelia Conlen, People Por Grace Blakeslee, Senior Transportation Planner Theresia Rogerson, CTSC

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 Theresia 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 restenciling 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 reworked 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	•	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\05031 3-SoquelAve- NBranciforte.JPG
04/23/13	Rene	Denevan	denevan4@hotmail.com	East Cliff Bike Lane	Prospect Ave to Twin Lakes Beach		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	Δητής	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
. topi ocontinig	mombol riumo, comaci ime	Dates
District 1 - Voting	Kem Akol	First Appointed: 1993
Soquel, Live Oak, part of Capitola	kemakol@msn.com 247-2944	Term Expires: 3/16
Alternate	Holly M. Tyler	First Appointed: 2010
	Holly.m.tyler@gmail.com 818-2117	Term Expires: 3/16
District 2 - Voting	David Casterson, Chair	First Appointed: 2005
Aptos, Corralitos, part of Capitola, Nisene Marks, Freedom, PajDunes	dbcasterson@gmail.com 588-2068	Term Expires: 3/15
Alternate	Eric Horton	First Appointed: 3/09
	erichortondesign@gmail.com 419-7296	Term Expires: 3/15
District 3 - Voting	Peter Scott	First Appointed: 2007
Big Basin, Davenport, Bonny Doon, City of Santa Cruz	drip@ucsc.edu 423-0796	Term Expires: 3/16
Alternate	William Menchine (Will)	First Appointed: 4/02
	menchine@cruzio.com 426-3528	Term Expires: 3/16
District 4 - Voting	Amelia Conlen	First Appointed: 5/13
Watsonville, part of Corralitos	director@peoplepowersc.org 425-0665	Term Expires: 3/15
Alternate	Vacant	Term Expires: 3/15
District 5 - Voting	Rick Hyman	First Appointed: 1989
SL Valley, Summit, Scotts Valley, part of Santa Cruz	bikerick@att.net	Term Expires: 3/16
Alternate	Vacant	Term Expires: 3/16
City of Capitola - Voting	Andy Ward, Vice Chair	First Appointed: 2005
	Andrew.ward@plantronics.com 462-6653	Term Expires: 3/14
Alternate	Daniel Kostelec	First Appointed:
	dnlkostelec@yahoo.com 325-9623	Term Expires: 3/14
City of Santa Cruz -	Wilson Fieberling	First Appointed: 2/97
Voting	anbfieb@yahoo.com	Term Expires: 3/15
Alternate	Carlos Garza	First Appointed: 4/02
	carlos@cruzio.com	Term Expires: 3/15
City of Scotts Valley -	Lex Rau	First Appointed: 2007
Voting	lexrau@sbcglobal.net 419-1817	Term Expires: 3/14
Alternate	Gary Milburn 427-3839 hm	First Appointed: 1997
	g.milburn@sbcglobal.net/438-2888 ext 210 wk	•
City of Watsonville -	Myrna Sherman	Term Expires: 3/16
Voting	calgary1947@gmail.com	
Alternate	Vacant	Term Expires: 3/16
Bike To Work -	Rob Straka	First Appointed: 5/13
Voting	rob@ecoact.org 909-967-0204	Term Expires: 3/16
Alternate	Piet Canin	First Appointed: 4/02
	pcanin@ecoact.org 426-5925 ext. 127	Term Expires: 3/16
Community Traffic	Leo Jed	First Appointed: 3/09
Safety Coalition - Voting	leojed@gmail.com 425-2650	Term Expires: 3/15
Alternate	Jim Langley	First Appointed: 4/02
	jim@jimlangley.net 423-7248	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 was 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

David Casterson

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

David Casterson

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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AGENDA: May 13, 2013

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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Attachement 1

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

Business/Agency Name: Santa Cruz Live (Oak Grange	
Address: 1900 17th Av Santa Cruz CA 950		
Contact Person. Gary Harrold	Phone: 462-1944	Fax:
Email Address: ghsoquel@yahoo.com		
Nature of Business: educational & agricult	ural/community meeting v	enue

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 F	Reason for Requesting this Bike Parl	king Subsidy:	
	heavily used by exercise groups,		ntal & political gather
Theder and day	e groups, community of	handraising events	both day an
night Many take	Ity Users buyle to	The Grange Th	c one rack we'l
	he heavely used is page, to complete the application of the page is page in the page in the page is the page in the page in the page is the page in the page in the page is the page in the page in the page is the page in the page in the page is the page in the page in the page is the page in the page in the page is the page in th	ion, ALL THREE of the follo	wing are <u>required:</u>
Site map with Documented racks.	n proposed bike parking locations in property owner's permission (a letter	relation to buildings, entrance er) or public permit, if necessa	e, auto parking, etc.; rry, to install bicycle
above and the le knowledge and b authorized to file	owner of this property has granted po tter of permission or permit is includ- pelief, the data and information include this application on behalf of the app	ed with this application. To the ded in this application is true a	e best of my
Name and Title:	Gary Harrold, Grange Member		
Signature:	Marvel	Date:	Mar 25/3

The recipient further agrees that the RTC may exercise its option to reposse	es soid biovolo andia-
devices, upon desertion of the present place of business by the business or	sas and bicycle parking
rack(s) from the herein specified location(s).	upon removal of the
assistant the field of appearance to cartoff(s).	

	Date: 3/25/13 By:	Nai The Nature Conservancy	Mr. Gary Harrold 100 N Rodeo Gulch Rd. Spc. 2 Soquel, CA 95073-2052	OS Margo /	Hember
	•	Address, City			
	Date: By:	George Donde	ro, RTC Executive Dir	ector	
2	thank		971		Silver State of the State of th
*	To be filled in at a later date	by staff:			
•	Post-Installation Count (Dat	te Expected:)	Photographs Provided?:	
	Date: Time of c	day:\	Weather condition:	Bicycles counted:	

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: May 6 Time of day: Weather condition 6 Bicycles counted: 10

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

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 (I) bicycle rack on the property. Michigan 3.24.13 831.325.3376

michael johnson 95062 e gmail.com

Matt Leal RTC 1523 Pac. Av. 460-3211 m/ea/@sccrtc.org DOOR GRANGE HALL PARKING LOT

3.24.13

Bike Com - May 13, 2013: Page 17

AGENDA: May 13, 2013

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.

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AGENDA: May 13, 2013

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 (<u>Attachment 2</u>).

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

Areas Considered	Areas Considered for Complete Street Needs Assessment		
Completed	Area	Location Details	Context
	City of Capitola		
×	41st Area near Highway 1	Gross Road to Capitola Road and Rodeo Gulch to Wharf Road	Place Type- Growth
×	Bay and Porter Area	Robertson to Main and Highway 1 to Capitola Avenue	Place Type- Growth
×	Capitola Village	Wharf Road to Cliff Avenue and Park Avenue to Esplanade	Place Type- Growth
	City of Santa Cruz		
×	Ocean Street Corridor	Highway 17 to East Cliff	Place Type- Growth
×	Soquel Avenue/Water Street	Highway 1 and Broadway and Morrissey and Branciforte	Place Type- Growth
		San Lorenzo River to dubois Street and Evergreen Street to Gold Club	
	Harvey West Area	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		
		Highway 17 and Hacienda Drive/ Kings Village/Blue Bonnet to	
×	Scotts Valley Drive/Mt. Hermon Road	Whispering Pines Drive	Place Type- Growth
	City of Watsonville		
×	Main Street	Freedom to Riverside and Union to Brennan	Place Type- Growth
×	Freedom Boulevard	Lincoln to Airport	Place Type- Growth
	Highway 1/Airport Drive	Pajaro High School Area to Ross	Key Destination
	County of Santa Cruz		
	4000	01 mov. A + 2 k 0+ dol. O cob. G 2 km c lo. 1 mo 2 0+ k v.c. v.d. mill	;+;-;-;-;-;-;-;-;-;-;-;-;-;-;-;-;-;-;-;
raitiai	Opper 41st Averlue	nigilway 1 to soquel alla s. Noueo Galcii to 41st Avellae	Ney Destillation
	Capitola Road and 17th Avenue	El Dorado to Chanticleer and Rail Line to Capitola Avenue*	Place Type- Growth
×	Pleasure Point Area	Brommer to east Cliff and 30th Avenue to 41st Avenue*	Place Type- Growth
×	Soquel Drive- State Park Drive Area	Mar Vista to Spreckles and Rail Line to Soquel Drive*	Place Type- Growth
AN	Soquel Village	Roberston 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

Project Status	Proj_ID	Agency	Project Title	Description/Scope
41st area near Highway 1	way 1			
Existing	CAP-P16	City of Capitola	Crossing west of 40th Ave	Construct signalized ped x-ing 0.20 miles west of 40th Ave.
Existing	CAP-P42	City of Capitola	.ows	Evaluate and if found necessary, add bike lanes/sharrows to Clares.
Modified	CAP-P43	City of Capitola	cle int	Green Painted bike lanes and bike boxes and bike priority at Clares across 41st.
Modified	CAP-P44	City of Capitola		Green Painted bike lanes and bike box and bike priority signal from Gross E/B to 41st N/B.
Modified	7 A D D J E		e (Capitola Ka to City south)-bike lanes/traffic	38tn Ave - Add bike treatments (sucn as burrered and/or painted bike lanes burrered bike- lanes , traffic calming and wayfinding signage from Capitola Mall to City Limit to south, and bilookad हार्ल्यांस्ट्र स्ट्राट्टांस ही टिल्मांस्ट्र Ball
Modilled	CHLL	City or Capitola	dillillig	DINE/PEU PITOTILY CLOSSILIG OF CAPILOIA RU LO MAIL.
Existing	CAP-P46	City of Capitola		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
p viction	0,0	منان مناز	Olarac Ctraat Traffic Calmina	Implementation of traffic calming measures; cnicanes, 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.
9. E. S.	11	City of Capitola	oitola Rd to	Separated bicycle facility through Capitola Mall parking lot to connect 38th Ave bike lanes
Existing	CAP-P48	City of Capitola		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	Multimodal ennancements. In capitola village along stockton Ave, Esplande, san Jose Ave, & Monterey Av. Includes sidewalks, bike lanes, bike lockers, landscaping, improve transit facilities, parking, pavement rehab and drainage.
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.

Project Status	Proj_ID	Agency	Project Title	Description/Scope
				Traffic calming and traffic dispersion improvements along 47th Ave from Capitola Rd to
			47th Avenue Traffic Calming and	Portola Drive <u>and implemention of greenway, which gives priority to bicycles and</u> pedestrians on low volume, low speed streets including, pedestrian facilities, way finding
Modified	CAP-P30	City of Capitola	Greenway (Could Combine with CAP-P40)	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	on	Update synchronization of signals on 41st. Coordinate synchronization of 41st Ave with Portola, Soquel, Capitola and Hwy 1 ramps with County.
			le/ ropaz st bike alming (Western	
Existing	CAP-P41	City of Capitola	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	y/Porter Cor	ridor		
Existing	CO-P16	County of Santa Cruz	Robertson Street Improvements (Soquel Wharf Rd to Soquel Dr.)	Lert turn pocket at Soquel wharr Kd. 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 (Roberston St to Daubenbiss)	Roadway and roadside improvements including curb, gutter, sidewalk, bike <u>treatments</u> (such as buffered and/or painted bike lanes), left turn lanes, intersection improvements and roadway rehabilitation
Modified	CO-P289	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, Soquel-Wharf Rd Improvements merge lanes and intersection improvements. Roadwork includes major rehabilitation and (Robertson St to Porter St)
Modified	CO-P26r	County of Santa Cruz	Porter Street Improvements (Soquel Dr to Paper Mill Road)	Roadway and roadside improvements including <u>buffered</u> 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	capitola Avenue	Multimodal improvements to intersection. Roundabout

Project Status	Proj_ID	Agency	Project Title	Description/Scope
Modified	CAP-P29	City of Capitola	Bay Avenue Traffic Calming <u>and</u> 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 <u>treatments</u> (<u>such as buffered and/or painted bike lanes</u>) and transit access.
Seacliff/Racho Del Mar/Aptos Village	Mar/Aptos Vi	llage		
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 Aptos Village Plan Improvements 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, <u>buffered</u> 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	iue to MBSST	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	Center Ave/Seaciin Dr 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	ive (Mar Vista to Bike Improvements Install bicycle treatments (such as painted and/or buffered lanes)

Droiect Status	Droi ID	Agency	Droioct Title	Description/Scope
rioject Status	47-fold	A Parish		
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	Kancho Dei 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	ominican Ho	spital		
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 tum 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 <u>and Greenway</u>	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)	26th Ave Improvements (Portola Roadway and roadside improvements including <u>sidewalks,</u> bike lanes, transit turnouts, left to East Cliff)

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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 implemention 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.
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	V V	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.
NEW	V.	County of Santa Cruz	41st Ave (Portola to Eastcliff) Bike/Ped Enhancement	Install burrered sidewalks on south side of 41st Avenue between Portola and Eastcliff and 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, <u>bicycle treatments</u> (painted and/or buffered lanes), designed to accommodate the number of users and link to East Cliff Drive, transit turnouts, left turn pockets, merge lanes.
NEW	NA	County of Santa Cruz	Brommer and Portola Bike/Ped Connection (atThompson 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.
	i c		Thompson Ave. Improvements (entire length-Capitola Rd to	Roadway and roadside improvements including major rehabilitation and maintenance of road and include implemention 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
Modified	CO-P33h	County of Santa Cruz	end)	connect to MBSS I.
17th & Brommer				

Project Status	Proj_ID	Agency	Project Title	Description/Scope
			El Dorado Ave Road	Roadway and roadside improvements including curb, gutter, <u>buffered sidewalk,</u> bike
Modified	790-00	Timb charts of Canta	Improvements (Capitola Rd to RR)	treatments <u>(such as buffered or painted bike lanes)</u> , left turn lanes, intersection improvements and rodway rehabilition
POLIBOL	CO-P0/	Coulity of Salita Cluz	148)	
Ocean Street Corridor	lor			
			Ocean St and San Lorenzo River Levee Bike/Ped Connections	
NEW	ΝΑ	City of Santa Cruz	(Felker, Kennan, Blain, Barson Streets)	Improve pedestrian and bicycle facilities on side streets to connect Ocean Street with San Lorenzo River Levee path system
				Implement peaestran and bicycle Tacilities on this Tow Volumne, Iow speed street to better connect and provide an alternative to Ocean Ctreet. This could include way finding
			Riverside Avenue (Barson to	connect and provide an areanative to occan buset. This could include way mining, pavement marketings, bicycle treatments, and a ped/bike activiated flashers at Riverside
NEW	NA	City of Santa Cruz	Soquel)	and Broadway
			Ocean Sreet Corridor Multiuse	Consider restricting parking to develop business access and transit (BAT) lane to serve
NEW	NA	City of Santa Cruz	Transit Lane	tourism.
			Soquel/Branciforte/Water (San	
NEW	NA	City of Santa Cruz	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.
			Branciforte Creek Bike/Ped	Install a bicycle/pedestrian bridge over Branciforte Creek and multi-use paths connecting
Modified	SC 46	City of Santa Cruz	Crossing	the levee paths in the vicinty of San Lorenzo Park and Soquel Avenue
			Brancitorie Creek Pedestrian	
Existing	SC-P95	City of Santa Cruz	Patn Connections	riii gaps in pedestrian and bike paths along and across branciforte Creek in the Ocean-Lee- Market-May Streets area.
				Implement this phase of the Ocean Street plan that includes utility undergounding, bike lanes, wider sidwalks, <u>pedestrian crossing islands/bulb outs, transit improvements,</u> pedestrian scale street lights, street trees and left turn lanes at Broadway and a right-turn
T G J J J	(Ocean Street Widening from	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
Modilled	SC-P66	City or Santa Cruz	Sodnel to East Cill	aujacent neignbonrous.

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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, <u>pedestrian crossing</u> islands/bulb outs, transit improvements, street trees, <u>pedestrian scale street lights</u> , street lighting and medians <u>improvements</u> , way finding, and <u>pedestrian and bicycle connectivity</u> 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> . street trees, street lighting and medians <u>landscaping</u> improvemnts. 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. <u>Include Gateway treatment</u> . Both
Downtown Watsonville	ville			
NEW	NA	City of Watsonville	verside) s	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 testrict vehicular access, which facilitate new ped access.
Modified	WAT-P40	City of Watsonville	(ave)	Repair, replace and install curb, gutter, and curb ramps; replace and upgrade signage and striping. <u>Evaluate and if feasible, provide bike treatments (such as painted and/or buffered bike lanes), and buffered sidewalk.</u>
Existing	WAT-P41	City of Watsonville	ns Su	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping
Existing	WAT-P49	City of Wastonville	Zng/ivaple Ave (Lincoin to Walker) Traffic Calming and <u>Greenway</u>	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 Wastonville		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 Wastonville	e	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 Wastonville	Union/Brennan (Freedom to Riverside) - sharrows	Evaluate and if feasible, add sharrows to Union/Brennan.
Existing	WAT-P53	City of Wastonville	Keamey/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.

Project Status	Proj_ID	Agency	Project Title	Description/Scope
Existing	WAT DEA	- Hi:	olemois VIMM Ciano	Evaluate and if foreible and burn of constraint on Main C+
LAISUIIG	בסב-ועיי	City of wastonville	Figili OC - O LIAWN Signals	Evaluate alia ii leasible, add Hawk signais iii o locations on man oc
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</u> bike treatments such as buffered or painted bike lanes and buffered sidewalks.
Existing	WAT-P57	City of Wastonville	East Lake/Madison - ped crossing	<u>Evaluate and it 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	ν	City of Watsonvillle	Hillside Ave to Freedom Blvd Ped/Bike Connection	Evalaute and if feasible, install new bike/ped connection between from Carey Avenue to Freedom Bouldevard 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 facilitiy 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, concreate pads at bus stop, signage and stiping, including sharros for bikes., ADA upgrades to curbs and driveways, replacement of existing curb, gutter, sidwalk; modification to reatiaing 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. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.
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. 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.

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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)	neconsulact roadway, pedesulan and broycle racindes, <u>evaluate and in reasible, instantacyle</u> 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-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. Evaluate and if feasible, including pedestrian buffer and bike treatments (such as painted and/or buffered lanes).
NEW		City of Watsonville	Freedom Blvd Pedestrian Crossings (Airport to Lincoln)	Evaluate and it Teasible, instail new and improve existing uncontrolled pedestrian crossings at Roach Raod, Davis Avenue, Clifford Lane, Mariposa Avenue, Alta Vista Street, Crestview Drive, Martinelli Street and Marin Street).
NEW		City of Watsonville	Pajaro Lane to Freedom Blvd Ped/Bike Connection	Evaluate and it reasible, new bire/ped conflection 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 facilitiy to west side of Freedom Boulevard.
			Freedom to Green Valley (at Hillside Avenue, Davis Avenue, Blanca Lane, Clifford Avenue, Mariposa Avenue, Crestview Drive, Martinelli Street, Marin Street) Neidhborhood Bicycle	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
NEW		City of Watsonville	and Pedestrian Connections	connect neighborhoods to goods and services on Freedom Bouldevard.
Soquel/Water/Morrisey	risey			
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	Evaluate and it 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).
Existing	SC-P22	City of Santa Cruz	Chestnut St. Pathway	Install a Class 1 bicycle/pedestrian facility to connectthe east side of Neary Lagoon Park with the Depot Park path.
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 exitsing 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	ermon 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	_	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 Kd- 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 it 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	s Valley	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	Int 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 whichcould include improved bike/ped facilities on existing interchange or new bike/ped crossing.
Citywide				

Project Status	Proj_ID	Agency	Project Title	Description/Scope
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 tramc complaints througn 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	Ϋ́	VAR	Complete Streets Area Plan	Complete street circulation and design plans, including consideration of greenways, for areas identified for intensitified development in Sustainable Communities Strategy.
			Public/Private Partnership Bicycle and Pedestrian	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
NEW	NA	VAR	Connection Plan	intensified development in Sustainable Communities Strategy.
VI II	<u>.</u>	9	Public/Private Partnership	Develop model for assisting local jurisdictions in working with bushinesses to install transit pullouts and shelters on property in areas identified as high quality transit corridors in Eustainship Communities Charles.
14F vv	NA NA	VAK	Halisic Stops and Full Odes Flair	Halist Studys and Full Outs Figure Solution in the Solution in the Solution of
NEW	NA	VAR	Improvements	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
X N N	4 2	В .	Neighborhood Greenways	Implement greenways which gives prioritiy 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.
				Subsidies for bicycle racks and lockers for businesses, schools, government agencies, and non-profit organizations are
Existing	RTC 16	SCCRTC	Bike Parking Subsidy Program	all eligible. Recipients are responsible for installation and maintenance of the equipment.
NEW	NA	VAR	HAWK Signals	Install HAWK Signals and uncontrolled crossings
NEW		VAR	Transit Priority	Install transit ques at major intersections

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Project Status	Proj_ID	Agency	Project Title	Description/Scope
NEVA/	4		School Complete Streets	Implement and /hite presence and facilities near echools
	INA	VAK	riojecus	נוווף וכווו במליחה ליו של מווא מווא מומ ומכווונים ווכמו ארוטטוא.
			Commute Solutions Rideshare	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
Existing	RTC 02	SCCRTC		vehicles, and park-n-ride lots. Avg annual cost: \$250k.
Existing	RTC-P53	SCCRTC	I DIYI Individualized employer/multiunit housing program	Implement individualized employer and multiunit housing TDM programs with incentives for existing development.
			monterey bay sanctuary scenic Trail	Design, environmental clearance and construction of a 50+ mile network of bicycle and
			ign,	pedestrian facilities on or
Existing	PTC-27a		Environmental Clearance, and Construction	near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations.
	2	5		Develop Model 1 DM Ordinance and User Guide to Include provisions for both residental
NEW	NA	SCCRTC	and	and non-residential projects and address program and facilities improvements in return for reductions in off-street parking requirements.
NEW	Y V	SCCRTC	Shared Parking Program	Develop tools to allow adjacent property owners to develop and share parking facilities.
				Develop distrubution channel for disseminating real time transit arrival and deparutre information to Santa Cruz Metro users. To be developed in coordination with Santa Cruz
NEW	NA	SCCRTC	Real-Time Transit Info	Metro.
Transit				
T. Vietina Griffina	,	(C)	Transit Technological	displays at stops. IT software and are responded to the play at stops. The blay are play 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.
Existing	MTD-PO	METRO	Bus Ston Updrades	Install replace repair and otherwise improve his shelters and stops
	5		inuation or rels 2010-	Operation & maintenance cost of existing local fixed route bus service (Based on
Existing	MTD-P10	METRO		2010budget-\$34M/year). \$850,000
Existing	MTD-P10B	METRO	- Cont. s	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 1/ express. Capital and Operating costs. Annual expansion cost:\$175K/yr., 4500

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 Service Restoration 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 mall, 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 enhanced pedestrian sidewalks and bike treatments (such as buffered or painted Hwy 1 Reconstruct Interchanges facilities) 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 enhanced pedestrian sidewalks & bike treatments (such as buffered or painted facilities) on both sides of the overcrossing, reconfigure ramps and local streets to improve traffic flow and acco,mmodate ramp metering and controlled signals at on and off ramps, where feasible, 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).

Droject Status	Droi ID	Agency	Droioct Title	Description / Scope
Spec Spec	0 - CO - C	, and a		
Modified	RTC 24i	SCCRTC	Hwy 1/Soquel Avenue	Reconstruct overcrossing with enhanced pedestrian sidewalks & bike treatments (such as buffered or painted facilities) on both sides of the overcrossing, reconfigure ramps and local streets to improve traffic flow and accommodate ramp metering, controlled signals at on and off ramps,where feasible, and potential HOV lanes in the future. Extensive ROW acquisition, commerical 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	SCCRTC	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. Reconstruct overcrossing with enhanced pedestrian sidewalks & bike treatments (such as buffered or painted facilities) on both sides of the overcrossing. Arterial crossings of the highway, ramps, and local road sections will be designed to accomodate ramp metering, controlled signals at on and off ramps, where feasible, 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	SCCRTC	Hwy 1 Bicycle/Ped Overcrossing at Mar Vista	Hwy 1 Bicycle/Ped Overcrossing Construct a bicycle/pedestrian overcrossing of Hwy 1 in vicinity of Mar Vista Drive, at Mar Vista providing improved access to Seacliff and Aptos neighborhoods and schools.
Modified	RTC-24a	SCCRTC	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 controlled signals at on and off ramps,where feasible, and operated along the 9+ mile corridor from Aptos to Santa Cruz. Reconstruction of crossing structures will be of sufficient size to allow enhanced pedestrian-sidewalks & bike treatments (such as buffered or painted facilities) 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

AGENDA: May 13, 2013

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:

- 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 (<u>Attachments 1</u> <u>through 7</u>); 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 nd 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 <u>Attachments 1-4</u>). 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 (<u>Attachments 5-7</u>). 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

Kle Baron

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: <u>katie.lebaron@health.co.santa-cruz.ca.us</u>

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. Capitat 1	rojecis							
	Planning	Environ- mental	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.

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	N/A
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.

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.sctrafficsafety.org and social media sites at www.facebook.com/sctrafficsafety 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.

<u>Evaluation</u>: 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

<u>Evaluation</u>: 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

<u>Evaluation</u>: 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

<u>Evaluation</u>: 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

<u>Evaluation</u>: 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.

<u>Overall outcome evaluation methods</u>: 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 Program Director/Support Staff	50,142	23,099 10,000	73,241 10,000
Subtotal Personnel	50,142	33,099	83,241
		·	0
Indirect Costs (15% of Personnel)		12,486	12,486
Travel/Mileage	258	200	458
Direct Costs			
Project Implementation Office Supplies	1,000 100		1,000
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: <u>katie.lebaron@health.co.santa-cruz.ca.us</u>

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

13a. Capitai 1	lojecis							
	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.

8. 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 guiz 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 <u>3,000</u> 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 <u>4</u> 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	40,000	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

AGENDA: May 13, 2013

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 (<u>Attachment 1</u>) 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 (<u>Attachment 2</u>) and the FY 13/14 Scope of Work (<u>Attachment 3</u>) 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 (<u>Attachment 4</u>), 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

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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

15a. Capitat 1	<i>lojeets</i>							
	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:						
Ex. Consultants						
Ex. Materials						

- 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 a least two article 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 enewsletter 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

	SCO	SCCRTC N		ch*
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			\$	50,000.00
(food, advertising, prizes)				
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

- 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.
- 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 <u>www.bike2work.com</u> 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.
- **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-newlsetter 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 it 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

			Gas	Tax 1	Fund						
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Project Funding Estimates:	100,110			5,102	100,	110	400,000	77	1,5	00,000	1,500,000
Traffic Impact Fee							80,000		- 3	00,000	380,000
	160 110			120	160	110	-			72	70
Fed grants	168,110				168,	110	400,000	-	- 1,2	00,000	1,600,000
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Attachment 1 - Gas Tax Page 1

Bike Com - May 13, 2013: Page 70

Beach/Pacific (Wharf) Intersection Roundabout			c400035			YTD A		\$	16,018
Project Description:	T I								
Project in the approved Beach/SOI	LA plan and will re	educe driver c	onfusion, con	gestion and im	prove safety				
including train conflicts). The proj	ect is currently be	eing designed.	The concept	design has be	en approved b	y			
Council. The Wharf intersection is	funded with traff	ic impact fee f	unding and in	cludes railroa	d gates as				
required by the CPUC. Includes par		on. The project	: has been del	layed due to th	ne railroad				
ownership and operations change	S.							1	
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	70-2-2-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-1-			Water Carlotter Bo				_	
Traffic Impact Fee	876,204	-	\$ T \$	876,204	910	S21		=	98
Net Project Cost Estimates:	(38,399)		16,018	(38,399)	347				34
								+	
Bicycle Parking Program			m409	9308		YTD A	ctuals		
						+Encumbr	rance:		821
Project Description:	1								
PARTITION AND ADMINISTRATION OF THE PARTITION OF THE PART	71000 0 0 0 0 0 0	6 2020		- 1				+	
Development of bicycle parking fa	cilities and impro	vements at his	gh use areas. I	Funding provid	ted by annual			-	
TDA grant allocation.									
	FY 2013	FY 2013	FY 2013	FY 2013	FY 2014	FY 2015	FY 20)16	Fiscal Year
	Budget	YTD	YTD	Estimated	Estimated	Estimated	Estim	ate	2014 - 2016
		Actuals	Encumb.						Total
Account Number: 221-40-64-9330	-57307								
Project Cost Estimate:	1,000			1,000	2,000	2,000	3	2,000	6,000
Project Funding Estimates:	1,000			1,000	2,000	2,000		.,000	0,000
CONTRACTOR	4 000	050		4 000	2.000	2.000		000	5 000
State capital grants	1,000	969		1,000	2,000	2,000	2	2,000	6,000
						-		1	
Net Project Cost Estimates:		(969)			54				54
								7	
								+	
1-1-1-1			m40	9335		YTD A	ctuals		
Bikeway Striping and Minor	Improvement	S					- Inches		20,000
Bikeway Striping and Minor	Improvement	:S	111-10			+Encumbr	rance:	\$	
Bikeway Striping and Minor	Improvement	is .				+Encumbr	rance:	>	
Project Description:	1000					+Encumbr	rance:	3	
Project Description: This project provides for the annua	al restriping of the	e City's 30 mile	es of bikeways	s, maintenance		+Encumbr	rance:	\$	
Project Description: This project provides for the annua	al restriping of the	e City's 30 mile	es of bikeways	s, maintenance		+Encumbr	rance:	\$	
Project Description: This project provides for the annua	al restriping of the	e City's 30 mile	es of bikeways	s, maintenance		+Encumbr	rance:	\$	
Project Description:	al restriping of the	e City's 30 mile	es of bikeways	s, maintenance		+Encumbr	rance:	•	
Project Description: This project provides for the annua	al restriping of the	e City's 30 mile unding provide FY 2013	es of bikeways ed by annual T FY 2013	s, maintenance		+Encumbr	FY 20		Fiscal Year
Project Description: This project provides for the annua	al restriping of the	e City's 30 mile unding provide	es of bikeways ed by annual T	s, maintenance TDA grant alloc	cation.			016	Fiscal Year 2014 - 2016
Project Description:	al restriping of the vays in the City. For	e City's 30 mile unding provide FY 2013	es of bikeways ed by annual T FY 2013	s, maintenance TDA grant alloc FY 2013	FY 2014	FY 2015	FY 20	016	
Project Description:	al restriping of the vays in the City. For FY 2013 Budget	e City's 30 mile unding provide FY 2013 YTD	es of bikeways ed by annual T FY 2013 YTD	s, maintenance TDA grant alloc FY 2013	FY 2014	FY 2015	FY 20	016	2014 - 2016
Project Description: This project provides for the annual and minor improvements to bikew Account Number: 221-40-64-9330	FY 2013 Budget	e City's 30 mile unding provide FY 2013 YTD Actuals	es of bikeways ed by annual T FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 20 Estim	D16	2014 - 2016 Total
Project Description: This project provides for the annual and minor improvements to bikew Account Number: 221-40-64-9330 Project Cost Estimate:	al restriping of the vays in the City. For FY 2013 Budget	e City's 30 mile unding provide FY 2013 YTD	es of bikeways ed by annual T FY 2013 YTD	s, maintenance TDA grant alloc FY 2013	FY 2014	FY 2015	FY 20 Estim	016	2014 - 2016
Project Description: This project provides for the annual and minor improvements to bikew with the project Cost Estimate: Project Funding Estimates:	FY 2013 Budget 0-57307	e City's 30 mile unding provide FY 2013 YTD Actuals	es of bikeways ed by annual T FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 20 Estim	016 nate	2014 - 2016 Total
Project Description: This project provides for the annual and minor improvements to bikew Account Number: 221-40-64-9330 Project Cost Estimate:	FY 2013 Budget	e City's 30 mile unding provide FY 2013 YTD Actuals	es of bikeways ed by annual T FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 20 Estim	D16	2014 - 2016 Total
Project Description: This project provides for the annual and minor improvements to bikew when the project Cost Estimate: Project Funding Estimates:	FY 2013 Budget 0-57307	e City's 30 mile unding provide FY 2013 YTD Actuals	es of bikeways ed by annual T FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 20 Estim	016 nate	2014 - 2016 Total
Project Description: This project provides for the annual and minor improvements to bikew and	FY 2013 Budget 0-57307	e City's 30 mile unding provide FY 2013 YTD Actuals 19,548	es of bikeways ed by annual T FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 20 Estim	016 nate	2014 - 2016 Total 90,000
Project Description: This project provides for the annual and minor improvements to bikew when the project Cost Estimate: Project Funding Estimates:	FY 2013 Budget 0-57307	e City's 30 mile unding provide FY 2013 YTD Actuals	es of bikeways ed by annual T FY 2013 YTD Encumb. 452	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 20 Estim	016 nate	2014 - 2016 Total 90,000

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Bike Com - May 13, 2013: Page 71

Branciforte Creek Bike/Pedestrian Bridge				c401001			YTD Actuals		
					+Encumbr	ance: \$	30,827		
Project Description:									
Project is included in the approv	red Bike and San Lor	enzo River Pla	ns. The proje	ct provides an	important bik	e			
and pedestrian connection betw									
and includes a bike/pedestrian b	oridge crossing over	Branciforte C	reek. The con	cept design ha	as been	-			
completed and approved by Cou	ıncil n FY12. Enviror	nmental review	v has been in	itiated in FY13	. Design may				
be initiated in FY14 and a \$300,0	000 STP grant has be	een awared fo	r this. Constru	uction may be	possible in				
FY15 contingent on grant funding			he RDA funds	will be availa	ble for this				
project and therefore additional	I funds may have to	be found.							
	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: 221-40-64-93	70-57310								
Project Cost Estimate:	526,391	22,282	8,545	175,000	400,000	1,600,000		2,000,000	
Project Funding Estimates:									
Federal capital grants		-		-	300,000	1,600,000		1,900,000	
State capital grants	75,000	-		75,000	92	-			
Traffic Impact Fee	100,000	-	22	100,000	100,000	:		100,000	
Santa Cruz City Redevelopm	ent 351,391		12	2	12			1	
Net Project Cost Estimates:	10	22,282	8,545	-	34				
D. I NO. 1			40	1202		YTD A	etus le		
bridge iviaintenance	dge Maintenance			m401302		+Encumbrance:		li 21	
Project Description:	1 1								
P) CHARLEST ENVIOLENCE OF THE CONTROL OF THE CONTRO									
Repair of identified maintenance						-			
several local bridges. Repairs ha Contingent on availability of stat		35	rinspections	by Caltrans St	ructures staff.				
Contingent on availability of star	te or rederargrant r	unumg.							
	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.		Littinated	Laumateu	Littinate	Total	
Account Number: 221-40-64-93	70-57310	. 1010012						10101	
Project Cost Estimate:	MEAN PROPER			100.000	100.000			100.000	
Project Cost Estimate: Project Funding Estimates:	100,000	5	570	100,000	100,000			100,000	
	90,000			90.000	90.000			90,000	
Federal capital grants	80,000			80,000	80,000			80,000	
Net Project Cost Estimates:	20,000	-	-	20,000	20,000			20,000	

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Bike Com - May 13, 2013: Page 72

Broadway/Brommer Bike/P	edestrian Mul	ti-Purpose	c409	9344		YTD A	The state of the s	1
rail						+Encumbi	rance: \$	968,534
roject Description:								
roject is in approved Bike Plan an	d Arana Gulch Ma	aster Plan. It i	ncludes a very	important b	ike and			
edestrian multi-purpose trail fror	m Broadway, thro	ugh Arana Gu	lch, to Bromm	ner Street, an	d from Agnes			
treet to the east-west trail per th	e Arana Gulch Ma	aster Plan. Inte	erpretive and	management	t plan elements			
re included. A Coastal permit was	s approved in Dec	2011. Grant f	unding (feder	al and county	y) of			
approximately \$4.0 million has bee	en committed to t	the project. Sa	le of property	(formerly ro	ad rights-of-			
vay) adjacent to Frederick Street i	is being sold to pa	y for the loca	match funds	and ongoing	management			
expenses, based on the most rece	nt cost estimate,	the project co	sts <mark>have i</mark> ncre	ased significa	antly. Design			
vas initiated in FY12 and construc	tion is anticipated	to start in FY	14.		1 1			
	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)- 5 7307							
Project Cost Estimate:	3,186,476	185,681	782.853	3,186,476	2,000,000	-		- 2,000,000
Project Funding Estimates:								
Real property sales - land	440,000			440,000	9+	-		- 91
Federal capital grants	3,104,136	-	3	3,104,130	6 ;	(T.		- ::
County Fnding								
Traffic Impact Fee					1,000,000			1,000,000
General Capital Impro Fund	2	2	2 1 12		1,000,000	2		- 1,000,000
Net Project Cost Estimates:	(357,660)	185,681	782,853	(357,660	1			2 9
	(337,000)	103,001	702,033	(557,000	,			
Broadway/Riverside Interse	ction Pedestri	an	c401	302		YTD A	ctuals	
	ction i edesti	all.		.502		+Encumbi	rance:	1996
mprovements								-
Project Description:								
his project to provide pedestrian	activated warnin	g flashers at t	ne intersectio	n for this high	n use crossing			
was approved by Council at the he	aring for the Hya	tt Place hotel	on Broadway.	The funding	source was also	o		
approved at that time.								
	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: 221-40-64-9320)-57307							
		-			- 75,000	-		- 75,000
Project Cost Estimate:								
Project Cost Estimate: Project Funding Estimates:								
-	5	-	12		- 75,000	-		75,000
Project Funding Estimates:	-	-			- 75,000	-		- 75,000
Project Funding Estimates: Traffic Impact Fee		-	-		75,000			75,000
Project Funding Estimates:					75,000			- 75,000

Chestnut St Slip Out - Phase	2		c401	1210		+Encumbr	_	\$	235
	T P					TENCUMDI	ance.	,	253
roject Description:					USS US TA		_		
he March 2011 storms eroded the he project includes design and cor									
ne project includes design and col ederally declared emergency on a		_					-		
unding. The City is waiting for the			is eligible for	reuer ar trairsp	ortation				
anding. The exty is waking for the	anocation or ranc	43.					-	-	
	FY 2013	FY 2013	FY 2013	FY 2013	FY 2014	FY 2015	FY 20	16	Fiscal Year
	Budget	YTD	YTD	Estimated	Estimated	Estimated	Estim		2014 - 2016
	_	Actuals	Encumb.						Total
Account Number: 221-40-62-9341-	-57304								
Project Cost Estimate:	311,551	235	35	311,551	063				05
Project Funding Estimates:	311,331	233		511,551	-			_	
	350.000	-		250,000		-			
Fed grants - FHWA	250,809	7		250,809	(5)			1	
Net Project Cost Estimates:	60,742	235	35	60,742	96			- 2	95
			0.00			\$102man=1000	31 16		
Citywide Streetlight LED Reti	rofit - Phase 4		c401	1013		YTD A			
						+Encumbr	ance:	\$	249,526
Project Description:									
etrofit remaining City owned High	Drossuro Sadiua	(HDC) stroot	ights with on	oray officient	ight Emitting				
			dditional 614	remain to be	converted.				
	ed for when availa	able.				FY 2015	FY 20	016	Fiscal Year
	ed for when available FY 2013		FY 2013 YTD	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 20	10.00	Fiscal Year 2014 - 2016
	ed for when availa	FY 2013	FY 2013	FY 2013	FY 2014			10.00	
Grant or loan funding will be applie	FY 2013 Budget	FY 2013 YTD	FY 2013 YTD	FY 2013	FY 2014			10.00	2014 - 2016
Grant or loan funding will be applied to the second	FY 2013 Budget	FY 2013 YTD	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014			10.00	2014 - 2016
Account Number: 221-40-64-9320-	FY 2013 Budget	FY 2013 YTD	FY 2013 YTD	FY 2013	FY 2014			10.00	2014 - 2016
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates:	FY 2013 Budget -57306 824,232	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014			10.00	2014 - 2016
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA	FY 2013 Budget -57306 824,232 (910)	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014			10.00	2014 - 2016
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates:	FY 2013 Budget -57306 824,232	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014			10.00	2014 - 2016
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates:	FY 2013 Budget -57306 824,232 (910)	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014			10.00	2014 - 2016
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA Loan proceeds	FY 2013 Budget -57306 824,232 (910) 860,700	FY 2013 YTD Actuals 21,190 249,526	FY 2013 YTD Encumb. 249,526	FY 2013 Estimated	FY 2014			10.00	2014 - 2016
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates:	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558)	FY 2013 YTD Actuals 21,190 249,526	FY 2013 YTD Encumb. 249,526	FY 2013 Estimated 530,000	FY 2014 Estimated	Estimated	Estim	10.00	2014 - 2016
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates:	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558)	FY 2013 YTD Actuals 21,190 249,526	FY 2013 YTD Encumb. 249,526	FY 2013 Estimated 530,000	FY 2014 Estimated	Estimated -	Estim	-	2014 - 2016 Total
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates:	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558)	FY 2013 YTD Actuals 21,190 249,526	FY 2013 YTD Encumb. 249,526	FY 2013 Estimated 530,000	FY 2014 Estimated	Estimated	Estim	10.00	2014 - 2016
Account Number: 221-40-64-9320 Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates: Citywide Streetlight LED Reti	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558)	FY 2013 YTD Actuals 21,190 249,526	FY 2013 YTD Encumb. 249,526	FY 2013 Estimated 530,000	FY 2014 Estimated	Estimated -	Estim	-	2014 - 2016 Total
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates: Citywide Streetlight LED Returns	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558) rofit - Phase 3	FY 2013 YTD Actuals 21,190 249,526 (270,716)	FY 2013 YTD Encumb. 249,526 249,526	FY 2013 Estimated 530,000 (530,000)	FY 2014 Estimated	Estimated	Estim	-	2014 - 2016 Total
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates: Citywide Streetlight LED Return Company Company Control Cost Estimates: Project Description: Retrofit City High Pressure Sodium	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558) rofit - Phase 3	FY 2013 YTD Actuals 21,190 249,526 (270,716)	FY 2013 YTD Encumb. 249,526 249,526 c401	FY 2013 Estimated 530,000 - (530,000) - 201 Emitting Diod	FY 2014 Estimated Project Complete	Estimated	Estim	-	2014 - 2016 Total
Project Cost Estimates: Project Cost Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates: Citywide Streetlight LED Return Company Content Cost Estimates: Project Description: Retrofit City High Pressure Sodium	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558) rofit - Phase 3	FY 2013 YTD Actuals 21,190 249,526 (270,716)	FY 2013 YTD Encumb. 249,526 249,526 c401	FY 2013 Estimated 530,000 - (530,000) - 201 Emitting Diod	FY 2014 Estimated Project Complete	Estimated	Estim	-	2014 - 2016 Total
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates: Citywide Streetlight LED Return Company	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558) rofit - Phase 3	FY 2013 YTD Actuals 21,190 249,526 (270,716)	FY 2013 YTD Encumb. 249,526 249,526 c401	FY 2013 Estimated 530,000 - (530,000) - 201 Emitting Diod	FY 2014 Estimated Project Complete	Estimated	Estim	-	2014 - 2016 Total
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates: Citywide Streetlight LED Return Company	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558) rofit - Phase 3	FY 2013 YTD Actuals 21,190 249,526 (270,716)	FY 2013 YTD Encumb. 249,526 249,526 c401	FY 2013 Estimated 530,000 - (530,000) - 201 Emitting Diod	FY 2014 Estimated Project Complete	Estimated	Estim	\$	2014 - 2016 Total
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates: Citywide Streetlight LED Return Company	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558) rofit - Phase 3 (HPS streetlights ant eligible areas	FY 2013 YTD Actuals 21,190 249,526 (270,716) with energy e	FY 2013 YTD Encumb. 249,526 249,526 c401	FY 2013 Estimated 530,000 (530,000) L201 Emitting Diod filed and approximately approximate	FY 2014 Estimated	Stimated	Estim ctuals rance:	\$	2014 - 2016 Total
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates: Citywide Streetlight LED Return Company Company Control Cost Estimates: Project Description: Retrofit City High Pressure Sodium	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558) rofit - Phase 3 (HPS streetlights ant eligible areas	FY 2013 YTD Actuals 21,190 249,526 (270,716) with energy e CDBG fundin	FY 2013 YTD Encumb. 249,526 249,526 c401 efficient Light- g application	FY 2013 Estimated 530,000 (530,000) 1.201 Emitting Diod filed and appropriate ap	FY 2014 Estimated	YTD A +Encumber	Estim ctuals rance:	\$	2014 - 2016 Total
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates: Citywide Streetlight LED Return Community Development Block Grant Community Block Gra	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558) rofit - Phase 3 (HPS streetlights ant eligible areas FY 2013 Budget	FY 2013 YTD Actuals 21,190 249,526 (270,716) with energy e CDBG fundin	FY 2013 YTD Encumb. 249,526 249,526 c401 efficient Light- g application FY 2013 YTD	FY 2013 Estimated 530,000 (530,000) 1.201 Emitting Diod filed and appropriate ap	FY 2014 Estimated	YTD A +Encumber	Estim ctuals rance:	\$	2014 - 2016 Total
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates: Citywide Streetlight LED Return Community Development Block Grant Co	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558) rofit - Phase 3 (HPS streetlights ant eligible areas FY 2013 Budget	FY 2013 YTD Actuals 21,190 249,526 (270,716) with energy e CDBG fundin FY 2013 YTD Actuals	FY 2013 YTD Encumb. 249,526	FY 2013 Estimated 530,000 (530,000) - (530,000) - Emitting Diod filed and appropriate	FY 2014 Estimated	YTD A +Encumber	Estim ctuals rance:	\$	2014 - 2016 Total
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates: Citywide Streetlight LED Return Community Development Block Grant Bloc	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558) rofit - Phase 3 (HPS streetlights ant eligible areas FY 2013 Budget	FY 2013 YTD Actuals 21,190 249,526 (270,716) with energy e CDBG fundin	FY 2013 YTD Encumb. 249,526 249,526 c401 efficient Light- g application FY 2013 YTD	FY 2013 Estimated 530,000 (530,000) 1.201 Emitting Diod filed and appropriate ap	FY 2014 Estimated	YTD A +Encumber	Estim ctuals rance:	\$	2014 - 2016 Total
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates: Project Description: Retrofit City High Pressure Sodium Community Development Block Grant Cost Estimates: Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates:	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558) rofit - Phase 3 (HPS streetlights ant eligible areas FY 2013 Budget -57306 170,337	FY 2013 YTD Actuals 21,190 249,526 (270,716) with energy e CDBG fundin FY 2013 YTD Actuals	FY 2013 YTD Encumb. 249,526	FY 2013 Estimated 530,000 (530,000) - (530,000) FY 2013 Estimated 170,337	FY 2014 Estimated	YTD A +Encumber	Estim ctuals rance:	\$	2014 - 2016 Total 169,590 Fiscal Year 2014 - 2016
Account Number: 221-40-64-9320- Project Cost Estimate: Project Funding Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates: Citywide Streetlight LED Return Community Development Block Grant Bloc	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558) rofit - Phase 3 (HPS streetlights ant eligible areas FY 2013 Budget	FY 2013 YTD Actuals 21,190 249,526 (270,716) with energy e CDBG fundin FY 2013 YTD Actuals	FY 2013 YTD Encumb. 249,526	FY 2013 Estimated 530,000 (530,000) - (530,000) - Emitting Diod filed and appropriate	FY 2014 Estimated	YTD A +Encumber	Estim ctuals rance:	\$	2014 - 2016 Total
Project Funding Estimates: Fed grants - ARRA Loan proceeds Net Project Cost Estimates: Citywide Streetlight LED Return Project Description: Retrofit City High Pressure Sodium Community Development Block Grant Project Cost Estimate: Project Cost Estimate: Project Cost Estimates:	FY 2013 Budget -57306 824,232 (910) 860,700 (35,558) rofit - Phase 3 (HPS streetlights ant eligible areas FY 2013 Budget -57306 170,337	FY 2013 YTD Actuals 21,190 249,526 (270,716) with energy e CDBG fundin FY 2013 YTD Actuals	FY 2013 YTD Encumb. 249,526	FY 2013 Estimated 530,000 (530,000) - (530,000) FY 2013 Estimated 170,337	FY 2014 Estimated	YTD A +Encumber	Estim ctuals rance:	\$	2014 - 2016 Total

							32		+	
ault School Sidewalk In	fill			c40	1113		+Encumb	ATTACK TO STATE	\$	40,094
roject Description:										
his is an approved Safe to Ro	utes Sch	ool project th	at is coordina	ted with Gau	It Elementary a	and Ecology				
ction, and is the second one										
rotected pedestrian crossing						he Gault Schoo	ol			
rea (Seabright). The design w	as initia	ited in FY11 ar	nd constructio	n was starte	in FY13.					
								-	-	
		FY 2013	FY 2013	FY 2013	FY 2013	FY 2014	FY 2015	FY 20	016	Fiscal Year
		Budget	YTD	YTD	Estimated	Estimated	Estimated	Estim	ate	2014 - 2016
			Actuals	Encumb.						Total
ccount Number: 221-40-64-	9330-57	307								
Project Cost Estimate:		442,859	37,100	2,994	442,859	34	E			- 34
Project Funding Estimates:		MARKATAN PARK	1	- Haconin	307(25)1700					
Sidewalk In-lieu Fund		49,440	2	55	49,440	92	-		- 4	91
State grants - Safe Routes	to Sch	406,409	26,917	2.5	406,409	35			5	- a:
Net Project Cost Estimates:		(12,990)	10,183	2,994	(12,990)					
iver rioject cost estimates:		(12,330)	10,103	2,334	(12,550)	15	-		1	
L 1 A L TMD	_1_1_			-40	1317		YTD A	abus le	-	
lwy 1 Aux Lanes TMP				C40.	1317		+Encumb		\$	20,269
									(30)	
roject Description:										
The Highway 1 Auxilary Lanes taffing in the city. Current fur project components; Rooney s intract and are complete.	nding pro	ovides crossin	g guards, sign	age, sharrow	s and striping.	Other city	FY 2015	FY 20	016	Fiscal Year
taffing in the city. Current fur project components; Rooney s	nding pro	ovides crossin s and the Par	g guards, sign k Way path ha FY 2013 YTD	age, sharrow ave been fund FY 2013 YTD	s and striping. ed within the	Other city larger project		FY 20		2014 - 2016
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taffing in the city. Current fur roject components; Rooney sontract and are complete. Account Number: 221-40-64-19 Project Cost Estimate: Project Funding Estimates: Local capital grants - SCCR	9330-57	FY 2013 Budget 307 35,982	g guards, sign k Way path ha FY 2013 YTD Actuals 20,269	FY 2013 YTD Encumb.	FY 2013 Estimated 35,982	Other city larger project FY 2014	FY 2015 Estimated	Estim		2014 - 2016
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affing in the city. Current fur roject components; Rooney s ntract and are complete. ccount Number: 221-40-64- Project Cost Estimate: Project Funding Estimates: Local capital grants - SCCR Net Project Cost Estimates: Alission S. Extension Bike roject Description: his project is in the Bike Plan nulti-use path on Mission Stre	9330-57	FY 2013 Budget 307 35,982 35,982 strian Path improve the ension. TDA and and an in FY 13.	g guards, sign k Way path ha FY 2013 YTD Actuals 20,269 20,269 way function and a developer (F	FY 2013 YTD Encumb. c40:	s and striping. ed within the FY 2013 Estimated 35,982 35,982 1112 current bike artel) funds have	Other city larger project FY 2014 Estimated	FY 2015 Estimated	Estim ctuals rance:		2014 - 2016 Total
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count Number: 221-40-64- Refing in the city. Current fur roject components; Rooney s ntract and are complete. count Number: 221-40-64- Project Cost Estimate: Project Funding Estimates: Local capital grants - SCCR Net Project Cost Estimates: Alission S. Extension Bike roject Description: his project is in the Bike Plan nulti-use path on Mission Stre pproved. Design and constru ccount Number: 221-40-64-	9330-57	FY 2013 Budget 307 35,982 35,982 strian Path improve the insion. TDA and in FY 13. FY 2013 Budget	FY 2013 YTD Actuals 20,269 20,269 way function and a developer (F	FY 2013 YTD Encumb. c40: aesthetics of Fairmount Ho	s and striping. ed within the FY 2013 Estimated 35,982 35,982	Other city larger project FY 2014 Estimated	FY 2015 Estimated	Estim ctuals rance:		2014 - 2016 Total
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count Number: 221-40-64- Project Cost Estimates: Local capital grants - SCCR Net Project Cost Estimates: Local capital grants - SCCR Net Project Cost Estimates: his project is in the Bike Plan nulti-use path on Mission Strepproved. Design and constructions of the project Cost Estimates: ccount Number: 221-40-64- Project Cost Estimates: ccount Number: 221-40-64- Project Cost Estimate: Project Funding Estimates:	9330-57	FY 2013 Budget 307 35,982 35,982 strian Path improve the in FY 13. FY 2013 Budget 307 60,000	FY 2013 YTD Actuals 20,269 20,269 way function and a developer (F	FY 2013 YTD Encumb. c40: aesthetics of Fairmount Ho	s and striping. ed within the FY 2013 Estimated 35,982 35,982 1112 current bike artel) funds have FY 2013 Estimated 60,000	Other city larger project FY 2014 Estimated	FY 2015 Estimated	Estim ctuals rance:		2014 - 2016 Total
taffing in the city. Current fur roject components; Rooney sontract and are complete. Account Number: 221-40-64-4 Project Cost Estimate: Local capital grants - SCCR Net Project Cost Estimates:	9330-57	FY 2013 Budget 307 35,982 35,982 strian Path improve the insion. TDA and in FY 13. FY 2013 Budget	FY 2013 YTD Actuals 20,269 20,269 way function and a developer (F	FY 2013 YTD Encumb. c40: aesthetics of Fairmount Ho	s and striping. ed within the FY 2013 Estimated 35,982 35,982	Other city larger project FY 2014 Estimated	FY 2015 Estimated	Estim ctuals rance:		2014 - 2016 Total

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Murray Street Bridge Siesm	ic Retrofit		c40	9321		+Encumb	200000000	\$	35,250
Lo 30 - 2426 - 152 1525 - 111 - 1 - 1						Liteumb	Jile.	,	33,230
Project Description:									
Seismic retrofit of existing bridge		100000000000000000000000000000000000000							
past and includes new railings, wid of harbor facilities and boat docks				NUMBER OF THE PROPERTY OF THE		575			
bridge. Environmental review was	A.1.	7 77		100					
proceed in FY12 and is currently u									
eligible for State Proposition 1B fu	ınds in lieu of a la	rge local matc	h. Constructi	on is anticipate	d starting in				
FY14 or FY15 and last approximat	ely 18 months.								
	NAME OF TAXABLE PARTY.			N. 2002 - 11777.	- LUMA SWOOD STORY				
	FY 2013	FY 2013	FY 2013	FY 2013	FY 2014	FY 2015	FY 20		Fiscal Year
	Budget	YTD Actuals	YTD Encumb.	Estimated	Estimated	Estimated	Estima	ate	2014 - 2016 Total
		Actuals	Elicanib.						Total
Account Number: 221-40-62-9370	500 BASSANS								
Project Cost Estimate: Project Funding Estimates:	10,159,507	33,025	2,225	10,159,507	5.4	-		-	50-
Federal capital grants	9,700,433	20,587	- 1	9,700,433	12			2	98
BOY MENES ON SUMMAN CONTROL NO	8155564501		NAME OF TAXABLE PARTY.						
Net Project Cost Estimates:	459,074	12,438	2,225	459,074	(-			-	10-
			- Mark	NO SCIENCE DE LA CONTRACTOR DE LA CONTRA		22000000000			
Ocean/Broadway Intersection	on Study		c40	1104		YTDA	arante and a		
				7		+Encumb	rance:		115
Project Description:									
A project to improve safety and re included in the Cumulative Develo existing and forecast traffic to det widening the intersection to provi	opment Traffic Stu ermine short and ide left-turns, bike	idy. The first p long term solu lanes and pe	hase is to eva utions, such a	aluate site con as restricting le	ditions, and ft-turns or				
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A project to improve safety and re included in the Cumulative Develor existing and forecast traffic to det widening the intersection to provi will be developed in this first phase. Account Number: 221-40-62-9390 Project Cost Estimate: River/River Street South Int Project Description: This intersection is currently impa	ppment Traffic Studermine short and ide left-turns, bike se for future programmer FY 2013 Budget 0-57304 75,000 cersection Students and sected, backing traffic short and sected shocking traffic short and short an	dy. The first p long term solu e lanes and per ramming. FY 2013 YTD Actuals	hase is to eva utions, such a destrian impo FY 2013 YTD Encumb.	FY 2013 Estimated 75,000	ft-turns or st estimates FY 2014 Estimated	YTD A	Estima	1000	2014 - 2016
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A project to improve safety and re included in the Cumulative Develor existing and forecast traffic to det widening the intersection to provi will be developed in this first phase. Account Number: 221-40-62-9390 Project Cost Estimate: Project Description: This intersection is currently impa water Street traffic, bike lanes, and safety to determine short and traffic signal or roundabout. Cost	ppment Traffic Studermine short and ide left-turns, bike se for future programmer for future for future for future for future futur	idy. The first p long term solute lanes and per ramming. FY 2013 YTD Actuals fic into the Waccrossing. This ons, such as redeveloped in t FY 2013 YTD	ry 2013 YTD Encumb. c40 ater/River Stristudy will evivising the much is first phase FY 2013 YTD	FY 2013 Estimated 75,000 1202 reet intersectional uate interse	restimated restimated FY 2014 Estimated and affectination congestion installing a pagramming, FY 2014 FY 2014	YTD A +Encumber	ctuals rance:	116	2014 - 2016 Total
A project to improve safety and re included in the Cumulative Develor existing and forecast traffic to det widening the intersection to provi will be developed in this first phase. Account Number: 221-40-62-9390 Project Cost Estimate: This intersection is currently impart was and safety to determine short and traffic signal or roundabout. Cost with some funding identified in FY Account Number: 221-40-62-9390 Project Cost Estimate:	ppment Traffic Studermine short and ide left-turns, bike se for future programmer for future for future for future for future futur	idy. The first p long term solute lanes and per ramming. FY 2013 YTD Actuals fic into the Waccrossing. This ons, such as redeveloped in t FY 2013 YTD	ry 2013 YTD Encumb. c40 ater/River Stristudy will evivising the much is first phase FY 2013 YTD	FY 2013 Estimated 75,000 1202 reet intersectional uate interse	restimated restimated FY 2014 Estimated and affectination congestion installing a pagramming, FY 2014 FY 2014	YTD A +Encumber	ctuals rance:	116	2014 - 2016 Total
A project to improve safety and re included in the Cumulative Develor existing and forecast traffic to det widening the intersection to provi will be developed in this first phase. Account Number: 221-40-62-9390 Project Cost Estimate: River/River Street South Int Project Description: This intersection is currently impa Water Street traffic, bike lanes, an and safety to determine short and traffic signal or roundabout. Cost with some funding identified in FY Account Number: 221-40-62-9390	ppment Traffic Studermine short and ide left-turns, bike se for future programmer for future for future for future for future futur	idy. The first p long term solute lanes and per ramming. FY 2013 YTD Actuals fic into the Waccrossing. This ons, such as redeveloped in t FY 2013 YTD	ry 2013 YTD Encumb. c40 ater/River Stristudy will evivising the much is first phase FY 2013 YTD	FY 2013 Estimated 75,000 1202 reet intersectional units intersectiona	restimated restimated restimated restimated restimated restimated restimated restimated restimated	YTD A +Encumber FY 2015 Estimated	ctuals rance:	116	Total Total Fiscal Year 2014 - 2016 Total
A project to improve safety and re included in the Cumulative Develor existing and forecast traffic to det widening the intersection to provi will be developed in this first phase. Account Number: 221-40-62-9390 Project Cost Estimate: This intersection is currently impart was a safety to determine short and traffic signal or roundabout. Cost with some funding identified in FY Account Number: 221-40-62-9390 Project Cost Estimate:	ppment Traffic Studermine short and ide left-turns, bike se for future programmer for future for future for future for future futur	idy. The first p long term solute lanes and per ramming. FY 2013 YTD Actuals fic into the Waccrossing. This ons, such as redeveloped in t FY 2013 YTD	ry 2013 YTD Encumb. c40 ater/River Stristudy will evivising the much is first phase FY 2013 YTD	FY 2013 Estimated 75,000 1202 reet intersectional units intersectiona	restimated restimated restimated restimated restimated restimated restimated restimated restimated	YTD A +Encumber FY 2015 Estimated	ctuals rance:	116	Total Total Fiscal Year 2014 - 2016 Total
A project to improve safety and re included in the Cumulative Develor existing and forecast traffic to det widening the intersection to provi will be developed in this first phase. Account Number: 221-40-62-9390 Project Cost Estimate: This intersection is currently impa Water Street traffic, bike lanes, and and safety to determine short and traffic signal or roundabout. Cost with some funding identified in FY Account Number: 221-40-62-9390 Project Cost Estimate: Project Cost Estimate: Project Funding Estimates:	ppment Traffic Studermine short and ide left-turns, bike se for future programmer for future for future for future for future futur	idy. The first p long term solute lanes and per ramming. FY 2013 YTD Actuals fic into the Waccrossing. This ons, such as redeveloped in t FY 2013 YTD	ry 2013 YTD Encumb. c40 ater/River Stristudy will evivising the much is first phase FY 2013 YTD	FY 2013 Estimated 75,000 1202 reet intersectional units intersectiona	restimated restimated restimated restimated restimated restimated restimated restimated restimated	YTD A +Encumber FY 2015 Estimated	ctuals rance:	116	Total Total Fiscal Year 2014 - 2016 Total

Riverside Ave. Bridge Decor	rative Light Rep	placement	m40	1401		YTD A	ctuals		r,
	2.2					+Encumb	rance:		1.5
Project Description:	T T								
Replace or repair existing poles a	nd lights with nev	ver <mark>aluminu</mark> m	poles and ene	ergy efficient l	ghts in a				
similar style. Existing poles and lig	hts are approxima	ately 20 years	old and are de	egraded due t	the marine				
environment. It is more cost effe	ctive to replace th	e existing light	ts than to reb	uild. The new	er lights, while	8			
similar to the existing, have an im	proved style that	is less expensi	ve to operate	and maintain	6				
	FY 2013	FY 2013	FY 2013	FY 2013	FY 2014	FY 2015	FY 20	16	Fiscal Year
	Budget	YTD	YTD	Estimated	Estimated	Estimated	Estim	ate	2014 - 2016
		Actuals	Encumb.						Total
Account Number: 221-40-64-937	0-57310								
Project Cost Estimate:		-	, <u>.</u>		100,000			-	100,000
								T	
			-401	1105		YTD A	ctuals		
Riverside/Second Intersecti	on Improveme	ents		1103				1 2	1
Riverside/Second Intersecti	on Improveme	ents	0401	103		+Encumb	rance:	\$	56,819
	on Improveme	ints	2403			+Encumb	rance:	\$	56,819
Project Description:	•				II A nlan	+Encumb	rance:	\$	56,819
Project Description:	oject has been ch	anged to elimi	nate the need	for Beach/SC		+Encumb	rance:	\$	56,819
Project Description: This intersection improvement precommended traffic signal or rou	oject has been ch	anged to elimi	nate the need	I for Beach/SC	an activated	+Encumb	rance:	\$	56,819
Project Description: This intersection improvement precommended traffic signal or roull flashers, streetscape, changing Le	oject has been ch undabout. The Cou ibrandt one-way i	anged to elimi uncil approved nbound and re	nate the need concept inclu	I for Beach/SC udes pedestria top controls.	n activated This project is	+Encumb	rance:	\$	56,819
Project Description: This intersection improvement precommended traffic signal or roull flashers, streetscape, changing Lecombined with and contingent on	oject has been cho undabout. The Cou ibrandt one-way in the Riverside Ave	anged to elimi uncil approved nbound and re Utility under	nate the need I concept inclu emoving the s grounding pro	I for Beach/SC udes pedestria top controls.	n activated This project is being		rance:	\$	56,819
Project Description: This intersection improvement processes and commended traffic signal or row lashers, streetscape, changing Lecombined with and contingent on developed. Beach/SOLA Plan reco	oject has been cho undabout. The Cou ibrandt one-way i the Riverside Ave ummended improv	anged to elimi uncil approved nbound and re Utility under rement. Contir	nate the need I concept inclu emoving the s grounding pro ngent on colle	I for Beach/SC udes pedestria stop controls. o oject currently cting traffic in	n activated This project is being pact fees and		rance:	\$	56,819
Project Description: This intersection improvement processes and commended traffic signal or row lashers, streetscape, changing Lecombined with and contingent on developed. Beach/SOLA Plan reco	oject has been cho undabout. The Cou ibrandt one-way i the Riverside Ave ummended improv	anged to elimi uncil approved nbound and re Utility under rement. Contir	nate the need I concept inclu emoving the s grounding pro ngent on colle	I for Beach/SC udes pedestria stop controls. o oject currently cting traffic in	n activated This project is being pact fees and		rance:	\$	56,819
Project Description: This intersection improvement processes and commended traffic signal or row lashers, streetscape, changing Lecombined with and contingent on developed. Beach/SOLA Plan reco	oject has been cho undabout. The Cou ibrandt one-way i the Riverside Ave ummended improv	anged to elimi uncil approved nbound and re Utility under rement. Contir	nate the need I concept inclu emoving the s grounding pro ngent on colle	I for Beach/SC udes pedestria stop controls. o oject currently cting traffic in	n activated This project is being pact fees and		rance:	\$	56,819
	oject has been cho undabout. The Cou ibrandt one-way i the Riverside Ave ummended improv	anged to elimi uncil approved nbound and re Utility under rement. Contir	nate the need I concept inclu emoving the s grounding pro ngent on colle	I for Beach/SC udes pedestria stop controls. o oject currently cting traffic in	n activated This project is being pact fees and		rance:		56,819
Project Description: This intersection improvement processes and commended traffic signal or row lashers, streetscape, changing Lecombined with and contingent on developed. Beach/SOLA Plan reco	oject has been choundabout. The Cou ibrandt one-way in the Riverside Ave ommended improves treetscape pro	anged to elimi uncil approved nbound and ro Utility under rement. Contir ject. Grant ap	nate the need I concept incluse moving the s grounding pro ngent on colle olication for fu	I for Beach/SC udes pedestria stop controls. o pject currently cting traffic in unding has no	n activated This project is being pact fees and t been filed.			016	
Project Description: This intersection improvement processing the second of the second	oject has been ch- undabout. The Cou- ibrandt one-way in the Riverside Ave- ommended improving streetscape pro	anged to elimi uncil approved nbound and re Utility under rement. Contin ject. Grant app	nate the need I concept include moving the segrounding prongent on collection for full formal segretarian forma	f for Beach/SC udes pedestria stop controls. Dject currently cting traffic in unding has no	n activated This project is being pact fees and t been filed. FY 2014	FY 2015	FY 20	016	Fiscal Year
Project Description: This intersection improvement processes and commended traffic signal or row lashers, streetscape, changing Lecombined with and contingent on developed. Beach/SOLA Plan reco	oject has been chaundabout. The Cou ibrandt one-way in the Riverside Ave immended improve we streetscape pro	anged to elimi uncil approved nbound and re to Utility under rement. Contin ject. Grant app FY 2013 YTD	nate the need of concept inclused inclusions and inclusions are supported in the support of the	f for Beach/SC udes pedestria stop controls. Dject currently cting traffic in unding has no	n activated This project is being pact fees and t been filed. FY 2014	FY 2015	FY 20	016	Fiscal Year 2014 - 2016
Project Description: This intersection improvement proceedings of the commended traffic signal or roughlashers, streetscape, changing Lecombined with and contingent on developed. Beach/SOLA Plan recomoving forward with Riverside Available.	oject has been chaundabout. The Cou ibrandt one-way in the Riverside Ave immended improve we streetscape pro	anged to elimi uncil approved nbound and re to Utility under rement. Contin ject. Grant app FY 2013 YTD	nate the need concept incluemoving the sgrounding prongent on collection for full formal street in the street in t	f for Beach/SC udes pedestria stop controls. Dject currently cting traffic in unding has no	n activated This project is being pact fees and t been filed. FY 2014	FY 2015	FY 20	016	Fiscal Year 2014 - 2016
Project Description: This intersection improvement processes and commended traffic signal or roullashers, streetscape, changing Lecombined with and contingent on developed. Beach/SOLA Plan recomoving forward with Riverside Avance and the commendation of the commend	oject has been chaundabout. The Coulorandt one-way in the Riverside Aveommended improve streetscape pro	anged to elimi uncil approved nbound and re Utility under rement. Contin ject. Grant app FY 2013 YTD Actuals	nate the need of concept inclused inclusions and inclusions are supported in the support of the	f for Beach/SC udes pedestria stop controls. Dject currently cting traffic in unding has no FY 2013 Estimated	n activated This project is being pact fees and t been filed. FY 2014	FY 2015	FY 20	016	Fiscal Year 2014 - 2016
Project Description: This intersection improvement process and or row lashers, streetscape, changing Lest combined with and contingent on developed. Beach/SOLA Plan recomoving forward with Riverside Avancount Number: 221-40-64-932 Project Cost Estimate: Project Funding Estimates:	oject has been chaundabout. The Couldbrandt one-way in the Riverside Aveommended improvers streetscape pro FY 2013 Budget 0-57306	anged to elimi uncil approved nbound and re Utility under rement. Contin ject. Grant app FY 2013 YTD Actuals	nate the need concept incluemoving the sgrounding prongent on collection for full formal street in the street in t	I for Beach/SC udes pedestria stop controls. oject currently cting traffic in unding has no FY 2013 Estimated 208,831	n activated This project is being pact fees and t been filed. FY 2014	FY 2015	FY 20	016	Fiscal Year 2014 - 2016
Project Description: his intersection improvement processes and commended traffic signal or roulashers, streetscape, changing Leombined with and contingent on leveloped. Beach/SOLA Plan reconoving forward with Riverside Avanceount Number: 221-40-64-932 Project Cost Estimate: Project Funding Estimates:	oject has been chaundabout. The Coundabout. The Coundabout in the Riverside Average provides treetscape provides treetscape provides Budget 0-57306 208,831	anged to elimi uncil approved nbound and re Utility under rement. Contin ject. Grant app FY 2013 YTD Actuals	nate the need concept incluemoving the sgrounding prongent on collection for full formal street in the street in t	I for Beach/SC udes pedestria top controls. oject currently cting traffic in unding has no FY 2013 Estimated 208,831	n activated This project is being pact fees and t been filed. FY 2014	FY 2015	FY 20	016	Fiscal Year 2014 - 2016
Project Description: This intersection improvement processes and commended traffic signal or roullashers, streetscape, changing Lestombined with and contingent on developed. Beach/SOLA Plan recomoving forward with Riverside Avancount Number: 221-40-64-932 Project Cost Estimate: Project Funding Estimates:	oject has been chaundabout. The Couldbrandt one-way in the Riverside Aveommended improvers streetscape pro FY 2013 Budget 0-57306	anged to elimi uncil approved nbound and re Utility under rement. Contin ject. Grant app FY 2013 YTD Actuals	nate the need concept incluemoving the sgrounding prongent on collection for full formal street in the street in t	I for Beach/SC udes pedestria stop controls. oject currently cting traffic in unding has no FY 2013 Estimated 208,831	n activated This project is being pact fees and t been filed. FY 2014	FY 2015	FY 20	016	Fiscal Year 2014 - 2016

San Lorenzo River Trestle Brid	lge Connecti	ons Pr	oject		c400	0058			+Encumbr	The second second	3/40
Project Description:											
Project is in the Bike Plan and Riverw	/ay Plan. Const	ruction	ofare	placen	nent rai	mp from t	the w	est end of the			
an Lorenzo River railroad trestle, ac											
and more accessible access alternati	ve than the ille	gal trac	k cross	ing. Er	nvironm	nental rev	iew,	right-of-way			
cquisition and design are complete.	A coastal pern	nit and i	ailroa	d pern	nit are r	equired.	Proje	ct CDBG			
unding and Seaside participation ha	ve been includ	ed.									
	FY 2013	FY 20	13	FY 2	2013	FY 20:	13	FY 2014	FY 2015	FY 2016	Fiscal Year
	Budget	YTI	0	Y.	TD	Estima	ted	Estimated	Estimated	Estimate	2014 - 2016
		Actu	als	Encu	ımb.	71			5710		Total
Account Number: 221-40-64-9370-5	7310										
Project Cost Estimate:	5-				-		-	600,000	-		- 600,000
Project Funding Estimates:											
State grants - TDA	82		3	-	100		2	20,000	-		- 20,000
Traffic Impact Fee	22		2	ĺ	520		2	75,000	52		- 75,000
Seaside Company								125,000			- 125,000
CDBG								380,000	~		- 380.000
				==				555,555			500,000
Net Project Cost Estimates:	8		- 3		277			(3)			5 6
									2000		
Soquel/at Frederick Minor Wi	dening				c401	1003			+Encumbr		
				- 4	Y						1120
Project Description:											
Minor widening of Soquel at Frederic	ck to improve e	ast-bou	nd lan	e tran	sition, a	and on Fr	ederi	ck to improve			
he bike lane and vehicle lane assign	ments. Include	s right-t	urn ov	erlap	hase t	o improv	e inte	rsection			
operational effciency. RSTP grant ap	proved for con:	structio	on. RD	A fund	s uncer	tain and	if not	available may			
require additional local funding.											
	FY 2013	FY 20	13	FY 2	2013	FY 20:	13	FY 2014	FY 2015	FY 2016	Fiscal Year
	Budget	YTI	0	Y.	TD	Estima	ted	Estimated	Estimated	Estimate	2014 - 2016
	Tradicate Avis	Actu	als	Encu	ımb.			**************************************			Total
Account Number: 221-40-64-9311-5	/304							June 200 100 100 100 100 100 100 100 100 100	11		- 188,000
THE IN SECTION ASSESSED.	200000000000000000000000000000000000000				-	1/18	130	188 000			100,000
Account Number: 221-40-64-9311-5 Project Cost Estimate: Project Funding Estimates:	148,130		-		19.	148,	130	188,000			
Project Cost Estimate:	200000000000000000000000000000000000000		2		12	148,		188,000			= 14
Project Funding Estimates:	148,130		-					188,000			- 188,000
Project Cost Estimate: Project Funding Estimates: Santa Cruz City Redevelopment	148,130		2		12			12			- 188,000
Project Cost Estimate: Project Funding Estimates: Santa Cruz City Redevelopment Federal capital grants	148,130				12			12			- 188,000

Soquel/Park Way Traffic Sign	nal Improvem	ents	c400	804		YTD A	The second second	19,884
Project Description:								
The project concept, design and ea Project includes installion of protec and pedestrian safety and reduce of Aux Lane project. STIP and HSIP gra ocal funds will be needed.	ted left-turn lan	es on Soquel A struction is ant	venue at Park icipated in FY	Way to impro 14 following t	ove traffic, bik he Highway 1	e		
	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: 221-40-64-9320	-57306							
Project Cost Estimate:	801,139	19,299	585	801,139	205,000	-		205,000
Project Funding Estimates:								
Santa Cruz City Redevelopmen	is a see to deleterate the contract of the con		542	201,139	12			102
State & Fed capital grants	500,000	2	35	500,000	205,000	-		205,000
Net Project Cost Estimates:	100,000	19,299	585	100,000	92	-		75
Project Description:	ment		c401	402		+Encumb		16
The Project Study Report (PDS) has over the San Lorenzo River. City ha f the PDS is approved by Caltrans. ish passage, and provide seismic seplacement is highly recommende has not yet been awarded. If RDA	s initiated the PC The projects goa tability. With the ed. The PDS estin	OS and will star als are to impro current deter nates the cons	t environmen ove traffic cap iorated condi truction range dditional loca	tal review and acity, safety, tion of the bri a from \$9-15 m	d design in FY1. flood flows and dge, nillion. Grant needed.		FY 2016	Fiscal Year
	Budget	YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	Estimated	Estimate	2014 - 2016 Total
Account Number: 221-40-64-9370	132	YTD	YTD		and the state of t	Estimated	Estimate	2014 - 2016
Project Cost Estimate:	132	YTD	YTD		and the state of t	Estimated	15,000,000	2014 - 2016
	132	YTD	YTD		Estimated	Estimated	15,000,000	2014 - 2016 Total 16,000,000
Project Cost Estimate: Project Funding Estimates: State & Federal capital grants	132	YTD	YTD Encumb.		1,000,000 500,000		15,000,000	2014 - 2016 Total 16,000,000
Project Cost Estimate: Project Funding Estimates:	132	YTD	YTD		1,000,000	Estimated	15,000,000	2014 - 2016 Total 16,000,000 14,500,000
Project Funding Estimates: State & Federal capital grants	132	YTD	YTD Encumb.		1,000,000 500,000		15,000,000	2014 - 2016 Total 16,000,000

	mprovemen	ts	c400	0805		YTD A	10.000	
						+Encumbr	ance: \$	468
Project Description:								
he project has been recommended i	in the Harvey V	Vest Traffic St	udies, Citywid	le Cumulative	Development			
raffic Study and General Plan to red	uce congestion	and improve	safety. The Pi	roject Study R	eport and			
nvironmental review are to be comp								
ight-of-way acquisition to be initiate					The street of th			
n completion of the tasks and availa								
rant of \$850,000 was awarded for co vill be needed.	onstruction. If	RDA funds are	not available	, than additio	nai local funds			
viii be needed.								
	EV 2012	EV 2012	FV 2012	EV 2012	EV 2044	EV 2015	EV 2015	F: IV
	FY 2013	FY 2013 YTD	FY 2013 YTD	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 2016 Estimate	Fiscal Year 2014 - 2016
	Budget	Actuals	Encumb.	Estimated	Estimated	Estimated	Estimate	Total
		Actuals	Lilicania.					10131
Account Number: 221-40-64-9330-5				MARKET STATE OF THE STATE OF TH		No. III		On the second
Project Cost Estimate:	6,367,039	468		6,367,039	15	850,000	1 1	- 850,000
Project Funding Estimates:								
Santa Cruz City Redevelopment	1,871,892	-	13	1,871,892	16			8
State grants - Prop 1B	2,000,000	Ę	19	2,000,000	5(4)			E 59
Federal Grant					849	850,000		- 850,000
Traffic Impact - Citywide	2,500,000			2,500,000	(()			8 8
Net Project Cost Estimates:	(4,853)	468		(4,853)	95			
	1/a 7/2							
West Cliff Drive Multi-use Patl	Pavement		m40	0819		YTD A	ctuals	
Rehabilitation			155(67)	B. Transier		+Encumbr	ance:	H ₂
Project Description:	ľ							
roject Description:								
	differed maint		nath surface	with patching	, edge repair			
This project will address some of the and slurry paving of the multi-use pate	th. The first ph	ase from Bay t	o approximat	tely Lighthous	e Field was			
and slurry paving of the multi-use par completed in FY12. The second phase	th. The first ph will be from a	ase from Bay t pproximately	o approximat Lighthouse to	tely Lighthous Woodrow an	e Field was d contingent			
and slurry paving of the multi-use pat	th. The first ph will be from a	ase from Bay t pproximately	o approximat Lighthouse to	tely Lighthous Woodrow an	e Field was d contingent			
and slurry paving of the multi-use par completed in FY12. The second phase on availability of sufficient TDA alloca	th. The first ph will be from a	ase from Bay t pproximately	o approximat Lighthouse to	tely Lighthous Woodrow an	e Field was d contingent			
and slurry paving of the multi-use par completed in FY12. The second phase on availability of sufficient TDA alloca	th. The first ph will be from a	ase from Bay t pproximately	o approximat Lighthouse to	tely Lighthous Woodrow an	e Field was d contingent	FY 2015	FY 2016	Fiscal Year
and slurry paving of the multi-use par completed in FY12. The second phase on availability of sufficient TDA alloca	th. The first phe will be from a	ase from Bay t pproximately Additional fun	o approximat Lighthouse to ding propose	tely Lighthouse Woodrow and d from the Ge	e Field was d contingent neral Capital	FY 2015 Estimated	FY 2016 Estimate	Fiscal Year 2014 - 2016
and slurry paving of the multi-use par completed in FY12. The second phase on availability of sufficient TDA alloca	th. The first phe will be from a ations in FY13.	ase from Bay to pproximately Additional fun	to approximat Lighthouse to ding propose FY 2013	tely Lighthouse Woodrow and d from the Ge FY 2013	e Field was d contingent neral Capital FY 2014			
and slurry paving of the multi-use par completed in FY12. The second phase on availability of sufficient TDA alloca morovement Fund.	th. The first ph will be from a ations in FY13., FY 2013 Budget	ase from Bay to pproximately Additional fun	co approximat Lighthouse to ding propose FY 2013 YTD	tely Lighthouse Woodrow and d from the Ge FY 2013	e Field was d contingent neral Capital FY 2014			2014 - 2016
and slurry paving of the multi-use par completed in FY12. The second phase on availability of sufficient TDA alloca morovement Fund.	th. The first phenomen will be from a stions in FY13 FY 2013 Budget	ase from Bay to pproximately Additional fun	co approximat Lighthouse to ding propose FY 2013 YTD	tely Lighthouse o Woodrow and d from the Ge FY 2013 Estimated	e Field was d contingent neral Capital FY 2014 Estimated			2014 - 2016 Total
and slurry paving of the multi-use par completed in FY12. The second phase on availability of sufficient TDA alloca morovement Fund.	th. The first ph will be from a ations in FY13., FY 2013 Budget	ase from Bay to pproximately Additional fun	co approximat Lighthouse to ding propose FY 2013 YTD	tely Lighthouse Woodrow and d from the Ge FY 2013	e Field was d contingent neral Capital FY 2014 Estimated			2014 - 2016
and slurry paving of the multi-use particompleted in FY12. The second phase on availability of sufficient TDA allocators are sufficient Fund. Account Number: 221-40-64-9330-5	th. The first phenomen will be from a stions in FY13 FY 2013 Budget	ase from Bay to pproximately Additional fun	co approximat Lighthouse to ding propose FY 2013 YTD	tely Lighthouse o Woodrow and d from the Ge FY 2013 Estimated	e Field was d contingent neral Capital FY 2014 Estimated			2014 - 2016 Total
nd slurry paving of the multi-use par ompleted in FY12. The second phase in availability of sufficient TDA allocat morovement Fund. Account Number: 221-40-64-9330-5 Project Cost Estimate: Project Funding Estimates:	th. The first phe will be from a stions in FY13 FY 2013 Budget 7304	ase from Bay to pproximately Additional fun FY 2013 YTD Actuals	co approximat Lighthouse to ding propose FY 2013 YTD	tely Lighthouse b Woodrow and d from the Ge FY 2013 Estimated	e Field was d contingent neral Capital FY 2014 Estimated			2014 - 2016 Total
ond slurry paving of the multi-use part ompleted in FY12. The second phase on availability of sufficient TDA allocation and the second phase of th	th. The first phe will be from a stions in FY13 FY 2013 Budget 7304	ase from Bay to pproximately Additional fun FY 2013 YTD Actuals 93,346	co approximat Lighthouse to ding propose FY 2013 YTD	tely Lighthouse b Woodrow and d from the Ge FY 2013 Estimated	e Field was d contingent neral Capital FY 2014 Estimated 400,000			2014 - 2016 Total
ond slurry paving of the multi-use part ompleted in FY12. The second phase on availability of sufficient TDA allocation and the second phase on availability of sufficient TDA allocation and the second phase of the second phase	th. The first phe will be from a stions in FY13 FY 2013 Budget 7304	ase from Bay to pproximately Additional fun FY 2013 YTD Actuals	co approximat Lighthouse to ding propose FY 2013 YTD	tely Lighthouse b Woodrow and d from the Ge FY 2013 Estimated	e Field was d contingent neral Capital FY 2014 Estimated 400,000			2014 - 2016 Total

Westlake School Pedestri	an Safety			-	c401	211				YTD A			
									+En	cum br	ance:	\$	34,012
roject Description:													
his project includes the design	and constr	uction of	missing side	walks, tr	affic ca	alming fea	ture	s, curb ramps			-		
narked crosswalks, crosswalk	efuge islan	ds and a r	aised crossw	alk alon	g walki	ing routes	to V	Vestlake					
lementary School on Meder St	77				100	72							
omponent for educational pur	A TOTAL STREET, STREET		The property and the same of the same			- Complete Control							
Iternative transportation) and					T. Con. (100)						_		
37	77			77	vas avv	arueu arru	hay	/s 100% 01 the	-		-		
roject and program costs. Con	isti uction a	iticipateu	imiate ri14.			- 12.21			+		_		
									Ш				
	FY	2013	FY 2013	FY 20	013	FY 2013	3	FY 2014	FY 2	015	FY 20	16	Fiscal Year
	В	ıdget	YTD	YT	D	Estimate	ed	Estimated	Estim	ated	Estim	ate	2014 - 2016
			Actuals	Encu	mb.								Total
Account Number: 221-40-64-9	330-57307											-	
	estrument estate.	CONTRACTOR I	162.1 (4.0 (6.0)		000000000000000000000000000000000000000	70727070	10/0411						
Project Cost Estimate:		03,094	5,460	28	8,552	503,0	94	9*	77	(2)			97
Project Funding Estimates:													
Fed grants - Safe Routes to	Schoo 5	03,100	-		130	503,1	00	1(4)				2	10
		1000										1	
		1000000											
Net Project Cost Estimates:		(6)	5,460	28	8,552		(6)	98				-	99
												1	
New Projects													
Ocean/Water Intersection	n Improve	ments			cXXX	XXX				YTD A	tuals		
becarry tracer intersection	p.o.								+En	cum br	ance:		((-))
											mission in the		
Project Description:													
his project is in the Citywide C	umulative (Developm	ent Traffic St	udy and	Gener	ral Plan Up	dat	e to address					
ouildout conditions. This project		STATE OF THE PARTY											
ight turn lane on Water eastbo													
nodifications and widening are	and the second second	- Carlotte Market Control				The state of the s		STATE OF THE PARTY					
Design and construction are pr									*				
ow. Project is also contingent			G 19		60 6		u ue	dication of					
ow. Project is also contingent	on conectio	ii Oi ti aiii	c impact rees	allu gi e	ant run	u 5.							
												-	
									_		_		
	6.012	2013	FY 2013	FY 20		FY 2013		FY 2014	FY 2		FY 20		Fiscal Year
	В	ıdget	YTD	YT	D	Estimate	ed	Estimated	Estim	ated	Estim	ate	2014 - 2016
			Actuals	Encu	mb.				11		_	-	Total
												-	
ccount Number: 221-40-64-9	320-57304								(2)012	1850/90/90/01	7203110		300000000000000000000000000000000000000
Project Cost Estimate:		55			-		2	5(4)	10	0,000	500	,000	600,000
Project Funding Estimates:										-			
	4												Washington and the same of the
- 111 1		33	5		2.5		5	0.53	10	0,000	100	,000	200,000
Traffic Impact - Citywide											400	000	400,000
The second secon													
Fed State grant								35		- 5	400	,000	400,000
								9.59		3	400	,000	400,000

	Arteri	al Streets	and Road	ls Fund -	Measure	H		
Share Automini and College Co			400	1000		YTD A	etuale	
City Arterial and Collector St	treet Reconstr	uction and	c400	809		+Encumbr	Sent Process	
Overlay						Lifedinoi	ance: \$	165,615
Project Description:								
roject includes pavement recons	truction, overlay,	cape and sluri	y seal, and as	phalt grinding	of city arteria	L		
ind collector streets for maintena		30.76			- P. C.			
pavement management computer								
projects. From 2007-2011, approxi Measure H and grant funding . Ga								
s \$1.1 million and grants average		A STATE OF	505		7			
unds that are applied for when av		672						
treets satisfactorily, which is a \$1	.85 million annua	l shortfall. Bor	nding for \$7 m	illion over 2 y	ears will			
equire a \$770,000 annual Measur	e H payment (ove	er 10 years), w	ith an annual	remainder tha	at is included i	n		
	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
	12,1996.007.20.200	Actuals	Encumb.	The III	1175-1114 C. S. C. C.	A 1400	- "	Total
Account Number: 317-40-64-9311	L- <mark>57304</mark>							
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	- 5	32	1,137,692	550,000	550,000	550,000	1,650,000
Personal Committee and Committee	V23000000000000000000000000000000000000			AT POST REPORTED	The American Walterstown in	528461030mma	550,000	
From Measure H Bond	1,100,000		- 1	1,200,000	3,500,000	3,500,000	2	7,000,000
From Measure H Remainder	AND THE POST POST POST POST			STEROPERAND MCR. BR.N. 1	600,000	700,000	800,000	2,100,000
Fed & State grants	1,000,000	-	575	500,000	500,000	500,000	500,000	1,500,000
City Residential and Collecto	or Street Reco	nstruction a	nd c400	810		YTD A		
Overlay						+Encumbr	ance: \$	188,730
Project Description:								
			- In		1 1 1 1	85		
Pavement reconstruction, overlay treets for maintenance and recor						r		
nanagement computerized syster	HERE AND ADDRESS OF THE PROPERTY OF THE PARTY OF THE PART			Character and a second				
rom 2007-2012, approximately \$					(32.4) 35			
million is needed annually to prov	ide a 10 year rota	tion on reside	ntial streets. (Generally \$500	0,000 from			
Measure H is available, which is f								
Measure H annual payment (over	10 years). Grants	are not typica	lly available fo	or residential:	streets.			
	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.	WILL TO	CONTROL NAME AND ADDRESS OF THE PARTY OF THE	- BAJESO SPRAMBUSON	TACOLOGICA CONTRACTOR OF THE PARTY OF THE PA	Total
								77.55
Account Number: 317-40-64-9311	L- 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:								
						11000	11 171	The same of the sa
From Measure H Bond Funding	500,000	9	32	500,000	1,500,000	1,500,000		3,000,000
From Measure H Bond Funding From Measure H Bond Funding	- International		35	500,000	1,500,000 250,000	1,500,000 250,000	250,000	3,000,000 750,000

				provemen				
Chestnut Street Ext. Slope	Stabilization		m40		oject omplete	YTD A		591,940
Project Description:					ompiete			
he project objective is to stabili	ze the west side of	the slone that	was cut for c	construction o	f the road man	nv.		
ears ago and includes removing						7.		
onstructing a retaining structure	e. In addition the Lo	cust Street pe	edestrian wal	kway has suff	ered some			
erosion and the stabilization of t	he path is included	in the project	scope. As it i	s a design-bui	ld project, ther	e		
are 3 options being considered. 1	The geotechnical st	udy is comple	te. Constructi	ion is anticipa	ted in FY12 and	1		
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
	Duaget	Actuals	Encumb.	Littinated	Estimated	Louinatea	Latimate	Total
Account Number: 311-40-62-939	90-57106							
Ins. in Suite Aprile 165	674,296	524,346	67,594	674,296				
Project Cost Estimate: Project Funding Estimates:	074,290	324,340	07,394	074,230	1.	-		1.
Liability Insurance Fund	324,296		=0	324,296	100			LIST LIST
City Public Trust Fund	350,000	-		350,000)			
	330,000			330,000	1			
Net Project Cost Estimates:	12	524,346	67,594		74	-	-	93
						449	Contact and a part	
City Street Restriping - Mai	intenance		m40	0029		+Encumbr	- in summer	E0.00
						+Encumbi	rance: \$	50,000
Project Description:								
	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: 311-40-64-932	20-57390							
Project Cost Estimate:	50,000	47,395	2,605	50,000	100,000	100,000	100,000	300,000
Curtis Storm Drain - Phase	1		c40	1308		YTD A		320
Project Description:								
No.	I flandi e e			3.1.1.	. Line and the second			
This area has experienced annua keep water out of private structu								
diameter undersize <mark>d</mark> storm drain								
and new catch basins on Curtis fr	our armed the commence of the property				CONTRACTOR OF THE PROPERTY OF			
drain across Market to an outfall	at Branciforte Cre	ek. Due to this	area experie	ncing storm v	vater infiltratio	n		
nto the sanitary sewer, sewer fu	nds are funding a p	ortion of the	project. Desi	gn is propose	d in FY13-14 an	ıd		
onstruction in FY 15.		-						
	EV 2012	EV 2045	FV 204 F	FV acce	F)/ 2011	EV 201 F	FV 2015	Fi. 127
	FY 2013 Budget	FY 2013 YTD	FY 2013 YTD	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	FY 2016 Estimate	Fiscal Year 2014 - 2016
	Dudget	Actuals	Encumb.	Localita ted	Louinateu	Louinateu	Latimate	Total
								. Juli
Associate Numbers 211 40 64 02	10 57211							
				40.000	25.000	240.000		200.000
Project Cost Estimate:	10,000	-	152	10,000	25,000	340,000	-	365,000
Project Cost Estimate: Project Funding Estimates:			52		25,000			
Project Cost Estimate:			32		25,000	340,000		
Project Funding Estimates:					25,000			365,000 100,000

			-+-					-
						34		
ast Cliff Emergency Repair	at Alhambra A	Ave	c40:	1309		YTD A	ALCOHOLD SOLD	W 1121
Project Description:								
he slope above Seabright Beach (continues to erod	le following th	e March 2011	storm and tw	o old cement			
ag infill walls have failed and falle								
roject proposes to either relocate								
arking, or stabilizing the slope an		AND DESCRIPTION OF THE PROPERTY OF THE PROPERT		Actor for the section of the country of the section	Control of the second second			
ot anticipated.				(#2)				
	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
	EASTER COM	Actuals	Encumb.	THE RESERVE AS THE PARTY OF THE				Total
Account Number: 311-40-62-9390	0.57106							
Mari 127 John R. Aran U.S. 1971	T CONTRACTOR OF SOME T			450,000				
Project Cost Estimate:	150,000			150,000	X+	-		- 10
Project Funding Estimates:								
Liability Insurance Fund	150,000	-	12	150,000	34	-		34
Net Project Cost Estimates:	:	-	1.5	-	(6)			- 10-
-								
Frederick Street traffic Calm	ning		c40	1318		YTD A	ctuals	
	0					+Encumbr	rance:	136
Project Description:								
	FY 2013	FY 2013	FY 2013	FY 2013	FY 2014	FY 2015	FY 2016	Fiscal Year
	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: 311-40-64-9380	Budget	YTD	YTD					2014 - 2016
Account Number: 311-40-64-9380	Budget	YTD	YTD					2014 - 2016
Project Cost Estimate:	Budget	YTD	YTD					2014 - 2016
Project Cost Estimate: Project Funding Estimates:	Budget	YTD Actuals	YTD					2014 - 2016
Project Cost Estimate:	Budget	YTD	YTD					2014 - 2016
Project Cost Estimate: Project Funding Estimates:	Budget	YTD Actuals	YTD					2014 - 2016
Project Cost Estimate: Project Funding Estimates:	Budget	YTD Actuals	YTD					2014 - 2016
Project Cost Estimate: Project Funding Estimates: Local capital grants	Budget	Actuals	YTD					2014 - 2016
Project Cost Estimate: Project Funding Estimates: Local capital grants Net Project Cost Estimates:	Budget	Actuals	YTD Encumb.				Estimate	2014 - 2016
Project Cost Estimate: Project Funding Estimates: Local capital grants Net Project Cost Estimates:	Budget	Actuals	YTD Encumb.	Estimated		Estimated	Estimate	2014 - 2016
Project Cost Estimate: Project Funding Estimates: Local capital grants Net Project Cost Estimates: Market Street at Goss Mino	Budget	Actuals	YTD Encumb.	Estimated		Estimated -	Estimate	2014 - 2016
Project Funding Estimates: Local capital grants Net Project Cost Estimates: Market Street at Goss Mino Project Description:	Budget 0-57390	15,000 (15,000)	YTD Encumb.	Estimated -	Estimated	Stimated	Estimate	2014 - 2016
Project Cost Estimate: Project Funding Estimates: Local capital grants Net Project Cost Estimates: Market Street at Goss Mino Project Description: Project was approved in 2011 with	Budget 0-57390	15,000 (15,000)	YTD Encumb.	Estimated 1301 development	Estimated	Estimated	Estimate	2014 - 2016
Project Cost Estimate: Project Funding Estimates: Local capital grants Net Project Cost Estimates: Market Street at Goss Mino Project Description: Project was approved in 2011 with to be widened at the southeast co	Budget 0-57390	15,000 (15,000)	yTD Encumb. c40:	Estimated 1301 development alk. Requires a	Estimated Market Stree retaining wall	Estimated	Estimate	2014 - 2016
Project Cost Estimate: Project Funding Estimates: Local capital grants Net Project Cost Estimates: Warket Street at Goss Mino Project Description: Project was approved in 2011 with the be widened at the southeast coutility relocation and modification	Budget 0-57390	15,000 (15,000)	yTD Encumb. c40:	Estimated 1301 development alk. Requires a	Estimated Market Stree retaining wall	Estimated	Estimate	2014 - 2016
Project Cost Estimate: Project Funding Estimates: Local capital grants Net Project Cost Estimates: Warket Street at Goss Mino Project Description: Project was approved in 2011 with the be widened at the southeast coutility relocation and modification	Budget 0-57390	15,000 (15,000)	yTD Encumb. c40:	Estimated 1301 development alk. Requires a	Estimated Market Stree retaining wall	Estimated	Estimate	2014 - 2016
Project Cost Estimate: Project Funding Estimates: Local capital grants Net Project Cost Estimates: Warket Street at Goss Mino Project Description: Project was approved in 2011 with the be widened at the southeast coutility relocation and modification	Budget 0-57390	15,000 (15,000) the 5 Isbel Drive thru bike lane rainage swale.	ve residential e and a sidewa Project is cor	Estimated	. Market Stree retaining wall ceiving grant	YTD Ar +Encumbr	Estimate ctuals rance:	2014 - 2016 Total
Project Cost Estimate: Project Funding Estimates: Local capital grants Net Project Cost Estimates: Market Street at Goss Mino Project Description: Project was approved in 2011 with	Budget 0-57390	15,000 (15,000) the 5 Isbel Drivethru bike lanerainage swale.	ve residential e and a sidework Project is correct is correct is correct is correct in the correct is correct in the correct is correct in the correct in th	Estimated	. Market Stree retaining wall ceiving grant	YTD A +Encumbr	ctuals rance:	2014 - 2016 Total
Project Cost Estimate: Project Funding Estimates: Local capital grants Net Project Cost Estimates: Warket Street at Goss Mino Project Description: Project was approved in 2011 with the be widened at the southeast coutility relocation and modification	Budget 0-57390	15,000 (15,000) the 5 Isbel Drivethru bike lanerainage swale.	ve residential e and a sidework Project is cor FY 2013 YTD	Estimated	. Market Stree retaining wall ceiving grant	YTD Ar +Encumbr	Estimate ctuals rance:	2014 - 2016 Total
Project Cost Estimate: Project Funding Estimates: Local capital grants Net Project Cost Estimates: Warket Street at Goss Mino Project Description: Project was approved in 2011 with the be widened at the southeast coutility relocation and modification	Budget 0-57390	15,000 (15,000) the 5 Isbel Drivethru bike lanerainage swale.	ve residential e and a sidework Project is correct is correct is correct is correct in the correct is correct in the correct is correct in the correct in th	Estimated	. Market Stree retaining wall ceiving grant	YTD A +Encumbr	ctuals rance:	2014 - 2016 Total
Project Cost Estimate: Project Funding Estimates: Local capital grants Net Project Cost Estimates: Market Street at Goss Mino Project Description: Project was approved in 2011 with to be widened at the southeast coutility relocation and modification	Budget 0-57390	15,000 (15,000) the 5 Isbel Drivethru bike lanerainage swale.	ve residential e and a sidework Project is cor FY 2013 YTD	Estimated	. Market Stree retaining wall ceiving grant	YTD A +Encumbr	ctuals rance:	2014 - 2016 Total
Project Cost Estimate: Project Funding Estimates: Local capital grants Net Project Cost Estimates: Market Street at Goss Mino Project Description: Project was approved in 2011 with to be widened at the southeast coutility relocation and modification funding which has not been applied	Budget 0-57390	15,000 (15,000) the 5 Isbel Drivethru bike lanerainage swale.	ve residential e and a sidework Project is cor FY 2013 YTD	Estimated	. Market Stree retaining wall ceiving grant	YTD A +Encumbr	ctuals rance:	2014 - 2016 Total
Project Cost Estimate: Project Funding Estimates: Local capital grants Net Project Cost Estimates: Market Street at Goss Mino Project Description: Project was approved in 2011 with to be widened at the southeast contility relocation and modification funding which has not been applied a contility relocation and been applied a contility relocation and modification funding which has not been applied a count Number: 311-40-64-9330	Budget 0-57390	15,000 (15,000) the 5 Isbel Drivethru bike lanerainage swale.	ve residential e and a sidework Project is cor FY 2013 YTD	Estimated	. Market Stree retaining wall ceiving grant	YTD A +Encumbr FY 2015 Estimated	ctuals rance:	Fiscal Year 2014 - 2016 Total
Project Cost Estimate: Project Funding Estimates: Local capital grants Net Project Cost Estimates: Warket Street at Goss Mino Project Description: Project was approved in 2011 with the be widened at the southeast contility relocation and modification funding which has not been applied applied to the southeast contility relocation and modification funding which has not been applied account Number: 311-40-64-9330 Project Cost Estimate: Project Funding Estimates:	Budget 0-57390	15,000 (15,000) the 5 Isbel Drivethru bike lanerainage swale.	ve residential e and a sidework Project is cor FY 2013 YTD	Estimated	. Market Stree retaining wall ceiving grant	FY 2015 Estimated 250,000	ctuals rance:	2014 - 2016 Total Fiscal Year 2014 - 2016 Total
Project Cost Estimate: Project Funding Estimates: Local capital grants Net Project Cost Estimates: Market Street at Goss Mino Project Description: Project was approved in 2011 with to be widened at the southeast contility relocation and modification funding which has not been applied to the southeast continuous which has not been applied	Budget 0-57390	15,000 (15,000) the 5 Isbel Drivethru bike lanerainage swale.	ve residential e and a sidework Project is cor FY 2013 YTD	Estimated	. Market Stree retaining wall ceiving grant	YTD A +Encumbr FY 2015 Estimated	ctuals rance:	Fiscal Year 2014 - 2016 Total

+++					- 22	1 1 1	1		
 Minor Storm Drain Main	tenance		m40	0028		YTD A	ctuals		
						+Encumbi	ance:	\$	100,292
Project Description:									
This project provides funding f	or contract services	to complete re	pairs and imp	rove capacity	of the existing	2			
inadequate public drainage sys	The state of the s		121				-		
City. Annual increase to addre		AND THE RESERVE OF THE PARTY OF THE PARTY.			A COUNTY OF THE PARTY OF THE PA				
pipe constructed in the 1960's	era, which are excee	eding their anti	cipated life s	oan and are fai	ling more				
frequently.								-	
1-1-	FY 2013	FY 2013	FY 2013	FY 2013	FY 2014	FY 2015	FY 20		Fiscal Year
	Budget	YTD	YTD	Estimated	Estimated	Estimated	Estim	ate	2014 - 2016
		Actuals	Encumb.						Total
Account Number: 311-40-62-9	9340-57301								
Project Cost Estimate:	99,806	56,237	44,055	99,806	120,000	120,000	120	,000	360,000
	L. J.			0007		Les -	22.5000		
Minor Street Maintenand	ce		m40	0027		YTD A			22 520
				-		+Encum bi	rance:	\$	23,528
Project Description:									
as required at various location	s throughout the city	. Annual incre	ease to addre	ss deferred ma	intenance and	1			
as required at various location						110.	FY 20		Fiscal Year 2014 - 2016
as required at various location	s throughout the city	FY 2013	ease to addre	ss deferred ma	FY 2014	FY 2015			
as required at various location cost increases.	FY 2013 Budget	FY 2013	FY 2013 YTD	ss deferred ma	FY 2014	FY 2015			2014 - 2016
as required at various location cost increases. Account Number: 311-40-61-9	FY 2013 Budget	FY 2013 YTD Actuals	FY 2013 YTD	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	Estim	ate	2014 - 2016 Total
as required at various location	FY 2013 Budget	FY 2013	FY 2013 YTD	ss deferred ma	FY 2014	FY 2015	Estim		2014 - 2016
Project Cost Estimate:	FY 2013 Budget 9311-57304	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated 50,000	FY 2014 Estimated	FY 2015 Estimated	Estim	ate	2014 - 2016 Total
as required at various location cost increases. Account Number: 311-40-61-9	FY 2013 Budget 9311-57304	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated	FY 2014 Estimated	FY 2015 Estimated	Estim 70 ctuals),000	2014 - 2016 Total
as required at various location cost increases. Account Number: 311-40-61-9	FY 2013 Budget 9311-57304	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated 50,000	FY 2014 Estimated	FY 2015 Estimated	Estim 70 ctuals	ate	2014 - 2016 Total
as required at various location cost increases. Account Number: 311-40-61-9 Project Cost Estimate: Minor Traffic Signal Mair	FY 2013 Budget 9311-57304	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated 50,000	FY 2014 Estimated	FY 2015 Estimated	Estim 70 ctuals),000	2014 - 2016 Total
as required at various location cost increases. Account Number: 311-40-61-9 Project Cost Estimate: Minor Traffic Signal Mair	FY 2013 Budget 9311-57304 50,000	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated 50,000	FY 2014 Estimated	FY 2015 Estimated	Estim 70 ctuals),000	2014 - 2016 Total
as required at various location cost increases. Account Number: 311-40-61-9 Project Cost Estimate: Minor Traffic Signal Mair Project Description: This project provides annual for	FY 2013 Budget 9311-57304 50,000 ntenance	FY 2013 YTD Actuals 23,528	FY 2013 YTD Encumb. m40	FY 2013 Estimated 50,000 0030	FY 2014 Estimated 50,000	FY 2015 Estimated	Estim 70 ctuals),000	2014 - 2016 Total
as required at various location cost increases. Account Number: 311-40-61-9 Project Cost Estimate: Minor Traffic Signal Mair Project Description: This project provides annual funde. FY14 focuses on specific	FY 2013 Budget 9311-57304 50,000 ntenance	FY 2013 YTD Actuals 23,528 ervices to repa	FY 2013 YTD Encumb. m40 ir traffic signalement of LEC	FY 2013 Estimated 50,000 0030 als and control of modules, traf	FY 2014 Estimated 50,000 systems city-fic signal	FY 2015 Estimated	Estim 70 ctuals),000	2014 - 2016 Total
Account Number: 311-40-61-9 Project Cost Estimate: Minor Traffic Signal Mair Project Description: This project provides annual fundaments for the state of the s	FY 2013 Budget 9311-57304 50,000 ntenance unding for contract so infrastructre which is and repainting traffic	FY 2013 YTD Actuals 23,528 ervices to repa	FY 2013 YTD Encumb. m40 ir traffic signalement of LEC	FY 2013 Estimated 50,000 0030 als and control of modules, traf	FY 2014 Estimated 50,000 systems city-fic signal	FY 2015 Estimated	Estim 70 ctuals),000	2014 - 2016 Total
Account Number: 311-40-61-9 Project Cost Estimate: Minor Traffic Signal Mair Project Description: This project provides annual fundaments for the state of the s	FY 2013 Budget 9311-57304 50,000 ntenance unding for contract so infrastructre which is and repainting traffic	FY 2013 YTD Actuals 23,528 ervices to repa	FY 2013 YTD Encumb. m40 ir traffic signalement of LEC	FY 2013 Estimated 50,000 0030 als and control of modules, traf	FY 2014 Estimated 50,000 systems city-fic signal	FY 2015 Estimated	Estim 70 ctuals),000	2014 - 2016 Total
Account Number: 311-40-61-9 Project Cost Estimate: Minor Traffic Signal Mair Project Description: This project provides annual fundaments for the state of the s	FY 2013 Budget 9311-57304 50,000 ntenance unding for contract so infrastructre which is and repainting traffic	FY 2013 YTD Actuals 23,528 ervices to repa	FY 2013 YTD Encumb. m40 ir traffic signalement of LEC	FY 2013 Estimated 50,000 0030 als and control of modules, traf	FY 2014 Estimated 50,000 systems city-fic signal	FY 2015 Estimated	Estim 70 ctuals),000 \$	2014 - 2016 Total
Account Number: 311-40-61-9 Project Cost Estimate: Minor Traffic Signal Mair Project Description: This project provides annual fundaments for the state of the s	FY 2013 Budget 3311-57304 50,000 ntenance unding for contract so infrastructre which is and repainting traffices.	FY 2013 YTD Actuals 23,528 ervices to repaincludes replace c signal heads.	FY 2013 YTD Encumb. m40 ir traffic signatement of LEE Annual incre	FY 2013 Estimated 50,000 0030 als and control of modules, traffase to address	FY 2014 Estimated 50,000 systems city- fic signal deferred	FY 2015 Estimated 60,000 YTD A +Encumber	70 ctuals	\$	2014 - 2016 Total 180,000
Account Number: 311-40-61-9 Project Cost Estimate: Minor Traffic Signal Mair Project Description: This project provides annual fundaments for the straight of	FY 2013 Budget 3311-57304 50,000 ntenance unding for contract so infrastructre which is and repainting traffices. FY 2013	FY 2013 YTD Actuals 23,528 ervices to repaincludes replace signal heads.	FY 2013 YTD Encumb. m40 ir traffic signal ament of LED. Annual incre	FY 2013 Estimated 50,000 0030 als and control of modules, traffase to address FY 2013	FY 2014 Estimated 50,000 systems city- fic signal deferred	FY 2015 Estimated 60,000 YTD A +Encumber	70 ctuals rance:	\$	2014 - 2016 Total 180,000 29,244
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Budget Actuals Estimated Estimated Estimated Estimated 2014 - 201	Development of an assessment district for the design and funding cost share of a new railroad cr (with gates and surface improvements) and the installation of a traffic signal at the Shaffer/Rout- intersection. Development of adjacent properties require crossing installation to reduce impact t and residential uses. Requires CPUC and Caltrans approval. Costs of assessment district development	te 1			
with gates and surface improvements) and the installation of a traffic signal at the Shaffer/Route 1 interrection. Development of adjacent properties require crossing installation to reduce impact to Delaware and residential user. Requires CPUC and Caltrans approval. Costs of assessment district development to be leading and the stallation of the compact to Delaware and residential user. Requires CPUC and Caltrans approval. Costs of assessment district development to be leading to the compact of	(with gates and surface improvements) and the installation of a traffic signal at the Shaffer/Rout intersection. Development of adjacent properties require crossing installation to reduce impact t and residential uses. Requires CPUC and Caltrans approval. Costs of assessment district developn	te 1			
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account Number: 311-40-62-9330-57806 Project Cost Estimates: Project Description: Activals Encumb. FY 2013 FY 2014 Estimated Estimated Estimated Estimated State Sidewalk In-lieu Fee Sand-Sand-Sand-Sand-Sand-Sand-Sand-Sand-	and residential uses. Requires CPUC and Caltrans approval. Costs of assessment district developm				
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Account Number: 311-40-62-9320-57306 Project Cost Estimate: Assessment District Fund	Budget YTD YTD Estimated Es	stimated	Estimated	Estimate	2014 - 2016
Project Cost Estimate: Assessment District Fund Activ-wide program to provide for the installation of new sidewalks where none presently exist, funded by addrewalk in-lieu fees received from development projects where sidewalks are infrastible. Frunds are spent on deficiencies or may be combined with other related capital projects such as the Safe Routes 2 School organization of the project Project Cost Estimates: FY 2013 FY 2013 FY 2013 FY 2013 FY 2013 FY 2013 FY 2014 Estimated Estimated Estimated Estimated Account Number: 911-40-62-9330-57307 Project Cost Estimates: 74,665 - 74,665 20,000 20,000 20,000 60,000 Net Project Funding Estimates: 8000 - 75,465 20,000 20,000 20,000 60,000 Net Project Cost Estimates: 8000 - 75,465 20,000 20,000 20,000 60,000 Net Project Cost Estimates: 8000 - 75,465 20,000 20,000 20,000 60,000 Net Project Cost Estimates: 8000 - 75,465 20,000 20,000 20,000 60,000 Net Project Cost Estimates: 8000 - 75,465 20,000 20,000 20,000 60,000 Net Project Cost Estimates: 8000 - 75,465 20,000 20,000 20,000 60,000 Net Project Cost Estimates: 8000 - 75,465 20,000 20,000 20,000 60,000 Net Project Cost Estimates: 8000 - 75,465 20,000 20,000 20,000 60,000 Net Project Cost Estimates: 8000 - 75,465 20,000 20,000 20,000 60,000 Net Project Cost Estimates: 8000 - 75,465 20,000 20,000 20,000 60,000 Net Project Cost Estimates: 8000 - 75,465 20,000 20,000 60,000 Net Project Cost Estimates: 8000 - 75,465 20,000 20,000 60,000 Project Escription: 8000 - 75,465 20,000 20,000 20,000 60,000 Project Cost Estimates: 8000 - 75,465 20,000 20,000 60,000 Project Cost Estimates: 8000 - 75,465 20,000 20,000 20,000 60,000 Project Cost Estimates: 8000 - 75,465 20,000 20,000 20,000 60,000 Project Cost Estimates: 8000 - 75,465 20,000 20,000 20,000 60,000 Project Cost Estimates: 8000 - 75,465 20,000 20,000 20,000 60,000 Project Cost Estimates: 8000 - 75,465 20,000 20,000 20,000 60,000 Project Cost Estimates: 8000 - 75,465 20,000 20,000 20,000 60,000 Project Cost Estimates: 8000 - 80	Actuals Encumb.				Total
Resident Funding Estimates:	Account Number: 311-40-62-9320-57306				
Project Funding Estimates:	Project Cost Estimate:			250,000	250,000
Assessment District Fund				250,000	250,000
Net Project Cost Estimates: C409452				250,000	250,000
Sidewalk/Access Ramp Program c409452 **TD Actuals **Encumbrance: - Project Description: A city-wide program to provide for the installation of new sidewalks where none presently exist, funded by sidewalk in-lieu fees received from development projects where sidewalks are infeasible. Funds are spent on deficiencies or may be combined with other related capital projects such as the Safe Routes 2 School program projects. FY 2018 FY 2013 FY 2013 FY 2013 FY 2013 FY 2014 Estimated E	Assessment District and	1943	7	230,000	230,000
Sidewalk/Access Ramp Program c409452 **TD Actuals **Encumbrance: - Project Description: A city-wide program to provide for the installation of new sidewalks where none presently exist, funded by sidewalk in-lieu fees received from development projects where sidewalks are infeasible. Funds are spent on deficiencies or may be combined with other related capital projects such as the Safe Routes 2 School program projects. FY 2018 FY 2013 FY 2013 FY 2013 FY 2013 FY 2014 Estimated E					
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Actuals Encumb. Total					2014 - 2016
Project Cost Estimate: 10,000 - - 10,000 - - 250,000 Project Funding Estimates: - - - 250,000 - - 250,000		over the state of	merchasi salika (1949)	KASE EA GASE FOR	
Project Cost Estimate: 10,000 - - 10,000 - - 250,000 Project Funding Estimates: - - - 250,000 - - 250,000	Account Number: 311-40-64-9340-57311				
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		250,000	-	-	250,000
Wastewater Fund 100,000 100,000	Project Funding Estimates:				
	Wastewater Fund	100,000	8	-	100,000

UCSC Smart Bike Lockers			c40	01212		+Encumb		\$	1,774
Project Description:									
The University will purchase and ins	tall 36 new "sm	art card" on-d	lemand bike	lockers, similar	to those				
nstalled by the City. The lockers car						,			
educing motor vehicle trips in Sant	a Cruz. <mark>This</mark> stat	e Bicycle Tran	sportation A	ccount pass-th	rough grant				
was sponsored by the City and has b	een approved.	15	17	100.8951	S22 12				
	FY 2013	FY 2013	FY 2013	FY 2013	FY 2014	FY 2015	FY 20:	16	Fiscal Year
	Budget	YTD	YTD	Estimated	Estimated	Estimated	Estima	ate	2014 - 2016
		Actuals	Encumb.						Total
Account Number: 311-40-64-9330-	57307								
	ROBERTON	1 774		172 700			_		
Project Cost Estimate:	173,700	1,774		- 173,700	95	-		-	51
Project Funding Estimates:	9-00-00-00-00-00-00-00-00-00-00-00-00-00								
State operating grants - Caltrans	173,700	1,774		- 173,700	i i i				
Net Project Cost Estimates:	(6	_			9-			-	9
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UCSC-City Transportation Imp	provements 8	& Studies	c40	01008		YTD A	ctuals		
,			9.11			+Encumb	67 99 67 67		13.50
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Project Description:									
analysis, park and ride lots, long-ter	m vehicular sto r agreement.	rage, and ZipC	Car expansion	n. Additional fu	inding of				
analysis, park and ride lots, long-ter	m vehicular stor r agreement. FY 2013	(17)		tion, express bu		FY 2015 Estimated	FY 20:		Fiscal Year 2014 - 2016
analysis, park and ride lots, long-ter	m vehicular sto r agreement.	rage, and ZipC	Car expansion FY 2013	tion, express bun. Additional fu	FY 2014	FY 2015			
analysis, park and ride lots, long-ter \$350,000 to be provided in FY 14 pe	m vehicular stor or agreement. FY 2013 Budget	FY 2013 YTD	FY 2013	tion, express bun. Additional fu	FY 2014	FY 2015			2014 - 2016
analysis, park and ride lots, long-ter \$350,000 to be provided in FY 14 pe Account Number: 311-40-64-9390-	m vehicular storr agreement. FY 2013 Budget	FY 2013 YTD	FY 2013	rion, express bun. Additional fu	FY 2014 Estimated	FY 2015			2014 - 2016 Total
analysis, park and ride lots, long-ter \$350,000 to be provided in FY 14 pe Account Number: 311-40-64-9390-3	m vehicular stor or agreement. FY 2013 Budget	FY 2013 YTD	FY 2013	tion, express bun. Additional fu	FY 2014	FY 2015			2014 - 2016
Account Number: 311-40-64-9390-5 Project Cost Estimate: Project Funding Estimates:	m vehicular storm agreement. FY 2013 Budget 57304 300,000	FY 2013 YTD	FY 2013	FY 2013 Estimated	FY 2014 Estimated	FY 2015			2014 - 2016 Total 350,000
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analysis, park and ride lots, long-ter \$350,000 to be provided in FY 14 pe Account Number: 311-40-64-9390-5 Project Cost Estimate: Project Funding Estimates:	m vehicular storm agreement. FY 2013 Budget 57304 300,000	FY 2013 YTD	FY 2013	FY 2013 Estimated	FY 2014 Estimated	FY 2015			2014 - 2016 Total 350,000
analysis, park and ride lots, long-ter \$350,000 to be provided in FY 14 pe Account Number: 311-40-64-9390-5 Project Cost Estimate: Project Funding Estimates:	m vehicular storm agreement. FY 2013 Budget 57304 300,000	FY 2013 YTD	FY 2013	FY 2013 Estimated	FY 2014 Estimated	FY 2015			2014 - 2016 Total 350,000
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Account Number: 311-40-64-9390-1 Project Cost Estimates: Other local revenues Net Project Cost Estimates:	m vehicular storm agreement. FY 2013 Budget 57304 300,000 150,000	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated - 300,000 - 150,000	FY 2014 Estimated 350,000	FY 2015 Estimated			2014 - 2016 Total 350,000 175,000
Account Number: 311-40-64-9390-1 Project Cost Estimates: Other local revenues Net Project Cost Estimates:	m vehicular storm agreement. FY 2013 Budget 57304 300,000 150,000	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated - 300,000	FY 2014 Estimated 350,000	FY 2015 Estimated	Estima		2014 - 2016 Total 350,000 175,000
Project Funding Estimates: Other local revenues Net Project Cost Estimates: UCSC-City-Clue Public Transport	m vehicular storm agreement. FY 2013 Budget 57304 300,000 150,000	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated - 300,000 - 150,000	FY 2014 Estimated 350,000	FY 2015 Estimated	Estima		2014 - 2016 Total 350,000 175,000
Account Number: 311-40-64-9390-1 Project Cost Estimates: Other local revenues Net Project Cost Estimates: UCSC-City-Clue Public Transport	r vehicular storm agreement. FY 2013 Budget 57304 300,000 150,000 ortation Syst	FY 2013 YTD Actuals	FY 2013 YTD Encumb.	FY 2013 Estimated - 300,000 - 150,000	FY 2014 Estimated 350,000 175,000	FY 2015 Estimated	Estima		2014 - 2016 Total 350,000 175,000
Account Number: 311-40-64-9390-1 Project Cost Estimate: Project Funding Estimates: Other local revenues Net Project Cost Estimates: UCSC-City-Clue Public Transport Project Description:	r vehicular storm agreement. FY 2013 Budget 57304 300,000 150,000 ortation System as UCSC-City Communication System as Sy	FY 2013 YTD Actuals em Plannin	FY 2013 YTD Encumb.	FY 2013 Estimated - 300,000 - 150,000 - 150,000 greement to join	FY 2014 Estimated 350,000 175,000 175,000	FY 2015 Estimated	Estima		2014 - 2016 Total 350,000 175,000
Account Number: 311-40-64-9390-5 Project Cost Estimates: Other local revenues Net Project Cost Estimates: UCSC-City-Clue Public Transport Project Description: Implementation of Section 4.14f the	r vehicular storm agreement. FY 2013 Budget 57304 300,000 150,000 ortation System as UCSC-City Communication System as Sy	FY 2013 YTD Actuals em Plannin	FY 2013 YTD Encumb.	FY 2013 Estimated - 300,000 - 150,000 - 150,000 greement to join	FY 2014 Estimated 350,000 175,000 175,000	FY 2015 Estimated	Estima		2014 - 2016 Total 350,000 175,000
Account Number: 311-40-64-9390-5 Project Cost Estimates: Other local revenues Net Project Cost Estimates: UCSC-City-Clue Public Transport Project Description:	r vehicular storm agreement. FY 2013 Budget 57304 300,000 150,000 ortation System as UCSC-City Communication System as Sy	FY 2013 YTD Actuals em Plannin	FY 2013 YTD Encumb.	FY 2013 Estimated - 300,000 - 150,000 - 150,000 greement to join	FY 2014 Estimated 350,000 175,000 175,000	FY 2015 Estimated	Estima		2014 - 2016 Total 350,000 175,000
Account Number: 311-40-64-9390-5 Project Cost Estimates: Other local revenues Net Project Cost Estimates: UCSC-City-Clue Public Transport Project Description: Implementation of Section 4.14f the CLUE, a public transportation system	m vehicular storm agreement. FY 2013 Budget 57304 300,000 150,000 ortation System of the UCSC-City Common capable of recommon system of the UCSC-City Common capable of recommon capable of recommon system of the UCSC-City Common capable of the UCSC-City	FY 2013 YTD Actuals em Plannin prehensive Seducing the use	FY 2013 YTD Encumb.	FY 2013 Estimated - 300,000 - 150,000 01009 greement to joingts and traffic c	FY 2014 Estimated 350,000 175,000 175,000 ntly plan with ongestion on	FY 2015 Estimated	Estima ctuals rance:	ate	2014 - 2016 Total 350,000 175,000
Account Number: 311-40-64-9390-5 Project Cost Estimates: Other local revenues Net Project Cost Estimates: UCSC-City-Clue Public Transport Project Description: Implementation of Section 4.14f the CLUE, a public transportation system	m vehicular storm agreement. FY 2013 Budget 57304 300,000 150,000 ortation System and agreement. E UCSC-City Common capable of recommon capable of recommon capable of recommon capable.	FY 2013 YTD Actuals em Plannin prehensive Seducing the use	FY 2013 YTD Encumb. g c40 ettlement Ag of City stree	FY 2013 Estimated - 300,000 - 150,000 01009 greement to join ets and traffic c	FY 2014 Estimated 350,000 175,000 175,000 httly plan with ongestion on	FY 2015 Estimated	Estima ctuals rance:		2014 - 2016 Total 350,000 175,000
Account Number: 311-40-64-9390-5 Project Cost Estimates: Other local revenues Net Project Cost Estimates: UCSC-City-Clue Public Transport Project Description: Implementation of Section 4.14f the CLUE, a public transportation system	m vehicular storm agreement. FY 2013 Budget 57304 300,000 150,000 ortation System of the UCSC-City Common capable of recommon system of the UCSC-City Common capable of recommon capable of recommon system of the UCSC-City Common capable of the UCSC-City	FY 2013 YTD Actuals em Plannin prehensive Seducing the use FY 2013 YTD	FY 2013 YTD Encumb. ettlement Age of City stree	FY 2013 Estimated - 300,000 - 150,000 01009 greement to joingts and traffic c	FY 2014 Estimated 350,000 175,000 175,000 ntly plan with ongestion on	FY 2015 Estimated	Estima ctuals rance:		2014 - 2016 Total 350,000 175,000 - Fiscal Year 2014 - 2016
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Account Number: 311-40-64-9390-5 Project Cost Estimates: Other local revenues Net Project Cost Estimates: UCSC-City-Clue Public Transported Description: Implementation of Section 4.14f the CLUE, a public transportation system city streets.	m vehicular storm agreement. FY 2013 Budget 57304 300,000 150,000 ortation System capable of recommon capable of recommon support and	FY 2013 YTD Actuals em Plannin prehensive Seducing the use FY 2013 YTD	FY 2013 YTD Encumb. ettlement Age of City stree	FY 2013 Estimated - 300,000 - 150,000 01009 greement to join ets and traffic c	FY 2014 Estimated 350,000 175,000 175,000 httly plan with ongestion on	FY 2015 Estimated	Estima ctuals rance:		2014 - 2016 Total 350,000 175,000 - Fiscal Year 2014 - 2016
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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 Variety of storm drain projects city-wide. A more detailed list will be provided when the City's master plan is developed.		5,000,000
Soquel-Pine Street Improvements and Storm Drain 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.		1,000,000
San Lorenzo River Gravity Outlet System Rehabilitation		400,000
Replace or eliminate gravity outlets along River and clean and repair the associated strom drains to address Army Corps of Engineers reports. A portion of this project was funded and completed with a staf and federal Clean Beach grant.		
San Lorenzo River Pump Station Rehab and Upgrades Rehabilitate existing antiquated pump stations along the river and increase pumping capacity. Partially funded in Storm water Fund.		2,000,000
Subtotal City-Wide Storm Drains	\$	10,500,000

Attachment 10 - CIP Unfunded List Page 1

1 of 4

	E	STIMATED 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

Attachment 10 - CIP Unfunded List Page 2

	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	2,500,000
Design and construction of traffic calming improvements in various neighborhoods.	
Ocean Street Improvements - Soquel to East Cliff	4,000,000
Widen to provide turn lanes at intersections, bike lanes, sidewalks, street lighting, landscaping and streetscape improvements per the proposed Ocean Street Plan.	
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	3,000,000
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.	
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

Third Street Walkway and Front Street Slope Stabilization and Repair 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.	ESTIMATED TOTAL 500,000
Unimproved Streets Funding needed to install curb, gutter and sidewalk and rehabilitate unimproved streets city-wide.	9,000,000
Subtotal Transportation Improvements	\$ 91,700,000
TOTAL UNFUNDED PUBLIC WORKS PROJECTS	\$ 102,200,000

3/17/2013 9:56 PM

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 a 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.

<u>Shaffer Road Railroad Crossing and Route 1 Traffic Signal Improvements c401403</u>

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 Schneiter, 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.

P:\1\Public\TPWC\2013\z_041113 TPWC Action Agenda Revised: $04/15/13 \ 10:09 \ a.m. \ SS$

 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. <u>Capital Improvement Program FY 2014-16</u>* (<u>Attachment 1</u>) (<u>Attachment 2</u>)
(<u>Attachment 3</u>) (<u>Attachment 4</u>) (<u>Attachment 5</u>) (<u>Attachment 6</u>) (<u>Attachment 7</u>)
(<u>Attachment 8</u>) (<u>Attachment 9</u>) (<u>Attachment 10</u>) (<u>Attachment 11</u>) (<u>Attachment 12</u>)
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

P:\1\Public\TPWC\2013\z_041113 TPWC Action Agenda Revised: 04/15/13 10:09 a.m. SS

- 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 at7:00 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 it 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 Gleenwood 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/Lockewood 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) Lockewood 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	315,000
Total	\$1,968,000

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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2013-2018 CAPITAL IMPROVEMENT PROGRAM

TRANSPORTATION

#	Project Description	Total Cost	13-14	14-15	15-16	16-17	17-18	Revenue Source
STF	REET MAINTENA	NCE PROG	RAM					
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
SID	EWALKS/WALKI	NG 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

2013-2018 CAPITAL IMPROVEMENT PROGRAM

TRANSPORTATION

#	Project Description	Total Cost	13-14	14-15	15-16	16-17	17-18	Revenue Source				
SID	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 Gleenwood Subdivision on one side and Elementary School at the other	550,000	550,000					500,000 Grant 50,000 Matching Funds (DIF)				

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				
CIT	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.

2013-2018 CAPITAL IMPROVEMENT PROGRAM

STORM DRAINS

#	Project Description	Total Cost	13-14	14-15	15-16	16-17	17-18	Revenue Source				
OFF	F-STREAM FACI	LITIES										
WE	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				
CAI	RBONERO CREE	≣K										
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				
CAI	MP EVERS TRIB	UTARY										
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				
BE	AN 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.

2013-2018 CAPITAL IMPROVEMENT PROGRAM

WASTEWATER FACILITIES

#	Project Description	Total Cost	13-14	14-15	15-16	16-17	17-18	Revenue Source
WA	STEWATER TRE	EATMENT P	LANT					
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.

2013-2018 CAPITAL IMPROVEMENT PROGRAM

PARKS

#	Project Description	Total Cost	13-14	14-15	15-16	16-17	17-18	Revenue Source
ACC	QUISITION AND	DEVELOPM	ENT					
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

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.

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.

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