



**Santa Cruz County Regional  
Transportation Commission's  
BICYCLE ADVISORY COMMITTEE**

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**AGENDA**

**Monday, December 14, 2015**

**6:00 pm to 8:30 pm**

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

**COMMITTEE MEMBERSHIP**

<u>Member</u>	<u>Alternate</u>	<u>Representing</u>
Kem Akol	Holly M. Tyler	District 1
David Casterson, Chair	Jim Cook	District 2
Peter Scott	Will Menchine	District 3
Amelia Conlen	Vacant	District 4
Rick Hyman	Vacant	District 5
Andy Ward	Daniel Kostelec	City of Capitola
Melissa Ott	Wilson Fieberling	City of Santa Cruz
Lex Rau	Gary Milburn	City of Scotts Valley
Myrna Sherman	Vacant	City of Watsonville
Emily Glanville	Piet Canin	Ecology Action
Leo Jed, Vice Chair	Jim Langley	Community Traffic Safety Coalition

The majority of the Committee constitutes a quorum for the transaction of business

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. Accept draft minutes of the October 19, 2015 Bicycle Advisory Committee meeting (pages 4- 6)
7. Accept summary of Hazard Reports – none
8. Accept support letter from the Bicycle Advisory Committee for a Caltrans planning grant for a Highway Complete Streets comprehensive plan (page 7)
9. Accept support letter from Bicycle Advisory Committee for a Caltrans planning grant submitted by the Health Services Agency for a Santa Cruz County Safe Routes to School project (page 8)
10. Accept report submitted by Bicycle Advisory Committee member Rick Hyman on “A Brief History of Santa Cruz County Bicycle Advisory Committee” (pages 9-10)

## REGULAR AGENDA

11. 2016 Sales Tax Measure Consideration – George Dondero, RTC Executive Director (pages 11-14)
12. Final Rail Feasibility Summary and Next Steps – Rachel Moriconi, RTC Senior Transportation Planner (pages 15-29)
13. 2016 State and Federal Legislative Programs - Rachel Moriconi, RTC Senior Transportation Planner (page 30)
14. Chanticleer Bicycle and Pedestrian Overcrossing and Highway 1 Draft Environmental Impact Report – Kim Shultz, RTC Senior Transportation Planner, and Ad-Hoc Committee members Rick Hyman, Amelia Conlen and Will Menchine (pages 31-38)
15. Development of 2040 Regional Transportation Plan – Ginger Dykaar, RTC Transportation Planner (pages 39-76)
16. Highway 1 Rumble Strips – Leo Jed, Bicycle Advisory Committee (pages 77-80)
17. Member updates related to Committee functions
18. Adjourn

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for Monday, February 8, 2016 from 6:00pm to 8:30pm 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](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://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](mailto:ccaletti@sccrtc.org) to subscribe.*

### **ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

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### **SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES**

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

### **TITLE VI NOTICE TO BENEFICIARIES**

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**Santa Cruz County Regional  
Transportation Commission's**

**BICYCLE ADVISORY COMMITTEE**

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**Minutes - Draft**

**Monday, October 19, 2015  
6:00 p.m. to 8:30 pm**

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

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

**Members Present:**

Kem Akol, District 1  
David Casterson, District 2, Chair  
Peter Scott, District 3  
Will Menchine, District 3 (Alt.)  
Amelia Conlen, District 4  
Rick Hyman, District 5  
Melissa Ott, City of Santa Cruz  
Andy Ward, City of Capitola  
Lex Rau, City of Scotts Valley  
Leo Jed, CTSC, Vice-Chair  
Jim Langley, CTSC (Alt.)  
Emily Glanville, Ecology Action/Bike to Work

**Staff:**

Cory Caletti, Sr Transportation Planner

**Vacancies:**

District 4 and 5 – Alternates  
City of Watsonville – Alternate

**Unexcused Absences:**

**Excused Absences:**

Holly Tyler, District 1 (Alt.)  
Jim Cook, District 2 (Alt.)  
Myrna Sherman, City of Watsonville  
Piet Canin, Ecology Action/Bike-to-Work (Alt.)  
Daniel Kostelec, City of Capitola (Alt.)  
Gary Milburn, City of Scotts Valley (Alt.)  
Bill Fieberling, City of Santa Cruz (Alt.)

**Guests:**

Doug Hessing, Caltrans District 5  
Kelly McClendon, Caltrans District 5  
Richard Masoner, Member of the Public  
Bill Cook, Santa Cruz Cycling Club  
Catherine Vanrhee, Santa Cruz Cycling Club  
Grace Voss, Santa Cruz Cycling Club

3. Announcements – Cory Caletti, RTC Senior Transportation Planner and staff to the Bicycle Advisory Committee made the following announcements: 1) Work has begun on the 2018 Regional Transportation Plan and input requests on goals, policies and projects will come before the committee in the coming year. 2) Women's Transportation Seminar (WTS) is hosting an event featuring a discussion regarding "A new Metric for a New Era: Vehicle Miles Traveled" on Thursday, October 29<sup>th</sup>, 2015. 3) Work on a new brochure regarding bicycle and pedestrian interactions has begun and a draft will come to the Committee for review when available. Emily

Glanville has previously volunteered to assist. 4) The Active Transportation Program grant staff recommendations will be coming to the California Transportation Commission for approval on October 21st, 2015. Among the projects recommended are funds for the RTC's County-wide Bicycle Route Signage Program, the City of Watsonville's remaining rail trail project, and the City of Santa Cruz's Branciforte bicycle/pedestrian bridge and Safe Routes to School project. 5) Release of the draft environmental document for the Highway 1 corridor improvement projects is expected for late October or early November with a 75 day public review period.

4. Oral communications – Emily Glanville announced that Ecology Action is organizing a rail corridor clean up for Saturday, October 24<sup>th</sup> from 10am to 12pm on the Westside of Santa Cruz. Amelia Conlen indicated that Caltrans approved the County of Public Works' request for green bike lanes at the Soquel Drive interchange near Dominican Hospital. The project is funded by the County and installation is scheduled for early next year.
5. Additions or deletions to consent and regular agendas – Cory Caletti provided handouts for items numbers 9 and 12.

### **CONSENT AGENDA**

A motion (Jed/Akol) to approve the consent agenda passed unanimously with members Akol, Casterson, Scott, Conlen, Hyman, Ott, Ward, Rau, Jed and Glanville voting in favor. No votes were cast in opposition.

6. Accepted draft minutes of the August 10, 2015 Bicycle Advisory Committee meeting
7. Accepted summary of Bicycle Hazard reports

### **REGULAR AGENDA**

8. Planned Projects on Highway 9 – Doug Hessing, Caltrans Project Manager and Kelly McClendon, Caltrans Transportation Planner and liaison to Santa Cruz County, presented an overview of upcoming projects on Highway 9 and Caltrans' shifting paradigm from an auto centric approach to providing a greater range of mobility choices and expanding active transportation. Doug Hessing described three upcoming projects focusing on a range of drainage improvements, shoulder paving, slope stabilization and rumble strips. Cory Caletti informed members that RTC staff is submitting a Caltrans planning grant to fund a comprehensive Complete Streets assessment for the Hwy 9 corridor. A motion was made (Hyman/Jed) to request RTC staff Cory Caletti to continue as liaison to Caltrans and monitor development of various projects and bring back to the Committee at appropriate times. The motion included a request to Caltrans that a Committee member be appointed to the Project Development Team. The motion passed unanimously with members Akol, Casterson, Scott, Conlen, Hyman, Ott, Ward, Rau, Jed and Glanville voting in favor. No votes were cast in opposition.
9. Highway 1 Rumble Strip Project – Committee member Leo Jed provided some background on the history and development of the Highway 1 rumble strip project and identified problem areas now that the strips have been installed. A motion (Hyman/Jed) was made to request removal of the rumble strips that were placed in error where less than a 5-foot usable shoulder exists and that are near the entrance to Wilder Ranch State Park where an informal dirt parking lot exists. The motion passed with Akol, Casterson, Scott, Conlen, Hyman, Ott, Rau, Jed and Glanville voting in favor. Ward voted in opposition. Another motion (Hyman/Ward) was made to form an ad-hoc committee composed of Akol, Langley, Jed and community member Grace Voss to work

with Caltrans on solutions. The motion passed with members Akol, Casterson, Scott, Conlen, Hyman, Ott, Ward, Rau, Jed and Glanville voting in favor. No votes were cast in opposition.

10. Silicon Valley Bicycle Coalition's Bicycle Summit and Vision Zero Report – Amelia Conlen and Melissa Ott, Bicycle Advisory Committee members, attended the Silicon Valley Bicycle Summit where a Vision Zero policy goal and toolkit were unveiled. They explained the Vision Zero goal of eliminating deaths and serious injuries from roadways by implementing policies, forming action committees, and employing the 5 E's (engineering, enforcement, education, encouragement, and evolution). Two more E's (engagement and equity) have also been identified as being critical additions to the framework. Local discussions are taking place about the possibility of jurisdictions in Santa Cruz County adopting Vision Zero goals and undertaking associated programs. More information will be available at future meetings.
11. Monterey Bay Sanctuary Scenic Trail/Coastal Rail Trail – Cory Caletti, RTC Senior Transportation Planner, provided an update on recent activities related to the Coastal Rail Trail project. She reported that the Land Trust of Santa Cruz County's commitment of an additional \$300,000 to the North Coast rail trail project and launched a Great Land and Trail Campaign to raise \$5M for various sections of the rail trail. The City of Watsonville adopted an amendment to the Final Environmental Impact Report for Segment 18 and is considering holding an Open House to receive public input into project design. An Open House for public review of the City of Santa Cruz's project design is tentatively scheduled for later this fall/early winter. Updated fact sheets with maps and the status of current projects are available on the RTC's website at [www.sccrtc.org/trail](http://www.sccrtc.org/trail).
12. Member update related to Committee functions – 1) Lex Rau provided an overview of the City of Scott Valley's Mt Mermon Road/Scotts Valley Dr/Whispering Pines Drive intersection improvement project and the various bicycle features that are being incorporated including green bike lanes and bike boxes. 2) Leo Jed provided legislative updates related to new classifications of electric bicycles, exemption of bridge tolls on state bridges or franchise bridges controlled by the state for bicyclists and pedestrians, rear reflector regulations, and traffic violation diversion programs. 3) Rick Hyman suggested that the Committee form an ad-hoc committee to review the Chanticleer crossing design after the Highway 1 environmental document is released later in October or early November and bring recommendations to the next Bike Committee meeting. A motion (Hyman/Ward) to form an ad-hoc committee made up of Will Menchine, Amelia Conlen and Rick Hyman passed with members Akol, Casterson, Scott, Conlen, Hyman, Ott, Ward, Rau, Jed and Glanville voting in favor. No votes were cast in opposition. 4) Peter Scott requested that staff agendize a discussion of the UCSC bike shuttle's financial woes for the next meeting and invite Transportation and Parking Services staff.
13. Adjourned – 8:43 p.m.

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for **Monday, December 14, 2015**, from 6:00 pm to 8:30 pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:

Cory Caletti, Senior Transportation Planner

Brief History of Santa Cruz County Bicycle Advisory Committee  
Draft 11/29/15 Rick Hyman

The Bicycle Committee was started in 1975 in the County Parks Department. Robert Leibold, president of the Santa Cruz County Cycling Club, was hired to run the committee. Two years later, the Committee became advisory to the Transportation Commission, originally staffed by the County Planning Department. Some of the first attendees were Gordon Lion, Elizabeth Schilling, the late Don Passerino and the late author Tom Culbertson. In these early days, any cyclist who attended a meeting was considered a member. In 1987 membership was formalized through appointment by Commissioners at 7, then 13, and currently 11 representatives plus alternates. Probably over 100 folks have served at one time or another – some for short periods; others, such as Kem Akol, Gary Milburn, Piet Canin, Jim Langley, Bill Fieberling and Kevin Karplus for many years each. Staff have included Mark Jansen, Holly Tyler, Laurel Wilson, Jack Witthaus, Jim Walgren, Teresa Buika, Julie Munnerlyn, Sean Co, Heath Maddox, Luis Mendez and Cory Caletti.

One role that the bicycle committee has is to review project plans. One recent accomplishment was to convince Caltrans to refine a proposal for rumble strips in the shoulder along the entire stretch of Highway One from Santa Cruz to Davenport. The compromise was for the strips to be installed only where the shoulder was at least feet wide and on the shoulder stripe itself. Another accomplishment was to get the design changed on the new bike-ped bridge that will be built across Highway 1 at Chanticleer. Cyclists will be able to ride across it without dismounting, as the original plans would have required.

Another role of the bicycle committee has been participation in the planning processes that derive, prioritize and then fund bicycle projects. Very early on the Committee helped develop a list of bike lanes for the County to install and by the early 1980's several main roads, like Soquel Drive, 7<sup>th</sup> Avenue, 17<sup>th</sup> Avenue, Capitola Road and East Cliff Drive had bike lanes on them. The Committee has similarly been active in spearheading and influencing bike plans for Santa Cruz City, Capitola, Scotts Valley, Watsonville and UCSC.

The Bike Committee has also been active in supporting and encouraging safe cycling. Members have had a hand in the development of the following programs, reports and handouts:

- safety measures to implement during construction activities
- brochures on preventing bike theft and bike parking at Special Events
- bike hazard reporting
- bike to work days
- traffic safety coalition
- County Bicycle Map
- Bicycle education
- County street sweeping scheduling
- Bicycle facilities inventory.

The Bike Committee does not have the opportunity to review all bicycle related transportation projects and its recommendations have not always been accepted. Nevertheless, it is vitally important as being an available, formal, institutional voice for cyclists within the complex political bureaucracy. Decision-makers know that the Committee exists and can offer credible advice on the projects and plans that they consider. It is one of the earliest such committees and has functioned continuously for 40 years. It is one reason that Santa Cruz is a gold Bicycle Friendly Community. All its meetings are open to the public – so feel free to attend and provide input. And, vacancies frequently exist, if anyone wants to join.





## 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](mailto:info@sccrtc.org)

October 22, 2015

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

Re: Support for Highway 9 - San Lorenzo Valley Corridor Transportation Plan  
Caltrans Planning Grant Application

Dear Director Dondero:

On behalf of the Regional Transportation Commission's Bicycle Advisory Committee, I wish to extend our support for the development of a Complete Streets Plan for the Highway 9 corridor in Santa Cruz County. The Committee has frequently expressed concerns about the lack of safe facilities for active transportation users, bicyclists in particular. In addition, the Committee has frequently heard from members of the public and has received petitions and dozens of hazard reports regarding safety issues on Highway 9 through the San Lorenzo Valley. A comprehensive plan for the corridor is greatly needed to improve traffic safety, reduce injuries to bicyclists and pedestrians and incentivize active transportation.

The Regional Transportation Commission's Bicycle Advisory Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. Such a network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes. The Caltrans planning grant's objectives complement the Bicycle Advisory Committee's goals to increase the number of bicycle trips and provide an inviting atmosphere to bicyclists and pedestrians of all ages and abilities. Since Highway 9 serves as the main street for much of the San Lorenzo Valley, safe facilities for residents, visitors and students are critical. Currently, huge gaps exist in the pedestrian and bicycles network making it difficult to get around by walking or bicycling. A comprehensive planning effort is an important first step in advancing active transportation and expanding mobility choices in a portion of the county that has been relatively underserved.

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

Sincerely,

David Casterson  
Chair, SCCRTC Bicycle Advisory Committee

cc: Santa Cruz County Regional Transportation Commission  
Santa Cruz County Regional Transportation Commission's Bicycle Advisory 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@scrtc.org](mailto:info@scrtc.org)

October 22, 2015

Giang Nguyen  
Health Services Agency Director  
Santa Cruz County Health Services Agency  
1080 Emeline Avenue  
Santa Cruz, CA 95060

Dear Ms. Nguyen:

I'm writing on behalf of the Santa Cruz County Regional Transportation Commission's (RTC) Bicycle Advisory Committee in support of Santa Cruz County's "Santa Cruz County Safe Routes to School Planning Grant" proposal to lay the groundwork for increasing the frequency and safety of bicycling and walking among county school students. Although we have many bike and pedestrian amenities and school-based efforts in our county, this planning effort will lay the groundwork for increasing safe multi-modal usage by school students.

The RTC's Bicycle Advisory Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. Such a network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes. This grant proposal complements the Committee's goals to increase the number of safe bicycle trips through safety awareness and education, including plans to distribute information to motorists about driving safely around more vulnerable road users.

We strongly support the County's proposal that will provide a thorough and well thought out plan to increase safe and equitable multi-modal access to our school communities, as well as contribute towards the additional benefits of reduced congestion around schools and improved air quality and greenhouse gas reduction. Thank you for your continued support of efforts to build a more livable community with all residents in mind.

Please feel free to contact the Regional Transportation Commission's Bicycle Coordinator and staff to the Bicycle Advisory Committee, Cory Caletti at (831) 460-3201 or by email at [ccaletti@scrtc.org](mailto:ccaletti@scrtc.org), for this and any other Bicycle Committee related matters.

Sincerely,

David Casterson  
Chair, SCCRTC Bicycle Advisory Committee

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

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**AGENDA:** December 3, 2015

**TO:** Regional Transportation Commission

**FROM:** George Dondero, Executive Director

**RE:** November 2016 Transportation Ballot Measure – Expenditure Plan

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**RECOMMENDATION:**

Staff recommends that the Regional Transportation Commission (RTC) adopt the attached draft expenditure plan (Attachment 1) for a local ½ cent sales tax ballot measure for the presidential election of November 8, 2016, with a strong consensus.

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**BACKGROUND**

At the November 19<sup>th</sup> Transportation Policy Workshop (TPW) meeting, the RTC discussed a draft expenditure plan for a November 2016 ballot measure that would generate funding through a ½ cent sales tax. The draft plan (Attachment 1) was discussed at length by the Commission and extensive public comment was received. No formal vote was taken on the plan, although nine of the twelve commissioners present at the meeting expressed interest in supporting the plan, while one commissioner proposed increasing the percentage of funds dedicated to specialized transportation for seniors and the disabled, one proposed to eliminate funding for rail projects and one abstained.

Other background information was provided in the staff report for the November 19, 2015 TPW meeting and is provided as Attachment 2.

**DISCUSSION**

Having spent significant time discussing the expenditure plan, it is now incumbent on the RTC to adopt a plan to proceed to the next steps in the process. The RTC is in general agreement on the investment categories and the relative size of the allocations proposed. Once adopted, the plan will be taken to the city councils and Board of Supervisors for approval, prior to placing a measure on the November 2016 ballot. It will also be essential to have an adopted plan to begin the process of public outreach and to gather endorsements. It is also important for the RTC to show strong support for the plan. A unanimous vote adopting the expenditure plan would be ideal to give it and the ballot measure the strongest possibility of garnering the necessary support and endorsements to secure voter approval. Therefore, **staff recommends that the RTC adopt the attached expenditure**

**plan (Attachment 1) for a local ½ cent sales tax ballot measure for the presidential election of November 8, 2016.**

## **SUMMARY**

The Regional Transportation Commission is moving toward agreement on the Expenditure Plan for a ½ cent sales tax measure for the November 2016 ballot, including percentages of revenues for five transportation investment categories. An updated plan, based on RTC board and Ad Hoc Committee's discussions was discussed at the Transportation Policy Workshop on November 19<sup>th</sup> and received strong support. It is now time for the RTC to approve an Expenditure Plan so that the process of gaining support from elected bodies and endorsements from community organizations and individuals may begin.

### Attachments:

1. Draft Transportation Expenditure Plan
2. November 19<sup>th</sup> TPW staff report, including background cost information

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# 2016 Transportation Expenditure Plan

## **New transportation investments are needed throughout Santa Cruz County.**

Revenues available to operate, maintain and improve our transportation system have not kept up with the needs of our community. State and federal funding has dropped severely in recent years and those funds are increasingly unreliable. Over the term of this Plan, Santa Cruz County's population will grow and the senior population will almost triple. This means more demand on our streets, highways and transit. Without new funding, Santa Cruz County will lose job opportunities, experience increased traffic on degraded streets and highways, suffer service cuts on buses and see more costly transportation services for youth, seniors and people with disabilities.

## **In November 2016, voters will be asked to approve a ½ cent sales tax to address these needs.**

Communities that have local transportation funds are able to do more themselves and are more successful in competing for funding, leveraging a larger share of state and federal dollars.

### **This Plan benefits people who live in Santa Cruz County.**

Whether you're headed to work, school, the grocery store or doctor, we all need to get around. This detailed Plan will preserve our existing transportation system, increase access and mobility options, and decrease greenhouse gas emissions. It will fill potholes, provide transit for seniors and people with disabilities, provide traffic relief on city streets and highways using new technology, improve safety for bicyclists and people walking, improve air quality, and create good quality, local jobs. It supports an environmentally sustainable future, transforming our transportation network over the coming decades to meet our growing needs, while supporting jobs as our local economy continues to recover.

### **Transportation projects create jobs.**

Transportation investments create good quality, local jobs while delivering transportation solutions. This measure will fund local street maintenance, bicycle and walking safety programs for youth and seniors, bus operations and maintenance, and highway efficiency projects to relieve traffic and provide commuter choices. The Expenditure Plan will undergo ongoing reviews through independent audits and a citizens watchdog committee made up of County residents.

### **This Plan will:**

- **Preserve existing infrastructure and improve neighborhoods**, including funds to every city and the County to repave streets, fill potholes, and upgrade local transportation infrastructure.
- **Provide clean transportation**, by reducing pollution using innovative technology and expanding bike and pedestrian paths, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Rail Trail and two new bicycle and pedestrian bridges over Highway 1.
- **Keep fares affordable for seniors and people with disabilities**, including reliable and inexpensive transportation for people with disabilities, as well as affordable senior shuttles, vans and services that help keep seniors and people with disabilities independent.
- **Provide traffic relief**, invest in our aging highway corridors to upgrade on and off ramps, improve reliability for how long it takes to get places, use modern technology to manage traffic and improve safety.
- **Create good jobs** that support residents and businesses in Santa Cruz County.





# SUMMARY OF PROPOSED INVESTMENTS

## (Transportation Expenditure Plan)

Investment Category		Percent of Funds	Fund Allocation (\$millions)
<b>Neighborhood Projects</b>	Eligible projects include: <ul style="list-style-type: none"> <li>Local Street/Road - Maintenance and Repairs</li> <li>School Traffic Safety Projects</li> <li>Bike and Pedestrian Projects</li> <li>Neighborhood Safety - reduce speeding and cut-through traffic</li> <li>Operational Improvements (signal timing, intersections)</li> </ul> SLV/Highway 9 Corridor Improvements Wildlife Undercrossing on Hwy 17	<b>30%</b>	<b>\$135</b>
<b>Highway Corridors</b>	Highway 1: <ul style="list-style-type: none"> <li>3 Auxiliary Lane projects: 41st Ave-Soquel Dr; Bay/Porter-Park; State Park-Park</li> <li>2 Bicycle/Pedestrian over-crossings</li> </ul> Highway 17: <ul style="list-style-type: none"> <li>Safe on 17 Program and Freeway Service Patrol</li> </ul>	<b>25%</b>	<b>\$113</b>
<b>Mobility Access</b>	Elderly/Disabled/Veterans Paratransit and Bus Service	<b>16%</b>	<b>\$72</b>
<b>Active Transportation</b>	Monterey Bay Sanctuary Scenic Trail (aka Rail Trail)	<b>15%</b>	<b>\$68</b>
<b>Rail Corridor</b>	Rail Corridor Maintenance and Repairs Property Management – graffiti & trash removal Environmental analysis of rail transit options Watsonville Junction/Pajaro Train Station Conduit for internet and/or utility lines	<b>14%</b>	<b>\$63</b>
	<b>Total</b>	<b>100%</b>	<b>\$450</b>

*Note: Dollar amounts shown in millions reflect amount from a ½ cent sales tax generating \$15M/year for 30 years; while percent per category would not change, actual amount generated by a local sales tax per year would fluctuate based on inflation and local retail sales.*

**Strict accountability and performance measures ensure delivery.** The 30-year Plan will include strict accountability measures to ensure the funds are spent as directed by voters. It requires open and transparent public processes to allocate funds, annual independent audits, an independent watchdog committee made up of people who live in Santa Cruz County, and annual compliance reports distributed to the public that detail costs and how specific performance measures are met.



**AGENDA:** December 3, 2015

**TO:** Regional Transportation Commission (RTC)

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

**RE:** Rail Transit Feasibility Study – Final Report

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission:

1. Accept the *Rail Transit Feasibility Study – Final Report* for the Santa Cruz Branch Rail Line (online at: [www.sccrtc.org/rail](http://www.sccrtc.org/rail)); and
  2. Direct staff to seek funding to conduct environmental review, preliminary engineering and other analysis needed to answers outstanding questions regarding potential rail transit options.
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## **BACKGROUND**

In 2012 the RTC purchased the Santa Cruz Branch Rail Line in order to expand transportation options in Santa Cruz County. The rail line generally parallels the coast from Davenport to Watsonville/Pajaro Junction, through the most heavily populated areas of the county. With the rail line under public ownership, the RTC received a transit planning grant from the California Department of Transportation (Caltrans) to analyze a range of rail transit options on the rail line and further the state's mission to improve mobility and the quality of life in California.

Previously, the RTC completed the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Master Plan which provides guidance and cost estimates for constructing a bicycle/pedestrian trail within the right-of-way adjacent to the railroad tracks. Iowa Pacific – operating locally as Santa Cruz & Monterey Bay Railways (SC&MB) – owns an easement and has been assigned Common Carrier status by the Federal Surface Transportation Board to provide freight operations on the rail line. Big Trees Railroad/Roaring Camp and SC&MB operate recreational/excursion service on portions of the rail line.

In May 2014, the RTC awarded a contract to Fehr & Peers, which specializes in transit planning, to conduct the rail transit study. The consultant team includes experts in rail operations and service planning (LTK Engineering Services), rail engineering and capital costs (RailPros), and transportation funding (Schaevitz). Agencies with experience in planning and implementing rail transit provided peer review of technical information; local agencies and stakeholders provided input at several points during development of the study. The study was prepared in

partnership with Santa Cruz METRO, Iowa Pacific/Santa Cruz & Monterey Bay Railway, and Caltrans who provided oversight as members of the Project Team.

On May 21, 2015, the draft rail study was released for public review. Comments on the draft document were due July 31, 2015. The RTC conducted a broad range of public outreach activities to encourage community participation in the review of and discussion about the findings in the draft study (summarized in Appendix A of the study). The draft document, fact sheets, flyers and background materials were available on the RTC webpage ([www.sccrtc.org/rail](http://www.sccrtc.org/rail)) and at numerous meetings and events. Information was available at local libraries and distributed through newsletters, emails, web newsfeeds, news media, and local business and community groups. At its September 2015 meeting, the RTC discussed input received on the draft study (including over 400 emails, comment forms, and letters - online at: [www.sccrtc.org/rail-study-comments](http://www.sccrtc.org/rail-study-comments), comments received at meetings, and over 2,600 responses to the online survey). While there is a broad spectrum of opinions, ranging from those that oppose adding any transit service on the rail line to others that would like to see passenger rail service immediately implemented, many community members had questions or suggestions regarding certain aspects of rail transit service.

## DISCUSSION

The Rail Transit Feasibility Study provides cost and ridership estimates for and analyzes a range of sample rail transit options on the Santa Cruz Branch Rail Line between Santa Cruz and Watsonville/Pajaro based on goals and objectives developed with community input in Summer 2014 and service scenarios and evaluation metrics approved by the RTC in September 2014.

Based on the technical analysis and evaluation conducted by the consultant team, the study finds that introducing rail transit service on the Santa Cruz Branch Rail Line is feasible from a constructability and operational standpoint. Rail transit service has the potential to improve accessibility and mobility along the rail corridor and aligns with goals, objectives and sustainability principles identified in the RTC's Regional Transportation Plan (RTP), AMBAG's Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy (SCS), Caltrans' California Transportation Plan, Smart Mobility Framework, Strategic Management Plan, District System Management Plan, Highway 1 Corridor System Management Plan, and State Rail Plan. Regardless of the final station locations, station design, schedules, frequency, and vehicle technology utilized, rail transit is considered in order to improve long term accessibility and mobility along this underutilized transportation corridor, provide an alternative to driving on congested roadways, and provide more reliable travel times than vehicles using the congested roadway and highway network. Rail transit service would provide additional travel options for getting to work, going to school, visiting friends, or running errands. Rail transit attracts riders who may not otherwise take a bus, in addition to those who cannot drive, walk or bike to their destinations. It could facilitate economic development and land use that preserves and revitalizes local, walkable communities; reduce gasoline consumption from private automobiles; provide a comfortable ride where people can relax; help



relieve the pressure to develop farm land and create a mobility option for future generations along the narrow coastal shelf between the mountains and ocean.

### Document Updates

Based on input received on the draft study, the document has been updated to provide clarification and additional information on many of the topics raised by members of the public, Commissioners, RTC Committees, interest groups and partner agencies, as summarized in Attachment 1.

The most significant change is that Section 8 has been revised, based on strong interest in providing rail transit service to Watsonville, comments on priority goals and objectives, and concerns from many members of the community that rail transit service every 30 minutes (up to 30 round trips per day) is too frequent. The updated document outlines possible parameters for providing service between Santa Cruz and Watsonville (summarized in Attachment 2). Section 9 has been modified and expanded to provide additional information on implementing rail service (summarized in Attachment 3). Additional information has also been included regarding rail vehicle technology, noise, the Monterey Bay Sanctuary Scenic Trail (MBSST), bicycles on rail vehicles, and other topics.

Fehr and Peers will present the final report at this meeting. **Staff recommends that the RTC accept the Rail Transit Feasibility Study-Final Report** (online at: [www.sccrtc.org/rail](http://www.sccrtc.org/rail)), **inclusive of any modifications requested by the board at this meeting.**

### Next Steps

Any final changes requested by the RTC board at this meeting will be made and the final study will be posted on the RTC website, printed and distributed to libraries and Caltrans, as well as available to partner agencies and Commissioners.

As demonstrated by the extensive public input received on the draft study (see September 3, 2015 staff report), there are many outstanding questions or suggestions about the parameters for and implementation of rail transit service. Since the Rail Study is a planning-level document it provides a general evaluation of a range of rail transit service scenarios on the Santa Cruz Branch Rail Line; it does not answer all of the questions raised by staff, Commissioners, and members of the community. As described in Sections 8 and 9 of the revised document, **there are a wide range of factors that would need to be taken into consideration before deciding to implement rail transit service and selecting a preferred alternative. Project-level environmental documentation and preliminary design engineering would more fully answer questions** raised by providing design to a 20-30% level, more detailed analysis about ridership, costs, environmental impacts/mitigations, transit coordination, station design and vehicle options. To address many of the outstanding questions about rail transit service on the Santa Cruz Branch Rail Line, **staff recommends that the RTC direct staff to seek funding to conduct environmental review, preliminary engineering and other needed analysis for potential rail transit options.** See *separate*

*staff report regarding recommendation to include funding for this more detailed evaluation of rail transit service in the local sales tax measure expenditure plan.*

In consideration of numerous public comments on the draft document and overall goals and objectives for rail transit, any detailed analysis should focus on the Santa Cruz-Watsonville/Pajaro corridor, and the phased service options described in the revised Section 8. The RTC should also monitor vehicle technology advancements. Additionally, as with all public transportation and infrastructure projects, funding would need to be secured for construction, vehicles, and ongoing operations and maintenance. New local funds, such as a local sales tax, could provide not only operations and maintenance revenue, but also matching funds to compete for federal or state grants, essential for funding construction and other upfront capital expenses.

In addition to requesting more detailed answers to technical and policy-level questions about noise, vehicle technology, service hours and frequency, ridership, rail station design and parking, integration with the bus system, and other factors, some RTC board and community members have expressed interest in better understanding any other feasible options for the corridor, in order to provide the fullest data set as the RTC evaluates its options and makes decisions regarding use of the Santa Cruz Branch Rail Line. This includes how other uses could either complement or replace rail service, such as bus rapid transit (BRT), "trail-only" use, combined trail and BRT use, and possible use of pod cars in the right-of-way. Some have indicated that definitive answers to these questions are needed before moving forward with rail transit service. If the RTC receives funding for the Unified Corridor Plan, the forthcoming county-level travel model and planning effort could provide a comparative evaluation of possible transportation investments on the Watsonville-Santa Cruz travel corridor.

## SUMMARY

The RTC was awarded a transit planning grant to analyze rail transit service along the Santa Cruz Branch Rail Line. The study includes cost, ridership, and funding information for a range of public transit service scenarios within the most populated sections of the rail corridor. Based on comments received on the draft study, the study was updated to provide clarification and additional information on several topics ([Attachment 1](#)). Staff recommends that the RTC accept the final consultant report (online at [www.sccrtc.org/rail](http://www.sccrtc.org/rail)) and seek funds for environmental analysis and preliminary design work, in order to determine how best to proceed with utilizing the rail corridor.

### Attachments:

- Online: Rail Transit Feasibility Study - Final Report – [www.sccrtc.org/rail](http://www.sccrtc.org/rail)
- 1. Summary of comments and updates
- 2. Suggested Parameters for Service (*Summary of updated Section 8*)
- 3. Implementation Steps (*Summary of updated Section 9*)

**Summary of Public Comments on the Draft Study and  
Updates in Final Rail Transit Study**

The following is a summary of comments received on the draft rail feasibility study by topic and a summary of updates made in the final study (*shown in italics*). Input was received by the RTC via emails, letters, comment forms, an online survey, and at several meetings held from May 21, 2015 to July 31, 2015. All of the emails, comment letters, and forms, as well as the survey results, were posted on the RTC website and available to the RTC board. While the following summary does not include every unique comment, additional information is included in the final document in response to most comments and questions received during the comment period. Answers to some questions and comments are beyond the scope of this feasibility study and would not be explored until detailed analysis is done in later phases, including project-level environmental review, design engineering, or operational service planning; or as part of a comparative unified corridors plan.

**GENERAL SUMMARY OF COMMENTS**

- Comments received ranged from strong support for any type of rail service, to support of certain types or frequency of service, to voicing concerns about potential impacts or certain aspects of scenarios analyzed, to strong opposition to any type of rail service, to opposition to any activity on the rail line and other comments in between.
- Many respondents that expressed general support for rail transit proposed specific parameters (e.g. service area, station locations, vehicle types, cost, service hours) for a preferred service scenario.
- Concerns expressed by those opposed to rail transit often focused on the number of daily trains, cost, ridership estimates, horn noise, and trail integration.

**SERVICE CHARACTERISTICS**

- **SERVE WATSONVILLE:** Strong support for serving Watsonville to address congestion and equity. Some suggested a “hybrid” scenario, with peak or commute hour service to Watsonville and regular local service between Westside Santa Cruz and Aptos/Cabrillo throughout the day. *Document Updates: Section 8 was revised to show options for a hybrid scenario that serves Watsonville.*
- **REGIONAL RAIL CONNECTIONS:** Support for regional rail connections at Pajaro to provide both links for Santa Cruz County residents to travel to places outside the county and for visitors to come to Santa Cruz County without their vehicles, many citing that regional connection would be key to project success and/or funding. Connections to Monterey were also encouraged. *Document Updates: Addressed in document as Scenario J and revised Section 8.*
- **HOURS and FREQUENCY:** Concerns were expressed that 60 trains a day is too many. Others requested that trains run frequently so service is convenient for regular use. Some respondents wanted frequent service throughout the day (not just peak periods). Some communicated importance of late night service for students and workers with non-traditional hours. Some were opposed to early morning or late night service. Some requested that train service operate on holidays. *Document Updates: The sample service scenarios identified in the study include a range of service hours and frequencies in order to understand differences in costs and ridership. Text edited to emphasize that actual service hours would be established with public input during service planning*

*(similar to bus system service planning), including in Sections 8 and 9. Section 8 suggests scalable implementation options.*

- **SPEED:** Concerns that trains traveling 45-60 mph would be too fast in neighborhoods. *Document Updates: Clarifies that under the scenarios analyzed, trains are traveling 25-35 mph on average, provides information on regulations regarding train speeds, and sample trip graph (Section 5.1.2).*
- **FARES:** Requests for a unified fare card that works on buses. Request for affordable fares. Requests that rider fares cover a higher percentage of the cost. *Document Updates: Additional information added to Section 9.3 about fare collection and rate options used by transit systems. Additional information on farebox recovery ratios (portion of cost covered by rider fares) added to section 6.4.3.*
- **SPUR LINE:** Requests for service to downtown Santa Cruz via Chestnut Street, to Harvey West businesses, and to San Lorenzo Valley; suggestions to reach out to Roaring Camp and Big Trees RR. *Document Updates: Executive Summary includes explanation that this study focuses on the main portion of the RTC-owned Branch Rail Line between Santa Cruz and Watsonville/Pajaro. Coordination with Big Trees/Roaring Camp to extend service toward Harvey West and the San Lorenzo Valley could take place in the future.*
- **OVER-THE-HILL:** Interest in expanding future train service to the Bay Area north through the Santa Cruz mountains. *Document Updates: Expanded discussion in the "history" section of Section 1: Introduction regarding the history of rail corridor over "the hill" and current conditions. This study focuses on the existing RTC-owned Santa Cruz Branch Rail Line.*

## **VEHICLES:**

- **VEHICLE TECHNOLOGY:** High level of interest in lighter, smaller, quieter, more efficient vehicles than traditional commuter trains. Interest in energy options other than diesel. *Document Updates: Expanded information on current and potential future vehicle options, including rail transit vehicles that are low and zero emission, included in Sections 2 and 8.2.4. General information about available vehicle technologies/types is already included in the document.*
- **VEHICLE DESIGN:** Requests that rail cars have the capacity to accommodate many bikes, large baggage (surfboards, kayaks, etc.), dogs and restrooms. *Document Updates: Text added throughout the document and in Section 2, especially regarding bikes on board. Section 8 notes that given the high level of community interest in this feature, specifications for rail transit vehicles should include accommodations for transporting bicycles. The specifics would be decided at future stages. Vehicle design and floor plan could undergo public review prior to vehicle procurement/purchase.*

## **STATIONS**

- **STATION LOCATIONS:** Concern expressed that proposed stations are not close enough to major destinations and employment centers, such as UCSC, Dominican Hospital, the Capitola Mall, and Cabrillo College. Suggestion that downtown station be moved to the north leg of the wye (by old Depot Park station) to be closer to downtown and Laurel St. buses serving UCSC, others suggested that Westside Santa Cruz be considered the primary UCSC station instead of Bay St. *Document Updates: Section 8 was modified to include a potential initial service option with less frequent service and shorter length between Watsonville and Depot Park in downtown Santa Cruz. Text added to Section 8 regarding access to/from stations. Coordination with METRO buses and future developments*

discussed in Section 9. Appendix H includes maps and information on key destination and employment areas within ¼ and ½ mile of potential rail stations analyzed in this study.

- AMENITIES: Suggestions that stations include bathrooms and concessions/retail (latter to finance project) and wi-fi in stations/on trains to enhance trip productivity. *Document Updates: Updated text in several sections to clarify that detailed station design would be decided at future stages of rail transit development.*
- PARKING: Comments that additional parking at stations is needed, and that permitting may be appropriate to prevent spill over into neighborhoods. *Document Updates: Discussion of parking in Sections 8 and 9 expanded to identify policy decisions and experience in other areas, and coordination needed with local jurisdictions for parking restrictions. The location and size of park-and-ride lots would be analyzed in future stages of rail transit development.*

## **COST**

- COSTS & FUNDING: Concerns expressed about the total cost, that cost would outweigh benefits, cost per rider, that funding (including ongoing Operating & Maintenance) is uncertain, and that considerable support by taxpayers would be required. Comments that project will be more expensive in the future, so investment should happen now. *Document Updates: Text added to Sections 6, 8 and 9 about cost and funding methodology, farebox recovery rates, and comparable rail system costs. O&M costs are based on an average of costs shown in the National Transit Database; study includes 30% contingency. Sections 6 and 7 include comparisons of costs and farebox recovery rates for other transit systems.*
- ALTERNATIVE SPENDING OPINIONS: Support expressed for spending funds on other transportation projects, including widening Highway 1, expanding Metro bus service, and fixing local roads. Comments that rail construction costs less than widening Highway 1. *Document Updates: The Santa Cruz County Regional Transportation Plan (RTP) included an analysis of different funding scenarios for the countywide transportation system. Comparative information about specific other transportation modes or projects is proposed to be analyzed as part of Unified Corridors Plan.*
- METRO FUNDING: Concern that rail project would dilute funds to Metro. *Document Updates: Section 6.4 modified to focus on funding sources that are potentially available for rail transit and text added to Section 6.4 to emphasize that the study assumes funds currently designated for METRO operations would not be available for rail transit; STIC and METRO UCSC fees removed from list of candidate sources.*

## **RIDERSHIP**

- RIDERSHIP MODEL: Ridership numbers were thought to be either too optimistic (high) or too conservative (low), especially for Watsonville. Clarification requested on how the ridership numbers were generated, including Santa Cruz specific factors (students, tourists), growth projections, and how rail transit ridership might affect congestion on Highway 1 and local arterial roads. Concern was expressed that those who do not currently ride the bus would not switch out of their cars, or that Santa Cruz does not have the density to support rail. *Document Updates: Discussion in Section 5 on ridership methodology expanded. Appendix added with the input factors used. Modify text related to the AMBAG travel demand model to clarify about model capabilities.*

## TIMING

- TIMING: Comments that it is taking too long to implement rail service and that a 10 year time line is too long. *Document Updates: The timeframe would depend on when/if a certain service alternative is pursued; based upon experience of other rail projects implemented in the past decade, a 10 year timeframe is considered realistic for a system requiring environmental review and procuring new vehicles.*

## IMPACTS AND BENEFITS

- NOISE: The most common concern voiced was regarding noise. In particular, horn noise was of greatest concern, though there was some concern regarding the noise from vehicle engines and wheels. Many people reported being bothered by the horn noise from past recreational trains on the Westside of Santa Cruz and voiced opposition to any rail projects if that volume of horn/duration of signal were to be used. Support expressed for Quiet Zones, though some are concerned that Quiet Zone crossing warnings would still be too loud. *Document Updates: Additional information on horn options and regulations, quiet zones, rail infrastructure and vehicles added to Section 8.*
- ENVIRONMENT: Belief was expressed that the rail project would have positive environmental impacts and reduce emissions in general. Concern was expressed about emissions from trains on nearby neighborhoods. Strong support was expressed for creating environmentally-friendly alternatives to automobile travel. Belief expressed that Highway 1 creates too much pollution via congestion. *Document Updates: Text added to Section 8 regarding vehicle emissions. Environmental benefits and impacts would be evaluated in more detail in a future environmental documentation phase. Text added in several sections on California, regional (RTC and AMBAG), and local sustainability goals and plans.*
- ECONOMY: Belief expressed rail project would be good for the economy, specifically providing access to jobs and increasing mobility options for visitors. *Document Updates: Add additional information on economic benefits of transit included in Section 1.*
- LAND USE: Concerns and/or support that rail transit could result in densification around stations. Some believe this will create an undesirable urban feel, while others believe it will curb urban sprawl and preserve agricultural land, support the state-mandated Sustainable Communities Strategy (SCS), support construction of affordable housing options, and/or encourage new employers to locate in Santa Cruz County. Others stated that rail could provide access to recently approved development, such as Aptos Village. *Document Updates: Add additional information on impacts rail has on land use and the SB375 Sustainable Communities Strategy (SCS) added to Section 1.*
- CROSSINGS: Strong concern was expressed about potential traffic impacts that rail transit (especially with the maximum studied - 60 trains/day) would have at street crossings, and requests that more information be included in the study. *Document Updates: Text on at-grade crossing and gate downtimes added to Section 8, including information about typical crossing gate time on local streets, based on other rail systems and factors that might impact crossings.*
- CONGESTION RELIEF: Many respondents commented rail transit would reduce congestion, some others believe it will not. Many focused on the need for more reliable and faster alternatives to driving or riding buses on congested roads. *Document Updates: Introduction and Section 7 updated to clarify that rail transit would increase travel choices by providing an additional travel option with reliable travel times.*

- **PROPERTY VALUES:** Concern that rail project would negatively affect nearby property values. Comments that the rail project would positively affect property values and economic activity near stations, particularly in commercial areas. *Document Updates: Information added to Section 7.4 about the role rail has had on property values in other areas.*
- **ACCESS TO COAST:** Some concern expressed that rail transit would restrict beach access; the Coastal Commission stated it would enhance beach access. *Document Updates: Information from Coastal Commission comment letter added. Coastal access would also be analyzed in the environmental document.*

## **INTEGRATION WITH OTHER MODES:**

- **ACCESS TO STATIONS:** Many questions about access to and from the rail transit system or “first/last mile” and total trip time. Strong support for using bicycles to access rail transit. Other suggestions include shuttles, ride pools, a bike/pedestrian bridge to Cabrillo. *Document Updates: Text added to Section 8 regarding access to/from stations.*
- **BUS COORDINATION:** Comments strongly support Metro bus and rail service working in tandem as an integrated transit network. Specifically, a system of feeder busses to the rail line is suggested, with many suggesting that current Metro routes will need to be modified. *Document Updates: Study includes information about current transit routes, assumes funding sources currently used for bus operations would not be used for rail operations, and includes information about a coordinated transit network. Section 9 includes discussion about schedule planning and coordination and transit system governance options.*
- **Trail/MBSST:** Strong support for the trail. Some supported a trail only option. Others supported combined trips using trail and rail to go longer distances, especially for people with limited mobility. Questions about safety, access to, and width of the trail, including need for additional bridges and the locations of sidings. *Document Updates: Discussion on integration and coordination of trail and rail, as well as right-of-way widths expanded in Introduction.*
- **BIKES:** Strong support for allowing bicycles on trains, including a bike-specific car similar to Caltrain. Strong support for covered/secure bike parking at stations, inclusion of bike sharing systems, as well as the need to improve bicycle facilities around stations (in addition to MBSST). *Document Updates: Information about bike on board railcars added to Section 2. Section 8 recognizes strong support for integrated bicycle facilities, amenities and accommodation of bikes on rail transit vehicles. Document notes that specific details about vehicle and station amenities would be determined in future project stages.*
- **RECREATIONAL TRAINS:** Respondents generally less supportive of recreational trains than rail transit. Concerns expressed that rail line would only benefit tourists. Others expressed belief that tourists using the train would be of benefit to the economy and reduce tourist-related congestion. Support for recreational trains to Davenport, Coast Dairies and other north coast public lands. *Document Updates: Sections 1 and 2 include information about current and potential future recreational excursion and tourist-type passenger rail services. Text was added to emphasize that the scope of this study is public transportation and notes that ridership projections from recreational users was not modeled, but could result in higher ridership numbers. Text also added under Sections 1 and 7.4 to reflect benefits identified by the California Coastal Commission.*
- **OTHER MODES:** Other ideas for modes/use of the rail line (besides the Monterey Bay Sanctuary Scenic Trail/Coastal Rail Trail) include: Bus Rapid Transit (BRT), Railbus, Personal Rapid Transit (PRT),

monorail, a new road, waste removal, and utility location (water, broadband). *Document Updates: The scope and budget of this analysis limited the analysis of rail transit technologies to those widely used in the United States. Additional text was added to Sections 2 and 8 about potential rail transit vehicle options, including vehicles that are low and zero emission.*

- FREIGHT: Comments that there is limited demand for freight and that rail transit should have priority use of the rail line. Requests for clarification about the requirements for providing freight service and how freight and passenger rail would function together, including vehicle or temporal separation requirements. Comments that nighttime freight service could be unpopular. *Document Updates: Provided additional clarification under "Regulatory Setting" and "Integration/ Coordination with Freight Service" in Chapter 9 about federal and state rules and regulations.*

**Other comments not included above:**

**SUPPORT OPINIONS**

- Start rail service as soon as possible
- Rail line is great resource - be brave, think big
- Transportation alternatives – rail and trail - are needed, especially because of congestion and growth
- Do not remove the tracks – will be an important future asset
- Transit here should be more like Europe/East Coast/Portland
- Bus is not a viable alternative, is stuck in traffic

**OPPOSE OPINIONS**

- Trains should not run through residential neighborhoods
- V2V technology will surpass rail technology
- Rail right-of-way should only be used for a trail, no trains
- Train will ruin beauty/peace

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**Suggested Parameters for Rail Transit Service**

*Summary of Section 8 of Rail Transit Feasibility Study: Final Report*

The Santa Cruz Branch Rail Line Rail Transit Study provides an assessment of capital, operations, ridership, and funding for sample rail transit service scenarios and finds that all rail transit service options analyzed are feasible from a constructability and operational standpoint. Ultimately -- depending on available funding, customer needs, and future mobility -- a hybrid service scenario or phased implementation of a combination of scenarios could be implemented and meet goals and objectives for rail transit and travel needs of county residents and visitors. Based on the technical evaluation conducted for this study and community input, **the following outlines suggested parameters that could be pursued for phased implementation of rail transit service on the Santa Cruz Branch Rail Line.** Environmental review and design engineering should include evaluation of the maximum service area. Please see Section 8 of the Final Report for more information.

**PHASED SERVICE IMPLEMENTATION PARAMETERS**

**Initial Service Area: Santa Cruz <--> Watsonville (Scenarios D+E refined)**

- Five stations: Downtown Santa Cruz (Depot Park), Live Oak (17<sup>th</sup> Avenue), Capitola Village, Cabrillo (Seacliff Village), and Watsonville
- Frequency:
  - Peak Hours: Santa Cruz <--> Watsonville every 30 minutes during weekday peak periods (e.g., Monday-Friday 7:00 to 9:00 a.m. and 4:00 to 7:00 p.m.)
  - Midday and evenings: Santa Cruz <--> Cabrillo/Seacliff (segment with highest ridership levels) less frequent service, i.e. every 60 minutes
  - Weekends: None or hourly summer service between Santa Cruz Depot and Capitola Village.
- Annual O&M Cost: \$5-8 million, based on bracketing the above service option between those evaluated for Scenarios D, E and G.

**Subsequent Phases: Add Service and Infill Stations (Scenario G)**

- Infill stations: May include, but not be limited to adding stations at: Westside Santa Cruz, Bay/California, Boardwalk, Seabright, 7<sup>th</sup> Avenue, 41<sup>st</sup> Avenue and Aptos Village
- Frequency: Up to every 30 minutes daily
- Annual O&M Cost: \$9.9 million

**Extension: Watsonville to Pajaro (Scenario J)**

- Add service to Pajaro Station to connect to trains to/from the Bay Area and others parts of California
- Frequency: Up to six times per day to meet regional trains
- Could require the acquisition of another rail vehicle
- O&M: May require an additional crew given the turnaround required, which would add to the annual operating and maintenance cost described above.

**STATION LOCATION AND DESIGN**

Planning and design of stations and associated facilities is a multi-step process and a key element of the preliminary engineering and environmental assessment phase. Consultation and coordination with local jurisdictions and input from the community is important at all steps.

1. Assess needs, identify potential sites, evaluate those sites, and selecting a preferred site. Determine what, if any, park-and-ride facilities to provide.

2. Conceptual Design Stage/Station Access: Includes details such as internal circulation, bus interface, parking layout (if included) and access by all modes.
3. Prepare detailed design plans where ADA provisions, safety and security considerations, and amenities (e.g. restrooms, wifi, benches, concessions or retail) are addressed.

### **Station Access**

- Address provisions for all access modes including bus, bicycle, walking, park-and-ride, kiss-and-ride (i.e., curbside drop-off by car or taxi), carpools (such as those established through Cruz511.org), other ride services (i.e., companies like Lyft or Uber), as well as carshare and bikeshare should be considered and included where appropriate and feasible.
- At stations where little or no parking is provided, and there are concerns about the potential for overflow parking in residential, commercial, or employment districts, parking management strategies such as short-term parking limits and parking permits are included.
- Bus access provisions include on-street or off-street bus stops with platforms, shelters, lightings, and other amenities. Coordination with Santa Cruz METRO buses will be a critical component of any implementation plan.
- Bicycle and pedestrian access provisions include integration with the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Rail Trail, off-street paths and on-street bicycle lanes and sidewalks that provide connections to the station.
- Pedestrian facilities should be provided that connect the station platform to adjacent sidewalks, bus stops, and loading areas.
- Provide space for bikes within the rail vehicles
- Include bike parking at or near the station platform.

## **VEHICLES**

### **Vehicle Technology**

The vehicle procurement process, particularly if it involves purchasing new vehicles, typically starts three to five years before construction of a line is complete and ready to be operational. The first step in the process is to develop a rail vehicle technology report that assesses current vehicle options, identifies procurement options, and provides a recommended vehicle type, vehicle parameters, procurement approach and schedule. This process allows for consideration of vehicles that meet community goals for service operations and other factors such as emission characteristics. Determination of a vehicle type is made as part of the preferred alternative selection in the environmental analysis phase of project development. This study focused on "Light" DMU technology, which is currently the most cost-effective and readily available technology to serve a 20+ mile corridor, however new technologies are currently being developed that may be available for future use in this corridor.

### **Vehicle Layout**

The specifics of vehicle layout would be decided at future stages and vehicle design and floor plan could undergo public review prior to vehicle procurement/purchase.

- Specifications for rail transit vehicles should include accommodations for transporting bicycles.
- Railcars should also include designated areas for people in mobility devices and with limited mobility.
- Vehicles could also include space for large baggage and surfboards, and inboard restrooms.

## **GRADE CROSSINGS**

The intersection of railroad tracks and public streets without physical separation are known as an "at grade crossing." The Federal Railroad Administration (FRA) and California Public Utilities Commission (CPUC) regulate the safety of these crossings to ensure that conflicts do not occur, including crossing design, signage, and active warning devices, such as rail vehicle horns and electronic bells.

### Active Warning Devices

- **Electronic Bells:** The American Railway Engineering and Maintenance-of-Way Association (AREMA) Standards requires that electronic bells be utilized at intersections at levels between 61 and 91 decibels, as heard from 50 feet away.
- **Horns:** For FRA-regulated service, the FRA "Final Rule" requires all rail vehicles to sound their horns at a grade crossing. The current practice is for horns to sound one-fourth of a mile before a grade crossing until the rail vehicle reaches the crossing, at a minimum of 96 decibels and a maximum of 110 decibels when measures at 100 feet in front of the locomotive or rail engine car.
- **Wayside horns:** An alternative treatment, also present an opportunity to reduce noise associated with grade crossings. Wayside horns are located at the grade crossing itself and are directed toward the street, reducing noise at locations beyond the crossing.

### Quiet Zones

In order to reduce noise associated with grade crossings, the FRA provides a mechanism for local jurisdictions to create "Quiet Zones" based on specific risk-reduction criteria. Where Quiet Zones are implemented, rail vehicles are exempt from the requirement to sound their horn at grade crossings, but are not exempt from sounding electronic bells. Operators may still sound their horns in the event of an emergency or safety risk. In order to develop a quiet zone, the absence of a horn is usually counterbalanced with safety improvements to reduce risk of collision. While improvements needed for Quiet Zones could be installed at railroad crossings, the rail agency cannot actually designate them. Only local public agencies with control over streets and roads (such as cities or the County of Santa Cruz) may establish Quiet Zones.

### **Implementation Steps**

#### *Summary of Section 9 of Rail Transit Feasibility Study: Final Report*

Several steps and decisions must be made prior to deciding to implement service, including characteristics of service. Based on the findings in this study, the following summarizes future steps to follow to further address community questions and concerns, conduct additional planning, identification of funding sources, and potential implementation of service. These include the following project development activities:

- Secure grants and local funding – ongoing
  - More intensive ridership forecasting required for FTA grants
- Implementation considerations:
  - Regulatory Setting/Integration with Freight: Decide to operate non-Federal Railroad Administration (FRA) compliant vehicles as a “transit system” – requires temporal separation with freight and is subject to CPUC regulations or FRA-compliant equipment – could require Positive Train Control (PTC) or using a derail to physically separate section of track.
  - Governance structure for operations: Decide whether service is to be operated by an existing transit agency, establish a new regional transit district, form a joint powers authority (JPA), or have a private operator or public-private partnership govern operations.
- Draft Environmental Studies and Conceptual Engineering
- Develop Design Criteria and Parking Considerations
- Develop Bridge Ratings and Test Rail Conditions
- Preferred Alternative and Preliminary Engineering
- Final Design, Construction Documents, and Funding
- Right-of-way (ROW) Acquisition for stations and sidings, if needed
- Contractor Procurement
- Construction (includes: site surveys, track reconstruction, station construction (platforms, ticketing machines, bike and vehicle parking), as well as testing and commissioning)
- Vehicle Design and Procurement
- Develop Fare Policy
- Service Planning/Bus Integration Plan – includes schedule coordination and route evaluation
- Opening/start service

Other steps and considerations:

- Forward study results to Caltrans for inclusion in future State Rail Plans.

- Integrate service and station planning into city/county land use planning efforts, future Regional Transportation Plans and Metropolitan Transportation Plans, including the Sustainable Communities Strategy. Work with local jurisdictions to consider transit-oriented development along the rail line that would support job growth and maximize transit and trail use. This may include infill housing development, encouraging high density redevelopment, providing density bonuses near station areas, developing high quality transit corridors near stations, and transforming station areas into fully multimodal nodes.
- Work with local jurisdictions and property owners to preserve right-of-way for future stations/parking, sidings (confirm sidings identified in this report are the only/most likely options), and trail facilities.
- Continue to empower and engage the community in future stages of project implementation.

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**TO:** Bicycle Committee

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

**REGARDING:** 2016 State and Federal Legislative Programs

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Committee identify State or Federal legislative issues the Regional Transportation Commission (RTC) should pursue or monitor in 2016.

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## **BACKGROUND**

Each year the Regional Transportation Commission (RTC) adopts legislative programs to guide its analysis of the impacts of state and federal legislative or administrative actions transportation in Santa Cruz County. Working with other transportation entities and its legislative assistants the RTC develops and implements the RTC legislative program, monitoring bills and other federal and state actions that could impact transportation in Santa Cruz County.

## **DISCUSSION**

Staff is in the process of developing the RTC's 2016 State and Federal Legislative Programs.

**Staff recommends that RTC's advisory committee members identify legislative issues the RTC should consider, monitor or pursue in 2016.** The RTC is expected approve the Legislative Programs at its January or February 2016 meeting.

### Federal Transportation Bill

With the December 4, 2015 approval of the five-year Federal transportation bill: Fixing America's Surface Transportation Act (FAST), a focus in 2016 will be on implementation of the bill at the federal level and in California. While the bill provides more certainty regarding how much funding will be available for transportation projects and programs over the next five years, no significant changes to how much funding is available for local projects is anticipated.

A few highlights of the bill:

- Includes a "complete streets" requirement for agencies to consider all users of roadways when designing and building federally-funded projects.
- Minor increases in funding for active transportation projects. The California Transportation Commission (CTC) intends to continue to distribute these federal funds through the state's Active Transportation Program (ATP).

### State Legislative Priorities

With gas prices dropping in the past year, price-based gas tax revenues available to local jurisdictions and the RTC for the State Transportation Improvement Program (STIP) are expected to plummet in 2016. This will impact cities and County's ability to do basic maintenance our multimodal transportation system and cause delays to many projects that the RTC approved for funding in the past. RTC will continue urging the Governor and legislators to approve proposals that would soften the blow and generate new, more reliable revenues.

## **SUMMARY**

Committee members are encouraged to suggest items for the RTC to consider for its 2016 Legislative Program.

AGENDA: December 14, 2015

TO: Bicycle Advisory Committee

FROM: Amelia Conlen, Rick Hyman, Will Menchine

RE: Draft *Highway 1 Corridor Investment Program Environmental Documents*

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#### RECOMMENDATION

Our ad hoc committee recommends that the Bicycle Advisory Committee send the attached letter to the Regional Transportation Commission and Caltrans after review and any revisions. We also recommend continued discussions with RTC and County Public Works staffs and consultants on design details for the Highway One bike-ped bridges.

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#### DISCUSSION

The RTC has had long-standing plans to widen Highway One. Several years ago, the RTC studied bicycle and pedestrian crossings over the highway to be part of the widening project. The result was planned bike-pedestrian bridges at Mar Vista Drive and Trevethan and Chanticleer Avenues. On February 12, 2012 staff and their consultant showed the Committee preliminary plans for the Chanticleer crossing. From the minutes: “Members expressed concerns with the design as shown, especially in respect to on and off ramp movements on the ocean side of Soquel Drive that would require bicyclists to dismount and traverse a pedestrian crossing.” Staff returned the following year with updated concept plans. The Committee was pleased with some of the refinements but expressed in an April 15, 2013 letter, “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.” Now the plans have publicly been released in the draft *Highway 1 Corridor Investment Program Environmental Documents*. At our last meeting the Committee delegated us three as an ad hoc subcommittee to review these with staff. On November 23, 2015 we met with RTC staff and their consultant. Overall, the plans haven’t materially changed from what the Committee previously saw. We discussed details that have not yet been determined, since the plans are not yet final. Thus, there is still and will continue to be opportunity for the Committee’s input. In terms of the approach on Chanticleer itself we learned that it is not directly part of this bridge design and that County Public Works would be working on this aspect. We requested a meeting with their staff. We prepared the attached draft letter summarizing all of our concerns to date for the Committee to send to the RTC and to Caltrans.

Note that if and when the Chanticleer or other two bike-ped bridges are built is a function of the RTC obtaining funding; one possible source being a sales tax measure which is concurrently being considered. However, how the bridges are designed is in part a function of what plan concepts are included in a certified EIR. Since comments are now being accepted on the draft EIR until January 18, 2016, our ad hoc committee feels that it is appropriate for the full Committee to submit a letter specifically on the Chanticleer bridge and more generally on the other potential bike-related projects. We should also continue discussions with RTC and County Public Works staff on the design specifics and have them return to the Committee at an appropriate time.

#### SUMMARY

Our ad hoc committee recommends that the Bicycle Advisory Committee review the attached letter and plans, suggest any revisions to the letter and then send it to the RTC and Caltrans.

## ATTACHMENT: DRAFT LETTER TO RTC and CALTRANS

Dear Commissioners and Caltrans:

The Bicycle Advisory Committee welcomes the opportunity to review the draft *Highway 1 Tiered Draft Environmental Documents* and offers the following comments pertaining to cycling. We are appreciative and generally supportive of the bicycle projects planned for both the immediate (Tier II) alternative (i.e., the Chanticleer crossing) and for either long-term (Tier I) alternative, such as the Trevethan and Mar Vista crossings.

Furthermore, we are gratified that the EIR commits to installing a Class 1 bicycle and pedestrian facility on Morrissey Boulevard over Highway 1 and bike lanes on Rio Del Mar Boulevard if no long-term highway project happens (Tier I No Project Alternative).

### Tier II comments – Chanticleer bike-ped bridge

We are thankful for and supportive of several aspects of the Chanticleer crossing plans and staff assurances made to date. Your staff and its consultants are to be commended for having already responded to our earlier request to ensure that bicyclists can conveniently ride across the freeway without dismounting. Please ensure that such design elements are retained in the final plans:

- sloped curbs around the entire corner to provide 180 degree bike access,
- 12 -14 foot wide bridge,
- rideable 5 percent or less grade,
- negotiable curvature.

Our major long-standing and remaining concern is how northbound Chanticleer cyclists (who will be riding in the bike lane at the right side of the road) will cross Chanticleer to access the new bridge. Cyclists will have to cross both the north and southbound travel lanes close to or at the intersection with Soquel Avenue, which could cause conflicts with motorists. Also, there is the potential for conflict with Soquel eastbound motorists making a right turn onto Chanticleer exactly where cyclists will be crossing onto and off the bridge.

In order to address this and other concerns, we request that the following elements be included in the final project design:

- pathway lighting (e.g., inset into structure, similar to that on the Arana Gulch bridges);
- center line striping on the overcrossing;
- entrance designs, including signing and pavement markings that make clear that motor vehicles are not allowed;
- railing and structure design that does not obscure sight distance for eastbound drivers on Soquel Avenue approaching Chanticleer;
- pavement markings and signing that both alert motorists to cyclists crossing Soquel Avenue and Chanticleer and show cyclists the appropriate crossings;
- stop sign or traffic signal on eastbound Soquel at Chanticleer to prevent free right turns;



- Consideration of extending a two way bike path on the west side of Chanticleer from the bridge landing at Soquel Avenue south to where a clearly visible and cyclist maneuverable crossing of Chanticleer can be installed (such as at the Staples parking lot entrance intersection with Chanticleer).

In order to ensure that the proposed bridge be bike-friendly in these regards, we recommend that the process leading to implementation includes the following:

- Coordination with County Public Works as to Soquel Ave/Chanticleer intersection modifications, such as signing and pavement markings;
- Preparation of two alternative signing and striping plans – one for the current stop sign configuration, one for if the intersection becomes signalized;
- Completion of at least preliminary intersection design before bridge plans are finalized to ensure that the approaches are designed in sync with the pavement marking and signing plans and that any additional right of way needed to ensure smooth transition and access to the overcrossing is concurrently identified and acquired;
- Having the bicycle committee review the final bridge and street plans;
- If entry for northbound Chanticleer cyclists remains right at the intersection with Soquel, monitoring of potential conflicts with motorists as described above, and if conflicts arise, installing a two way bike path along the first block of Chanticleer so that a crossing of Chanticleer be established further south of the Soquel Avenue intersection where site distances may be better (ex. a 4 way intersection at the Staples driveway);
- Finishing the bridge design and certifying the environmental review of it as soon as possible so that it could be constructed as a stand alone project (if funding is available) if the remainder of the auxiliary lane is delayed or cancelled;
- Conversely, ensuring that if the Soquel-to-41<sup>st</sup> Ave auxiliary project is constructed, that this bridge remain an integral part of that project's funding and final design and be concurrently constructed.

#### Tier I comments – HOV, TMS or no project alternatives – Mar Vista and Trevethan and other crossings

At this time we only have some general suggestions for you to consider as the process unfolds. We understand that there will be further environmental review and plan refinement on all project components of whatever long-term alternative is chosen

Mar Vista bike-ped bridge: Since this project to connect the elementary school with a neighborhood it serves across the freeway is mostly funded, we suggest adding it (and a discussion of any of its impacts) into Tier II (the immediate projects category). Then it could proceed once this EIR is completed. As design progresses we suggest that elements similar to those listed above for Chanticleer be included, again with the objective that cyclists can ride over the freeway without dismounting.

Trevethan bike-ped bridge: We reiterate our long standing recognition of the need to improve or replace the current Morrissey Boulevard crossing. If the Trevethan location

remains the preferred replacement and can occur soon, then again we would hope to work with your staff on an appropriate bike-friendly design. If not, we would look to both short- and long-term improvements for cyclists (and pedestrians) to the Morrissey crossing itself.

Work affecting roads adjacent to and across the freeway: We note that several roads that cross or parallel Highway One will be impacted by future work and some will be partially rebuilt. We recommend that any work done on any of these roads maintain, improve or add bike lanes.

Attached are specific recommendations for EIR revisions to address these concerns. We look forward to seeing our suggestions incorporated in the final EIR and project plans. The Committee appreciates your pursuit of these highly valuable cycling projects. Please feel free to contact your Bicycle Program Manager and staff to the Bicycle Advisory Committee, Cory Caletti at (831) 460-3201 or by email at ccaletti@sccrtc.org for any further discussion about the projects and suggestions mentioned in this letter.

Sincerely,

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#### ATTACHMENT: REQUESTED EIR REVISIONS

p. 2.1.5-12 Comment: The description of the current bike lane network is slightly misleading.

Suggested Revision: “Connecting the communities of Live Oak, Soquel, and Aptos to the cities of Santa Cruz and Capitola is a series of Class II bikeways that runs from the University of California at Santa Cruz campus to Watsonville. Within the study area this network is along major streets including Soquel Avenue, Soquel Drive, and Freedom Boulevard, sometimes running close to and parallel to the freeway while other times being a considerable distance away. Some portions of this route have heavy traffic, on-street parking and/or poor shoulder conditions that can impede safe and efficient bicycle travel. An alternate network of Class II route connects Soquel Drive to Watsonville along San Andreas Road, except that the Bonita Drive segment lacks bike lanes.”

p. 2.1.5-12 Comment: As indicated in the paragraph preceding this one, alternate routes on the map are not official designations.

Suggested revision: “Clare Street within Capitola is ~~designated~~ shown as an alternate route for bicycles seeking access to the Capitola Mall Transit Facility, but lacks bike lanes.”

pp. 2.1.5-20 and 2.1.5-28. Comment: As stated, the three new bridges would improve bicycle travel across the freeway, but not along the freeway route. We note that the project plans show work would be done on several of the parallel streets.

Suggested Revision: add a sentence to the bicycle impact discussion: “However, bicycle travel would not be improved along the corridor and may be impacted by any reconfiguration of parallel streets, such as Rooney St., Soquel Ave., Soquel Dr., Kennedy

Dr, McGregor Dr., and Bonita Dr., that may occur as part of the highway widening project.”

p. 2.1.5-30 Comment: As indicated, the new Chanticleer bridge “would have a positive effect on multimodal connectivity.” However, effectiveness depends on the final design plans, the corresponding roadway plans that County Public Works has jurisdiction over and whether and when it actually gets built.

Suggested Revision: add a sentence: “However, it will be important to ensure that final overcrossing design plans and corresponding roadway signing, striping and signalization plans allow for cyclists to safely and conveniently ride to, from and on the bridge.”

p. 2.1.5-36 Comment: We are appreciative of the commitment to install “a Class 1 bicycle and pedestrian facility on Morrissey Boulevard overpass at Route 1” if neither the HOV lanes or TSM/auxiliary lanes are built. However, when this may happen is not clear. The EIR time frame is to 2035. We know that there is not money to build the HOV lanes by 2035. Furthermore, the draft sales tax expenditure plan for 30 years (i.e., 2017-2047) would only fund the Chanticleer and Mar Vista overcrossings, not a new one at Trevethan. So, when and with what funding would the Morrissey Class I overcrossing occur?

Suggested Revision: add more discussion of the current, inadequate conditions for bicyclists and pedestrians at the Morrissey overcrossing; the history of proposals for improvements at either Morrissey or a new crossing at Trevethan; what improvements might occur in the short, medium and long term; and a realistic time frame for such improvements.

p. 2.1.5-36 Comment: As indicated above there could be some adverse impacts on bicycle travel that would require mitigation.

Suggested Revision: add the following mitigation measures:

1. “Final design plans for the Chanticleer overcrossing and nearby roadways should ensure that cyclists can ride safely and conveniently to, from and on the new bridge, pursuant to the recommendations in the 12/ /2015 letter from the Bicycle Committee.”
2. “Any work performed on or affecting roads parallel to Highway One should maintain and improve, if necessary, existing bike lanes and add bike lanes or paths where there are gaps in a continuous bicycle network along the corridor.”
3. “Ongoing coordination should occur among the RTC, Caltrans and the City of Santa Cruz regarding improvements to make at the current Morrissey overcrossing (or a substitution at Trevethan) for bicyclists and pedestrians in the short, medium and long term.”

p. 2.3.4 #5 Comment: The mitigation measure to “identify nearby alternate routes” “in the event of temporary obstruction of ... bicycle paths” during construction is insufficient. If a bike path is obstructed or a road (with or without a bike lane) is completely closed then this measure should apply; otherwise, routing through the construction zone needs to be provided in accordance with state regulations.

Suggested Revision: “In the event of temporary ~~obstruction closure~~ of ~~pedestrian walkways or bicycle paths~~ or streets, the Transportation Management Plan would identify nearby alternate bicycle and pedestrian routes, including pedestrian routes that meet Americans with Disabilities Act requirements, as appropriate. In the event of temporary obstruction of streets the *California Manual on Uniform Traffic Control Devices for Streets and Highways PART 6 Temporary Traffic Control* and the *Community Traffic Safety Coalition Recommended Guidelines to Protect the Safety of Bicyclists, Pedestrians, and Disabled Travelers during Road Construction*” would be followed.

Appendix G Tier I Corridor HOV Drawing HOV4 Comment: This drawing does not have the latest version of the Chanticleer bridge plans.

Suggested Revision: Revise drawing to include the updated rideable curved design that is shown on Sheet T2-L2 in Appendix I.

Appendix G Tier I Corridor HOV Drawing HOV 12 Comment: The zig zag design illustration for the Mar Vista overcrossing would not be rideable and hence is not acceptable.

Suggested Revision: Revise the bridge design to look like the latest Chanticleer one, i.e., with enough space and gentle curvature so that riders will not need to dismount.

Appendix G drawings comment: The Trevethan bike-ped bridge is not shown in any drawing.

Suggested Revision: Add a bridge in the vicinity of Trevethan, designed similarly to the latest Chanticleer design, in the drawings.

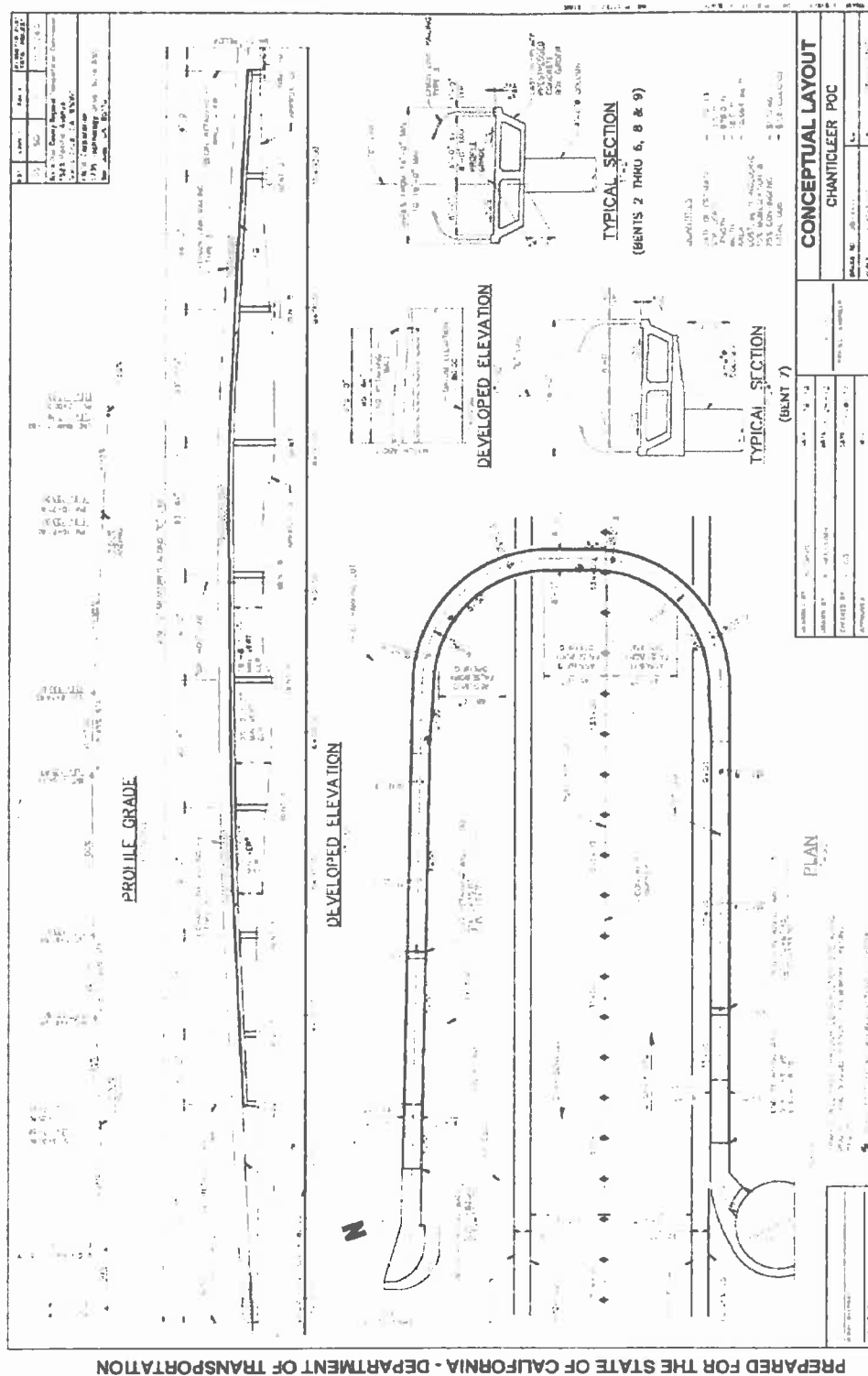
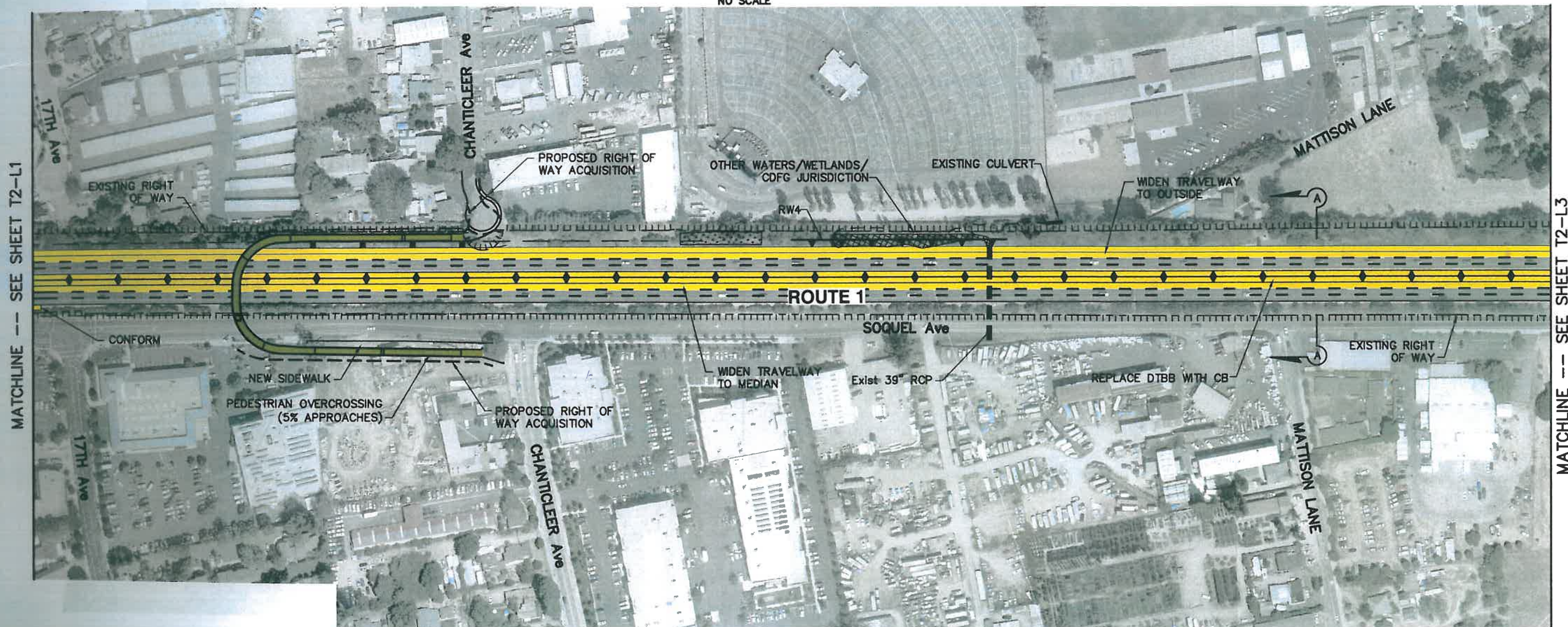
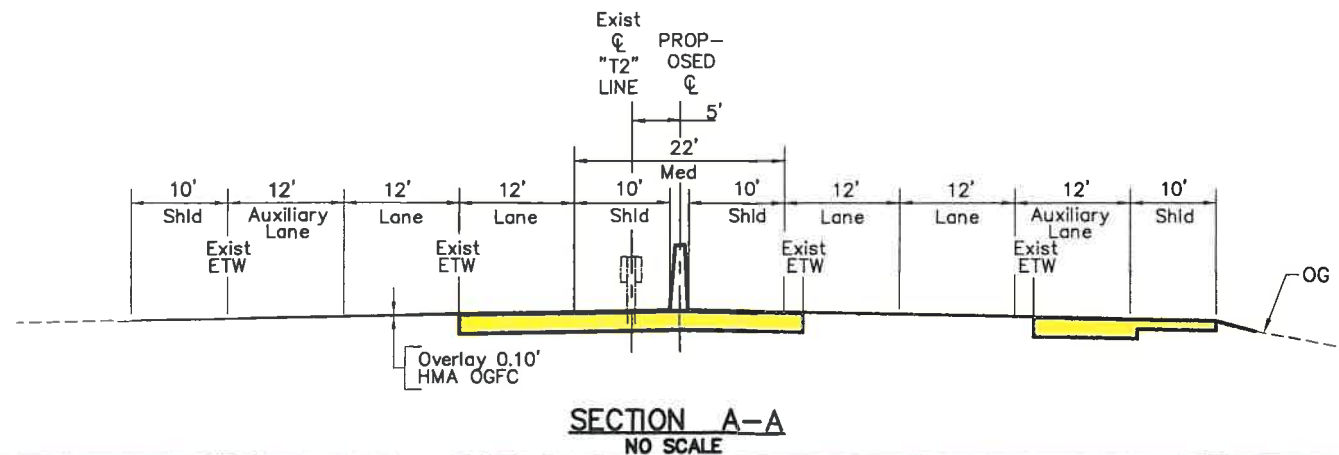


Figure 2.1.6-18: Conceptual Layout of Chanticleer Pedestrian/Bicycle Overcrossing



DIST	COUNTY	ROUTE	MILE POST TOTAL PROJECT	SHEET No	TOTAL SHEETS
05	SCr	1	13.5/14.9	2	3



LEGEND & ABBREVIATIONS

- WETLANDS RESOURCE AGENCY JURISDICTION (ACOE, CCC, CDFG)
- PERIMETER OF WETLANDS RESOURCE AGENCY JURISDICTION
- RETAINING WALL
- CONCRETE BARRIER
- EXISTING ACCESS CONTROL
- PROPOSED ACCESS CONTROL
- LOCAL PROPERTY LINE

- STORM CULVERT
- DITCH FLOW LINE
- EXISTING PAVEMENT TO BE REMOVED
- NEW STRUCTURE
- NEW PAVEMENT
- PROPOSED STORM TREATMENT AREA

- ACOE ARMY CORP OF ENGINEERS
- CB CONCRETE BARRIER
- CCC CALIFORNIA COASTAL COMMISSION
- CDFG CALIFORNIA DEPARTMENT OF FISH & GAME
- DTBB DOUBLE THRIE BEAM BARRIER
- ETW EDGE OF TRAVELED WAY
- Med MEDIAN
- OG ORIGINAL GROUND
- RCP REINFORCED CONCRETE PIPE
- RW 4 RETAINING WALL No.
- Shld SHOULDER
- TBD TO BE DETERMINED

TIER 2  
AUXILIARY LANE ALTERNATIVE



**TO:** Bicycle Advisory Committee

**FROM:** Ginger Dykaar, Transportation Planner

**RE:** 2040 Santa Cruz County Regional Transportation Plan

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Advisory Committee:

1. Receive information on the development of the 2040 Regional Transportation Plan (RTP);
  2. Provide input on the draft goals, policies and targets of the 2040 RTP;
  3. Review the 2014 Regional Transportation Plan (RTP) project list and provide new project ideas for the 2040 Regional Transportation Plan.
- 

## **BACKGROUND**

As the regional transportation planning agency (RTPA) for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. The RTP is a state-mandated plan that identifies transportation needs in Santa Cruz County over the next twenty-plus years. It estimates the amount of funding that will be available over this timeframe and identifies a financially constrained priority list of projects. This planning effort is a critical component to project implementation as it provides a forum for setting the direction of transportation in our county over the next 20 plus years, it positions our community to receive federal, state or local funding for projects, and helps facilitate collaboration on projects. Individual projects listed in the RTP can only be implemented as local, state and federal funds become available.

The RTPs adopted by RTPAs in Santa Cruz, Monterey, and San Benito Counties are incorporated into the federally-mandated Metropolitan Transportation Plan/state-mandated Sustainable Communities Strategy (MTP/SCS), which is prepared by the Association of Monterey Bay Area Governments (AMBAG). The current RTP was adopted by RTC in June 2014 at the same time as the MTP/SCS was adopted by AMBAG and the 2014 RTPs by Transportation Agency for Monterey County (TAMC) and San Benito Council of Governments (SbCOG).

## DISCUSSION

The next Santa Cruz County RTP and AMBAG MTP/SCS are scheduled for adoption in June 2018. These documents will provide transportation plans through 2040 and will be referred to as the 2040 RTP and 2040 MTP/SCS. The RTP and AMBAG MTP/SCS are being updated after four years based on state law requirements to update the RTP every four or five years and SB 375 requirements to sync the adoption of the regional housing element (RHNA) that occurs every 8 years with the adoption of the MTP.

### 2040 RTP Work Plan

The Santa Cruz County Regional Transportation Plan consists of three main elements; the Policy Element, the Financial Element, and the Action Element.

- The Policy Element identifies the goals, policies, and measurable outcomes/targets that guide transportation funding decisions and prioritization.
- The Financial Element identifies funds anticipated to be available for transportation projects and the outstanding funding needs over the next 20 plus years.
- The Action Element of the RTP identifies specific projects and programs that could be funded within the projected funds identified in the Financial Element (constrained) and which projects/programs would require new revenues above and beyond those anticipated over the next twenty-plus years (unconstrained).

The Santa Cruz County Regional Transportation Plan underwent a major update in 2014. Given the significant re-visioning of the RTP for 2014, the 2040 RTP will be a minor update. The draft work plan for the 2040 RTP is outlined in **Attachment 1** and the schedule in **Attachment 2**.

### Policy Element

The 2014 Santa Cruz County Regional Transportation Plan included a major re-visioning of the goals and policies. The RTC voluntarily adopted a sustainability framework for the 2014 RTP using the Sustainable Transportation Analysis and Rating System (STARS). Goals, policies, and targets were identified to achieve a more sustainable transportation system.

The draft goals, policies and targets for the 2040 RTP (**Attachment 3**) are a minor revision of the 2014 RTP goals, policies and targets to incorporate lessons learned from the 2014 RTP. **Staff recommends that the Bicycle Advisory Committee provide input on the Goals, Policies and Targets of the 2040 RTP.**

### Project Solicitation

The Action Element includes the complete list of transportation needs in the region. The transportation needs for the 2040 RTP and 2040 MTP will be solicited from the project sponsors, RTC, RTC Committees and the public from December through



April, 2016. A list of projects from the 2014 RTP for which at least 10% of the estimated project cost relates to bicycle projects/programs is attached (**Attachment 4**). Staff recommends that Bicycle Advisory Committee members review this list, identify additional projects that should be included, and recommend relative priority levels (high, medium, low). A new project ideas form is provided in **Attachment 5**. Priorities identified by the Bicycle Advisory Committee will be considered for the final draft 2014 RTP.

Project sponsors are concurrently reviewing this list. Staff anticipates that some projects may have been completed, increased in cost, or since been deemed infeasible. Those projects will not be carried over to the 2040 RTP. Any project ideas received from the RTC Committees and the public will be provided to the jurisdiction that is responsible for transportation projects in the location of interest. Proposed projects for inclusion in the RTP and MTP should advance the transportation plan goals and targets (**Attachment 3**), as well as address the SB375-mandated Sustainable Communities Strategy and Complete Streets needs. The RTC is scheduled to consider the draft project list in June 2016.

**RTC staff requests that the Bicycle Advisory Committee review the 2014 RTP project list for which at least 10% of the estimated project cost relates to bicycle projects (Attachment 4) and provide new project ideas for the 2040 Regional Transportation Plan.**

## **SUMMARY**

The RTC is responsible for developing the Regional Transportation Plan for Santa Cruz County. The next RTP will be a minor update to the 2014 RTP and is planned for adoption in June 2018 in coordination with AMBAG and the 2040 MTP/SCS. RTC staff requests input from Bicycle Advisory Committee on the draft goals, policies and targets for the 2040 RTP. RTC staff also requests input on new project ideas to be added to the transportation needs list based on the 2014 RTP project list.

### Attachments:

1. 2040 RTP Work Plan
2. 2040 RTP Schedule
3. Draft Goals, Policies and Targets
4. 2014 RTP Project List for bicycle related projects
5. New Project Ideas Form

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**2040 Santa Cruz County Regional Transportation Plan Work Plan**

1. *Coordination with Partner Agencies*
  - a. Meet regularly with Association of Monterey Bay Area Governments (AMBAG), Transportation Agency for Monterey County (TAMC), and San Benito Council of Governments (SbCOG) to discuss development of the 2040 Regional Transportation Plans (RTPs) and 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)
  - b. Provide data to AMBAG as necessary to incorporate Santa Cruz County projects into the AMBAG regional travel demand model (RTDM) and the AMBAG region 2040 MTP/SCS
  - c. Review draft 2040 MTP/SCS produced by AMBAG
2. *Public Outreach and Involvement*
  - a. Utilize the 2015 Public Participation Plan as developed by AMBAG that meets requirements of the California Transportation Commission RTP guidelines, SB 375 and MAP-21 requirements for public participation
  - b. Develop outreach materials throughout RTP development including fact sheets, web pages, web news, email notices, news releases
  - c. Encourage public participation on the main elements of the RTP, includes soliciting input from RTC Advisory Committees, interest groups, and the general public
  - d. Consult with resource agencies as required by the RTP Guidelines
  - e. Consult with local jurisdictions and other project sponsors
  - f. Coordinate public outreach effort with work on “Sustainable Transportation Prioritization Plan for Santa Cruz County” as funded by Caltrans through the Sustainable Communities grant funds
  - g. Coordinate public workshops with AMBAG regarding investment priorities for 2040 MTP/SCS
  - h. Analyze feedback and respond to comments received
  - i. Attend local and regional community events and meetings
3. *Review Policy Element - Goals, Policies and Targets*
  - a. Incorporate lessons learned from 2014 RTP
  - b. Incorporate MAP 21 performance measures as appropriate
  - c. Ensure policies are consistent with SCS
  - d. Review goals and policies with RTC, RTC committees, and the public
  - e. Recommend changes to goals and policies based on input received
  - f. Approve draft goals and policies and provide to AMBAG and EIR Consultant
4. *Update Financial Element – Revenue and Cost Projections*
  - a. Identify funding sources available (dedicated and discretionary), including sources used by project sponsors to operate, maintain, and construct transportation projects and programs
  - b. Identify any new funding options
  - c. Coordinate with AMBAG, TAMC and SbCOG to establish assumptions for financial projections
  - d. Update financial projections through 2040
  - e. Escalate project and services costs to expected year of delivery
  - f. Review funding projections and assumptions with RTC board
  - g. RTC provide input and approve draft financial element
  - h. Provide financial projections to AMBAG and EIR consultant

- i. Include updated discussion about state and federal funding eligibility trends based on reductions in gas consumptions and greenhouse gas emissions

5. *Update Action Element – Project List*

- a. Solicit project ideas and costs from local jurisdictions, public, RTC Advisory Committees
- b. Work with AMBAG to provide input on new database for organizing project lists and update project list database
- c. Develop complete list of projects (both constrained and unconstrained)
- d. Evaluate projects for consistency with goals and policies, SCS, and local plans
- e. RTC approves 2040 RTP complete project list
- f. Work with AMBAG on scenario analysis to differentiate financially constrained and unconstrained projects
- g. Create draft Constrained and Unconstrained Project Lists, with input from RTC
- h. Coordinate with AMBAG on public workshops for public input on constrained project list
- i. Seek input from local jurisdictions and RTC Advisory Committees on draft constrained project list
- j. RTC provide input and approve constrained project list
- k. Assign projects to five year time frames included in plan
- l. Map projects

6. *Plan Performance*

- a. The 2014 RTP included an analysis of how well the plan performed in advancing the goals/targets of the plan based on the financially constrained project list
- b. For the 2040 MTP/SCS, VMT and GHG measures will be analyzed by AMBAG using the regional travel demand model (RTDM) to assess ability to meet revised SB 375 targets for the AMBAG region
- c. Santa Cruz County VMT and GHG reductions will be provided by AMBAG from the RTDM results to assess performance of the 2040 RTP
- d. Baseline performance monitoring based on available data will be considered
- e. Other targets in RTP will not be analyzed for how well the plan performs as the 2040 RTP will be a minor update

7. *2040 RTP Document*

- a. Minor updates and revisions will be made to the 2014 RTP document, including name change to reflect target year to be consistent with the regional MTP
- b. Discuss revised California Air Resource Board Targets for AMBAG region
- c. Information from new transportation and related studies will be incorporated, where appropriate
- d. Previously collected data will be updated, as needed
- e. Revise text to address new state and federal requirements
- f. Release draft for public review
- g. Recommend changes for Final based on input received
- h. Prepare Final RTP

8. *Environmental Impact Report (EIR) Preparation*

- a. Agreement with AMBAG for EIR for the 2040 MTP/SCS and RTPs of Santa Cruz County, Monterey County and San Benito County
- b. Meet regularly with AMBAG, TAMC, SBCOG and consultant to discuss development of EIR for 2040 MTP/SCS and RTPs
- c. Review notice of preparation (NOP) for EIR
- d. Review draft EIR

9. *RTP and EIR Release and Distribution*

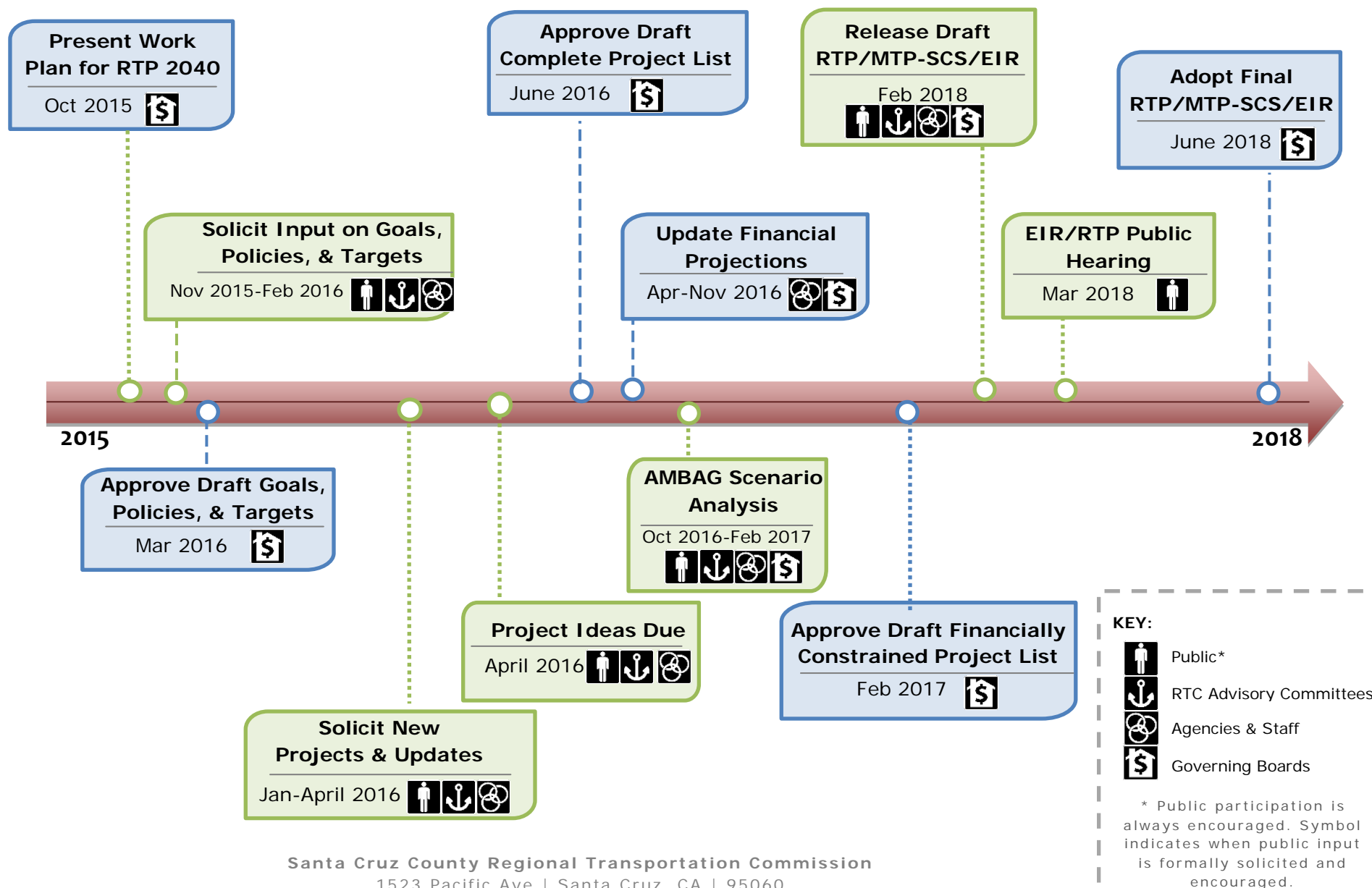
- a. Update distribution lists
- b. Send notice of availability to interested parties
- c. Focus on electronic distribution (web, email)
- d. Provide a minimum of 30 day review period
- e. Review draft RTP and EIR with RTC and RTC Committees
- f. Hold public hearing on RTP
- g. Receive and incorporate comments
- h. Present Final RTP/EIR Adoption
- i. Complete Notice of Determination

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# 2040 REGIONAL TRANSPORTATION PLAN

## KEY MILESTONES



Santa Cruz County Regional Transportation Commission  
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## 2040 Santa Cruz County Regional Transportation Plan Goals, Targets<sup>1</sup> and Policies

Note: The underline and strikethrough are the RTC staff recommended changes from the 2014 Regional Transportation Plan goals, policies, and targets.

➤ **GOAL 1. Improve people's access to jobs, schools, health care and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.**

There is a strong relationship between meeting targets and achieving access, health, economic benefit, climate and energy goals. In many cases actions to achieve one goal or target will assist in achieving other goals and targets. For example, providing more carpool, transit and bicycle trips reduces fuel consumption, retains money in the local Santa Cruz County economy and reduces congestion.

### **TARGETS:**

Improve people's ability to meet most of their daily needs without having to drive. Improve access and proximity to employment centers.

**1A.** Increase the percentage of people that can travel to key destinations<sup>2</sup> within a 30-minute walk, bike or transit trip by 20 percent by 2020 and ~~40-47~~ percent by ~~2035~~2040.<sup>3</sup>

Re-invest in the local economy by reducing transportation expenses from vehicle ownership, operation and fuel consumption. Reduce smog-forming pollutants and greenhouse gas emissions.

**1B.** Reduce per capita fuel consumption and greenhouse gas emissions by 1 percent by 2020, ~~and 5 percent by 2035~~ and 6 percent by 2040.<sup>4</sup>

**1C.** Re-invest in the local economy \$5 million/year<sup>5</sup> by 2020 and ~~\$10-12~~ million/year by ~~2035~~ 2040 from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.<sup>6</sup>

Improve the convenience and quality of trips, especially for walk, bicycle, transit, freight and carpool/vanpool trips.

**1Di.** Improve travel time reliability<sup>7</sup> for vehicle trips.<sup>8</sup>

<sup>1</sup> Base years have been identified for most targets to allow for a comparative analysis. Base years vary by target between 2001 and 2010, depending on available data. Base years for the 2040 RTP are the same as the base years determined for the 2014 RTP.

<sup>2</sup> Key destinations consider employment and population centers, and multimodal trip destinations.

<sup>3</sup> The targets are relative to the 2010 maximum population within the key destinations and will close the gap between the baseline population and maximum population by 20% by 2020 and 40% by 2035.

<sup>4</sup> Through a reduction in vehicle miles traveled and improved speed consistency. These values may change based on the requirements of the California Air Resources Board for the AMBAG region.

<sup>5</sup> 2012 dollars.

<sup>6</sup> 10 million per year equates to \$100 per household per year. Assumes \$4 per gallon.

**1Dii.** Improve multimodal network quality<sup>9</sup> for walk and bicycle trips to and within key destinations.<sup>10</sup>

Improve health by increasing the percentage of trips made using active transportation options, including bicycling, walking and transit.

**1E.** ~~Increase the number of active transportation trips by 5 percent of total trips by 2020 and by 20% of total trips by 2040. Decrease single occupancy mode share by 4 percent by 2020 and by 8 percent by 2035.~~<sup>11</sup>

#### POLICIES:

- 1.1 *Transportation Demand Management (TDM):* Expand demand management programs that decrease the number of vehicle miles traveled and result in mode shift.
- 1.2 *Transportation System Management:* Implement Transportation System Management programs and projects on major roadways across Santa Cruz County that increases the efficiency of the existing transportation system.
- 1.3 *Transportation Infrastructure:* Improve multimodal access to and within key destinations.
- 1.4 *Transportation Infrastructure:* Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.
- 1.5 *Land Use:* Support land use decisions that locate new facilities close to existing services, particularly those that service transportation disadvantaged populations.

### ➤ **GOAL 2. Reduce transportation related fatalities and injuries for all transportation modes.**

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<sup>7</sup> Travel time reliability is important since being late to work, an appointment, or for a delivery has substantial repercussions for travelers and businesses. Literature from the Federal Highway Administration (FHWA) and many academic journals cite travel time reliability as a more important measure than average travel time between destinations because people must try to plan around the unpredictable nature of travel.

<sup>8</sup> Qualitative target to be further developed in future planning effort.

<sup>9</sup> Multimodal network quality for walk and bike trips considers roadways speeds, presence of bicycle and pedestrian facilities and buffers from traffic.

<sup>10</sup> Qualitative target to be further developed in future planning effort.

<sup>11</sup> ~~The active transportation trip mode share for Santa Cruz County estimated from the 2012 California Household Travel Survey for all trips is 20%. The target is to double the active transportation mode share to 40% by 2040. An 8 percent decrease in single occupancy vehicle mode share includes increasing bicycle trip mode share to 10 percent and pedestrian mode share to 14 percent by 2035 and bicycle trip mode share to 6 percent and pedestrian trip mode share to 8 percent by 2020.~~

Safety is a fundamental outcome from transportation system investments and operations. Across the United States, pedestrians and bicyclists (vulnerable users) are killed and injured at a significantly higher rate than the percentage of trips they take.

#### **TARGETS:**

Improve transportation safety, especially for the most vulnerable users.

**2A.** Reduce injury and fatal collisions by mode by 20 percent by 2020 and by ~~50-60~~ percent by ~~2035~~2040.

**2B.** Reduce total number of high collision locations.<sup>12</sup>

#### **POLICIES:**

2.1 *Safety:* Prioritize funding for safety projects and programs that will reduce fatal or injury collisions.

2.2 *Safety:* Encourage projects that improve safety for youth, vulnerable users, and transportation disadvantaged.

2.3 *Emergency Services:* Support projects that provide access to emergency services.

2.4 *System Design:* Reduce the potential for conflict between bicyclists, pedestrians and vehicles.

### ➤ **GOAL 3. Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system, and beneficially for the natural environment.**

The manner in which access and safety outcomes referenced in Goal 1 and Goal 2 are delivered can impact cost-effectiveness, distribution of benefits amongst population groups, and ecological function.

#### **TARGETS:**

Maintain the existing system and improve the condition of transportation facilities.

**3A.** Increase the average local road pavement condition index to 57 by 2020 and ~~70-72~~ by ~~2035~~2040.

**3B.** Reduce the number of transportation facilities in “distressed” condition<sup>13</sup> by 3 percent by 2020 and 5 percent by 2035.

Enhance healthy, safe access to key destinations for transportation-disadvantaged populations.

**3C.** Reduce travel times and increase travel options for people who are transportation disadvantaged due to income, age, race, disability or of limited English proficiency by

<sup>12</sup> Qualitative target to be further developed in future planning effort.

<sup>13</sup> Includes street (pavement, sidewalks, bike lanes, and other road components) and transit facilities.

“Distressed” pavement has a Pavement Condition Index under 50.



increasing the percentage that are within a 30-minute walk, bike or transit trip to key destinations by 20% by 2020 and ~~40~~47% by ~~2035~~2040.<sup>14</sup>

**3D.** Ensure transportation services (and impacts) are equitably distributed to all segments of the population.

Solicit broad public input.

**3E.** Maximize participation from diverse members of the public in RTC planning and project implementation activities.<sup>15</sup>

#### POLICIES:

- 3.1 *Cost Effectiveness & System Maintenance:* Maintain and operate the existing transportation system cost-effectively and in a manner that adapts the current transportation system to maximize existing investments.
- 3.2 *Coordination:* Improve coordination between agencies in a manner that improves efficiencies and reduces duplication (e.g. paratransit and transit; road repairs; signal synchronization; TDM programs).
- 3.3 *System Financing:* Support new or increased taxes and fees that reflect the cost to operate and maintain the transportation system.
- 3.4 *Equity:* Demonstrate that planned investments will reduce disparities in safety and access for transportation disadvantaged populations.
- 3.5 *Ecological Function:* Deliver transportation investments in a way that increases tree canopy, where appropriate, improves habitat and water quality, and enhances sensitive areas.
- 3.6 *Public Engagement:* Solicit broad public input on all aspects of regional and local transportation plans, projects and funding actions.

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<sup>14</sup> The targets are relative to the 2010 maximum population within the key destinations and will close the gap between the baseline population and maximum population by 20% by 2020 and 40% by 2035.

<sup>15</sup> Qualitative target to be further developed in future planning effort.

# 2014 Regional Transportation Plan - Projects with >10 % of Cost for Bicycling

Projects listed by lead agency, in order by % of project cost associated with each mode  
Project IDs without the letter "P" in front of the number have been also included in the Regional Transportation Improvement Program.  
Costs in 2013 year dollars.

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plan:	Other
<b>City of Capitola</b>															
CAP-P48	Capitola Mall (Capitola Rd to Clares) Bike Path	Separated bicycle facility through Capitola Mall parking lot to connect 38th Ave bike lanes and 40th Ave.	\$50	\$50	\$0	100	0	0	0	0	0	0	0	0	0
CAP-P52	Citywide Bike Projects	Bike projects based on needs identified through the Bicycle Plan. These projects are in addition to projects listed individually in the RTP.	\$1,000	\$1,000	\$500	100	0	0	0	0	0	0	0	0	0
CAP-P42	Clares St Bike Lanes/Sharrows (Capitola Rd to 41st Ave)	Evaluate and if found necessary, add bike lanes/sharrows to Clares.	\$5	\$5	\$0	100	0	0	0	0	0	0	0	0	0
CAP-P43	Clares St/41st Ave Bicycle Intersection Improvement	Bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) at Clares across 41st.	\$5	\$5	\$0	100	0	0	0	0	0	0	0	0	0
CAP-P46	40th Ave (at Deanes Ln) Bike/Ped connection	40th Avenue N/S bike/pedestrian connection at Deanes Lane.	\$5	\$5	\$0	50	0	0	0	50	0	0	0	0	0
CAP-P45	38th Ave (Capitola Rd to City limit to south)-Bike lanes/Traffic Calming	38th Ave - Add bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), traffic calming and wayfinding signage from Capitola Mall to City Limit to south, and bike/ped priority crossing of Capitola Rd to Mall.	\$15	\$15	\$0	40	30	0	0	30	0	0	0	0	0
CAP-P40	46th/47th Ave (Clares to Cliff Dr) Bike Lanes/Traffic Calming	46th/47th from Clares to Portola/Cliff - Add traffic calming and wayfinding signage to connect to Brommer and MBSST.	\$15	\$15	\$0	40	30	0	0	30	0	0	0	0	0
CAP-P41	Brommer/Jade/Topaz St Bike Lanes/Traffic Calming (Western City Limit on Brommer to 47th Ave)	Add buffered bike lanes, traffic calming and wayfinding signage and bike/ped priority crossing at 41st Ave, connecting the two N/S neighborhood greenways.	\$15	\$15	\$0	40	30	0	0	30	0	0	0	0	0
CAP-P12	Monterey Avenue Multimodal Improvements	Installation of sidewalks and bike lanes in area near school and parks.	\$350	\$350	\$0	40	0	0	0	60	0	0	0	0	0
CAP-P03	Upper Capitola Avenue Improvements	Installation of bike lanes and sidewalks on Capitola Av. (Bay Av.- SR 1) and sidewalks on Hill St. from Bay Av. to Capitola Av.	\$1,300	\$1,300	\$0	30	0	0	0	70	0	0	0	0	0
CAP-P34	Capitola Village Enhancements: Capitola Ave	Multimodal enhancements along Capitola Avenue.	\$1,000	\$1,000	\$0	25	25	0	10	40	0	0	0	0	0
CAP-P04b	Capitola Village Multimodal Enhancements - Phase 2/3	Multimodal enhancements in Capitola Village along Stockton Ave, Esplande, San Jose Ave, & Monterey Av. Includes sidewalks, bike lanes, bike lockers, landscaping, improve transit facilities, parking, pavement rehab and drainage.	\$3,000	\$3,000	\$1,000	20	10	10	10	50	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plan:	Other
CAP 11	Clares Street Traffic Calming	Implementation of traffic calming measures: chicanes, center island median, new bus stop, and road edge landscape treatments to slow traffic. Construct new safe, accessible ped x-ing at 42nd and 46th Av.	\$425	\$425	\$0	20	50	5	5	15	0	0	0	5	0
CAP-P30	47th Avenue Traffic Calming and Greenway	Traffic calming and traffic dispersion improvements along 47th Ave from Capitola Rd to Portola Drive and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to MBSST.	\$100	\$100	\$0	10	50	0	0	40	0	0	0	0	0
CAP-P35	Auto Plaza Drive Extension to Bay Avenue	Extend Auto Plaza Drive over Soquel Creek to Bay Avenue. Includes improvements to Auto Plaza Drive.	\$10,000	\$10,000	\$10,000	10	80	0	0	10	0	0	0	0	0
CAP-P29	Bay Avenue Traffic Calming and Bike/Ped Enhancements	Traffic calming features along Bay Avenue from Highway 1 to Monterey Avenue, including left turn pocket, buffered pedestrian facilities and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles.	\$400	\$400	\$0	10	50	0	0	40	0	0	0	0	0
CAP-P32	Bay Avenue/Monterey Avenue Intersection Modification	Multimodal improvements to the intersection. Include signalization or roundabout along with pedestrian, bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and transit access.	\$300	\$300	\$0	10	40	0	20	30	0	0	0	0	0
CAP-P17	Citywide Traffic Calming	Install traffic calming/neighborhood livability improvements.	\$1,400	\$1,400	\$1,400	10	50	0	0	40	0	0	0	0	0
CAP-P01	Hwy 1/41st Avenue Interchange	Implement 41st Avenue & Bay Ave/Porter Ave single interchange improvements as detailed and expensed in Hwy 1 HOV project (RTC 24) as a stand alone project if the RTC project does not proceed. (\$117M)	\$0	\$0	\$0	10	0	0	0	0	0	0	0	0	0
CAP-P07p	Stockton Ave Bridge Rehab	Replace bridge with wider facility that includes standard bike lanes and sidewalks.	\$2,500	\$2,500	\$2,500	10	0	75	0	15	0	0	0	0	0
<b>City of Santa Cruz</b>															
SC-P47	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.	\$550	\$550	\$0	100	0	0	0	0	0	0	0	0	0
SC-P23	Delaware Avenue Bike Lanes	Fill gaps in bicycle lanes.	\$50	\$50	\$0	100	0	0	0	0	0	0	0	0	0
SC-P59	King Street Bike Lanes (entire length)	Install Class 2 bike lanes on residential collector street which includes some parking and landscape strip removals, and some drainage inlet modifications.	\$2,000	\$2,000	\$0	100	0	0	0	0	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
SC-P75	Lump Sum Bike Projects	Bike projects based on needs identified through the Major Transportation Study and bike plan updates. These are in addition to projects listed individually in the RTP.	\$4,000	\$4,000	\$4,000	100	0	0	0	0	0	0	0	0	0
SC-P69	Seabright Avenue Bike Lanes (Pine-Soquel)	Install Class 2 bike lanes on arterial street to complete the Seabright Avenue bike lane corridor and connect to bike lane corridor on Soquel Avenue and Murray. Includes removal of some parking and some landscape strips.	\$2,000	\$2,000	\$0	100	0	0	0	0	0	0	0	0	0
SC-P123	Soquel/Branciforte/Water (San Lorenzo River to Branciforte) Bike Lane Treatments	Consider bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency and parking conflicts between bicyclists and vehicles.	\$400	\$400	\$0	100	0	0	0	0	0	0	0	0	0
SC-P106	Arana Gulch Bicycle/Pedestrian Connection (at Agnes St)	Bike and Pedestrian multi-purpose trail from Agnes to the Arana Gulch N-S Trail.	\$500	\$500	\$0	50	0	0	0	50	0	0	0	0	0
SC-P107	Arroyo Seco Trail (Medar St to Grandview St)	Pave exiting gravel trail and widen and pave connection to Grandview St.	\$280	\$280	\$280	50	0	0	0	50	0	0	0	0	0
SC 46	Branciforte Creek Bike/Ped Crossing	Install a Class 1 bicycle/pedestrian bridge over Branciforte Creek and multi-use paths connecting the levee paths in the vicinity of San Lorenzo Park and Soquel Avenue	\$2,740	\$2,740	\$0	50	0	0	0	50	0	0	0	0	0
SC-P95	Branciforte Creek Pedestrian Path Connections	Fill gaps in pedestrian and bike paths along and across Branciforte Creek in the Ocean-Lee-Market-May Streets area.	\$3,300	\$3,300	\$1,650	50	0	0	0	50	0	0	0	0	0
SC-P21	Brookwood Drive Bike and Pedestrian Path	Provide 2-way bicycle and pedestrian travel.	\$1,000	\$1,000	\$0	50	0	0	0	50	0	0	0	0	0
SC-P22	Chestnut St. Pathway	Install a Class 1 bicycle/pedestrian facility to connect the east side of Neary Lagoon Park with the Depot Park path.	\$550	\$550	\$0	50	0	0	0	50	0	0	0	0	0
SC-P105	Market Street Sidewalks and Bike Lanes	Completion of sidewalks and bicycle lanes. Includes retaining walls, right-of-way, tree removals, and a bridge modification.	\$1,000	\$1,000	\$0	50	0	0	0	50	0	0	0	0	0
SC-P29	Morrissey Blvd. Bike Path over Hwy 1	Install a Class 1 bicycle and pedestrian facility on freeway overpass.	\$90	\$90	\$0	50	0	0	0	50	0	0	0	0	0
SC-P118	Mott St (at Hiawatha) Bike/Ped Connections	Add bike/ped connection from end of Mott to MBSST.	\$20	\$20	\$0	50	0	0	0	50	0	0	0	0	0
SC-P30	Murray St to Harbor Path Connection	Install a Class 1 bicycle/pedestrian facility.	\$200	\$200	\$0	50	0	0	0	50	0	0	0	0	0
SC-P120	Ocean St and San Lorenzo River Levee Bike/Ped Connections (Felker, Kennan, Blain, Barson Streets)	Improve pedestrian and bicycle facilities on side streets to connect Ocean Street with San Lorenzo River Levee path system.	\$600	\$600	\$0	50	0	0	0	50	0	0	0	0	0
SC-P124	Ocean Street/San Lorenzo River Levee Area Wayfinding	Install signage on the bike/ped scale to bike/ped facilities connecting key destinations.	\$150	\$150	\$150	50	0	0	0	50	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
TRL 07SC	Rail Trail: Segment 7 (Natural Bridges to Pacific Ave)	2.4 miles of Monterey Bay Sanctuary Scenic Trail Network (MBSST) Segment 7 along rail line (excluding Moore Creek rail trestle bridge and trail to Natural Bridges Drive).	\$5,300	\$5,300	\$0	50	0	0	0	50	0	0	0	0	0
SC-P121	Riverside Avenue (Barson to Soquel)	Implement pedestrian and bicycle facilities on this low volume, low speed street to better connect and provide an alternative to Ocean Street. This could include way finding, pavement marketings, bicycle treatments, and a ped/bike activated flashers at Riverside and Broadway.	\$200	\$200	\$0	50	0	0	0	50	0	0	0	0	0
SC-P31	San Lorenzo River Bike/Ped Path at RR Bridge	Install a Class 1 bicycle/pedestrian facility to connect the east end of the Beach Street Pathway with East Cliff Drive at the location of the current railroad bridge over the San Lorenzo River and to connect the east and west banks of the San Lorenzo River Pathway. The crossing currently only accommodates pedestrians.(Expensed under RTC-27a, cost for standalone project is \$3,225K).	\$0	\$0	\$0	50	0	0	0	50	0	0	0	0	0
SC-P35	San Lorenzo River Levee Path Connection	Install a Class 1 bicycle/pedestrian facility connecting the end of the San Lorenzo River Levee path on the eastern side of the river, up East Cliff Drive near Buena Vista Ave.	\$2,000	\$2,000	\$0	50	0	0	0	50	0	0	0	0	0
SC 23	West Cliff Path Minor Widening (Lighthouse to Swanton)	Improve existing path.	\$500	\$500	\$0	50	0	0	0	50	0	0	0	0	0
SC-P109	Bay/High Intersection Modification	Install a roundabout or modify the traffic signal to include protected left-turns and new turn lanes. Revise sidewalks, access ramps and bike lanes as appropriate.	\$2,000	\$2,000	\$1,200	20	20	0	20	20	0	20	0	0	0
SC-P93	Beach/Cliff Intersection Signalization	Signalize intersection for pedestrian and train safety.	\$200	\$200	\$0	20	50	0	0	0	0	0	0	0	30
SC-P07	Citywide Operations and Maintenance	Ongoing maintenance, repair, and operation of street system within the City limits. (Const=\$3.0M/yr; Unconst=\$4.2M/yr)	\$158,400	\$158,400	\$51,980	20	20	20	20	20	0	0	0	0	0
SC-P13	Riverside Ave/Second St Intersection Modification.	Modify intersection to reduce congestion and improve pedestrian crossing.	\$75	\$75	\$0	20	50	0	10	20	0	0	0	0	0
SC 42	Soquel Ave at Frederick St Intersection Modifications	Widen to improve eastbound through-lane transition on Soquel Ave and lengthen right-turn pocket and bicycle lane on Frederick St. Upgrade access ramps.	\$300	\$300	\$0	20	30	0	10	20	0	20	0	0	0
SC-P77	Bay Street Corridor Modifications	Intersection modifications on Bay St Corridor from Mission St to Escalona Dr, including widening at the Mission St northeast corner and widening on Bay. Improve bike lanes and add sidewalks to west side of Bay.	\$4,000	\$4,000	\$0	10	60	0	10	10	0	10	0	0	0
SC-P96	Bay/California Traffic Signals	Install traffic signals for safety and capacity improvements.	\$500	\$500	\$250	10	60	0	10	10	0	10	0	0	0
SC-P90	High St/Moore St Intersection Modification	Add a protected left turn to existing signalized intersection along High St at city arterial. Project is located in high pedestrian and bicycle use activity area.	\$100	\$100	\$0	10	70	0	10	10	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
SC-P81	Hwy 1/Mission St at Chestnut/King/Union Intersection Modification	Modify design of existing intersections to add lanes and upgrade the traffic signal operations to add capacity, reduce delay and improve safety. Provide access ramps and bike lanes on King and Mission. Includes traffic signal coordination.	\$4,500	\$4,500	\$0	10	0	0	10	10	0	10	0	0	0
SC-P114	King/Laurel Intersection Modification	Modify unsignalized intersection to add eastbound right turn lane.	\$100	\$100	\$50	10	90	0	0	0	0	0	0	0	0
SC-P97	Laurent/High Intersection Improvements	Install Traffic Signal.	\$400	\$400	\$200	10	60	0	10	10	0	10	0	0	0
SC 48	Ocean St Pavement Rehabilitation	Pavement rehabilitation using cold-in-place recycling process; includes new curb ramps, restriping of bicycle lanes and crosswalks.	\$1,000	\$1,000	\$0	10	0	60	10	20	0	0	0	0	0
SC-P86	Ocean St Streetscape and Intersection, Plymouth to Water	Implement this phase of the Ocean Street plan and modify Plymouth St to provide separate turn lanes and through lanes, widen sidewalks, pedestrian islands/bulbouts, transit improvements, street trees, street lighting and medians landscaping improvements. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods. Include Gateway treatment.	\$4,000	\$4,000	\$0	10	60	0	10	10	0	10	0	0	0
SC-P84	Ocean St Streetscape and Intersection, Water to Soquel	Implement this phase of the adopted Ocean Street plan including adding turn lanes on Ocean Street at the Water Street intersections, wider sidewalks, pedestrian crossing islands/bulb outs, transit improvements, street trees, pedestrian scale street lights, and medians improvements, way finding, and pedestrian and bicycle connectivity to San Lorenzo Park and neighborhoods.	\$6,000	\$6,000	\$0	10	60	0	10	10	0	10	0	0	0
SC-P66	Ocean Street Widening from Soquel to East Cliff	Implement this phase of the Ocean Street plan that includes utility undergrounding, bike lanes, wider sidewalks, pedestrian crossing islands/bulb outs, transit improvements, pedestrian scale street lights, street trees and left turn lanes at Broadway and a right-turn lane at San Lorenzo Blvd. This includes pedestrian and bicycle crossing improvements and detection and connectivity to the pedestrian and bicycle path on the San Lorenzo River and adjacent neighborhoods.	\$5,000	\$5,000	\$0	10	60	0	10	10	0	10	0	0	0
SC-P111	River (Rte 9)/Encinal Intersection Modification	Modify traffic signal to include new lane assignments on primarily on Encinal.	\$300	\$300	\$150	10	0	0	10	10	0	10	0	0	0
SC-P110	River (Rte 9)/Fern Intersection Modification	Install traffic signal, sidewalk and new access ramps. Provide bikelanes on Fern.	\$500	\$500	\$250	10	0	0	10	10	0	10	0	0	0
SC-P116	RiverSt/River Street South Intersection Modification	Install a roundabout or traffic signal to improve access and safety to the Downtown core, integrating bike and pedestrian facilities.	\$500	\$500	\$0	10	60	0	10	10	0	10	0	0	0
SC-P100	Seabright/Murray Traffic Signal Modifications	Remove split phasing on Seabright and add right-turn lane northbound.	\$1,000	\$1,000	\$0	10	60	0	10	10	0	10	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
SC-P91	Shaffer Road Widening and Railroad Crossing	Construction of a new crossing of the Railroad line at Shaffer Rd. and widening at the southern leg of Shaffer in conjunction with development. Complete sidewalks and bike lanes.	\$500	\$500	\$0	10	50	0	0	10	0	0	0	0	30
SC-P87	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, 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.	\$2,250	\$2,250	\$1,750	10	60	0	10	10	0	10	0	0	0
SC-P101	Swift/Delaware Intersection Roundabout or Traffic Signal	Install Traffic Signal or Roundabout at Intersection to improve capacity and safety.	\$1,000	\$1,000	\$500	10	60	0	10	10	0	10	0	0	0
SC-P83	West Cliff/Bay Street Modifications	Signalization at all-way stop controlled intersections.	\$300	\$300	\$75	10	70	0	10	10	0	0	0	0	0
<b>City of Scotts Valley</b>															
SV-P38	Bike Rest Stops in Scotts Valley	Bike rest stops (including racks, water) at Camp Evers Park and Skypark.	\$225	\$225	\$225	100	0	0	0	0	0	0	0	0	0
SV-P32	Bluebonnet Lane Bike Lanes	Add bike lanes on Bluebonnet (Bean Ck, through Skypark to Mt. Hermon/Lockwood).	\$150	\$150	\$0	100	0	0	0	0	0	0	0	0	0
SV-P41	Citywide Bike Lanes	Construction of additional bike lanes and paths citywide (including Green Hills).	\$3,000	\$3,000	\$3,000	100	0	0	0	0	0	0	0	0	0
SV-P33	Civic Center Dr Bike Lanes	Add bike lanes to narrow road.	\$400	\$400	\$400	100	0	0	0	0	0	0	0	0	0
SV-P36	El Rancho Dr Bike Lanes	Add bike lanes on El Rancho within city limits.	\$325	\$325	\$325	100	0	0	0	0	0	0	0	0	0
SV-P29	Glen Canyon Rd Bike Lanes	Class 2 Bike lanes from Flora Lane to Green Hills. Oak Creek to Flora Ln are already complete.	\$1,000	\$1,000	\$1,000	100	0	0	0	0	0	0	0	0	0
SV-P39	Glenwood Dr Bike Lanes	Widen road to accommodate bike lanes from Scotts Valley High School to City limits.	\$500	\$500	\$0	100	0	0	0	0	0	0	0	0	0
SV-18A	Green Hills Road Bike Lanes	'Bike lanes from Green Hills Est. to Sequoia. Serves: Baymonte Chrn, Vine Hill ES, Scotts Vly MS, HS, & Brook Knoll Schools.	\$700	\$700	\$0	100	0	0	0	0	0	0	0	0	0
SV-P37	Lockhart Gulch Rd Bike Lanes	Add Class 2 bike lanes to narrow, primarily residential street.	\$700	\$700	\$700	100	0	0	0	0	0	0	0	0	0
SV-P34	N. Navarra Dr-Sucinto Dr Bike Lanes	Add bike lanes to developing area behind commercial.	\$600	\$600	\$600	100	0	0	0	0	0	0	0	0	0
SV-P40	Lockwood Lane Sidewalk and Bike Lanes	Construct Bike Lanes and add sidewalk on the west side from Mt. Hermon to the City limit.	\$500	\$500	\$0	50	0	0	0	50	0	0	0	0	0
SV-P53	Mt Hermon Rd to El Rancho Drive Bike/Ped Connection	New bike/ped connection between Mt Hermon Road and El Rancho Drive which could include improved bike/ped facilities on existing interchange or new bike/ped crossing.	\$1,000	\$1,000	\$1,000	50	0	0	0	50	0	0	0	0	0



All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
SV-P48	Scotts Valley-wide - Greenway Signage	Add signage for neighborhood greenways.	\$20	\$20	\$20	50	0	0	0	50	0	0	0	0	0
SV-P45	Scotts Valley Town Center Bicycle/Pedestrian Facilities	Bicycle and pedestrian facilities and circulation elements within planned development.	\$4,000	\$4,000	\$2,000	25	50	0	0	25	0	0	0	0	0
SV-P52	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 center exit and future Plan street connection would provide a location for protected pedestrian crossings, and would allow transit operators to easily exit the transit center and maintain operating schedules.	\$200	\$200	\$100	10	70	0	10	10	0	0	0	0	0
SV-P50	Mt Hermon/Scotts Valley - Intersection Improvements for Bicycle Treatment	Add bicycle treatments at Mt Hermon/Scotts Valley Dr intersection.	\$10	\$10	\$0	10	80	0	0	10	0	0	0	0	0
SV 27	Mt. Hermon Rd/Scotts Valley Dr/Whispering Pines Dr Intersection Operations Improvement Project	Add a left turn lane from northbound Mt. Hermon Rd. to eastbound Whispering Pines Dr, modify existing signal, construct curb, gutter, sidewalk and curb ramps, modify striping and pavement markings, resynchronize intersection timing, and repave intersection area.	\$434	\$434	\$0	10	80	0	0	0	0	10	0	0	0
SV-P51	Mt. Hermon Road/Town Center Entrance Traffic Signal	Install new traffic signal at the intersection of the future Town Center road that will accommodate increased pedestrian travel. Add a right-turn lane on the westbound approach. New signalization of the intersection at the future Town Center's primary access point on Mt. Hermon Road would provide protected pedestrian crossing, ADA accessible curb ramps and detectable surfaces on all intersection corners. Permitted left-turn phasing shall be used for the northbound and southbound approaches, while protected left-turn phasing shall be provided on the eastbound and westbound Mt. Hermon Road approaches.	\$250	\$250	\$125	10	70	0	10	10	0	0	0	0	0
<b>City of Watsonville</b>															
WAT-P19	Lump Sum Bicycle Projects	Update the City Bicycle Plan and construction of additional routes and paths (250k/yr).	\$5,000	\$5,000	\$5,000	100	0	0	0	0	0	0	0	0	0
CT-P38	Main/Beach/Lake Ave Bike Facilities	Bicycle facilities - Main St (GV Rd to Mont Co line), Beach St (Walker to Lincoln) and Lake Ave (Main St to fairgrounds). County/City Project - Cost unknown.	\$0	\$0	\$0	100	0	0	0	0	0	0	0	0	0
CT-P39	Riverside Bike Facilities	Bicycle facilities - Lee to Lakeview Road. County/City Project -Cost Unknown.	\$0	\$0	\$0	100	0	0	0	0	0	0	0	0	0
WAT-P51	Rodriguez St (Main St to Riverside)-Buffered Bike Lane	Evaluate and if found necessary, improve bike lane striping, add buffered lanes on Rodriguez St to delineate bike lane from vehicle parking and traffic.	\$10	\$10	\$0	100	0	0	0	0	0	0	0	0	0



All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

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WAT-P52	Union/Brennan (Freedom to Riverside) - Sharrows	Evaluate and if found necessary, add sharrows to Union/Brennan.	\$5	\$5	\$0	100	0	0	0	0	0	0	0	0	0
WAT-P61	Freedom Blvd (Green Valley Rd to Davis) Bicycle and Pedestrian Improvements	Evaluate and if feasible, install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.	\$250	\$250	\$0	50	0	0	0	50	0	0	0	0	0
WAT-P64	Freedom Blvd/Green Valley Rd Neighborhood Bike/Ped Connections	Evaluate and if feasible, implement greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect neighborhoods to goods and services on Freedom Blvd.	\$1,500	\$1,500	\$1,500	50	0	0	0	50	0	0	0	0	0
WAT-P60	Hillside Ave to Freedom Blvd Ped/Bike Connection	Evaluate and if feasible, install new bike/ped connection from Carey Avenue to Freedom Boulevard between Roache Road and Green Valley Road to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to east side of Freedom Boulevard.	\$300	\$300	\$300	50	0	0	0	50	0	0	0	0	0
WAT-P46	Lower Watsonville Slough Trail	Install bicycle/pedestrian trail	\$650	\$650	\$0	50	0	0	0	50	0	0	0	0	0
WAT-P58	Main St (Freedom to Riverside) Ped/Bike Enhancements	Evaluate and if feasible improve ped facilities and bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) and bike boxes and bicycle priority at intersections on Main Street intersections.	\$750	\$750	\$0	50	0	0	0	50	0	0	0	0	0
TRL 18L	MBSST Rail Trail: Lee Road, 4000 feet east to City Slough Trail connection	Construction of 4000-foot long pathway parallel to the railroad tracks: eight-foot width asphalt (hma) and two-foot base rock shoulders on each side. A 500 foot long retaining wall up to three foot tall with fence will be needed near Lee Road. A four foot by six foot railroad building at the Ohlone Parkway will need to be relocated. A drainage structure east of Ohlone Parkway will need to be modified. Connection to Lee Road shall require installation of pathway or sidewalk to link to the existing sidewalk. At grade crossing at Ohlone Parkway and at a spur line located between Lee Road and Highway 1.	\$1,300	\$1,300	\$0	50	0	0	0	50	0	0	0	0	0
WAT-P63	Pajaro Lane to Freedom Blvd Ped/Bike Connection	Evaluate and if feasible, new bike/ped connection from Pajaro Lane to Freedom Blvd to connect neighborhood to goods, services and transit on Freedom Boulevard. Include new crossing from new bicycle/pedestrian facility to west side of Freedom Boulevard.	\$300	\$300	\$300	50	0	0	0	50	0	0	0	0	0
WAT-P42	Pajaro Valley High School Connector Trail	Install bicycle/pedestrian trail (this trail connects Pajaro Valley High School to Airport Blvd).	\$600	\$600	\$0	50	0	0	0	50	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Uncon- strained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plan:	Other
WAT-P65	Upper Struve Slough Trail	Construction of 450 foot long pedestrian/bicycle path along upper Struve Slough from Green Valley Road to Pennsylvania Drive. The trail shall consist of a twelve-foot wide by one foot deep aggregate base section with the center eight feet covered with a chip seal. Additional improvements include installing a 130-length of modular concrete block retaining wall, reinforcing a 160-foot length of slough embankment with rock slope protection and installing a 175-foot long by eight foot wide boardwalk.	\$450	\$450	\$450	50	0	0	0	50	0	0	0	0	0
WAT-P43	Upper Watsonville Slough Trail	Install bicycle/pedestrian trail.	\$650	\$650	\$0	50	0	0	0	50	0	0	0	0	0
WAT-P39	East Fifth St (Main St to Lincoln St)	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping.	\$250	\$250	\$0	40	0	0	0	60	0	0	0	0	0
WAT 01A	Hwy 1/Harkins Slough Road Corridor Improvements	Installation of a signal at the northbound Highway 1 Off ramp at Harkins Slough Road; Signal modifications and operational improvements along Harkins Slough Road/Green Valley Road corridor, beginning at Highway 1 Off ramp to Main Street (SR 125); Construction of Pedestrian/Bicycle Bridge over Highway 1. (formerly part of Caltrans Project ID - EA05-44130 and WAT 01).	\$8,600	\$8,600	\$0	40	20	0	0	40	0	0	0	0	0
WAT-P40	Main St Modifications (500 Block: Fifth St to East Lake Ave)	Repair, replace and install curb, gutter, and curb ramps; replace and upgrade signage and striping. Evaluate and if feasible, provide bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), and buffered sidewalk.	\$600	\$600	\$0	40	0	0	0	60	0	0	0	0	0
WAT-P41	West Lake Ave Modifications (Main St to Rodriguez St)	Repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	\$200	\$200	\$200	40	0	0	0	60	0	0	0	0	0
WAT-P24	Citywide Transportation Projects	Lump sum of transportation projects to be identified in the future. Including major rehabilitation and operational improvements (\$1.2M/yr).	\$24,000	\$24,000	\$24,000	15	50	15	5	15	0	0	0	0	0
WAT-P49	2nd/Maple Ave (Lincoln to Walker) Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$15	\$15	\$0	10	50	0	0	40	0	0	0	0	0
WAT-P50	5th St (Lincoln to Walker) - Traffic Calming and Greenway	Evaluate and if found necessary, add traffic calming/bicycle traffic priority with wayfinding signage to provide access to MBSST and create low stress grid around downtown.	\$15	\$15	\$0	10	50	0	0	40	0	0	0	0	0
WAT 38	Airport Blvd Improvements (Freedom Blvd to City Limits)	Road widening to accommodate extension of bicycle lane and portion of travel lane, installation of bus pull out, new sidewalks and curb ramps, refuge island, rectangular flashing beacan, striping, and roadway rehab.	\$1,286	\$1,286	\$0	10	0	45	2	43	0	0	0	0	0
WAT-P34	Airport Blvd Modifications (Hanger Way to Ross Ave)	Reconstruct or repave roadway and bikelanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping.	\$500	\$500	\$500	10	0	65	2	23	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

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WAT-P06	Citywide General Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system, including bicycle and pedestrian facilities.(Total Need = \$2,500/year, constr=\$2000/yr)	\$55,000	\$55,000	\$7,000	10	0	63	2	25	0	0	0	0	0
WAT-P11	Freedom Blvd Improvements (Green Valley Rd to Compton Terrace)	Pavement reconstruction, operation improvements (turn lanes), installation of bike lanes, sidewalks, signing and striping. Evaluate and if feasible, install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.	\$5,000	\$5,000	\$3,000	10	0	63	2	25	0	0	0	0	0
WAT-P33	Freedom Blvd Reconstruction - Phase 3 (Alta Vista to Davis)	Pavement reconstruction, operation improvements (turn lanes), installation of bike lanes, sidewalks, signing and striping. Evaluate and if feasible, install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles. Complete sidewalks, including pedestrian buffer, and pedestrian islands at crossings.	\$2,500	\$2,500	\$2,500	10	0	63	2	25	0	0	0	0	0
WAT-P45	Green Valley Rd Modifications (Freedom Blvd to City Limit)	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 buffered and/or painted bike lanes, bike boxes, bike signals).	\$1,750	\$1,750	\$0	10	0	63	2	25	0	0	0	0	0
WAT-P44	Green Valley Rd Modifications (Struve Slough to Freedom Blvd)	Reconstruct or repave roadway and bikelanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping.	\$1,400	\$1,400	\$0	10	0	63	2	25	0	0	0	0	0
WAT-P13	Neighborhood Traffic Plan Implementation	Address concerns about traffic complaints through Education, Enforcement, and Engineering solutions. Install traffic calming devices that do not impede bicyclist access (\$20k/yr).	\$400	\$400	\$0	10	70	0	0	20	0	0	0	0	0
WAT-P31	Ohlone Parkway Improvements - Phase 2 (UPRR to West Beach)	Roadway, pedestrian, and bicycle facilities.	\$500	\$500	\$0	10	0	63	2	25	0	0	0	0	0
WAT-P48	Walker St Modifications (Beach St to Watsonville Slough)	Repave roadway and bikelanes; repair, replace and install curb, gutter, sidewalk and curb ramps; replace and upgrade signage and striping	\$2,700	\$2,700	\$2,700	10	0	63	2	25	0	0	0	0	0
<b>County Health Services Agency</b>															
CO 50	Santa Cruz County Health Service Agency - Traffic Safety Education	Ongoing education program to decrease the risk and severity of collisions. Includes bicycle and pedestrian programs: Community Traffic Safety Coalition, South County coalition, and Ride n' Stride Bicycle/Pedestrian Education Program.	\$6,250	\$6,250	\$4,113	50	10	0	0	40	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

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<b>County of Santa Cruz</b>															
CO-P71	Countywide Bike Projects	Bike projects based on needs identified through the Santa Cruz County Bicycle Plan and plan updates. These are in addition to projects listed individually in the RTP.	\$4,000	\$4,000	\$4,000	100	0	0	0	0	0	0	0	0	0
CO-P40	Glen Coolidge Drive/Hwy 9 Bike Path	Class 1 bike facility from Glen Coolidge Dr to Hwy 9 to provide eastern access to UCSC.	\$2,300	\$2,300	\$2,300	100	0	0	0	0	0	0	0	0	0
CO-P38	Pajaro River Bike Path System	Construction of a Class 1 bike path along the levees and a Class 2 bikeway on Thurwatcher Road and Beach Road.	\$9,200	\$9,200	\$0	100	0	0	0	0	0	0	0	0	0
CO-P75	Rancho Del Mar Shopping Center (Rail Line to State Park) bike/ped path	Separated bicycle/pedestrian facility through Rancho Del Mar Shopping Center to connect MBSST to goods and services in shopping center and State Park Drive.	\$300	\$300	\$0	100	0	0	0	0	0	0	0	0	0
CO-P74	Searidge Drive (Mar Vista to State Park) Bike Improvements	Install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals).	\$100	\$100	\$0	100	0	0	0	0	0	0	0	0	0
CO-P68	Thurwachter Road Bike Lanes	Install bicycle lanes.	\$50	\$50	\$50	100	0	0	0	0	0	0	0	0	0
CO-P78	26th to 30th (at Lode/Quartz) Bike/Ped Connection	New bike/ped connection from Lode and Quartz to Moran Trail, which connects to 30th.	\$500	\$500	\$500	50	0	0	0	50	0	0	0	0	0
CO-P76	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.	\$500	\$500	\$500	50	0	0	0	50	0	0	0	0	0
CO-P79	41st Ave (Portola to Eastcliff) Bike/Ped Enhancement	Install buffered sidewalks on south side of 41st Avenue between Portola and Eastcliff and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) on 41st Avenue between Portola and Eastcliff.	\$200	\$200	\$0	50	0	0	0	50	0	0	0	0	0
CO-P43	Bonny Doon Rd Improvements (Hwy 1 to Pine Flats Rd)	Construction of a Class 1 bike lane facility, addition of transit stops, intersection improvements, major road rehabilitation, road maintenance, and drainage improvements.	\$8,000	\$8,000	\$8,000	50	0	48	2	0	0	0	0	0	0
CO-P81	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.	\$300	\$300	\$0	50	0	0	0	50	0	0	0	0	0
CO-P72	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.	\$500	\$500	\$500	50	0	0	0	50	0	0	0	0	0
CO-P80	Portola Ave (26th to 41st) Bike/Ped Enhancement	Install pedestrian buffer and provide pedestrian amenities such as benches. Install bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals). Increase number of pedestrian crossings to closer to 300 ft and include pedestrian.	\$300	\$300	\$0	50	0	0	0	50	0	0	0	0	0
CO-P46	San Lorenzo River Valley Trail	15 mile, paved multi-use path for bicyclists and pedestrians from Boulder Creek to Santa Cruz.	\$25,000	\$25,000	\$25,000	50	0	0	0	50	0	0	0	0	0

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CO-P73	Seacliff Dr/North Avenue Bike/Ped Connection 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.	\$300	\$300	\$300	50	0	0	0	50	0	0	0	0	0
CO-P61	Glenwood Cutoff General Improvements (Glenwood Dr to Hwy 17)	Roadway and roadside improvements including bike lanes, left turn lanes, intersection improvements and roadway rehabilitation.	\$3,000	\$3,000	\$3,000	30	35	35	0	0	0	0	0	0	0
CO-P46a	San Lorenzo Valley Trail: Hwy 9 - Downtown Felton Bike Lanes & Sidewalks	Install sidewalks and bicycle lanes on Hwy 9 through downtown Felton.	\$2,200	\$2,200	\$0	30	0	0	0	70	0	0	0	0	0
CO-P46b	San Lorenzo Valley Trail: Hwy 9 - North Felton Bike Lanes & Sidewalks	Install sidewalk/pedestrian path on west side, shoulder widening to 5' for bicycle lanes from Felton-Empire/Graham Hill Rd to Glen Arbor Road, Ben Lomond, including frontage of SLV elementary, middle and high schools. Includes new and replacement bike/ped bridges.	\$7,400	\$7,400	\$0	30	0	0	0	70	0	0	0	0	0
CO-P03	Amesti Road Multimodal Improvements (Green Valley to Brown Valley Rd)	Roadway rehab and reconstruction, left turn pockets at Green Valley Road, Pioneer Road/Varni Road. Add bike lanes, transit turnouts, sidewalks, merge lanes, landscaping, and intersection improvements.	\$6,000	\$6,000	\$5,400	25	25	30	10	10	0	0	0	0	0
CO-P04	Bear Creek Road Improvements (Hwy 9 to Hwy 35)	Major rehab, add bike lanes, turnouts, merge lanes, and intersection improvements. Some landscaping and drainage improvements also.	\$4,600	\$4,600	\$3,910	25	10	50	5	10	0	0	0	0	0
CO-P56	Carlton Rd Traffic Improvements for Trucks (Lakeview Intersection)	Roadway and roadside improvements including bike lanes, left turn lanes, intersection improvements and roadway rehabilitation.	\$750	\$750	\$750	25	25	35	15	0	0	0	0	0	0
CO-P15	Lakeview Road Improvements	Major road rehab, add left turn pocket at College Road, intersection improvements at Carlton Rd. Also add bike lanes, new transit facilities, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$1,200	\$1,200	\$1,200	25	20	45	5	5	0	0	0	0	0
CO-P36	Soquel-San Jose Rd Improvements (Paper Mill Rd to Summit Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,500	\$2,500	\$1,875	25	10	50	5	10	0	0	0	0	0
TRL 9bCO	Twin Lakes Beachfront (5th Ave to 7th Ave)	Segment 9B of MBSST. Includes partial reconstruction and realignment of two 12' car lanes, two new 5' bike lanes, new universal pedestrian walkways, circular stop sign controlled three-way intersection at lower harbor entrance, 4.8"AC over 10.8"AB slurry seal, parking. Part of larger Twin Lakes Beachfront project.	\$3,600	\$3,600	\$0	25	0	25	0	50	0	0	0	0	0
CO-P31a	26th Ave Improvements (entire length-Portola Dr to end)	Roadway and roadside improvements on various Major Collectors including sidewalks, bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,500	\$2,500	\$2,500	20	25	25	5	25	0	0	0	0	0

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CO-P27a	37th/38th Ave (Brommer to Eastcliff) Multimodal Circulation Improvements and Greenway	Evaluate and if feasible improve vehicle and transit access on 38th Avenue from East Cliff to Brommer and develop greenway on 37th Avenue from East Cliff to Portola. Roadway improvements may include roadway and roadside improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), transit turnouts, left turn pockets, and intersection improvement.	\$2,000	\$2,000	\$1,500	20	25	25	5	25	0	0	0	0	0
CO-P26a	41st Ave Improvements Phase 2 (Hwy 1 Interchange to Soquel Dr)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$1,200	\$900	20	25	25	5	25	0	0	0	0	0
CO-P30b	Alba Rd Improvements (Empire Grade to State Hwy 9)	Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,700	\$1,700	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P27b	Aptos Beach Dr Improvements (Esplande to Rio Del Mar Blvd)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,200	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P26b	Beach Road Improvements (City limits to Pajaro Dunes)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$1,200	\$900	20	25	25	5	25	0	0	0	0	0
CO-P28a	Bean Creek Rd Improvements (Scotts Valley City Limits to Glenwood 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.	\$1,700	\$1,700	\$1,275	20	25	25	5	25	0	0	0	0	0
CO-P29b	Bonita Dr Improvements (entire length)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P33a	Bowker Rd Improvements (entire length-Buena Vista Dr to Freedom Blvd)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$600	\$600	\$600	20	25	25	5	25	0	0	0	0	0
CO-P30c	Branciforte Dr Improvements (City of Santa Cruz to Vine Hill Rd)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,700	\$1,700	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P26d	Brown Valley Rd Improvements (Corralitos Rd to Redwood Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$1,200	\$900	20	25	25	5	25	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
CO-P26e	Buena Vista Rd Improvements (San Andreas to Freedom Blvd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,900	\$2,900	\$2,175	20	25	25	5	25	0	0	0	0	0
CO-P65	Bulb Ave Road Improvements (Garden St to Capitola City Limits)	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation.	\$750	\$750	\$750	20	25	25	5	25	0	0	0	0	0
CO-P30d	Cabrillo College Dr Improvements (Park Ave to Twin Lakes Church)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,200	\$1,200	\$900	20	25	25	5	25	0	0	0	0	0
CO-P31b	Capitola Rd Ext Improvements (Capitola Rd to Soquel Ave)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P26g	Cassery Rd Improvements (Hwy 152 to Green Valley Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$750	\$750	\$563	20	25	25	5	25	0	0	0	0	0
CO-P33b	Cathedral Dr Improvements (entire length)	Roadway and roadside improvements on Minor Collector. Roadwork includes major rehabilitation and maintenance of the road.	\$600	\$600	\$600	20	25	25	5	25	0	0	0	0	0
CO-P26h	Center Ave/Seacliff 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.	\$1,200	\$1,200	\$900	20	25	25	5	25	0	0	0	0	0
CO-P26i	Chanticleer Ave Improvements (Hwy 1 to Soquel Dr)	Roadway and roadside improvements including bike lanes, sidewalks, drainage and intersection improvements.	\$1,200	\$1,200	\$900	20	25	25	5	25	0	0	0	0	0
CO-P29c	Cliff Dr Improvements (Rio Del Mar to Railroad Crossing)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$600	\$600	\$600	20	25	25	5	25	0	0	0	0	0
CO-P32a	Clubhouse Drive Improvements (Sumner Av to Rio Del Mar Blvd)	Road rehabilitation and maintenance. Roadside improvements: left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,400	\$1,400	\$1,400	20	25	25	5	25	0	0	0	0	0
CO-P23	College Road Improvements (Hwy 152 to Lakeview Rd)	Major road rehab, add left turn pocket at Cutter Drive. Also add bike lanes, transit turnouts, sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$1,700	\$1,700	\$1,700	20	20	40	5	15	0	0	0	0	0
CO-P28c	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.	\$600	\$600	\$450	20	25	25	5	25	0	0	0	0	0



All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

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CO-P27c	Corcoran Ave Improvements (Alice St to Felt St)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$600	\$600	\$450	20	25	25	5	25	0	0	0	0	0
CO-P31c	Day Valley Rd Improvements (entire length-Freedom Blvd to Valencia Rd)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P09	East Cliff Drive Improvements (32nd Ave to Harbor)	Roadway rehab, add left turn pockets at 26th and 30th Ave, fill gaps in bikeways and sidewalks, add transit turnouts, intersection improvements. Some landscaping and drainage improvements.	\$4,600	\$4,600	\$2,300	20	20	25	10	25	0	0	0	0	0
CO-P26j	East Zayante Rd Improvements (Lompico Rd to just before Summit Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,700	\$1,700	\$1,275	20	25	25	5	25	0	0	0	0	0
CO-P67	El Dorado Ave Road Improvements (Capitola Rd to RR)	Roadway and roadside improvements including curb, gutter, buffered sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	\$1,750	\$1,750	\$1,750	20	25	25	5	25	0	0	0	0	0
CO-P26k	El Rancho Dr Improvements (Mt. Hermon/Hwy 17 to SC city limits)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,300	\$2,300	\$1,725	20	25	25	5	25	0	0	0	0	0
CO-P10	Empire Grade Improvements	Road rehab and maintenance, left turn pocket at Felton Empire Road, add bike lanes, transit facilities, some sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements may also be needed.	\$4,600	\$4,600	\$3,450	20	25	35	10	10	0	0	0	0	0
CO-P33c	Esplanade Improvements (entire loop: Aptos Beach Dr to Moosehead/Aptos Beach Dr)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, traffic circles, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P26l	Eureka Canyon Rd Improvements (Hames Rd to Buzzard Lagoon Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,300	\$2,300	\$1,725	20	25	25	5	25	0	0	0	0	0
CO-P28d	Felton Empire Road Improvements (entire length to State Hwy 9)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$2,300	\$2,300	\$1,725	20	25	25	5	25	0	0	0	0	0
CO-P11	Freedom Blvd Multimodal Improvements (Bonita Dr to City of Watsonville)	Add bike lanes, sidewalks on some segments, transit turnouts, signalization. Left turn pockets at Bowker, Day Valley, White Rd, and Corralitos Rd. Also includes merge lanes, intersection improvements, landscaping, major rehabilitation and maintenance, drainage improvements.	\$3,000	\$3,000	\$2,250	20	30	30	10	10	0	0	0	0	0



All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

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CO-P30f	Glen Arbor Rd Improvements (State Hwy 9 to State Hwy 9)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,200	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P26m	Glen Canyon Rd Improvements (Branciforte Dr to City of Scotts Valley)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$5,800	\$5,800	\$4,350	20	25	25	5	25	0	0	0	0	0
CO-P26n	Glenwood Dr. Improvements (Scotts Valley city limits to State Hwy 17)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,900	\$2,900	\$2,175	20	25	25	5	25	0	0	0	0	0
CO-P12	Graham Hill Road Multimodal Improvements (City of SC to Hwy 9)	Bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes, traffic signals. Major rehabilitation and maintenance. Drainage improvements. Signal upgrade at SR9.	\$6,800	\$6,800	\$5,100	20	25	35	10	10	0	0	0	0	0
CO-P30h	Granite Creek Rd Improvements (Branciforte Dr to City of Scotts Valley)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,700	\$1,700	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P13	Green Valley Road Improvements	Add two-way left turn lanes from Mesa Verde to Pinto Lake on Green Valley Rd. Also includes some road rehab and maintenance, bike lanes, sidewalks, transit facilities, landscaping, and merge lanes.	\$4,000	\$4,000	\$3,000	20	40	25	5	10	0	0	0	0	0
CO-P32b	Hames Rd Improvements (entire length-Freedom Blvd to Eureka Canyon Rd)	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$3,500	\$3,500	\$3,500	20	25	25	5	25	0	0	0	0	0
CO-P32c	Harkins Slough Rd. Improvements (entire length-Buena Vista Dr to State Hwy 1)	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,700	\$1,700	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P33d	Harper St Improvements (entire length-El Dorado Ave to ECM)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$1,200	\$900	20	25	25	5	25	0	0	0	0	0
CO-P32d	Huntington Dr Improvements (Monroe Ave to Valencia Rd.)	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$2,300	\$2,300	\$2,300	20	25	25	5	25	0	0	0	0	0
CO-P32e	Jamison Cr Rd Improvements (entire length-Empire Grade to Hwy 236)	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$600	\$600	\$600	20	25	25	5	25	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

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CO-P14	La Madrona Dr Improvements (El Rancho Dr to City of Scotts Valley)	Bike lanes, sidewalks, transit turnouts, left turn pockets at Sims Road, Highway 17, and El Rancho Road), merge lanes, and intersection improvements. Also includes major rehabilitation, drainage and maintenance.	\$3,500	\$3,500	\$2,625	20	25	35	10	10	0	0	0	0	0
CO-P30i	Larkin Valley Rd Improvements (San Andreas Rd to Buena Vista Dr)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$600	\$600	\$600	20	25	25	5	25	0	0	0	0	0
CO-P30j	Laurel Glen Rd Improvements (Soquel-San Jose Rd to Mt. View/Rodeo Gulch Rd)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,200	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P31d	Ledyard Way Improvements (entire length-Soquel Dr to Soquel Dr)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$600	\$600	\$600	20	25	25	5	25	0	0	0	0	0
CO-P31e	Lockhart Gulch Improvements (Scotts Valley City limits to end)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P24	Lockwood Lane Improvements (Graham Hill Rd to SV limits)	Major road rehab, add bicycle lanes, sidewalks, some transit facilities, landscaping, and intersection improvements.	\$850	\$850	\$638	20	10	45	10	15	0	0	0	0	0
CO-P60	Lomond St, Laurel St & Harmon St Pedestrian Safety Improvements (Boulder Creek Elementary School)	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation near Boulder Creek Elementary School.	\$582	\$582	\$0	20	25	25	5	25	0	0	0	0	0
CO-P30k	Lompico Rd Improvements (E Zayante Rd. to end)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$600	\$600	\$600	20	25	25	5	25	0	0	0	0	0
CO-P29e	Maciel Ave Improvements (Capitola Rd to Mattison Ln)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,400	\$1,400	\$1,050	20	25	25	5	25	0	0	0	0	0
CO-P27e	Main St Improvements (Porter St to Cherryvale Ave)	Roadway and roadside improvements on Major Collector including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,700	\$1,700	\$0	20	25	25	5	25	0	0	0	0	0

All Figures in '000s (thousands of dollars)

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CO-P33e	Manfre Rd Improvements (entire length-Larkin Valley Rd to Buena Vista Dr)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$600	\$600	\$600	20	25	25	5	25	0	0	0	0	0
CO-P30l	Mar Monte Ave Improvements (San Andreas Rd to State Hwy 1)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$600	\$600	\$600	20	25	25	5	25	0	0	0	0	0
CO-P33f	Mar Vista Dr Improvements (entire length-just before Seaclyff Dr to Soquel Dr)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, buffered sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$290	\$290	\$290	20	25	25	5	25	0	0	0	0	0
CO-P26p	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.	\$1,400	\$1,400	\$1,050	20	25	25	5	25	0	0	0	0	0
CO-P33g	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.	\$1,200	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P31f	Mesa Dr Improvements (Vienna Drive to Ledyard Way)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P27f	Mill St Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$350	\$350	\$0	20	25	25	5	25	0	0	0	0	0
CO-P27g	Mountain View Rd Improvements (Branciforte Dr to Rodeo Gulch Rd)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,200	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P26q	Mt. Hermon Rd. Improvements (Lockhart Gulch to Graham Hill Rd)	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$2,900	\$2,900	\$2,175	20	25	25	5	25	0	0	0	0	0
CO-P39	Murphy Crossing Improvements	Bikeway on Murphy Crossing (Hwy 129 to Monterey Co line), major rehabilitation and maintenance of road, drainage improvements may also be needed.	\$1,200	\$1,200	\$1,200	20	25	20	9	26	0	0	0	0	0
CO-P31g	Opal Cliff Dr Improvements (41st Av to Capitola City Limits)	Roadway, roadside and intersection improvements including sidewalks, bike treatments (such as buffered and/or painted bike lanes), designed to accommodate the number of users and link to East Cliff Drive.	\$1,200	\$1,200	\$900	20	25	25	5	25	0	0	0	0	0

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CO-P29f	Paul Minnie Ave. Improvements (Rodriguez St to Soquel Ave)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$1,200	\$900	20	25	25	5	25	0	0	0	0	0
CO-P22	Paul Sweet Road Improvements (Soquel Dr to end)	Major road rehab and maintenance. Also adds bike lanes, sidewalks, landscaping. Drainage improvements, merge lanes, and intersection improvements, and new transit facilities may also be needed.	\$1,200	\$1,200	\$900	20	15	45	5	15	0	0	0	0	0
CO-P27h	Paulsen Rd Improvements (Green Valley Rd to Whiting Rd)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,200	\$1,200	\$900	20	25	25	5	25	0	0	0	0	0
CO-P28f	Pine Flat Rd Improvements (Bonny Doon Rd to Empire Grade Rd)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$2,300	\$2,300	\$1,725	20	25	25	5	25	0	0	0	0	0
CO-P27i	Pinehurst Dr Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$850	\$850	\$638	20	25	25	5	25	0	0	0	0	0
CO-P31h	Pioneer Rd Improvements (Amesti Rd to Green Valley Rd)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$850	\$850	\$850	20	25	25	5	25	0	0	0	0	0
CO-P29g	Polo Dr Improvements (Soquel Dr to end)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,400	\$1,400	\$1,400	20	25	25	5	25	0	0	0	0	0
CO-P26r	Porter St Improvements (Soquel Dr to Paper Mill Rd)	Roadway and roadside improvements including buffered sidewalks and bicycle treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals) to address speed inconsistency between bicyclists and vehicles, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,200	\$1,200	\$900	20	25	25	5	25	0	0	0	0	0
CO-P32f	Quail Hollow Rd Improvements (entire length- East Zayante to Glen Arbor Rd)	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$800	\$800	\$800	20	25	25	5	25	0	0	0	0	0
CO-P51	Redwood Lodge Rd (Entire Length)	Roadway and roadside improvements including curb, gutter, sidewalk, bike lanes, left turn lanes, intersection improvements and roadway rehabilitation.	\$3,000	\$3,000	\$3,000	20	25	25	5	25	0	0	0	0	0

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CO-P30n	Rio Del Mar Blvd Improvements (Esplanade to Soquel Dr)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$2,900	\$2,900	\$2,175	20	25	25	5	25	0	0	0	0	0
CO-P31i	Rodeo Gulch Rd Improvements (So & North: Mt. View/Laurel Glen Rd to Hwy 1)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$1,700	\$1,700	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P31j	Roland Dr Improvements (30th to 35th)	Roadway and roadside improvements and implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to new bike/ped connection to 41st.	\$850	\$850	\$850	20	25	25	5	25	0	0	0	0	0
CO-P27j	Seacliff Dr Improvements (entire length)	Roadway and roadside improvements on various Major Collectors including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,700	\$1,700	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P26s	Seascape Blvd Improvements (Sumner Ave to San Andreas Rd)	Roadway improvements and pavement rehabilitation.	\$600	\$600	\$450	20	25	25	5	25	0	0	0	0	0
CO-P17	Sims Road Improvements (Graham Hill Rd to La Madrona Dr)	Road rehab and maintenance, drainage, intersection improvements, landscaping, add bike, ped, and transit facilities.	\$1,700	\$1,700	\$1,275	20	25	40	5	10	0	0	0	0	0
CO-P32g	Smith Grade Improvements (entire length-Empire Grade to Bonny Doon Rd)	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$2,300	\$2,300	\$2,300	20	25	25	5	25	0	0	0	0	0
CO-P62	Soquel Dr Road Improvements (Robertson St to Daubenbiss)	Roadway and roadside improvements including curb, gutter, sidewalk, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals), left turn lanes, intersection improvements and roadway rehabilitation.	\$400	\$400	\$0	20	25	25	5	25	0	0	0	0	0
CO-P28g	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, bike boxes, bike signals), transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,000	\$1,000	\$500	20	25	25	5	25	0	0	0	0	0
CO-P27k	Spreckels Dr Improvements (Soquel Dr to Aptos Beach Dr)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$1,200	\$1,200	\$900	20	25	25	5	25	0	0	0	0	0
CO-P42	Spreckels Dr/Treasure Island Dr Improvements	Addition of bike lanes, intersection improvements, major road rehabilitation, road maintenance, and possible drainage improvements.	\$600	\$600	\$600	20	25	20	5	30	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
CO-P26u	Summit Rd Improvements	Roadway and roadside improvements including bike lanes, sidewalks, transit turnouts, left turn pockets, merge lanes and intersection improvements.	\$5,400	\$5,400	\$4,050	20	25	25	5	25	0	0	0	0	0
CO-P32h	Sumner Ave Improvements (entire length-Rio Del Mar Blvd to end [just past via Novella])	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,400	\$1,400	\$1,400	20	25	25	5	25	0	0	0	0	0
CO-P33h	Thompson Ave Improvements (entire length-Capitola Rd to end)	Roadway and roadside improvements including major rehabilitation and maintenance of road and includes implementation of greenway, which gives priority to bicycles and pedestrians on low volume, low speed streets including, pedestrian facilities, way finding and pavement markings, bicycle treatments to connect to MBSST.	\$1,200	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0
CO-P28h	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.	\$1,700	\$1,700	\$1,275	20	25	25	5	25	0	0	0	0	0
CO-P30p	Trout Gulch Rd Improvements (Soquel Dr. to end)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$2,900	\$2,900	\$2,900	20	25	25	5	25	0	0	0	0	0
CO-P32j	Valencia Rd Improvements (Trout Gulch Rd to Valencia School Rd)	Road rehab and maint. Roadside improvements--left lane pockets, sidewalks, bike lanes and transit turnouts.	\$1,700	\$1,700	\$1,700	20	25	25	5	25	0	0	0	0	0
CO-P28i	Varni Rd Improvements (Corralitos Rd to Amesti Rd)	Roadway and roadside improvements on various Minor Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$1,200	\$900	20	25	25	5	25	0	0	0	0	0
CO-P30q	Vine Hill Rd Improvements (Branciforte/Mt. View Rd to State Hwy 17)	Improvements of roadways and roadsides on various Major Arterials including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road and roadsides.	\$1,400	\$1,400	\$1,400	20	25	25	5	25	0	0	0	0	0
CO-P33i	Wallace Ave Improvements (entire length-Huntington Dr to end)	Roadway and roadside improvements on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$850	\$850	\$850	20	25	25	5	25	0	0	0	0	0
CO-P29h	Webster St Improvements (Jose Ave to 16th St)	Improvements of roadways and roadsides on various Minor Collectors including addition of bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvements. Roadwork includes major rehabilitation and maintenance of the road.	\$1,200	\$1,200	\$1,200	20	25	25	5	25	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
CO-P27I	Winkle Ave Improvements (entire length from Soquel Dr)	Roadway and roadside improvements on various Major Collectors including bike lanes, transit turnouts, left turn pockets, merge lanes and intersection improvement.	\$2,300	\$2,300	\$1,725	20	25	25	5	25	0	0	0	0	0
CO 76	Portola Dr Cape Seal (E. Cliff to 24th Ave)	Double fiberized slurry seal and restriping to rehabilitate the roadway surface.	\$230	\$230	\$0	19	0	76	5	0	0	0	0	0	0
CO-P08	Corralitos Road Rehab and Improvements (Freedom Blvd to Hames Rd)	Major rehab, transit, bike, and ped facilities. May also include drainage, merge lanes, landscaping and intersection improvements.	\$600	\$600	\$0	15	15	50	10	10	0	0	0	0	0
CO-P16	Robertson Street Improvements (Soquel Wharf Rd to Soquel Dr.)	Left turn pocket at Soquel Wharf Rd. Add bike lanes, transit turnout, sidewalks, and rehabilitation and maintenance, drainage improvements and traffic signal. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,500	\$3,500	\$3,500	15	25	25	10	25	0	0	0	0	0
CO-P18	Soquel Ave Improvements (City of SC to Gross Rd)	Transit turnouts, two way left turn lanes from Chanticleer to Mattison, merge lanes, signalization and intersection improvements. Signals at Chanticleer and Gross Rd. Roadwork: major rehabilitation and maintenance, perhaps drainage improvements. Roadside: sidewalks, landscaping, and new transit facilities.	\$3,200	\$3,200	\$0	15	25	27	13	20	0	0	0	0	0
CO-P02	Airport Blvd Improvements (City limits to Green Valley Rd)	Major rehab, addition of bike lanes, transit facilities, merge lanes, intersection improvements, sidewalks, drainage, and landscaping.	\$1,200	\$1,200	\$0	10	5	40	10	35	0	0	0	0	0
CO 64	Aptos Village Plan Improvements	Modifications to ped, bike, and auto traffic. Add pedestrian facilities on both sides of Soquel Dr; maintain existing bike lanes; new bus pullout and shelter on north side. Trout Gulch: Replace sidewalks with standard sidewalks on east side, ADA upgrades to west side sidewalks. Install traffic signals at Soquel Dr/Aptos Creek Rd & Soq/Trout Gulch. RR crossing modifications - new crossing arms, concrete panels for vehicle and pedestrian crossings. New RR xing at Parade St. Phase 1: Trout Gulch Rd improvements w/traffic signal and upgraded RR xg at Soquel Dr.	\$3,377	\$3,377	\$0	10	25	10	35	15	0	5	0	0	0
CO-P35	Countywide General Road Maintenance and Operations	Ongoing maintenance, repair, and operation of road/street system within the unincorporated areas of the county. (Need \$14M/yr. Const=\$7.4M/yr)	\$473,000	\$473,000	\$168,096	10	0	85	0	5	0	0	0	0	0
CO 74	Freedom Blvd Cape Seal (Hwy 1 to Pleasant Vly Rd)	Asphalt Digout, Cape Seal, and restriping to rehabilitate the roadway surface.	\$1,384	\$1,384	\$0	10	0	90	0	0	0	0	0	0	0
CO-P19	Soquel Dr Improvements (Soquel Ave to Freedom Blvd)	Signals at Willowbrook, Aptos Creek Rd and Trout Gulch Rd. Major rehab, merge lanes, intersections improvements, signal coordination, transit turnouts, fill sidewalk and bike facility gaps, some landscaping.	\$7,300	\$7,300	\$5,475	10	20	45	10	15	0	0	0	0	0
CO-P58	Soquel Dr Traffic Signal and Left Turn Lane (Robertson St)	Install left turn lane at signalized intersection from Soquel Dr to Robertson St and associated roadside improvements	\$500	\$500	\$500	10	50	35	5	0	0	0	0	0	0



All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
CO-P20	State Park Drive Improvements Phase 2	Transit turnouts, two way left turn, merge lanes, intersection improvements, and fill gaps in bike and ped facilities including pedestrian crossing improvements, bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike signals). Plus, major rehabilitation and maintenance, drainage improvements, landscaping.	\$1,300	\$1,300	\$975	10	15	35	10	30	0	0	0	0	0
<b>Ecology Action</b>															
RTC 26	Bike To Work/School Program	Countywide education, promotion, and incentive program to actively encourage bicycle commuting and biking to school. Coordinates efforts with local businesses, schools, and community organizations to promote bicycling on a regular basis. Provides referrals to community resources. Avg annual cost: \$140K/yr- includes in-kind donations and staff time.	\$3,500	\$3,500	\$2,400	100	0	0	0	0	0	0	0	0	0
RTC 17	Ecology Action Transportation Employer Membership Program	Community organization that promotes alternative commute choices. Work with employers, incentives for travelers to get out of SOVs including: emergency ride home, interest-free bike loans, discounted bus passes. Avg cost: \$90K/yr. Coordinates with Bike to Work program.	\$2,250	\$2,250	\$1,150	20	0	0	20	20	40	0	0	0	0
<b>SCCRTC</b>															
RTC 32	Bicycle Route Signage Countywide	Define routes, develop and install signs directing bicyclists to preferred routes to various destinations countywide.	\$500	\$500	\$0	100	0	0	0	0	0	0	0	0	0
RTC 16	Bike Parking Subsidy Program	Subsidies for bicycle racks and lockers for businesses, schools, government agencies, and non-profit organizations are all eligible. Recipients are responsible for installation and maintenance of the equipment. Avg annual cost: \$25K/yr.	\$700	\$700	\$0	100	0	0	0	0	0	0	0	0	0
RTC-P49	RTC Bikeway Map	Update, print and distribute free SC County Bikeway Map and update GIS files as needed.	\$300	\$300	\$0	100	0	0	0	0	0	0	0	0	0
RTC 27c	Monterey Bay Sanctuary Scenic Trail Network - Trail Management Program	Coordinate trail implementation as it traverses multiple jurisdictions to ensure uniformity; serve as Project Manager for construction of some segments; handle environmental clearance; coordinate use in respect to other requirements (closures for ag spraying, etc); solicit ongoing funding and distribute funds to implementing entities through MOUs; coordinate with community initiatives; etc.	\$1,000	\$1,000	\$500	50	0	0	0	50	0	0	0	0	0
RTC 27b	Monterey Bay Sanctuary Scenic Trail Network - Maintenance	Maintenance of the Monterey Bay Sanctuary Scenic Trail Network - ongoing clean-up, trash/recycling removal, graffiti abatement, brush clearance, surface repairs (from drainage issues, tree root intrusion) etc.	\$4,000	\$4,000	\$2,000	50	0	0	0	50	0	0	0	0	0
RTC 27a	Monterey Bay Sanctuary Scenic Trail Network - Design, Environmental Clearance, and Construction	Design, environmental clearance and construction of a 50+ mile network of bicycle and pedestrian facilities on or near the coast, with the rail trail as the spine and additional spur trails to connect to key destinations. (Funded segments listed individually.)	\$120,224	\$120,224	\$80,224	45	0	0	0	45	0	0	0	0	10



All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
<b>SCCRTC/Caltrans</b>															
RTC 30	Hwy 1 Bicycle/Ped Overcrossing at Mar Vista	Construct a bicycle/pedestrian overcrossing of Hwy 1 in vicinity of Mar Vista Drive, providing improved access to Seacliff and Aptos neighborhoods and schools.	\$7,550	\$7,550	\$0	50	0	0	0	50	0	0	0	0	0
RTC 24f	2 - Hwy 1: 41st to Soquel Av Auxiliary Lanes and Chanticleer Bike/Ped Bridge	Construct auxiliary lanes and a bicycle/pedestrian overcrossing of Hwy 1 at Chanticleer Ave. [Project level design/environmental analysis is currently underway as part of combined Tier 1/Tier 2 environmental effort to establish a Highway 1 Corridor Investment Program (Tier 1) and take a first step toward implementation with this project (Tier 2) upon approval of the final environmental document.]	\$27,000	\$27,000	\$0	10	0	0	0	15	0	0	0	0	0
RTC 24n	92 - Hwy 1: TSM Project from Morrissey to San Andreas Rd.	Construct the TSM project alternative as described in the Tier 1 environmental study to establish a Highway 1 Corridor Investment Program. Project includes auxiliary lanes, modifications of interchanges with enhanced bike and pedestrian treatment, arterial and ramp modifications to allow ramp metering, a new bike/ped crossing at Trevethan, and traffic operation system (TOS) element. [Cost if built in entirety, rather than incrementally: \$249,100. Assumes RTC 24f has been completed.]	\$0	\$0	\$0	10	0	0	0	10	0	15	0	0	0
<b>SCMTD</b>															
MTD-P49	Pacific Station- Bike Station	Establish bike station at Pacific Station.	\$400	\$400	\$0	100	0	0	0	0	0	0	0	0	0
MTD-P20	Bikes on Buses Expansion	Add additional space for bikes on buses when/if new technology becomes available.	\$1,500	\$1,500	\$750	75	0	0	25	0	0	0	0	0	0
<b>UCSC</b>															
UC-P49b	Coastal Marine Campus Bike Improvements	Includes covered bike parking, racks, and showers.	\$300	\$300	\$0	100	0	0	0	0	0	0	0	0	0
UC-P56	Heller Drive Bicycle Lanes (Empire Grade to Porter College)	Add Class II bicycle lanes in downhill direction as feasible.	\$800	\$800	\$800	100	0	0	0	0	0	0	0	0	0
UC-P30	McLaughlin Drive Bike Lanes/Pedestrian Enhancements	Install Class 2 bike lanes and enhance pedestrian circulation on University campus roadway.	\$2,500	\$2,500	\$2,500	100	0	0	0	0	0	0	0	0	0
UC-P34	Spring Street Bikeway	Construct bikeway connecting Spring Street to Hagar Ct.	\$300	\$300	\$300	100	0	0	0	0	0	0	0	0	0
UC-P55	UCSC Bicycle Facilities	Add bicycle facilities on campus roadways and paths. Lump sum of projects, including but not limited to UCSC Bicycle Plan that are not listed individually elsewhere in the RTP.	\$1,000	\$1,000	\$1,000	100	0	0	0	0	0	0	0	0	0
UC-P33	UCSC Bicycle Parking Improvements	Install bicycle parking facilities to serve bicycle commuters to the University.	\$500	\$500	\$0	100	0	0	0	0	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
UC-P52	UCSC Bike Loan Program	Develop and implement a bike loan program for UC students.	\$1,000	\$1,000	\$1,000	100	0	0	0	0	0	0	0	0	0
UC-P32	UCSC Bike Showers/Storage Lockers	Install showers and storage facilities to serve bicycle commuters to the University.	\$600	\$600	\$600	100	0	0	0	0	0	0	0	0	0
UC-P51	Bike Shuttle Vehicle Acquisition	Acquire more alt fueled vehicles for bike shuttle (and possible expansion).	\$500	\$500	\$500	75	0	0	25	0	0	0	0	0	0
UC-P60	Great Meadow Bike Path Safety Improvements	Bikeway safety and maintenance improvements; potential for separate pedestrian improvements to minimize conflicts.	\$3,000	\$3,000	\$2,100	50	0	20	0	30	0	0	0	0	0
UC-P61	Traveller Safety Education/Information Programs	Bike/pedestrian safety programs; light and helmet giveaways, safety classes, distracted driver programs, bus etiquette program.	\$100	\$100	\$0	50	0	0	0	50	0	0	0	0	0
UC-P03	Steinhart Way Multimodal Improvements	Roadway improvements for shuttles, bikes and pedestrians.	\$500	\$500	\$500	25	0	25	25	25	0	0	0	0	0
UC-P01	UCSC Main Entrance Improvements	Realign roadway, transit pullout/shelter, relocate bike parking, construct pedestrian path, historic resource analysis. Work may be done in conjunction with City Roundabout project.	\$2,000	\$2,000	\$2,000	20	30	0	30	20	0	0	0	0	0
UC-P07	Northern Loop Roadway	Construct new roadway, including bicycle lanes, on upper campus. Will be phased. Phase I: Chiquapin Extension to support Social Science 3.	\$18,000	\$18,000	\$18,000	10	70	0	10	10	0	0	0	0	0
<b>Various Agencies</b>															
VAR-P03	Bicycle Sharrows	Install sharrows (shared roadway marking) designating areas where bicyclists should ride on streets, especially when bicycle lanes are not available. To be implemented by local jurisdictions.	\$500	\$500	\$250	100	0	0	0	0	0	0	0	0	0
VAR-P32	Bicycle Treatments for intersection improvements (ADD)	Add painted bike treatments (such as buffered and/or painted bike lanes, bike boxes, bike detection and signals), at major intersections.	\$4,000	\$4,000	\$0	100	0	0	0	0	0	0	0	0	0
VAR-P16	Bike Share	Establish and maintain an urban centered bike share program allowing county residents to access loaner bikes at key locations such as downtowns, transit centers, shopping districts, and tourist destinations.	\$5,000	\$5,000	\$5,000	100	0	0	0	0	0	0	0	0	0
VAR-P05	Bike-Activated Traffic Signal Program	Provide traffic signal equipment to ensure that the traffic signals will detect bicycles just as cars are detected and ensure that the appropriate traffic signal phase is activated by the bicycles.	\$1,000	\$1,000	\$0	100	0	0	0	0	0	0	0	0	0
VAR-P18	Mission St/Hwy 1 Bike/Truck Safety Campaign	Partnership with road safety shareholders including Caltrans, UCSC, City of Santa Cruz, Ecology Action, trucking companies and others to improve bike/truck safety along the Mission Street corridor. Provide safety presentations, videos, brochures, safety equipment, etc.	\$500	\$500	\$0	60	15	0	0	25	0	0	0	0	0

All Figures in '000s (thousands of dollars)

Percentage Project Cost By Mode (estimate)

ID	Project Title	Project Description/Scope	Est total	Total Constrained	Unconstrained	Bike:	Road	Rehab:	Transit	Ped	TDM	TSM:	ITS:	Plang:	Other
CT-P07a	Hwy 1 Bike/Ped Bridge (Cabrillo-New Brighton)	Construction of bike/ped bridge connecting New Brighton State Beach and Cabrillo College as part of larger Nisene SP to the Sea trail concept. Lead agency TBD.	\$8,000	\$8,000	\$8,000	50	0	0	0	50	0	0	0	0	0
VAR-P33	Neighborhood Greenways	Implement greenways which gives priority to bicycles and pedestrians on low volume, low speed streets including, way finding and pavement markings, bicycle treatments in areas identified for more intensified development in Sustainable Communities Strategy.	\$5,000	\$5,000	\$5,000	50	0	0	0	50	0	0	0	0	0
VAR-P29	Public/Private Partnership Bicycle and Pedestrian Connection Plan	Develop model for assisting local jurisdictions in working with private property owners to allow bicycle and pedestrian access through private property in areas identified for more intensified development in Sustainable Communities Strategy.	\$150	\$150	\$0	50	0	0	0	50	0	0	0	0	0
VAR-P10	Safe Routes to Schools Studies	Studies to assess pedestrian and bicycle safety near schools.	\$200	\$200	\$0	50	0	0	0	50	0	0	0	0	0
VAR-P35	School Complete Streets Projects	Implement ped/bike programs and facilities near schools.	\$10,000	\$10,000	\$10,000	50	0	0	0	50	0	0	0	0	0
VAR-P27	Complete Streets Implementation	Additional projects for complete streets implementation that would fall under the Complete Streets Guidelines.	\$10,000	\$10,000	\$10,000	40	0	0	10	40	0	0	0	0	0
VAR-P19	School Safety Programs	Bicycle and walking safety education and encouragement programs targeting K-12 schools in Santa Cruz County including Ecology Action's Safe Routes to School and Bike Smart programs. Provide classroom and on the bike safety training in an age appropriate method. Provide a variety of bicycle, walking, busing and carpooling encouragement projects ranging from bike to school events, to incentive driven tracking, and educational support activities.	\$3,700	\$3,700	\$1,850	40	0	0	0	60	0	0	0	0	0

*SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION*  
**2040 Regional Transportation Plan - PROJECT IDEA FORM**

The Santa Cruz County Regional Transportation Commission would like to get your input on what specific transportation improvements should be made in Santa Cruz County. Examples include a street in need of a bike lane, a turn lane to improve traffic flow, a road that needs a sidewalk, new bus services, and other improvements that you would like to see happen. We are looking for specific ideas that can be implemented in the future (through 2040). A list of projects and their descriptions included in the current 2014 *Regional Transportation Plan* is available for review online at <http://sccrtc.org/wp-content/uploads/2014/01/App-E-FULL.pdf>. Maps of the project locations can be found at <http://sccrtc.org/wp-content/uploads/2014/01/Chapter-6-Trans-Investments-FULL.pdf>. For more information on the 2040 Regional Transportation Plan, see the RTP page of the RTC website (<http://sccrtc.org/funding-planning/long-range-plans/2040-rtp/>)

**Is there a project we missed? Please let us know!** By filling out this form, you will be including your ideas in the transportation planning process. Please use one form for each new project idea. Return completed forms to SCCRTC by **February 26, 2016**. Completed forms can be faxed to (831) 460-3215, emailed to [info@sccrtc.org](mailto:info@sccrtc.org) or mailed to 1523 Pacific Ave, Santa Cruz, 95060. You can also provide your project ideas online on the SCCRTC website - <http://sccrtc.org/funding-planning/long-range-plans/new-project-ideas/>.

1. Specific project that could improve transportation in Santa Cruz County:

2. Project Description:

3. Project Location:

1. Provide beginning/end points, cross streets, main address, etc:

b. This project is located in (check all that apply):

☐ City of Capitola                      ☐ City of Watsonville                      ☐ Not sure  
☐ City of Santa Cruz                      ☐ City of Scotts Valley                      ☐ Countywide  
☐ Other location in County \_\_\_\_\_

4. Why is this project needed/how will it improve the transportation system in Santa Cruz County?

5. Your contact information:

Your Name: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Mailing Address: \_\_\_\_\_

6. Do you want to be notified of public meetings on the *Regional Transportation Plan* in the future? If so, we strongly encourage you to include your e-mail address in #5 above so that notifications can be sent by e-mail.



## 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](mailto:info@sccrtc.org)

October 22, 2015

Doug Hessing, Caltrans Project Manager  
Caltrans District 5  
50 Higuera Street  
San Luis Obispo, CA 93401-5415

Regarding: Highway 1 Rumble Strips

Dear Mr. Hessing:

Thank you for attending the Santa Cruz County Regional Transportation Commission's (RTC) Bicycle Advisory Committee meeting and listening to members' concerns about Caltrans' Highways 9 and 1 projects. We understand that management will be meeting soon to discuss discrepancies between plans and actual installation of the rumble strips on Highway 1. As communicated at the meeting, the Bicycle Advisory Committee's position is to remove the rumble strips where the highway shoulder is less than 5 feet wide, per plans.

You will recall that the original rumble strip proposal was controversial. While rumble strips do alert drivers that they are veering across the center line or shoulder stripe, there are mixed feelings among the cycling community as to whether the strips are a net positive or negative for cyclists riding along the highway. As you know when cyclists ride into rumble strips, they can lose control and crash or end up in the path of a traveling motor vehicle.

Thus, the Bicycle Advisory Committee was generally relieved when, after close coordination with cyclists, Caltrans derived the rumble strip plan for Highway 1. The primary commitment was to install rumble strips only where there was at least a five foot wide shoulder. This would hopefully allow enough room for cyclist maneuverability without riding onto a rumble strip (or off the pavement). Many cyclists recently riding Highway 1 were very disappointed to notice rumble strips in locations where there is a shoulder narrower than 5 feet. You, too, expressed concerns at our meeting that the contractor did not follow Caltrans' plans and that it is important for the Department to maintain credibility with the public. The Bicycle Committee agrees and requests removal of the rumble strips where shoulders are less than 5 feet wide. Since this plan was already a compromise, we believe it should be adhered to in this important respect.

The Committee also requested that rumble strips be removed where there is informal parking near the Wilder Ranch State Park entrance. The amount of motor vehicle traffic crossing and parking at the shoulder requires cyclists to have as much maneuverability as possible. Rumble strips are a hindrance to safe cycling through this congested area and need to be removed.

As you heard, there was some concern that rumble strip removal would not result in an optimal surface for cycling. The Committee took no position on methods to remove the strips - we leave it to your expertise to ensure that the resulting surface is smooth and safe. Another satisfactory option would be to widen the shoulders to 5 feet where rumble strips were improperly installed.

There was also some discussion about another discrepancy between plans and installation regarding placement of some rumble strips just to the left of, instead of on, the shoulder stripe. Original plans called for rumble strips to be placed to the right of the shoulder strip, thus being in and

reducing the ride-able width of the shoulder. The final plans to move the strips toward the travel lane were thus welcome. The fact that the strips were placed even further from the shoulder does not conflict with cyclists' needs and the Committee took no position on this discrepancy. It was noted that placement of the strips on the shoulder line might limit their visibility and make the line more slippery. While it was recognized that the current strip placement does not meet standards, you also noted that Caltrans has been open to broadening the road treatments that are found acceptable and this might be such a case.

Also, as you heard, there were a number of other concerns expressed about the rumble strip installation in general and the shoulder use and condition in general. You were presented a list of these concerns and an ad-hoc committee was formed to meet with you about these matters and any details that arise with regard to removing the offending rumble strips. Feel free to contact us at any time. We appreciate your openness and look forward to working with you on both the short and long term measures to make bicycle riding on Highway 1 as safe, convenient and enjoyable an experience as possible.

The RTC's Bicycle Advisory Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. Such a network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes. Please feel free to contact the Regional Transportation Commission's Bicycle Coordinator and staff to the Bicycle Advisory Committee, Cory Caletti at (831) 460-3201 or by email at [ccaletti@sccrtc.org](mailto:ccaletti@sccrtc.org), for this and any other Committee related matters.

Sincerely,



David Casterson  
Chair, SCCRTC Bicycle Advisory Committee

cc: Aileen Loe, Caltrans District 5 Deputy District Director  
Santa Cruz County Regional Transportation Commission  
Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee

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**DEPARTMENT OF TRANSPORTATION**

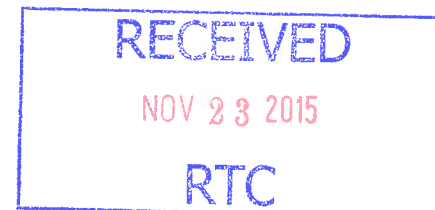
50 HIGUERA STREET  
SAN LUIS OBISPO, CA 93401-5415  
PHONE (805) 549-3386  
FAX (805) 549-3620  
TTY 711  
<http://www.dot.ca.gov/dist05/>



*Serious drought  
Help save water!*

November 12, 2015

Mr. David Casterson  
Chair  
SCCRTC Bicycle Advisory Committee  
1523 Pacific Avenue  
Santa Cruz, CA 95060-3911



Dear Mr. Casterson:

This letter is in response to your letter dated October 22, 2015 regarding the Santa Cruz County Regional Transportation Commission's (SCCRTC) Bicycle Advisory Committee (BAC) meeting on October 19, 2015. My commitment to the BAC was and is to help facilitate that all the BAC's concerns are heard and considered by Caltrans.

As you stated in your letter, after close coordination with cyclists, Caltrans made a commitment to install shoulder rumble strips only where there would be at least a five foot wide shoulder. For this project, Caltrans also limited the shoulder rumble strips to roughly the first four miles and used an alternative shoulder rumble strip, commonly referred to as a rumble stripe, consisting of a 6" wide rumble strip installed underneath the 4" edge line.

After installation of the rumble strip and placement of the dike, it was determined that there are limited areas where there is not five feet of shoulder and the striping was installed to the right of the rumble strip. In accordance with the commitments made by the Department, these are the areas that will be corrected.

The BAC also brought up concerns that had been discussed and considered during the initial coordination with the BAC that resulted in the commitments made. Some of these considerations include, parking conflicts, no parking signage, edge line placement, and rumble strip signage.

The concerns that had not been discussed during previous coordination with the BAC are the raised curbs behind the catch basins (drainage inlets), the shoulder backing material and installation, and vertical edges in some areas to the right of the shoulder. The drainage inlet concerns have been addressed with the construction of the dikes which connect to the curbs behind the drainage inlets eliminating the blunt ends. The shoulder backing material meets Caltrans specifications. No new vertical edges were created with this project, however, the existing roadbed had an additional 0.2 feet (almost 2 ½ inches) of asphalt overlay. The overlay was installed at the outside edge of shoulder by paving over previous overlays in order to maximize the shoulder area. As a result, the visible vertical at the edge of pavement is the sum of all past overlays, including this one. The areas that have not



November 17, 2015

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received shoulder backing or asphalt are required for drainage and/or act as a catchment that serve to help keep rocks and debris off the shoulder.

Thank you for your interest and participation in this project.

Sincerely,



Doug Hessing  
Project Manager, Caltrans District 5

cc: Aileen Loe, Caltrans District 5 Deputy District Director  
Santa Cruz County Transportation Commission  
Santa Cruz County Transportation Commission's Bicycle Advisory Committee