



**Santa Cruz County
Regional Transportation Commission
Interagency Technical Advisory Committee (ITAC)**

DRAFT MINUTES

Thursday, November 16, 2017, 1:30 p.m.
SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Tim Bailey, County Public Works
Teresa Buika, UCSC
Piet Canin, Ecology Action
Claire Fliesler, Santa Cruz Planning
Murray Fontes, Watsonville Public Works and Planning Proxy
Erich Friedrich, Association of Monterey Bay Area Governments (AMBAG)
Tom Hiltner, Santa Cruz Metropolitan Transit District (METRO)
Steve Jesberg, Capitola Public Works and Planning Proxy
Jessica Kahn, Scotts Valley Public Works and Planning Proxy
Pete Rasmussen, Santa Cruz Metropolitan Transit District (METRO)
Chris Schneider, Santa Cruz Public Works

RTC Staff Present: Grace Blakeslee, Cory Caletti, Sarah Christensen, Ginger Dykaar, Luis Mendez, Rachel Moriconi, Anais Schenk

Others:

Mark Dettle, City of Santa Cruz Public Works
Brett Garrett
Rick Longinotti, Campaign for Sensible Transportation (CFST)
Pam North, CFST
Mike Saint, CTST
Barry Scott, FORT
Becky Steinbruner, citizen
Janneke Strause, Bike Santa Cruz County

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1. **Call to Order:** Chair Fontes called the meeting to order.
 2. **Introductions:** Self introductions were made.
 3. **Oral Communications:** None.
 4. **Additions, deletions, or changes to consent and regular agendas:** The regular agenda was reordered as follows: Item 11 – Bike Route Signage; Item 9 – 2018 Regional Transportation Improvement Program (RTIP); Item 10 – Unified Corridor Investment Study; then Item 8 – Cruz511 In Your Neighborhood. Item 6 (Status of Projects) and Item 7 (Caltrans Updates) were postponed to a future meeting.

CONSENT AGENDA

5. **Approved Minutes of the September 21, 2017 ITAC meeting.** *A motion (Fliesler/Kahn) to approve the minutes passed unanimously with all members in attendance voting "yes."*

REGULAR AGENDA

11. Santa Cruz County Bicycle Signage Project

Anais Schenk presented information on the Active Transportation Program (ATP)-funded Santa Cruz County Bicycle Signage program and implementation plan, including information on and recommendations for sign design, content, and placement; a draft signage database which staff requested local jurisdictions and ITAC members use for reviewing and commenting on proposed signs. Ms. Schenk also requested input on Pacific Coast Route wayfinding signs.

ITAC members agreed to notify Ms. Schenk of the appropriate contact at each agency. Piet Canin recommended that signage direct bicyclists onto roadways with fewer vehicles or otherwise considered preferable or more bicycle-friendly, especially for less experienced bicycle riders. Staff reported that outreach efforts will include maps showing high and low traffic facilities. He also asked that signage be included for the rail trail. Staff confirmed this is part of the project and will coordinate with city of Santa Cruz's consultant who is also working on signage for the rail trail.

9. 2018 Regional Transportation Improvement Program (RTIP): Preliminary Staff Recommendations

Rachel Moriconi presented preliminary staff recommendations for approximately \$22 million anticipated from the region's formula shares of various state and federal transportation programs. The RTC received 36 applications requesting over \$38 million. The preliminary staff recommendations focus on projects that address criteria established by the RTC for this consolidated call for projects and include a combination of regionally-significant projects and local projects that preserve existing transportation infrastructure, improve safety, and reduce the number of vehicle miles traveled and associated emissions. Staff will be considering RTC advisory committee recommendations when developing final recommendations for consideration by the RTC following a public hearing on December 7, 2017. Staff will be working with project sponsors to confirm project schedules and determine the most appropriate funding source for each project.

Chris Schneiter expressed concern that staff prioritized chip seals over full reconstruction. He suggested that more urban areas that serve a larger number of users, including bicyclists and pedestrians, should receive priority for funding.

Teresa Buika stated that UCSC appreciates the amount of funding recommended, but requested that the funding be contingent on UCSC securing "other" funding, not specifically Active Transportation Program (ATP) funds as identified in the preliminary staff recommendation.

Piet Canin stated that the Bicycle Committee recommends full funding for the Open Streets and Everyday is Bike to Work Day projects. He appreciated that 10% of the funds would serve bicyclists and 10% for pedestrians, but stated that is a lower percentage than most sustainable transportation programs. He stated that hardscape, like sidewalks and bicycle paths, are complemented by education and encouragement programs like Open Streets and Bike to Work programs.

In response to a question from Teresa Buika, Ms. Moriconi shared that the Bicycle Committee also recommended additional funding for the Pacific Avenue sidewalk in Santa Cruz, Glenwood Drive rehabilitation and bicycle improvement project in Scotts Valley, and the Bicycle Safety Improvements project in Watsonville.

Tom Hiltner concurred with the amounts recommended to be programmed to Santa Cruz METRO projects.

Steve Jesberg left the meeting.

Janneke Strause shared information on Open Streets, appreciated staff recommended funds for Watsonville events and urged the committee to support funding for events in Santa Cruz as well. She stated that the program is requesting a relatively small amount of money, providing a 50% match, that events are well attended and cost less to put together each year.

Becky Steinbruner stated that the Aptos Village development is adding an extra 8,000 cars per day and that transportation mitigations should be funded by the developer, not public funds. She expressed concerns about reduced parking, lack of space for future rail passenger station parking, access to Aptos Village Park, bicycle parking, the cost of signal lights, the bus stop location, pedestrian access limited by fencing, a pedestrian activated crosswalk at Parade Street, and asked if a sidewalk on the south side of Soquel Dr. would eliminate parking and the Class 2 bike lane or put bicyclists at risk of getting "doored" by parked cars. She suggested that if \$1.9 million, in addition to the \$1.4 million previously approved for the project, is provided, that it be conditioned on addressing these concerns.

Rick Longinotti asked what the process is for members of the public to provide input on specific projects. Ms. Moriconi responded that members of the public should submit input directly to project sponsors and that the preliminary design/environmental phase is the ideal timeframe, but that all projects with bicycle and pedestrian components are required to be presented to the RTC's Bicycle Advisory Committee and Elderly and Disabled Transportation Advisory Committee (E&D TAC).

Murray Fontes relayed that Steve Jesberg had to leave the meeting, but supports the staff recommendation. Murray Fontes and Jessica Kahn also expressed their support for the preliminary staff recommendation.

Chris Schneiter suggested that if UCSC does not secure other funds, that they be redirected to the city of Santa Cruz roundabout project at Bay St/High St.

ITAC members in attendance unanimously approved a motion (Schneiter/Fliesler) recommending that the RTC approve the preliminary staff recommendation, with

funds for UCSC's Great Meadow Bike Path Preservation and Safety project to be redirected to the Bay/High Roundabout if the University does not secure other funds or scale back the project within two years.

Mark Dettle and Tom Hiltner left the meeting.

10. Unified Corridor Investment Study Phase 1 Scenario Analysis

Ginger Dykaar presented draft Step 1 scenario results for the Unified Corridor Investment Study (UCS) and requested committee input on project descriptions, completeness of issues discussed for each project and criterion, rating per criterion for each project, overall ratings per project, and recommendations for projects and scenarios to evaluate in the Step 2 analysis. She noted that the draft staff recommendations for Step 2 eliminate Scenario F, based on public concerns about converting automobile travel lanes to a combined bus/bicycle lane on Soquel Dr. Remaining components from Scenario F would be evaluated in Scenario B. Staff also recommends eliminating Scenario D due to findings during Step 1 regarding the feasibility and cost of adding rail transit on Highway 1.

Claire Fliesler concurred with the staff recommended scenarios for Step 2. Erich Friedrich recommended that self driving/autonomous vehicles be evaluated in at least one scenario. Ms. Dykaar responded that they will be addressed qualitatively during Step 2, but that conclusive data is not available at this time to model the impact on vehicle miles traveled and capacity for this study. She also recommended that all scenarios evaluate bicycle and pedestrian intersection improvements on Soquel Ave/Dr and Freedom Blvd.

Piet Canin suggested that increased use of electric bicycles may affect bicycle ridership and thus mode share and would like the UCS to evaluate electric bicycles and the infrastructure needed to support ebikes.

Chris Schneider stated that the evaluation of the Highway 1-San Lorenzo River Bridge widening should be modified since the project reduces flooding and improves fish passage, improves safety, preserves existing infrastructure and improves operational efficiency.

Piet Canin stated that the safety evaluation should consider all collisions, not just fatal and injury collisions, as well as perceived safety concerns. He requested that Ecology Action be included in stakeholder meetings.

In response to a question about the process for Step 2, Ms. Dykaar stated that input will be sought from RTC advisory committees, partner agency stakeholders, and the community. Pete Rasmussen stated the dedicated bus/bike lane in Scenario F is also in Scenario D.

Ms. Dykaar noted that staff has received requests to evaluate projects individually rather than within scenarios. The UCS project team will be evaluating projects individually as much as possible. There are limitations to analyzing all projects separately especially when using the travel demand model and also important to look at the transportation system as a whole.

Barry Scott stated that it would be a shame if the rail corridor was only used for bicycle/pedestrian travel, especially when it is raining. He stated that scenarios that included rail transit were rated the highest at public workshops and distributed a summary of dots

placed on different scenarios. He also stated that the Daisy rail car recently was operated on the rail line.

Erich Friedrich left the meeting.

Rick Longinotti requested that the Campaign for Sensible Transportation be included in stakeholder meetings. He suggested protected bicycle lanes be included on roadways with traffic volumes over 6000 per day and speed limits of 25 mph; that intersection improvements focus on all modes, not just automobiles; expressed concern that bigger intersections, such as those on Mission Street in Santa Cruz, should focus on reducing conflicts between all modes; he questioned the economic and time savings benefits for highway projects; questioned options for bus on shoulder without auxiliary lanes; and asked how much metering ramps help if constructed independently.

Claire Fliesler and Piet Canin left the meeting

Ginger Dykaar noted that step 1 was a qualitative analysis, with step 2 integrating more quantitative analysis.

Mike Saint stated that if scenario F is eliminated, auxiliary lanes remain in all other scenarios. He suggested that auxiliary lanes no longer be pursued. He suggested looking at zipper lanes on Highway 1.

Becky Steinbruner stated that people want the maximum number of options to get around. She expressed support for rail with trail on the rail corridor, express transit options such as bus rapid transit on the rail corridor or Soquel Drive; and monorail/express service for future consideration.

Brett Garrett suggested electric bicycles and bicycle share programs; automated vehicles will be part of the bus transit system; that shared autonomous vehicles will reduce parking; and that overhead/elevated monorails and fly-over transit, like Personal Rapid Transit (PRT) should be considered.

Pete Rasmussen left the meeting.

Chris Schneiter/Teresa Buika made a motion to support the draft staff recommended scenarios for Unified Corridor Investment Study step 2 analysis, which includes a qualitative discussion of autonomous vehicles. The motion was unanimously approved with Buika, Schneiter, Kahn, Bailey, and Fontes voting "yes".

Teresa Buika suggested more outreach be done to collect input from Spanish-speakers.

8. Cruz511 in Your Neighborhood

Grace Blakeslee presented results of the Cruz511 in Your Neighborhood pilot program, which focused on reducing the number of drive alone trips and increasing the number of trips made by bus, biking, walking, and carpooling. She shared information about program participation, effective outreach and the overall program results.

Chris Schneiter left the meeting.

Members commented on the usefulness and attractiveness of materials and the neighborhood specific outreach.

6. Status of ongoing transportation projects, programs, studies and planning documents - *Postponed to future meeting*

7. Caltrans Updates- *Postponed to future meeting*

Committee members received a written memorandum on the streamlined PEER Process and State Highway Operation and Protection Program (SHOPP) project updates, which were included in the agenda packet.

12. Local, Regional, State, and Federal Funding Updates and Information Sharing

The committee briefly discussed the next Active Transportation Program (ATP) cycle, noting that the California Transportation Commission (CTC) is seeking input on the draft application and guidelines by mid-December.

13. Next meeting: The next ITAC meeting scheduled for December 21, 2017.

The meeting adjourned at 3:50 p.m.

Minutes prepared by: Rachel Moriconi, RTC Planner