1. Call to Order

2. Introductions

3. Announcements – RTC Bicycle Coordinator

4. Oral Communications

   The Committee will receive oral communications during this time on items not on today’s agenda. Presentations must be within the jurisdiction of the Committee, and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any Oral Communications presented, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.

5. Additions or deletions to consent and regular agendas

   **CONSENT AGENDA**

   All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other committee member objects to the change.

6. Approve draft minutes of the December 14, 2009 Bicycle Committee meeting (pages 4-8)

7. **Accept Bike Secure III Final Report as submitted to the Funding Agency: Monterey Bay Unified Air Pollution Control District** (pages 9-33)

8. **Approve Bike Secure application from Wave Crest Development and correction to previously approved subsidy for Pacific Veterinary Specialists** (pages 34-40)

9. **Accept correspondence from the Bicycle Committee to the California Coastal Commission regarding support for the Arana Gulch Master Plan** (page 41-42)
10. Accept Hazard Reports – none

11. Accept Bicycle Committee Roster (page 43)

REGULAR AGENDA

12. Draft 2010 Regional Transportation Plan Update – Consider Information Item and Forming a Review Subcommittee (pages 44-45)


14. Review Draft Online Bicycle/Pedestrian Hazard Report Form – Cory Caletti, RTC Staff and Peter Scott (pages 51-56)

15. Review Subcommittees and Membership (pages 57-58)

16. Discuss Bicycle Committee Meeting Time

17. Project Tracking/Subcommittee Tasks: Oral Reports (actions may be taken at the meeting)
   a. City of Santa Cruz Project Tracking: Fieberling/Hyman/Garza
   b. City of Capitola Project Tracking: Kostelec/Ward
   c. City of Scotts Valley Project Tracking: Milburn
   d. City of Watsonville Project Tracking: Montague
   e. County of Santa Cruz Project Tracking: Akol/Lewis
   f. Bike To Work Update: Canin/Lucas
   g. CTSC Update: Langley/Jed
   h. UCSC: Scott/Menchine
   i. Legislative Tracking: Ward/Jed
   j. Sanctuary Scenic Trail: Fieberling
   k. Committee Effectiveness: Milburn/Kostelec/Casterson/Menchine/Akol
   l. Technical Subcommittee: Menchine
   m. Bicyclist/Motorist Safety Education: Jed/Menchine/Montague
   n. RTC Packet Monitoring Subcommittee: Hyman
   o. Shared Lane Pavement Marking (aka Sharrows): Menchine/Jed/Ward

18. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for Monday, April 12, 2010 at 7:00 p.m. at the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

HOW TO REACH US
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
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AGENDAS ONLINE
To receive email notification when the Bicycle Committee meeting agenda packets are posted on our website, please call (831) 460-3201 or email ccaletti@sccrtc.org to subscribe.
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The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person affected, Please attend the meeting smoke and scent-free.

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1. Call to Order

2. Introductions

**Members Present:**
- Kem Akol, District 1
- Jim Langley, CTSC
- Bill Fieberling, City of Santa Cruz
- Eric Horton, District 2 (Alt.)
- Rick Hyman, District 5
- Leo Jed, CTSC (Alt.)
- Daniel Kostelec, City of Capitola, Chair
- Will Menchine, District 3 (Alt.)
- Peter Scott, District 3
- Andy Ward, City of Capitola (Alt.)

**Excused Absences:**
- Penni Bengtson, District 5 (Alt.)
- Piet Canin, Bike to Work
- Carlos Garza, City of Santa Cruz (Alt.)
- Gary Milburn, City of Scotts Valley
- David Casterson, District 2
- Saskia Lucas, Bike to Work (Alt.)
- Bob Montague, City of Watsonville
- Michael Lewis, District 1 (Alt.)

**Unexcused Absences:**

**Vacancies:**
- District 4 – Voting and Alternate
- City of Scotts Valley – Alternate
- City of Watsonville – Alternate

3. Oral communications

Eric Horton proposed and volunteered to chair a Safe Route to School subcommittee and suggested a change for the meeting time from the 7:00pm start time to 6:00 pm. Cory Caletti provided a hand-out pertaining to Mr. Horton’s proposed Safe Routes to School subcommittee. The Committee previously discussed changing the meeting time which requires an amendment to the RTC Rules and Regulation. Chair Kostelec placed this at the end of the agenda.

Rachel Moriconi announced that the RTC is working on the Draft 2010 Regional Transportation Plan (RTP), which will be presented to the Committee at its April 2010 meeting for review and potential prioritization of bicycle projects.
Cory Caletti announced that Bicycle Committee member terms will expire in March 2010 for District 1, District 3, District 5, City of Watsonville and Bike to Work. The existing representatives may seek reappointment. Former Committee member Lex Rau returned from traveling abroad and is seeking reappointment as the City of Scotts Valley alternate.

Cory Caletti informed members that Chair Kostelec is retiring from his position at the City of Capitola and acknowledged his excellent public service to the City of Capitola and to the Bicycle Committee. Chair Kostelec indicated he would continue serving on the Committee and finish out his current term.

Cory Caletti distributed a letter from Jean Brocklebank and Michael Lewis written on behalf of Friends of Arana Gulch to Save Our Shores in response to the SOS letter provided in the packet.

Cory Caletti thanked members of the Committee that have been active participants in subcommittees and have done much work on behalf of the Committee on bicycle related issues.

4. Additions or deletions to consent and regular agendas — Cory Caletti reported that Jean Brocklebank’s name was misspelled in the minutes and should be corrected. She also asked that, per Jean Brocklebank’s request, a clarification should be inserted to state that the “RTC has been in support of the Arana Gulch Master Plan only since 2006.”

CONSENT AGENDA

A motion (Fieberling/Horton) to approve the consent agenda with corrections to the minutes identified above was approved unanimously.

5. Approved draft minutes of the October 19, 2009 Bicycle Committee meeting

6. Accepted correspondence from the Bicycle Committee to the California Coastal Commission regarding support for the Arana Gulch Master Plan

7. Accepted information from Save our Shores to the California Coastal Commission regarding support for the Arana Gulch Master Plan

8. Accepted information regarding Bicycle Transportation Account grant applications to be submitted by the Cities of Santa Cruz and Capitola and the County of Santa Cruz for bike lanes, sensor detection systems or multi-use trail facilities


10. Accepted October Hazard Report

11. Accepted Bicycle Committee Roster

12. Accepted Bicycle Committee Draft 2010 Schedule

REGULAR AGENDA

13. Draft 2010 Regional Transportation Improvement Program – Rachel Moriconi, RTC Senior Transportation Planner
Rachel Moriconi provided an overview of the Regional Transportation Improvement Program (RTIP) saying that the Regional Transportation Commission (RTC) has the responsibility of programming a variety of state and federal funds. She recommends that the Bicycle Committee recommend that the RTC program the $1.1 million in projected federal State Transportation Improvement Program (STIP) Transportation Enhancement funds for the Broadway/Brommer bicycle/pedestrian path through Arana Gulch.

Rachel Moriconi also mentioned that staff recommends that the RTC seek some of the region’s un-programmed balance of STIP funds to cover cost increases on the Highway 1 HOV Lanes Project for the environmental phase ($1.45 million), the Highway 1 Auxiliary Lanes Project ($500,000), and five years of RTC planning, programming, and project monitoring activities ($925,000). Ms. Moriconi also recommended amendments to existing projects, including changes to project schedules and shifting funds between projects. Members discussed their concerns and/or support for the various projects.

A motion was made (Akol/Kostelec) to recommend that the RTC program $1.1 million in Transportation Enhancement funds to the Broadway-Brommer Multi-use Path through Arana Gulch; seek additional $925,000 for RTC state and federally-mandated planning, programming and monitoring actives; and approve proposed amendments to other projects, as requested by project sponsors. (Increasing funding for Highway 1 projects was not included in the motion). The motion passed with 2 abstentions (Hyman and Horton).

14. Draft 2010 State and Federal Legislative Updates – Rachel Moriconi, RTC Senior Transportation Planner

Rachel Moriconi stated that the RTC has an annual legislative program which guides staff and the RTC on issues that may come before the state or federal legislature. There are several issues that are carried over from the 2009 legislative agenda including prohibiting parking in designated bicycle lanes and insuring that that State tax code is modified so that cyclists can receive tax credits.

Ms. Moriconi discussed additional state and federal legislative items, including reauthorization of the next federal transportation act. Ms. Moriconi informed members that she will meet with the Bicycle Committee’s Legislative Tracking Sub-committee after bills are introduced in February, 2010.

Members discussed whether the Bicycle Transportation Plan should be a required component of General Plans and be better integrated into land use policies. Ms. Moriconi responded to the comment saying that in general, the RTC tries to separate itself from the general planning process saying that the local jurisdictions are responsible for that process.

15. 2009 Bicycle Observation Survey Results – Theresia Rogerson, Health Services Agency/Community Traffic Safety Coalition

Theresa Rogerson discussed the Bicycle Observation Survey results from May and June 2009. Ms. Rogerson thanked members who volunteered their participation and assistance with the survey and summarized the report’s findings. The report was recently revised to include recommendations made by the Bicycle Committee last year. Among the items she mentioned was the addition of a number of elementary schools to the list of schools surveyed in Santa Cruz, Freedom and Watsonville. Members discussed specific items within the report with emphasis on helmet use and riding bicycles on sidewalks. A few additional revisions were suggested to identify problem areas in the county. Cory Caletti suggested that surveyors be able to provide feedback
regarding observed deficiencies in the transportation infrastructure rather than just bicyclist behavior. Ms. Caletti also asked that the survey instrument be attached to future reports for review by individuals who have not previously participated. Although it was not available for this meeting, Ms. Rogerson said that she would provide the Committee with the SWITRS report pertaining to injuries and fatalities in the near future.

16. Project Tracking/Subcommittee Tasks: Oral Reports
   a. City of Santa Cruz Project Tracking: Bill Fieberling reported that Mayor Rotkin indicated Coastal Commission staff supports the Broadway/Brommer Multi-Use Path. He reported that Chris Schneider indicated that the Washington Street round-about will be constructed using stimulus funds and the City of Santa Cruz is trying to get all the preliminary work completed in time to receive those funds.
   b. City of Capitola Project Tracking: Chair Kostelec said that the City Council agreed to eliminate parking in the southbound direction on Monterey Avenue from New Brighton Middle School to Bay Avenue. Staff will soon present the 38th Avenue project to the City Council which will include paving and elimination of parking.
   c. City of Scotts Valley Project Tracking: On behalf of Gary Milburn, Cory Caletti said that Majid Yamin informed him that sidewalk construction is completed on Whispering Pines and that striping of the bike lanes will follow the slurry seal application. Members were also informed that the sidewalk installation on Bean Creek Road is underway.
   d. City of Watsonville Project Tracking: No report was provided at this meeting.
   e. County of Santa Cruz Project Tracking: No report was provided at this meeting.
   f. Bike To Work Update: No report was provided at this meeting.
   g. CTSC Update: Theresia Rogerson said that the South County Bicycle/Pedestrian Group is now operating with their new work plan and performed a pedestrian observation study which included motorist behavior. The CTSC is in process of preparing their work plan for 2010 with a focus on motorist education and creating low cost media campaigns and that their Safe Routes to School subcommittee is developing a list of all education encouragement programs available in the county. Ms. Rogerson also mentioned that she’s been involved with the Bicycle Committee’s Education subcommittees and RTC staff’s efforts to institute a Bicycle Hazard Report online submission form. The Hazard Report group has been working on evaluating other online hazard reporting systems throughout the state, and developing a proposed mock-up to be refined and finalized in conjunction with RTC staff to prepare for the RTC’s upcoming website update. Ms. Caletti added the proposed hazard report form will be reviewed by the CTSC, the South County Bike/Ped Work Group, the Elderly & Disabled Transportation Advisory Committee and other related groups in the next two months. The Bicycle Committee will be reviewing it at the February, 2010 meeting.
   h. UCSC: Peter Scott spoke with Larry Pageler who continues to pursue the indoor bike storage project on the UCSC campus.
   i. Legislative Tracking: Sub-committee members reported that consideration is given to introducing legislation for a mandatory bike helmet law for cyclists of all ages and to have cyclists be able to treat stop signs as yield signs and stop lights as stop signs, as is done in Idaho.
   j. Sanctuary Scenic Trail: Cory Caletti informed members that the RTC will begin the Master Plan process for the Monterey Bay Sanctuary Scenic Trail in early 2010 and that the House and Senate signed an annual transportation appropriation bill that will allocate $800K to the Trail Network for both Santa Cruz and Monterey counties. In response to a question regarding the Rail Line acquisition, Ms. Caletti said that the RTC is expected to make a final decision on the purchase in February, 2010 to be followed by funding allocation consideration by the California Transportation Commission in March, 2010.
   k. Committee Effectiveness: Rick Hyman suggested that the subcommittee survey members regarding instituting special meeting times of 6 or 6:30pm for 2010.
I. Technical Subcommittee: Will Menchine mentioned his challenge in receiving information on the review processes for projects in the City of Santa Cruz. He, Mr. Jed, Mr. Ward and Mr. Nguyen of the City of Santa Cruz, met to discuss the King and Seaside Streets Shared Lane Pavement Marking (aka “sharrows”). The review process has limited opportunity for public input. They viewed the areas in question and discussed details such as width and alignment saying that there is flexibility where sharrows can be placed should City staff choose to exercise it. He will consolidate the information and report back to Mr. Nguyen. Contract bids are out and due within the week. A motion was made (Akol/Scott) to prepare a letter to request that the City of Santa Cruz place sharrows beyond the minimum width from curb face should a letter be needed. The motion passed with one member opposing.

m. Bicyclist/Motorist Safety Education: Cory Caletti informed members that the installation of sharrows is often followed with a public education campaign in other cities/-counties and that the CTSC may consider such a campaign locally as part of their motorist education effort.

n. RTC Packet Monitoring Subcommittee: No report was provided at this meeting.

o. Shared Lane Pavement Marking (aka Sharrows): This item was discussed during Technical Subcommittee report.

A Safe Routes to School subcommittee was formed with Eric Horton, Will Menchine and Kem Akol as members.

A motion (Akol/Scott) to adjust the meeting time of the next regular meeting of the Bicycle Committee, Monday, February 8, 2010, to 6:30pm approved with 1 opposition.

17. Meeting adjourned at 9:18 p.m.

NEXT MEETING: The next Bicycle Committee meeting is scheduled for Monday, February 8, 2010 at a special time of 6:30 p.m. at the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:

\[\text{Cory Caletti}\]

Cathy Judd, Administrative Assistant II and Cory Caletti, Senior Transportation Planner

\[\text{\textbackslash rtserv2\Shared\Bike\Committee\BC2009\BCDec09\BCMinutes_December09draft.doc}\]
January 18, 2010

David Fairchild
MBUAPCD
24580 Silver Cloud Court
Monterey, CA 93940

RE: Final Summary Report for AB2766 Grant 04-36

Dear Mr. Fairchild:

Attached please find the Final Summary Report for AB 2766 Grant 04-36, which expired on October 20, 2008.

The grant amount of $25,000 was provided to the Santa Cruz County Regional Transportation Commission for the Bikes Secure Program. The Bikes Secure program provided subsidies towards the purchase of bicycle racks, bicycle lockers, and cages for businesses, public agencies, schools and non-profit organizations. All bicycle racks were purchased before the program’s expiration although work continued until all were distributed. RTC staff, noticing a significant trend toward a greater number of applicants from the North Santa Cruz County areas, focused outreach efforts in the South County area in the later phases of the program which slowed the rate of received applications and rack distributions.

Thank you very much for the Air District’s support of this program, which has promoted bicycling as transportation and reduced vehicular emissions in Santa Cruz County. Please remit the remaining balance of $13,705.04 as invoiced on May 28, 2008. You may contact Cory Caletti of my staff at 460-3201 for questions or comments.

Sincerely,

George Dondero
Executive Director

Enclosure: AB2766 Grant 04-36 Final Summary Report
Final Summary Report

AB 2766 Grant 04-36
SCCRTC Bikes Secure Program

Submitted by the
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060
(831) 460-3200
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Executive Summary

The Santa Cruz County Regional Transportation Commission (RTC) was awarded $25,000 for the Bikes Secure Program through the FY 03/04 cycle of the AB 2766 Motor Vehicle Emission Reduction Program. The total cost of the program was $31,000 with the $6,000 balance provided through the RTC’s Transportation Development Act funding source.

The program provided subsidies towards the purchase of bicycle racks, lockers and cages. Businesses, public agencies, schools and non-profit organizations were granted bike racks or lockers to create 532 new bicycle parking spaces, consisting of 258 bike racks provided (yielding 516 spaces) and 8 bike lockers (yielding 16 spaces) and one subsidized bicycle cage. The recipients of the bicycle racks, lockers and cage paid for the installation of the equipment and will maintain the equipment for 20 years. The bicycle cage is not included in the number of spaces provided but adds a significant community benefit. Finally, the four bike locker applicants ordered an additional 16 lockers that were not subsidized by the RTC but that resulted in 32 additional spaces provided through public dollars leveraged to attain private investments. While these spaces are not included in final tabulations, they nonetheless are a result of the program.

Using assumptions from the Bay Area Air Quality Management District (BAAQMD), RTC staff estimates that the Bikes Secure program will eliminate 63,840 vehicle trips per year, 191,520 vehicle miles traveled (VMT) annually or close to 2 millions VMT over the project lifespan of 10 years.
Chapter 1: Introduction and Project Description

The Santa Cruz County Regional Transportation Commission (RTC) was awarded $25,000 in funds through the Monterey Bay Air Pollution Control District's (MBUAPCD) AB 2766 Motor Vehicle Emission Reduction Program from the FY 03/04 cycle for the Bike Secure program (Grant # 04-36). $25,000 of these funds were expended for this project over six years. The total project amount was $31,000 with $6,000 coming from the RTC’s Transportation Development Act funds for personnel and grant administration purposes. A far greater amount of resources were contributed by the RTC, however, than the limited amount originally budgeted. In addition, the recipients of the bicycle racks, lockers and cages paid for the installation of the equipment and will maintain the equipment for 20 years.

The Bikes Secure program was conceived to provide an incentive for the provision of bike parking in the form of subsidies for bicycle racks, lockers and cages. Eligible participants included any public or private agency, business, or organization in Santa Cruz County. Previous grants generously provided directly to the RTC by the MBUAPCD generated over 1,500 bicycle parking spaces in Santa Cruz County.

The Bikes Secure program was intended to encourage the use of bicycles for short range trips that would otherwise be accomplished by automobile. More than half of all trips are under five miles, and yet they are still overwhelmingly made by personal motorized vehicles. By eliminating cold starts, replacing short car trips with bicycle trips has significant air quality benefits.

Lack of secure bicycle racks is a deterrent to cycling, and the cost of funding and researching properly designed, high-quality racks, while insignificant compared to the cost of providing car parking, has discouraged adequate provision of such racks by local businesses and agencies in Santa Cruz County and elsewhere.

Bike racks are a crucial piece of a complete network of facilities required to support the use of bicycles as transportation. Car parking is a ubiquitous feature of the urban environment, and unsurprisingly, most people drive. Indeed, despite the substantial cost of constructing car parking, research shows that motorists in this country park for free for 99 percent of all trips they make. Clearly, many other factors contribute to mode choice than parking facilities, but without secure parking, we can certainly not expect people to travel by bike in great numbers.

Chapter 2 of the following report offers a detailed description of the program, including the number of racks, lockers and cages received by applicants. Chapter 3 evaluates the results of the program to date, including trip reduction estimates, and Chapter 4 summarizes results and makes recommendations for the future.
Chapter 2: Project Implementation and Results

The Bikes Secure program was conceived to provide an incentive for the provision of bike parking facilities. Racks, as provided through the RTC’s stock, were made available or applicants were provided with a $35 per-space subsidy for unique types of racks approved by the RTC Bicycle Committee. The subsidy cap for bike racks was established at $1,000. The program provided a subsidy of $250 per-space for lockers up to a $1,000 maximum and a subsidy of $1,500 for cages. The RTC, through its Bicycle Committee, reserved and exercised the right to lift this cap under special circumstances. Eligible participants included any public or private agency, business, or organization in Santa Cruz County.

In an effort to target the bicycle parking subsidies for maximum effect, staff and the RTC Bicycle Committee developed a list of prospective applicants that were identified as popular locations without proper bike parking facilities. The prospective applicants were invited to participate in the program and apply for bicycle parking subsidies. In order to ensure participation of all possible applicants, information on the program was also released to the general public in the form of flyers, press releases and newspaper advertisements. Staff also made information on the program available to local jurisdictions, the Pajaro Valley Transportation Management Association, Ecology Action, the Santa Cruz County Health Services Agency, the Santa Cruz County Cycling Club, and other groups who conduct outreach to employers or the community at large. In addition, the program application and guidelines were placed on the RTC’s web site.

The Bikes Secure program has evolved somewhat over time. Originally, racks were chosen by applicants from a list of designs approved by the RTC Bicycle Committee, and staff would order the racks on behalf of the customers. As time went on, it became apparent that this approach had several drawbacks: (1) it required significant amounts of staff time, (2) the lengthy period required for the bureaucratic purchasing process forced applicants to wait months for their racks, and (3) the Bicycle Committee discovered that applicants were often asking for the cheapest racks and not necessarily the best racks. Therefore, the RTC began to purchase several of the best and most secure rack styles in bulk, and offered them for free to applicants. The RTC also began purchasing installation hardware specifically designed to prevent unbolting of the rack and theft of the bicycle. As it turned out, larger orders reduced the cost of the racks, staff time was put to better use, applicants were able to get racks more quickly, and better racks were provided to the public. For applicants who had specific needs or desires with regard to a particular rack, finish, or material, the custom-ordered approach was still available, although in practice, when presented with the reality that this might cost them something and take much longer, most applicants chose to go with the racks on hand, which are limited to both surface and in-ground mounted racks of the following two styles:
The application also required applicants to agree to adhere to footprint measurements and spacing requirements for installation established by the Association of Pedestrian and Bicycle Professionals (APBP). The APBP studied the inverted U rack design, as well as close variations, and recommended the inverted U style as one of the best types of bike racks from the perspective of both utility and security.

Bike lockers are commonly constructed to hold two bicycles, with separate doors. Applicants were thus eligible for up to $500 towards the purchase of each two-bike locker. Secure lockers cost in the neighborhood of $1,000 and are considered too expensive to purchase by many medium and small sized businesses; thus the subsidy provided by the RTC proved to be of great assistance.

For bicycle cages the subsidy was available for use to cover the cost of materials for the bicycle cage up to $1,500. Applicants were permitted to apply for a cage subsidy as well as for bicycle racks. As with racks and lockers, applicants were required to agree to pay for installation of the facilities and to be responsible for ongoing maintenance.

Bikes Secure applications were reviewed and approved by the RTC Bicycle Committee and were accepted on an ongoing basis over the life of the grant. A total of 45 bicycle parking subsidy applications were received. Attachment 1 on page 12 lists the 45 successful applications received resulting in a total of 258 bike racks distributed, four bicycle locker subsidies (resulting in the purchase of 8 subsidized lockers and the provision of 16 spaces), and one bicycle cage application. All applications were approved and a total of 532 spaces and one cage were provided.

All told, using the resources of AB2766 Grant 04-36, the RTC has been able to provide a total of 532 new bicycle parking spaces directly throughout the county. Given that some of the locker applicants purchased 16 additional lockers than were directly subsidized, an additional 32 bicycle parking spaces were provided through an indirect benefit of the program as public dollars leveraged private investment. While these spaces are not included in final tabulations, they nonetheless are a result of the program. Photographs similar to the two below of all parking facilities provided or subsidized are supplied in Attachment 2 and a map of their distribution throughout Santa Cruz County is provided in Attachment 3.
Chapter 3: Project Evaluation

While some racks placed at businesses and intended for employee use may not have experienced substantial turnover in the course of a day, many racks have been placed at high usage areas, such as the Brown Ranch Market Place (by Capitola Mall), lower Seabright businesses and downtown Capitola and see multiple users. Conversations with the rack recipients indicate that racks installed through the Bikes Secure program are being used regularly. In previous grant summaries, staff estimated that 3 different bikes per day will use a new rack. Using this approximation again, we can conclude that with the installation of these 532 new parking spaces throughout the county, an estimated 1,600 bicycles use these locking spaces throughout the course of a typical day.

Without extremely time-consuming survey work, we cannot be certain exactly what proportion of these bike rack patrons represent avoided automobile trips. While “before installation counts” were requested of applicants, they proved to be highly unreliable after comparisons with “after installation observations”. Applicants were unable to estimate what a 200 foot radius was especially given interfering buildings, landscaping, vegetation and fencing. Therefore, the “before installation counts” were discontinued when it became apparent that the numbers were highly unreliable when compared with the “after installation observations”. After speaking with rack recipients, RTC staff concluded that the variations in numbers provided resulted in a very subjective sense of measurement of a 200 foot radius. RTC staff believes this survey type is highly ineffective and imprecise and has the following three recommendations. 1) To be consistent with the Bay Area Air Quality Management District, staff recommends simply applying an emission reduction factors to each rack distributed. 2) If “before” and “after” counts are continued, staff recommends establishing a distance better understood by a common counter. A more measurable distance such as 20 feet is recommended. 3) Additionally, staff recommends conducting a sample survey instead of requiring “before” and “after” counts of each facility. Staff recommends consideration of these recommendations by Air District staff in order to not deter applicants from utilizing the program. Staff is concerned that applicants with smaller scale needs (such as 1 or 2 racks) will be dissuaded from applying because of labor intensive counting requirements they may not have the resources to supply. The number of actual bikes observed, where visible and not enclosed in a bicycle locker, are provided in Attachment 1.

Because detailed monitoring of this program based upon extensive user surveys was not deemed practical, RTC utilized standard assumptions for bicycle projects used by the Bay Area Air Quality Management District (BAAQMD) in their FY 09/10 Transportation for Clear Air (TFCA) program.

The BAAQMD makes the following default assumptions for bike rack programs:
- each bike parking space will reduce .5 one-way trip per day per bike parking space, or 3.5 trips per week;
- one-way trip length is estimated to be three miles;
- days per year is estimated at 240;
- project lifespan is assumed to be ten years.
In calculating the emissions reductions for the Bikes Secure Program, RTC used the BAAQMD's assumption that the bike lockers subsidized by the program will cause the same reductions as inverted U racks.

Using the above assumptions, it can be estimated that the 532 bike parking spaces provided by the Bikes Secure program will eliminate 63,840 vehicle trips per year, 191,520 vehicle miles traveled (VMT) annually or close to 2 millions VMT over the project lifespan.
Chapter 4: Project Summary and Conclusions

Using $25,000 in AB 2766 Motor Vehicle Emission Reduction Program funds in the last six years, the RTC’s Bikes Secure program has provided subsidies to businesses, public agencies, schools and non-profit organizations to create 532 new bicycle parking spaces. In total, this program and the two previous bicycle parking subsidy programs operated by the RTC and funded by the MBUAPCD, has resulted in approximately 2,000 new bicycle parking spaces in Santa Cruz County.

RTC staff estimates that the Bikes Secure program will eliminate 63,840 vehicle trips per year, 191,520 vehicle miles traveled (VMT) annually or close to 2 millions VMT over the project lifespan of 10 years. Bicycle parking is a cost effective means of reducing air pollution as it eliminates a major deterrent to cycling, is a crucial piece of a complete network of facilities required to support the use of bicycles as transportation, and encourages reduction of short range automobile trips thereby eliminating cold starts and their significant air quality impacts.

Future Program Changes

RTC staff would like to see a more equitable distribution of bicycle racks throughout the county. As is evident in the map provided, distribution in the South Santa Cruz County area has been low despite great efforts to conduct outreach in the City of Watsonville and surrounding communities. Promising developments, such as the RTC’s funding of a South County Bicycle/Pedestrian Work Group (staffed by the County Health Services Agency), will provide valuable outreach avenues. One of the group’s work program goals is promotion of the Bike Secure program in the community as well as in the Pajaro Valley Unified School District. Already schools have contacted the RTC with inquiries and RTC staff is confident that the growing interest in the program in South County will see additional bicycle parking facilities.
Attachment 1: List of Bike Parking Applicants
Attachment 2: Pictures of Installed Bike Facilities
Attachment 3: Map of Bike Facilities in Santa Cruz County distributed during grant period
## Approved and Installed Bicycle Racks, Lockers and Cages in AB2766 Grant 04-36

<table>
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<th>BUSINESS</th>
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* The number in parentheses (x) indicates how many lockers were purchased beyond those subsidized by the program.
Bikes Secure AB 2766 04-36 Pictures of Installed Bike Facilities

New Leaf BC

Capitola City

Ecology Action

Brown Ranch 1

Brown Ranch 2

Brown Ranch 3

Brown Ranch 4

Chiro & Sports Therapy
AGENDA: February 22, 2010

TO: Bicycle Committee
FROM: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator
RE: Bikes Secure Parking Subsidy Program application from Wave Crest Development and subsidy correction for Pacific Veterinary Specialists

RECOMMENDATION

Staff recommends that the Bicycle Committee review and approve the attached Bikes Secure application from Wave Crest Development and approve a correction to a previously approved application from Pacific Veterinary Specialists.

BACKGROUND

The Regional Transportation Commission (RTC) has been helping provide bicycle parking to private businesses, local jurisdictions, school districts and other public agencies in Santa Cruz County since 1994, thanks in a large part due to funding from the Monterey Bay Unified Air Pollution Control District’s AB2766 program. The RTC has provided over 2,000 bicycle parking spaces during that time. The RTC was awarded a fourth round of funds to continue in August, 2008 so that this highly successful program would continue.

The fourth Bikes Secure grant will continue to help local entities in Santa Cruz County provide bicycle parking provided they agree to the grant requirements to install the bicycle parking facilities securely in a convenient location for use by patrons and/or employees. Applicants will now also need to provide the RTC with pre and post installation bicycle count data and photographs of the installed racks or lockers. The new grant does not provide subsidies for bicycle cages. The grant stipulates that the RTC will provide a maximum of 8 inverted U bike racks or a maximum subsidy of $1,000 per approved applicant. For other racks, up to $35.00 per bicycle parking space will be provided through the grant (or $70.00 for a double unit rack). Applicants may choose from an approved list of rack designs or request that the Bicycle Committee approve an alternative model. In practice, most applicants choose the inverted U rack available through the RTC. Applicants requesting bike lockers are eligible to receive a subsidy of $250 per bike, or $500 per double occupancy locker. Applications are available online.

DISCUSSION

Grant guidelines indicate that the Bike Secure program is targeted to "private businesses, local jurisdictions, school districts, and other public agencies". Attached
please find an application from Wave Crest Development in Santa Cruz (Attachment 1) for a total of 15 bicycle racks. While the program stipulates that the racks per applicant be capped at 8, the applicant is requesting an exception due to the large size of its facility, as well as number of employees and visitors. The application contain a map indicating placement location, agreement to install racks per SCCRTC specifications, as well as agreement to provide pre and post installation bicycle counts and post installation photographs.

A previously submitted application from Pacific Veterinary Specialists and Emergency Services in Capitola (Attachment 1) was approved in October, 2009 for a subsidy for 2 bicycle lockers. The Pacific Veterinary Specialists organization is eligible for a $1,000 ($250 per bicycle parking space for 2 lockers with a 4 space capacity in total); however, staff requested approval for a $500 subsidy and is therefore now recommending approval a correction granting the Veterinary Specialists the full amount the applicant is eligible for.

Staff recommends approving 15 racks for Wave Crest Development in Santa Cruz thereby granting an exception to the maximum number of racks per applicant stipulated by the grant. Staff also recommends providing a $1,000 subsidy bicycle lockers for Pacific Veterinary Specialists and Emergency Services in Capitola to correct a previous recommendation approved in October, 2009.

SUMMARY

The Commission's Bikes Secure Parking Subsidy Program, funded by the MBUAPCD, provides racks and lockers for Santa Cruz County businesses, jurisdictions, school districts and other public agencies. Staff recommends approving 15 racks for Wave Crest Development in Santa Cruz providing a $1,000 subsidy bicycle lockers for Pacific Veterinary Specialists and Emergency Services in Capitola to correct a previous recommendation approved in October, 2009.

Attachment 1: Bikes Secure Application from Wave Crest

\rtcser2\Shared\Bike\Committee\BC2010\BCFeb10\BikeSecureWaveCrest.doc
Santa Cruz County Regional Transportation Commission
Bikes Secure Parking Subsidy Program Application

Business/Agency Name:   Wave Crest Development
Address:  530 Chestnut Street Santa Cruz Ca 95060
Contact Person:  Scott Thiebout   Phone:  332-5447   Fax:  423-2134
Nature of Business:   Developer

The RTC Bicycle Committee recommends the Inverted U rack illustrated above. It is available in surface mount and post hole mount styles with a black powder coat finish. If you are interested in a different rack type, please contact RTC staff regarding other approved rack styles. Please indicate rack type, mount style, finish and number of racks desired. Please be prepared to be flexible on timing of rack availability as it depends upon what we have in stock.

<table>
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<th>Quantity</th>
<th>Rack Type*</th>
<th>Mount Style</th>
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<tbody>
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<td>30</td>
<td>Inverted U</td>
<td>Surface Mount</td>
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Please Specify Reason for Requesting this Bike Parking Subsidy:

Alot of my Tenants have requested interest in riding bikes to work and they have no where to lock up their bikes.

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

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

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

Name and Title:  Scott Thiebout Property Owner
Signature:   [Signature]
Date:  2/14/10
Bikes Secure Parking Subsidy Program

AGREEMENT TO PLACE AND MAINTAIN BICYCLE RACKS and
PROVIDE PRE AND POST INSTALLATION BICYCLE COUNT DATA AND
PHOTOGRAPHS

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

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

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

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

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

Inverted U

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

The recipient agrees to provide post installation bicycle counts and photographs of the installed bicycle parking equipment one year after installation of the bicycle parking devices. Surveys will count parked bikes within a 200 foot radius of the installed bicycle parking devices during the period between 9 and 11 a.m. on a sunny Tuesday through Thursday, when school is in session. The post installation survey will be conducted at the same location, during the same time period and month of the year as the pre installation survey.

The recipient agrees to exonerate, indemnify, defend, and hold harmless the RTC, its officers, agents, employees, and volunteers, from and against any and all claims, demands, losses, damages, defense costs, or liability of any kind or nature which the RTC may sustain or incur or which may be imposed upon it for injury to or death of persons, or damage of property as a result of, arising out of, or in any manner connected with the recipient’s performance under the terms of this agreement, excepting any liability arising out of the sole negligence of the RTC. Such indemnification includes any damage to the person(s), or property(ies) of the recipient and third persons.
The recipient further agrees that the RTC may exercise its option to repossess said bicycle parking devices, upon desertion of the present place of business by the business or upon removal of the rack(s) from the herein specified location(s).

Date: 2/11/10  By: Scott Thiebout  Property owner
Name & Title

2125 Delaware Ave, Santa Cruz CA 95060
Address, City

Date: ________  By: __________________________
George Dondero, RTC Executive Director

Post-Installation Count (Date Expected: _________)  Photographs Provided?: _______
Date: ________ Time of day: _________ Weather condition: ________ Bicycles counted: _______
February 11th, 2010

Re: Bike Racks for 2125 Delaware Avenue, Santa Cruz Ca 95060

Dear Cory Caletti,

I am writing this letter to let you know that Wave Crest Development is the owner of the property at 2125 Delaware Avenue and would like any assistance that you can give with obtaining 15 New Bike racks. I represent the owner of Wave Crest Development and I have authorization to acquire and install the new bike racks.

I would also like to request that an exception be made to the quantity I am requesting. I understand that you have a limit of 8 and I am requesting 15 for the following reasons.

- The building is approximately 25,000 square feet with 39 vehicle parking spaces which doesn’t handle the amount of traffic for the current business uses.
- There are currently six businesses operating out of this building with approximately 60 employees working full time. 3 of the business combined usually have about 15 guests coming on any given day which further impacts the parking.
- I have been asked numerous times by the tenants to see about putting in some Bike parking so that a lot of them can ride their bikes to lessen the vehicle parking issues. There have been around 20 people that showed an interest in riding their bikes.
- One of the Tenants is also opening up a small little coffee shop which would further emphasize the need for more bike parking since there will be even more guests coming by to get a cup of coffee and a lot of them could be the ones that ride their bikes on Delaware Avenue.

I would like to thank you for your consideration in granting me an exception to the 8 Bike Rack limit.

Sincerely,

Scott Thiebout
January 21, 2010

Bonnie Neely, Chair
California Coastal Commission
45 Fremont Street, Suite 2000
San Francisco, CA 94105-2219

RE: Support for the Arana Gulch Master Plan

Dear Chair Neely:

The Santa Cruz County Regional Transportation Commission (RTC) staff urges you to approve the City of Santa Cruz and the County of Santa Cruz’s permit request for the Arana Gulch Park Master Plan. The RTC has had a long history of supporting the proposed multi-use trail connecting Broadway and Brommer Streets, which is included in the Arana Gulch Master Plan. The proposed multi-use trail is designed for bicycles, pedestrians, and people with disabilities. Given that the path provides safe access between the City of Santa Cruz and community of Live Oak for such a wide range of users, the RTC’s two citizen advisory committees, the Elderly and Disabled Transportation Advisory Committee and the Bicycle Committee, are among the many entities in our region that have taken positions of support for this project.

The Arana Gulch Park Master Plan supports several of the Santa Cruz County Regional Transportation Plan’s Goals and Policies, including policies to increase bicycle and pedestrian use and reduce vehicle miles traveled, fill gaps in the transportation system, support development of multi-use paths, and increase safety.

Please accept the following comments for your consideration:

- On January 14, 2010 the RTC programmed $1.1 million of the region’s share of federal Transportation Enhancement funds to the Broadway- Brommer Bike Path. This was in addition to the $1.8 million previously allocated to this project over a period spanning many years. The RTC has preserved funding for this project even though transportation funding is very limited because of its importance to the regional transportation system.

- RTC staff strongly supports the Bicycle/Pedestrian Path Connection proposed in the Arana Gulch Park Master Plan. This proposed multi-use trail will help fill a critical gap in the regional east-west bicycle and pedestrian network thereby increasing the ease and safety of bicycle and pedestrian trips for transportation purposes in and between our communities. Currently, there is no continuous bike lane/bike path that connects Santa Cruz and the Live Oak/Capitola area. Providing a complete and convenient regional bicycle and pedestrian network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes. Bicycle/pedestrian facilities have positive, cumulative environmental impacts. Our community’s efforts to reduce greenhouse gas (GHG) emissions by promoting alternative transportation would be greatly aided by this project.

- This project also provides “universal access” by enabling all people, including young, old and disabled persons who may have diminished perceptual or ambulatory abilities, to travel safely to destinations served by our public streets and pathway systems.
• We fully support ADA accessibility to wheelchair users that would be provided by the Arana Gulch multi-use path. Of all four greenbelts in Santa Cruz County, only this project would construct trails that allow access for people using mobility devices. The paved trail would also allow persons with disabilities improved access to the coastal zone.

• The Arana Gulch Master Plan trail system is consistent with the concepts for the Monterey Bay Scenic Sanctuary Trail (MBSST) Network which includes interpretive elements as well as transportation elements and recreation elements. The RTC is expected to undertake a Master Plan and Environmental Review process for the MBSST this spring.

The Arana Gulch Master Plan meets the Coastal Commission’s goal of improving access to the coastal zone and we strongly encourage you to support this project.

Thank you for the opportunity to comment. If you have any questions please feel free to contact me at 831-460-3200.

Sincerely,

George Dondero
Executive Director

cc: RTC
    RTC Bicycle Committee
    RTC E & D TAC Committee
    City of Santa Cruz Public Works — Chris Schneiter

\Rtcserv2\internal\RTIPROJECTS\SCruz\Brommer\AranaGulch_CoastalComm.doc
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<td>Kem Akol&lt;br&gt;<a href="mailto:kemakol@msn.com">kemakol@msn.com</a> &lt;br&gt;247-2944</td>
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<td>Michael Lewis&lt;br&gt;<a href="mailto:hayduke@rattlebrain.com">hayduke@rattlebrain.com</a> &lt;br&gt;462-4919</td>
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<td>David Casterson&lt;br&gt;<a href="mailto:dcasterson@comcast.net">dcasterson@comcast.net</a></td>
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<td>First Appointed: 8/08&lt;br&gt;Term Expires: 3/10</td>
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<td><strong>City of Capitola - Voting</strong></td>
<td>Daniel Kostelec, Chair&lt;br&gt;d <a href="mailto:kostelec@sbcglobal.net">kostelec@sbcglobal.net</a>&lt;br&gt;325-9623</td>
<td>First Appointed: 4/02&lt;br&gt;Term Expires: 3/11</td>
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<td>Andy Ward&lt;br&gt;<a href="mailto:Andrew.ward@plantronics.com">Andrew.ward@plantronics.com</a>&lt;br&gt;462-6653</td>
<td>First Appointed: 2005&lt;br&gt;Term Expires: 3/11</td>
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<td><strong>City of Santa Cruz - Voting</strong></td>
<td>Wilson Fieberling&lt;br&gt;<a href="mailto:anfbieb@yahoo.com">anfbieb@yahoo.com</a></td>
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<td>Carlos Garza&lt;br&gt;<a href="mailto:carlos@cruzio.com">carlos@cruzio.com</a></td>
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<td><strong>City of Scotts Valley - Voting</strong></td>
<td>Gary Milburn&lt;br&gt;<a href="mailto:gmilburn@sbcglobal.net">gmilburn@sbcglobal.net</a>/438-2888 ext 210 wk</td>
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<td><strong>City of Watsonville - Voting</strong></td>
<td>Bob Montague&lt;br&gt;<a href="mailto:bob.montague@sbcglobal.net">bob.montague@sbcglobal.net</a>&lt;br&gt;332-8025</td>
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<td><strong>Bike To Work - Voting</strong></td>
<td>Piet Canin&lt;br&gt;p <a href="mailto:canin@ecoact.org">canin@ecoact.org</a>&lt;br&gt;426-5925 ext. 127</td>
<td>First Appointed: 4/02&lt;br&gt;Term Expires: 3/10</td>
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<td>Saskia Lucas&lt;br&gt;<a href="mailto:saskia@ecoact.org">saskia@ecoact.org</a>&lt;br&gt;426-5925 ext. 129</td>
<td>First Appointed: 1/05&lt;br&gt;Term Expires: 3/10</td>
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<td><strong>Community Traffic Safety Coalition - Voting</strong></td>
<td>Jim Langley&lt;br&gt;<a href="mailto:jim@jimlangley.net">jim@jimlangley.net</a>&lt;br&gt;423-7248</td>
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<td>Alternate</td>
<td>Leo Jed&lt;br&gt;leo <a href="mailto:jed@gmail.com">jed@gmail.com</a>&lt;br&gt;425-2650</td>
<td>First Appointed: 3/09&lt;br&gt;Term Expires: 3/12</td>
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All phone numbers have the (831) area code unless otherwise noted.
TO: Bicycle Committee
   Elderly/Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Karena Pushnik and Rachel Moriconi, Transportation Planners

RE: Draft 2010 Regional Transportation Plan Update

________________________________________________________

RECOMMENDATION

This item is for information only.

________________________________________________________

BACKGROUND

The Santa Cruz County Regional Transportation Commission is in the process of updating its long range plan, the Regional Transportation Plan (RTP). The RTP is a state-mandated document that identifies transportation needs in Santa Cruz County over the next twenty-five years. It estimates the amount of funding that will be available and identifies planned transportation projects. The plan is an essential first step in securing funding from federal, state and local sources. As required by state law, the RTP includes discussion of highways, bicycle and pedestrian facilities, transit services, specialized transportation services for seniors and people with disabilities, and airports.

The last update of the RTP was completed in 2005. Due to federal deadlines, the RTC decided to make the 2010 RTP a minor update, with a more extensive update planned for 2012, which will incorporate forthcoming green house gas emissions targets from Senate Bill 375.

DISCUSSION

The Draft 2010 Regional Transportation Plan and Draft Supplemental Environmental Impact Report (DSEIR) are scheduled for release for public review from March 1-April 15, 2010. The documents will be available for review on the Commission’s website, www.sccrtc.org/rtp.html. The RTC is tentatively scheduled to hold a public hearing on the draft plan at its April 1, 2010 meeting.

Since the next committee meeting does not take place until immediately before the close of the public comment period, staff wanted to give the committee advanced notice and recommend that committee members be prepared to review and provide comments on the document at its April meeting or before the April 15, 2010 deadline.

What is an RTP?

The RTP consists of four main elements:

1. A description of the existing transportation system
2. Policy Element
3. Action Element
4. Financial Element

The **Policy Element** identifies the goals, policies, and evaluation measures that guide transportation funding decisions and prioritization. The **Action Element** of the RTP identifies specific projects, programs and actions necessary to implement the policy element of the RTP. The **Financial Element** identifies funds available to the region, lists the additional funding needs over the next 25 years, distinguishes between dedicated and discretionary funds and explains uses of both.

Staff presented and received comments on the draft policies and project lists at committee meetings in 2009.

**SUMMARY**

The draft 2010 *Regional Transportation Plan* and *Draft Supplemental Environmental Impact Report* will be released for public review before the next committee meeting. Comments on the draft documents are due April 15, 2010. Staff wanted to give the committee **advanced notice and recommend that committee members be prepared to review the document once it is released and provide comments on the document at its April meeting or before the April 15, 2010 deadline.**
AGENDA: February 22, 2010

TO: Bicycle Committee
FROM: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator
RE: Draft Aptos Village Plan

RECOMMENDATION

Staff recommends that the Bicycle Committee receive an update regarding the draft Aptos Village Plan and related review meetings.

DISCUSSION

Bicycle Committee members David Casterson, Will Menchine and Bob Montague met with Commissioner Ellen Pirie and County of Santa Cruz Planning Department staff to receive information about the draft Aptos Village Plan prior to the Planning Commission’s consideration of the plan. Due to the timing of the Planning Commission and the Bicycle Committee meetings, RTC staff was unable to schedule a presentation regarding the Draft Aptos Village Plan for a Bicycle Committee meeting.

Misters Casterson, Menchine and Montague will provide an overview of the draft plan, their concerns and suggestions as well as the remainder of the review and approval process.

The draft plan is located online at the following address: http://sccounty01.co.santa-cruz.ca.us/PLN_pdf/DraftAptosVillagePlanStrikethrough.pdf

A few key figures are included in this report (Attachments 1-4) for your review including Existing Map (figure #2), Village Core Development Potential (figure #12), Soquel Drive Improvements (figure #13) and Planting Pockets along Roadway (figure #26).

Staff recommends that the Bicycle Committee receive a report on the Draft Aptos Village Plan and provide feedback.

SUMMARY

Staff recommends that the Bicycle Committee receive a report on the Draft Aptos Village Plan and provide feedback.

Attachments 1-4: Draft Aptos Village Plan – Figures 2, 12, 13, 26

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FIGURE 2: EXISTING DEVELOPMENT MAP
FIGURE 12: VILLAGE CORE DEVELOPMENT POTENTIAL
Additionally, the County and future developers will need to work with the owner of the rail line through the Village to address safety concerns related to the current and proposed railroad crossings.

While Soquel Drive is a major arterial in the Aptos area, it is only a 50-foot wide right-of-way. The narrowness of the right-of-way presents a challenge for providing the required and desired feature upgrades to this major road. As illustrated in Figure 13, it is envisioned that Soquel Drive will be improved with 10'-11" travel lanes, left turn pockets at Soquel-Aptos Creek Road, Soquel-Trout

**FIGURE 13: SOQUEL DRIVE IMPROVEMENTS**
**Figure 26: Planting Pockets Along Roadways**
RECOMMENDATION

Staff recommends that the Bicycle Committee review the draft online Bicycle/Pedestrian Hazard Report and provide feedback.

DISCUSSION

The RTC is in the process of preparing a major website redesign process. For a long time, RTC staff has had the goal of providing the opportunity for members of the public to submit bicycle and pedestrian hazard reports through an online form. The website redesign process provides the opportunity to develop such a form and consider additional options such as submitting a Google map link, photo uploads, as well as automatic responses acknowledging receipt.

RTC staff, a number of Bicycle Committee members, as well as Community Traffic Safety Coalition staff worked on the development of a draft form for review by various pedestrian, bicycle and specialized transportation committees.

Please review the current Bicycle Hazard and Pedestrian Access Report forms (Attachments 1 and 2, respectively) as well as the draft online Bicycle/Pedestrian Hazard Report (Attachment 3) form developed by Bicycle Committee member Peter Scott with input and assistance from various individuals. Mr. Scott and RTC Staff Cory Caletti will provide an overview of research done regarding similar forms in used by other organizations, considerations addressed, goals, and process. A mock-up of the form is also posted online for review (http://www.commutesolutions.org/DRAFT/rtc_bike/).

Staff recommends that the Bicycle Committee review the existing Bicycle Hazard Report and Pedestrian Access Report forms and provide feedback on the attached draft online Bicycle/Pedestrian Hazard Report form.

SUMMARY

Staff recommends that the Bicycle Committee review the existing Bicycle Hazard Report and Pedestrian Access Report forms and provide feedback on the attached draft online Bicycle/Pedestrian Hazard Report form.
Attachments:
1. Bicycle Hazard Report
2. Pedestrian Access Report
3. Draft Online Bicycle/Pedestrian Report Form

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Bicycle Hazard Report

This Hazard Reporting Form is available to all who wish to report a hazard affecting cyclists traveling on road-ways and bikeways. The Santa Cruz County Regional Transportation Commission will forward your comments to the appropriate Public Works Department. It will be up to you to let the Regional Transportation Commission know that the hazard reported has been fixed. Please mail your completed form to the Regional Transportation Commission at:

1523 Pacific Avenue, Santa Cruz, CA 95060 or fax to (831) 460-3215.

Location of Hazard: __________________________

Please circle one: Northbound Southbound Eastbound Westbound

Cross Streets: __________________________

City: __________________________

Please check all that apply:

- Pothole or Pavement Cracks
- Rough Surface
- Debris on Shoulder
- Debris in Bikeway
- Hazardous Drainage Grate
- Protruding of Sunken Access Cover
- Overgrowth Interfering with Line of Sight
- Traffic Signal not Triggered by Bicycles
- Bikeways (paths, lanes, routes) Not Clearly Marked
- Railroad Hazard
- Damaged Bikeway Signs
- Construction Hazard (describe, work done by whom?)

Please Indicate North by Arrow

Other (please describe): __________________________

Please Show Location of Hazard

Please comment on how this hazard has impacted you.

______________________________

______________________________

______________________________

Date: __________________________ Name: __________________________

Phone/Fax Number or E-mail Address: __________________________

Where did you obtain this form? __________________________

The Regional Transportation Commission is not responsible for repairing any hazards. This form is forwarded to the appropriate public works department for the agency with jurisdiction over the right of way on which the hazard exists.

Thank you for participating in the Hazard Reporting Program!
Pedestrian Access Report

1. This form is for anyone to report issues affecting pedestrian travel anywhere in Santa Cruz county.
2. Issues may concern access, a potential hazard or a deficiency affecting pedestrian travel.
3. Send your completed report to Santa Cruz County Regional Transportation Commission, 1523 Pacific Avenue, Santa Cruz, CA 95060 or fax to (831) 460-3215. For questions regarding the report, call the Santa Cruz County Health Education Department at (831) 454-4141.
4. Your report will be forwarded to the appropriate Public Works (PW) Department. If the location is on public property, the PW Department will respond to your report. If the location is adjacent to private property, the PW department may notify private owners of the problem reported and, depending on the reported problem, take other appropriate action.

Date: _____________________________ Name: _____________________________
Phone/Fax Number or E-mail Address (in case more info is needed): _____________________________
Where did you obtain this form? _____________________________

Location of Pedestrian Problem
Street Name: _____________________________
Which side of the street?
_____ North  _____ South  _____ East  _____ West
Cross Street(s): _____________________________
City: _____________________________

Please Check all that apply:
☐ Pavement Cracks  ☐ Lack of wheelchair access
☐ Rough Surface  ☐ Excessive driveway slope
☐ Lack of Sidewalk  ☐ Sidewalk too narrow
☐ Debris on Sidewalk  ☐ Pole blocking walk
☐ Plant Interference  ☐ No crosswalk or striping
☐ Railroad Hazard  ☐ Cars blocking sidewalk
☐ Traffic Signal Button having operational problems
☐ Traffic Signal doesn’t allow sufficient time to cross
☐ Construction Hazard (please describe)
☐ Other (please describe)

____________________________________

* The Regional Transportation Commission or the Community Traffic Safety Coalition is not responsible for repairing any hazards. This form is forwarded to the appropriate private property owner or public works department for the agency with jurisdiction over the right of way on which the hazard exists.

Thank you!

Revised July, 05
Hazard Report (DRAFT)

Instructions:

Thank you for your help to keep the local bicycle and pedestrian facilities safe and accessible for Santa Cruz County residents and visitors.

Reports you submit will be forwarded to the appropriate entity for their consideration and attention.* If you have questions, you may contact Cory Caletti

In addition to the details provided in your report, you may also supply a drawing or photo illustrating the hazard by uploading an image file of less than 1 megabyte.

Hazard Report Form

Type of hazard: Bicycle Priority: Minor

Location of hazard—include street or road, cross street, direction of travel (north, south, east or west) as best you can. Consider including information regarding nearest address or mileage marker or nearby signpost:

[This is a placeholder for instructions on how to use the map]

Check all that apply:

- Rough pavement or potholes
- Pavement cracks
- Lighting problem
- Plant overgrowth or interference
- Lack of sidewalk
- Debris on sidewalk
- Damaged sidewalk
- Lack of wheelchair access
- Excessive driveway slope
☐ Traffic signal problem  ☐ Sidewalk too narrow
☐ Railroad hazard  ☐ Pole blocking walkway
☐ Debris on shoulder or bikeway  ☐ No crosswalk or striping
☐ Hazardous drain grate  ☐ Cars blocking sidewalk
☐ Bikeway not clearly marked  ☐ Construction hazard (describe below)
☐ Damaged bikeway signs  ☐ Other (describe below)

Please add any relevant descriptive details or comments:

To provide an image of the hazard, insert a file here (max. size 1MB):
Browse...

The following optional fields will allow the entity responsible for addressing the hazard to contact you if additional details are needed. It will also allow an email acknowledgement of your submission.

Your full name:

Your email address:  Your phone number:

Where did you hear about this form?

*Private property owners are responsible for the maintenance of sidewalks adjacent to their property, per California law. Hazard reports for these conditions will be forwarded to the property owner. [Link to RTC page on sidewalk condition standards]

Submit hazard report
TO: Bicycle Committee
FROM: Cory Caletti, Senior Transportation Planner
RE: Review Subcommittees

RECOMMENDATION

Staff recommends that the Bicycle Committee review current subcommittees and make any necessary changes.

DISCUSSION

The Bicycle Committee has a number of subcommittees on which members serve as liaisons to local jurisdictions, as representatives to other groups (for example: the Sanctuary Scenic Trail Task Force) and which help accomplish the Committee’s mission and goals. As part of the subcommittee process, the responsible members may give oral reports and actions may be taken at the meeting on those particular items.

For purposes of discussing the continued relevance of current subcommittees and reassessing Bicycle Committee member representation, the list is provided here your review:

- City of Santa Cruz Project Tracking: Fieberling/Hyman/Garza
- City of Capitola Project Tracking: Kostelec/Ward
- City of Scotts Valley Project Tracking: Milburn
- City of Watsonville Project Tracking: Montague
- County of Santa Cruz Project Tracking: Akol/Lewis
- Bike To Work Update: Canin/Lucas
- CTSC Update: Langley/Jed
- UCSC: Scott/Menchine
- Legislative Tracking: Ward/Jed
- Sanctuary Scenic Trail: Fieberling
- Committee Effectiveness: Milburn/Kostelec/Casterson/Menchine/Akol
- Technical Subcommittee: Menchine
- Bicyclist/Motorist Safety Education: Jed/Menchine/Montague
- RTC Packet Monitoring Subcommittee: Hyman
- Shared Lane Pavement Marking (aka Sharrows): Menchine/Jed/Ward
- Safe Routes to School: Horton/Menchine/Akol

Additional tasks that may be undertaken:
- Bicycle Hazard Report – improve process, place follow-up calls and monitor
improvements (see related item)

RECOMMENDATION

Staff recommends that the Bicycle Committee discuss its current subcommittees and make any necessary changes.

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