AGENDA
Monday, October 18, 2010
SPECIAL TIME: 6:30 p.m.

NOTE SPECIAL LOCATION:
City of Capitola Community Room
420 Capitola Ave, City of Capitola, CA

1. Call to Order
2. Introductions
3. Announcements – RTC Staff
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 August 9, 2010 Bicycle Committee meeting (pages 4-7)
7. Accept Hazard Reports (pages 8-15)
8. Accept Bicycle Committee Roster (page 16)
9. Accept letters from the Bicycle Committee to the City of Watsonville requesting that bicycle lanes be added to the Manabe Ow project and to the City of Santa Cruz in support of a new multi-use trail through Pogonip (pages 17-18)
10. Accept a letter from the RTC Executive Director to the Coastal Commission in support of the Arana Gulch Master Plan (pages 19-20)

11. Approve Bikes Secure Parking Subsidy Program application from Artspace Tannery Lofts (pages 21-26)

12. Accept transportation related summaries of November 2010 Ballot Propositions (pages 27-28)

13. Accept 511 Traveler Information System Survey information item (page 29)

REGULAR AGENDA

14. City of Capitola Draft Bicycle Plan: Review draft plan and project list – Presentation from Ariana Green, City of Capitola (pages 30-32) *Note: draft plan is enclosed and posted separately*

15. Featured Jurisdiction: City of Capitola – Presentation from Steve Jesberg, City of Capitola Public Works Director

16. County of Santa Cruz Draft Bicycle Plan: Review draft plan and project list – Presentation from Jack Sohriakoff, County of Santa Cruz Public Works (pages 33-51) *Note: draft plan is enclosed and posted separately*

17. City of Santa Cruz Transportation Development Act Allocation Request – Presentation from Cheryl Schmitt, City of Santa Cruz Transportation Coordination (pages 52-60)

18. Consider support of Pacific Coast Bicycle Route designation change to steer bicyclists off Mission Street through City of Santa Cruz (pages 61-63)

19. 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/Lau
   d. City of Watsonville Project Tracking: Montague
   e. County of Santa Cruz Project Tracking: Akol
   f. Bike To Work Update: Canin
   g. CTSC and the South County Bike/Pedestrian Work Group Update: Langley/Jed/Montague
   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/Casterson
   m. Bicyclist/Motorist Safety Education: Jed/Menchine/Montague
   n. RTC Packet Monitoring Subcommittee: Hyman
   o. Safe Routes to School: Horton/Menchine/Akol

20. Adjourn
**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for Monday, December 13, 2010 at the **Special Meeting Time of 6:30 p.m.** at the RTC at 1523 Pacific Avenue, Santa Cruz, CA.

**HOW TO REACH US**
Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue, Santa Cruz, CA 95060  
phone: (831) 460-3200 / fax (831) 460-3215  
email: info@sccrtc.org / website: [www.sccrtc.org](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 to subscribe.

**ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**
The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person affected, please attend the meeting smoke and scent-free.

**SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES**
Si gusta estar presente o participar en esta junta de la Comisión Regional del 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 anticipado (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.

\Rtcserv2\shared\Bike\Committee\BC2010\BC_Oct10\BCAgenda_Oct10.doc
Minutes - Draft
Monday, August 9, 2010
6:30 p.m.

Santa Cruz County Regional Transportation Commission
1523 Pacific Ave
Santa Cruz, CA 95060

1. Call to Order
2. Introductions

Members Present:
Kem Akol, District 1
Piet Canin, Bike to Work
David Casterson, District 2
Eric Horton, District 2 (Alt.)
Rick Hyman, District 5
Leo Jed, CTSC (Alt.)
Brandon Kett, District 4
Daniel Kostolec, City of Capitola, Chair
Will Menchine, District 3 (Alt.)
Bob Montague, City of Watsonville
Lex Rau, Scotts Valley (Alt.)
Peter Scott, District 3

Unexcused Absences:

Excused Absences:
Carlos Garza, City of Santa Cruz (Alt.)
Jim Langley, CTSC
Gary Milburn, City of Scotts Valley
Bill Fieberling, City of Santa Cruz
Holly Tyler, District 1 (Alt.)

Vacancies:
District 4 – Alternate
City of Watsonville – Alternate
Bike to Work – Alternate

Guests:
Kate Cassera, Community Member
Tom Cassera, Community Member
Ariana Green, City of Capitola
Theresia Rogerson, Co. Health Dept./CTSC
Jack Sohriakoff, Santa Cruz Co. Public Works

3. Announcements - Cory Caletti announced that the Santa Cruz County Bicycle Map has been updated, printed and is ready for distribution. The map contains all new bicycle lanes and paths constructed since 2007, update bicycle resources information, multi-use trails, a trail sharing guide as well as law enforcement agencies’ contact information. Maps were distributed along with wallet sized cards containing contact information for law enforcement agencies for use by cyclists in need of assistance.

4. Oral Communications - None

5. Additions or deletions to consent and regular agendas - Eric Horton asked to have Item 13 pulled from the consent agenda for further discussion

CONSENT AGENDA

A motion (Scott/Jed) to approve items 6 through 12 of the Consent Agenda passed unanimously.
6. Approved draft minutes of the April 12, 2010 Bicycle Committee meeting
7. Accepted Hazard Report
8. Accepted Bicycle Committee Roster
9. Approved Bicycle Committee meeting dates and locations for FY 10/11
10. Accepted letters of support from the Bicycle Committee for grants submitted by the City of Capitola and the City of Watsonville
11. Accepted 2009 update of Santa Cruz County Bikeway Miles
12. Accepted miscellaneous correspondence and announcements from Peter Scott, the Monterey Bay Unified Air Pollution Control District, and the County of Santa Cruz Development Agency regarding upcoming construction projects
13. Pulled: Approve Bikes Secure Parking Subsidy Program applications from Rio Del Mar Elementary School, American Contract Bridge League of Santa Cruz County, Almar Center LLC and 207 Church Street LLC

REGULAR AGENDA

13. Approve Bikes Secure Parking Subsidy Program applications from Rio Del Mar Elementary School, American Contract Bridge League of Santa Cruz County, Almar Center LLC and 207 Church Street LLC – Item pulled from Consent Agenda

Bike Committee alternate Eric Horton requested that the Committee approve the full amount of racks requested by Rio Del Mar Elementary School explaining that the school has been working on promoting bicycling, improving bike safety in the adjoining neighborhoods, and preparing to launch a Bike to School effort. Cory Caletti reminded members that the grant limit is 8 racks per applicant and that granting exceptions depletes the current stock potentially impacting potential new requests. She indicated however, that it is within the Bike Committee’s purview to make exceptions. A motion was made (Akol/Calin) to amend Item 13 to grant Rio Del Mar Elementary School the full quantity of 24 bicycle racks that was requested and approve the other requests as recommended. The motion passed unanimously.

14. County of Santa Cruz Bicycle Plan: Review draft project list and propose new projects – Jack Sohriakoff, County of Santa Cruz Public Works, presented the item after Cory Caletti gave an overview of the Bicycle Committee’s responsibility to review local jurisdictions Bicycle Plans and recommend changes and amendments based on discussion about priority projects, funding scenarios, and policy impacts.

Jack Sohriakoff discussed the draft Santa Cruz County Bicycle Plan project list; existing traffic and road conditions; existing gaps in the bikeway system; significant destinations; and costs associated with design and construction of various projects. He asked members for ideas regarding new project needs and for suggestions regarding prioritization of current and newly proposed projects. The full draft will be brought back to the Bicycle Committee for review at the October, 2010 meeting.

Jack Sohriakoff indicated that he needed to receive feedback from Committee members by September 15th in order to incorporate suggestions into the draft plan. Members then discussed specific projects and the improvements needed for safe bicycle travel.

A motion was made (Montague/Akol) to request that the County split project #19 (Beach Road Class II, from Rio Boca Road to Watsonville City limits) into 2 projects; 1) Class II bike lanes on Beach Road from Lee Road to San Andreas Road as a high priority project and 2) Class II bike lanes on Beach Road from San Andreas to Rio Boca with an undesignated priority. The motion passed unanimously.

Another motion was made (Canin/Jed) to request that the County split project #8 (Soquel-San Jose Road Class II bike lanes, from Soquel Drive to Laurel Glen Road) into 2 projects: 1) Soquel-San Jose from Soquel from Rancho Road to the 7th Day Adventist Church as a high
priority project and 2) Soquel-San Jose from the 7th Day Adventist Church to Laurel Glen Road with an undesignated priority. Members commented on the unsafe bicycling conditions through the choke-point before the Church due to fast traveling traffic, a curve in the road and no bike lanes or shoulders.

Cory reminded the Bicycle Committee that they previously took action after appeals from San Lorenzo Valley community members to request a new project be added to the Bicycle Plan when the next update would occur. The Bike Committee had requested that the County of Santa Cruz construct bicycle facilities and safety improvements along the Highway 9 corridor with the Highway 1 to Felton area as a high priority project. Cory mentioned that Highway 9 is within Caltrans’ jurisdiction and not the jurisdiction of the County of Santa Cruz. A motion was made (Akol/Jed) to request that the County of Santa Cruz add a bicycle facilities project on Highway 9 from the Santa Cruz County line to the town of Boulder Creek as a high priority project. The motion passed with one abstention.

Jack Sohriakoff requested additional input from the Committee on whether to add bicycle lane striping on Mt. Hermon Road on a section scheduled for an overlay. Committee members agreed that bicycle lanes would be welcome at that location. Discussion about another project, a right turn bike lane at Aptos Creek Road, was continued to another meeting.

15. Continued from April 12, 2010 meeting: Santa Cruz County Bicycle Injuries and Fatalities Data Report for 2008 produced by the County of Santa Cruz Health Services Agency – Theresia Rogerson from the Health Services Agency presented the Bicycle Injuries and Fatalities Data Report for 2008. She mentioned that she will be coming back to this committee with the 2009 report in the near future. Theresia reported that the injury/fatality rater per 100,000 population increased from 60 in 2007 to 75 in 2008 and stated that the injury/fatality rate is more than twice the state rate of 32 for 2008. She mentioned that the number of cyclists injured and killed in Santa Cruz County rose from 152 in 2007 to 191 in 2008. Bicycle fatalities remained the same in 2008 as in 2007. Despite seeming high, the injury/fatality rate is determined by comparing population size with injury/fatality numbers. Santa Cruz County is known for having relatively high bicycle ridership and if this fact were accounted for, the relative safety or risk indicated would be more accurate. Additional funding for motorist and bicyclist education programs to prevent injury collisions is still greatly needed.

16. Measures for Prioritizing 2010 Regional Transportation Plan Projects – Cory Caletti presented the RTP item on behalf of Rachel Moriconi and said that Rachel would come to the October meeting to facilitate discussion regarding prioritization of RTP projects. Cory informed members that the RTC adopted the 2010 Regional Transportation Plan (RTP) at its June 17, 2010 meeting with nearly 500 projects identified totaling $4.5 billion over a 25 year span. Only $2.5 billion in funding is anticipated to be available to fund these projects and that the RTC will have discretion over only $200 million. Project sponsors and funding agencies are continually confronted with the challenge of funding needed projects.

Cory suggested that subcommittee convene so that members discuss identifying 5-10 key projects as high priority projects. These could be presented at the next Bicycle Committee meeting or discussed and agreed upon at that meeting. The list of projects from the RTC and from each jurisdiction’s Bicycle Plan will be sent to members via email so members can consider regionally significant projects to recommend at the next meeting. Members requested that staff bring back information regarding what Bicycle Committee RTP suggestions were included in the most recent update and which were deferred for consideration for the 2012 update. The information requested including a follow-up of project list inclusions.

17. Update on development of an Implementation Plan for the County-wide Bicycle Route Signage Program – Cathy DeLuca, SCCRTC Intern, provided information regarding research she’s conducting as a preliminary step towards developing a Countywide Bike Route Signage
Program Implementation Plan. The RTC programmed $100,000 in June of 2009 for the development of a bike route signage program to identify and direct cyclists onto routes which are deemed safer, have less traffic volume, are more scenic, direct or are otherwise more "bike friendly." The research compiled from other similar agencies will form the basis for recommendations for local program development which will be described in a Draft Implementation Plan.

18. Project Tracking/Subcommittee Tasks: Oral Reports
   a. City of Santa Cruz Project Tracking: The City of Santa Cruz's efforts to consider developing an additional multi-use trail through Pogonip Park was discussed. A motion was made (Akol/Casterson) to endorse the City's efforts and to request that the City also explore opening the short section between Hagar and Spring Street to bicycles. The motion passed with one abstention.
   b. City of Capitola Project Tracking: The Draft Capitola Bicycle Plan will be forwarded to Committee members in the near future and will be discussed at the October meeting.
   c. City of Scotts Valley Project Tracking: Bicycle lanes on Bean Creek have been constructed. The City of Scotts Valley is also scheduled to present a Draft Bicycle Plan; however, its status is unknown.
   d. City of Watsonville Project Tracking: The City of Watsonville is working on a Draft Bicycle Plan which will be presented to the Committee in the coming months. After discussion, a motion was made (Montague/Kett) to write a letter to the City of Watsonville City Council requesting that bicycle lanes be added back to the Manabe/Ow development and that the three roundabouts planned be designed to be bicycle friendly.
   e. County of Santa Cruz Project Tracking: Item was discussed earlier.
   f. Bike To Work Update: The Fall Bike to Work Day event is scheduled for October 7th, 2010.
   g. CTSC Update: A pedestrian observation is being conducted and volunteers are needed. The Bicycle Traffic School is now open to the public.
   h. UCSC: No report was provided.
   i. Legislative Tracking: A handout of recently introduced bills and the California Bicycle Coalition’s position on the bills was passed around.
   j. Sanctuary Scenic Trail: No report was provided.
   k. Committee Effectiveness: No report was provided.
   l. Technical Subcommittee: No report was provided.
   m. Bicyclist/Motorist Safety Education: No report was provided.
   n. RTC Packet Monitoring Subcommittee: Many items related to the Santa Cruz Branch Rail Line acquisition effort have been presented to the RTC in the last few months.
   o. Shared Lane Pavement Marking (aka Sharrows): No report was provided.
   p. Safe Routes to School: Rio del Mar Elementary school has been making great efforts to improve bicycle access and facilities. The County Public Works department assisted with on-street traffic calming measures.

19. Meeting adjourned at 9:10 p.m.

NEXT MEETING: The next Bicycle Committee meeting is scheduled for Monday, October 11, 2010 at the Special Meeting Time of 6:30 p.m. at the Special Meeting Location at the Capitola Community Room, 420 Capitola Ave, City of Capitola, CA.

Minutes respectfully prepared and submitted by:

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

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BICYCLE HAZARD REPORT

The SCCRTC invites cyclists to report potential or existing hazards located on roadways and bikeways. Bicyclists can send Hazard Report forms to 1523 Pacific Ave, Santa Cruz, CA 95060 or fax them to (831) 460-3215. The Commission forwards the report to the appropriate public works department. The local jurisdictions assess the reported problem and, given the severity of the situation, may make repairs within one week. For additional copies, please request forms at your local bicycle shop, call the SCCRTC at 460-3200, or download it from our webpage at www.sccrtc.org.

Date: 10-12-10  Name: DAN PUTMAN

Phone/Fax Number or E-mail Address

Where did you obtain this form? ECOLOGY ACTION

Location of Hazard  COMMERCIAL WAY @ THURBER

Northbound  Southbound  Eastbound  Westbound

Cross Streets  SOQUEL DRIVE

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 who?)

WORK AT COMMERCIAL AND SOQUEL DR. HAS NARROWED THE ROAD

☒ Other (please describe) AUTOMOBILE PARKING AT THE END OF COMMERCIAL HAS MADE PEDESTRIAN AND BIKE ACCESS TO COMMERCIAL FROM THURBER DANGEROUS

* 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!
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: Murray St near stop sign

Please circle one: Northbound Southbound Eastbound Westbound

Cross Streets: E. Cliff Dr.

City: Santa Cruz

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 bikeway signs
☐ 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): the sign that says "bikes may use the full lane is covered by a tree."
(at the stop sign on Murray @ E. Cliff Dr.)

Please comment on how this hazard has impacted you.

Date: 10/1/10 Name: Sarah Harmon

Phone/Fax Number or E-mail Address: sarahharm@ymail.com
Where did you obtain this form? sctrafficandsafety.org

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!
Hey Cory,
I just realized I never got back to you on my bike loop investigation. In a nut shell I could not trigger anything. ; )

On another topic, could you forward the following request to whomever is the right person:

There are plants growing onto the levee bike path where the bike path passes under the Riverside Ave. Bridge. This is on the beachflats side of the River. It is a safety concern because as people travelling northwest (from the train trussel toward downtown) descend the incline they cannot see the people travelling southeast (from downtown toward the train trussel), and those people travelling southeast are beyond the centerline of the path due to the plants overgrowing from the wall. It would be great if someone could cut all these plants back off the bike path.

Thanks,
Siobhan
On Aug 30, 2010, at 8:19 PM, <debnandy@sbcglobal.net> wrote:

> Dear Ramona:
> 
> > Regarding today’s Streetsmarts article about the non-functional bicycle traffic sensor at the intersection of Highway 9 and Encinal Street, I believe I am the “other cyclist” who logged a complaint several months ago. Your article states that the “other cyclist was pleased with the changes.” Nothing could be further from the truth. The sensor remains essentially non-functional, and the method suggested by Tara Neier - for cyclists to dismount and push the pedestrian crossing button - is the only effective way to get the light to trigger. Unfortunately, doing so requires cyclists to essentially cross in the pedestrian crossing against the light, which is illegal but, even more importantly, potentially dangerous.
> 
> > Because of the non-functional sensor, I generally avoid this intersection, choosing instead to use the path up the hill from Harvey West Park to Highland. It’s a shame the City created this won- derful new gateway between the isolated Harvey West area and downtown, but can’t seem to find the time or resources required to get the sensor to work properly. Anything you can do to help put pressure on Caltrans and/or the City of Santa Cruz would be greatly appreciated.
> 
> > Best regards,
> 
> > Andy Ward
> 
>
Hi Jim,
The City patch crew has filled in some of the worse potholes (with just the right about of asphalt) on King Street but unfortunately there are many more riddling the street. Traveling east there are numerous from Van Ness to Mission Hill Middle School. It would be great to get the rest patched up prior to school starting to complement the Safe Routes to School work done on King Street for Mission Hill Students. Attached are some photos of a sizable pothole and a crack in the pavement which runs parallel to bike traffic. There are numerous potholes on the westbound side of King street as well.
Thanks.
Piet
On Jun 15, 2010, at 9:15 AM, James Burr wrote:

James Burr, PE  
Transportation Manager  
City of Santa Cruz Public Works Department  
809 Center St Rm 201  
Santa Cruz, CA 95060  
831-420-5426

-----Original Message-----  
From: Doug Agur  
Sent: Tuesday, June 15, 2010 9:12 AM  
To: James Burr  
Subject: RE: King Street patch work

It's on the patch crew list, and they will be working on it soon.

-----Original Message-----  
From: James Burr  
Sent: Tuesday, June 15, 2010 9:06 AM  
To: Doug Agur  
Subject: FW: King Street patch work

Doug, I think this one is yours.

James Burr, PE  
Transportation Manager  
City of Santa Cruz Public Works Department  
809 Center St Rm 201

8/16/2010
Santa Cruz, CA 95060
831-420-5426
-----Original Message-----
From: Piet Canin [mailto:pcanin@ecoact.org]
Sent: Tuesday, June 15, 2010 8:52 AM
To: James Burr
Cc: Coryte Caletti, Cheryl Schmitt
Subject: King Street patch work

Hi Jim,
I'm just following up on the conversation we had about the numerous and significant potholes and cracks in the pavement along King Street esp. from Bay Street to Mission Hill Middle school.
There are a couple of potholes and cracks which will cause a cyclists to crash if they hit them.

Thanks for you help in getting those patched up.

Piet

Piet Canin
Program Director
Sustainable Transportation Group
Ecology Action
PO Box 1188
Santa Cruz, CA 95061-1188
Ph 831-426-5625 x127
Fax 831-423-3895
pcanin@ecoact.org

8/16/2010
<table>
<thead>
<tr>
<th>Representing</th>
<th>Member Name/Contact Info</th>
<th>Appointment Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>District 1 - Voting</strong></td>
<td>Kem Akol <a href="mailto:kemakol@msn.com">kemakol@msn.com</a> 247-2944</td>
<td>First Appointed: 1993 Term Expires: 3/13</td>
</tr>
<tr>
<td>Soquel, Live Oak, part of Capitola</td>
<td>Alternate Holly M. Tyler</td>
<td>First Appointed: 2010 Term Expires: 3/13</td>
</tr>
<tr>
<td><strong>District 2 - Voting</strong></td>
<td>David Casterson <a href="mailto:dcasterson@comcast.net">dcasterson@comcast.net</a></td>
<td>First Appointed: 2005 Term Expires: 3/12</td>
</tr>
<tr>
<td>Aptos, Corralitos, part of Capitola</td>
<td>Alternate Eric Horton erichorton@<a href="mailto:design@yahoo.com">design@yahoo.com</a> 419-7296</td>
<td>First Appointed: 3/09 Term Expires: 3/12</td>
</tr>
<tr>
<td>Nisene Marks, Freedom, PajDunes</td>
<td><strong>District 3 - Voting</strong></td>
<td>First Appointed: 2007 Term Expires: 3/13</td>
</tr>
<tr>
<td>Big Basin, Davenport, Bonny Doon, City of Santa Cruz</td>
<td>Alternate Peter Scott <a href="mailto:drip@ucsc.edu">drip@ucsc.edu</a> 423-0796</td>
<td>First Appointed: 2007 Term Expires: 3/13</td>
</tr>
<tr>
<td><strong>District 4 - Voting</strong></td>
<td>William Menchine (Will) <a href="mailto:menchine@cruizio.com">menchine@cruizio.com</a></td>
<td>First Appointed: 4/02 Term Expires: 3/13</td>
</tr>
<tr>
<td>Watsonville, part of Corralitos</td>
<td>Alternate Vacant</td>
<td>Term Expires: 3/12</td>
</tr>
<tr>
<td><strong>District 5 - Voting</strong></td>
<td>Rick Hyman <a href="mailto:bikerick@att.net">bikerick@att.net</a></td>
<td>First Appointed: 1989 Term Expires: 3/13</td>
</tr>
<tr>
<td>SL Valley, Summit, Scotts Valley, part of Santa Cruz</td>
<td>Alternate Vacant</td>
<td>Term Expires: 3/13</td>
</tr>
<tr>
<td><strong>City of Capitola - Voting</strong></td>
<td>Daniel Kostelec, Chair <a href="mailto:dkostelec@sbcglobal.net">dkostelec@sbcglobal.net</a> 325-9623</td>
<td>First Appointed 4/02 Term Expires: 3/11</td>
</tr>
<tr>
<td>Alternate</td>
<td>Andy Ward <a href="mailto:andrew.ward@plantronics.com">andrew.ward@plantronics.com</a> 462-6653</td>
<td>First Appointed: 2005 Term Expires: 3/11</td>
</tr>
<tr>
<td><strong>City of Santa Cruz - Voting</strong></td>
<td>Wilson Fieberling <a href="mailto:anbiefbau@yahoo.com">anbiefbau@yahoo.com</a></td>
<td>First Appointed: 2/97 Term Expires: 3/12</td>
</tr>
<tr>
<td>Alternate</td>
<td>Carlos Garza <a href="mailto:carlos@cruizio.com">carlos@cruizio.com</a></td>
<td>First Appointed: 4/02 Term Expires: 3/12</td>
</tr>
<tr>
<td><strong>City of Scotts Valley - Voting</strong></td>
<td>Gary Milburn <a href="mailto:g.milburn@sbcglobal.net">g.milburn@sbcglobal.net</a>/438-2888 ext 210 wk 427-3839</td>
<td>First Appointed: 1997 Term Expires: 3/11</td>
</tr>
<tr>
<td>Alternate</td>
<td>Lex Rau <a href="mailto:lexrau@sbcglobal.net">lexrau@sbcglobal.net</a> 419-1817</td>
<td>First Appointed: 2007 Term Expires: 3/11</td>
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<tr>
<td><strong>City of Watsonville - Voting</strong></td>
<td>Bob Montague <a href="mailto:bob.montague@sbcglobal.net">bob.montague@sbcglobal.net</a> 332-8025</td>
<td>First Appointed: 8/08 Term Expires: 3/13</td>
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<tr>
<td>Alternate</td>
<td>Vacant</td>
<td>Term Expires: 3/13</td>
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<tr>
<td><strong>Bike To Work - Voting</strong></td>
<td>Piet Canin pc@<a href="mailto:canin@ecoact.org">canin@ecoact.org</a> 426-5925 ext. 127</td>
<td>First Appointed: 4/02 Term Expires: 3/13</td>
</tr>
<tr>
<td>Alternate</td>
<td>Vacant</td>
<td>First Appointed: 1/05</td>
</tr>
<tr>
<td><strong>Community Traffic Safety Coalition - Voting</strong></td>
<td>Jim Langley <a href="mailto:jim@jimlangley.net">jim@jimlangley.net</a> 423-7248</td>
<td>First Appointed: 4/02 Term Expires: 3/12</td>
</tr>
<tr>
<td>Alternate</td>
<td>Leo Jed <a href="mailto:leojed@gmail.com">leojed@gmail.com</a> 425-2650</td>
<td>First Appointed: 3/09 Term Expires: 3/12</td>
</tr>
</tbody>
</table>

All phone numbers have the (831) area code unless otherwise noted.
August 16, 2010

Mayor Alejo and City Council Members:
City of Watsonville
250 Main Street
Watsonville, CA 95076

RE: Adding Bicycle Lanes to the Manabe Ow Specific Plan

Dear Mayor Alejo and City Council Members:

I'm writing on behalf of the Santa Cruz County Regional Transportation Commission's (RTC) Bicycle Committee to urge you to require bike lanes be added back into the circulation element of the Manabe/Ow Specific Plan. The RTC's Bicycle 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 Committee advocates for improved conditions, infrastructure and policies to make bicycle transportation safer in Santa Cruz County.

In an era when greenhouse gas emissions reductions are mandated, it is critical that new roadways be constructed with all road users in mind as consistent with the "Complete Streets" initiative. Complete Streets will require that every new roadway project in the state of California accommodate alternative transportation options. We urge the developers of the Manabe/Ow project to include bicycle lanes in the development plans. Bicycling is a wonderful transportation option since it not only provides a green, emissions-free way to get around, but also helps to combat problems like overweight/obesity, of which South Santa Cruz County suffers a high rate. Bicycle lanes will help provide a safe environment for future bicycle use.

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

Sincerely,

Daniel Kostelec
Chair, SC CRTC Bicycle Committee

cc: Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission's Bicycle Committee
August 23, 2010

Mayor Rotkin and City of Santa Cruz Council Members
City of Santa Cruz
809 Center Street
Santa Cruz, CA 95060

RE: Pogonip Multi-Use Trails

Dear Mayor Rotkin and City Council Members:

I am writing on behalf of the SCCRTC Bicycle Committee to convey our support for moving forward with development of a multi-use trail through Pogonip from Golf Club Drive to U-Con Trail. Additionally, the Committee urges you to consider opening the short section between Hagar and Spring Street to bicycles filling a critical gap in the bikeway network.

The RTC’s Bicycle 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 Committee advocates for improved conditions, infrastructure and policies to make bicycle transportation safer in Santa Cruz County.

The proposed Pogonip multi-use trail would connect the City of Santa Cruz to U-Con Trail, would deter illegal drug use, and reduce damage to open space. A new trail connection would also provide an additional facility for bicyclists, hikers, joggers, and equestrians to recreate away from motor vehicle traffic aiding in the effort combat problems like overweight/obesity.

The members of the Bicycle Committee thank you for your ongoing efforts to improve bicycle transportation and mobility needs in our county. If you have any questions, please contact Cory Caletti, staff to the Bicycle Committee, at (831) 460-3201.

Sincerely,

Daniel Kostelec
Chair, SCCRTC Bicycle Committee

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

\rtcserv2\Shared\Bike\Committee\CORR\2010\pogonip.doc
October 8, 2010

Bonnie Neely, Chair
California Coastal Commission
725 Front St, Suite 300
Santa Cruz, CA 95060

RE: Support for the Arana Gulch Master Plan

Dear Chair Neely:

The Santa Cruz County Regional Transportation Commission (RTC) staff, per numerous action directions from the board, remains in steadfast support of the Arana Gulch Park Master Plan and urges you to approve the City of Santa Cruz and the County of Santa Cruz’s permit request at the upcoming meeting of the Coastal Commission. The City of Santa Cruz and Coastal Commission staff have completed their due diligence work in examining natural habitat management options, as well as multi-use path alternatives, and drafting a Master Plan that provides a multitude of benefits for a wide range of users, as well as environmental protections.

The RTC has long supported the proposed multi-use trail system in the greenbelt between Broadway and Brommer Streets included in the Arana Gulch Master Plan. The paths provide safe access for all including bicyclists, pedestrians, people with disabilities and coastal access enthusiasts. 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.

Following the Coastal Commission’s request for reconsideration of the Arana Gulch Master Plan at its Spring meeting, several enhancements have been added that further strengthen the plan. The tarplant management program would cover nearly the entire grassland area, the trail surface and base material will be permeable, and existing trails that cause habitat or erosion problems will be closed and restored. In addition, the value of providing access for mobility impaired individuals (seniors and persons with disabilities) cannot be understated as the City’s revised Plan would create the first wheelchair-accessible trails in any of the City’s four greenbelt parks.

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 for the project. 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 region.
• RTC staff strongly supports the bicycle/pedestrian paths proposed in the Arana Gulch Park Master Plan. These proposed multi-use trails will help fill critical gaps in the regional network of low greenhouse gas emission mobility options such as bicycle and pedestrian choices. Providing a complete and convenient regional bicycle and pedestrian network increases the opportunity and attractiveness of bicycle and pedestrian trips. 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 in ecological habitats and 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 semi-permeable trail would greatly improve access to the coastal zone for persons with disabilities.

• 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

c:\ Rtcsv2\internal\RTIP\PROJECTS\SCruz\BroadwayBrommer\AranaGulch_CoastalCommOct2010.doc
TO: Bicycle Committee
FROM: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator
RE: Bike Parking Subsidy Program Application from Artspace Tannery Lofts

RECOMMENDATION

Staff recommends that the Bicycle Committee review the attached Bikes Secure application from Artspace Tannery Lofts and approve providing 8 inverted U bicycle racks.

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. While the third round of the Bikes Secure program was recently expended, the RTC was awarded a fourth round of funds in August, 2008 so that the bicycle parking subsidy program could 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 theRTC. 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 targets “private businesses, local jurisdictions, school districts, and other public agencies”. Attached please find an application from Artspace Tanner Lofts in Santa Cruz for 8 inverted U racks.

The application (Attachments 1) contains a map indicating placement location, agreement to install racks per SCCRTC specifications, as well as an agreement to provide pre and post installation bicycle counts and post installation photographs.

Staff recommends approving the request from Artspace Tannery Lofts for 8 inverted U racks.
SUMMARY

The Commission's Bikes Secure Parking Subsidy Program, funded by the MBUAPCD, provides racks and subsidized lockers for Santa Cruz County businesses, jurisdictions, school districts and other public agencies. Staff recommends approving the application from Artspace Tannery Lofts for 8 inverted U racks.

Attachment 1: Bikes Secure Application from Artspace Tannery Lofts

\Rtcserv2\shared\Bike\Committee\BC2010\BC_Oct10\BikeSecureArtspaceTannery.doc
Santa Cruz County Regional Transportation Commission
Bikes Secure Parking Subsidy Program Application

Business/Agency Name: Artspace Tannery Lofts
Address: 1030 - 1040 River Street
Contact Person: Diane Holtze Phone: (831) 423-3662 Fax: (831) 423-3648
Nature of Business: Multi-Family Low Income Housing

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>
<thead>
<tr>
<th>Quantity</th>
<th>Rack Type*</th>
<th>Mount Style</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>Inverted U</td>
<td>Cement Foundation</td>
</tr>
</tbody>
</table>

Please Specify Reason for Requesting this Bike Parking Subsidy:

We are in need of guest bike parking. We have on-site located bike cages unavailable to guests. We have 2 buildings, and would use 4 at each building.

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: Diane Holtze, Assistant Property Manager
Signature: Diane Holtze
Date: 8-17-10

Pearl, Property Mgr
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:

Invented U Bike Racks

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

The recipient agrees to provide post installation bicycle counts and photographs of the installed bicycle parking equipment one year after installation of the bicycle parking devices. 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: 8/17/10  By: [Handwritten Name]
Name & Title: 
Address, City: 1030 Mission Street, #114 Santa Cruz, CA 9506

Date: __________  By: [Handwritten Name]
George Donner, RTC Executive Director

Post-Installation Count (Date Expected: __________)  Photographs Provided?: ______
Date: __________ Time of day: _______ Weather condition: _______ Bicycles counted: _______
PHASE I - ARTSPACE TANNERY LOFTS

PHASE II - WORKING STUDIO'S

PHASE III - PERFORMING ARTS CENTER

Suggested Bike Racks Installed (left of stairs)
RECOMMENDATIONS
This item is for information only.

DISCUSSION
There are several initiatives on the November 4, 2010 state ballot that could impact transportation projects and programs.

Proposition 22
Due to the State's fiscal instability, there has been consistent uncertainty surrounding transportation revenue streams. Budget proposals considered and acted upon in recent years have ranged from borrowing, raiding, or outright taking of local Highway User Tax Account (HUTA), Proposition 42, and public transit funds. Additionally, agencies lost significant constitutional protection previously guaranteed by Proposition 42 after the transportation gas tax swap became effective on July 1, 2010.

At its March 4, 2010 meeting, the Regional Transportation Commission (RTC) took a position of support for the Local Tax Payer, Public Safety and Transportation Protection Act – Proposition 22. Proposition 22 seeks to restrict the state's ability to borrow, loan, and divert revenues that are dedicated to funding transportation improvement projects and services. Proposition 22 would protect and increase state transit funding; protect state and local HUTA funds; and provide more certainty for STIP and Local Streets and Roads projects, as were previously provided under Proposition 42.

However, there are some concerns about how Proposition 22 will be interpreted and implemented. Since Proposition 22 was written before the gas tax swap, it is not entirely clear what the impact of Proposition 22 will be on transportation funding from the swap. The swap eliminated the state sales tax on gasoline for transportation and Proposition 22 does not require the legislature to reinstate it. Under Proposition 22 the new 17.3-cent gas tax increase would not go away, however debt service payments on highway bonds would no longer be paid from revenues dedicated to that purpose through the gas tax swap. Instead debt service would need to come out of the state General Fund. Caltrans has indicated that it could reduce revenues available for the State Highway Operation and Protection Program (SHOPP), because truck weight fees could potentially be used to repay bond debt service. Some local jurisdictions in the state are also concerned about the impact that the increased General Fund obligations to pay debt service could have on other non-transportation General Fund programs.

Proposition 26
Proposition 26 would broaden the definition of taxes to include many payments currently considered to be fees or charges. As a result, more State and local proposals to increase revenues would require approval by two-thirds of each house of the Legislature or by local voters. Any State
law adopted between January 1, 2010 and November 2, 2010 that conflicts with Proposition 26 would be repealed one year after this proposition is approved. This repeal would not take place, however, if two-thirds of each house of the Legislature passed the law again. For this reason, Proposition 26 could also impact the gas tax swap, which raised the excise tax by 17.3-cents, in place of the sales tax of gasoline.

Since the Legislature approved the gas tax swap on March 4, 2010 with only a majority vote in each house, the 17.3-cent excise tax would be repealed in November 2011 unless the Legislature approved the tax again with a two-thirds vote in each house. At that point the state excise tax would go back down to 18-cent and some believe the Proposition 42 sales tax on gasoline would be reinstated.

**Proposition 23**

The November ballot measure Proposition 23 would suspend AB 32, California's global warming law which requires California to cut greenhouse gas emissions to 1990 levels by 2020, until unemployment falls below 5.5 percent for a year. The state's unemployment rate is now 12.4 percent. The proposed 5.5% unemployment rate criterion is an unlikely scenario for at least several years and one which has occurred only three times in California in the past 40 years. Depending on interpretation of the measure, it could also suspend some of the state's other environmental standards. In July, the non-partisan Legislative Analyst's Office issued an analysis of Proposition 23 in which it said the state's 33 percent renewable electricity standard and "low carbon fuel" regulations would be suspended if the measure passes. Rules to reduce smog from ships and a 2002 state law that requires automakers to reduce greenhouse gas emissions by 30 percent on new cars by 2016 could also be suspended with passage of Proposition 23.

Supporters of Proposition 23 acknowledge that the measure would suspend several state regulations beyond AB 32, including the "cap-and-trade" plan proposed by the California Air Resources Board (CARB), which requires oil refineries, cement kilns, power plants, and other large sources of greenhouse gases to limit their emissions.

To comply with AB 32, CARB developed a document known as the "Scoping Plan," which contains 69 measures, some of which have been passed as separate laws. The Legislative Analyst's Office contends that state regulations passed under the authority of AB 32 would be suspended, but separate laws would not, such as SB375 which requires regions to develop and implement plans linking transportation and land use.

**Other Propositions**

Proposition 21 would establish an $18 per vehicle registration fee to help fund State Parks and Wildlife Programs. Some of these funds could be used for bicycle and pedestrian facilities within parks. Passage of this fee increase could potentially make it more difficult to receive voter approval of fee increases for transportation programs in the future.

Proposition 25 would reduce the vote threshold for passage of the state budget from two-thirds to a simple majority. It would also prohibit legislators from receiving salary or travel reimbursements if a budget is not passed on to the Governor by June 15. If this measure is approved by voters, it would go into effect immediately and could impact the FY10/11 state budget.
RECOMMENDATIONS

Staff recommends that the RTC Bicycle Committee:

Visit the website www.511.montereybay.org to view a short video and participate in the 511 Traveler Information System Survey by October 31, 2010.

DISCUSSION

The Santa Cruz County Regional Transportation Commission Transportation and the Transportation Agency for Monterey County received a $259,210 Caltrans Planning grant to prepare a Feasibility and Implementation Plan for a Monterey Bay Area 511 Traveler Information System. When completed in November 2011, the Plan will provide an estimate of the costs to deploy a 511 system in the region and identify the steps required to implement such a system.

Currently in the public outreach phase of the project, a video and user survey are being circulated to actively engage travelers and stakeholders in communicating the types of transportation information and services that will be most useful to them. We invite members of RTC’s Bicycle Committee to view a 3 minute video and complete the user survey at the project website www.511montereybay.org.

Typically, 511 traveler information systems include a voice recognition phone system and a website through which travel related information about real-time traffic conditions and speeds is delivered as well as resources about bus riding, bicycling, carpooling, weather and special events affecting travel conditions. With access to timely and reliable information, people can make more informed choices about when to travel, what mode to use, and what route to take. Many systems also offer 511 users to subscribe to a service that allows them to receive personalized travel information that is “pushed out” to their cell phone or mobile device based on pre-defined criteria or at scheduled intervals set by the subscriber.

In California, 511 systems exist in the San Francisco Bay Area, Sacramento/ Northern California, the Inland Empire region and San Diego. San Luis Obispo County is currently testing its 511 system, the first on the Central Coast. While we won’t know the specifics about what would work best in our region until the Plan is complete, a Monterey Bay Area 511 System could help maximize the use of our existing transportation network, at a low cost, and with significant benefits for users of all transportation modes.
Agenda: October 18, 2010

To: Bicycle Committee
From: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator
Re: City of Capitola Draft Bicycle Plan

RECOMMENDATION

Staff recommends that the Bicycle Committee reviews the City of Capitola Draft Bicycle Plan (Attachment 1- enclosed and posted separately) and provide feedback.

BACKGROUND

The Bicycle Committee reviews local jurisdictions' Bicycle Plans and recommends changes and amendments based on discussions about priority projects, funding scenarios, and policy impacts.

DISCUSSION

The City of Capitola submitted a Draft Bicycle Plan for Bicycle Committee review (Attachment 1- enclosed and posted separately). Committee members are asked to review the plan and provide input on projects, and prioritization, as well as other details of the plan.

Approved Bicycle Plans are needed for local jurisdictions to apply for Bicycle Transportation Account (BTA) which provides funding for city and county projects that improve safety and convenience for bicycle commuters.

According to Caltrans, to be eligible for BTA funds, a city or county must prepare and adopt a Bicycle Transportation Plan (BTP) that complies with Streets and Highways Code Section 891.2. The following procedures must also be completed:

1. The governing body of a city or county must adopt the BTP by resolution.
2. The city or county must submit the BTP to the appropriate Regional Transportation Planning Agency (RTPA) for review and approval for compliance with Streets and Highways Code Section 891.2 and the regional transportation plan (RTP).
3. Following regional approval, the city or county must submit the BTP, the resolution adopting the BTP, and the letter of approval from the RTPA to the Caltrans Bicycle Facilities Unit (BFU) for review and approval.
4. BTP adoption establishes eligibility for five consecutive BTA funding cycles.

Additionally, all bikeway projects shall be designed and constructed in accordance with the "Highway Design Manual, Chapter 1000 Bikeway Planning and Design" and the Manual of Uniform Control Devices.

As the local Regional Transportation Planning Agency, the Regional Transportation Commission must certify the plan as being compliant with the pertinent section of the Streets...
and Highways Code. As the designated representative of the Regional Transportation Commission, the Bicycle Committee and RTC staff is responsible for verification of the plan. RTC staff recommends that Bicycle Committee reviews the draft plan and provide feedback.

SUMMARY

Staff recommends that the Bicycle Committee reviews the City of Capitola Draft Bicycle Plan and provide feedback.

Attachment 1: City of Capitola Draft Bicycle Plan (enclosed and posted separately)

\Rtcserv2\shared\Bike\Committee\BC2010\BC_Oct10\Capitola Draft Bike Plan staff report.doc
Attachment 1 – City of Capitola Draft Bicycle Plan

enclosed and posted separately
To: Bicycle Committee
From: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator
Re: County of Santa Cruz Draft Bicycle Plan

RECOMMENDATION

Staff recommends that the Bicycle Committee reviews the County of Santa Cruz Draft Bicycle Plan (Attachment 1 – enclosed and posted separately) and provide feedback.

BACKGROUND

The Bicycle Committee reviews local jurisdictions’ Bicycle Plans and recommends changes and amendments based on discussions about priority projects, funding scenarios, and policy impacts.

The Bicycle Committee considered a draft project list, a mandated section for every bicycle plan, at the August, 2010 meeting and provided feedback.

DISCUSSION

The County of Santa Cruz submitted a Draft Bicycle Plan for Bicycle Committee review (Attachment 1 – enclosed and posted separately). Committee members are asked to review the plan and provide input on projects, and prioritization, as well as other details of the plan.

Approved Bicycle Plans are needed for local jurisdictions to apply for Bicycle Transportation Account (BTA) which provides funding for city and county projects that improve safety and convenience for bicycle commuters.

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4. BTP adoption establishes eligibility for five consecutive BTA funding cycles.
Additionally, all bikeway projects shall be designed and constructed in accordance with the “Highway Design Manual, Chapter 1000 Bikeway Planning and Design” and the Manual of Uniform Control Devices.

As the local Regional Transportation Planning Agency, the Regional Transportation Commission must certify the plan as being compliant with the pertinent section of Streets and Highways Code. As the designated representative of the Regional Transportation Commission, the Bicycle Committee and RTC staff is responsible for verification of the plan. RTC staff recommends that the Bicycle Committee reviews the plan, as well as comments received following discussion of the draft project list at the August, 2010 meeting of the Bicycle Committee (Attachment 2).

SUMMARY

Staff recommends that the Bicycle Committee reviews the County of Santa Cruz Draft Bicycle Plan and provides feedback.

Attachment 1: County of Santa Cruz Draft Bicycle Plan
Attachment 2: Comments received from Bicycle Committee member Rick Hyman

\Rtcsv2\shared\Bike\Committee\BC2010\BC_Oct10\County of SC Bike Plan staff report.doc
Attachment 1 – County of Santa Cruz Draft Bicycle Plan

enclosed and posted separately
You will recall that at the last City bike subcommittee meeting through two-way bicycle access on Brookwood Drive was discussed. If and how this can be achieved is a real challenge as past attempts have failed. Meanwhile, the road remains open to motor vehicle two way directional traffic from the intersection at Paul Sweet some distance to serve the few driveways/parking areas there. Mention was made of a near accident where a motor vehicle continued beyond the two way portion and almost hit an eastbound cyclist head on. This potentially dangerous situation can and should be improved.

Hi Cory: I’m back from vacation. I assume others have weighed in on the project list in the Santa Cruz County Bicycle Plan? I’m not sure how the Plan would cover the following, but it was a suggestion I made long ago, that I’d like to see addressed – it’s fairly simple.

Has Jack or others worked on the policy portion of the County Bike Plan yet? I am enclosing my suggestions for additional policies. Please feel free to share these.

Rick

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Brookwood westbound in the County is two way; Brookwood southeast bound in the City is one way. At the boundary are two westbound facing signs, one on each side of the bridge that state “do not enter, wrong way.” There are three deficiencies here. One is that there is no turn-around at this point. The second is that there is no ground barrier or immediate distinction, although after the bridge the pavement does curve and narrow. Three is that the signs do not say “One Way.” Thus, drivers who have no easy way to turn around may think it is safe to drive further in search of a turn around or that the signs are some kind of prohibition that does not have safety implications. On the rest of the County portion of the road, there is only a beginning “No Outlet” sign, terminology that drivers might not understand the significance of in this case.

Solutions could include, for example, clearly indicating at the beginning of the road (at Paul Sweet) that the road is limited access for the cemetery, day care, and private driveways; adding One Way signs to the Do Not Enter signs, moving the Do Not Enter One Way signs closer to Paul Sweet or installing additional such signs, reconfiguring one of the driveways (such as the cemetery’s) to be a turnaround, adding lane markings clearly showing the two-way portion of the street and the one way, installing chokers or other traffic calming devices along the two-way portion, especially at the end.

Rick Hyman

9/24/2010
Suggested Additional Policies for *Santa Cruz County Bicycle Plan 2010*

Following are suggested additional policies for the County to consider adopting in the new Bicycle Plan. These are organized according to the original five E’s that the League of American Bicyclists uses to evaluate whether jurisdictions are bicycle-friendly – Engineering, Encouragement, Education, Enforcement, and Evaluation (there is now a sixth E – Equity). The current county bicycle plan is mainly oriented to what new facilities to provide. But, also of importance is how those facilities get funded, designed and built; how they, along with existing facilities get maintained; how roadways without designated facilities are maintained (since bicyclists use all roadways in the county), and how cycling is encouraged. Having a robust bicycle plan will help the County in future endeavors that it has to undertake, such as satisfying Complete Streets and Carbon Emission Reduction legislation. It also can lead to having unincorporated areas of the County become bicycle-friendly communities, as the City of Santa Cruz is.
General Policies for Activating Engineering Improvements

This section covers completing planned and future bicycle facilities. The General Plan contains several policies that promote expansion of the county’s bicycle travel network of lanes, paths, and routes. The Bicycle Plan lists several new projects to undertake. In order for these and future projects to happen they need to be prioritized, planned and designed, funded, approved, and properly constructed. The purpose of this section is to describe strategies for how these projects and additional projects can come to fruition.

Current Policies in Santa Cruz County General Plan

3.3.1 Reduced Parking Requirements: Reduce parking requirements for existing or new large uses that provide for improvements in transit, ridesharing, pedestrian/bicycle facilities and/or participate in an approved TSM/TDM program. Consider a reduction only where possible neighborhood conflicts will be avoided.

[3.3. Program] f. Develop and maintain parking regulations and development guidelines to:

(1) Reserve the roadways for the movement of persons and goods.

(2) Mitigate adverse impacts such as drainage, visual, etc., resulting from the development of parking areas.

(3) Encourage efficient transportation alternatives such as bicycles, carpools, transit, and compact vehicles. (Responsibility: Planning Department, Board of Supervisors.)

Objective 3.8a System Development: To develop a bikeway network maximizing the safety and convenience of users of all levels of experience within that system. The network should be primarily for commuter travel designed to increase the potential of combining bicycle travel with other forms of transportation and also include the opportunity for recreational use.

Objective 3.8b Coordination: To coordinate the County’s bikeway planning efforts with local cities and adjacent counties and other agencies to provide an integrated regional bikeway system and to actively seek all available means of financing bikeways including state and federal grants.

3.8.1 System Continuity: Plan a bikeway network to integrate with other modes of transportation (train or transit stations and Park and Ride lots, etc.) in order to encourage and support the use of bicycling and reduce the use of motor vehicles.

3.8.2 Commuting: Design regional bicycle routes to connect residential areas with major activity centers (employment, educational, civic, etc.) by including bikeway network development as part of the Capitol Improvements Program to prioritize construction or retrofits for completion of specific routes.

3.8.5 Regional Continuity: Coordinate with other jurisdictions to adopt a system of bikeways that is functional throughout the County and region.

3.8.6 Regional Consistency: Periodically revise the Master Plan of Countywide Bikeways component of the Circulation Element to reflect changing conditions, and to evaluate proposed development projects for compatibility with the MPCB through the subdivision, and development permit approval process.

[3.8.6 Program] a. Provide for bicycle use when planning, designing, and constructing all County projects.

[3.8.6 Program] d. Coordinate County bicycle programs and projects with those of the cities. (Responsibility: Planning Department, Transportation Commission)

[3.8.6 Program] e. Review subdivision applications for consistency with the MPCB and require that new developments dedicate necessary right-of-way for bikeway facilities according to the MPCB classification and design specifications. (Responsibility: Public Works, Planning Department)

[3.8.6 Program] f. Plan, design, and construct bikeways consistent with the adopted Bikeway Plan. Priority shall be given to bicycle commuting routes and routes to schools. Include bikeways on all new
arterial and collectors with road construction and reconstruction designed and inspected for bicycle safety consistent with the Bikeway Plan and adopted Plan Lines. (Responsibility: Public Works)

[3.8.6 Program] g. Prepare yearly development and maintenance programs for the Bikeway System which will be funded with Transportation Development Act funds, road funds, and other funds as available. (Responsibility: Public Works)

[3.8.6 Program] i. Develop a Master Plan of Countywide Bikeways that delineates existing and proposed Class I, II and III bikeways. (Responsibility: Planning Department, Public Works)

3.8.7 Recreation: Plan bicycle routes to facilitate access to recreational areas such as regional parks, beach areas, and major tourist commercial/recreational facilities. Promote recreational bicycle routes to promote "eco tourism".

3.8.11 Scenic Value: Locate regional bikeways along designated scenic roads wherever environmentally, physically, or economically feasible, and encourage the development of scenic vista points and rest areas where appropriate.

[3.8.11 Program] a. Consider the Southern Pacific right-of-way for bicycle, equestrian and other modes of travel consistent with freight service operations and planning for passenger rail. (Responsibility: Planning Department, County Parks)

[3.8.11 Program] e. In accordance with regional bikeway funding programs (Senate Bills 244 and 821, etc.), grant priority to those projects which improve bicycle access to employment centers, educational facilities, and commercial developments with secondary priority given to recreational areas and users. (Responsibility: Public Works, Transportation Commission, Planning Department)

[3.8.11 Program] f. Pursue additional state and federal funding for the Bikeway System, including funding to initiate a program to pay for replacement of bicycle parking facilities by public and private agencies. (Responsibility: Public Works, Board of Supervisors)

3.8.12 Funding: Solicit and utilize all sources of local, regional, state and federal funds to plan, acquire right-of-way, and construct bikeways.

3.8.13 Participation: Provide citizen participation in the bicycle planning process by consulting with the existing SCCRTC Bicycle Committee on all bicycle issues and matters.

Objective 3.9 Bicycle Safety: To reduce the conflict between bicycles and other modes of travel and to decrease the number of accidents involving bicycles.

3.9.1 Design: Design and construct regional bikeways in accordance with County and Caltrans standards in order to maximize safety and minimize potential conflicts with pedestrians and motor vehicles.

3.9.2 Construction: Construct and mark bicycle routes in conformance with state standards. Limit the number of driveways where feasible in new developments to reduce the potential for automobile-bicycle conflicts.

3.9.3 Parking: Limit on-street parking where the need for a clear bike lane exists. Stripe all arterials for bike lanes and strictly enforce parking limitations.

5.18.7 Alternatives to the Automobile: Emphasize transit, bicycles and pedestrian modes of transportation rather than automobiles.

[5.18 Program] e. Encourage lesser polluting transportation alternatives through the construction of bikeways and the provision of public transit. (Responsibility: Board of Supervisors, Santa Cruz Metropolitan Transit District, Transportation Commission)

7.5.6 Access to Major Inland Water Bodies: Provide for public access around the margins of all major natural inland water bodies sufficient to allow the development, where appropriate, of a safe equestrian, hiking, and/or bicycle trail without major disturbance to the shoreline.

7.6.8 Trail Funding and Construction: When utilizing roadside betterment funds in the development of bicycle, pedestrian and equestrian trails, construct such trails off the pavement within the public right-
of-way and separated from traffic by an appropriate distance. Include trail design and construction in all public road development projects on designated trail routes, subject to policy 7.6.2.

7.7.5 Coastal Bicycle Route: Provide for safe bicycle travel along the coastal corridor by developing a coordinated, continuous bicycle route parallel to the shoreline, subject to policy 7.6.2.

7.7.6 Hiking and Biking Trail Network: Subject to policy 7.6.2, establish a system of hiking and bicycle trails and bridges which provides access to and connects the various parks, recreation areas, beaches, and urban areas. For example, develop trails to link Nisene Marks State Park with Seacliff State Beach. Link the County trail system between the state parks and provide a lateral trail route along the coast. Design trails to be accessible to persons with disabilities where resources can be protected.

7.7.12 Lateral Access: Determine whether new development would interfere with or otherwise adversely affect public lateral access along beaches. If such impact will occur, the County will obtain dedication of lateral access along the beach to the first line of terrestrial vegetation to the base of the bluffs, where present, or to the base of any seawall; and the dedication of lateral access along bluff tops where pedestrian and/or bicycle trails can be provided and where environmental and use conflict issues can be mitigated. Unrestricted lateral access to North Coast beaches shall be provided where environmental and public safety concerns can be mitigated. All dedications required shall comply with policy 7.6.2 and the other policies of this chapter.

7.7.31 Transportation to Beaches: Require new recreation and visitor-serving developments in the Coastal Zone to support alternative forms of transportation to the beaches, e.g., bikes, small scale shuttle service.

7.26.3 Recreational Use of Utility Rights-of-Way: Encourage the use of utility rights-of-way for bikeways and hiking paths where appropriately located and where shown to be not hazardous to users.

8.2.5 Circulation: Encourage the design of pedestrian, bicycle, and vehicle circulation and parking to be safe, convenient, readily understandable, and coordinated with development on surrounding properties; and encourage design which minimizes the visual impact and reduces the scale of paving materials and parking.

8.2.6 Circulation Systems for Persons With Disabilities: Require new development to provide pedestrian, bicycle and vehicular circulation systems which include adequate facilities for persons with disabilities, to be consistent with the requirements of the Americans With Disabilities Act, Public Works Design Criteria, County Code, and the Circulation and Fire Hazards sections of the General Plan and LCP Land Use Plan.

Additional Policies in Santa Cruz County Bicycle Plan 2005

Coordinate the planning, design and construction of bikeway systems with all implementing agencies.

Ensure that all major corridors provide a choice of transportation modes and are designed with multimodal amenities such as bus stops, turnouts and shelters, and bike lanes and sidewalks. (RTP 2.1)

Emphasize safe and convenient modes of transportation for all transit riders, motorists, bicyclists, and pedestrians.

Construct and mark bicycle routes in conformance with state standards, as outlined in the Manual of Uniform Traffic Control devices and the California Supplement.

Locate bikeways as bicycle lanes adjacent to the main traveled way unless a more direct and useful separated bike path can be provided. When bicycle lanes are not possible due to right-of-way restrictions, etc., include a wide curb lane.

Regional Continuity: Coordinate with other jurisdictions to adopt a system of bikeways that complements the County system.

Limit on-street parking on arterial and collector streets, encourage parking alternatives, pursue off-street parking development as methods to provide Class II bike lanes and do not eliminate joint bike lanes/parallel shoulder parking unless the new bike lanes are effectively as wide or wider.
Suggested Additional Policies

- Designate a staff person as the County’s official pedestrian and bicycle coordinator assigned to oversee implementation of the Santa Cruz County Bicycle Plan 2010 and related bicycle and pedestrian initiatives.

Prioritization

- Undertake whatever efforts are needed to see currently funded projects through to completion as soon as possible.
- Sequentially decide, with input from the SCCRTC’s Bicycle Subcommittee, on the next other new bicycle path or and bicycle lane project prioritized as H = High in the Santa Cruz County Bicycle Plan 2010 to pursue and initiate design -- with the goal of having a least two of these projects approved, funded, engineered, and out to bid every year.
- Advocate for and facilitate the construction of at least one new segment of the Monterey Bay Scenic Sanctuary Trail within the unincorporated county as soon as the final route is selected.
- Review all public and private projects occurring on or affecting existing or proposed roadways or pathways to determine if any of projects listed in the Santa Cruz County Bicycle Plan 2010 can be made part of the proposal, and, if so, pursue any available funding or regulatory process to ensure that the bike project is so incorporated.

Planning and Design

- Incorporate projects listed in the Santa Cruz County Bicycle Plan 2010 in any relevant future area, neighborhood, redevelopment or similar plans that are prepared.
- Participate in the planning process for the Monterey Bay Scenic Sanctuary Trail that is being conducted under the auspices of the SCCRTC.
- Seek design exceptions or demonstration status from Caltrans when there is no other feasible way of installing a project listed in the Santa Cruz County Bicycle Plan 2010 and where it is safe to do so.
- Ensure that plan lines and street dedications include room for planned bicycle lanes or other improvements to accommodate bicycles.
- Design bicycle projects into any proposed road or bridge work, such as repavings, wherever possible.
- When planning overlay projects, include new or improved bike facilities when re-marking the pavement, such as increasing the width of narrow bike lanes, adding left-turn pockets for bicyclists or stenciling sharrows.

Funding

- Include funding for bicycle projects in the annual capital improvements budget based on the Santa Cruz County Bicycle Plan 2010.
- Submit the prioritized list of bicycle projects to the Santa Cruz County Regional Transportation Commission for inclusion in the Regional Transportation Plan, Regional Transportation Improvement Plan, and similar documents necessary to qualify for funding.
- Prepare conceptual designs and refined cost estimates of prioritized bike projects ahead of funding cycles so that enough information will be available to apply for funding that becomes available.
- Apply for each round of Safe Routes to School funding.
- Apply for each round of Bicycle Transportation Account funding.
- Ensure that an adequate percentage of Roadside Improvement Fees are directed toward bicycle projects.
• Where proposed or existing plan lines include bikeways, or where bicycle links are needed, require developments to dedicate land for rights-of-way and require that facilities for safe bicycle travel, including bike lanes where possible, be provided for as part of new development.

• Establish on-going funding for a bicycle and pedestrian coordinator position.

**Approvals**

• Maintain a list of those individuals and groups that have expressed interest in bicycle projects and notify them of any relevant documents available to review and of any public hearings, enough in advance for them to participate.

• Ensure that County representatives familiar with the *Santa Cruz County Bicycle Plan 2010* attend hearings and meetings where decisions are made to fund or approve County projects.

**Construction Follow-through**

• Ensure that any required bicycle facilities are clearly included in final approved plans and specifications in a manner understandable to contractors.

• Before accepting as complete any project that has bicycle facilities or impacts bicycle travel, notify the SCCRTC bicycle committee and give staff and/or members a chance to inspect the facility to determine if there are any problems with it that need addressing before final sign-off.

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**Engineering Improvements to Complement the System of Bicycle Paths, Lanes, and Routes**

This section covers the surface travel system shared by bicycles and motor vehicles and pedestrians. The *General Plan* contains some policies that apply to making the roadway and pathway system bicycle-friendly. The *Bicycle Plan 2008* has two additional policies to do so. Not all roadways have special bicycle provisions, such as bike lanes, but bicycles use all County roads and many pathways. In order for dedicated bicycle facilities to be functional the remainder of the travel system has to be accessible to bikes as well. The purpose of this section is to describe additional strategies for ensuring that all streets and appropriate paths are bicycle-friendly.

**Current Policies in *Santa Cruz County General Plan***

3.8.6 Program h. Install in all existing and proposed signalized intersections bicycle detector loops (a device to trigger traffic signal phasing) that are recognizable by the cyclist. (Responsibility: Public Works)

3.8.11 Program b. In development of the Trails Master Plan, County Parks shall develop guidelines for the safe use of “mountain bikes”, and identify suitable areas for their use while reducing the potential for conflicts with other trail users. Design these trails to connect with other on road trails. (Responsibility: County Parks)

3.9.4 Maintenance: Require that contractors and utility companies doing roadside work maintain the road edge in the best possible condition during construction and, upon project completion, improve the road shoulder to the pre-construction condition or better.

3.9.4 Program a. Install new drain grates that are designed for cyclist safety. (Responsibility: Public Works)

3.9.4 Program c. Inspect all construction, resurfacing and road patch work to ensure road surfaces are maintained as good or better than before the project began. (Responsibility: Public Works)

3.11.1 Functional Street Classification and Street Standards in Urban Areas: Design and develop new street and interior circulation systems according to the following principles:
(a) Plan streets according to their functional street classification. The purposes of functional street classifications are:

. to provide guidance in defining and prioritizing roadway improvements;
. to provide guidance in determining which traffic control devices and signs are appropriate;
. for funding applications; and
. to provide guidance in identifying local streets where traffic management techniques are appropriate.
(b) Define street classification according to the character of the street.
(c) Minimize the number of intersections and side traffic interference along arterial.
(d) Limit driveways, mid-block access points, intersections and on-street parking along major arterial whenever possible.
(e) Locate and design public facilities and new developments to facilitate transit, pedestrian, and bicycle access, as well as auto access, both within the development and outside it.

3.10.1 Pathways: Require pathways for pedestrian and bicycle use through cul-de-sac and loop streets where such access will encourage these modes of travel as part of new development.

7.7.10 Protecting Existing Beach Access: Protect existing pedestrian, and where appropriate, equestrian and bicycle access to all beaches to which the public has a right of access, whether acquired by grant or through use, as established through judicial determination of prescriptive rights, and acquisition through appropriate legal proceedings. Protect such beach access through permit conditions such as easement dedication or continued maintenance as an accessway by a private group, subject to policy 7.6.2.

Additional Policies in Santa Cruz County Bicycle Plan 2005

Maintain adequate outside travel lane width (14 feet) when no bicycle lane can be accommodated. (RTP 2.7.3)

Limit the number of driveways when planning new commercial/residential development in order to reduce automobile-bicycle conflicts. (RTP 3.4.6)

Suggested Additional Policies

• Participate in the bicycle route signing project that has been initiated in the County by SCCRTC.
• Advocate for and facilitate signing existing facilities along the final selected Monterey Bay Scenic Sanctuary Trail route(s) as soon as possible.
• Evaluate the need for additional bicycle facilities and provide for them in any future area, neighborhood, redevelopment, transportation or other planning exercise.
• Forward permit applications for major projects to a County Bicycle and Pedestrian Coordinator for review and input to the planning department.
• Ensure that permits for new development require mitigation measures, such as installing bicycle facilities, for any temporary or permanent adverse impacts on existing facilities or on the ability of cyclists to ride in the area in addition to paying the Traffic Impact Fees.
• Require that any internal circulation systems in large new developments incorporate bike lanes or bike paths.
• Continue to work with schools and UCSC to develop bike routes to and through their campuses.
• Do not add on-street parking where it does not exist unless there is room to add a bicycle lane too, and it is added along with the parking.
• Do not install diagonal parking and evaluate removing existing diagonal parking.
• Where parking is permitted next to a bike lane stripe the parking side of the lane as well as the motor vehicle side or delineate parking stalls.
• Do not change any two-way streets to one-way travel, unless contraflow bicycle lanes are included.
• Evaluate whether contraflow bicycle lanes can be added to existing one-way streets or whether one-way streets can become two-way.
• Install "Bicycles Allowed" signs where the roadway exists but motor vehicles are prohibited from entering.
• Provide for continued through bicycle access when blocking through or turning traffic on an existing street.
• Minimize the number of driveways for new developments to reduce automobile and pedestrian/bike conflicts.
• Choose traffic calming devices to install that do not slow down or inconvenience bicyclists.
• Do not change roadway configurations in other manners that would impede bicycle travel.
• Instruct residents and businesses to place waste collection barrels out of the bicycle travel path and to remove them from the street as soon after pickups as possible.
• Remove other barriers and hazards to bicyclists on all streets.
• Continue to evaluate speed limits on streets without dedicated bike lanes and reduce them where possible.
• Continue to install "Bicyclist May Use Full Lane" and "Share the Road" signing on streets with substantial traffic but without bike lanes.
• Retrofit all railroad crossings for safe, smooth bicycle travel across the tracks.
• Stage experimental street closings for "bikes, pedestrians, skaters only days" for streets with a potential high level of pedestrian/bicycle activity.
• Continue to identify and fund other spot improvements on roadways that can be quickly and inexpensively completed.
• Allow enough time for bicycle passage through controlled intersections.
• Examine and improve intersections so that they are designed, controlled, marked, and signed to facilitate safe, through bicycle travel.
• Use the standard pavement marking for the sweet spot that best senses bicycles at intersections with traffic lights.
• Continue to publicize where optimal bicycle placement at intersections is to trigger the traffic signal.
• Experiment with new techniques to prioritize cyclist movement through intersections, such as bicycle boxes painted on the pavement.
• Review existing stop signs to determine if any can be removed, changed to yield signs or made not to apply to bicycles.
• Maintain allowing bicycle use of sidewalks.
• Limit motor vehicle driving on paths to emergency and service vehicles using non-motorized or small vehicles (e.g., scooters, motorcycles) whenever possible.
• Light bicycle paths using and directing lighting fixtures commensurate with any natural resources that could be affected.
• Use signing, pavement markings and other techniques to separate users or instill mutual respect among users on pathways.

Complementary Engineering Improvements: Parking, Showers and Transit Access

This section covers those amenities that complement the road and pathway system. The General Plan contains several directives to establishing adequate bicycle parking and other bicycle amenities. The Bicycle Plan has three additional related policies. In order to optimize bicycle use these initiatives need to continue. The purpose of this section is to present strategies to ensure that the roadway network is complemented with bicycle parking, showers, and transit access.

Current Policies in Santa Cruz County General Plan

3.2.2 Mode Split: Encourage large employers to provide incentives to carpoolers, bicyclists, pedestrians and transit riders such as priority parking, company car use, bicycle lockers, bus passes, etc. in conjunction with the Trip Reduction ordinance.

[3.3. Program] d. Develop a County program and support a state program to develop and maintain parking facilities serving recreation areas which ensure traffic safety, bicycle safety, pedestrian safety, adequate parking supply and minimum disruption to surrounding neighborhoods. (Responsibility: Planning Department, Public Works, Board of Supervisors)

[3.6. Program] c. Develop programs and funding which facilitate transit use by providing inter-modal transportation or monetary savings such as the bicycle racks on buses and bus pass programs of the Santa Cruz Metropolitan Transit District. (Responsibility: Board of Supervisors, Planning Department, Transportation Commission, Transit District)

3.8.3 Modal Interaction: Encourage other modes of transportation (buses, trains, etc.) to plan for, and provide space for carrying recreational and commuting bicyclists on public transportation systems. Include secure bicycle parking facilities with development of transit shelters incorporating Santa Cruz County Transit District design approval.

3.8.4 User Convenience: Encourage the provision of bicycle racks, showers, lockers and other storage facilities at destinations, where practical and economically feasible, when reviewing discretionary permits for major activity centers and employer sites. These facilities should be provided at a level consistent with the County goal of 5% total bicycle travel.

[3.8.6 Program] a. Provide adequate, secure, and convenient bicycle parking at all existing County facilities. (Responsibility: General Services, Public Works)

[3.8.6 Program] b. Provide bicycle parking stands (facilities) at all primary public access points and at appropriate neighborhood access points (i.e., County beaches, parks, recreation centers). (Responsibility: Public Works, County Parks)

[3.8.6 Program] c. Establish a program to provide and maintain secure bicycle parking, as needed, at transit stops, to be secured as funds become available. (Responsibility: Transit Districts, Board of Supervisors, cities)

7.7.16 Improvements at Primary Access Points: Provide, encourage provision of, and/or require as a condition of new development approval, subject to policy 7.6.2, the following improvements at primary destinations: path improvements and maintenance; recycling, garbage collection; automobile parking, or in an impacted neighborhood, an acceptable alternative such as beach shuttle; bicycle parking; transit service; access provisions for disabled if feasible; restrooms; law enforcement; scenic overlooks if appropriate; safety signs if needed, and identification signs.

7.7.19 Improvements at Neighborhood Access Points: Provide, encourage, and/or require provision of the following improvements appropriate to neighborhood access points: path improvements and maintenance; bicycle parking; recycling; garbage collection; and law enforcement, subject to policy 7.6.2.
[7.7 Program] a. Improve existing parking areas through the use of fencing, striping, landscaping, bike racks, and safety improvements; provide safe stairways for beach access as part of the program to upgrade vehicular parking. (Responsibility: Public Works, Board of Supervisors)

[7.7.31 Program] o. Request private and public transit companies’ carriers connecting the coastal area with the Santa Clara Valley to provide bicycle carrying services. (Responsibility: Board of Supervisors, Transportation Commission)

**Additional Policies in Santa Cruz County Bicycle Plan 2005**

Bicycle Parking. Provide convenient, secure bicycle parking at private and public facilities and commercial districts through parking ordinance requirements (RTP 3.4.4)

Require that event sponsors provide safe bicycle access and secure bicycle parking at special events (RTP 3.4.4)

Include bicycle access in all fixed guideway planning and design.

**Suggested Additional Policies**

- Enforce parking ordinance requirements to install bicycle parking in existing facilities as a requirement of any new use, building, design, occupancy or other permit.
- Require the use of the inverted U shaped bicycle racks or other styles that provide equal stability and locking points for bicycles.
- Encourage property owners and tenants whose bicycle parking is substandard to install or upgrade their facilities and inform them of available subsidy programs.
- Continue to work with schools to install secure and covered bike parking.

**Maintaining and Preserving Bicycle Facilities and Other Roadways and Pathways**

This section covers maintenance responsibilities for facilities used by bicycles in the county. The General Plan commits the County to maintain the bikeway system to support smooth cycling. The Bicycle Plan has three additional complementary policies. In order for roadways, pathways and related facilities to remain fully serviceable these maintenance activities need to continue. The purpose of this section is to suggest strategies to ensure that facilities are adequately maintained and preserved.

**Current Policies in Santa Cruz County General Plan**

[3.8.6 Program] g. Prepare yearly development and maintenance programs for the Bikeway System which will be funded with Transportation Development Act funds, road funds, and other funds as available. (Responsibility: Public Works)

[3.9.4 Program] b. Maintain and sweep, on a regular basis, the bicycle routes and other road edges used by bicyclists. (Responsibility: Public Works)

[3.9.4 Program] g. Continue the cooperative bicycle hazard reporting program. (Responsibility: Public Works, Transportation Commission)

**Additional Policies in Santa Cruz County Bicycle Plan 2005**

Retain all existing bikeways along with roadway improvement projects ensuring that bike lanes are not narrowed to the point that they become substandard.

Maintenance. Require that contractors and utility companies doing roadside work maintain the road edge in the best possible condition during construction and, upon project completion, improve the road shoulder to the preconstruction condition or better. Require those entities performing roadside work to maintain the road edge in the best possible condition during construction, explore ways to avoid

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lengthwise seams in bike lanes and require prompt repair (including pavement) and restriping of bike lanes before the project is considered complete.

Ensure that bicycle facilities remain in a usable condition through regular maintenance and sweeping.

**Suggested Additional Policies**

- Require all parties performing construction on city rights of way of to conform to the Community Traffic Safety Coalition's Construction Safety Guidelines.
- Maintain a small sweeper to regularly sweep paved pathways.
- Coordinate with Caltrans in ensuring that State Highways are swept and maintained.
- Include the bicycle lanes or portions of the road where bicycles typically travel in any road maintenance, repaving, or other upgrade.
- Continue program to periodically restripe bicycle lanes and re-stencil other bicycling markers to ensure that they remain clearly visible to motorists.
- Use pavement marking materials that are least slippery and skid-prone.
- Continue program to maintain vegetation adjacent to or overhanging areas where bicycles travel and requiring private property owners to keep their landscaping trimmed.
- Continue timely responding to bicycle hazard reports.
- Establish protocols with other parties that have responsibilities to respond to hazard reports in the County to ensure that they are equipped to address the reports.
- Maintain a program and funding (Spot Improvements) to implement minor modifications to the roadway system to reduce automobile bicycle conflicts and bicycle hazards.
- Request railroad track owners to maintain and upgrade all railroad crossings and assist them to obtain funding if necessary.
- Do not remove or close bike lanes or bike paths.
- Do not substitute sharrows for existing bike lanes.
- Do not reduce the width of existing bicycle lanes below five feet.
- Do not restrict hours when bicycle paths can be used.

**Encouraging Bicycle Use**

This section covers ways of encouraging people to bicycle and bicycle more often that many different parties, including the County, can engage in. The General Plan has five policies to encourage cycling. The Bicycle Plan 2008 has an additional policy for employers to promote cycling. In order to further encourage cycling, these measures need to continue and expand. The purpose of this section is to suggest strategies to encourage all residents and visitors to bicycle.

**Current Policies in Santa Cruz County General Plan**

Objective 3.2 Vehicle Occupancy: To increase the average number of persons per commute vehicle to 1.35 persons per vehicle while pursuing a goal of reducing automobile trips to a maximum of 60 percent of all trips through encouragement of alternative transportation by transit, bicycles and walking.

Objective 3.8c Bicycle Use: To encourage bicycle travel as a major form of transportation in order to increase bicycle use to 20 percent of all work trips and to increase general bicycle trips to 5 percent of all trips by the year 2010.

3.8.10 Tourism: Encourage all new motels, hotels and other visitor accommodations to provide bicycles for use by the patrons.
[3.8.11 Program] c. Update the County Code to allow for bicycle rental concessions in conjunction with established park-and-ride beach shuttle parking services as part of ongoing County transportation programs. (Responsibility: Planning Department)

[6.10 Program] a. Attempt to reduce the number of vehicles on the road by vigorously promoting the 30 percent transit, 10 percent bicycles, and 2.0 person per vehicle occupancy goals which are the 1995 goals of the Regional Transportation Plan. (Responsibility: Board of Supervisors, Transportation Commission, Planning Department)

Additional Policies in Santa Cruz County Bicycle Plan 2005

Encourage employers to make bicycles and bike facilities available for business-related trips.

Suggested Additional Policies

- Support Bike to Work/School Days
- Support the Tour of California coming to Santa Cruz.
- Facilitate bicycle races and events that require use of the roadway or county facilities.
- Continue to participate in the RideSpring program.
- Maintain a fleet of bicycles for County employee use.
- Participate in the federally-authorized program to reimburse employees for up to $20 a month in bicycle commuting costs such as equipment purchases and monthly storage fees.
- In county-sponsored meeting and event announcements suggest that participants arrive by bicycle and inform them of bicycle parking opportunities.
- Require that event sponsors provide safe bicycle access and secure bicycle parking at their events and do so for County-sponsored events.
- Consider discounts in county-sponsored programs and events for bicyclists.
- Publicize the Emergency Ride Home program.
- Patronize and contract with bicycle-associated businesses, such as delivery-by-bicycle services and bicycle organization sponsored bicycle parking.
- Be a sponsor of Bike to Work and Bike to School Days.
- Continue to sponsor other programs that promote and encourage cycling.
- Publicize and support private and non-profit efforts that encourage bicycle use.
- Distribute SCCRTC bicycle route maps in County venues.
- Show bicycle facilities on maps, brochures, and other public handouts.
- Use the County’s web site to promote cycling and publicize routes and facilities.
- Sponsor temporary street closures and car-free days and associated bicycle rides and events.
- Support the Convention Bureau and Visitors Center and other efforts to encourage bicycle use to visitors to the County.
- Support programs to increase access to bicycles such as bike-sharing, discounts for bikes, free bikes, inexpensive bike loans or rentals.
- Devise and implement strategies to reduce automobile travel and traffic congestion.
Educating Bicyclists and Motorists

This section covers educational programs focusing on bicyclists and bicycling. The General Plan and the Bicycle Plan 2008 each have two provisions to promote education. In order to effectively educate cyclists and motorists alike about cycling issues existing programs need to be supported and enhanced. The purpose of this section is to suggest ways to educate cyclists as to how to ride safely and educate everyone about the rules of the road that pertain to bicycling.

Current Bicycle Policies in Santa Cruz County General Plan

[3.9.4 Program] d. Work with the Transportation Commission to ensure that the Commission continues to provide bicycle trail and safety information to the public by publishing bike trail maps and representing the countywide bicycling interests at trade shows, rideshare fairs, etc. (Responsibility: Bicycle Coordinator, Transportation Commission)

[3.9.4 Program] e. Continue and expand Bicycle Safety Education by implementing a bicycle safety education program in cooperation with the school districts and police agencies. (Responsibility: Health Services Administration, Bicycle Coordinator, Transportation Commission, Department of Motor Vehicles)

Additional Policies in Santa Cruz County Bicycle Plan 2005:

Education and Safety. Encourage bicycle rider training program for all elementary school children in Santa Cruz County and a better instruction of motorist about sharing the road with bicyclists should be included in all driver’s education courses for high school students and adults.

Continue to identify stable funding for the Community Traffic Safety Coalition Bicycle Safety Program.

Suggested Additional Policies

- Sponsor and support programs that provide education on the benefits of cycling and using alternative forms of transportation and on ways to improve one’s cycling ability.

- Sponsor and support bicycle safety programs that emphasize enforcement of traffic laws, discourage wrong-way riding, encourage the use of helmets and lights, and improve riding skills.

- Support Community Traffic Safety Coalition, Ecology Action, and other organization’s requests to fund bicycle safety programs and participate in these programs.

- Help disseminate Community Traffic Safety Coalition and other organization’s educational materials.

- Sponsor and support fun events where bicycle safety is included (e.g., bicycle rodeos).

Enforcing Laws for Bicycle Safety

This section covers enforcing laws for bicycle safety. The General Plan has one policy addressing enforcement for bicycle safety. In order for enforcement to be effective and occur equitably existing programs need to continue and be improved. The purpose of this section is to suggest ways to enforce traffic laws in a manner that promotes safety, respect, and bicycling.

Current Bicycle Policies in Santa Cruz County General Plan

[3.20 Program] c. Encourage the strict enforcement of the Vehicle Code and support driver education and bicycle safety programs. (Responsibility: Board of Supervisors, Superior Court, Municipal Court)
Suggested Additional Policies

- Continue to apply for Office of Traffic Safety grants to be able to direct extra resources toward even-handed enforcement.
- Continue support and expansion of the Bicycle Traffic School.
- Reduce traffic fines for infractions by cyclists.
- Target enforcement toward illegal behaviors by cyclists that are most dangerous.
- Include incentives in enforcement activities (e.g., fix-it tickets for equipment deficiencies, discount helmet coupons).
- Continue to ensure that sheriff officers are familiarized with the latest law with regard to cycling.
- Support sheriff officer attendance in regional or national conferences that address bicycle-related enforcement.
- Continuing having sheriff officers and other staff participate in the Community Traffic Safety Coalition.
- Place as many officers on bicycles as much as possible where their duties allow for it.
- Enforce speed limits.
- Install “no stopping” signs on streets with bike lanes near schools.
- Work with delivery companies to identify locations out of bicycle lanes for delivery trucks to stop.
- Install “no parking” signs and if necessary revise parking regulations to enable tickets to be given to motor vehicles that intrude into bicycle lanes.
- Establish a convenient system where cyclists can report harassment.
- Assign parking patrol officers to police bicycle lanes even where the adjacent motor vehicle parking is free to be able to cite motor vehicles in or blocking the bicycle lane.
- Clarify, if necessary; sign for and enforce laws regarding motorized bicycles, scooters, and cycles in bike lanes and on bike or multi-use paths.
- Employ stings, concentrated enforcement, cooperation with other law enforcement agencies and other targeted measures to reduce bicycle theft and increase recovery and return of stolen bicycles.

Evaluating Bicycling Initiatives and Responses

This section covers evaluating the programs designed to promote bicycling involving both user experiences and opinions and expert data collection and analysis. The General Plan has two policies that address aspects of evaluation. The purpose of this section is to suggest ways to evaluate the bicycling system with the objective of then making the necessary plan and strategy adjustments to generate as much success as possible.

Current Policies in Santa Cruz County General Plan

3.8.6 Regional Consistency: Periodically revise the Master Plan of Countywide Bikeways component of the Circulation Element to reflect changing conditions, and to evaluate proposed development projects for compatibility with the MPCB through the subdivision, and development permit approval process.

[Program 3.12.4] c. Develop and maintain an existing traffic count map incorporating the cities traffic counts and bicycle counts. (Responsibility: Public Works)

Suggested Additional Policies:
• Periodically evaluate bicycle counts, bicycle accident areas, bicycle parking problem areas, percentage of trips by bicycle and commuter trip patterns for bicycles in order to recommend further policies and initiatives in subsequent county bicycle plans.

• Work with the sheriff department, Highway Patrol and other emergency service providers to obtain more complete data on collisions involving bicycles.

• Use experts and evaluate alternatives when devising challenging projects.

• Ensure that pavement condition evaluation includes the area of bicycle travel and use such evaluation for prioritizing repaving projects.

• Strive to meet application criteria for a Bicycle-Friendly community designation.

• Prepare an annual report on the progress in implementing the County Bicycle Plan 2010.
To: Bicycle Committee

From: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator

Re: City of Santa Cruz Article 8 Transportation Development Act Allocation Requests

RECOMMENDATION

Staff recommends that the Bicycle Committee recommend that the Regional Transportation Commission approve the City of Santa Cruz's Article 8 Transportation Development Act allocation claims for bikeway striping and minor improvements ($10,000), bicycle parking ($1,000) and the Mission Street Extension bike/ped path revision ($50,000).

BACKGROUND

Each year the Regional Transportation Commission allocates Article 8 Transportation Development Account (TDA) funds to local jurisdictions for bikeway and pedestrian projects. TDA funds allocated to a local jurisdiction may be rolled over from one fiscal year to the next. TDA claims with bicycle amenities must be reviewed by the Bicycle Committee prior to approval by the Regional Transportation Commission.

DISCUSSION

The City of Santa Cruz submitted a request totaling $111,000 in TDA funds for bicycle and pedestrian projects (Attachment 1). The Bicycle Committee reviews bicycle related allocation requests and the Elderly & Disabled Transportation Advisory Committee reviews pedestrian related allocation requests.

The City of Santa Cruz is seeking $1,000 for bicycle parking facilities and $10,000 for bikeway striping and minor improvements to the City's bikeways (Attachment 2). Maintenance of the 30 miles of the City's bike facilities is entirely supported with TDA funds. The City is also requesting $50,000 for improving the Mission Street Extension bicycle/pedestrian path (Attachment 3).

Staff recommends that the Bicycle Committee recommend that the Regional Transportation Commission approve the City of Santa Cruz's allocation requests. The projects are consistent with the City Bicycle Transportation and Pedestrian Plans and the RTP.

SUMMARY

The City of Santa Cruz is requesting TDA Article 8 allocations for Bikeway Striping and Minor Improvements ($10,000); Bicycle Parking ($1,000) and Mission Street Extension bike/ped path revisions ($50,000). Staff recommends that the Bicycle Committee recommend that the Regional Transportation Commission approve the City of Santa Cruz's allocation request.

Attachments:
1. City of Santa Cruz Article 8 TDA Allocation Request Letter for FY 10/11
2. TDA Claim Form for Bikeway Striping and Minor Improvements and the Bicycle Parking Program
3. TDA Claim Form for Mission Street Extension bike/ped path revisions

\RTCSERV2\SHARED\BIKE\COMMITTEE\BC2010\BC_OCT10\CITY OF SANTA CRUZ TDA FY10-11.DOC
September 9, 2010

Mr. George Dondero
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

RE: City of Santa Cruz – FY 2010-11 TDA Article 8 Allocation Request

Dear Mr. Dondero:

Please accept this letter as a FY 2009-10 TDA Article 8 allocation request for the following projects:

1. Bikeway Striping and Minor Improvements ($10,000): This project provides for the annual re-striping of the City’s 30 miles of bikeways, maintenance of bikeways and minor bikeway improvements. This project is entirely supported with TDA funds.

2. Bicycle Parking Program ($1,000): This program provides for the development of bicycle parking facilities at high use areas in the public right of way.

3. Laurel Street Pedestrian Crossing ($50,000): This project provides for the construction of two pedestrian refuge median islands and ramps with left-turn lanes on Laurel Street at Felix and Blackburn Streets. The proposed improvement was developed through a public process following a pedestrian fatality.

4. Mission Street Extension Bike-Pedestrian Path Revision ($50,000): The City has received numerous public complaints about the K-rail used to delineate the bike-pedestrian path on this one-way street. The K-rail will be replaced with plastic delineators similar to those used on the one-way section of High Street. Some pavement repair will also be done.

Please return the balance of $30,000 for the Shared Roadway Markings project to the City’s unallocated balance as the shared road markings are being installed with other grant funded projects and the annual TDA funded Bicycle Striping and Minor Improvements project. The City’s remaining unallocated balance will be used to match existing grant applications, under funded projects, and future bikeway striping and parking projects.

As with all City claims, the City will commit to maintain any facilities provided with these funds for 20 years and will prepare all necessary environmental review for these projects. All of the projects above are consistent with the City Bicycle Transportation and Pedestrian Plans and the RTP.
Please call me (831-420-5422) if you have any questions or need additional information.

Sincerely,

Christophe J. Schneiter
Assistant Public Works Director/City Engineer

Attachments:
Claim Forms (3)

cc: Transportation Coordinator (CS)
    Transportation Manager (JB)
    Finance Department (RG)
Transportation Development Act (TDA) – Local Transportation Funds
CLAIM FORM
for Bike/Ped Projects
Submit a separate form for each project.

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

Project Information

1. Project Title: (1) Bikeway Striping and Minor Improvements
   (2) Bicycle Parking Program

2. Implementing Agency: City of Santa Cruz

3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:

4. TDA funding requested this claim: $ (1) $10,000 (2) $1,000

5. Fiscal Year (FY) for which funds are claimed: FY 10 / 11

6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims (ex. Article 8 Bicycle project): Article 8 Bicycle and/or Pedestrian Facility

7. Contact Person/Project Manager: James Burr
   Telephone Number: (831) 420-5426 E-mail: jbur@cityofsantacruz.com
   Secondary Contact (in event primary not available): Rich Smith
   Telephone Number: (831) 420-5522 E-mail: rsmith@cityofsantacruz.com

8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): Annual re-striping of the City’s 30 miles of bikeways and minor bikeway improvements. Bike racks as needed.

9. Number of people to be served/anticipated number of users of project/program:
   Daily bicycle commuters = 2,549
   Commuters = 30% of all traffic
   Therefore 8,497 x 365 = 3,101,405 bicyclists/year, 8,497 bicyclists/day

10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):
    Those streets most in need will be striped. Bike parking as needed.

11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)
    (1) Traffic safety (2) Convenience for bicyclists to park bicycles

12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number:
    Policy 1.1: ensure that adequate support is provided to maintain and operate existing transportation system.

13. Measures of performance, success or completion to be used to evaluate project/program:
    Traffic safety

55
14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

15. Project Cost/Budget, including other funding sources, and Schedule: (complete "10a" OR "10b")

### 10a. Capital Projects

<table>
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<tr>
<th>SCHEDULE (Month/Yr)</th>
<th>Planning</th>
<th>Environmental</th>
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*Please describe what is included in “Other”:

### 10b. Non-Capital Projects – Cost/Schedule: List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

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<th>Work Element/Activity/Task</th>
<th>SCHEDULE (Month/Yr)</th>
<th>Total Cost per Element</th>
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16. Preferred Method and Schedule for TDA fund distribution, consistent with the RTC Rules and Regulations (a. 90% prior to completion/10% upon completion; or b. 100% after completion):

17. Proposed schedule of regular progress reports:

18. TDA Eligibility:

<table>
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<th>YES?/NO?</th>
<th>A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If &quot;NO,&quot; provide the approximate date approval is anticipated.)</th>
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<td>B. Has this project previously received TDA funding?</td>
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<td>yes</td>
<td>C. For capital projects, have provisions been made by the claimant to maintain the project or facility,</td>
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or has the claimant arranged for such maintenance by another agency for the next 20 years? (If an agency other than the Claimant is to maintain the facility provide its name: ______________)  yes

D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If “NO,” project will be reviewed prior to RTC approval).  no


**Documentation to Include with Your Claim:**

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

**Article 3 & 8 Bicycle/Pedestrian Claims**
- Evidence of environmental review for capital projects

\Rtserv1\shared\GRANTS\TDA\TDAClaimForm07\bikeped.doc
Transportation Development Act (TDA) – Local Transportation Funds
CLAIM FORM
for Bike/Ped Projects
Submit a separate form for each project.

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

Project Information

1. Project Title: Mission Street Extension Bike-Pedestrian Path Revision

2. Implementing Agency: City of Santa Cruz

3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:

4. TDA funding requested this claim: $50,000

5. Fiscal Year (FY) for which funds are claimed: FY 10 / 11

6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims (ex. Article 8 Bicycle project): Article 8 Bicycle and/or Pedestrian Facility

7. Contact Person/Project Manager: Chris Schneiter
   Telephone Number: (831) 420-5422          E-mail: cschneiter@cityofsantacruz.com
   Secondary Contact (in event primary not available): Jim Burr
   Telephone Number: (831) 420-5426          E-mail: jburr@cityofsantacruz.com

8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): Replace existing K-rail with plastic delineators similar to those used on the one-way section of High street. Some pavement repair.

9. Number of people to be served/anticipated number of users of project/program:

   525,600 bicyclists & pedestrians per year (1 per minute x 60 x 24 x 365)

10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):
    Mission St. Extension between Burkett St. and Shaffer Rd.

11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)
    The City has received numerous complaints.

12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number: RTP Goal 1: "Preserve and maintain the existing transportation system, emphasizing safety, security, and efficiency."

13. Measures of performance, success or completion to be used to evaluate project/program:
    Number of users.
14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

15. Project Cost/Budget, including other funding sources, and Schedule: (complete “10a” OR “10b”)

### 10a. Capital Projects

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

100% after completion.

17. Proposed schedule of regular progress reports:

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D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).

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Documentation to Include with Your Claim:

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

Article 3 & 8 Bicycle/Pedestrian Claims
- Evidence of environmental review for capital projects

\Rtcserv\shared\GRANTS\TDA\TDAClaimForm07bikedoc}
September 9, 2010

Richard Krumholz, District Director
California Department of Transportation - District 5
50 Higuera Street
San Luis Obispo CA 93401-5415

Re: Pacific Coast Bike Route in Santa Cruz

Dear Mr. Krumholz,

This letter is to request a change in the alignment of the Pacific Coast Bike Route as it goes through the city of Santa Cruz (see attachment). The route currently enters Santa Cruz on State Route 1 southbound and continues on State Route 1 (also known as Mission Street) until it turns on Laurel Street, a local street. Mission Street is a very congested urban arterial without bike lanes. Mission Street has been the focus of community concern for the past several years as two bicyclist fatalities occurred on Mission Street in 2007 and 2008. Removing the Pacific Coast Bicycle Route off of Mission Street is in the interest of bicyclists, the City of Santa Cruz, and Caltrans. The proposed realignment of the Route has been coordinated with the Santa Cruz County Regional Transportation Commission.

The change in alignment would take bicyclists off Mission Street as they enter Santa Cruz and guide them along local streets until they reach the West Cliff Drive multi-use path at the ocean's edge. They would ride the entire length of West Cliff Drive, eventually leading them to services available at the Main Beach area and Downtown. Besides being a safer route, this is certainly a more scenic route and truly a Pacific Coast Bike Route.

We hope that you agree that this is a preferable alignment of the Pacific Coast Bike Route in Santa Cruz. We understand the responsibility for purchasing and installing the Pacific Coast Bike Route standard signs within City limits is the responsibility of the City of Santa Cruz and we propose to include this project in next year's budget, depending on the availability of funds.

Sincerely,

James Burr
Transportation Manager

Cc:
Adam Fukushima, Caltrans
Cory Caletti, Santa Cruz County Regional Transportation Commission
Cheryl Schmitt, Transportation Coordinator
File: 940-18.30
October 1, 2010

James Burr, Transportation Manager
City of Santa Cruz
809 Center Street, Room 201
Santa Cruz CA 95060

Dear Mr. Burr:

PACIFIC COAST BIKE ROUTE IN THE CITY OF SANTA CRUZ

This is in response to your recent correspondence to the California Department of Transportation (Caltrans) regarding a proposed new designation of the Pacific Coast Bike Route through the City of Santa Cruz (City). Caltrans has had the opportunity to review your proposal as detailed in your map enclosure and supports the proposal.

We appreciate the City’s support of the next steps to change the official mapping and signage for the new designation. Caltrans requests that the City provide documents of support from the Santa Cruz County Regional Transportation Commission’s (SCCRTC) Bicycle Advisory Committee and a resolution from the City Council. Additionally, we request the City provide an inventory of locations identified for the signs along the existing route. Any new directional signs within the State right of way will need to be compliant with Manual of Uniform Traffic Control Devices (MUTCD). It should be noted that the new designation of the Pacific Coast Bike Route would not change the accessibility of bikes along State Route (SR) 1; this segment of SR 1 would remain open to bicycles.

Following receipt of the above items we can coordinate for removal and exchange of the existing signage, and proceed with official changes to the route mapping.

We look forward to working with you on this matter. For additional information, please contact Brandy Rider, Senior Transportation Planner, at (805) 549-3970.

Sincerely,

[Signature]

RICHARD KRUMHOLZ
District Director

c. Cory Caletti, SCCRTC