



Santa Cruz County Regional Transportation Commission's

BICYCLE COMMITTEE

AGENDA

Monday, February 13, 2012

6:30 p.m. to 9 pm

Note Special Time

<p>SCCRTC Office 1523 Pacific Ave Santa Cruz, CA 95060</p>

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 November 14, 2011 Bicycle Committee meeting (pages 4 - 9)
7. Accept Summary of Bicycle Hazard Reports (pages 8)
8. Accept Bicycle Committee Roster (page 9)

9. Accept letter from Caltrans to concerned citizen regarding Highway 1 speed limits and plans for rumble strip installation from Western Drive to Swanton Road (page 10 - 11)
10. Accept letter from RTC staff requesting extension of the Bike Secure grant funding from the Monterey Bay Air Pollution Control District (page 12)
11. Accept letter from Caltrans regarding call for applications for the Safe Routes to School Program (page 13)
12. Accept letter from the Bicycle Committee regarding reauthorization of the federal transportation act and inclusion of dedicated funding for Transportation Enhancement and Safe Routes to School programs (page 14 - 15)
13. Accept letter from the Bicycle Committee to City of Scotts Valley Public Works Director for placement of Shared Roadway Pavement Markings (page 16)

REGULAR AGENDA

14. Monterey Bay Area Bicycle Travel Demand Modeling Project Data Collection Efforts Update – Presentation from Steph Nelson, AMBAG Associate Analyst and Ginger Dykaar, RTC Transportation Planner (page 17 - 18)
15. *Draft 2012 City of Scotts Valley Bicycle Transportation Plan* and Project Updates – Presentation from Majid Yamin, City Traffic Engineer (pages 19 - 20; plan provided separately)
16. Update on Highway 1 Morrissey to Soquel Auxiliary Lanes project and Bicycle Committee recommendations, and Highway 1 Chanticleer Overcrossing Preliminary Design – Oral Report from Kim Shultz, RTC Senior Transportation Planner, and Suzanne Saro, Consultant Design Engineer
17. Article 8 Transportation Development Act Claim and Project Updates from the County of Santa Cruz – Presentation from Jack Sohriakoff, County Public Works Department (pages 21 – 40)
18. Regional Transportation Plan (RTP) Sustainability Framework and Regional Complete Streets Initiative – Presentation from Grace Blakesless, RTC Senior Transportation Planner (pages 41 – 47)
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: Ward
 - c. City of Scotts Valley Project Tracking: Rau/*Milburn**
 - d. City of Watsonville Project Tracking:
 - e. County of Santa Cruz Project Tracking: Akol
 - f. Bike To Work Update: Mucha/Canin
 - g. CTSC and the South County Bike/Pedestrian Work Group Update: Langley/Jed
 - h. UCSC: Scott/Menchine
 - i. Legislative Tracking: Jed/Ward

- j. Sanctuary Scenic Trail: Fieberling/Casterson/Canin
 - k. Technical Subcommittee: Menchine/Hyman/Ward/Akol
 - l. Bicyclist/Motorist Safety Education: Jed/Menchine
 - m. RTC Packet Monitoring Subcommittee: Hyman
 - n. Safe Routes to School: Horton/Menchine/Akol
- (Milburn and Garza participation in subcommittees is unconfirmed)

20. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is cancelled. The following meeting of the Bicycle Committee is scheduled for Monday, April 9, 2012 at the **special meeting time** of at 6:30 pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

HOW TO REACH US

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

AGENDAS ONLINE

To receive email notification when the Bicycle Committee meeting agenda packets are posted on our website, please call (831) 460-3201 or email ccaletti@sccrtc.org to subscribe.

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



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

Minutes-Draft

**Monday, November 14, 2011
6:30 pm to 9 pm**

**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 and Chair
Jim Langley, CTSC
Bill Fieberling, City of Santa Cruz
Eric Horton, District 2 (Alt.)
Rick Hyman, District 5
Leo Jed, CTSC (Alt.)
Will Menchine, District 3 (Alt.)
Shane Moutafian, District 4 (Alt.)
Peter Scott, District 3
Holly Tyler, District 1 (Alt.)
Andy Ward, City of Capitola and Vice-Chair

Staff:

Cory Caletti, Senior Transportation Planner
Ginger Dykaar, Transportation Planner
Rachel Moriconi, Senior Transportation Planner

Excused Absences:

Gary Milburn, City of Scotts Valley (Alt.)
Carlos Garza, City of Santa Cruz (Alt.)
Lex Rau, Scotts Valley
Brandon Kett, District 4

Unexcused Absences:

Vacancies:

City of Watsonville – Voting and Alternate

Guests:

Steve All, Resident
Cathy Crowe, UCSC

3. Announcements – Cory Caletti, RTC Transportation Planner, provided the following announcements: 1) Bicycle Hazard reports, pages 11 and 12 in the packet, are now being submitted to the Bike Committee in a summarized format with follow-up activities indicated rather than individually; 2) The RTC is organizing a free all-day workshop on “Designing for Bicycle and Pedestrian Safety” on December 6th geared towards planners, public works engineers, policy makers and advocates; 3) The RTC is hosting a “Sustainability Workshop” on November 17th to evaluate sustainability in the next Regional Transportation Plan; 4) Monterey Bay Sanctuary Scenic Trail Network public workshops are scheduled for December 13th, 14th and 15th and 5) The application to purchase the Santa Cruz Branch Rail Right-of-Way is being reviewed by the Surface Transportation Board.

4. Oral Communications – Steve All, Santa Cruz County resident, inquired regarding Committee members' familiarity with a bicycle route numbering system called CycleNet that he is proposing and has developed. Two members raised their hands. Mr. All requested that the item be agendaized for a future Committee meeting.
5. Additions or deletions to consent and regular agendas – None

CONSENT AGENDA

A motion (Scott/Fieberling) to approve the consent agenda passed unanimously.

6. Approved draft minutes of the August 8, 2011 Bicycle Committee meeting
7. Accepted Summary of Bicycle Hazard Reports
8. Accepted Bicycle Committee Roster
9. Accepted Memo from RTC Staff to Local Jurisdictions regarding Bicycle Committee's Priority Bicycle Projects
10. Accepted letter of resignation from Bob Montague, City of Watsonville representative to the Bicycle Committee
11. Accepted Memo to Highway 1 Soquel/Morrissey Auxiliary Lanes Project Team regarding the Bicycle Committee's recommendations for accommodating bicyclists as part of the upcoming highway project
12. Accepted Draft 2012 Meeting Schedule and Tentative Agenda
13. Approved Bikes Secure/Bicycle Parking Subsidy Program applications from Brommer Plaza LLC, the Garden Company Nursery and Gift Shop, Burger and Pacific Collegiate Charter School

REGULAR AGENDA

14. City of Santa Cruz Article 8 Transportation Development Act (TDA) Claim – Cory Caletti summarized the City of Santa Cruz's annual TDA claim since Cheryl Schmitt, City Transportation Coordinator, fell ill and was unable to attend. A motion (Fieberling/Langley) to recommend that the RTC approve the claim for \$20,000 for annual maintenance, minor improvements and bikeway striping was approved unanimously. A suggestion was made to add West Cliff Drive to the re-striping list.
15. Monterey Bay Area Bicycle Travel Demand Modeling Project Data Collection Efforts Update – Ginger Dykaar, RTC Transportation Planner, updated the Committee on the Association of Monterey Bay Area Government's (AMBAG) Bicycle Travel Demand Modeling project and encouraged members to track their bicycle trip and route choices through the CycleTracks smart phone app. Members deliberated about different ways to collect data from non-smart phone users including school children. Ideas such as MapMyRide or paper documentation were suggested. Ginger will contact AMBAG to see if there are other methods that could be utilized to contribute to the bike route choice data collection efforts.
16. Monterey Bay Sanctuary Scenic Trail Network project update – Cory Caletti summarized bicycle/pedestrian trail planning activities to date including a kick-off meeting early in the summer, a three day field corridor tour and base mapping exercise and a series of stakeholder meetings with representatives from key partnering agencies and interest groups. She also provided information regarding community workshops, planned for December 13th, 14th and 15th, and briefly outlined public participation solicitation efforts. She encouraged members to attend and to spread the word about the opportunity to provide input. Members discussed convening a subcommittee meeting after the public workshops to evaluate preliminary alignments and provide feedback to, and on behalf of, the Committee.

17. 2012 Regional Transportation Improvement Program Preliminary Recommendations – Rachel Moriconi, RTC Senior Transportation Planner, summarized the staff report, the amount of State Transportation Improvement Program funding available to the region, the list of projects for which funding is being requested and the staff recommendation. After some discussion on each of the projects, a motion was made (Hyman/Scott) to recommend the following projects for approval by the RTC: 1) funds for design and right of way for the Chanticleer bicycle/pedestrian bridge; 2) design and construction of the Branciforte bicycle/pedestrian bridge, including a request that the City of Santa Cruz commit the full funding needed to make the project eligible for the STIP funding; 3) Vine Hill School sidewalks and bicycle lanes; 4) funds needed to complete bicycle lanes and sidewalks on Airport Blvd; and 5) Park Ave sidewalks. The motion passed unanimously. Members did not take a position on other projects.
18. Draft 2012 State and Federal Legislative Program – Rachel Moriconi summarized the RTC's annual federal and state legislative program as described in the staff report. Since no specific questions were raised, she requested that members provide her with feedback prior to December 15th. Members requested that an item on bills introduced for the 2012 legislative session be brought to their next meeting for review. Additionally, a motion was made (Akol/Hyman) to write a letter in support of preservation of the Transportation Enhancement and Safe Routes to School funding programs. The motion passed unanimously.
19. Project Tracking/Subcommittee Tasks: Oral Reports
 - a. City of Santa Cruz Project Tracking: An update was provided on the Coastal Commission's consideration of the Arana Gulch Master Plan proposal at the December 8th public meeting.
 - b. City of Capitola Project Tracking: No report provided.
 - c. City of Scotts Valley Project Tracking: In the absence of the City of Scotts Valley's representatives to the Committee, Cory Caletti reported on the Shared Lane Roadway Markings stenciled by the City staff after Bicycle Committee coordination and review of bicycle safety opportunities in the area's narrow roads. A motion was made (Ward/Langley) to write a letter of appreciation to the City of Scotts Valley Public Works Director. The motion passed unanimously.
 - d. City of Watsonville Project Tracking: No report was provided.
 - e. County of Santa Cruz Project Tracking: Kem Akol provided a progress report of the East Cliff Drive Parkway improvement project. An update was requested on the Bicycle Committee's proposal for bicycle route detours and minor improvements associated with the Highway 1 Soquel to Morrissey Auxiliary Lanes project that spans the City of Santa Cruz and unincorporated County boundary. Cory Caletti indicated that the proposal to modify Brookwood Drive from a one-way to two-way traffic flow was not being considered at this time; that a formal response would be provided early next year; and that the La Fonda to Park Way dirt path will be formalized into a standard bikeway.
 - f. Bike to Work Update: Ecology Action is part of a Safe Route to School grant received by the County Health Services Department. Ecology Action staff will be expanding its Bike to School program by targeting eight additional schools across the county, as well as promoting walking school buses and other programs.
 - g. CTSC Update: Staff to the CTSC, Theresia Rogerson, has returned from maternity leave. Public Service Announcements regarding the dangers of distracted driving are airing in South County and will air at Cinema 9 in Santa Cruz during the holiday season.
 - h. UCSC: No update was provided.
 - i. Legislative Tracking: Covered in earlier agenda item. This subcommittee may re-convene prior to the next Bicycle Committee meeting to review next year's new bills.
 - j. Sanctuary Scenic Trail: Covered in earlier agenda item.
 - k. Technical Subcommittee: Subcommittee members are interested in receiving the formal

response regarding the Highway 1 Soquel to Morrissey Auxiliary Lanes detour and bike improvement proposal.

- l. Bicyclist/Motorist Safety Education: No report was provided.
- m. RTC Packet Monitoring Subcommittee: No report was provided.
- n. Safe Routes to School: Will Menchine reported that he started a Safe Routes to School Coalition at Mission Hill Middle School which is supported by the school's administration.

20. Meeting adjourned at 9:25 p.m.

NEXT MEETING: The Bicycle Committee meeting scheduled for Monday, December 12, 2011, was cancelled. The next meeting will be held on Monday, February 13th, 2012 at the special meeting time of 6:30pm at the RTC office.

Minutes respectfully prepared and submitted by:

A handwritten signature in black ink that reads "Cory Caletti". The signature is written in a cursive, flowing style.

Cory Caletti, Senior Transportation Planner

\\RTCSERV2\Shared\Bike\Committee\BC2011\BCNov11\BCMinutes_November11draft.doc

Hazard Report

Date	First Name	Last Name	Contact Info	Location	Cross Street	City	Category	Additional Comments	Forwarded To	Forwarded Date	Response	Images
12/12/11	Andrew	Ward	debnandy@sbcglobal.net	E. Cliff Dr	Portola Dr	County of Santa Cruz	Traffic signal/Bikeway not marked clearly	rider states left turn signal does not trigger for bicycles, must either run the light or wait for car to enter left turn lane to trigger sensor. Would be helpful if there was marking on pavement to indicate where cyclists should position in left turn lane to trip sensor. such markings are deploys throughout the county.	General Dept Co of SC	12/12/11		
11/29/11	Don	Bugni	bugmenow@sbcglobal.net	Clinton St	Owens St	Santa Cruz	Construction hazard	rider stated pg&e has large steel plate in place in paved area at intersection of clinton st and owens st since february, recently added a second plate, plates slippery when wet, asphalt compressed leaving edge of plate exposed, difficult for cyclists, motorists swerving to avoid plates, driving in oncoming traffic.	General Dept Co of SC	11/29/11	From Cheryl - PG&E has removed the steel plate and patched with temporary asphalt 12/1/11 *	
11/29/11	Don	Bugni	bugmenow@sbcglobal.net	MacGregor Dr	New Brighton Rd	County of Santa Cruz	Rough Pavement or potholes	rider states trench across mcgregor dr at new brighton rd not repaired resulting in rough crossing for cyclists, condition exists for over a month, public roadway should be restored when trench project complete	General Dept Co of SC	11/29/11	From Cheryl - Forwarded to PG&E 11/29/11 *	
11/27/11	Don	Honda	don_honda@hotmail.com	Opposite 331 Arroyo Seco	King Street	Santa Cruz	Plant overgrowth or interference,Debris on sidewalk,Sidewalk too narrow	rider stated debris, broken glass on sidewalk, fallen tree limb blocking sidewalk. Adjacent property on Arroyo Seco, sidewalk is unusable due to vegetation taking over.	Cheryl Schmitt	11/19/11	From Cheryl - I will field check and send notice to clear sidewalk. 11/30/11*	
11/13/11	Rick	Hyman	bikerick@att.net	Cathcart St.	Front St.	Santa Cruz	Traffic Signal	rider states traffic light on Cathcart to turn left onto Front Street does not trip for bicycles.	Tom Barnett Caltrans	11/14/11		
11/12/11	Gary	Harrold	ghsoquel@yahoo.com	41st Ave & Capitola Rd.	41st Ave & Capitola Rd.	Capitola	Asphalt ridge	rider stated my bicycle tire has caught on the asphalt ridge and threw me off balance. Dangerous busy intersection	Steve Jesberg	11/17/11		
11/08/11	Andy	Ward	andrew.ward@plantronics.com	HWY 1	High St/Harvey West Park	Santa Cruz	Other	rider stated path users must traverse over half of the path length, as i did today, only to find the path closed to through travel. Can't work crews be required to post closure signs at both ends of the path?	Cheryl Schmitt	11/15/11		Bicycle Hazard Downloaded Images\2011\111104-SoquelDr-SR1Overpass.JPG
11/04/11	Cheryl	Schmitt	cschmitt@cityofsantacruz.com	Soquel Dr.	SR1 Overpass	County of Santa Cruz	Rough pavements/pot holes	rider states the west seam between the bridge overpass and the road there is a drop that doesn't look so bad in the photo but it can throw a bicyclist off. The detector hand hole is failing; can't see it at night.	General Dept Co of SC & Tom Barnett	11/15/11		

BIKE COMMITTEE ROSTER - February, 2012

Representing	Member Name/Contact Info	Appointment Dates
District 1 - Voting Soquel, Live Oak, part of Capitola	Kem Akol kemakol@msn.com 247-2944	First Appointed: 1993 Term Expires: 3/13
Alternate	Holly M. Tyler	First Appointed: 2010 Term Expires: 3/13
District 2 - Voting Aptos, Corralitos, part of Capitola, Nisene Marks, Freedom, PajDunes	David Casterson, Chair dcasterson@comcast.net	First Appointed: 2005 Term Expires: 3/12
Alternate	Eric Horton erichortondesign@gmail.com 419-7296	First Appointed: 3/09 Term Expires: 3/12
District 3 - Voting Big Basin, Davenport, Bonny Doon, City of Santa Cruz	Peter Scott drip@ucsc.edu 423-0796	First Appointed: 2007 Term Expires: 3/13
Alternate	William Menchine (Will) menchine@cruzio.com	First Appointed: 4/02 Term Expires: 3/13
District 4 - Voting Watsonville, part of Corralitos	Brandon Kett 722-4646	Term Expires: 3/12
Alternate	Shahe Moutafian	First Appointed: 8/11 Term Expires: 3/12
District 5 - Voting SL Valley, Summit, Scotts Valley, part of Santa Cruz	Rick Hyman bikerick@att.net	First Appointed: 1989 Term Expires: 3/13
Alternate	Vacant	Term Expires: 3/13
City of Capitola - Voting	Andy Ward, Vice Chair Andrew.ward@plantronics.com 462-6653	First Appointed: 2005 Term Expires: 3/14
Alternate	Vacant	Term Expires: 3/13
City of Santa Cruz - Voting	Wilson Fieberling anbfieb@yahoo.com	First Appointed: 2/97 Term Expires: 3/12
Alternate	Carlos Garza carlos@cruzio.com	First Appointed: 4/02 Term Expires: 3/12
City of Scotts Valley - Voting	Lex Rau lexrau@sbcglobal.net 419-1817	First Appointed: 2007 Term Expires: 3/14
Alternate	Gary Milburn 427-3839 hm g.milburn@sbcglobal.net/438-2888 ext 210 wk	First Appointed: 1997 Term Expires: 3/14
City of Watsonville - Voting	Vacant	Term Expires: 3/13
Alternate	Vacant	Term Expires: 3/13
Bike To Work - Voting	Nick Mucha nmucha@ecoact.org 426-5925 x.128	First Appointed: 4/11 Term Expires: 3/13
Alternate	Piet Canin pcanin@ecoact.org 426-5925 ext. 127	First Appointed: 4/02 Term Expires: 3/13
Community Traffic Safety Coalition - Voting	Jim Langley jim@jimlangley.net 423-7248	First Appointed: 4/02 Term Expires: 3/12
Alternate	Leo Jed leojed@gmail.com 425-2650	First Appointed: 3/09 Term Expires: 3/12

All phone numbers have the (831) area code unless otherwise noted.

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
<http://www.dot.ca.gov/dist05/>



*Flex your power!
Be energy efficient!*

February 2, 2012

File: SCR-001-20.09/21.83

Ms. Johanna Epps

Dear Ms. Epps:

This is in regard to your recent correspondence to the California Department of Transportation (Caltrans) regarding safety concerns on Highway 1 between Western Drive and the entrance to Wilder Ranch in Santa Cruz County. Thank you for contacting us with your concerns and suggestions.

Speed limits on State Highways are set by California Vehicle Code Sections 22349 (CVC §22349) and 22354 (CVC §22354). These statutory requirements allow Caltrans to set speed limits that are uniform, rational, and enforceable with full support of the judicial system. Due to statutory requirements, if Caltrans were to lower the current speed limit on Highway 1, law enforcement officers would be unable to use radar for speed limit enforcement.

Caltrans has recently reviewed and analyzed collision data in this area as part of a larger corridor investigation. In this particular location, over one third of the reported accidents were roadway departure collisions. A roadway departure collision is one where the driver leaves the travel lane and either crosses the centerline of the roadway, or travels beyond the right shoulder. As a result of the corridor investigation, a project has been initiated to install centerline rumble strip and shoulder rumble strip from the area near the Mission Street/Shaffer Road intersection (Post Mile 20.41) to Swanton Road (Post Mile 30.55). The rumble strips will be placed in the segment north of the City of Santa Cruz to Swanton Road where the speed limit is 55 mph. Caltrans has participated in the development of research on the effectiveness of rumble strips. This research has indicated that continuous shoulder and centerline rumble strips have a significant positive effect on traffic safety with reductions in severe run off road and cross centerline collisions exceeding 25%.

/s/

Ms. Johanna Epps
February 2, 2012
Page 2

Regarding the horse crossing signs you suggest, Caltrans isn't aware of a designated bridle path crossing Highway 1 (CVC Section 21805). If a designated bridle path crossing indeed exists, the agency responsible for the placement and maintenance of the path can contact our Traffic Safety office at 805-549-3239. We will work with the agency to review the location for potential signage.

I appreciate your attention to safety on Highway 1. If you have any questions regarding Caltrans efforts, please contact Deb Larson, Sr. Transportation Engineer at 805-549-3017.

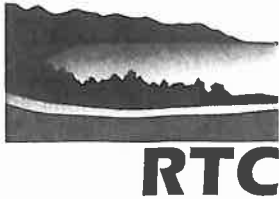
Sincerely,



RICHARD KRUMHOLZ
District Director

c: Neal Coonerty, Third District Supervisor
George Dondero, Executive Director, SCCRTC

//



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@scrtc.org

January 26, 2012

Alan Romero, Air Quality/Transportation Planner
MBUAPCD
24580 Silver Cloud Court
Monterey, CA 93940

RE: Grant Agreement #09-39 for Bikes Secure Bicycle Parking Subsidy – Phase IV

Dear Mr. Alan Romero;

The Santa Cruz County Regional Transportation Commission (RTC) hereby requests an extension of the AB2766 Grant # 09-39 awarded for the Bikes Secure Phase IV program. We are requesting an extension of the \$30,000 grant through January 31, 2013.

Approximately \$9,700 of the original grant allocation remains and thus staff expects to utilize remaining funds completely in this calendar year. The RTC has not yet sought reimbursement for ordered racks and bicycle locker subsidies paid out to vendors or applicants.

The RTC has been focusing efforts on education institutions since Safe Routes to School on-road facility improvements also require additional parking spaces. The length of time required for schools' administrative and approval processes has slowed down rack distribution efforts. The Bicycle Advisory Committee, the body the RTC has charged with review and approval of bike parking subsidy applications, would like to accommodate the longer time required by public schools in light of the financial hardships they face. Finally, public schools in the South County area are a particular focus of distribution efforts due to the RTC's desire to see equitable distribution of local resources throughout the entire county.

The program has benefited the residents of Santa Cruz County in many ways. It has created safe parking options for bicycle riders all over the county and has thus promoted an emission-free transportation option. The success of this program depends upon the extension of its primary funding source.

The Regional Transportation Commission highly values the Air District's ongoing support of this beneficial program. If you have any questions or comments, please call me at (831) 460-3201.

Sincerely,

Cory Caletti
Senior Transportation Planner/Bicycle Coordinator

cc: Bicycle Committee

s:\bike\bikesecr\program funding\2009_ab2766\extension_request_phaseiv.doc

DEPARTMENT OF TRANSPORTATION

50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3111
FAX (805) 549-3329
TDD (805) 549-3259
<http://www.dot.gov/dist05>



*Flex your power!
Be energy efficient!*

December 28, 2011

Cory Caletti
Sr. Transportation Planner
Santa Cruz Co. Reg. Trans. Comm.
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Ms. Caletti:

We are now accepting applications for the Tenth Cycle of the Safe Routes to School Program (SR2S) with applications due to our office by March 30, 2012.

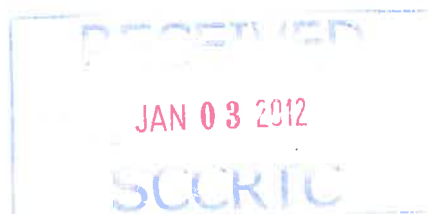
The amount of funding available for Cycle 10 is \$45 million which would be funded from the 2011/12 State Budget Act and projected funding from the 2012/13 Fiscal Years. Applications must be for capital projects such as sidewalks, pathways, bike lanes, traffic calming, etc. (with up to 10 percent available for non-infrastructure activities such as education, encouragement and enforcement). **Only cities and counties are eligible to compete for these funds.**

To view the updated SR2S Guidelines and Application, please visit:
www.dot.ca.gov/hq/LocalPrograms/saferoutes/saferoutes.htm

If you have any questions, please contact Mikie Wickersham, of my staff, at (805) 549-3074.

Sincerely,

GARIN SCHNEIDER
District Local Assistance Engineer



13



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

November 22, 2011

The Honorable Barbara Boxer
112 Hart Senate Office Building
Washington, D.C. 20510

Dear Senator Boxer:

On behalf of the Santa Cruz County Regional Transportation Commission (RTC) Bicycle Committee, I urge you to **ensure that reauthorization of the federal transportation act includes dedicated funding for the Transportation Enhancement (TE) and Safe Routes to School (SRTS) programs.** These programs are critical for addressing safety and mobility needs of travelers in Santa Cruz County. While we are pleased that these programs are included in the mark-up of the MAP-21 bill released earlier this month, we are disappointed that the draft reduces funding and adds expensive new eligibilities that do not conform to the purposes that these were designed to achieve as part of a consolidated program.

SRTS and TE funds have been used to address critical transportation needs in Santa Cruz County. Some of the projects funded with TE and SRTS funds in Santa Cruz County include:

- Bicycle lanes, sidewalks, and multi-use paths providing access to numerous schools, including Calabazas Elementary School, Amesti Elementary School, Bay view Elementary School, Holy Cross School, Mar Vista Elementary School
- San Lorenzo River Bike/Pedestrian Bridge, near Highway 1 – previously people were unsafely and illegally crossing the river by using the highway bridge
- Beach Street Bikeway near the Santa Cruz Boardwalk

However, gaps in the bicycle and pedestrian network continue to exist. In order to reduce greenhouse gas emissions, reduce fatalities, and generate jobs, it is important to provide balanced transportation choices—including safe and convenient walking and bicycling routes. Please include dedicated funding for walking and bicycling investment programs in the reauthorization bill with increases on par with other parts of the bill to help meet the growing demand for safe, affordable, healthy transportation, and the high quality of life that travelers want and deserve. We are aware of the debate and controversy that currently surrounds these programs in the U.S. Senate and House, and urge you to work with your fellow Congress members to **ensure these programs are not eliminated.**

We urge you to work with committee leadership, other senators and Congress members to address our concerns and approve a reauthorization bill that dedicates funding for pedestrian and bicycle projects.

Sincerely,

David Casterson
Chair, RTC Bicycle Committee

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

\\Rtcserv2\shared\Bike\Committee\CORR\2011\Support_for_SRTS_TE.docx

14

The letter was also sent to these elected.

The Honorable John L. Mica, Chairman
The Honorable Nick J. Rahall II, Ranking Member
Committee on Transportation and Infrastructure
U.S. House of Representatives
Washington, DC 20515

VIA FAX: (202) 225-6782

VIA FAX: (202) 226-1270

The Honorable Tim Johnson, Chairman
The Honorable Richard Shelby, Ranking Member
Committee on Banking, Housing, and Urban Development
United States Senate
Washington, DC 20510

VIA FAX: (202) 224-5137

The Honorable James Inhofe
Committee on Environment and Public Works
United States Senate
Washington, DC 20510

VIA FAX: 202-228-0380

The Honorable Dianne Feinstein
United States Senate
Washington, DC 20510
FAX: (202) 228-3954

The Honorable Sam Farr
U.S. House of Representatives
Washington, DC 20515
FAX: (202) 225-6791

The Honorable Anna Eshoo
U.S. House of Representatives
Washington, DC 20515
(202) 225-8890
(650) 323-3498



SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL info@sccrtc.org

November 17, 2011

Ken Anderson, Public Works Director
City of Scotts Valley
701 Lundy Lane
Scotts Valley, CA 95066

RE: Appreciation for Shared Roadway Bicycle Markings

Dear Mr. Anderson:

I am writing on behalf of the Bicycle Committee of the Santa Cruz County Regional Transportation Commission (RTC) to express our appreciation for the Shared Roadway Bicycle Markings (aka Sharrows) recently stenciled by City of Scotts Valley to enhance bicycle travel within the City.

As you know, Sharrows are placed to better identify the footprint bicyclists should travel where roadway width is too narrow for bicyclists to ride along side motor vehicles. The pavement markings are placed where no bicycle lanes exist and are to remind motorists to expect bicyclists in the travel path. The RTC's Bicycle Committee worked with the City of Scotts Valley Public Works staff to identify locations where the markings could benefit all road users by better informing them of proper lane sharing behaviors.

On Monday, August 15th, City Traffic Engineer Majid Yamin, Scotts Valley representative on the Bicycle Committee Lex Rau, and RTC Bicycle Coordinator Cory Caletti identified approximately 40 locations within the City's boundaries where safety and operational enhancements could be made. Green Hills road, Glen Canyon Road, Granite Creek Road, Bean Creek Road, and Glenwood Drive were among the roads identified. Two days later, the City's maintenance crew was already out on the roadways stenciling Sharrows and making the bicycle travel safer for commuters, kids riding to school, utilitarian riders and fitness enthusiasts.

This was an exemplary collaborative effort between City of Scotts Valley staff and the RTC's Bicycle Advisory Committee. Many thanks and much gratitude go to you and your staff for speedy implementation, most notably Majid Yamin, maintenance supervisor Frank Alvarez, as well as other maintenance crew members.

Bicycle Committee members appreciate the City of Scotts Valley's ongoing efforts to improve bicycle facilities and encourage non-motorized travel. If you have any questions, please feel free to contact the RTC's Bicycle Coordinator and staff to the Bicycle Committee, Cory Caletti at (831) 460-3201 or by email at ccaletti@sccrtc.org.

Sincerely,

David Casterson
RTC Bicycle Committee Chair

cc: City of Scotts Valley City Council
Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission Bicycle Committee

16



MEMORANDUM

SUBJECT: **Monterey Bay Area Bicycle Travel Demand Modeling Project** - Status Update, Bike Count Locations, CycleTracks Data Collection

MEETING DATE: **February 2012**

BACKGROUND

Funded by the Monterey Bay Unified Air Pollution Control District's AB 2766 Emission Reduction Grant Program, the Monterey Bay Area Bicycle Travel Demand Modeling Project will assist the Air District and local planners in conducting benefit-cost analyses of bicycle projects while assisting AMBAG with meeting SB 375 mandated regional GHG targets.

The two primary activities of this project consist of data collection and analysis and the development of a bicycle travel demand modeling tool. The selected consultant will develop the modeling tool within the context of AMBAG's overarching model improvement plan while also meeting the needs of the Air District as identified above. To the extent practicable within the budget and timeframe of this project, the consultant will also implement pertinent RTDM improvements to ensure sufficient sensitivity to bicycle travel.

Timeline

July 2011	AMBAG Staff released RFP
September 2011	AMBAG Board approved recommended consultant
Sept-Nov 2011	CycleTracks collection; bicycle count location recommendations solicited from county bike committees; scoping meetings with consultant
November 2011	Kick Off Meeting & bike count location discussion
May 2012	Bicycle counts collected; CycleTracks data collection concludes
Throughout 2012	Model development; feedback from stakeholder, peer review group; Beta Release Workshop; Final Release workshop/training

CycleTracks Status Update: to date, 100 users have uploaded 700 trips using the CycleTracks app.

DISCUSSION

AMBAG seeks input from the bike committee on bicycle count locations as well as continuing and increased support with the collection of CycleTracks data.

Project Monterey Bay Area Bicycle Travel Demand Modeling Project

Proposed Bicycle Count Locations - Preliminary List

Contact Steph A. Nelson, 831.264.5092 or snelson@ambag.org

Your Name

Agency

TAC Input (y/n)

Rank	Cross Streets / Street Address	City	Comments
1	High St and Bay Ave	Santa Cruz	CTSC location
2	Seabright and Murray	Santa Cruz	CTSC location, City of SC location
3	Freedom and Alta Vista	Watsonville	CTSC location
4	East Cliff and Wharf	Capitola	CTSC location
5	Mt Hermon and Scotts Valley	Scotts Valley	CTSC location
6	East Cliff and 7th Ave	Live Oak	CTSC location
7	Soquel Ave and Frederick St	Santa Cruz	CTSC location
8	Portola Ave and 41st	Capitola	CTSC location
9	Main and East Beach	Watsonville	CTSC location
10	Front St and Laurel St	Santa Cruz	CTSC location, City of SC location
11	Hwy 9 and Graham Hill	Felton	CTSC location
12	Beach St and Wharf	Santa Cruz	City of SC location, Alot of recreational cyclists bike past he City of SC count location
13	Soquel Dr and Porter St	Soquel	CTSC location
14	Freedom Blvd and Green Valley	Watsonville	CTSC location
15	Granite Creek and Scotts Valley Dr	Scotts Valley	CTSC location
16	Soquel Drive and Winkle Ave	Santa Cruz	CTSC location
17	Mission Hill Middle School	Santa Cruz	CTSC location
18	Green Acres Elementary	Watsonville	CTSC location
19	New Brighton Middle School	Aptos	CTSC location
20	Live Oak Elementary	Live oak	CTSC location
21	Brommer and 17th	Live Oak	CTSC location
22	Swift Street and Delaware	Santa Cruz	CTSC location

Agenda: February 13, 2012

To: Bicycle Committee
From: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator
Re: 2012 City of Scotts Valley Draft Bicycle Transportation Plan

RECOMMENDATION

Staff recommends that the Bicycle Committee reviews the *2012 City of Scotts Valley Draft Bicycle Transportation Plan* (Attachment 1- 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 Scotts Valley submitted the *2012 City of Scotts Valley Draft Bicycle Transportation Plan* for review (Attachment 1- posted separately). Committee members are asked to 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 *2012 City of Scotts Valley Draft Bicycle Transportation Plan* and provide feedback.

Attachment 1: *2012 City of Scotts Valley Draft Bicycle Transportation Plan* (posted separately)

\\Rtcserv2\shared\Bike\Committee\BC2012\BCFeb12\SV_BikePlan_StaffReport.docx

TO: Bicycle Committee

FROM: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator

RE: Transportation Development Act (TDA) Article 8 Allocation Request from the County of Santa Cruz

RECOMMENDATIONS

Staff recommends that the Bicycle Committee recommend that the Regional Transportation Commission approve by resolution the County of Santa Cruz's Article 8 Transportation Development Act (TDA) allocation requests for the following bicycle related projects:

1. Bike Lane Maintenance – \$150,148 in FY 10/11 funds and a transfer of \$29,526 in funds previously allocated to Wilder Ranch Phase II project for a total allocation of \$179,674; and
 2. Calabasas School Pedestrian and Bicycle Safety Improvement Project – \$150,000 in FY 11/12.
-

BACKGROUND

The Transportation Development Act (TDA) was established by the State Legislature in 1971. The TDA provides one of the major funding sources for public transportation in California. TDA funds are also used by local jurisdictions for bicycle and pedestrian projects.

Funds are obtained by local jurisdictions via a three-step process: 1) apportionment, 2) allocation, and 3) payment (reimbursement). One step does not always imply or require the next. Apportionment in Santa Cruz County is done by the RTC according to population using an approved formula in the RTC Rules & Regulations. Once funds are apportioned to a given area, they are typically available only for allocation to claimants in that area. Allocation is the discretionary action by the RTC that designates funds for a specific claimant for a specific purpose. TDA funds are apportioned annually and allocated on an on-going, non-competitive basis. Unused TDA funds allocated to any project may be rolled over from one fiscal year to the next.

As stated in the RTC Rules and Regulations, a TDA Article 8 claim shall include 1) a description of the project; 2) justification for the project including a statement regarding its consistency and relationship with the Regional Transportation Plan; 3) estimated cost of the project including other funding sources; 4) an agreement to maintain the funded project in the condition outlined in the submitted plans for a period of 20 years; and 5) preferred method of

disbursement.

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) reviews and makes recommendations regarding TDA applications for pedestrian projects and the Bicycle Committee reviews and makes recommendations regarding claims for bicycle projects.

DISCUSSION

The County of Santa Cruz is requesting an allocation of FY 10/11 and FY 11/12 funds for two separate projects. Claim forms for each bicycle improvement project containing background and budget information are attached for committee review. The Elderly and Disabled Transportation Advisory Committee will review the claim with a pedestrian component and make a recommendation on February 14, 2012. The bicycle improvement projects are:

- Bike Lane Maintenance – \$150,148 in FY 10/11 and a transfer of \$29,526 in funds previously allocated to Wilder Ranch Phase II project for a total allocation of \$179,674 to sign, re-stripe, repair, make minor improvements, and sweep bike facilities throughout the unincorporated area of the County.
- Calabasas School Pedestrian and Bicycle Safety Improvement Project – \$150,000 in FY 11/12 funds to construct 1900 feet of bike lanes, curbs, gutters, and sidewalks on Calabasas Road from Buena Vista Drive to Calabasas Elementary School.

Attachment 1 is a letter from John Presleigh, Director of Public Works for the County of Santa Cruz, requesting a TDA Article 8 funding allocation for two claims (Attachments 2 and 3) including a transfer of funds from a previously allocated project. County Public Works staff Jack Sohriakoff will attend the meeting on February 13, 2012 to present the claims, provide additional information and answer questions. The RTC is scheduled to consider these claims at their next meeting.

Staff recommends that the Committee recommend that the RTC approve the County of Santa Cruz allocation request. All projects are consistent with the 2010 Regional Transportation Plan.

SUMMARY

The County of Santa Cruz is requesting an allocation of TDA Article 8 funds for two bicycle and pedestrian improvement projects. Staff recommends that the Bike Committee recommend that the RTC approve the County's allocation request.

Attachment 1: Article 8 TDA Allocation Request Letter from County of Santa Cruz Public Works
Director John Presleigh

Attachment 2: Bike Lane Maintenance Claim

Attachment 3: Calabasas Road Pedestrian and Bike Safety Project Claim



County of Santa Cruz

DEPARTMENT OF PUBLIC WORKS

701 OCEAN STREET, ROOM 410, SANTA CRUZ, CA 95060-4070
(831) 454-2160 FAX (831) 454-2385 TDD (831) 454-2123

JOHN J. PRESLEIGH
DIRECTOR OF PUBLIC WORKS

January 31, 2012

GEORGE DONDERO, EXECUTIVE DIRECTOR
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

SUBJECT: TRANSPORTATION DEVELOPMENT ACT ARTICLE 8 PROJECT
ALLOCATION CLAIMS

Dear Mr. Dondero:

The County of Santa Cruz Department of Public Works submits the enclosed Transportation Development Act (TDA) Article 8 allocation claims for two separate projects. One of the project claims is for unallocated funds from fiscal year (FY) 2010/2011 and is combined with an additional claim request to transfer allocated funds from a previous year. The other claim is for FY 2011/2012 allocations.

The County Board of Supervisors has approved the TDA appropriations for these projects in the FY 2010/2011 and 2011/2012 budgets. Copies of the budget and the Final 2011/2012 Capital Improvement Program pages are attached to the claim forms in lieu of the requested resolution since the Board has approved these projects.

BIKE LANE MAINTENANCE

An allocation claim for FY 2010/2011 funds of \$150,148 is requested for bike lane maintenance of County roads. In addition, the previously allocated funds for the Wilder Ranch Bike Path Phase II in the amount of \$29,526 are requested to be transferred to bike lane maintenance for a total allocation of \$179,674. Basic road maintenance funding has been drastically reduced during the current economic difficulties, and TDA funds have been used for this program in years past. The funding will allow County crews and contractors to re-stripe, sign, conduct minor repairs, and sweep the bike lanes, which are located on major arterial roads in the unincorporated area of the County. Bike lane maintenance is critical to supporting traffic safety on County roads.

CALABASAS SCHOOL SAFETY IMPROVEMENT PROJECT

An allocation claim for FY 2011/2012 funds in the amount of \$150,000 is requested for the Calabasas School Pedestrian and Bicycle Safety Improvement project. The County has designed the project and obtained all necessary right-of-way, easements, and permits to construct this project, which includes sidewalks and bike lanes on Calabasas Road from Buena Vista Drive to Bradford Road. Previous TDA allocation claims totaling \$300,000 have already been approved. This FY 2011/2012 (per the 2011/2012 Board approved budget) allocation request would bring the total allocations for this project to \$450,000. This project is a basic safety improvement to increase pedestrian and bicycle access to an elementary school within an urbanized residential area surrounded by agricultural uses.

The Department of Public Works thanks you for accepting our request for allocations of TDA funding. The preferred method of disbursement is by means of County journal (AUD48) whereby the TDA Article 8 funds should be transferred to Budget Index 621220, Subobject 1582. If you have any questions or require additional information, please contact Jack Sohriakoff, Senior Civil Engineer, at (831) 454-2160.

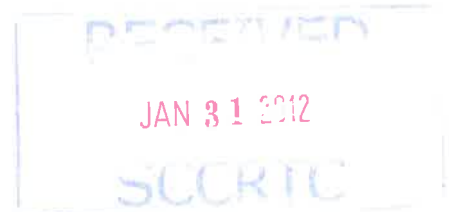
Yours truly,



JOHN J. PRESLEIGH
Director of Public Works

JRS:lh

Enclosures



Transportation Development Act (TDA) – Local Transportation Funds CLAIM FORM for Bike/Ped Projects

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

Project Information

1. Project Title: Bike Lane Maintenance
2. Implementing Agency: County of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$150,148 + \$29,526 = \$179,674
5. Fiscal Year (FY) for which funds are claimed: FY 2010/2011
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: ☒ **Article 8 Bicycle and/or Pedestrian Facility**
7. Contact Person/Project Manager: Jack Sohriakoff, Senior Civil Engineer
Telephone Number: (831) 454-2160 E-mail: dpw140@co.santa-cruz.ca.us

Secondary Contact (in event primary not available): Greg Martin, Civil Engineer
Telephone Number: (831) 454-2160 E-mail: _____
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): As in previous years these funds will be utilized by County maintenance crews and contractors to sign, re-stripe, repair, make minor improvements, and sweep bike lanes, bike routes, and bike paths maintained by the County of Santa Cruz Department of Public Works.
9. Number of people to be served/anticipated number of users of project/program:
Estimated County population in 2010 = 253,737 people. Estimated bike riders: 4% of population = 10,150 bicyclists. Bike riders consist of commuters, students, and recreational users. These are considered direct users to be served. However, to a certain extent, all motorists sharing the roads with bike lane users are being served with enhanced traffic safety measures.
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):
See attached list of bike lane miles on County maintained roads. Bike lanes are generally located on major arterial roads throughout the County, with most bike lanes located within the urbanized areas of Aptos, Live Oak, Pajaro Valley, and Soquel.
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):
Traffic safety is the main goal. It is anticipated that more people will ride bikes due to the economic difficulties now being experienced. The maintenance of roadways has been significantly reduced due to these same economic difficulties, and the use of TDA funds to maintain these bike facilities is very critical to maintaining traffic safety.

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 the existing transportation system. Policy 2.1- Ensure that all major corridors provide a choice of transportation modes and are designed with multi-modal amenities such as bus stops, turnouts and shelters, bike lanes and sidewalks. Policy 4.1 – Emphasize sustainable transportation modes consistent with regional environmental policies. Policy 4.2 – Ensure that transportation projects contribute to improved regional air quality, reduce energy consumption or reduce vehicle miles traveled, or, at a minimum, do not worsen existing conditions. Policy 5.1 – Utilize limited capital resources to maximize the efficiency of the existing transportation system, and as an alternative to constructing new facilities.

13. Measures of performance, success or completion to be used to evaluate project/program:
Not applicable – on going maintenance of existing facilities.

14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):
Not applicable – on going maintenance of existing facilities.

15. Project Cost/Budget, including other funding sources, and Schedule: The Santa Cruz County Board of Supervisors approved the TDA budget for this item in June 2010 for the FY 2010/2011 budget. Attached is an excerpt from the budget indicating the re-allocation of the \$29,526 Wilder Ranch Bike Path Phase II line item and the total Bike Lane Maintenance funding. These line items remained the same for the FY 2011/2012 approved budget, and the Final 2011/2012 Capital Improvement Program TDA financing page identifies this project broken down by district.

Project Start Date: July 1, 2011, on going bike lane maintenance

	Planning	Environ- mental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr) Completion Date 6/30/12					6/30/2011			
Total Cost/Phase					\$179,674			\$179,674
\$TDA requested					\$150,148			\$150,148
Source 2: Prior TDA					\$29,526			\$29,526
Source 3:								
Source 4:								

**Please describe what is included in "Other":*

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):
Preferred method for TDA fund distribution is: a. 90% prior to completion/10% upon completion.

17. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	Yes
B. Has this project previously received TDA funding?	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years?	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
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	Yes

Documentation to Include with Your Claim:**All Claims**

- ☐ A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☐ Resolution from the TDA Eligible Claimant indicating its role and responsibilities.

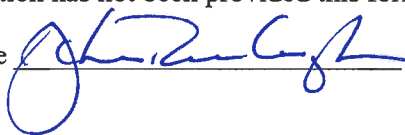
Article 8 Bicycle/Pedestrian Claims

- ☐ Evidence of environmental review for capital projects

Local Agency Certification:

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature



Title:

DIRECTOR OF PUBLIC WORKS

Date:

1/31/2012

Bikeway Miles (Bi-directional)

Jurisdiction	Bike Lane Miles thru 2010 (Bi- directional)	County of Santa Cruz Bike Lane and Path Locations
County	3.20	7th Avenue
County	3.20	17th Avenue
County	0.90	30th Avenue (Brommer Street to Portola Avenue)
County	0.12	41st Avenue (HWY 1 to Soquel Drive)
County	0.95	41st Avenue (East Cliff to City of Capitola)
County	1.10	Airport Boulevard (Pajaro Lane to Green Valley Road)
County	0.35	Amesti Road (Green Valley to Amesti Elementary School)
County	2.75	Brommer Street
County	0.22	Cabrillo College Drive
County	0.44	Capitola Avenue (Highway 1 to Soquel Drive)
County	2.75	Capitola Road
County	3.00	Chanticleer Avenue (Brommer Street to Soquel Avenue)
County	0.07	Commercial Way
County	3.66	Corralitos Road
County	3.40	East Cliff Drive
County	0.32	East Walnut Street
County	2.73	Empire Grade
County	0.40	Felt Street
County	14.60	Freedom Boulevard
County	3.25	Glen Coolidge Drive
County	0.70	Green Valley Road (Holohan Road to Amesti Road)
County	0.55	Harkins Slough (Lee Road to Pajaro Valley High School)
County	3.04	Holohan Road
County	2.70	Mc Gregor Drive
County	0.42	Park Avenue
County	0.35	Porter Street
County	3.52	Portola Drive
County	0.36	Robertson Street (Wharf Rd to West Walnut)
County	1.14	Rodriguez Street
County	10.14	San Andreas Road
County	0.88	Soquel - San Jose Road (Paper Mill Rd. to Dawn Ln)
County	3.35	Soquel Avenue
County	15.72	Soquel Drive (Soquel Avenue to Freedom Blvd)
County	0.25	State Park (Center to Highway 1)
County	0.16	State Park (Highway 1 to Soquel Drive)
County	1.14	Thurber Lane
County	0.94	Trout Gulch Road
County	0.31	West Walnut Street
TOTAL	93.08	

Bikeway Miles (Bi-directional)

Jurisdiction	Bike Path Miles thru 2010 (Bi- directional)	Locations
County	1.60	Freedom Boulevard near Aptos High School
County	1.00	East Cliff Drive (32nd Avenue to 41st Avenue)
County	1.40	Green Valley Road (Devon to Dalton)
County	0.25	Moran Way
County	2.50	Wilder Ranch (Shaeffer Road)
County	1.50	Calabasas/Buena Vista (Bradford to Memorial)
TOTAL	8.25	

ROADSIDE BETTERMENT/TRANSPORTATION**John J. Presleigh, Director of Public Works**

Index Number 621220

Fund: Special Revenue
 Function: Public Ways & Facilities
 Activity : Public Ways

<u>Requirements</u>	<u>Actual 2008-09</u>	<u>Appropriated 2009-10</u>	<u>Estimated 2009-10</u>	<u>Requested 2010-11</u>	<u>Recommended 2010-11</u>	<u>Change From 2009-10</u>
Appropriations						
Services & Supplies	\$0	\$1,185,969	\$150,971	\$1,164,967	\$1,164,967	(\$21,002)
Total	\$0	\$1,185,969	\$150,971	\$1,164,967	\$1,164,967	(\$21,002)
Increase Reserve	\$0	\$64,899	\$64,899	\$65,100	\$65,100	\$201
Total Requirements	\$0	\$1,250,868	\$215,870	\$1,230,067	\$1,230,067	(\$20,801)
Available Funds						
Fund Balance Avail.	\$254,203	\$259,025	\$259,025	\$196,326	\$196,326	(\$62,699)
Cancel Reserve	\$0	\$0	\$0	\$64,899	\$64,899	\$64,899
Revenue	\$4,823	\$991,843	\$153,171	\$968,842	\$968,842	(\$23,001)
Total	\$259,026	\$1,250,868	\$412,196	\$1,230,067	\$1,230,067	(\$20,801)

The 2010-11 recommended program reflects allocations for projects under consideration by the Transportation Commission. The recommended financing includes an estimated June 30, 2010, fund balance of \$196,326, cancellation of designations/reserves of \$64,899, transportation fund revenues of \$966,742 and other revenues of \$2,000. The recommended appropriations are \$1,164,967, and the recommended increase in reserves is \$65,100, leaving \$0 in unappropriated fund balance. This budget reflects the projects and programs shown in the proposed 2010-11 Capital Improvement Program document as follows:

<u>Service</u>	<u>09-10 Allow</u>	<u>10-11 Recom</u>
State Park Drive Sidewalk/Bike Lanes	\$ 262,912	\$ 262,912
Wilder Ranch Bike Path - Phase II Feasibility Study	29,526	0
Calabasas Safety Improvement Project	300,000	300,000
Boulder Creek Elementary School	331,698	331,698
Bike Lane Maintenance	171,150	179,674
Green Valley Road Pedestrian Improvements	90,683	90,683
TOTAL	\$ 1,185,969	\$ 1,164,967

COUNTY OF SANTA CRUZ

[illegible]

**Transportation Development Act (TDA) – Local Transportation Funds
CLAIM FORM
for Bike/Ped Projects**

*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: Calabasas Road Pedestrian and Bike Safety Project
2. Implementing Agency: County of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant: County of Santa Cruz
4. TDA funding requested this claim: \$150,000 (\$300,000 previously approved)
5. Fiscal Year (FY) for which funds are claimed: FY 2011/2012
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: ☒ **Article 8 Bicycle and/or Pedestrian Facility**
7. Contact Person/Project Manager: Jack Sohriakoff, Senior Civil Engineer
Telephone Number: 831 454-2160 E-mail: dpw140@co.santa-cruz.ca.us

Secondary Contact (in event primary not available) : Greg Martin, Civil Engineer
Telephone Number: 831 454-2160 E-mail: Greg.Martin@co.santa-cruz.ca.us
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):

The project consists of the construction of 1900 lineal fee of Class II bike lanes, curbs, gutters, and sidewalks on Calabasas Road from Buena Vista Drive to Calabasas Elementary School. The main emphasis of this project is to reduce conflicts between bicycles, pedestrians, and motor vehicles. This residential community adjacent to the City of Watsonville provides a substantial number of employees to the local businesses as well which creates the need for a multi-modal transportation network. The bike lane portion of this project is needed to provide safer access and circulation for school children and bicycle commuters. Although only 15% of this project is directly adjacent to the school, it will provide an increased safety benefit to the children walking and bicycling to and from Calabasas Elementary School. The project has been fully designed and all rights-of-way have been acquired.

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

The project provides a standard cement concrete sidewalk and Class II bicycle facility for school children at Calabasas Elementary School and a commuter route for bicyclists from a residential area to the City of Watsonville. It is estimated that up to 250 students will use the improvements daily. Calabasas Road carries approximately 4000 vehicles daily and it is estimated that the new bike lanes will capture a minimum of three percent of these trips or an additional 120 commuter trips. The total daily number of trips is estimated to be 370 school children and commuters daily.

10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):
See attached map.

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):

There are no sidewalks (except immediately adjacent to the school frontage) or bike lanes on Calabasas Road. This road has been identified as a location for obvious basic safety improvements because there are no facilities for pedestrians or bicyclists within this densely populated residential community. The County of Santa Cruz prioritizes street improvement projects based upon access to schools. The primary risk for elementary school children is being struck by a motor vehicle. The proposed project improvements are pedestrian sidewalks and bicycle lanes on Calabasas Road. These physical improvements to the infrastructure surrounding Calabasas Elementary School is expected to substantially reduce the potential conflicts with motor vehicle traffic and establish safer alternative modes of transportation.

12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number:

Policy 1.6 – Emphasize safety when making decisions about transportation priorities.

Policy 2.1 – Ensure that all major corridors provide a choice of transportation modes and are designed with multi-modal amenities such as bus stops, turnouts and shelters, bike lanes and sidewalks.

Policy 2.7 – Increase trips done by bicycle to five percent of all trips and 20 percent of all work trips by 203; do so by prioritizing bikeway projects based on: 1) increased safety or access; 2) complete gaps in the regional bicycle network; 3) high-demand, high density areas and commute routes; 4) along popular recreational routes. Develop a program to measure and monitor growth rates.

Policy 3.3 – Support established urban communities, residential neighborhoods, major activity and recreation centers, and commercial districts with a broad range of transportation options.

Policy 3.7 – Allow for and anticipate future mobility needs, taking into account projected future demographics.

13. Measures of performance, success or completion to be used to evaluate project/program:
Count the number of pedestrians and bicyclists before and after project construction.

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

15. Project Cost/Budget, including other funding sources, and Schedule: The Santa Cruz County Board of Supervisors approved the TDA budget for this item in June 2011 for the FY 2011/2012 budget. Attached is an excerpt from the budget indicating the restoration of the \$60,000 of TDA funding that was expected to have been expended last fiscal year but was not, and the Final 2011/2012 Capital Improvement Program TDA financing page identifying the total TDA funding allocated for this project.

Capital Projects –

Project Start Date: July 2012

	Planning	Environmental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr) Completion Date 4/13					6/1/12			
Total Cost/Phase					\$2,070,000			
\$TDA requested					\$450,000			
Source 2: RSTPX					\$700,000			
Source 3: Local					\$920,000			
Source 4:								

**Please describe what is included in "Other":*

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):

Preferred method of distribution is: a. 90% prior to completion/10% upon completion.

17. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	Yes
B. Has this project previously received TDA funding?	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years?	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
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	Yes

Documentation to Include with Your Claim:

All Claims

- ☐ **A letter of transmittal** addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☐ **Resolution from the TDA Eligible Claimant** indicating its role and responsibilities.

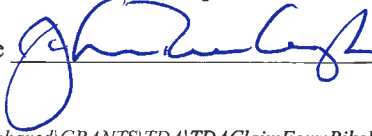
Article 8 Bicycle/Pedestrian Claims

- ☐ Evidence of environmental review for capital projects

Local Agency Certification:

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature

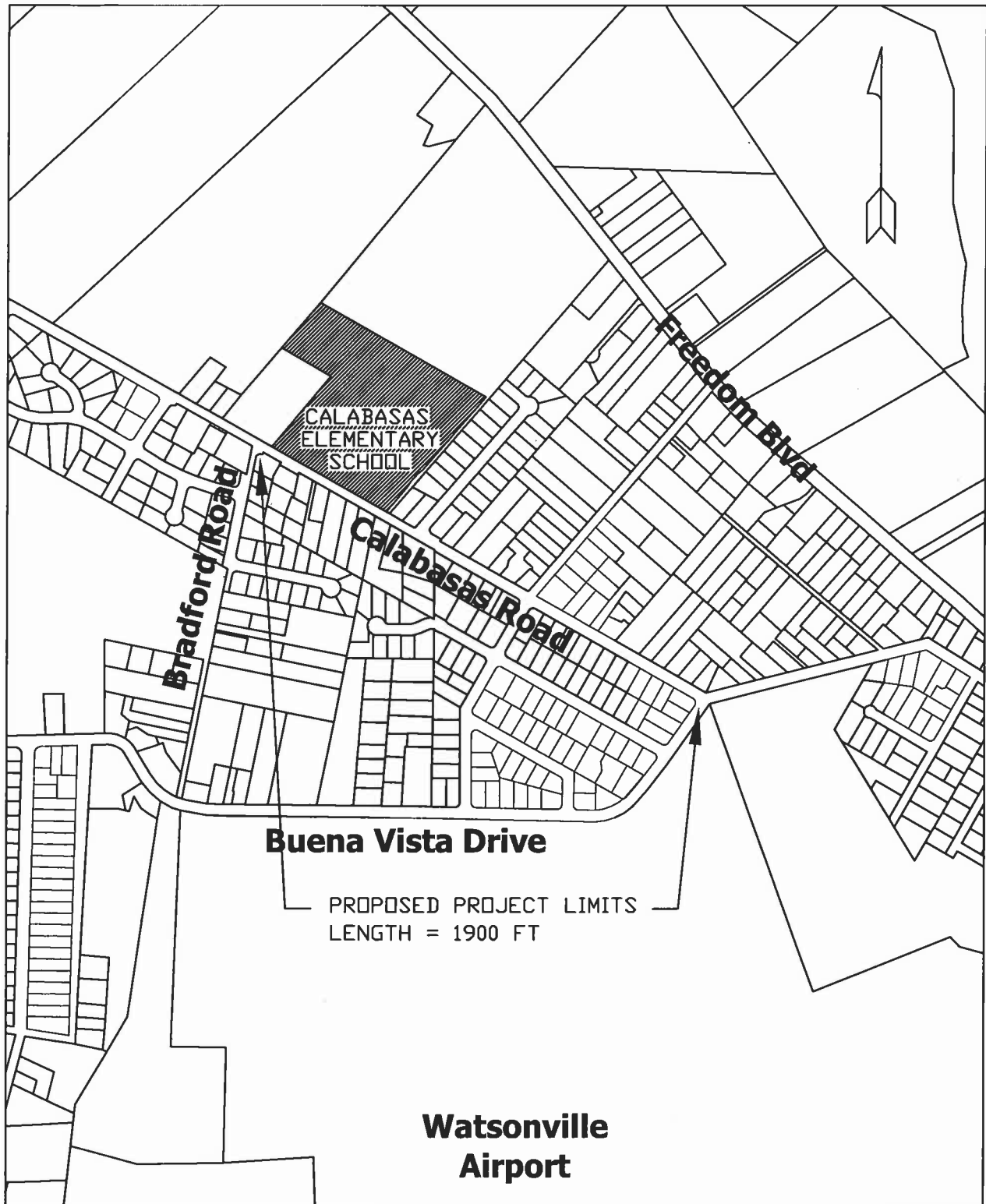


Title:

DIRECTOR OF PUBLIC WORKS

Date:

1/31/2012



CALABASAS ROAD BICYCLE AND PEDESTRIAN SAFETY IMPROVEMENT PROJECT

ROADSIDE BETTERMENT/TRANSPORTATION
John J. Presleigh, Director of Public Works
Index Number 621220

Fund: Special Revenue
Function: Public Ways & Facilities
Activity : Public Ways

<u>Requirements</u>	<u>Actual 2009-10</u>	<u>Appropriated 2010-11</u>	<u>Estimated 2010-11</u>	<u>Requested 2011-12</u>	<u>Recommended 2011-12</u>	<u>Change From 2010-11</u>
Appropriations						
Services & Supplies	\$17,599	\$1,164,967	\$210,000	\$1,259,810	\$1,259,810	\$94,843
Total	\$17,599	\$1,164,967	\$210,000	\$1,259,810	\$1,259,810	\$94,843
Increase Reserve	\$64,899	\$47,395	\$47,395	\$65,994	\$65,994	\$18,599
Total Requirements	\$82,498	\$1,212,362	\$257,395	\$1,325,804	\$1,325,804	\$113,442
Available Funds						
Fund Balance Avail.	\$259,025	\$178,621	\$178,621	\$197,625	\$197,625	\$19,004
Cancel Reserve	\$0	\$64,899	\$64,899	\$47,395	\$47,395	(\$17,504)
Revenue	\$2,094	\$968,842	\$211,500	\$1,080,784	\$1,080,784	\$111,942
Total	\$261,119	\$1,212,362	\$455,020	\$1,325,804	\$1,325,804	\$113,442

The 2011-12 recommended program reflects allocations for projects under consideration by the Transportation Commission. The recommended financing includes an estimated June 30, 2011, fund balance of \$197,625, cancellation of designations/reserves of \$47,395, transportation fund revenues of \$1,079,284, and other revenues of \$1,500. The recommended appropriations are \$1,259,810, and the recommended increase in reserves is \$65,994, leaving \$0 in unappropriated fund balance. This budget reflects the projects and programs shown in the proposed 2011-12 Capital Improvement Program document as follows:

<u>Service</u>	<u>10-11 Allow</u>	<u>11-12 Recom</u>
State Park Drive Sidewalk/Bike Lanes	\$ 262,912	\$ 262,912
Calabasas Safety Improvement Project	300,000	390,000
Boulder Creek Elementary School	331,698	331,698
Bike Lane Maintenance	179,674	184,517
Green Valley Road Pedestrian Improvements	90,683	90,683
TOTAL	\$ 1,164,967	\$ 1,259,810

DEPARTMENT: PUBLIC WORKS

INDEX CODE: 621220 ROADSIDE BETTERMENT/TRANSPORTATION

REQUIREMENTS	2011-12 PROPOSED CAO RECOM	SUPPLEMENTAL REQUEST	PROPOSED AND SUPPLEMENTAL RECOMM TOTAL	CHANGE FROM PROPOSED
Services and Supplies	\$1,259,810	\$60,000	\$1,319,810	\$60,000
Other Charges	\$0	\$0	\$0	\$0
Fixed Assets	\$0	\$0	\$0	\$0
Approp for Contingencies	\$0	\$0	\$0	\$0
TOTAL EXPENDITURES	\$1,259,810	\$60,000	\$1,319,810	\$60,000
Increase Reserves	\$65,994	\$0	\$65,994	\$0
TOTAL REQUIREMENTS	\$1,325,804	\$60,000	\$1,385,804	\$60,000
FINANCING				
Fund Balance Avail	\$197,625	\$60,000	\$257,625	\$60,000
Cancel Reserves	\$47,395	\$0	\$47,395	\$0
Revenue	\$1,080,784	\$0	\$1,080,784	\$0
TOTAL FINANCING	\$1,325,804	\$60,000	\$1,385,804	\$60,000

EXPLANATION

To realign the 2011-12 budget as a result of revised estimated expenditures in 2010-11. Additionally, funding for Bike Lane Maintenance in 2011-12 is reduced to allow for funding for the Holohan Rd/Hwy 152 Road Safety Improvement project.

FUNDING SOURCE

Increase Beginning Fund Balance by \$60,000.

Increase Services and Supplies (3590) by \$60,000 by modifying the following projects:

Calabasas Safety Improvement Project	\$60,000
Bike Lane Maintenance	(\$150,000)
Holohan Rd/Hwy 152 Road Safety	\$150,000
	\$60,000

DEPARTMENT: PUBLIC WORKS

INDEX CODE: 621220

ROADSIDE BETTERMENT/TRANSPORTATION

REQUIREMENTS	2011-12 PROPOSED, SUPPLEMENTAL CAO RECOM	LAST DAY REQUEST	PROPOSED, SUPPLEMENTAL AND LAST DAY RECOMM TOTAL	CHANGE FROM PROPOSED
Services and Supplies	\$1,319,810	\$0	\$1,319,810	\$0
Other Charges	\$0	\$0	\$0	\$0
Fixed Assets	\$0	\$0	\$0	\$0
Approp for Contingencies	\$0	\$0	\$0	\$0
TOTAL EXPENDITURES	\$1,319,810	\$0	\$1,319,810	\$0
Increase Reserves	\$65,994	\$0	\$65,994	\$0
TOTAL REQUIREMENTS	\$1,385,804	\$0	\$1,385,804	\$0
FINANCING				
Fund Balance Avail	\$257,625	\$0	\$257,625	\$0
Cancel Reserves	\$47,395	\$0	\$47,395	\$0
Revenue	\$1,080,784	\$0	\$1,080,784	\$0
TOTAL FINANCING	\$1,385,804	\$0	\$1,385,804	\$0

EXPLANATION

To realign the 2011-12 budget to restore Bike Lane Maintenance funding.

FUNDING SOURCE

Modify Services and Supplies (3590):

Bike Lane Maintenance/Special Projects	\$150,000
Holohan Rd/Hwy 152 Road Safety	(\$150,000)
	\$0

The Bike Lane/Special Project Funding shall be broken down by Supervisorial District as follows:

Supervisor District	County Maintained Miles	Percentage	FY 11/12
1 - John Leopold	169	28.23%	\$42,345
2 - Ellen Pirie	183	30.68%	\$46,020
3 - Neil Coonerty	59	9.80%	\$14,700
4 - Greg Caput	46	7.71%	\$11,565
5 - Mark Stone	141	23.58%	\$35,370
	597	100.00%	\$150,000

COUNTY OF SANTA CRUZ

TRANSPORTATION DEVELOPMENT ACT FUND (Bikeways) - 621220											
CIP #	DESCRIPTION	AVAILABLE FUND BALANCE 6/30/2010	2010/11 CIP EST REVENUE	2010/11 Actual REVENUE	2010/11 Actual EXPEND	FISCAL YEAR	ADOPTED				
							2011/12	2012/13	2013/14	2014/15	2015/16
		\$243,521	\$968,842	\$1,131	\$139,102	CARRY OVER	\$65,426	\$195,426	\$325,426	\$455,426	\$585,426
							PROJECTED EXPENDITURES				
B1501	SIMS ROAD - Pedestrian facilities						Deferred				
B4004	CALABASAS ROAD - Safety improvement project				\$0		\$450,000				
B4044	GREEN VALLEY ROAD - Pedestrian Improvements				\$0		\$90,663				
R1009	WILDER RANCH BIKE & PEDESTRIAN PATH - Phase II				\$0		Deferred				
B0006	STATE PARK DRIVE, at park entrance to Hwy 1 - Sidewalk improvements				\$0		\$262,912				
B5510	BOULDER CREEK ELEMENTARY SCHOOL,				\$0		\$289,496				
B9000	BIKE LANE MAINTENANCE				\$139,102						
	District 1 - Supervisor Leopold						\$52,089				
	District 2 - Supervisor Pirie						\$56,610				
	District 3 - Supervisor Coonerty						\$18,083				
	District 4 - Supervisor Caput						\$14,226				
	District 5 - Supervisor Stone						\$43,509				
							\$0	\$0	\$0	\$0	\$0
							\$139,102	\$1,277,608	\$0	\$0	\$0

AGENDA: February 13, 2012

TO: Bicycle Committee

FROM: Grace Blakeslee, Transportation Planner

RE: Regional Transportation Plan (RTP) Sustainability Framework and
Regional Complete Streets Initiative

RECOMMENDATIONS

Staff recommends that the Bicycle Committee:

1. Receive an update on the next Regional Transportation Plan;
 2. Provide input on the sustainability framework outlined in Attachment 2 as the basis for developing the next Regional Transportation Plan (RTP) goals and policies; and,
 3. Provide input on the Complete Streets Needs Assessment and Guidelines.
-

BACKGROUND

As the regional transportation planning agency for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. The RTP is a state-mandated long range transportation plan for the region. An update of the Regional Transportation Plan (RTP) is underway (Attachment 1). The current RTP was adopted by the RTC in June 2010.

The RTP includes goals and policies that are used to prioritize projects for funding (Policy Element); identifies the area's transportation needs and planned projects (Action Elements); and estimates the amount of state, federal, and local funds that may be available over the next 25 years (Financial Element). The RTPs adopted by Santa Cruz, Monterey, and San Benito Counties are incorporated into the federally-mandated Metropolitan Transportation Plan (MTP), which is prepared by the Association of Monterey Bay Area Governments (AMBAG). The next RTP planning process will meet Senate Bill 375 requirements and be consistent with a Sustainable Community Strategy (SCS) developed for the AMBAG region. The SCS will be included as a fourth element of the MTP developed by AMBAG, as required by SB375, and included in the RTP by reference. The SCS will build upon the Regional Blueprint recently prepared by AMBAG, which identifies priority growth areas that could be served by convenient transit services and where the number and length of automobile trips can be minimized.

DISCUSSION

RTP and STARS Sustainability Framework

RTC staff has been working with the North American Sustainable Transportation Council (STC) staff to identify sustainability standards and define categories and goals that should be evaluated when developing a sustainable transportation plan. The subject categories and goals identified in Attachment 2 are the foundation of the Sustainable Transportation Analysis and Rating System (STARS) to be applied to transportation plans. The sustainability framework outlined in Attachment 2 supports the Triple Bottom Line definition of sustainability, which identifies a sustainable transportation system as one that balances the needs of people, the planet, and prosperity. The sustainability goals identified take into consideration the authority and influence of transportation agencies, measurable indicators, and reasonably available data. On January 12, 2012 the Regional Transportation Commission approved staff to utilize the sustainability framework developed by STC and supported by RTC staff (Attachment 2) as the basis for developing the draft goals and policies for the Regional Transportation Plan.

How is this different from the 2010 RTP?

Although many of the existing RTP goals are consistent with planning for a sustainable transportation system, prior RTPs have not directly incorporated sustainable transportation measures. A key component of the current effort to incorporate sustainable principles into the RTP is defining a sustainable transportation system as one that balances the needs of people, the planet, and prosperity, and understanding the trade-offs and the factors that result in the maximum benefit in all three for a given amount of effort.

RTC staff is scheduled to present the draft RTP goals and policies to the RTC and Committees in April 2012. A RTP timeline is included as Attachment 1.

Complete Streets Assessment and Guidelines

The Complete Streets Assessment is intended to identify transportation infrastructure needed to support multi-modal connectivity and walkability in Sustainable Community Strategy (SCS) Priority Areas and support an analysis of connectivity and transportation facility design. It should also identify the needs of elderly and disabled populations within the SCS Priority Areas. The assessment is focused on the SCS Priority Areas in order to identify the transportation infrastructure needs in areas where the region expects future growth to be concentrated in order to minimize vehicle miles traveled.

Assessing transportation infrastructure in SCS Priority Areas is expected to include, but may not be limited to, an examination where improvements to, or inclusion of, the following transportation attributes and/or amenities will address the multi-modal needs of transportation users in SCS Priority Areas:

- street and road improvements, including intersections and highway interchanges, traffic signal synchronization, transit stops, transit headways, bicycle lanes and parking, automobile parking facilities and sidewalk; and,
- amenities that improve the walkability of an area, such as signage, lighting, street trees, landscaping, seating areas, public art, and water features.

RTC will coordinate with local jurisdictions, Santa Cruz METRO, AMBAG, committee members and the public to conduct the assessment. The Complete Streets Assessment is expected to result in a list of projects that address multi-modal transportation needs in SCS Priority Areas and support Regional Transportation Plan project selection.

In addition, the Complete Street Guidelines will be developed for the tri-county region. The Complete Streets Guidelines will provide examples of appropriate transportation components for areas of different densities, a strategy for transitioning auto-oriented streets into Complete Streets in SCS Priority Areas, and measures that may be used to reduce congestion in areas of more compact development.

SUMMARY

An update of the Regional Transportation Plan (RTP), which is a state-mandated long range transportation plan for the region, is underway ([Attachment 1](#)). Santa Cruz County Regional Transportation Commission (RTC) staff has been working with the North American Sustainable Transportation Council (STC) to use the Sustainable Transportation Analysis and Rating System (STARS) to develop standards for basing the next RTP on three sustainable outcomes. A Complete Streets Assessment will also support the development of the next RTP. The Complete Streets Assessment is intended to identify transportation infrastructure needed to support multi-modal connectivity and walkability in Sustainable Community Strategy (SCS) Priority Areas to address the transportation infrastructure needs in areas where the region expects future growth to be concentrated in order to minimize vehicle miles traveled.

Attachments:

1. 2014 Regional Transportation Plan Fact Sheet and Timeline
2. Sustainability framework for transportation plans



Santa Cruz County Regional Transportation Commission

Regional Transportation Plan

Fact Sheet

January 2012

What is the RTP?

The Regional Transportation Plan (RTP) is a long range (typically twenty-five year) transportation plan for the Santa Cruz County area. Long range planning assesses the transportation challenges we face now and those we will face in the future. The long range transportation plan prioritizes limited transportation funding and develops a strategy to fund the long list of unmet multimodal transportation needs (highway, road, transit, bicycle, pedestrian, etc). The RTP is updated every four or five years to address new trends, issues, and priorities; and to incorporate new state and federal regulations. The current Regional Transportation Plan for the Santa Cruz County area was adopted in June 2010. The next plan is currently scheduled for adoption in 2014.

How is the long range transportation plan developed?

The first step is to identify the objectives for the plan and craft overarching goals and policies that guide decisions to achieve the goals. These set the direction for the development of system-wide evaluation measures to track progress. Next, an estimate of all the potential funding available for transportation projects in our county from local, state and federal sources is developed. Projects that achieve the goals

are then solicited from transportation agencies and local jurisdictions. The RTC identifies which projects could be funded over the next 25 years based on priorities and anticipated funding. A second-tiered list of additional needs that could be funded should more funding become available is also identified. The program of projects is then reviewed to identify potential environmental impacts. As shown in the adjacent graphic, there are opportunities at every stage of the development of the RTP for public, agency and committee input. The goals/policies, funding estimates and project lists build on each other and input at the early stages will shape the draft and final plan.

Key:

-  -- Public
-  -- Committees
-  -- Agencies & Staff
-  -- Governing Boards/ Decision Makers

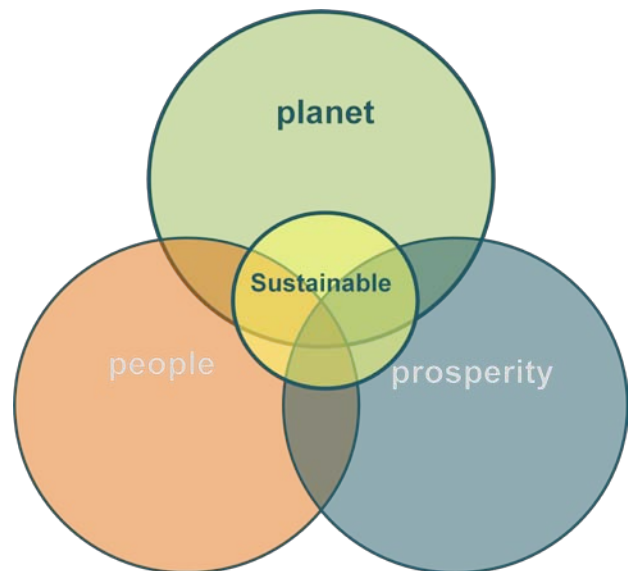


The next Regional Transportation Plan will address the following:

- Transportation needs in the region through 2035 as a result of population growth, environmental, economic and other social trends.
- The amount of state, federal, and local funding available for transportation projects and new sources of funding needed to deliver high priority projects.
- Sustainability of the transportation system and sustainable outcomes utilizing the Sustainable Transportation Analysis and Rating System (STARS).
- New legislative requirements, including SB375, which stipulate that regions must meet greenhouse gas reduction targets by reducing vehicles miles traveled through a coordinated land use and transportation plan called the Sustainable Communities Strategy.
- “Complete Streets” as a tool for planning for a multi-modal transportation system, particularly for those transportation improvements needed to accommodate growth.

Why a focus on sustainability?

The RTC represents diverse transportation interests which frequently reflect the impacts of transportation investments on environmental, economic and social concerns. A focus on sustainability can assist the RTC and the community in recognizing that these areas are intertwined, not exclusionary. Also, an approach that evaluates how transportation investments impact people’s health and safety, the economic vitality of the region, and the universal need for a healthy planet, is consistent with current wisdom. Some investments are win/win, but many require trade-offs in the three areas of economy, environment and people. A focus on sustainability will support the RTC in identifying these trade-offs and achieving multiple long-term goals.



How can you get involved?

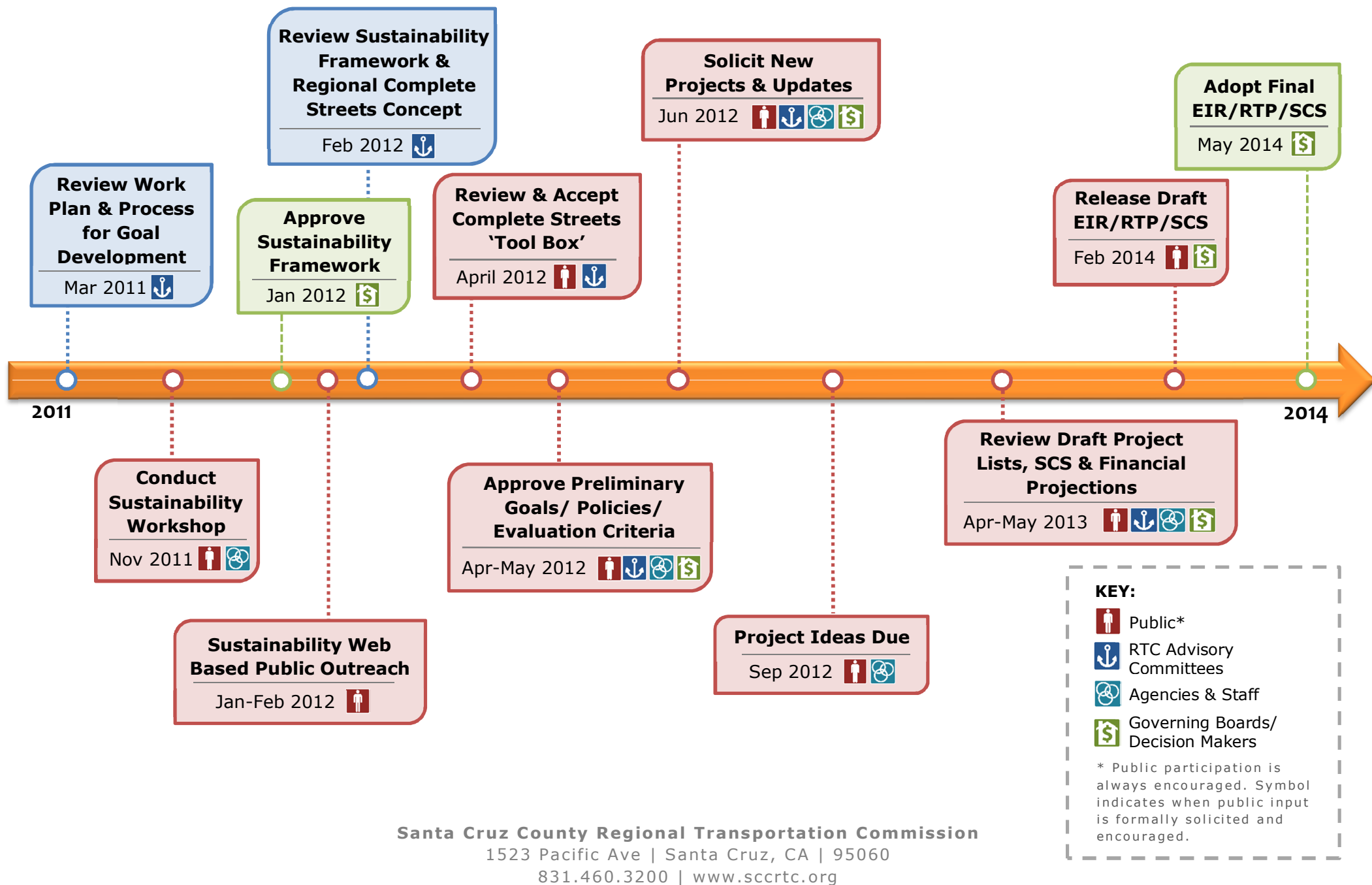
- Tell us what you think should be addressed in the RTP or what additional projects and funding options you think should be considered in the future plans. Provide input as elements of the plan are developed.
- Ask to be added to the RTP E-news List by emailing info@sccrtc.org, calling 831-460-3200 or signing up on the RTC website www.sccrtc.org
- Send comments to SCCRTC: info@sccrtc.com or 1523 Pacific Avenue, Santa Cruz, CA 95060
- Participate in the development of the Association of Monterey Bay Area Governments’ Sustainable Communities Strategy (SCS), www.ambag.org.



2014 REGIONAL TRANSPORTATION PLAN

KEY MILESTONES (AS OF JAN 2012)

Attachment 1B



**Sustainable Transportation Analysis Rating System (STARS) for Plans-
Sustainability Framework
&
Outline for Integrating Sustainable Principles into next Regional
Transportation Plan**

Triple Bottom Line	STARS Credit Category	STARS Goal
People	Access & Mobility	Improve people's ability to meet most of their daily needs without having to drive
		Improve the convenience and quality of trips, especially for walk, bicycle, transit, car/vanpool trips
	Safety & Health	Improve multimodal safety, especially for the most vulnerable users*
		Improve health by increasing physical activity by people using the transportation system
		Improve air quality
	Equity	Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations**
		Demonstrate that planned investments do not disproportionately impact transportation-disadvantaged
Prosperity	Economic Benefit	Re-invest in the local economy by reducing expenses from fuel consumption and related vehicle use
		Improve access and proximity to employment centers
		Improve travel time reliability and consistency for high-value trips (i.e freight trips)
	Cost Effectiveness	Optimize benefits and costs over the life-cycle of the project, program, and/or plan
		Maintain the existing system
Planet	Climate and Energy	Reduce smog forming pollutants, greenhouse gas emissions and fossil fuel consumption
	Ecological Function	Improve or avoid habitat
		Improve water quality and stream flows
	Community Context	TBD

\\Rtcserv2\shared\RTP\2014\STARS\Plan Framework Matrix_forJanRTC.docx

*Vulnerable users are those that are injured or killed in greater proportion than the rest of the population either because of the mode they are using or their demographic

** Transportation-disadvantaged include the elderly, youth, people without cars, people experiencing poverty, people who experience language barriers, and people with disability who may have constrained travel options