

Santa Cruz County Regional Transportation Commission's  
**Elderly & Disabled Transportation  
Advisory Committee**

(Also serves as the state-mandated Social Service Transportation Advisory Council)

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**AGENDA**

**1:30 pm, Tuesday, February 14, 2012**

**1523 Pacific Avenue, Santa Cruz**

1. Call to Order
2. Introductions
3. 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.*

4. 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 E&D TAC or public wishes an item be removed and discussed on the regular agenda. Members of the E&D TAC 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 E&D TAC member objects to the change.*

5. Approve Minutes from November 8, 2011 meeting
6. Receive Transportation Development Act (TDA) Revenues Report as of Jan 2012
7. Receive RTC Highlights through Jan 2012
8. Accept letter from the E&D TAC to Metro regarding wheelchair restraint systems
9. Accept letter from the E&D TAC to VTA regarding appreciation for demo vehicle at Nov 2011 meeting
10. Information Items (circulated at meeting)
  - a. Item from Jan 2012 VTA Committee for Transit Accessibility packet: Use of Outreach Paratransit Cards on Fixed Route Transit
  - b. Item from Jan 2012 VTA Committee for Transit Accessibility packet: Chief Operating Officer's report including a reference to the demonstration bus event at the last E&D TAC meeting
  - c. Summary of Pedestrian Hazard Report
11. Receive Agency Updates (other than items on the regular agenda)
  - a. Volunteer Center
    - Receive 1<sup>st</sup> and 2<sup>nd</sup> FY 2011-2012 TDA Quarter Report
  - b. Community Bridges/CTSA

- c. Santa Cruz Metropolitan Transit District (Metro)
  - ParaCruz Operations Status Report: Jan 2012
  - Accessible Services Report: Jan 2012
  - Service Reinstatement Staff Report: Jan 2012
- d. Santa Cruz County Regional Transportation Commission
- e. Private Operators

### **REGULAR AGENDA**

- 12. Transportation Development Act Claim from the County of Santa Cruz for Calabasas Road Bicycle and Pedestrian Safety Improvement Project – County Public Works Staff
- 13. Receive Follow Up Report on Wheelchair Restraint Device on Bus– Metro Staff
- 14. Receive Bus Stop Improvement Update Report – Metro Staff
- 15. Approve Complete Streets Guidelines and Regional Transportation Plan Sustainability Framework – RTC Staff
- 16. Receive Pedestrian Safety Work Group Outreach Campaign Update - Chair
  - a. Final Report (enclosed separately)
- 17. Next meeting Location and Time: **April 10, 2011** @ a mid- or south-county location  
(also shift meeting hour to 2:30 pm?)
- 18. Adjourn

Future Topics: Metro bus and ParaCruz budget and service impacts, Pedestrian Improvements near Activity Centers/Bus Stops, Transit Service to Frederick Street and other activity centers

#### **HOW TO REACH US**

*Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue, Santa Cruz, CA 95060  
Phone: (831) 460-3200 / fax (831) 460-3215  
Email: [info@sccrtc.org](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)*

#### **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  
Elderly & Disabled Transportation Advisory Committee  
Social Service Transportation Advisory Council  
Paratransit Advisory Council Meeting**

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**MINUTES-DRAFT**

*Tuesday, November 8, 2011*

**1. Call to Order**

John Daugherty called the meeting to order at 1:34 pm

**2. Introductions**

**Members Present:**

Kirk Ance, CTSA Lift Line  
Hal Anjo, Social Service Provider-Seniors (County)  
Sharon Barbour, 5<sup>th</sup> District  
Lisa Berkowitz, CTSA-Community Bridges  
Donella Bloebaum, 2<sup>nd</sup> District  
Debbi Brooks, Persons of Limited Means (Volunteer Center)  
John Daugherty, Metro  
Veronica Elsea, 3<sup>rd</sup> District  
Sally French, Soc. Serv. Prov.-Disabled (Hope Services)  
Mike Molesky, Social Service Provider-Disabled (County)  
Patti Shevlin, 1<sup>st</sup> District

**Alternates Present:**

April Warnock, SCMTD

**Staff Present:**

Cathy Judd  
Karena Pushnik  
Rachel Moriconi

**Others Present:**

Ciro Aguirre, SCMTD  
Frank Bauer, SCMTD  
Tove Beatty, SCMTD

**3. Oral Communications**

Staff distributed a memo provided by Charlie Dixon about the ADA trails for the Arana Gulch including a request for people to attend the December 8<sup>th</sup> Coastal Commission meeting in San Francisco .

Karena Pushnik invited E&D TAC members to upcoming SCCRTC workshops: 1) Sustainability Workshop on November 17<sup>th</sup> from 6-9 pm at the Elena Baskin Senior Center; 2) December 6<sup>th</sup> workshop for the design of bicycle and pedestrian facilities; and 3) Community workshops for the Sanctuary Scenic Trail network that will be held from 6-8pm on December 13 in North County at the Davenport Resource Center, December 14 in Mid-County at the Simpkins Swim Center and December 15 in South County at the Watsonville Civic Plaza.

Ms. Pushnik also announced that the RTC is the construction manager for the 1-mile segment of the Highway 1 Auxiliary lanes project from Soquel to Morrissey and will kick off the project in mid- January with an open house/informational meeting.

**4. Additions and Deletions**

There were none.

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## CONSENT AGENDA

**Action: The motion (Kempf/Elsea) -- to approve and accept the consent agenda -- carried unanimously.**

5. **Approved Minutes from August 9, 2011 meeting**
6. **Received Transportation Development Act Revenues Report as of September 2011**
7. **Received RTC Highlights through October 2011**
8. **Accepted Monterey County Taxi Authority Update**
9. **Accepted Information Items**
  - a. Sentinel article 10/7/11 titled Ticket to Ride about the Volunteer Center's transportation program
  - b. Pogonip Master Plan – Master Plan Amendment and New East Multi-Use Trail Mitigated Negative Declaration and Initial Study by the City of Santa Cruz. The deadline for comments is November 28, 2011.
  - c. Project Action article on Transportation and Health/Wellness Connection
10. **Received Agency Updates**
  - a. **Volunteer Center**
    - **Receive 3<sup>rd</sup> Quarter Report**
  - b. **Community Bridges/CTSA**
    - **Receive 4<sup>th</sup> and Year End FY2010-2011 TDA Reports**
  - c. **Santa Cruz Metropolitan Transit District (METRO)**
    - **ParaCruz Operations Status Report: April – September 2011**
    - **Accessible Services Report: August – October 2011**
  - d. **Santa Cruz County Regional Transportation Commission**
    - **Sustainability Elements to include in next RTC Update, November 17, 6-8pm**
    - **Sanctuary Scenic Trail Workshops, December 13-15, 6-8pm**
  - e. **Private Operators**

## REGULAR AGENDA

### 11. **Consideration of Mobility Restraining Device for Fixed Route Buses – Metro Staff**

Ciro Aguirre, Metro staff, provided an overview of proposed new Q-Pod Mobility Restraining Devices for fixed route buses. Mr. Aguirre said that Metro would be getting 11 new buses with a federal grant called the State of Good Repair. A power point presentation by Frank Bauer, Metro staff, featured the Mobility Restraining Devices Metro is considering along with the adaptability and number of riders served on each bus. Members then went on a field trip to view and test first-hand the Mobility Restraining Devices currently in use on a Valley Transit Authority (VTA) bus.

Upon return, members asked questions about standing and seating capacity, if there could be a dedicated seat at the front of the bus for those with ambulatory issues, if the cost of implementation is known, how many different configurations could be adopted and if Metro would pursue implementing the restraining devices soon.

**A motion (Barbour/Elsea) -- to send a letter to VTA thanking them for providing the demonstration bus with the proposed Mobility Restraining Devices -- carried unanimously.**

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***A motion (Elsea/Molesky) -- to send a letter to Metro thanking them for securing the VTA demonstration bus with the Mobility Restraining Devices, encouraging further study and exploration of the Q-pod restraint system with input from wheelchair manufacturers, requesting cost information, and requesting information about other transit agency experiences both from operators and passenger perspective -- carried unanimously with John Daugherty abstaining.***

**12. Recommendations on the 2012 Regional Transportation Improvement Program Funding – RTC Staff**

Rachel Moriconi, RTC Staff, provided an overview of the 2012 Regional Transportation Improvement Program Funding including detailed information about \$8.9 million dollars projected to be available in STIP funding and \$1.4 million dollars in RSTP funding. Ms. Moriconi provided a handout at the meeting with staff recommendations and updated available funding. Ms Moriconi noted that there will be a public hearing on December 1<sup>st</sup> where the RTC will take final action to program the funds.

Clay Kempf voiced concern about funding for Planning, Programming, and Monitoring (PPM) which enables all projects to secure funding and move forward, and suggested that all projects be reduced by \$10,000 for a total of \$80,000 to increase PPM to \$230,000.

Hal Anjo asked Ms. Moriconi what would be taken away from projects if the proposed \$10,000 diverted to Planning, Programming, and Monitoring. Ms Moriconi said that the RTC could implement PPM duties with the proposed funding of \$150,000 because these funds are not needed until FY2015-2016 and FY 2016-2017. She said that the RTC is optimistic that additional funding would be available in the upcoming 4 - 5 years .

***A motion (Kempf/Anjo) -- to reduce the eight recommended projects by \$10,000 each and allocate that \$80,000 to increase the total to \$230,000.00 for Planning, Programming and Monitoring - - carried with Veronica Elsea and Lisa Berkowitz opposed.***

Ms. Moriconi said that the other staff recommendation is that the E&D TAC recommends to the Regional Transportation Commission that they program the Regional Surface Transportation Program Funds to projects listed on Attachment 2, for the Rail Line and Auxiliary Lane projects.

***A motion (Elsea/Barbour) -- to approve the RSTP funds as recommended by staff and listed in Attachment 2 - - carried with Hal Anjo abstaining.***

The E&D TAC also added their general concurrence that there be an emphasis on the importance of the Chanticleer Bridge in the Highway 1 41<sup>st</sup> Avenue/Soquel Auxiliary Lanes Project .

**13. Input on Draft RTC Legislative Agenda – RTC Staff**

Rachel Moriconi, RTC Staff, provided an overview of the Draft RTC Federal and State Legislative program for 2012 and asked the committee for recommended changes from last year's legislative agenda. Ms. Moriconi asked members to forward issues at the State or Federal level to be included in the agenda by December 15<sup>th</sup> in time for the approved documents to be presented in January 2012.

Clay Kempf mentioned the elimination of medical transportation that was included as an allowable Medi-Cal cost as part of the Delta Health Care Centers. As an example, if Elderday turned into a social day care model it would not include ride funding to get people there. Mr. Kempf would like this added to the existing list for the Draft Legislative program. Veronica Elsea asked if there is a way to get the State to drop the 85<sup>th</sup> percentile rule that determines the speed of traffic at which radar may be used for enforcement. Ms. Elsea feels that this is a transportation safety issue.

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Mike Molesky asked about call box usage and has the usage gone down due to cell phone usage. Ms. Moriconi mentioned that call boxes, although not used as much as in the past, are still a lifeline for people who might not have a cell phone or for places where cell service is unavailable.

Ms. Moriconi said that she would send an email to the E&D TAC members for their input.

**14. Receive Pedestrian Safety Work Group Outreach Campaign Update – Chair**

**a. Hazard Report Update and Demo**

Veronica Elsea, Pedestrian Safety Work Group Chair, said that they are excited about the new Bicycle and Pedestrian Hazard Report available online and the Pedestrian Safety Work Group is using their outreach campaign to spread the word about the availability of the online reporting feature.

Karena Pushnik provided a demonstration of the online hazard report form features including the ability to upload pictures of the affected areas. Ms. Pushnik mentioned that since the online reporting feature became available, the number of reports has increased 7 times from the prior fax-in method. She attributes this increase to the ease of the online report and outreach from the Pedestrian Safety Work Group.

**b. Outreach Campaign**

Veronica Elsea mentioned that the Work Group's Outreach Campaign is reaching its goals, forging excellent partnerships with groups sharing similar goals, PSA's being played on local radio and television stations, several Sentinel articles, and presentations to local groups such as the Kiwanis by Sally French. She welcomed and thanked Hal Anjo to the group and encouraged others to get involved.

Lisa Berkowitz asked if any of the concrete contractors would be willing to come on board for repair projects for sidewalks. Veronica Elsea said that each jurisdiction handles it differently. Some have preferred contractor lists, some hire one contractor for all repairs and others avoid making recommendations.

Clay Kempf thanked the Pedestrian Safety Work Group for all their hard work and what they have accomplished with their attention to pedestrian safety.

**15. Review Future meeting topics and need for December meeting**

Charge for Disabled parking behind Logo's  
Elderday  
Next meeting will be February 14, 2012

**16. Meeting Adjourned at 4:20 pm**

*Prepared by: Cathy Judd, SCCRTC Staff*



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**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION  
TDA REVENUE REPORT  
FY 2011-2012**

<b>MONTH</b>	<b>FY10-11 ACTUAL REVENUE</b>	<b>FY11-12 ESTIMATE REVENUE</b>	<b>FY11-12 ACTUAL REVENUE</b>	<b>DIFFERENCE</b>	<b>DIFFERENCE AS % OF PROJECTION</b>	<b>CUMULATIVE % OF ACTUAL TO PROJECTION</b>
JULY	410,500	499,800	499,800	0	0.00%	100.00%
AUGUST	547,300	547,300	666,400	119,100	21.76%	111.37%
SEPTEMBER	819,955	779,955	699,895	-80,060	-10.26%	102.14%
OCTOBER	458,300	498,300	486,400	-11,900	-2.39%	101.17%
NOVEMBER	611,000	611,000	648,500	37,500	6.14%	102.20%
DECEMBER	776,432	736,433	804,308	67,875	9.22%	103.61%
JANUARY	502,700	479,259	510,100	30,841	6.44%	103.93%
FEBRUARY	670,300	639,012				
MARCH	510,760	625,623				
APRIL	412,600	396,653				
MAY	605,300	579,581				
JUNE	631,612	624,034				
<b>TOTAL</b>	<b>6,956,759</b>	<b>7,016,950</b>	<b>4,315,403</b>	<b>163,356</b>	<b>2.33%</b>	<b>61%</b>

**Note:**

\\Rtcserv2\shared\RTC\TC2012\0212\TDA Report.xlsx\FY2012



Santa Cruz County Regional Transportation Commission  
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## **December 1, 2011 Special Meeting Highlights**

### ***2012 Regional Transportation Improvement Program (RTIP) adopted:***

Following a public hearing, the Santa Cruz County Regional Transportation Commission (RTC) selected projects to receive over \$10 million in local shares of federal and state transportation funds. Projects approved for funds are subject to concurrence from the California Transportation Commission (CTC).

Approved Projects include:

- Highway 1 Soquel Dr-41st Ave Auxiliary Lanes and Chanticleer Bicycle/Pedestrian Bridge – Design and Right-of-Way phases - \$4 million
- Highway 1/9 Intersection Improvements - \$850,000
- Santa Cruz Branch Rail Line Repairs - \$1 million
- Airport Boulevard sidewalk, travel and bicycle lane extensions near Freedom Blvd, Watsonville - \$850,000
- Sidewalks on Park Avenue, Capitola - \$200,000
- Sidewalks and Bike Lanes at Vine Hill Elementary School, Scotts Valley - \$400,000
- Soquel Dr/Park Way Intersection Turn Lanes - \$450,000
- Storm Damage Repairs on Nelson Road and Redwood Lodge - \$2 million

***FY 11/12 City of Santa Cruz Transportation Development Act (TDA) claim for bikeway striping projects approved:*** The RTC approved funding from the ¼ cent dedicated to local bicycle and pedestrian transportation projects for the City of Santa Cruz TDA claim continued funding for extra CHP enforcement on Highway 17. This is one of the elements of the 'Safe on 17 Safety Corridor' project which, with highway safety improvements made by Caltrans and continued public information, has significantly reduced injuries and fatalities on Highway 17.

***Association of Monterey Bay Area Governments Continues as the Metropolitan Transportation Organization (MPO):*** Following an exploration of other structures for the agency functioning as the Metropolitan Transportation Organization including a single county MPO model, it was determined that the Association of Monterey Bay Area Governments will continue to serve this function in the three-county Monterey Bay Area.

### ***Federal Highway Administration (FHWA) Accepts Highway 1***

***Soquel/Morrissey Auxiliary Lane Project:*** The FHWA deemed that the one mile project to add auxiliary lanes between Morrissey Boulevard and Soquel Drive satisfied the requirement to construct a portion of the corridor under environmental analysis between Santa Cruz and Aptos.



## **February 2, 2012 RTC Meeting**

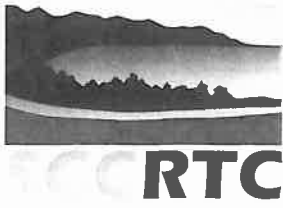
**Highway 1 Soquel/Morrissey Auxiliary Lanes Project now under construction:** The RTC, as n managers for the one-mile Highway 1 construction project between Soquel Drive and Morrissey Boulevard, received a report on the informational public meeting held in mid-January, other public outreach and the first wave of construction tasks. Activities for the next few weeks include: posting of construction signs, preparation for vegetation and tree clearing, restriping lanes, and installation of k-rail barriers.

**Monterey Bay 511 Traveler Information System Feasibility Study:** The RTC received a feasibility analysis on developing a 511 Traveler Information Service for the Monterey Bay Area that would provide travelers with real-time information about traffic conditions and other transportation options. . Various existing 511 information system models have been evaluated including partnering with other systems in the state or developing a regional web hub. The RTC approved the next phase of the 511 project to develop more detailed cost information, funding options and an implementation plan. Key benefits of the 511 system are to provide residents and visitors with centralized, timely information to make more informed travel choices, and to reduce frustration by knowing more about current conditions.

**Social Media/RTC Website launch evaluated:** A demonstration of the redesigned RTC and Commute Solutions websites and Facebook page was provided to the RTC. The redesigned websites were initiated in October 2011 and offer easier navigation to users, expanded topics, increased search functions and enhanced graphics. The RTC has been using Facebook to modernize outreach mechanisms, reach a broader audience and drive traffic to the RTC website where detailed project and program information can be found. Analytics from both the websites and social media site indicate that use has increased significantly and that they meeting the RTC's goals of providing easy, inexpensive and current transportation information.

**New RTC Commissioner welcomed:** The RTC seated one new Commissioner: Ron Graves representing Santa Cruz Metro Transit District from the City of Capitola.

**Deadline for Caltrans Grants approaching:** Caltrans announced that the Safe Routes to School grant deadline is March 30, 2012 and the Planning grants deadline is April 2, 2012. More information is available on the Caltrans website.



## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

December 2, 2011

Ellen Pirie, Chair  
Santa Cruz Metropolitan Transit District  
110 Vernon St.  
Santa Cruz, CA 95060

### **RE: Appreciation for Wheelchair Restraint Device Demonstration**

Dear Chair Pirie:

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) advises the Santa Cruz County Regional Transportation Commission (RTC), the Santa Cruz Metropolitan Transit District (Metro), and other service providers on transportation needs for people with disabilities, seniors and persons with limited means.

At their November 8 meeting, Metro staff arranged for a demonstration vehicle to be available on loan from the Valley Transportation Authority to enable the E/D TAC to experience the proposed new Q-Pod mobility device restraint system recommended by Metro staff. This first hand experience by E&D TAC members was extremely helpful for attendees using guide dogs, wheelchairs and other assistive devices to understand how the restraint devices work, what other space issues should be considered and whether to recommend two or three mobility devices be transported per vehicle.

**Based on this demonstration, the E&D TAC recommends that Metro be encouraged to further study the proposed Q-Pod Mobility Restraining Devices, including:**

- **Seek input from wheelchair manufacturers regarding potential affects (breach, nullify, etc.) of the restraint devices to warranty coverage**
- **Requesting present cost information for procurement as well as maintenance**
- **Requesting information about other transit agency experiences with the system from both the operators' and passengers' perspective**

Again, the E&D TAC appreciates Metro Staff's initiative in bringing the proposed wheelchair restraint system to the committee early in the planning phase.

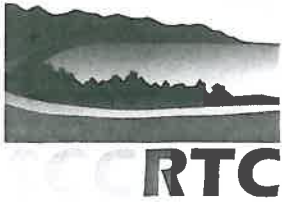
Sincerely,

A. John Daugherty, Chair  
Elderly and Disabled Transportation Advisory Committee

cc: Les White, General Manager  
Ciro Aguirre, Metro Operations Manager  
April Warnock, Metro ParaCruz Manager  
Frank Bauer, Metro Safety and Training Coordinator

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## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

Susan Yates, Operator Line Instructor  
Don Pedro Chaboya Operations Division  
Santa Clara Valley Transportation Authority  
2240 S. 7<sup>th</sup> Street  
San Jose, CA 95112

*Same letter also sent to:*  
- Donald Smith, Chief Operations  
- Stan Trammell, Transp. Supervisor

December 2, 2011

### RE: Appreciation for Mobility Device Restraint System Demonstration

*642*  
Dear ~~Ms. Yates~~:

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) advises the Santa Cruz County Regional Transportation Commission (RTC), the Santa Cruz Metropolitan Transit District (Metro), and other service providers on transportation needs for people with disabilities, seniors and persons with limited means.

At their November 8 meeting, Metro staff arranged for a demonstration vehicle to be available on loan from the Valley Transportation Authority to enable the E/D TAC to experience the proposed new Q-Pod mobility device restraint system recommended by Metro staff.

This first-hand experience by E&D TAC members was extremely helpful for attendees using guide dogs, wheelchairs and other assistive devices to understand how the restraint devices work, what space issues should be considered, and whether to recommend that two or three mobility devices be transported per vehicle.

The E&D TAC would like to express their sincere appreciation to the Valley Transportation Agency for making the vehicles available and Metro Staff's initiative for bringing the proposed mobility device restraint system to the Committee early in the planning phase.

Sincerely,

A. John Daugherty, Chair  
Elderly and Disabled Transportation Advisory Committee

cc: Les White, Metro General Manager  
Ciro Aguirre, Metro Operations Manager  
Frank Bauer, Metro Safety and Training Coordinator

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Volunteer Center of Santa Cruz County  
Transportation Program - TDA funding

	<u>Santa Cruz</u>	<u>San Lorenzo Valey</u>	<u>Watsonville</u>	1st QTR 2011-2012	1st Qtr. 2010-2011
				<u>totals</u>	<u>Totals</u>
Volunteers	31	11	10	52	51
Unduplicated Clients	57	57	15	129	136
Total Rides	698	320	72	1090	1059
Ride Requests unable to fill	21	7	0	28	40
Unfilled requests referred other agencies	3	3	5	11	7
Requests cancelled by client	63	4	5	72	63
<u>Trip destinations</u>					
Physician	243	132	26	401	375
Shopping & bank	94	46	2	142	131
Stroke Center				0	0
Hospitals and therapy			11	11	7
Convelescent homes				0	4
Doran Low Vision Center				0	0
Clinishare Dialysis				0	0
Other	29	12	1	42	22
Total	366	190	40	596	539
<u>Avg ride length (YTD)</u>	16.5				
<u>Total Miles driven (YTD)</u>	17,985				
<u>Total Reimbursement (YTD)</u>	\$328				

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	Total FY11-12	%
<u>Client Jurisdictions</u>		
Santa Cruz City	15	12%
Scotts Valley City	24	19%
San Lorenzo Valley	33	26%
Capitola City	8	6%
Watsonville City	11	9%
Midcounty Unincorporated	25	19%
South County	7	5%
Out of County	0	0%
Unknown	6	5%
Total Clients (unduplicated)	129	100%

<u>Origin of Ride by Jurisdiction</u>		
Santa Cruz City	159	23%
Scotts Valley City	98	14%
San Lorenzo Valley	101	15%
Capitola City	72	10%
Watsonville City	35	5%
Midcounty Unincorporated	166	24%
South County	57	8%
Out of County	0	0%
Total	688	100%

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Volunteer Center of Santa Cruz County  
Transportation Program - TDA funding

	<u>Santa Cruz</u>	<u>San Lorenzo Valey</u>	<u>Watsonville</u>	2nd Qrr. total <u>2011-12</u>	2nd Qrr. Total <u>2010-2011</u>
Volunteers	36	12	7	55	57
Unduplicated Clients	52	61	10	123	133
Total Rides	954	346	33	1333	1238
Ride Requests unable to fill	7	12	0	19	12
Unfilled requests referred other agencies	0	6	3	9	4
Requests cancelled by client	49	6	3	58	111
<u>Trip destinations</u>	203	146	15		
Physician	117	46	0	163	368
Shopping & bank	0	0	0	0	110
Stroke Center	0	0	0	0	0
Hospitals and therapy	0	0	3	3	18
Convelescent homes	0	0	0	0	0
Doran Low Vision Center	0	0	0	0	0
Clinishare Dialysis	0	0	0	0	0
Other	32	16	0	48	51
Total	352	208	18	578	547
<u>Avg ride length (YTD)</u>	9.6				
<u>Total Miles driven (YTD)</u>	22,089				
<u>Total Reimbursement (YTD)</u>	\$948				

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Volunteer Center of Santa Cruz County  
Transportation Program - TDA funding

	<u>Santa Cruz</u>	<u>San Lorenzo Valey</u>	<u>Watsonville</u>	2nd Qrr. total <u>2011-12</u>	2nd Qtr. Total <u>2010-2011</u>
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<u>Trip destinations</u>	203	146	15		
Physician	117	46	0	163	368
Shopping & bank	0	0	0	0	110
Stroke Center	0	0	0	0	0
Hospitals and therapy	0	0	3	3	18
Convelescent homes	0	0	0	0	0
Doran Low Vision Center	0	0	0	0	0
Clinishare Dialysis	0	0	0	0	0
Other	32	16	0	48	51
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<u>Avg ride length (YTD)</u>	9.6				
<u>Total Miles driven (YTD)</u>	22,089				
<u>Total Reimbursement (YTD)</u>	\$948				

11a-4

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

**DATE:** January 27, 2012  
**TO:** Board of Directors  
**FROM:** April Warnock, Paratransit Superintendent  
**SUBJECT:** METRO PARACRUZ OPERATIONS STATUS REPORT-NOVEMBER 2011

## I. RECOMMENDED ACTION

This report is for information only - no action requested

## II. SUMMARY OF ISSUES

- METRO ParaCruz is the federally mandated ADA complementary paratransit program of the Transit District, providing shared ride, door-to-door demand-response transportation to customers certified as having disabilities that prevent them from independently using the fixed route bus.
- METRO assumed direct operation of paratransit services November 1, 2004. This service had been delivered under contract since 1992.
- Discussion of ParaCruz Operations Status Report.
- Attachment A: On-time Performance Chart displays the percentage of pick-ups within the "ready window" and a breakdown in 5-minute increments for pick-ups beyond the "ready window". The monthly Customer Service Reports summary is included.
- Attachment B: Report of ParaCruz' operating statistics. Performance Averages and Performance Goals are reflected in the Comparative Operating Statistics Table in order to establish and compare actual performance measures, as performance is a critical indicator as to ParaCruz' efficiency.
- Attachments C and D: ParaCruz Performance Charts displaying trends in rider-ship and mileage spanning a period of three years.
- Attachment E: Current calendar year's statistical information on the number of ParaCruz in-person eligibility assessments, including a comparison to past years, since implementation in August of 2002.

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### **III. DISCUSSION**

From October 2011 to November 2011, ParaCruz rides decreased by 884 rides. The decrease in rides does trend with the previous two years, but with a sharper decrease in the actual number of rides. The number of rides performed in November 2011 was 406 less than the number of rides performed in November 2010.

Call Center statistics are available only on a monthly basis at this time, reflecting that we experienced problems with the phone system attributed to wiring issues that have been identified. Corrective measures have been taken, but the disruption to the system makes cumulative data unavailable at this time.

### **IV. FINANCIAL CONSIDERATIONS**

NONE

### **V. ATTACHMENTS**

- Attachment A:** ParaCruz On-time Performance Chart
- Attachment B:** Comparative Operating Statistics Table
- Attachment C:** Number of Rides Comparison Chart and Shared vs. Total Rides Chart
- Attachment D:** Mileage Comparison Chart and Year to Date Mileage Chart
- Attachment E:** Eligibility Chart

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## ATTACHMENT A

Board of Directors  
Board Meeting January 27, 2012

ParaCruz On-time Performance Report		
	November 2010	November 2011
Total pick ups	7993	7587
Percent in "ready window"	96.03%	95.97%
1 to 5 minutes late	1.69%	1.91%
6 to 10 minutes late	1.15%	1.05%
11 to 15 minutes late	.55%	.49%
16 to 20 minutes late	.23%	.33%
21 to 25 minutes late	.21%	.14%
26 to 30 minutes late	.06%	.08%
31 to 35 minutes late	.06%	.00%
36 to 40 minutes late	.01%	.00%
41 or more minutes late (excessively late/missed trips)	.00%	.03%
Total beyond "ready window"	3.97%	4.03%

During the month of November 2011, ParaCruz received twelve (12) Customer Service Reports. Three (3) of the reports were valid complaints, seven (7) of the reports were not valid, and two (2) of the reports were compliments.

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# ATTACHMENT B

Board of Directors  
Board Meeting January 27, 2012

## Comparative Operating Statistics This Fiscal Year, Last Fiscal Year through November 2011.

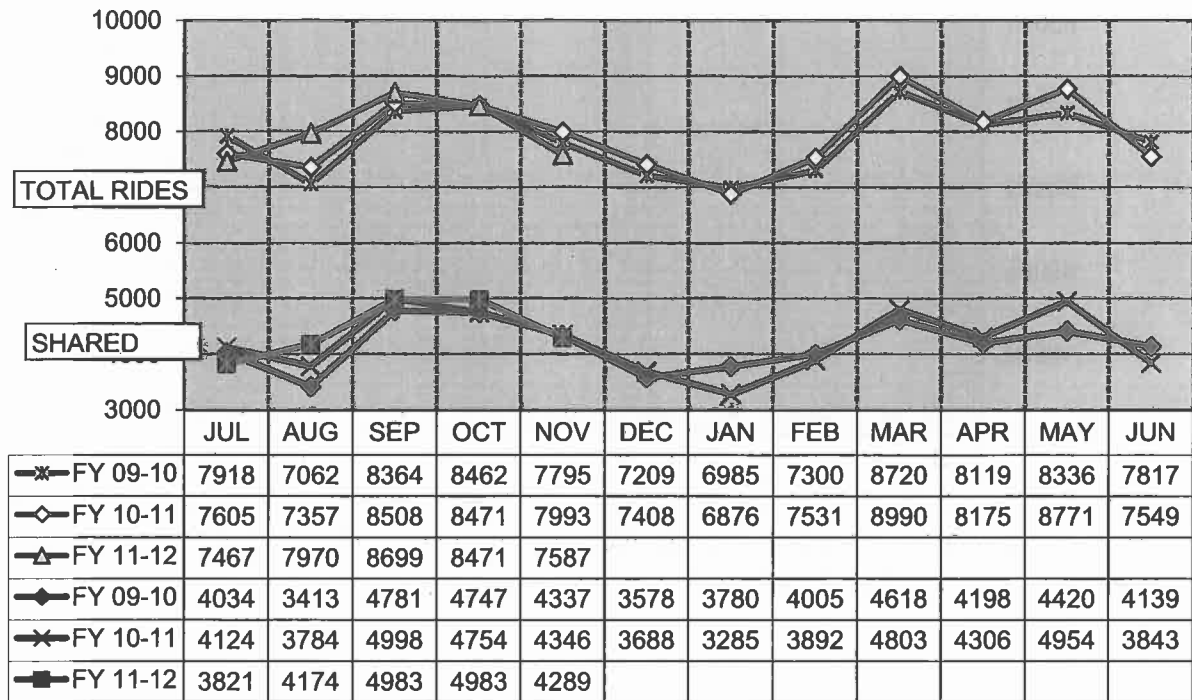
	Nov 10	Nov 11	Fiscal 10-11	Fiscal 11-12	Performance Averages	Performance Goals
Requested	8843	8449	41,992	42,497	8547	
Performed	7993	7587	39,931	40,193	7958	
Cancels	20.98%	19.6%	17.52%	17.33%	18.27%	
No Shows	1.65%	2.91%	2.05%	3.05%	2.69%	Less than 3%
Total miles	50,800	50,944	261,437	271,282	53,647	
Av trip miles	4.78	4.84	4.92	4.85	4.89	
Within ready window	96.25%	95.97%	96.24%	95.12%	95.03%	92.00% or better
Excessively late/missed trips	0	2	9	10	2.58	Zero (0)
Call center volume	6089	5894	29,195	29,848	N/A	
Call average seconds to answer	56 secs	25 secs	1 min 02 secs	28 secs	N/A	Less than 2 minutes
Hold times less than 2 minutes	94.81%	97.5%	94.67%	96.8%	N/A	Greater than 90%
Distinct riders	801	659	1394	1203	781	
Most frequent rider	60 rides	55 rides	293 rides	238 rides	52 rides	
Shared rides	63.7%	65.6%	64.1%	65.0%	62.59%	Greater than 60%
Passengers per rev hour	2.2	2.01	2.23	2.04	1.98	Greater than 1.6 passengers/hour
Rides by supplemental providers	10.57%	15.57%	9.15%	12.78%	11.15%	No more than 25%
Vendor cost per ride	\$20.79	\$22.85	\$20.76	\$21.06	\$21.83	
ParaCruz driver cost per ride (estimated)	\$24.19	\$26.21	\$26.86	\$26.78	\$23.56	
Rides < 10 miles	71.46%	70.30%	69.71%	69.18%	68.53%	
Rides > 10	28.54%	29.70%	30.29%	30.82%	31.30%	

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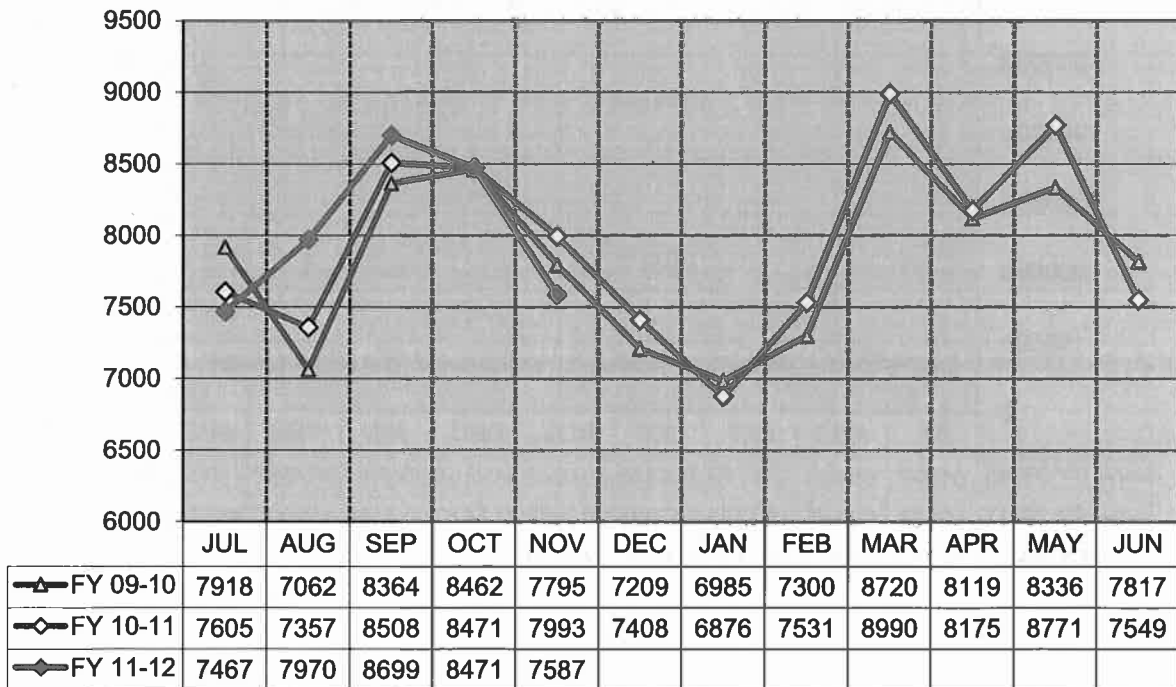
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# ATTACHMENT C

## TOTAL RIDES vs. SHARED RIDES



## NUMBER OF RIDES COMPARISON CHART



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## ATTACHMENT E

MONTHLY ASSESSMENTS						
	UNRESTRICTED	RESTRICTED	RESTRICTED	TEMPORARY	DENIED	TOTAL
		CONDITIONAL	TRIP BY TRIP			
NOVEMBER 2010	45	0	4	5	1	55
DECEMBER 2010	32	0	7	5	0	44
JANUARY 2011	43	3	4	4	0	54
FEBRUARY 2011	41	2	14	4	0	61
MARCH 2011	43	3	5	7	0	58
APRIL 2011	44	0	3	4	0	51
MAY 2011	49	1	4	2	0	56
JUNE 2011	48	0	4	0	0	52
JULY 2011	54	0	0	1	0	55
AUGUST 2011	66	0	3	0	1	70
SEPTEMBER 2011	48	0	7	2	0	57
OCTOBER 2011	59	0	4	0	0	63
NOVEMBER 2011	64	0	3	6	1	74

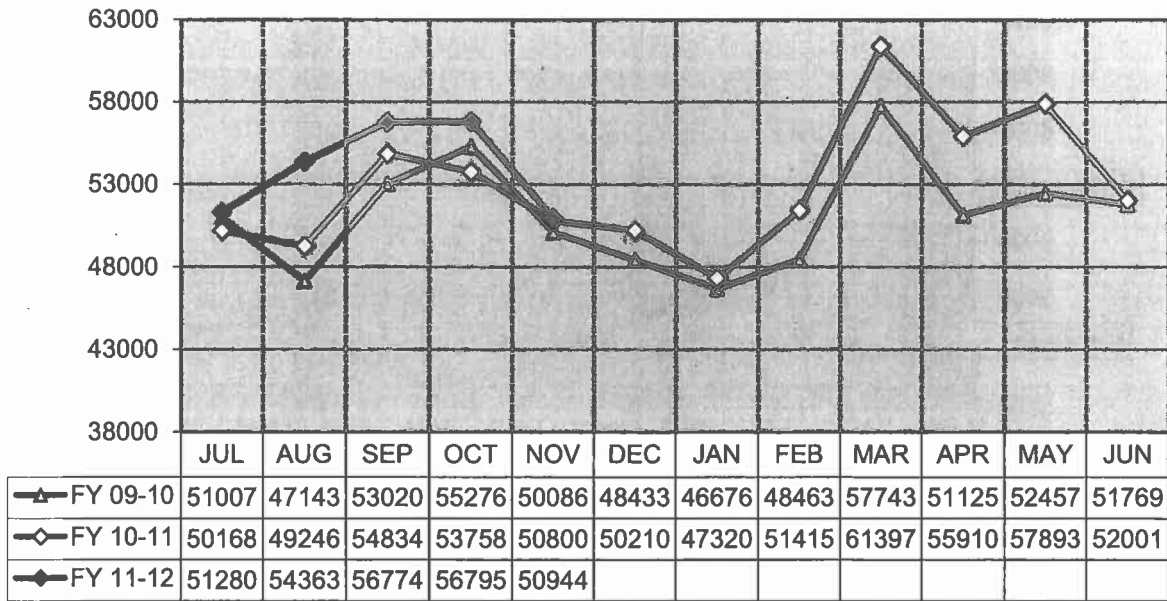
NUMBER OF ELIGIBLE RIDERS	
YEAR	ACTIVE
2006	5315
2007	4820
2008	4895
2009	5291
2010	3314

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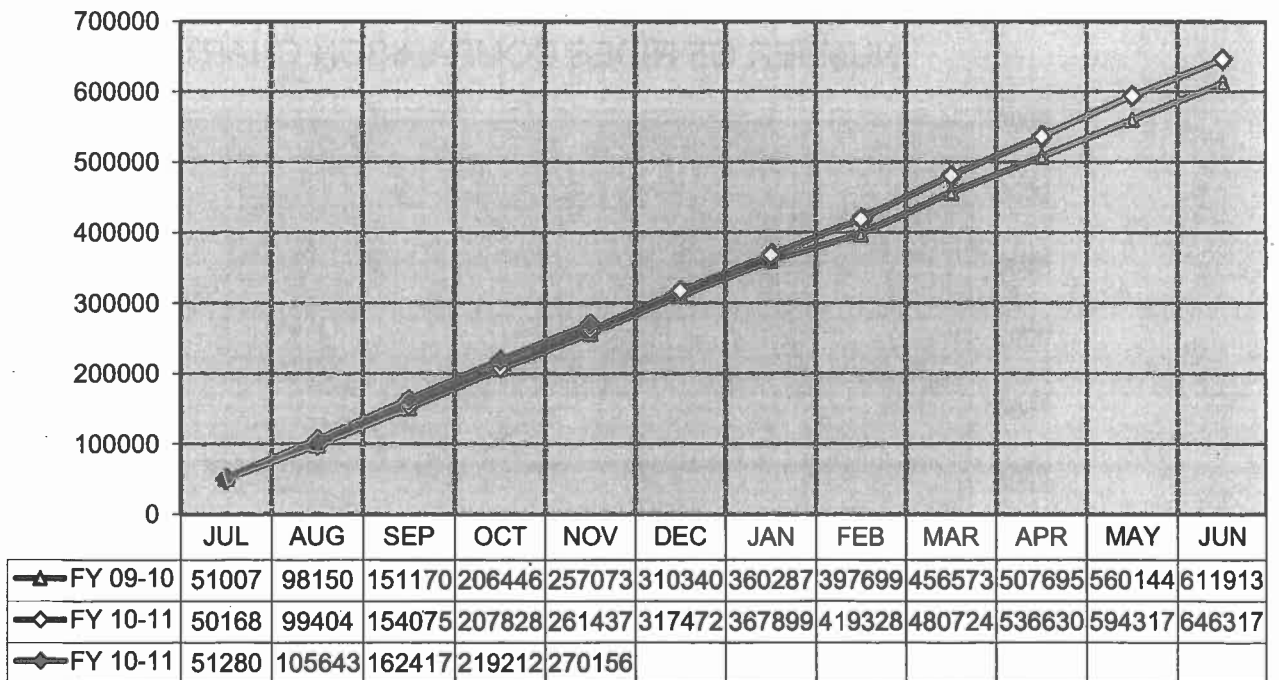
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# ATTACHMENT D

## MILEAGE COMPARISON



## YEAR TO DATE MILEAGE COMPARISON CHART



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# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

**DATE:** January 27, 2012  
**TO:** Board of Directors  
**FROM:** John Daugherty, METRO Accessible Services Coordinator  
**SUBJECT:** ACCESSIBLE SERVICES REPORT FOR NOVEMBER 2011

## I. RECOMMENDED ACTION

This report is informational only. No action required.

## II. SUMMARY OF ISSUES

- After a demonstration project, the Accessible Services Coordinator (ASC) position became a full time position to organize and provide METRO services to the senior/older adult and disability communities.
- Services include the METRO Mobility Training program and ongoing public outreach promoting METRO's accessibility. The ASC also participates in METRO's staff training and policy review regarding accessibility.
- Two persons have served in the ASC position from 1988 to today. In 2002 the ASC position was moved into the newly created Paratransit Department. On May 27, 2011 the Board approved the staff recommendation to receive monthly reports on the activity of the ASC.

## III. DISCUSSION

The creation of the Accessible Services Coordinator (ASC) position was the result of a successful demonstration project funded through the Santa Cruz County Regional Transportation Commission. Two persons have served in the ASC position from 1988 to today. Both hiring panels for the ASC included public agency representatives serving older adults and persons with disabilities.

The first ASC, Dr. Pat Cavataio, served from April 1988 through December 1998. The second ASC, John Daugherty, began serving in December 1998.

Under direction, the Accessible Services Coordinator: 1) Organizes, supervises, coordinates and provides METRO services to the older adult and disability communities; 2) Organizes, directs and coordinates the activities and operation of METRO's Mobility Training function; 3) Promotes and provides Mobility Training and outreach services; 4) Acts as information source to staff, Management, funding sources, clients, community agencies and organizations, and the general public regarding Mobility Training and accessibility; 5) Works with Department Managers to ensure compliance with METRO's accessibility program and policies.

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During 2002 the ASC position was moved from Customer Service to the newly created Paratransit Department. Mr. Daugherty was the first employee. His placement was followed by hiring of the first Paratransit Superintendent, Steve Paulson and the current Eligibility Coordinator, Eileen Wagley.

On May 27, 2011 the Board approved the following recommendation: "Staff recommends that this position be reinstated in FY 12 budget with the requirement that this position be evaluated during FY12 to make sure the service items that are being requested by the Community are being carried out by this position. Additionally, staff recommends that this position be required to provide a monthly activity report to the Board of Directors during FY12."

#### **IV. FINANCIAL CONSIDERATIONS**

None

#### **V. ATTACHMENTS**

**Attachment A:** Accessible Services Coordinator (ASC) Activity Tracking Report for November 2011

Prepared by: John Daugherty, METRO Accessible Services Coordinator  
Date Prepared: January 19, 2012

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# Attachment A

## Accessible Services Coordinator (ASC) Activity Tracking Report for November 2011

### What is Mobility Training?

Mobility Training is customized support to allow access to METRO services. It can include:

- **An Assessment:** The ASC meets the trainee to assess the trainee's capabilities to use METRO services. They discuss the trainee's experience using public transit and set goals for training sessions.
- **Trip Planning:** Practice to use bus route schedules, maps, online resources and other tools to plan ahead for trips on METRO fixed route and METRO ParaCruz services. All Mobility Training includes some trip planning.
- **Boarding/Disembarking Training:** Practice to board, be secured, and then disembark (get off) METRO buses. This training has been requested by persons using walkers, wheelchairs, scooters and service animals. The training session includes work with an operator and out of service bus and lasts three to five hours.
- **Route Training:** Practice using METRO buses to travel to destinations chosen by trainees. The training session includes practice on handling fares, bus riding rules and emergency situations. One training session can take two to eight hours. One or two sessions to learn one destination is typical. The number of training sessions varies with each trainee.

There was progress with training 17 individuals:

- **Four individuals were new referrals:** Referral sources were a social worker, the Mobility Trainer for Monterey Salinas Transit, staff from the Vista Center and Metro's Eligibility Coordinator. Three people were assessed, and the assessment for the fourth person is being set up.
- **Training with five persons progressed:** One person completed her third route training. Four persons were either met in person or contacted by phone and email to provide assistance.
- **Training with eight individuals is almost complete:** November activity included checking on whether further training is needed and preparation to close their files or complete their referral sheets.

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## Attachment A

### Training Overview for November 2011:

- Amount of time dedicated to training sessions and follow up activity: At least 40 hours
- Tracking of scheduled appointments vs. cancelled:  
Four appointments scheduled, no appointments cancelled

### Highlights of Other Activity - Outreach performed in the community:

- November 8 Elderly and Disabled Transportation Advisory Committee meeting
- November 10 Commission on Disabilities meeting
- November 17 UCSC class orientation

Meetings are usually scheduled for two hours. Total ASC time spent includes preparation for the meeting, the meeting itself and follow up activity. ASC activity for each meeting can take four to nine hours.

The total audience for November presentations was at least 230 persons. Questions on METRO service varied. Information was provided during meetings and follow up phone calls and emails.

### Requests from the community and METRO staff:

- There were at least 30 individual contacts in person and/or over the phone. Most contacts regarded preparation for presentations and setting up future training and outreach.

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# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

**DATE:** January 27, 2012  
**TO:** Board of Directors  
**FROM:** Leslie R. White, General Manager  
**SUBJECT: CONSIDERATION OF PROPOSED SERVICE ENHANCEMENT PLAN  
FOR SPRING 2012**

## I. RECOMMENDED ACTION

**That the Board of Directors adopt the proposed service enhancements for Spring 2012.**

## II. SUMMARY OF ISSUES

- On September 15, 2011, Santa Cruz METRO implemented a 8.2% reduction in fixed route transit service in order to fill a budgetary deficit.
- Operating revenue received by Santa Cruz METRO in FY12 has exceeded budgetary expectations and now Santa Cruz METRO has the opportunity to restore and enhance transit service.
- Santa Cruz METRO Planning and Scheduling staff, in close collaboration with United Transportation Union Local 23, has developed a preliminary plan for service enhancements.
- These service enhancements are tailored to address several dire needs. Overloading and on-time performance problems have impeded on Santa Cruz METRO's ability to provide adequate transit service to all parts of Santa Cruz County. The top needs are :
  - More frequent and/or express service along the Soquel Ave. / Cabrillo / Hwy. 1 corridor;
  - More frequent service in the early morning and later evening along the UCSC corridor;
  - Restoring service in Live Oak during the weekends;
  - More evening trips to Scotts Valley/San Lorenzo Valley.
- These proposed service enhancements would begin March 29, 2012. This proposed service enhancement is planned to offset the 8.2% service reduction, therefore this proposal is estimated to not exceed \$1million in annual operating costs.

## III. DISCUSSION

On September 15, 2011, Santa Cruz METRO implemented a 8.2% reduction in fixed route transit service in order to fill a budgetary deficit. Throughout the planning process for this service reduction, Santa Cruz METRO engaged in extensive dialog with the public through

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public meetings held throughout the county. Dialog was also held amongst board members and other staff in order that the service reductions would have as small of impact on the community as possible.

Shortly after the implementation of the 8.2% service reduction, Santa Cruz METRO began to experience operational issues such as overloaded buses and chronically late trips causing hardships for passengers as well as bus operators and supervisors. These operational issues were mainly concentrated on main corridors in which the supply of transit could not keep up with the transportation demands of the public.

Simultaneously, Santa Cruz METRO's financial situation improved with operating revenue exceeding budgetary expectations, leading to the opportunity to enhance transit service and negate the negative impacts of the 8.2% service reduction.

Beginning in December 2011, Santa Cruz METRO's Planning and Scheduling staff began to work with United Transportation Union Local 23 on developing a service plan that would address the most pressing deficiencies in the current service. Staff used ridership data, survey observations, reports from bus operators, and comments from riders to identify transit service needs and develop solutions and enhancements to alleviate these transit deficiencies.

This preliminary plan addresses four main areas of inadequate transit service:

- The Soquel Ave. / Cabrillo / Hwy. 1 corridor
- UCSC service both early in the morning and in the later evening
- Weekend service in Live Oak
- Evening service to Scotts Valley/San Lorenzo Valley

#### **Soquel Ave. / Cabrillo / Hwy. 1 Corridor:**

The Soquel Ave. / Cabrillo / Hwy. 1 Corridor is the main thoroughway for transit service in Santa Cruz County. Transit service along this corridor connects Santa Cruz to Watsonville and serves several smaller communities in between. It is the most heavily ridden corridor in Santa Cruz County other than UCSC. Currently the Route 71, Route 69A, Route 69W, and Route 91X serve this corridor through its entirety. Since the implementation of the 8.2% service reduction, these routes have become overcrowded to the point which passengers are being "passed by" due to buses full to capacity.

To combat this, staff is proposing to add four new blocks of Route 91X service. The Route 91X is a limited stop express bus from Santa Cruz to Watsonville, and in reverse from Watsonville to Santa Cruz. This route serves Cabrillo College, which is a major source of high ridership along the Soquel Ave. / Cabrillo / Hwy. 1 corridor. By adding four new blocks of Route 91X, Santa Cruz METRO will be providing express service to Cabrillo College every half hour in each direction from Santa Cruz and Watsonville. This proposal will increase access to Cabrillo College and provide more options for commuters who are traveling from the north to south end

of the county or vice-versa. By adding this proposed service, staff anticipates that overcrowding on the current routes will subside because passengers who are traveling to Cabrillo College or beyond will elect to use the express bus instead of Routes 71, 69A, and 69W. This in turn will free up capacity for passengers who use these routes for shorter trips and do not board at a transit center.

**UCSC - Early AM and Later PM:**

UCSC ridership accounts for almost half of Santa Cruz METRO's annual ridership with nearly 3 million riders per year. The 8.2% service reduction has compromised Santa Cruz METRO's ability to effectively provide service to this demand.

In the last service reduction, the Route 13 was discontinued. This route accounted for roughly 12 hours of service per weekday. In January 2012, Santa Cruz METRO reinvested two of those 12 hours as additional Routes 15 and 16 which serve UCSC via Laurel St. Staff is proposing to reinvest the remaining 10 service hours as new trips of Route 15 and 16. Three of these service hours will be focused in the early morning commute hours and the remaining seven hours will be focused in the later evening due to a higher number of late-starting classes at the university.

Planning staff is working with Larry Pageler, the director of UCSC's Transportation and Parking services and his staff to pinpoint when the exact departure times for these service hours should be scheduled. In the planning process, UCSC service is generally the last to become finalized because Santa Cruz METRO's staff wants to ensure that any new trips will accurately coincide with class times.

**Live Oak – Weekend:**

The 8.2% service reduction had several major reductions to weekend service including reducing the frequency of routes serving the Live Oak area. After assessing the impacts of these reductions, staff is proposing reinstating *all weekend service* through Live Oak to pre-service reduction levels with a few minor changes.

This means that Routes 69A and 69W will return to an hourly service frequency and their former departure times. The Route 66 will return to its former departure times, the minor exception is that the evening trips are proposed to become Route 66N to provide better geographic coverage in the evenings. Also the Route 68 will return to an hourly service frequency and return to its former departure times.

**Evening Service to Scotts Valley/San Lorenzo Valley:**

The Route 35 is the major route that serves Scotts Valley and the San Lorenzo Valley. During the 8.2% service reduction, several evening trips of the Route 35 were discontinued. This has caused issues for many passengers on their return commute home in the evenings. Staff is

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proposing to reinstate the 6:30pm and 7:25pm trips in order to provide better service for Scotts Valley and San Lorenzo Valley residents who are returning home during weekdays.

Another issue along the Route 35 involves overcrowding around school bell times. Staff is proposing moving the 7:18am trip to 7:08am and reinstating the 2:20pm trip in order to provide capacity for junior high and high school students.

**Current Status:**

Santa Cruz METRO staff is continuing to work out the finer details of this service enhancement proposal. This includes exact departure times for the new UCSC trips, designing a new Route "3W" which would serve west side Santa Cruz on the weekends, and internal interlining to ensure this enhanced service will operate efficiently.

This service enhancement proposal would be implemented on March 29, 2012. Staff is recommending that the Board of Directors adopt the proposed service enhancements.

**IV. FINANCIAL CONSIDERATIONS**

At the time this staff report was written, Santa Cruz METRO staff was continuing to model this service enhancement proposal to calculate an annual operating cost. However, this proposed service enhancement is planned to offset the 8.2% service reduction, therefore this proposal is estimated to not exceed \$1million in annual operating costs.

**V. ATTACHMENTS**

**Attachment A: Outline of Proposed Service Enhancements**

Prepared By: Erich R. Friedrich, Transportation Planner  
Carolyn Derwing, Scheduling Analyst

Date Prepared: January 19, 2012

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Outline of Proposed Service Enhancement  
-Spring 2012-

- **Soquel Ave. / Cabrillo / Hwy. 1 Corridor:**
  - Increase Route 91X to operate every half hour in each direction
    - Early morning trips would remain the same
    - New trips outbound (from Santa Cruz to Watsonville) start at 9:15am
      - Departs Santa Cruz METRO Center at :15 and :45 from 9:15am to 5:45pm
    - New trips inbound (from Watsonville to Santa Cruz) start at 10:10am
      - Departs Watsonville Transit Center at :10 and :40 from 10:10am to 5:40pm
    - Outbound trips would not serve Civic Plaza in downtown Watsonville
    - All inbound trips would serve Dominican Hospital
    - The current afternoon trip will be replaced by the new enhanced trips
- **UCSC:**
  - 10 hours of transit service would be reserved for enhanced weekday service
    - 2 hours would be reserved for enhanced early morning service
    - 8 hours would be reserved for later evening service
  - Santa Cruz METRO staff UCSC Transportation and Parking Services staff will collaborate to finalize exact trip departure times for the restored 10 hours.
- **Live Oak – Weekends:**
  - Restore all trips and departure times back to pre-service reduction levels
    - Routes 69A and 69W would return to hourly frequencies
    - Route 66 would return to previous departure times
    - Route 68 would return to hourly frequencies and previous departure times
  - Exceptions:
    - The evening Route 66 trips would become Route 66N
    - The current routing of the Route 68 (established September 15, 2011) would remain the same
- **Evening Service – Scotts Valley/San Lorenzo Valley:**
  - Restore the 6:30pm outbound (from Santa Cruz to Boulder Creek) trip
    - Would serve the Country Club (Hwy. 236)
  - Restore the 7:25pm outbound (from Santa Cruz to Boulder Creek) trip
    - Would serve the Mountain Store (Hwy. 9)
  - Move the 7:18 trip to a 7:08 departure time
  - Restore the 2:20pm School Term trip



# 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

JAN 31 2012

**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
<b>SCHEDULE (Month/Yr) Completion Date 4/13</b>					6/1/12			
<b>Total Cost/Phase</b>					<b>\$2,070,000</b>			
<b>\$TDA requested</b>					<b>\$450,000</b>			
<b>Source 2: RSTPX</b>					<b>\$700,000</b>			
<b>Source 3: Local</b>					<b>\$920,000</b>			
<b>Source 4:</b>								

*\*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?
<b>A.</b> 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.)	<b>Yes</b>
<b>B.</b> Has this project previously received TDA funding?	<b>Yes</b>
<b>C.</b> 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?	<b>Yes</b>
<b>D.</b> 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).	<b>No</b>
<b>E.</b> 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: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	<b>Yes</b>

**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.

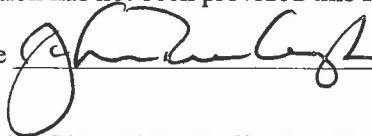
**Article 8 Bicycle/Pedestrian Claims**

- ☐ 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.

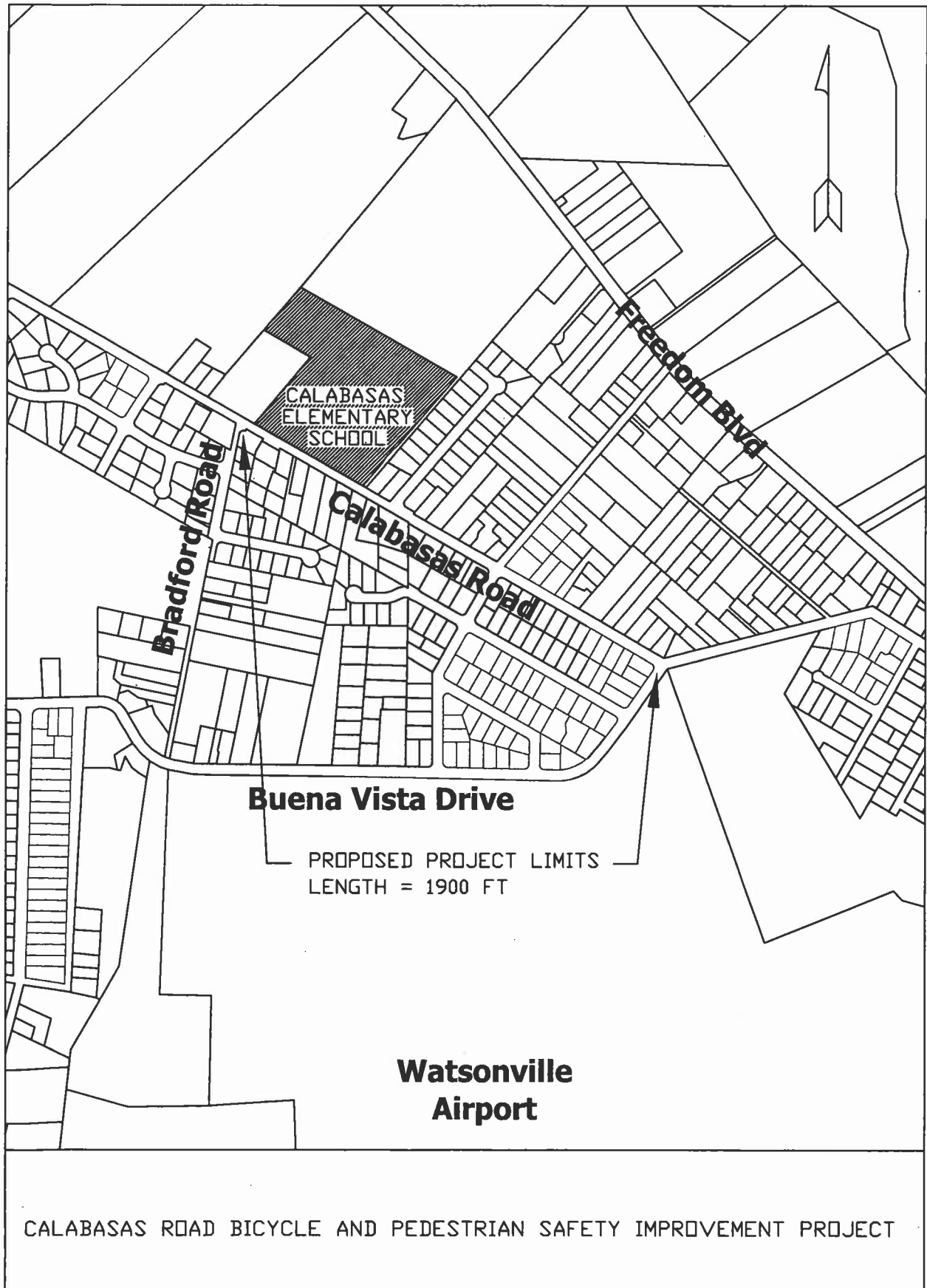
Signature



Title: DIRECTOR OF PUBLIC WORKS

Date: 1/31/2012

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12-7

**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>
<b>Appropriations</b>						
Services & Supplies	\$17,599	\$1,164,967	\$210,000	\$1,259,810	\$1,259,810	\$94,843
<b>Total</b>	<b>\$17,599</b>	<b>\$1,164,967</b>	<b>\$210,000</b>	<b>\$1,259,810</b>	<b>\$1,259,810</b>	<b>\$94,843</b>
Increase Reserve	\$64,899	\$47,395	\$47,395	\$65,994	\$65,994	\$18,599
<b>Total Requirements</b>	<b>\$82,498</b>	<b>\$1,212,362</b>	<b>\$257,395</b>	<b>\$1,325,804</b>	<b>\$1,325,804</b>	<b>\$113,442</b>
<b>Available Funds</b>						
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
<b>Total</b>	<b>\$261,119</b>	<b>\$1,212,362</b>	<b>\$455,020</b>	<b>\$1,325,804</b>	<b>\$1,325,804</b>	<b>\$113,442</b>

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
<b>TOTAL</b>	<b>\$ 1,164,967</b>	<b>\$ 1,259,810</b>

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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
	<u>\$60,000</u>

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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

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LD 32-12

**COUNTY OF SANTA CRUZ**  
**FINAL 2011/12 CAPITAL IMPROVEMENT PROGRAM**  
**- FINANCING SUMMARY -**

TRANSPORTATION DEVELOPMENT ACT FUND (Bikeways) - 621220												
CIP #	DESCRIPTION	AVAILABLE	2010/11	2010/11	2010/11	FISCAL YEAR	ADOPTED					
		FUND BALANCE 6/30/2010	CIP EST REVENUE	Actual REVENUE	Actual EXPEND		FUND BALANCE REVENUES EXPENDITURES CARRY OVER	2011/12	2012/13	2013/14	2014/15	2015/16
		\$243,521	\$968,842	\$1,131	\$139,102			\$105,550	\$65,426	\$195,426	\$325,426	\$455,426
								\$1,237,484	\$130,000	\$130,000	\$130,000	\$130,000
								\$1,277,608	\$0	\$0	\$0	\$0
								\$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		\$90,683					
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					
					\$139,102		\$0	\$1,277,608	\$0	\$0	\$0	\$0

# *Santa Cruz Metropolitan Transit District*



February 07, 2012

Santa Cruz Regional Transportation Commission  
Elderly and Disabled Transportation Advisory Committee  
1523 Pacific Ave.  
Santa Cruz, CA 95060

Q'Straint – Q'POD Mobility Device Restraint System

Chair Daugherty,

On November 08, 2011 METRO arranged with the Valley Transportation Authority to provide a bus equipped with Q'Straint's Q'POD securement device for demonstration to members of the Elderly & Disabled Transportation Advisory Committee (E&D TAC). The purpose of this demonstration was to provide the committee members with a working model of METRO's intended consideration of fitting future bus builds with modern state-of-the-art securement stations manufactured by Q'Straint. E&D TAC members were asked to consider eliminating the "Santa Cruz Arm" (a collapsible arm used as a restraint system that has been in use on all Santa Cruz METRO buses since 1979) in favor of installing Q'Straint systems.

After the bus demonstration a discussion was held by the committee members, and concerns were documented in a notice dated December 02, 2011 (see Attachment A) requesting further research by METRO Staff on the following items:

- **Seek input from wheelchair manufacturers regarding potential affects (breach, nullify, etc.) of the restraint devices to warranty coverage.**
- **Requesting present cost information for procurement as well as maintenance.**
- **Requesting information about other transit agency experiences with the system from both the operators' and passengers perspective.**

METRO Staff researched the various inquiries made and offers the following responses:

**Seek input from wheelchair manufacturers regarding potential affects (breach, nullify, etc.) of the restraint devices to warranty coverage.**

A phone conversation was held with Pride Mobility 1-800-800-8586, a major manufacturer of Wheelchair and Scooter mobility devices. The representative conveyed that standard operating instructions for transporting Mobility Devices on a public transit bus or Paratransit vehicle is for the occupant not to sit on the device as it is being transported, but that doing so does not void the warranty.

The manufacturer representative indicated that no problems have been encountered with the American Seating or other restraint systems, such as the Q'Straint system, with their devices, and indicated that in their product line, the Pride Mobility Quantum 6000 Z, is the only product they manufacture that has been specifically designed to work with the Q'Straint systems. The devices have special hooks attached to the frame that facilitate securement with the Q'Straint system and in most cases other securement systems.

1200 River Street, Santa Cruz, CA 95060  
831-425-8951 [www.scmttd.com](http://www.scmttd.com)

1h-1

# *Santa Cruz Metropolitan Transit District*



Warranty on the Pride Mobility product line covers only components that are defective due to material or workmanship. If the device is abused due to negligence or misuse the warranty would be void. Warranty covers the motor, frame and electronics, but only if those components are not subjected to unusual use; securement devices used properly should not have an impact on warranties. These disclaimers appeared to be standard on all manufacturers reviewed: InvaCare, Drive Medical, and Sunrise/Quickie.

## **INDUSTRY STANDARDS**

As mobility devices and securement processes evolve, a variety of programs have surfaced focused on making the transport of mobility devices, and their occupants, safer. Some are discussed below:

Programs such as wheelchair device markings and tether straps are increasingly used by transit agencies to deal with difficult-to-secure wheelchairs and other mobility devices. Improvements in tie-down products have assisted in establishing appropriate securement points, but are not as effective as tie-down points built in or attached to wheelchairs according to studies conducted by Douglas J. Cross Consultants.

Standard No. WC 19: "Wheelchairs Used as Seats in Motor Vehicles" was approved by the American National Standards Institute (ANSI) in 2000, as a voluntary U.S national standard. It is the only rating that is recognized for the transport of mobility devices secured with the occupant riding on the device. According to D. J. Cross, these standards specify strength and geometric requirements for at least four securement points and seat/shoulder belt anchorage points that can withstand crash forces, as well as accessible geometry that can receive a securement hook or buckle, and is the most desired feature for proper securement (see attachment B).

Marking and Tether Straps: Options now exist in which mobility device users can choose to have specific areas of their mobility devices marked with colored tape, stickers, plastic wire ties, or paint identifying appropriate tie down points. Usually, markings are performed at the point of purchase in order to ensure that appropriate stress points are identified and marked. Tether straps (also known as Stoke Straps or Securement Straps) may be used and are marketed by most major vehicle securement equipment manufacturers. Some known brands are "Webbing Loop", "Secure Loop", and "Quick Strap". These tethering straps are designed to be placed in appropriate stress points allowing securement hooks to be attached (see attachment C).

### **Requesting present cost information for procurement as well as maintenance.**

Cost for procurement of the Q'Straint – Q'POD securement station will vary, but it is estimated at approximately \$4,000 per unit.

The units are currently warranted for three (3) years and since their inception was in 2009 – 2010, Q'Straint reports that the few issues encountered were minor and addressed immediately and consisted of manufacturing issues when the units first were introduced. These issues have been corrected. The units are self-contained and enclosed to prevent contamination.

*Santa Cruz Metropolitan  
Transit District*



Maintenance on the units is performed on a periodic basis and consists of removing the various access panels for inspection of moving parts. Inspection of a station will require approximately 20 minutes.

**Requesting information about other transit agency experiences with the system from both the operators' and passengers perspective.**

**Muncie Transit, Muncie, Indiana** - Ted Gaston - Maintenance Director (765) 287-2388

Reported that Q'POD units were working very well, with no problems reported. Operators found the stations to be user friendly and allowed for very quick securement of mobility devices; there were no issues reported by the public served.

**Metropolitan Atlanta Rapid Transit Authority (MARTA)** PH: 404 848 4227

Representative reported that the units were very well received by the Operators and the community. Rapid securement was a key feature that was being enjoyed by both. There did not seem to be any maintenance issues with the units.

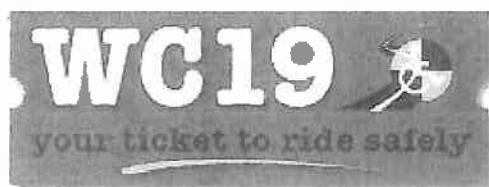
**Santa Clara Valley Transit Authority** – James Wilhelm, Senior Vehicle Engineer 408-546-7747

Mr. Wilhelm reported that the units were being very well received by users in mobility devices. The Operators were pleased with ease of use and expedient securement process; maintenance was not having issues with the units. This information was also demonstrated and acknowledged by the Operator when the VTA bus was brought for demonstration.

**United Transit Union, Local 23** has reviewed the units and expressed interest in their ease and speed of securement; additional review of units is pending.

Ciro Aguirre  
Manager of Operations  
Santa Cruz METRO  
831-425-8951

Cc: Les White, General Manager  
April Warnock, Metro ParaCruz Manager  
Frank Bauer, Metro Safety and Training Coordinator



[Consumers](#) | [Prescribers](#) | [Manufacturers](#) | [Transporters](#)

## The WC19 Information Resource: Crash-tested Wheelchairs & Seating Systems

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### What is WC19?

WC19 is a voluntary industry standard for designing, testing and labeling a wheelchair that is ready to be used as a seat in a motor vehicle. A WC19 wheelchair has:

- Four permanently attached and labeled securement points that can withstand the forces of a 30 mph, 20 g impact.
- Specific securement point geometry that will accept a securement strap end fitting hook.
- A clear path of travel that allows proper placement of vehicle mounted occupant safety belts next to the skeletal parts of the body,
- Anchor points for an optional wheelchair anchored pelvic safety belt, that is designed to withstand a 30 mph, 20 g impact, that has a standard interface on it that allows it to connect to a vehicle-anchored shoulder belt.

This website has an [up-to-date list of successfully crash tested wheelchairs and seating systems.](#)

You can read more about this standard in which was passed in April 2000 in this section of the website. You can quickly learn more about how to travel with greater safety in a van or bus by reading the [Ride Safe Brochure](#). The [Ride Safe](#)

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Brochure is now available in Spanish.

## Find the information you need!

You may view **all** components of this WC19 website but, this WC19 information is organized by reader type.

Click on the link that best describes your information needs:

- Consumers: *individuals or family of individuals who use wheelchairs.*
- Prescribers: *clinicians, rehabilitation therapists, Certified Rehabilitation Technology Suppliers and Rehabilitation Engineers.*
- Manufacturers: *companies that manufacture manual and power wheelchairs, seating products and wheelchair tiedowns and occupant restraint systems.*
- Transporters: *public, private and paratransit transportation agencies and school districts.*

## Additional Resources:

### MediaSite Live Presentations on the Web

This resource adds video presentations on wheelchair transportation safety to this website. MediaSite Live is a technology that lets Windows and Macintosh computer users view archived video stored on a central website designed to serve these videos. Our webserver is located at the U of Pittsburgh.

*Note: for the following video formats, user may need to download addition software such as Windows Media Player, QuickTime Player or Real Player. Follow the on-screen prompts.*

- **Wheelchair Transportation Safety - Ride Safe 2008:** a video presentation of the information contained within the RideSafe Brochure - by *Mary Ellen Buning, PhD, OTR/L, ATP*

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- **Transportation Safety for Wheelchair Occupants:** a video presentation by *Linda Van Roomalen, PhD*, University of Pittsburgh
- **Transporting Preschoolers and Young Children with Special Healthcare Need:** a video presentation by *Miriam Manary, MSE* University of Michigan Transportation Research Institute and *Lori Brinkey, MPT* University of Michigan Health System  
Recorded at the International Seating Symposium in March 2009
- **Driving with a Disability - Clinical and Technical perspectives:** *Linda van Roosmalen, Ph.D. and Amy Lane, OTR/L, CDRS*, University of Pittsburgh  
Recorded at the International Seating Symposium in March 2009

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This website is the authoritative information resource on the WC19 standard. This website is a service of the Rehabilitation Engineering Research Center on Wheelchair Transportation Safety in partnership with the RESNA Subcommittee on Wheelchairs and Transportation (SOWHAT). RESNA is designated as a standards setting organization by ANSI, the American National Standards Institute.

Be sure to visit the standards section of this site if you are interested in a more formal presentation on standards.

As always, we welcome your feedback on how to improve this resource. Want to make a suggestion? Have questions about WC19? Contact us by e-mail at [ruffing@pitt.edu](mailto:ruffing@pitt.edu)

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**Last Updated:** August 18, 2010



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*SafeHaven*  
by New Haven

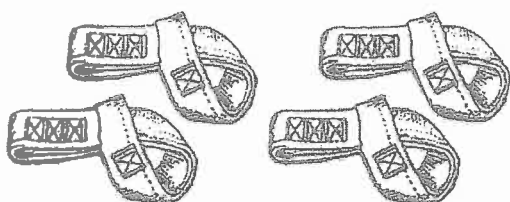
## SECURE LOOPS™

**A NEW PRODUCT DESIGNED TO FACILITATE QUICKER -  
EASIER WHEELCHAIR TRANSPORTATION SECUREMENT**

**SECURE LOOPS™** Manufactured of high strength "**TENDER STRAP™**" webbing are uniquely assembled into adjustable semi-permanent loops to provide easily accessible "Flex" rings for wheel chair tie-down strap attachment regardless of the tie-down system used.

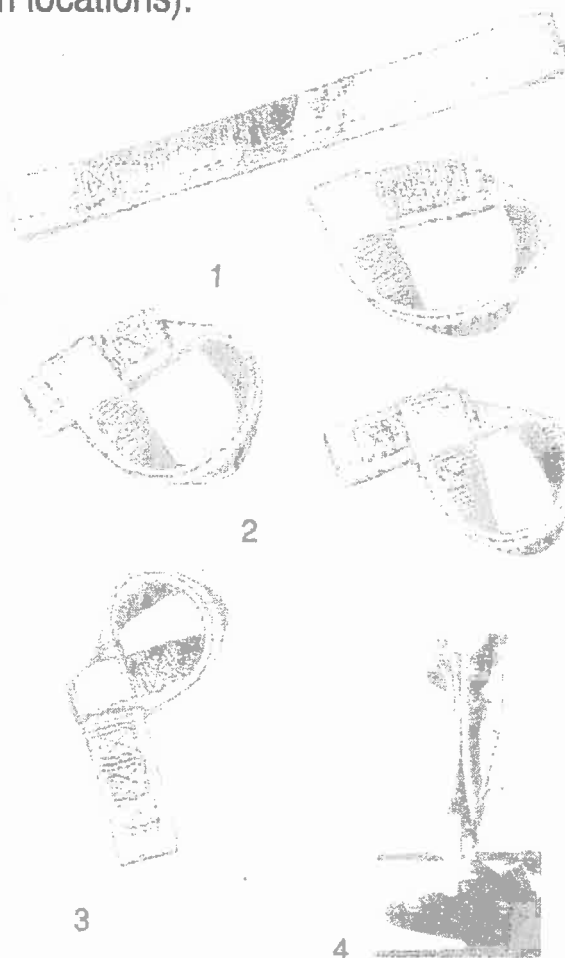
**IMPORTANT: SECURE LOOPS** Must be attached to the strongest support structure on the wheelchair. Their location may vary from the four corners of the seat structure on a standard wheelchair or to the supporting structure underneath the seat and steering wheel pedestal base of a 3 wheeled scooter.

**CAUTION:** Never attach **SECURE LOOPS** to wheelchair wheels (in most cases, these are the weakest tie-down locations).



### INSTALLATION:

1. Open the Secure Loop to its flat length position.
2. Encircle wheelchair tubing structure (or frame) large loop forward. Insert large loop into small loop.
3. Push large loop end through small loop until sewn end of large loop 'locks' small loop into place.
4. Attach each wheelchair tie down strap by inserting the snap hook end fitting through the webbing loop you have formed, then snap hook to metal ring end fitting locked securely into floor track.



CRASH TESTED AT 30 MILE PER HOUR 20 G IMPACT  
MADE IN USA US PAT. #5,391,030

# **SANTA CRUZ METROPOLITAN TRANSIT DISTRICT**

## **AGENDA February 14, 2012**

**TO: Elderly & Disabled Transportation Advisory Committee**  
**FROM: Robert Cotter, Maintenance Manager**  
**RE: Bus Stop Improvement Project Update**

### **RECOMMENDATION**

This item is for information and discussion.

### **DISCUSSION**

#### **Background**

1. Santa Cruz METRO received \$500,000 in approved State Transit Improvement Program (STIP) capital project dollars for an automatic traveler information system, which was programmed into the Regional Transportation Plan (RTP) by the Santa Cruz County Regional Transportation Commission (SCCRTC) in FY08.
2. In 2009, Santa Cruz METRO staff addressed the purpose of the original STIP project via the use of "Google Transit" and requested that the STIP capital funds be reprogrammed to needed bus stop construction, repairs and improvements.
3. On December 7, 2009, SCCRTC assisted Santa Cruz METRO in reprogramming the funds and received California Transportation Commission (CTC) approval. Santa Cruz METRO had until June 2011 to obtain an allocation of funds.
4. Since CTC awards STIP funds on a "first come, first served" basis and expenditure must commence within six months, Santa Cruz METRO applied for a January 2011 allocation with plans to start the project in May 2011 with an end date of June 30, 2012.
5. Design of the bus stop improvement project included extensive outreach to: SCCRTC's Elderly and Disabled Transit Advisory Committee (E&D TAC) and Interagency Technical Advisory Committee (ITAC); Santa Cruz METRO's Bus Stop Advisory Committee (BSAC); representatives from the United Transportation Union (UTU) and Service Employees International Union (SEIU); and, the general public.
6. Santa Cruz METRO staff compiled its original master list of repairs from multiple lists representing many years of SCCRTC, Santa Cruz METRO, UTU, SEIU, BSAC and public input and has omitted stops that may become inactive.
7. If repairs to a selected stop could not be made for any reason, Santa Cruz METRO staff has the ability to select from the list in **Attachment D**, another stop in the same district (when possible) for allowable improvements and/or repairs.

## SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

8. Santa Cruz METRO received \$500,000 in approved State Transit Improvement Program (STIP) capital project dollars for an automatic traveler information system, which was programmed into the Regional Transportation Plan (RTP) by the Santa Cruz County Regional Transportation Commission (SCCRTC) in FY08. In 2009, Santa Cruz METRO addressed the purpose of the original STIP project via the use of "Google Transit" and requested that the STIP capital funds be reprogrammed to needed bus stop construction, repairs and improvements, a long-standing, heretofore unfunded priority project.
9. On December 7, 2009, SCCRTC assisted Santa Cruz METRO in reprogramming the funds and received California Transportation Commission (CTC) approval. Santa Cruz METRO had until June 2011 to obtain an allocation of funds. Since CTC awards STIP funds on a "first come, first served" basis and expenditure must commence within six months, Santa Cruz METRO applied for a January 2011 allocation with plans to start the project in May 2011, with an end date of December 30, 2012.
10. Santa Cruz METRO staff designed the bus stop improvement project with extensive outreach to and input from: SCCRTC's Elderly and Disabled Transit Advisory Committee (E&D TAC) and Interagency Technical Advisory Committee (ITAC); Santa Cruz METRO's Bus Stop Advisory Committee (BSAC); representatives from the United Transportation Union (UTU), Service Employees International Union (SEIU), and; the general public. In the course of compiling the attached lists, staff began with multiple existing lists of suggested improvements representing years of SCCRTC, Santa Cruz METRO staff, UTU and public input, which totaled over 200 needed repairs. Ninety-three (93) are currently on hold (**Attachment D**) for various reasons—for example, either the needed repairs were not eligible for this funding or cost-prohibitive, such as those which required meeting Caltrans' road standards for bus stop pads, which can cost upwards of \$100,000 each.
11. A BSAC meeting for final input and comments was held on December 2, 2010, with all parties invited and provided with final drafts of the suggested lists of improvements prior to the meeting. In addition to attending the E&D TAC meetings to present the original scope of the project, a number of different staff also presented updates on the project to both E&D TAC and ITAC at a number of their meeting and requests for information.
12. The Lane 4 Awning replacement project funding is provided by two (2) sources; STIP funds in the amount of \$65,000 and \$35,000 from Facilities' Capital budget. The present awning is in need of replacement due to its state of repair. The present owner of the building has been consulted and is in agreement with Santa Cruz METRO's proposed replacement awning. The owner of the building will be consulted again as the portion of the Bus Stop Improvement Project moves forward and through the project. The replacement of the Lane 4 awning was approved by Santa Cruz METRO's Board of Directors on October 28, 2011 and the contract was awarded to Jim Coats Construction. Santa Cruz METRO is working with the City of Santa Cruz during the Lane 4 portion of Bus Stop Improvement Project to ensure that the new awning at Pacific Station will be part of the overall vision the City has for the downtown area. At the present time, Santa Cruz METRO is waiting for the return of paperwork (permits) from the City before proceeding with the Lane 4 portion of Bus Stop Improvement Project. Santa

# SANTA CRUZ METROPOLITAN TRANSIT DISTRICT

Cruz METRO has already received approval from the City on the design and color of the new awning.

13. In regard to the project in its entirety, Santa Cruz METRO is a self-permitting agency under Section 23 of the Code of Federal Regulations Chapter 771.117(b)(8), and is exempt from filing environmental documents in regard to, "installation of fencing, signs, pavement markings, small passenger shelters. . .where no substantial land acquisition or traffic disruption will occur." Nonetheless, staff will work with local public works' departments in each jurisdiction to let them know well in advance of any work being scheduled. To accomplish this, Santa Cruz METRO has been in contact with County/City Officials and private businesses to keep all parties involved and informed. All issues have been resolved before any construction begins.
14. **Attachments A and B** which lists the recommended repairs and improvements has the origin of the requesting group in the far left column. Staff then omitted stops that may become inactive. In the course of outreach, staff received a detailed letter from E&D TAC with requests for targeted construction and improvements. Staff took photos of all suggested locations and nearby bus stops and presented potential repairs and improvements eligible for these funds at the August 2010 E&D TAC meeting.
15. **Attachment C** is a map showing the distribution of construction, repairs and improvements county-wide. Supervisorial Districts 1, 2 and 3 each benefit from twenty-two (22) bus stop improvements; District 4 has twenty (20) and District 5 has twenty-one (21), for a total of one hundred-seven (107) recommended improvements and repairs. The challenge in Districts 4 and 5 is that most stops are on state roads which require all construction to be done to meet Caltrans' standards, which can drive the cost of a simple repair very high. Staff also omitted repairs requiring the purchase of right-of-way or non-construction activities, neither of which can be included in the STIP project budget. Staff strove to meet the standards of environmental justice in the equitable distribution of repairs for this project.
16. **Attachment E** is a map showing the distribution of completed construction, repairs and improvements county-wide.
17. STIP funds in the amount of \$500,000 support the bus stop construction, improvements and repairs delineated on **Attachment A**. Of the \$500,000, approximately \$150,000 will be used to pay for Santa Cruz METRO labor used in the project (approximately 30 hours per week for a year). The additional repairs listed on **Attachment B** will be made with Santa Cruz METRO labor and using recycled equipment pulled from inactivated stops in order to equalized the distribution of repairs and improvements county-wide

## Progress

1. Santa Cruz METRO has begun recommended repairs and improvements to the bus stops on the agreed Bus Stop Improvement list. Using both Santa Cruz METRO employees and contractors, repairs to seventeen (17) bus stops have been completed. These repairs range from the complete install of a shelter and pad at Emeline and Sutphen to repairs of roofs to existing Phase II shelters. Those repairs are listed and depicted on **Attachment E, F and G**.

# **SANTA CRUZ METROPOLITAN TRANSIT DISTRICT**

## **Remaining funds**

1. Because Santa Cruz METRO has come in under-budget on many of the originally approved recommended construction improvements using \$500,000 in STIP funds; Santa Cruz METRO is requesting input from the members of E & D TAC for two (2) additional projects.
  
2. Santa Cruz METRO has compiled a list of twenty-six (26) possible bus stops that are shelter ready (concrete pad already in place with no ADA accessibility issues). Of the twenty six (26) bus stops on the list, ten (10) bus stops will receive the new shelters purchased with funds from this grant. The list of proposed new shelters was assembled using the following criteria; location in the count/districts, Title VI compliance and other political considerations. The cost of installing the ten (10) new shelters is estimated to cost \$143,000
  
3. The other proposed repair/improvement is the re-roofing of an estimated seventy-four (74) Phase II shelters. Re-Roofing for 81 Phase II wood type shelters, averages about \$1500 per shelter. The remaining funds will be exhausted completing repairs to as many of these Phase II Shelters as is possible. As with all other portions of the Bus Stop Improvement Project, the repairs to the Phase II shelters will be distributed as equally as possible throughout the County. These repairs/improvements will be performed using Santa Cruz METRO staff whose salaries and benefits are paid for by this grant.

## **ATTACHMENTS**

**Attachment A:** Santa Cruz METRO Bus Stop Improvement Project Recommended Repairs and Improvements

**Attachment B:** Santa Cruz METRO Bus Stop Improvement Project Additional Repairs and Improvements by District

**Attachment C:** Bus Stop Improvements Map

**Attachment D:** Repairs on Hold List

**Attachment E:** Bus Stop Improvements Completed Map

# **SANTA CRUZ METROPOLITAN TRANSIT DISTRICT**

**Attachment F:** Bus Stop Improvements Completed and Under Construction List

**Attachment G:** Bus Stop Improvements Status by Stop

**Attachment H:** List of Bus Stops to be considered for Shelters

**Attachment I:** List of Bus Stops with Phase II Shelters in need of Roof Repairs

# Attachment A

## Attachment A Santa Cruz METRO Bus Stop Improvement Project Recommended Repairs and Improvements

Recommended by	Stop ID#	Street	Cross Street	Direction	Routes in Use	Explanation of Status	District	Improvements for this funding	Estimated Cost (incl. labor)
UTU	1267	Brommer	17th	out	66	Needs shelter and light.	1st	Add a shelter.	\$8,500
UTU	1269	Brommer	17th	in	66	Needs shelter and light.	1st	Light	\$3,000
EDTAC	1291	Capitola Rd	Jose	in	69SD, 69SE		1st	Flip seat bench. Light.	\$4,000
EDTAC	1299	Capitola Rd	30th	out	69WD, 69WE		1st	Check roof	\$2,000
SCMTD	1301	Capitola Rd	Thompson	out	69WD, 69WE	Concrete pad not large enough for shelter.	1st	Light	\$3,000
						Ready to install.			
						Location needs new shelter, light (visibility poor, old wood shelter).			
UTU	1302	Capitola Rd	41st	out	53, 66, 69WD, 69WE		1st	New shelter with bench and light.	\$9,000
SCMTD	1347	County Hospital	Emeline	out	4, 9	Existing shelter needs all new shelter screens.	1st	Light	\$3,000
								Move the site, coordinating with County.	
SCMTD	1384	Emeline	Stuphen	in	4, 9	Current concrete pad not large enough for shelter.	1st		\$45,000
UTU	1571	Highway 17	Pasatiempo	in	17, 35	Needs shelter and light.	1st	Beacon light	\$3,000
EDTAC	1685	Portola	24th	out	66, 68D		1st	New shelter roof. Light	\$4,000
						Existing shelter needs new upper shelter screens.			
SCMTD	1688	Portola	30th	out	66, 68D, 68N		1st	Light	\$3,000
						Concrete pad not large enough for a shelter.			
UTU	1807	Soquel Drive	Mission Dr	in	53, 70, 71SD, 71SE	Needs shelter, light (UTU).	1st	Light	\$3,000
EDTAC	1809	Soquel Drive	Thurber Lane	in	53, 70, 71SD, 71SE		1st	New shelter roof. Light	\$4,000
						Needs new shelter, light (visibility poor, wood shelter) (UTU).	1st	This stop is conditioned upon redevelopment. Light.	\$3,000
SCMTD	1921	7th	Cambria	out	66	Existing shelter needs one new shelter screen.	1st	Light	\$3,000
EDTAC	2173	17th	Matthew	in	66		1st	Light. New shorter bench.	\$4,000
UTU	2177	Portola	Corcoran	in	12, 66, 68		1st	Light	\$3,000
SCMTD	2340	Capitola Rd	Foster Ct	in	69SD, 69SE	Needs shelter and light.	1st	Light	\$3,000
						Needs shelter.			
EDTAC	2367	Soquel	Chanticleer	out	70, 71WD, 71WE		1st	Light	\$3,000

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# Attachment A

## Santa Cruz METRO Bus Stop Improvement Project Recommended Repairs and Improvements

Recommended by	Stop ID#	Street	Cross Street	Direction	Routes in Use	Explanation of Status	District	Improvements for this funding	Estimated Cost (incl. labor)
UTU	2377	Capitola Rd	Clares	in	69SD, 69SE	Needs shelter and light.	1st	Light	\$3,000
EDTAC	2551	17th	Tremont	out	66		1st	Light	\$3,000
EDTAC	2575	Soquel Drive	Terrace	in	54, 55, 56, 71		1st	New roof, new shorter bench, and light with beacon.	\$5,000
SCMTD	1425	Freedom	Soquel Dr	in	71SD, 71SE	Existing shelter needs all new shelter screens except rear lower.	2nd	Light with beacon.	\$3,000
SCMTD	1426	Freedom	Aptos Pines MHP	out	71WD, 71WE	Existing shelter needs all new shelter screens.	2nd	Light	\$3,000
SCMTD	1428	Freedom	Apto High School	out	71WD, 71WE	Existing shelter needs all new shelter screens.	2nd	Light	\$3,000
UTU	1431	Freedom	McDonald	in	71SD, 71SE	No concrete pad. Needs shelter and light.	2nd	Rural lighting	\$3,000
UTU	1432	Freedom	McDonald	out	71WD, 71WE	Needs serious tree trimming, very poor visibility.	2nd	Rural lighting	\$3,000
SCMTD	1433	Freedom	Parkhurst Terrace	in	71SD, 71SE	Existing shelter needs new upper shelter screens.	2nd	Rural lighting	\$3,000
SCMTD	1447	Freedom	Corralitos Rd	out	71WD, 71WE, 76	Location has no pad, no ramp, and no curb.	2nd	Light with beacon	\$3,000
UTU	1453	Freedom	Filipino Comm Ctr	out	71WD, 71WE, 76	no pad no ramp no curb. Needs landing, rural lighting (UTU)	2nd	Light	\$3,000
UTU	1852	Soquel Drive	Trout Gulch	in	71SD, 71SE	Location has no pad and no ramp. Needs shelter and light (UTU).	2nd	Condition this site for full improvement upon Aptos Village Redevelopment. Add light and a no parking zone.	\$3,000
SCMTD	2012	Park Ave	Cabrillo	in	54, 55, 69SD	Location has no pad and no ramp. Needs shelter and light (UTU).	2nd	Ask property owners. Light.	\$3,000
UTU	2013	Park Ave	#600	in	54, 55, 69SD	Location has no pad and no ramp. UTU says they are unable to view stop.	2nd	Light	\$3,000
EDTAC	2280	Seascape	Sumner	out	54, 56		2nd	New shorter bench.	\$1,500



# Attachment A

## Santa Cruz METRO Bus Stop Improvement Project Recommended Repairs and Improvements

Recommended by	Stop ID#	Street	Cross Street	Direction	Routes in Use	Explanation of Status	District	Improvements for this funding	Estimated Cost (incl. labor)
SCMTD	2409	Freedom	#2672	in	71SD, 71SE	Location has no pad and no ramp.	2nd	Light	\$3,000
SCMTD, UTU	2410	Freedom	#2672	out	71WD, 71WE, 76	Location has no pad, no ramp, and no curb. Needs a shelter and needs landing but there is not enough space.	2nd	Light	\$3,000
EDTAC	2480	Nielson	Watsonville Hospital	in	69WD, 69WE, 74, 76		2nd	New shorter bench. New roof. Light.	\$5,000
SCMTD, UTU	2596	Freedom	#2716	in	71SD, 71SE	Needs a shelter, rural light.	2nd	Rural light	\$3,000
UTU	2599	Capitola Rd	49th	in	54, 55, 69	Needs shelter and light	2nd	Light	\$3,000
EDTAC	2620	Soquel Drive	Heather Terrace	out	54, 55, 56, 71		2nd	New shorter bench. Light.	\$4,500
SCMTD, UTU	2643	Freedom	#2716	out	71WD, 71WE, 76	ramp, and no curb. Needs shelter, rural light.	2nd	Light	\$3,000
EDTAC	2681	Via Pacifica	Cabo Court	out	54, 56	Location needs red paint and bench.	2nd	Bench	\$1,500
EDTAC	1219	721 Bay	Columbia	in	53, 54		3rd	New shorter bench. Light.	\$4,000
EDTAC	1220	721 Bay	Columbia	out	3, 19		3rd	Light with beacon	\$3,000
SCMTD	1226	Bay St	Mission St	out	19, 41	Needs new upper shelter screens.	3rd	Light	\$3,000
SCMTD	1227	Bay St	King St	out	12, 13, 15, 16N, 19, 19N	Accessibility by adding passenger pad.	3rd	Consider for larger improvement. Space to add shelter and full pad.	\$45,000
BSAC#4, UTU	1590	Laurel	Blackburn	in	12, 15, 16, 40, 41, 42	Needs lighting.	3rd	Light	\$3,000
EDTAC, UTU	1591	Laurel	Center	out	12, 15, 16, 40, 41, 42	Move parking spaces for easier access. Location has no bench.	3rd	Recommend for larger improvement. Move sign. Add concrete to pad. Add shelter	\$45,000
UTU	1629	Mission	Laurel	in	12, 13, 15, 16, 40, 41, 42	Needs shelter and light.	3rd	Light	\$3,000

# Attachment A

## Santa Cruz METRO Bus Stop Improvement Project Recommended Repairs and Improvements

Recommended by	Stop ID#	Street	Cross Street	Direction	Routes in Use	Explanation of Status	District	Improvements for this funding	Estimated Cost (incl. labor)
UTU	1658	Murray	Seabright	out	68D, 68N	Pad seems to be on private property. Needs shelter and light.	3rd	Light	\$3,000
EDTAC	1779	2nd	Pacific	in	07, 19		3rd	Drop seating	\$1,500
EDTAC	1783	Soquel	Ocean	out	69WD, 69WE	Enough space for a shelter. Near EDTAC identified site.	3rd	Lighting, signal, curb painting, shelter. LARGER IMPROVEMENT	\$45,000
UTU	1799	Soquel Ave	Park Way	in	66, 69SD, 69SE, 70, 71SD, 71SE	Needs light, no room for shelter.	3rd	Light	\$3,000
SCMTD	1802	Soquel Ave	La Fonda	out	70, 71WD, 71WE	Location needs new upper shelter screens.	3rd	Light	\$3,000
SCMTD	1916	7th	Brommer	out	66	Needs one new shelter screen.	3rd	Light	\$3,000
EDTAC	2422	Grandview	Arroyo Seco	out	3		3rd	New shorter bench	\$1,500
EDTAC	2593	Pacific	2nd	in	3, 19, 20		3rd	Dropseat bench	\$1,500
UTU	2715	Natural	Mission Ext	In	20	Needs shelter.	3rd	Light	\$3,000
UTU	2716	Natural	Mission Ext	out	20	Needs shelter.	3rd	Light	\$3,000
UTU	2717	Natural	Delaware	out	20	Needs shelter and light.	3rd	Light	\$3,000
UTU	2718	Natural	Delaware	in	20	Needs shelter and light.	3rd	Light	\$3,000
SCMTD	1087	Freedom	Emme	out	71WD, 71WE, 76	Concrete pad not large enough.	4th	Light	\$3,000
SCMTD	1136	Main St	Rodriguez	out	71WD, 71WE, 75, 91XW	No pad and no ramp.	4th	Light	\$3,000
SCMTD	1137	Main St	Auto Center Dr	out	71WD, 71WE, 72, 75, 76	No concrete pad. Needs shelter and light.	4th	Light	\$3,000

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# Attachment A

## Santa Cruz METRO Bus Stop Improvement Project Recommended Repairs and Improvements

Recommended by	Stop ID#	Street	Cross Street	Direction	Routes in Use	Explanation of Status	District	Improvements for this funding	Estimated Cost (incl. labor)
BSAC#6, SCMTD, UTU	1139	Main St	Pennsylvania	out	69WD, 69WE, 71WD, 71WE, 72, 75, 76, 91XW	Needs a new pad pad, bench, shelter, light, encroachment permit, and to be brought to ADA standards. Identified as cost prohibitive.	4th	Replace bench	\$1,500
BSAC, SCMTD, UTU	1141	Main St	Clifford	in	69SD, 69SE, 71SD, 71SE, 72, 75, 76	No pad, no shelter, and no light.	4th	Light	\$3,000
UTU	1142	Main St	Clifford	out	69WD, 69WE, 71WD, 71WE, 72, 75, 76	Needs new roof	4th	Roof repair. Light.	\$4,750
EDTAC SCMTD, UTU	2224	Freedom	Roche	out	69WD, 69WE, 72		4th	Bench	\$1,500
	2334	Mark	Arroyo	out	75	No pad. Needs concrete.	4th	Light	\$3,000
EDTAC	2467	Freedom	W High	out	71WD, 71WE		4th	Bench	\$1,500
EDTAC, UTU	2469	Main St	5th	out	71WD, 71WE, 75	Needs shelter and light.	4th	Bench	\$1,500
BSAC#1, UTU	2637	Freedom	Crestview	out	69WD, 69WE, 71WD, 71WE	Existing concrete pad not large enough. Needs shelter and light.	4th	Light	\$3,000
EDTAC	2638	Freedom	Crestview	in	69SD, 69SE, 71SD, 71SE		4th	Light	\$3,500
BSAC#5, EDTAC	2691	Main St	Ford	in	71SD, 71SE, 75	Existing concrete pad not large enough. Needs shelter and light.	4th	Beacon light	\$3,000
EDTAC	1238	Big Basin	Redwood		35WD, 35WE		5th	Drop seat bench	\$1,500
SCMTD	1463	Glen Arbor	Quail Hollow	out	35A	No pad. Needs concrete.	5th	Light	\$3,000

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# Attachment A

## Santa Cruz METRO Bus Stop Improvement Project Recommended Repairs and Improvements

Recommended by	Stop ID#	Street	Cross Street	Direction	Routes in Use	Explanation of Status	District	Improvements for this funding	Estimated Cost (incl. labor)
SCMTD	1472	Glen Arbor	Hilm	out	35A	No pad and no ramp.	5th	New bench	\$1,500
SCMTD	1536	Highway 9	Highlands	in	35WD, 35WE	No bench and no shelter.	5th	ITAP list. Light	\$3,000
SCMTD	1537	Highway 9	Highlands	out	35AD, 35AE	No pad and no shelter.	5th	ITAP list. Light	\$3,000
SCMTD	1548	Highway 9	California	in	35	No pad, no ramp, and no curb.	5th	Light	\$3,000
UTU	1664	Ocean	Water	out	04, 09, 17SI, 31, 32, 35AD, 35AE	Existing pad seems to be on private property. Needs shelter and light.	5th	Light	\$3,000
EDTAC, UTU	1666	Ocean	Hubbard	out	4, 9, 31, 32, 35, 35A	Needs shelter and light.	5th	Light	\$3,000
SCMTD	2376	Bay St	High St	in	12, 13, 15, 16N, 16, 19, 19N, 27X	Needs all new shelter screens.	5th	Light	\$3,000
EDTAC	2514	Highway 9	Big Basin	in	35WD, 35WE		5th	Bench	\$1,500
UTU	2515	Highway 9	Highway 236	out	35, 35A	Needs shelter.	5th	Light	\$3,000
EDTAC	2517	Lockwood Lane	Mount Hermon	out	32		5th	New shorter bench. Replace roof. Remove third party trashcan.	\$2,000
UTU, EDTAC	2682	Ocean	Dakota	in	04, 09	Needs shelter and light.	5th	Dropseat bench	\$1,500
SCMTD	2692	SLV High	Highway 9	out	33, 34, 35AD	No shelter. Existing pad is old.	5th	Light	\$3,000
								15% construction contingency	\$434,750
									\$65,250
								TOTAL ESTIMATED COST	\$500,000

# Attachment B

## ATTACHMENT B: Santa Cruz METRO Bus Stop Improvement Project Additional Repairs and Improvements by District

By Who	Stop ID#	Street	Cross Street	Direction	Routes in Use	District	Improvements with this Project
SCMTD	1840	Soquel Drive	Cabrillo College TC	out	54, 55, 56, 69WD, 69WE, 71WD, 71WE, 91XW	2nd	Replace shelter screens.
SCMTD	1843	Soquel Drive	Mar Vista School	out	54, 55, 56, 71WD, 71WE	2nd	Replace all shelter screens.
EDTAC	1805	Soquel Drive	Dominican Hospital	in	53, 70, 71SD, 71SE, 91XS	3rd	Red curb. Reposition bench for 60".
SCMTD	1795	Soquel Ave	Frederick	out	66, 69WD, 69WE, 70, 71WD, 71WE	3rd	Replace all shelter screens.
EDTAC	1078	Freedom	Stanford	in	71SD, 71SE	3rd	Red curb
BSAC#2, UTU	1081	Freedom	Sydney	out	69WD, 69WE, 71WD, 71WE	4th	Red curb
BSAC#3, UTU	1091	Green Valley	Main	in	71, 72, 74, 75, 76	4th	Red curb
EDTAC	2193	Arthur	Watsonville Care Center	out	71SD, 71SE	4th	Red curb
SCMTD	2220	Green Valley	Maranatha	in	71SE, 72, 75	4th	Vegetation maintenance
UTU	2335	Mark	Hathaway	out	75	4th	Red curb

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# Attachment B

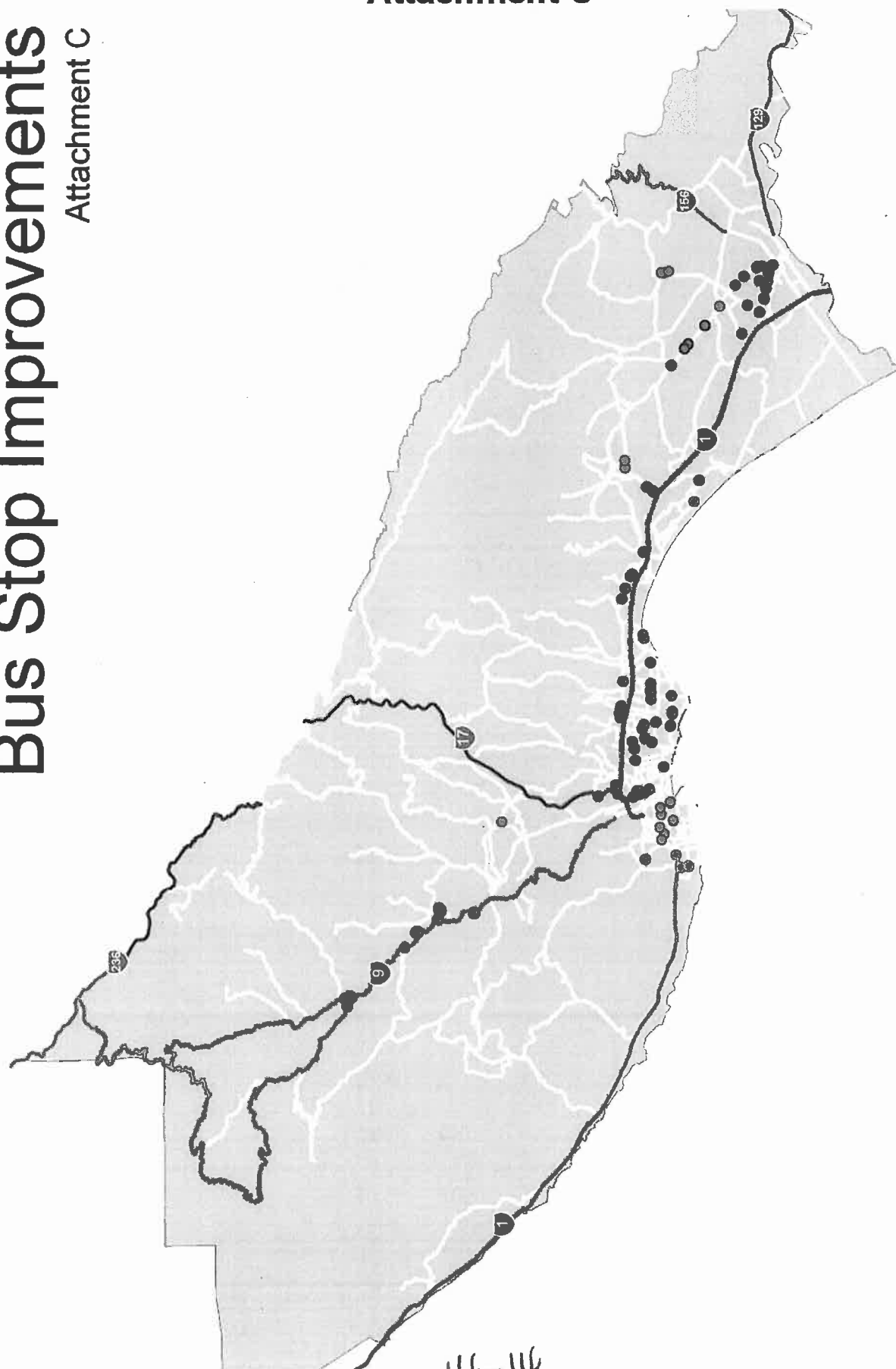
## ATTACHMENT B: Santa Cruz METRO Bus Stop Improvement Project Additional Repairs and Improvements by District

By Who	Stop ID#	Street	Cross Street	Direction	Routes in Use	District	Improvements with this Project
UTU	2336	Mark	Ponderosa	out	75	4th	Weed abatement and graffiti removal.
EDTAC	2465	Freedom	Stanford	out	71WD, 71WE	4th	Red curb, straighten pole.
SCMTD	1471	Glen Arbor	Hihn	in	35	5th	Landscaping
SCMTD	1530	Highway 9	SLV HS	in	35WD, 35WE	5th	Replace screens, graffiti abatement.
SCMTD	1531	Highway 9	SLV HS	in	35AD, 35AE	5th	Replace screens, graffiti abatement.
SCMTD	1543	Highway 9	Main	in	35WD, 35WE	5th	Replace all shelter screens
SCMTD	1544	Highway 9	Main	out	35AD, 35AE	5th	Replace all shelter screens
SCMTD	1561	Highway 9	Lomond	in	35WD, 35WE	5th	Replace all shelter screens
SCMTD	1896	Water	Market	out	09, 66, 70, 71WD, 71WE	5th	Red curb

# Bus Stop Improvements

Attachment C

## Attachment C



● Bus Stop Improvements  
— State Highways

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# Attachment D

## Attachment D Repairs On Hold List

	Stop ID#	Street	Cross Street	Direction	Routes in Use	District	Improvements as funding allows	Reason for Hold
EDTAC	1045	Clifford	#240	out	71SE, 71WD, 71WE	4th	Paint	Not an allowable improvement
EDTAC, SCMTD, UTU	1046	Clifford	#253	in	71SD, 71SE	4th	Talk to city about adding red curb before the bus stop to allow drivers to let passengers out at the pad	Not an allowable improvement
EDTAC	1077	Freedom	Brennan	in	71SD, 71SE	4th		ADA
EDTAC	1078	Freedom	Stanford	in	71SD, 71SE	4th	red curb	Not an allowable improvement
BSAC, UTU	1081	Freedom	Sydney	out	69WD, 69WE, 71WD, 71WE	4th	Red curb	Not an allowable improvement
UTU	1084	Freedom	Green Valley	In	69SD, 69SE, 72, 74, 75	4th		Sidewalk measurements not large enough for shelter
UTU	1089	Freedom	Browker	in	71WD, 71WE, 76	2nd		ADA

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# Attachment D

## Attachment D Repairs On Hold List

BSAC, UTU	1091	Green Valley	Main	in	71, 72, 74, 75, 76	4th	Red curb	Not an allowable improvement
SCMTD	1095	Green Valley	Pennsylvania	northbound	71SD, 71SE, 72, 74, 75	4th		Sidewalk measurements not large enough for shelter
UTU	1097	Freedom	Green Valley	in	71SD, 71SE	4th		Sidewalk measurements not large enough for shelter
UTU	1209	Aptos Beach Dr	Marina	out	54, 55	2nd	Red Curb	Not an allowable improvement
UTU	1210	Aptos Beach Dr	Marina	in	54	2nd		This stop will be deactivated effective 9/16
SCMTD	1222	Bay St	Redwood	in	3, 19	3rd	red curb	Not an allowable improvement
SCMTD	1230	Bay St	Iowa St	out	12, 13, 15, 16WD, 16WE, 19, 41	3rd	Replace upper shelter screens	Not an allowable improvement
UTU	1236	Highway 9	Highway 236	in	35, 35A	5th		State highway
EDTAC, UTU	1290	Capitola Rd	Jose	out	69WD, 69WE	1st	Keep in mind for FUTURE larger scale improvement in future. Red curb	Encroachment.
SCMTD	1294	Capitola Rd	17th	in	69SD, 69SE	1st	Replace missing shelter screen	Not an allowable improvement
UTU	1297	Capitola Rd	Woodrose	out	69WD, 69WE	1st		

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# Attachment D

## Attachment D Repairs On Hold List

EDTAC	1300	Capitola Rd	30th		in	69SD, 69SE	1st		reposition bench for 60", red paint,	Not an allowable improvement
EDTAC	1340	Columbia	State		out	07	3rd			Stop will be inactive 9/16
	1349	Delaware	DeAnza MHP		in	3B	3rd			Ask about status of talks with mobile home park with regards to replacement shelter
SCMTD	1427	Freedom	Apto High School		in	71SD, 71SE	2nd		Replace all shelter screens	Not an allowable improvement
UTU	1436	Freedom	#5620		out	71WD, 71WE	2nd		Tree trimming	Not an allowable improvement
	1471	Glen Arbor	Hihn		in	35	5th			Insufficient sunlight. ADA
SCMTD	1530	Highway 9	SLV HS		in	35WD, 35WE	5th			Not an allowable improvement
	1531	Highway 9	SLV HS		in	35AD, 35AE	5th			Not an allowable improvement
SCMTD	1543	Highway 9	Main		in	35WD, 35WE	5th		Replace all shelter screens	Not an allowable improvement
SCMTD	1544	Highway 9	Main		out	35AD, 35AE	5th		Replace all shelter screens	Not an allowable improvement
	1549	Highway 9	California		out	35A	5th			State highway and ADA
SCMTD	1561	Highway 9	Lomond		in	35WD, 35WE	5th		Replace all shelter screens	Not an allowable improvement

14-17

# Attachment D

## Attachment D Repairs On Hold List

EDTAC	1592	Laurel	Center/Washing ton	in		12, 15, 16, 16N, 40, 41, 42	3rd	Red curb	Not an allowable improvement
UTU	1630	Mission	Laurel	out		12, 13, 15, 16, 40, 41, 42	3rd		Sidewalk measurements not large enough for shelter
SCMTD	1686	Portola	26th	out		66, 68N	1st	Replace upper shelter screens	Not an allowable improvement
SCMTD	1687	Portola	30th	in		12, 66, 68N	1st		Sidewalk measurements not large enough for shelter
SCMTD	1690	Portola	35th	in		12, 66, 68D, 68N	1st	Replace upper shelter screens	Not an allowable improvement
SCMTD	1693	Portola	37th	out		66, 68D, 68N	1st	Replace upper shelter screens	Not an allowable improvement
UTU	1711	Rio Del Mar	Deer Park	in		54	2nd		This stop will be deactivated effective 9/16
UTU	1712	Deerpark	Rio Del Mar	out		54, 55	2nd		There is minimal sidewalk space and ADA
SCMTD	1752	Seabright	Hall	in		12, 68N, 68	3rd	Red curb	Not an allowable improvement
SCMTD, UTU	1754	Seabright	Clinton	in		12, 68N, 68	3rd		ADA
SCMTD	1756	Seabright	Windham	out		68N, 68	3rd	Red curb	Not an allowable improvement

# Attachment D

## Attachment D Repairs On Hold List

SCMTD, UTU	1757	Seabright	Windsor	in	12, 68N, 68	3rd		ADA
SCMTD, EDTAC	1781	Soquel Ave	Riverside Dr	out	69WD, 69WE	3rd	Replace upper shelter screens	Not an allowable improvement
EDTAC	1782	Soquel	Ocean	in	04, 09, 69SD, 69SE	3rd		
SCMTD	1788	Soquel Ave	Pine St	in	69SD, 69SE	3rd	Replace upper shelter screens	Not an allowable improvement
UTU	1791	Soquel Ave	Cayuga	out	69WD, 69WE	3rd		Bus stop improvement as development condition.
UTU	1792	Soquel Ave	N. Seabright	in	69SD, 69SE	3rd		Sidewalk measurements not large enough for shelter
SCMTD	1795	Soquel Ave	Frederick	out	66, 69WD, 69WE, 70, 71WD, 71WE	3rd	Replace all shelter screens	Not an allowable improvement
SCMTD	1796	Soquel Ave	San Juan	in	66, 69SD, 69SE, 70, 71SD, 71SE	3rd	Replace all shelter screens	Not an allowable improvement

14-19

# Attachment D

## Attachment D Repairs On Hold List

UTU	1800	Soquel Ave	So. Park Way	out	66, 69WD, 69WE, 70, 71WD, 71WE	3rd			Leave for city
SCMTD	1801	Soquel Ave	La Fonda	in	66, 70, 71SD, 71SE	3rd	Replace all shelter screens		Not an allowable improvement
UTU	1803	Soquel Ave	7th	in	66, 70, 71SD, 71SE				Cost prohibitive
SCMTD	1804	Soquel Ave	7th Ave	out	70, 71WD, 71WE	? 3rd/1st Boundary	Replace all shelter screens		Not an allowable improvement
EDTAC	1805	Soquel Drive	Dominican Hospital	in	53, 70, 71SD, 71SE, 91XS	? 3rd/1st Boundary	Red curb. Reposition bench for 60"		Not an allowable improvement
EDTAC	1806	Soquel Drive	Dominican Hospital	out	70, 71WD, 71WE	1st	Red curb. Reposition bench for 60"		Not an allowable improvement
SCMTD	1811	Soquel Drive	Winkle	out	70, 71WD, 71WE	1st	Replace all shelter screens		Not an allowable improvement

# Attachment D

## Attachment D Repairs On Hold List

SCMTD	1838	Soquel Drive	Porter Gulch Rd	out	54, 55, 69SD, 69SE, 70, 71SD, 71SE	2nd			Sidewalk measurements not large enough for shelter
SCMTD	1840	Soquel Drive	Cabrillo College TC	out	54, 55, 56, 69WD, 69WE, 71WD, 71WE, 91XW	2nd	Replace upper shelter screens		Not an allowable improvement
UTU	1841	Soquel Drive	Borregas	out	54, 55, 56, 71WD, 71WE	2nd			Sidewalk measurements not large enough for shelter
SCMTD	1843	Soquel Drive	Mar Vista School	out	54, 55, 56, 71WD, 71WE	2nd	Replace all shelter screens		Not an allowable improvement
SCMTD	1849	Soquel Drive	State Park Dr	in	54, 55, 56, 69SD, 69SE, 71SD, 71SE, 91XS	2nd	Replace all shelter screens		Not an allowable improvement
EDTAC	1853	Soquel Drive	Trout Gulch	out	71WD, 71WE	2nd			Condition this site upon Redevelopment

# Attachment D

## Attachment D Repairs On Hold List

BSAC, UTU, SCMTD	1862	Stockton	Capitola Ave	in		54, 55, 69SD	2nd			SERVICE IS BEING CUT TO THIS LOCATION
UTU	1868	Swanton	West Cliff	in		3	3rd			Stop will be inactive 9/16
SCMTD	1870	Swanton	Delaware	in		3	3rd			Stop will be inactive 9/16
						09, 66, 70, 71WD, 71WE	5th		Red curb	Not an allowable improvement
	1896	Water	Market	out		66	1st		Replace upper shelter screens	Not an allowable improvement
SCMTD	1919	7th	Eddy (Inland Harbor)	in		12, 13, 15, 16WD, 16WE, 19, 41, 42	3rd			Insufficient space for improvements. ADA
SCMTD	2056	Bay St	King St	in		35WD, 35WE	5th			State highway
	2128	Highway 9	Brown Gables	in		68D, 68N	1st		Replace upper shelter screens	Not an allowable improvement
SCMTD	2143	41st	Bain	out		12, 66, 68D, 68N	1st		Replace upper shelter screens	Not an allowable improvement
SCMTD	2167	41st	Kings Plaza	in						

# Attachment D

## Attachment D Repairs On Hold List

UTU, SCMTD	2174	Merriel	17th	in	66	1st	Red curb	Not an allowable improvement
EDTAC	2193	Arthur	Watsonville Care Center	out	71SD, 71SE	4th	Red curb	Not an allowable improvement
SCMTD	2195	Amesti	Paraiso	out	72, 76	2nd	Replace missing shelter screens	Not an allowable improvement
SCMTD	2220	Green Valley	Maranatha	in	71SE, 72, 75	4th	Vegetation maintenance	Not an allowable improvement
SCMTD	2247	Searidge	McGregor	out	54, 55	2nd	Replace upper shelter screens	Not an allowable improvement
SCMTD	2291	Bay St	California	out	3, 19	3rd	Replace upper shelter screens	Not an allowable improvement
SCMTD	2296	Brommer	Hope (Odyssey Ct)	in	66	1st	Replace upper shelter screens	Not an allowable improvement
SCMTD, UTU	2335	Mark	Hathaway	out	75	4th	Red curb	Not an allowable improvement
SCMTD, UTU	2336	Mark	Ponderosa	out	75	4th	Weed abatement and graffiti removal	Not an allowable improvement
SCMTD	2464	Seascape	Via Pacifica	out	54, 56	2nd	Replace upper shelter screens	Not an allowable improvement
EDTAC	2465	Freedom	Stanford	out	71WD, 71WE	4th	Red curb. Straighten pole	Not an allowable improvement
SCMTD	2549	Paul Sweet	Salisbury	in	17SC, 17SJ	1st	Replace plexiglass panel	Not an allowable improvement
UTU	2572	Laurel	Chestnut	in	12, 15, 16, 40, 41, 42	3rd		Identified as not having problems by UTU
EDTAC	2623	Nielson	Watsonville Hospital	in	69SD, 69SE	2nd	Keep in mind for future large project.	Caltrans standards in Watsonville

14-23



# Attachment D

## Attachment D Repairs On Hold List

SCMTD	2649	41st	Gladys	in		12, 68D, 68N	1st	Replace upper shelter screens	Not an allowable improvement
SCMTD	2650	Portola	41st	in		12, 68D, 68N	1st	Replace upper shelter screens	Not an allowable improvement
UTU	2666	Soquel	Front	out		69WD, 69WE	3rd	Red curb	Not an allowable improvement
SCMTD	2667	Front	Soquel Ave	in		04, 09, 31, 32, 35AD, 35AE, 66, 70, 71WD, 71WE	3rd	Replace upper shelter screens	Not an allowable improvement
UTU	2668	Soquel	Pine	Out		69WD, 69WE	3rd		Condition this upon development
SCMTD	2697	Pacific	Center	out		03, 07, 19, 20, 68N	3rd	Replace all shelter screens	Not an allowable improvement
SCMTD	2722	Soquel Drive	Porter Gulch Rd	in		54, 55, 56, 69WD, 69WE, 71WD, 71WE, 91XW	2nd	Replace all shelter screens	Not an allowable improvement

# Attachment D

## Attachment D Repairs On Hold List

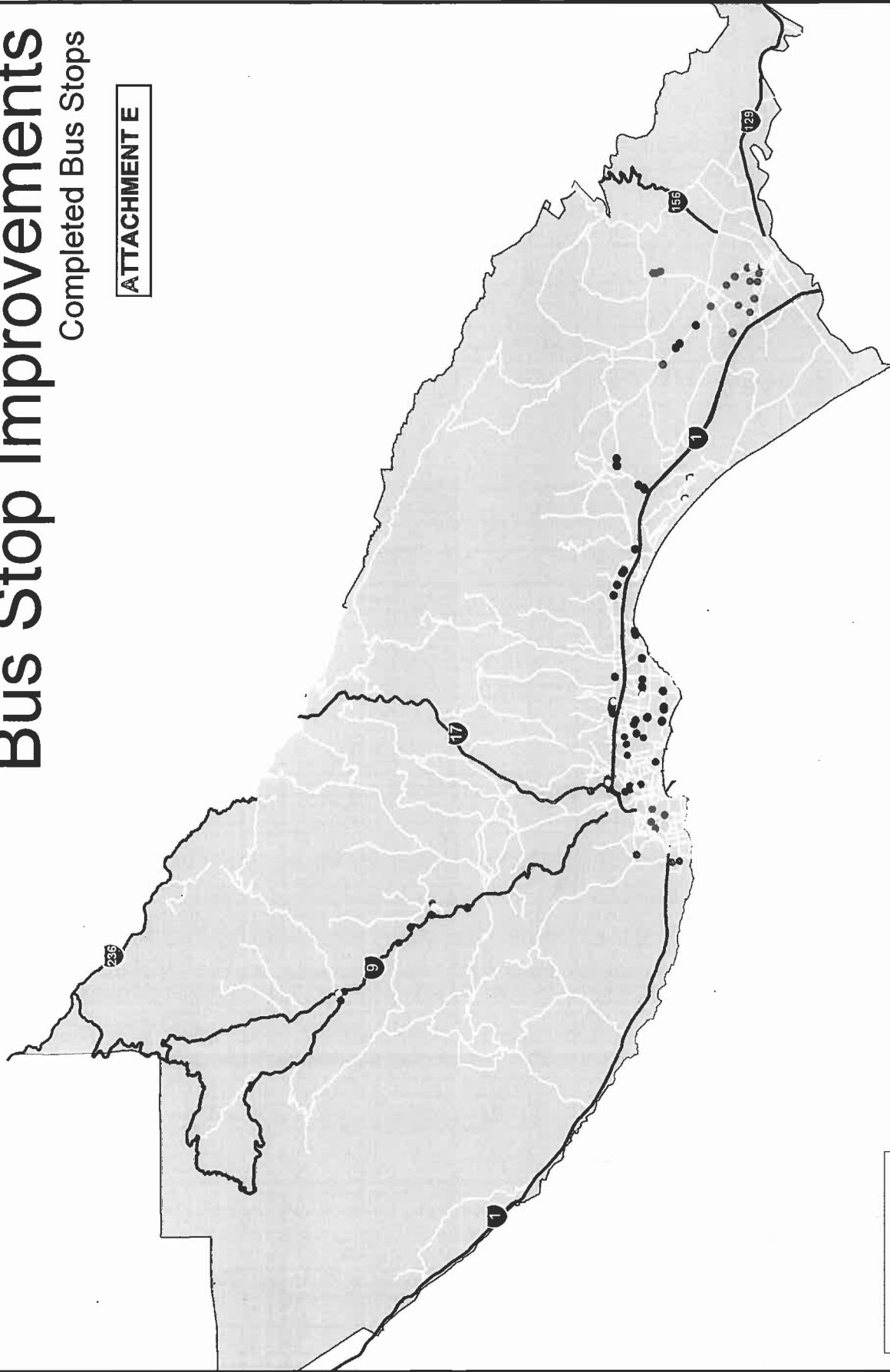
EDTAC	2731	Laurel	Blackburn	out	12, 15, 16WD, 16WE, 40, 41, 42	3rd	Speak with city about moving the crosswalk
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14-25

# Bus Stop Improvements

Completed Bus Stops

ATTACHMENT E

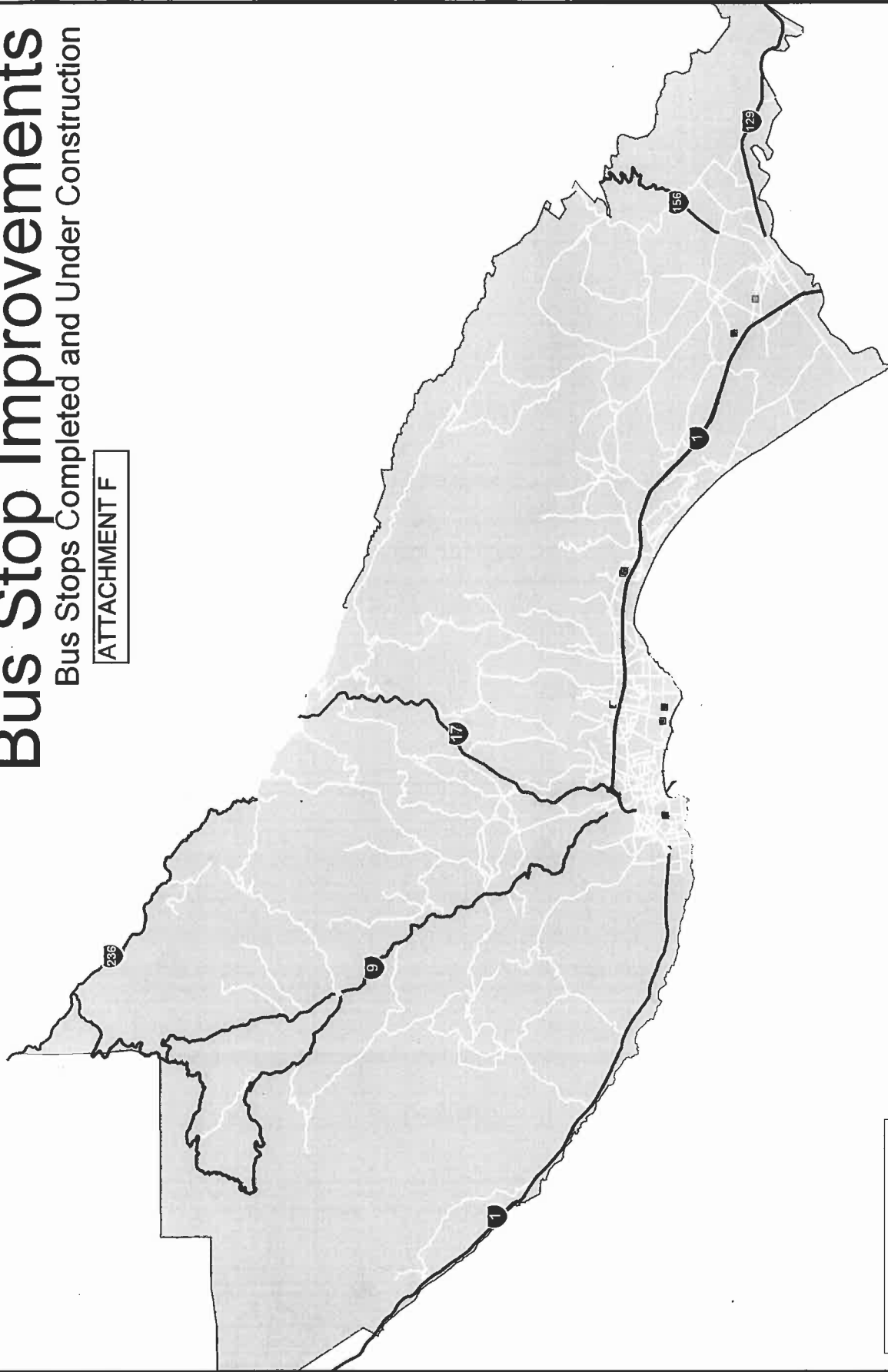


14-26

# Bus Stop Improvements

Bus Stops Completed and Under Construction

ATTACHMENT F



Bus Stop Improvement Project  
Status by Stop and Item

Attachment G

Stop ID	Bench	Sm Seat	Light	Roof	Shelter	Other	Other description
	Cmplt?	Cmplt?	Cmplt?	Cmplt?	Cmplt?	Cmplt?	
1267					X	N	
1269			X	N			
1291			X	N		X	Flip seat bench
<b>1299</b>				X	Y		
1301			X	N			
1302					X	N	
1347			X	N			
<b>1384</b>					X	Y	
1571			X	N			
1685			X	N	Y		
1688			X	N			
1807			X	N			
1809			X	N	Y		
1817			X	N			
1921			X	N			
2173	X	Y	X	N			
2177			X	N			
2340			X	N			
2367			X	N			
2377			X	N			
2551			X	N			
2575	X	Y	X	N	Y		
1425			X	N			
1426			X	N			
1428			X	N			
1431			X	N			
1432			X	N			
1433			X	N			
1447			X	N			
1453			X	N			

14-28

KEY: BOLD = STOP COMPLETED/FINISHED

Revised 9/9/11

Bus Stop Improvement Project  
Status by Stop and Item

Attachment G

Stop ID	Bench	Sm Seat	Light	Roof	Shelter	Other	Other description
	Cmplt?	Cmplt?	Cmplt?	Cmplt?	Cmplt?	Cmplt?	
1852			X	N		X	Add no parking zone.
2012			X	N			
2013			X	N			
<b>2280</b>	<b>X</b>	<b>Y</b>					
2409			X	N			
2410			X	N			
2480	<b>X</b>	<b>Y</b>	X	N			
2596			X	N			
2599			X	N			
2620	<b>X</b>	<b>Y</b>	X	N			
2643			X	N			
<b>2681</b>	<b>X</b>	<b>Y</b>					
1219	<b>X</b>	<b>Y</b>	X	N			
1220			X	N			
1226			X	N			
1227					X	Y	
1590			X	N			
<b>1591</b>	<b>X</b>	<b>Y</b>					
1629			X	N			
1658			X	N			
1779		<b>X</b>	Y				
1783					X	N	Curb painting
1799			X	N			
1802			X	N			
1916			X	N			
<b>2422</b>	<b>X</b>	<b>Y</b>					
<b>2593</b>		<b>X</b>	Y				
2715			X	N			
2716			X	N			
2717			X	N			

14-29

KEY: BOLD = STOP COMPLETED/FINISHED

Revised 9/9/11

Bus Stop Improvement Project  
Status by Stop and Item

Attachment G

Stop ID	Bench	Sm Seat	Light	Roof	Shelter	Other	Other description
	Cmplt?	Cmplt?	Cmplt?	Cmplt?	Cmplt?	Cmplt?	
2718			X	N			
1087			X	N			
1136			X	N			
1137			X	N			
1139	X	Y					
1141			X	N			
1142			X	N	X	Y	
2224	X	Y					
2334			X	N			
2467	X	Y					
2469	X	Y					
2637			X	N			
2638			X	N			
2691			X	N			
1238		X	N				
1463			X	N			
1472	X	Y					
1536			X	N			
1537			X	N			
1548			X	N			
1664			X	N			
1666			X	N			
2376			X	N			
2514	X	Y					
2515			X	N			
2517	X	Y		X	Y		
2682		X	Y				
2692			X	N			

14-30

KEY: BOLD = STOP COMPLETED/FINISHED

Revised 9/9/11

# Re-Roofing Project

TYPE OF SHELTER	STOP ID #	STREET	CROSS STREET	IN /OUT/ZZ	Complete	Date
phase 2	1006	AIRPORT BLVD	FREEDOM CENTRE	out		
phase 2	1094	GREEN VALLEY	HOPE	in		
phase 2	1144	MAIN	GREEN VALLEY	out		
phase 2	1219	BAY ST	#721	in		
phase 2	1262	BROMMER	#800	out		
phase 2	1263	BROMMER	CAPTAINS COURT	in		
phase 2	1293	CAPITOLA RD	17TH	out		
phase 2	1299	CAPITOLA RD	30TH	out		
phase 2	1305	CAPITOLA RD	43RD	out		
phase 2	1360	E CLIFF	13TH	in		
phase 2	1363	E CLIFF	15TH	in		
phase 2	1364	E CLIFF	15TH	out		
phase 2	1493	GRAND VIEW	MISSION	out		
phase 2	1512	HIGH	MOORE	in		
phase 2	1513	HIGH	MOORE	out		
phase 2	1554	HIGHWAY 9	CLEAR CREEK	in		
phase 2	1624	MISSION	OLIVE	out		
phase 2	1652	MOUNT HERMON	KINGS VILLAGE	out		
phase 2	1673	PLAYA	ESTRELLA	out		
phase 2	1681	PORTOLA	18TH	out		
phase 2	1682	PORTOLA	CLEARWATER CT	in		
phase 2	1683	PORTOLA	21ST	out		
phase 2	1692	PORTOLA	38TH	in		
phase 2	1738	SCOTTS VALLEY	DUNSLEE	out		
phase 2	1797	SOQUEL AVE	HAGEMANN	out		
phase 2	1805	SOQUEL DR	DOMINICAN HOSP	in		
phase 2	1806	SOQUEL DR	DOMINICAN HOSP	out		
phase 2	1814	SOQUEL DR	RODEO GULCH	in		
phase 2	1821	SOQUEL DR	DAUBENBISS	in	Yes	1/18/2012

14-31



# Re-Roofing Project

phase 2	1826	SOQUEL DR	AGUAZUL	in	Yes	1/18/2012
phase 2	1831	SOQUEL DR	CUNNISON LANE	in		
phase 2	1832	SOQUEL DR	MONTEREY	out	Yes	1/17/2012
phase 2	1835	SOQUEL DR	PARK AVE	out		
phase 2	1836	SOQUEL DR	WILLOW BROOK	out	Yes	1/17/2012
phase 2	1842	SOQUEL DR	CALABRIA	in	Yes	1/25/2012
phase 2	1845	SOQUEL DR	MAR VISTA DR	out	Yes	1/18/2012
phase 2	1847	SOQUEL DR	W LEDYARD	out		
phase 2	1848	SOQUEL DR	STATE PARK DR	out		
phase 2	1856	SOQUEL DR	HUNTINGTON	in		
phase 2	1892	WATER	COUNTY BLDG	out		
phase 2	1987	OCEAN ST	PACIFIC SCHOOL	out		
phase 2	1999	PARK	CABRILLO COL. DR.	out		
phase 2	2009	PARK	CABRILLO COL. DR.	in		
phase 2	2135	BONNY DOON RD	PINE FLAT	in		
phase 2	2136	PINE FLAT	BONNY DOON SCHOOL	in		
phase 2	2159	38TH	TRANQUILITY CT	in		
phase 2	2171	17TH	FELT	out		
phase 2	2173	17TH	MATTHEW LN	in		
phase 2	2175	17TH	FELT	in		
phase 2	2251	MAR VISTA	MC GREGOR	out		
phase 2	2261	WHEELLOCK	HARMONY REST HOME	out		
phase 2	2263	WHEELLOCK	MONTE VISTA SCHOOL	out		
phase 2	2280	SEASCAPE	SUMNER	out		
phase 2	2356	41ST	#1100	out		
phase 2	2367	SOQUEL DR	CHANTICLEER	out	Yes	1/17/2012
phase 2	2372	SCOTT'S VALLEY	EL PUEBLO	out		
phase 2	2379	PAUL MINNIE	SOQUEL AVE	in		
phase 2	2407	AIRPORT BLVD	FREEDOM CENTER	in		
phase 2	2422	GRAND VIEW	ARROYO SECO	out		
phase 2	2452	THURBER	BOB WHITE	out		

14-32

# Re-Roofing Project

phase 2	2480	NIELSON	WATSONVILLE HOSPITAL	out		
phase 2	2513	LOCKWOOD LN	TAN OAK	out		
phase 2	2552	GREEN VALLEY	MAIN	out		
phase 2	2589	CLARES	#3555	out		
phase 2	2590	CLARES	BAY FED C U	out		
phase 2	2594	FREEDOM	DAVIS	in		
phase 2	2617	PORTOLA	18TH	in		
phase 2	2620	SOQUEL DR	HEATHER TERRACE	out		
phase 2	2635	RIO DEL MAR	SPANISH BAY	in		
phase 2	2639	CABRILLO COLLEGE	UPPER CAMPUS	in		
phase 2	2651	PORTOLA	41ST	out		
phase 2	2734	MAIN	PENNSYLVANIA	in		

14-33

## List of Proposed New and or Renovated Shelters

Street	Cross Street	Renovation Replacement or New Shelters
Mission	Shaffer	Shelter Ready
Soquel	Hageman	Shelter Ready (Destroyed last year)
Brommer	Captains Court	Replace Phase II Shelter
Brommer	Captains Court	Replace Phase II Shelter - Termites
Brommer	17th	Shelter Ready
Capitola Rd	41st Ave	Plywood Shelter - Needs Concrete & Shelter
17th	Matthews Lane	Phase II Shelter
17th	Merrill	Had Phase II Shelter
Capitola Rd	17th	Phase II
Capitola Rd	Woodriff	Had Phase II
Capitola Rd	30th	Shelter Ready
Soquel	Cabrillo College	Shelter Ready
Sumner	Clubhouse	Shelter Ready
Rio DelMar	Spanish Bay	Phase II Shelter
Main	Pacifica	Phase II (WTC)
Green Valley	Hospital - In Bound	Plywood Shelter
Green Valley	Hospital - Out Bound	Plywood Shelter
Big Basin	Golf Course	Plywood Shelter
Hwy 9	Clear Creek	Phase II
Scotts Valley Drive	Dunslee	Phase II
Scotts Valley Drive	El Pueblo	Phase II
Lockwood	Tan Oak	Phase II
Mt Hermon	Kings Village	Phase II
Lockwood	Mt Hermon	Phase II
Stockton	Capitola Ave	Shelter Ready
Portola	30th - In Bound	Shelter Ready

**AGENDA:** February 14, 2012

**TO:** Santa Cruz County Regional Transportation Commission

**FROM:** Grace Blakeslee, Transportation Planner

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

---

## **RECOMMENDATIONS**

Staff recommends that the Elderly and Disable Transportation Advisory Committee:

1. Receive an update on the next Regional Transportation Plan update;
  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 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 (Attachment 2) make up the sustainability standards and 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.

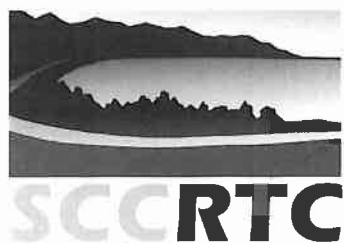
## SUMMARY

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

\\RTCSEV2\Shared\RTP\2014\StaffReports\Committees0212.docx



## Santa Cruz County Regional Transportation Commission

### Regional Transportation Plan

**Fact Sheet**  
**January 2011**

#### 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

#### Key:

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



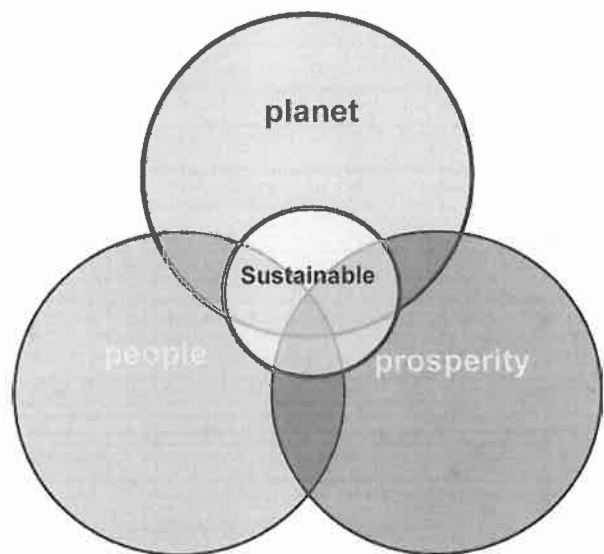
are then solicited from transportation agencies and local jurisdictions. The RTC identifies which projects could be funded over the next 25 years based on priorities and anticipated funding. A second-tiered list of additional needs that could be funded should more funding become available is also identified. 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.

## 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](mailto:info@sccrtc.org), calling 831-460-3200 or signing up on the RTC website [www.sccrtc.org](http://www.sccrtc.org)
- Send comments to SCCRTC: [info@sccrtc.com](mailto: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](http://www.ambag.org).

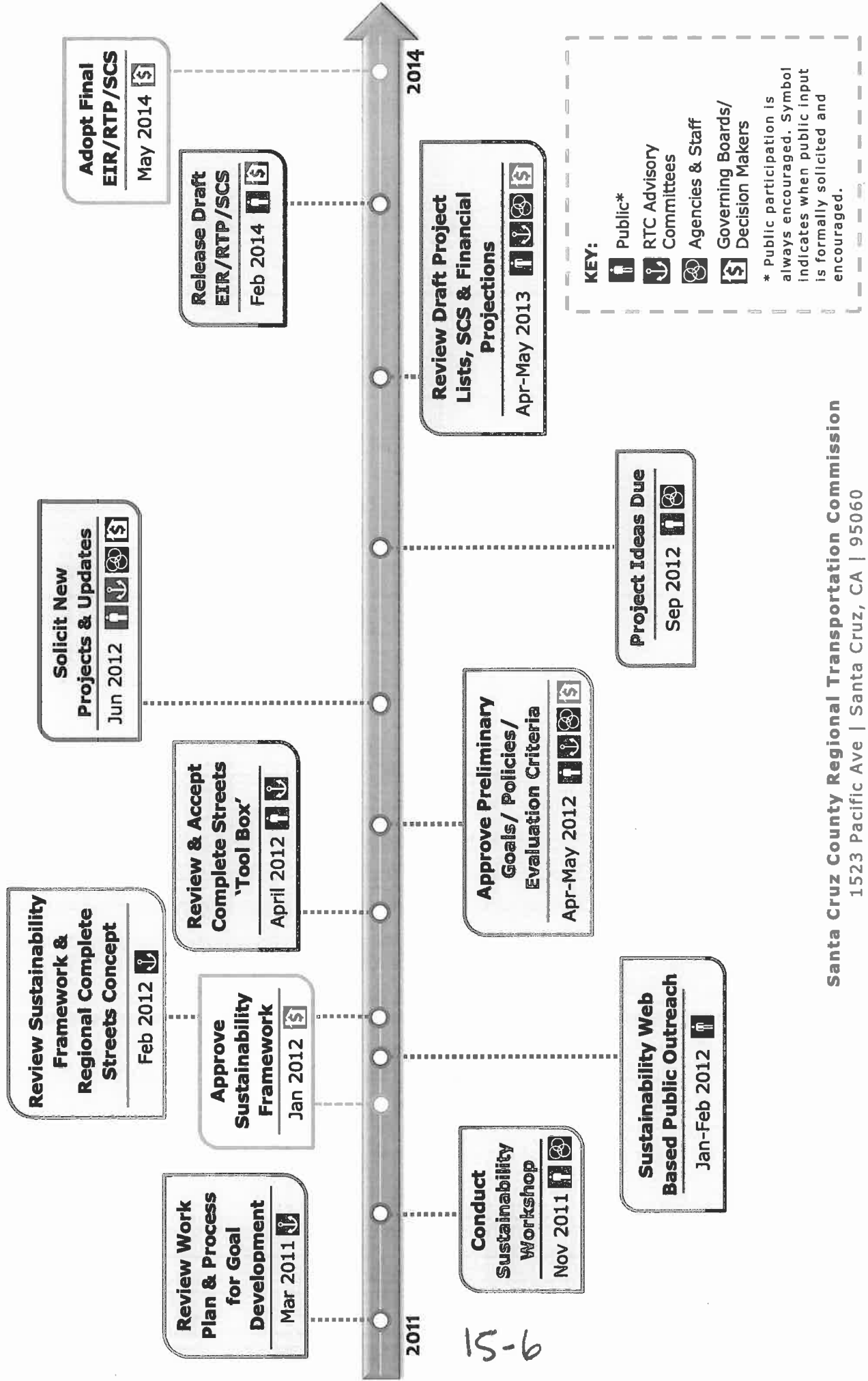




# 2014 REGIONAL TRANSPORTATION PLAN

KEY MILESTONES (AS OF JAN 2012)

Attachment 1B



Santa Cruz County Regional Transportation Commission  
1523 Pacific Ave | Santa Cruz, CA | 95060  
831.460.3200 | www.sccrtc.org

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## Attachment 2

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

Triple Bottom Line	STARS Credit Category	STARS Goal
<b>People</b>	<b>Access &amp; Mobility</b>	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
	<b>Safety &amp; Health</b>	Improve multimodal safety, especially for the most vulnerable users*
		Improve health by increasing physical activity by people using the transportation system
		Improve air quality
	<b>Equity</b>	Reduce disparities in healthy, safe access to key destinations for transportation-disadvantaged populations**
		Demonstrate that planned investments do not disproportionately impact transportation-disadvantaged
<b>Prosperity</b>	<b>Economic Benefit</b>	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)
	<b>Cost Effectiveness</b>	Optimize benefits and costs over the life-cycle of the project, program, and/or plan
<b>Planet</b>	<b>Climate and Energy</b>	Maintain the existing system
		Reduce smog forming pollutants, greenhouse gas emissions and fossil fuel consumption
	<b>Ecological Function</b>	Improve or avoid habitat
		Improve water quality and stream flows
	<b>Community Context</b>	TBD

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\*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

**AGENDA: February 14, 2012**

**TO:** Elderly/Disabled Transportation Advisory Committee  
**FROM:** Karena Pushnik, Senior Transportation Planner  
**RE:** Review DRAFT of *Safe Paths of Travel* Pedestrian Report for the Caltrans Environmental Justice Grant

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**RECOMMENDATIONS**

Staff recommends that the Elderly & Disabled Transportation Advisory Committee:

1. Review the DRAFT Safe Paths of Travel report;
  2. Provide amendments to the report; and
  3. Recommend that the Pedestrian Safety Work Group submit the report to Caltrans and the Regional Transportation Commission, with amendments as needed.
- 

**BACKGROUND**

The Santa Cruz County Regional Transportation Commission (RTC) submitted an Environmental Justice Planning grant application to Caltrans for a project called Safe Paths of Travel. The RTC was successful in securing an \$85,000 grant and initiated the project in January 2010.

**DISCUSSION**

The scope of work for the Safe Paths of Travel grant includes: identifying key stakeholders, conducting ongoing outreach, consulting regularly with the Technical Advisory Committee; developing a list of priority origins and destinations, identifying bus stops, developing best practices, developing a funding strategy, and preparing a final plan.

Attached separately is the Draft of the final plan. Staff forwarded it to local jurisdictions for their review prior to inclusion in this packet. Staff recommends that the E&D TAC review the document, attend the meeting with proposed amendments, and take action to forward the document to Caltrans and the RTC for their approval, with amendments if needed.

**SUMMARY**

The Pedestrian Safety Work Group completed the first draft of their final report for the Safe Paths of Travel Caltrans Environmental Justice Grant for the E&D TAC's review.

*Attached separately:*

*DRAFT Report - of Safe Paths of Travel: Projects, Results and Continuing Efforts*

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