



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

AGENDA
Thursday, February 18, 2016
1:30 p.m.
RTC Conference Room
1523 Pacific Avenue, Santa Cruz, CA

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 Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other committee member objects to the change.

5. Approve Minutes of the January 14, 2016 ITAC meeting – *Page 3*

REGULAR AGENDA

6. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors
7. Caltrans Transportation Concept Report Updates for State Route 1 (SR1) – *Page 7*
 - a. Staff report and Presentation from Kelly McClendon, Caltrans District 5
 - b. Attachments
8. State Highway Operation and Protection Program (SHOPP) Update – *Page 23*
 - a. Staff report and Presentation from Kelly McClendon, Caltrans District 5
 - b. Attachments
9. Bicycle and Pedestrian Safety Information – *Page 33*
 - a. Staff Report and Presentation from County Health Services Agency- Community Traffic Safety Coalition: Theresia L. Rogerson, Tara Leonard, and Steve Piercy

b. Attachments

10. Transportation Funding Updates – State Transportation Improvement Program (STIP) and Regional Surface Transportation Program (RSTP) – *Page 52*
 - a. Copy of Staff Report to the RTC Transportation Policy Workshop
11. Affordable Housing and Sustainable Communities Program (AHSC) Update – *Page 61*
 - a. Verbal update from AMBAG staff
 - b. AHSC Fact Sheet from AMBAG
12. METRO Structural Deficit and Comprehensive Operational Analysis (COA) – *Page 63*
 - a. METRO Comprehensive Operational Analysis (COA) Overview
13. Adjourn. The next ITAC meeting is scheduled for 1:30pm on March 17, 2016 in the SCCRTC Conference Room, 1523 Pacific Avenue, Santa Cruz, CA.

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

AGENDAS ONLINE: To receive email notification when the Committee meeting agenda packets are posted on our website, please call (831) 460-3200 or email rmoriconi@sccrtc.org to subscribe.

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SERVICIOS DE TRADUCCIÓN/ TRANSLATION SERVICES: Si gusta estar presente o participar en juntas 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.)

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

DRAFT MINUTES

Thursday, January 14, 2016
1:30 p.m.
SCCRTC Conference Room
1523 Pacific Ave, Santa Cruz, CA

ITAC MEMBERS PRESENT

Teresa Buika, UCSC
Piet Canin, Ecology Action
Russell Chen, County Planning Proxy
Barrow Emerson, Santa Cruz Metropolitan Transit District (METRO)
Claire Fliesler, Santa Cruz Planning
Murray Fontes, Watsonville Public Works and Planning Proxy
Erich Friedrich, AMBAG
Scott Hamby, Scotts Valley Public Works and Planning Proxy
Josh Spangrud, Santa Cruz Public Works
Steve Wiesner, County Public Works

STAFF PRESENT

Grace Blakeslee
Rachel Moriconi

OTHERS PRESENT

Eric Child, Public
Mark Dettle, Santa Cruz Public Works
Kelly McClendon, Caltrans (by phone)

-
- 1. Call to Order:** Chair Wiesner called the meeting to order at 1:35pm.
 - 2. Introductions:** Self introductions were made.
 - 3. Oral Communications:** None.
 - 4. Additions/Changes to consent and regular agenda:** None.

CONSENT AGENDA

- 5.** Approved minutes of the November 19, 2015 ITAC meeting. *Fliesler moved and Fontes seconded approval of the minutes. The motion passed unanimously by members present.*
- 6.** Received 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy: Notice of Preparation for an Environmental Impact Report

REGULAR AGENDA

- 7. Status of ongoing transportation projects, programs, studies and planning documents - Verbal updates from project sponsors**

METRO: Barrow Emerson reported that the METRO board would receive reports on possible service reductions starting next month. METRO is interested in meeting with everyone involved in the project development process regarding implementation of the METRO Bus Stop Guide.

Watsonville: Murray Fontes reported Watsonville's citywide Safe Routes to Schools pedestrian project is nearly finished; that the Highway Safety Improvement Program (HSIP) signal upgrade and pedestrian facilities project will go to bid in the spring; a signal synchronization project is scheduled for Summer 2016; STIP allocation request for design of the Monterey Bay Sanctuary Scenic Trail Network (MBSST) Lee Road section has been submitted; and design options continue to be evaluated for the Freedom Blvd. (Broadis to Alta Vista) project.

Scotts Valley: Scott Hamby reported that proposals for design of the Scotts Valley Drive/Mt. Hermon Rd/Whispering Pines intersection project are due January 15; Granite Creek bridge design is under review by Caltrans; storm drain projects are also underway.

County: Russell Chen reported the Old County Road bridge replacement, Redwood Lodge storm damage repairs, and El Rancho Road storm damage repairs projects will be completed in February and March. The contractor is onboard, awaiting arrival of materials, for the Felton Covered Bridge project. Steve Wiesner reported that the County awarded a contract in December for its Safe Routes to School Active Transportation Program (ATP) countywide flashing beacon/speed feedback sign project. The County is seeking a STIP allocation for the Freedom Blvd rehabilitation project from the CTC in March.

RTC: Grace Blakeslee reporting that work is beginning on the grant-funded User Oriented Transit Marketing and Bike Route Signage projects. The Elderly and Disabled Transportation Advisory Committee (E&D TAC) is interested in providing input on intersection/signal projects. Rachel Moriconi reminded attendees that comments on the Highway 1 Environmental Impact Report are due January 18. She noted that the RTC also approved the transportation investment plan for a November sales tax ballot measure at its December meeting and is considering formulas for distribution of funds. She requested updates from public works departments regarding local street and road statistics. Local agencies will be considering the investment plan at their board meetings.

AMBAG: Erich Friedrich reported that comments are due January 29 on the 2040 Metropolitan Transportation Plan (MTP) EIR Notice of Preparation, with a public meeting being held on January 27 in Aptos. AMBAG will also be working on Overall Work Plan updates and is working on the Sustainable Communities Strategy (SCS) implementation plan for rural transit.

Santa Cruz: Josh Spangrud reported there will be an open house on the City's Rail Trail project on January 28. Pavement Management projects go to bid at the end of the rainy season. Improvements for bicyclists are planned on King Street from Bay St to Mission Street. The grand opening of the River Levy lighting project is January 22. Claire Fliesler reported that circulation and parking background information for the Corridor Planning project is coming soon, with recommendations regarding circulation, parking, and zoning anticipated to be considered by City Council this fall. Mark Dettle reported that work is underway on the citywide adaptive signalhead and safety project.

UCSC: Teresa Buika reported that construction of the ATP-funded Bike Path safety project is scheduled for this summer.

Ecology Action: Piet Canin reported that Safe Routes to Schools education programs continue, with work focused in the Watsonville area. Ecology Action is working on an Alternative Fuel Planning Grant and is fiscal sponsor for Friends of the Rail & Trail (FORT), doing work in support of the transportation ballot measure, and raising funds for the Seabright to Live Oak section of the Rail Trail.

Caltrans: Kelly McClendon reported there is a workshop on the Sustainable Freight Action Plan on January 28 in Marina. The plan is a joint effort of the Energy Commission, ARB, and Caltrans to make freight transportation more efficient.

8. Complete Streets Checklist Updates

Grace Blakeslee provided an overview of the Monterey Bay Area Complete Streets Guidebook developed in 2014, which provides resources for road design in the Monterey Bay Area that consider the needs of all users, including non-drivers of all ages and abilities. ITAC members were asked to provide input on the Complete Streets Project Review Checklist and use of the Guidebook, which were developed to assist local agencies in ensuring complete streets components are incorporated into the design and implementation of projects. Barrow Emerson reported that METRO will suggest checklist updates that incorporate the METRO Bus Stop Guide for local agencies to use during development of projects. Claire Fliesler reported that the City of Santa Cruz has used the Guidebook to identify appropriate design features for different types of roadways. Josh Spangrud noted there has not been much new development. Steve Wiesner stated it is a good reminder, especially for new staff, of items to consider during project design.

9. Legislative Update

Rachel Moriconi presented and requested input on draft RTC legislative priorities for 2016, which focus on preserving funds designated for transportation and generating new, more stable revenue sources. She also provided a summary of the Governor's January State Budget proposal, AB1591 (Frazier), and the federal Fixing America's Surface Transportation Act (FAST). Members expressed interest in learning more about how much funding from the Governor's proposal might be available to local jurisdictions, including the proposed new "Low Carbon Road Program".

10. 2016 State Transportation Improvement Program (STIP) Update

Rachel Moriconi provided an update on State Transportation Improvement Program (STIP) funding shortfalls and the 2016 Regional Transportation Improvement Program (RTIP). She reported that on the day before the ITAC meeting, regions were informed that the California Transportation Commission (CTC) would be considering a revised Fund Estimate due to falling gasoline prices and associated gas tax revenues. Up to 40% of programmed projects may need to be deleted statewide to match updated revenue projections. Staff will meet with project sponsors once additional information is provided by the CTC and Caltrans. Revised proposals from regions will be due to the CTC by February 26. Staff will present staff and project sponsor recommendations to the RTC at its February Policy Workshop. Staff and the committee discussed options to minimize impacts to previously programmed projects. Mark Dettle suggested the RTC consider the number of people impacted by projects. The committee also discussed seeking alternative funding, considering project readiness, reducing funds across all projects, backfilling projects that are deleted by the CTC with Regional

Surface Transportation Program (RSTP) funds. Eric Child and Teresa Buika noted that the unreliable nature of STIP funds emphasizes the need for a local sales tax measure.

3:00pm - Hamby left the meeting.

11. Regional Surface Transportation Program (RSTP) Draft Application

Rachel Moriconi requested input from the ITAC regarding criteria for evaluating projects, the draft application, and the proposed schedule for the next Regional Surface Transportation Program (RSTP) call for projects.

Wiesner, Fontes, Spangrud, Fliesler, and Emerson suggested that system preservation, number of people served, and safety are the most important criteria. Buika and Canin suggested that reducing greenhouse gas emissions and vehicle miles traveled should be priorities. Friedrich suggested that safety and reducing greenhouse gas emissions be priorities. Blakeslee suggested that deliverability should also be considered. Moriconi noted that given extreme funding shortfalls it will be important to focus on providing funds to the most vital projects. Some committee members expressed support for the application, while others requested a shorter application or simple project selection process. Staff reminded members that by law funds cannot be distributed on a formula basis and the Regional Transportation Plan (RTP) must be considered when evaluating projects.

3:25pm - Buika left the meeting.

In light of STIP revenue shortfalls, **the committee approved a motion (Fontes/Spangrud) recommending that the RTC postpone the call for projects until more is known about how previously approved STIP projects will be affected** (Voting yes – Chen, Emerson, Fliesler, Fontes, Friedrich, Spangrud, and Wiesner; Abstention – Canin).

12. Funding Program Updates

The Committee received updates on several state and local funding programs:

- Active Transportation Program (ATP) –California Transportation Commission (CTC) Cycle 3 Call for Projects may be released as soon as March 2016, with applications due in June. CTC staff is seeking input on the draft guidelines and application.
- Affordable Housing and Sustainable Communities Program (AHSC) – Call for projects was released earlier in the month.
- FY15/16 Low Carbon Transit Operations Program applications due February 1, 2016

13. Adjournment: The meeting adjourned at 3:40 p.m. The next meeting is scheduled for February 18, 2016 at 1:30pm in the SCCRTC Conference Room.

Minutes prepared by: Rachel Moriconi

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AGENDA: February 18, 2016

TO: Interagency Technical Advisory Committee (ITAC)
FROM: Kelly McCleandon, Caltrans District 5
RE: Caltrans Transportation Concept Report Updates for SR 1

RECOMMENDATIONS

Provide input to Caltrans on Transportation Concept Report Updates for Highway 1.

BACKGROUND

Transportation Concept Reports (TCRs) provide detailed information and a long-range concept for each route operated and maintained by Caltrans. The TCR is a tool that can be used by federal, state, regional, local, and tribal governments to inform decisions regarding the management of the transportation network. TCRs identify route- and mode-specific deficiencies, needs, and opportunities, and discuss a range of system management strategies to address deficiencies. The SR 1 TCR traffic forecast will be based on data from the approved AMBAG RTP-SCS regional travel demand model.

DISCUSSION

This TCR development process is intended to be collaborative and will incorporate findings and data from approved local and regional studies and efforts. The final product will feature a combination of improvement strategies to be considered in partnership to maintain long-term mobility of SR 1. The reports will consider needs and priorities for future investments and are intended to provide valuable information to Caltrans and its local agency partners.

While specific details are still being developed, it is important to note that the long term concept identified in the SR 1 TCR will be consistent with the Tier I Highway 1 Corridor investment plan in Santa Cruz County.

Caltrans staff will hand out materials pertaining to the SR 1 TCR kickoff and solicit initial feedback from the ITAC:

1. SR 1 TCR Schedule: Caltrans plans to complete the TCR by December 2016. Throughout the TCR development ITAC members will have a couple of weeks after the ITAC meeting to submit any comments.
2. Route Segmentation Map: SR 1 TCR is divided in eight segments.
3. AADT Volumes: AADT volumes determined route segmentation.

SUMMARY

District 5 Planning is kicking off the TCR development process for SR 1 in the Central Coast region.

Attachments:

- 1.

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State Route 1 Transportation Concept Report 2016 Schedule



| February | March | April | May | June | September | December |
|------------------------------|--|--|---|---------------------------------|------------------|-----------|
| Kickoff & Route Segmentation | Existing & Projected Conditions Corridor Performance | System & Freight Corridor Needs Assessment | Active Transportation & Transit Corridor Needs Assessment | Route Concept & Recommendations | Draft TCR Review | Final TCR |

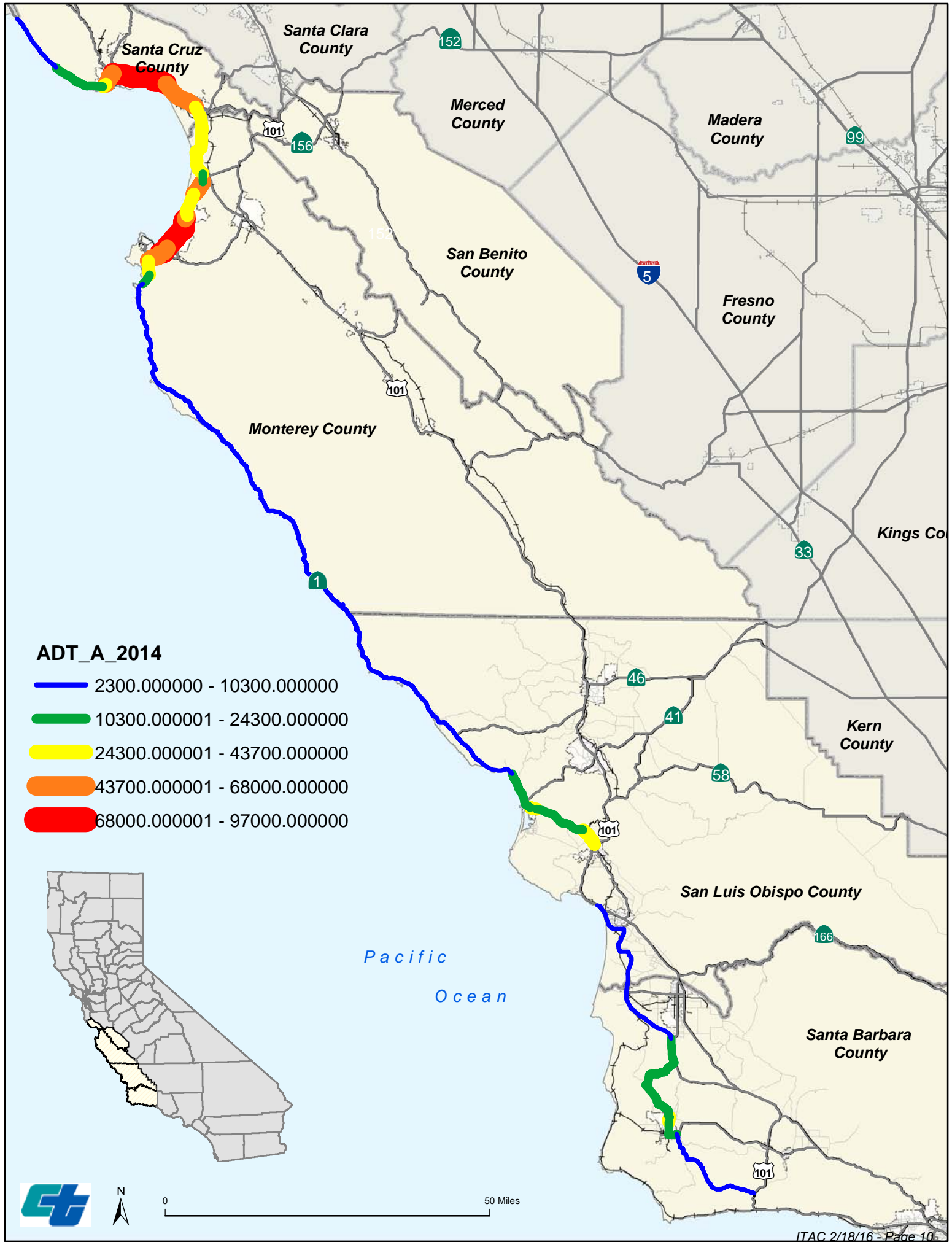
SR 1 Segments

- Segment 1 - SB R0.00 - SB R34.777
- Segment 2 - SB R34.777 - SLO 16.770
- Segment 3 - SLO 16.770 - SLO R34.905
- Segment 4 - SLO R34.905 - MON 72.921
- Segment 5 - MON 72.921 - MON R88.638
- Segment 6 - MON R88.638 - SCR R2.683
- Segment 7 - SCR R2.683 - SCR 16.821
- Segment 8 - SCR 16.821 - SCR 37.451

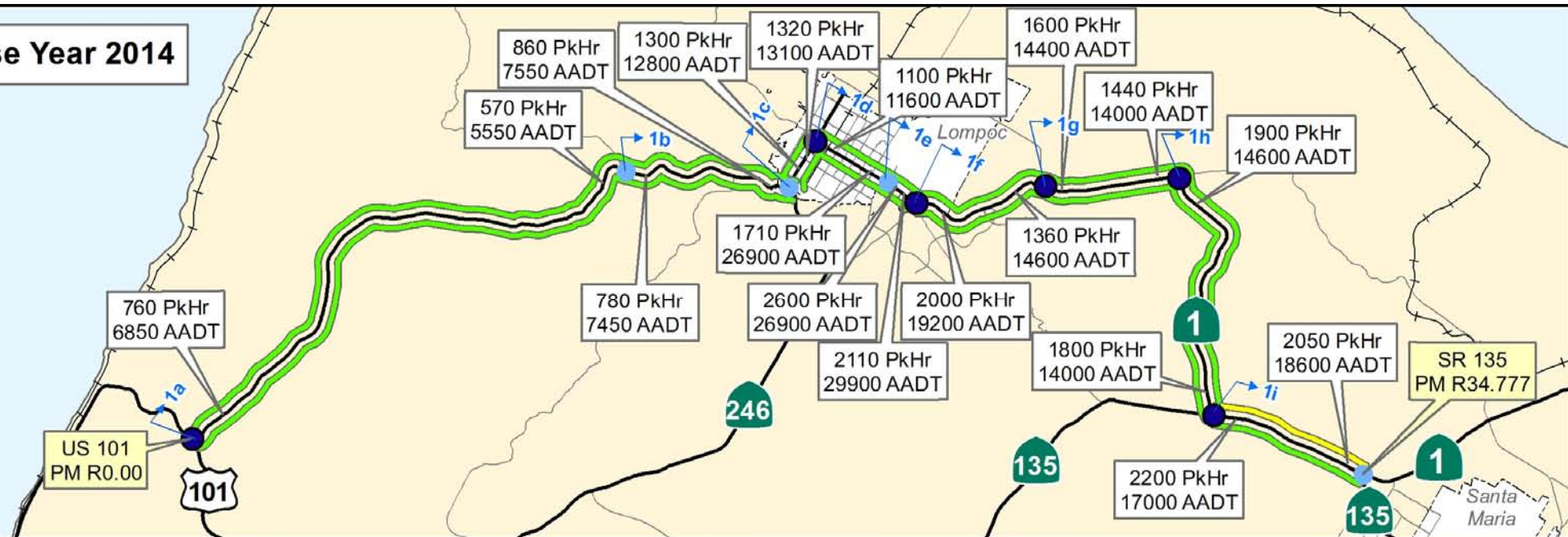


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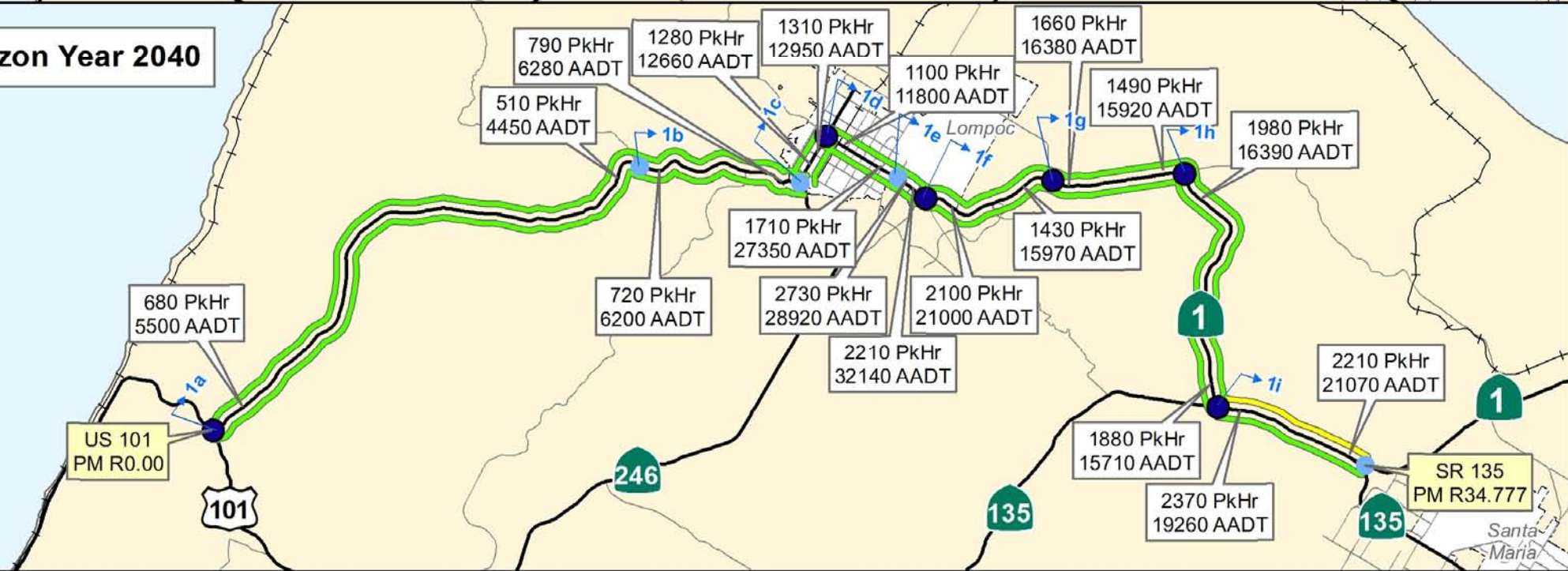




Base Year 2014



Horizon Year 2040



State Route 1

Segment 1

- Control Count Stations ● Profile Count Stations
- Low Congestion ($V/C < 0.74$)
- Moderate Congestion ($0.74 \leq V/C \leq 0.90$)
- High Congestion ($0.90 < V/C < 1.0$)
- Demand Equals or Exceeds Capacity ($V/C \geq 1.0$)

Base Year 2014



Horizon Year 2040

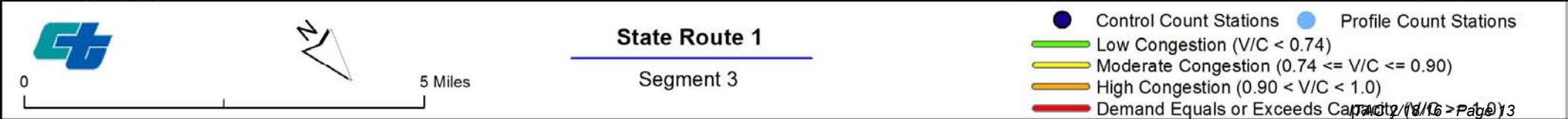
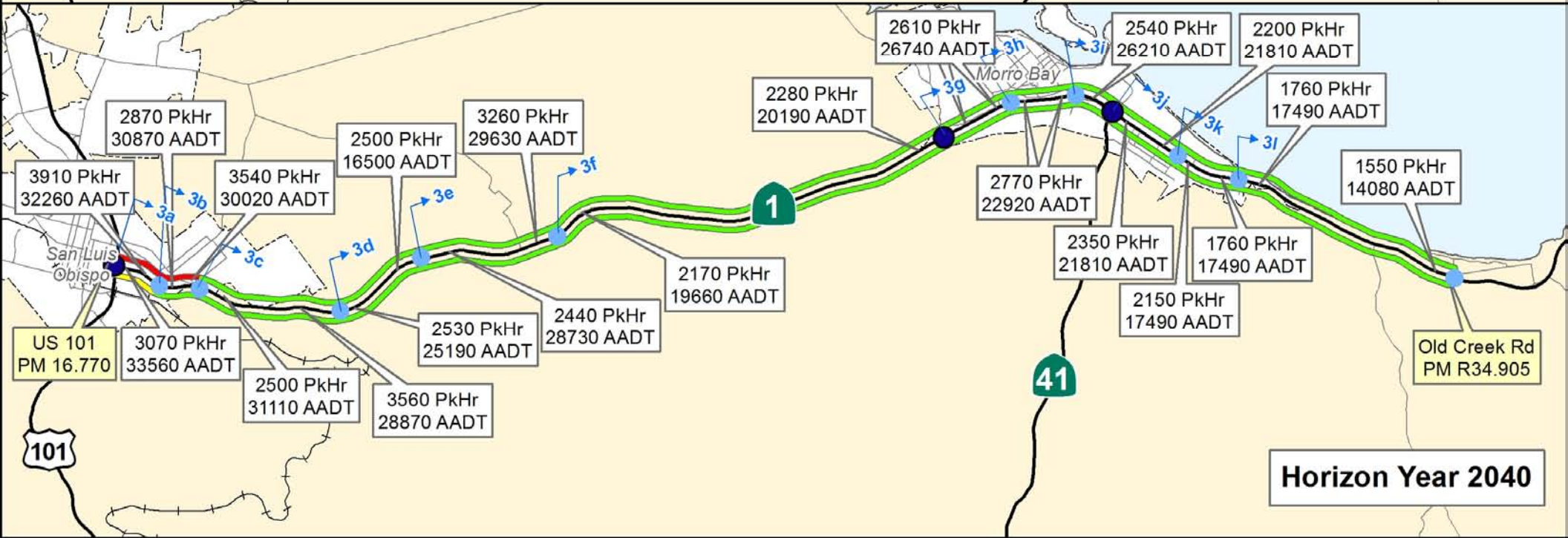
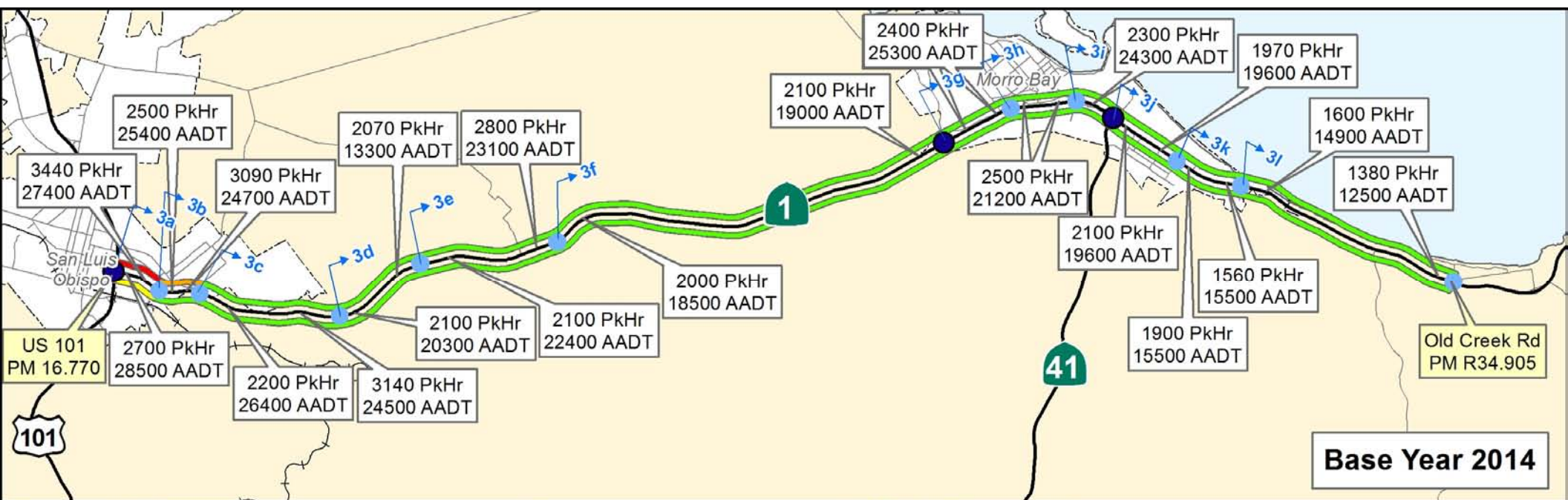


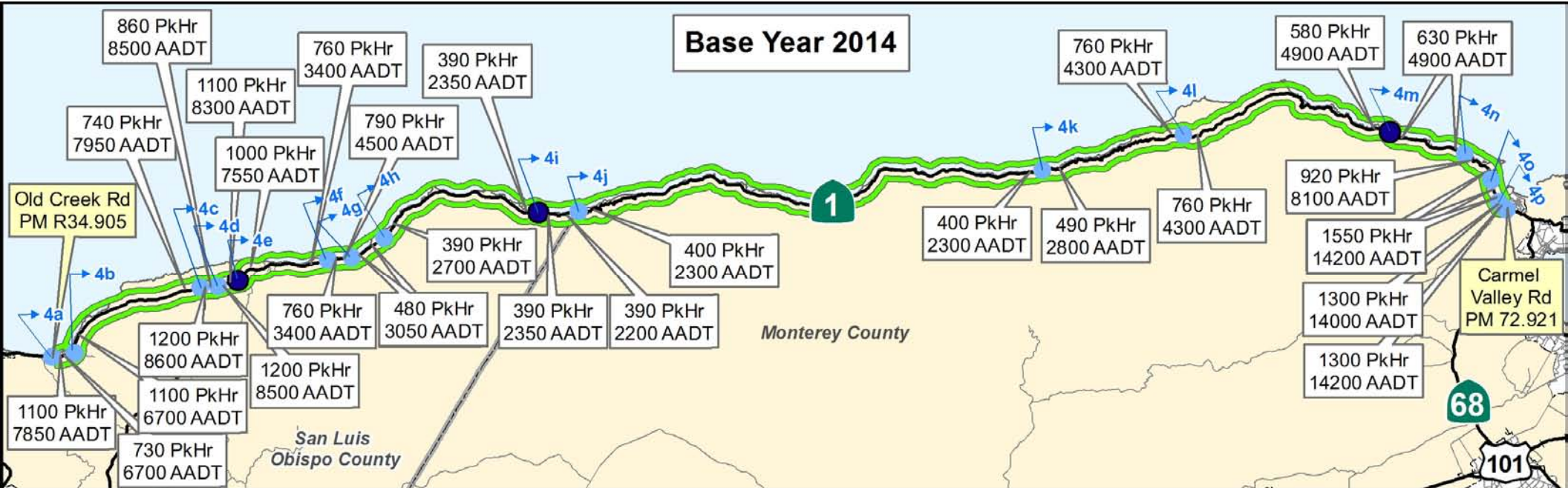
5 Miles

State Route 1

Segment 2

- Control Count Stations
- Profile Count Stations
- Low Congestion ($V/C < 0.74$)
- Moderate Congestion ($0.74 \leq V/C \leq 0.90$)
- High Congestion ($0.90 < V/C < 1.0$)
- Demand Equals or Exceeds Capacity ($V/C \geq 1.0$)

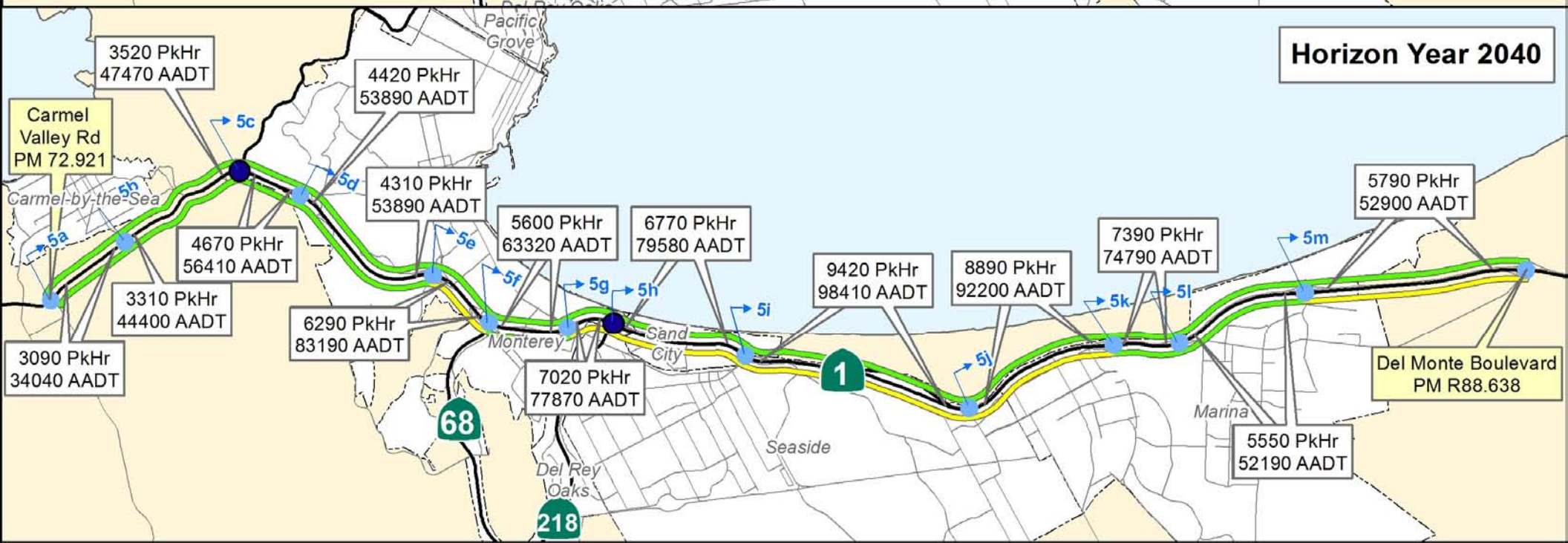
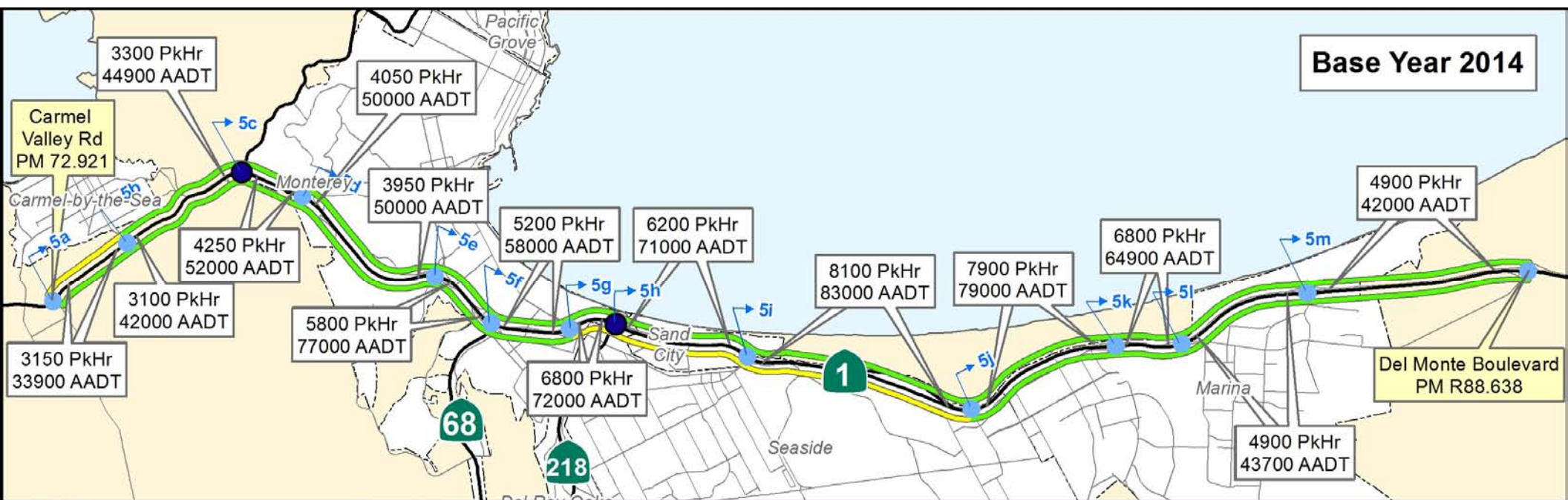




State Route 1

Segment 4

- Control Count Stations ● Profile Count Stations
- Low Congestion ($V/C < 0.74$)
- Moderate Congestion ($0.74 \leq V/C \leq 0.90$)
- High Congestion ($0.90 < V/C < 1.0$)
- Demand Equals or Exceeds Capacity ($V/C \geq 1.0$)

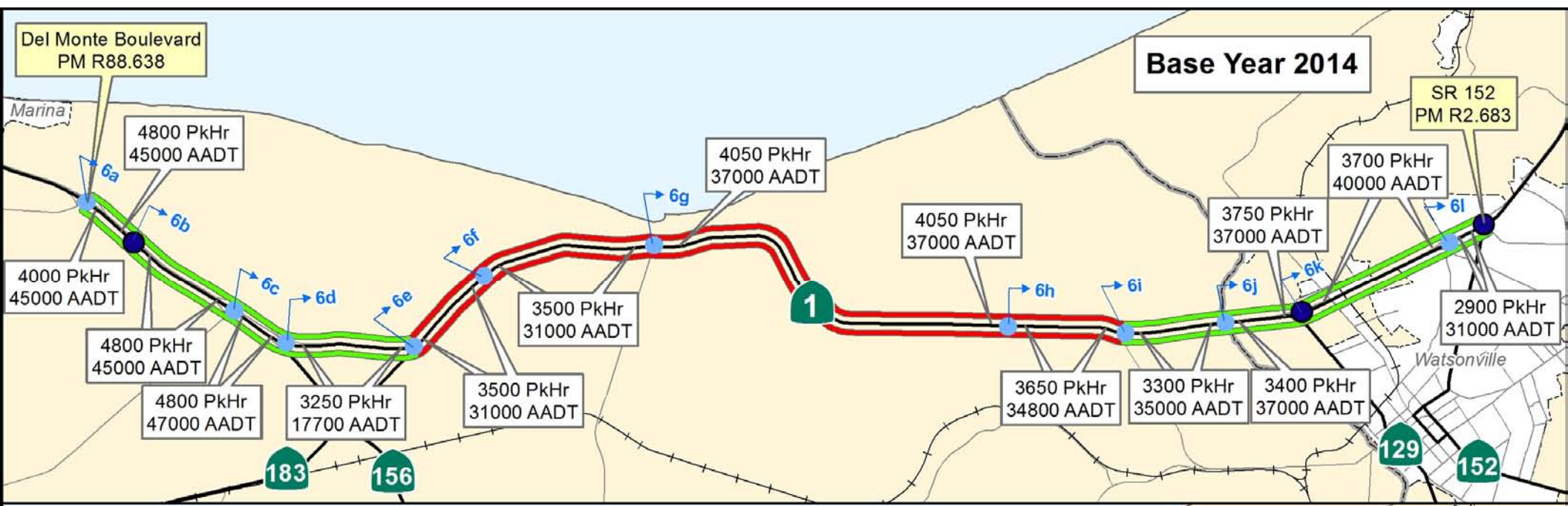


2 Miles

State Route 1

Segment 5

- Control Count Stations ● Profile Count Stations
- Low Congestion ($V/C < 0.74$)
- Moderate Congestion ($0.74 \leq V/C \leq 0.90$)
- High Congestion ($0.90 < V/C < 1.0$)
- Demand Equals or Exceeds Capacity ($V/C \geq 1.0$)

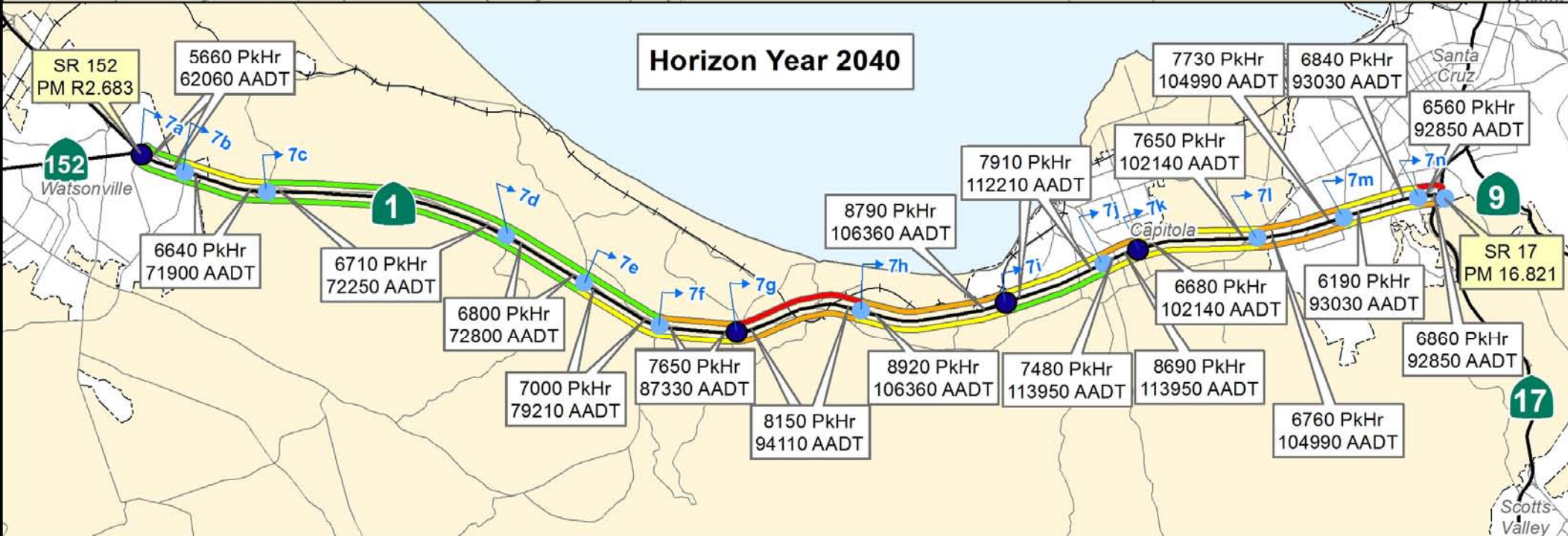
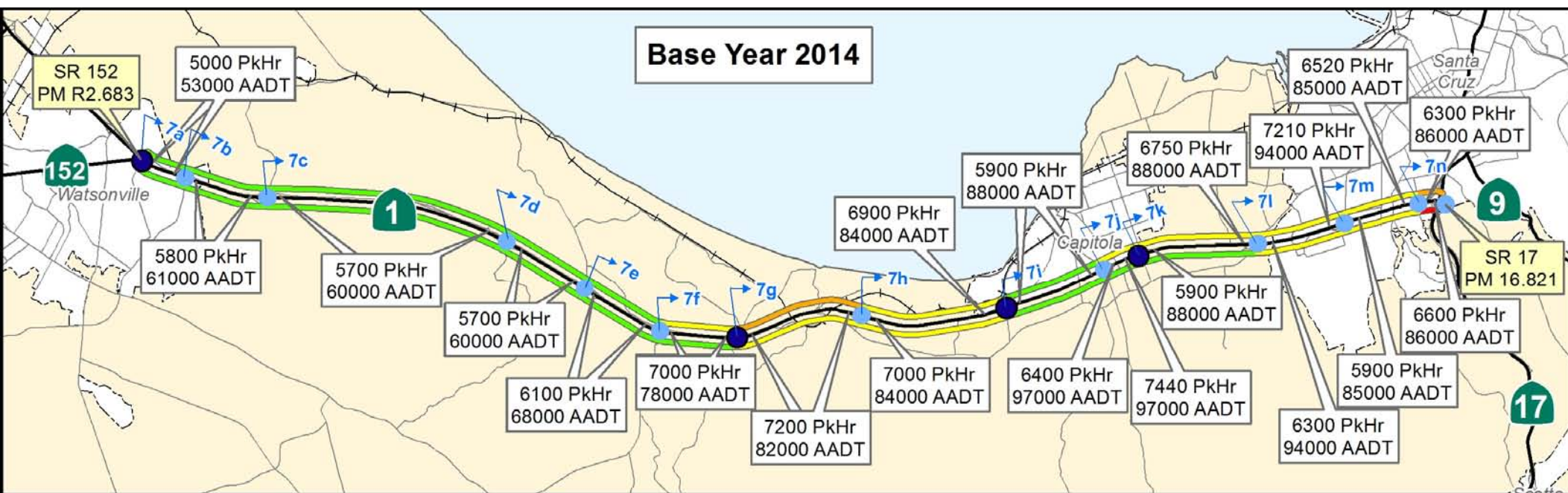


2 Miles

State Route 1

Segment 6

- Control Count Stations
- Profile Count Stations
- Low Congestion ($V/C < 0.74$)
- Moderate Congestion ($0.74 \leq V/C \leq 0.90$)
- High Congestion ($0.90 < V/C < 1.0$)
- Demand Equals or Exceeds Capacity ($V/C \geq 1.0$)

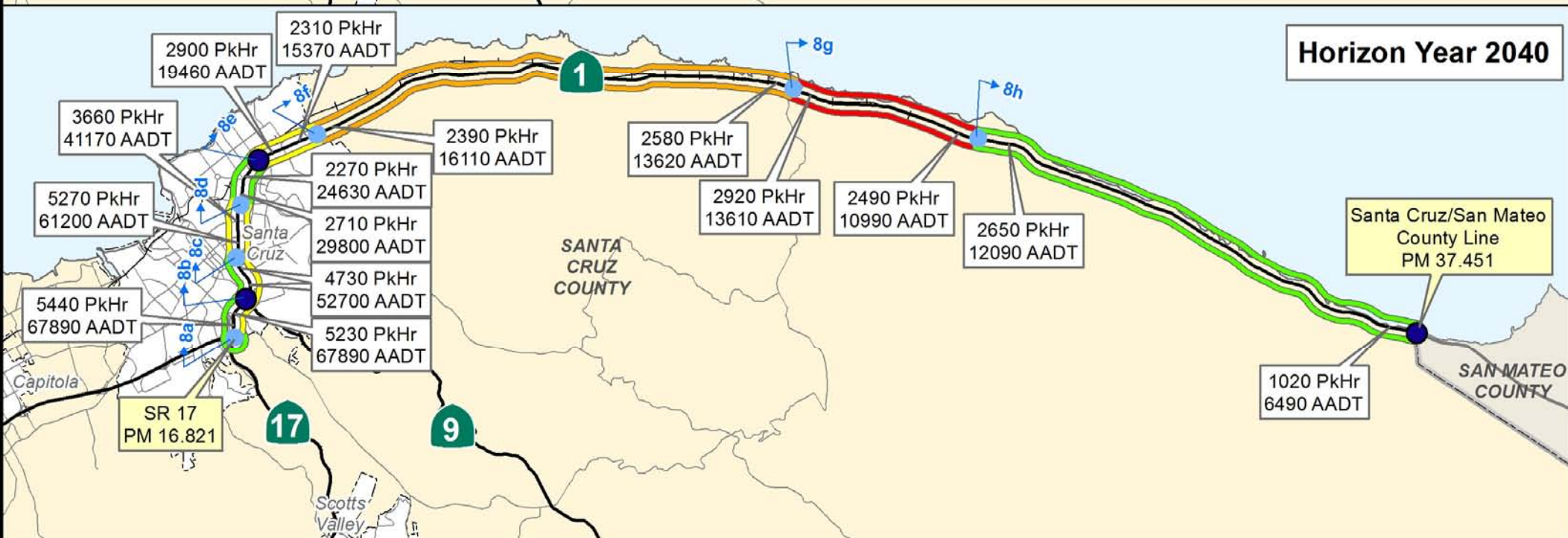
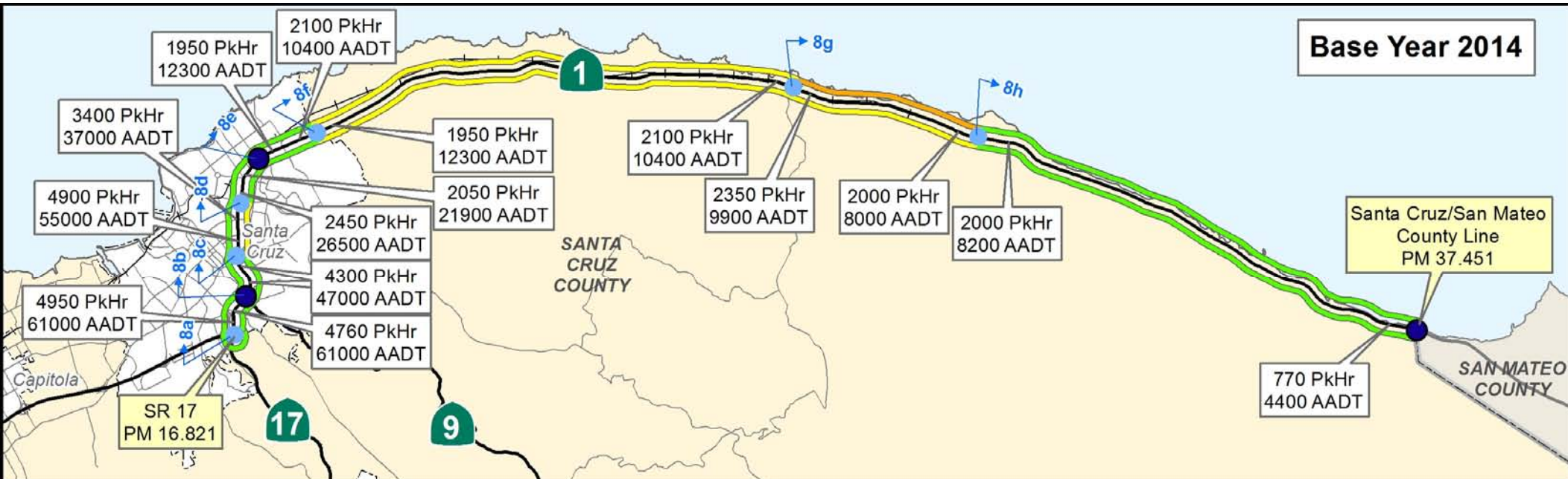


2 Miles

State Route 1

Segment 7

- Control Count Stations ● Profile Count Stations
- Low Congestion ($V/C < 0.74$)
- Moderate Congestion ($0.74 \leq V/C \leq 0.90$)
- High Congestion ($0.90 < V/C < 1.0$)
- Demand Equals or Exceeds Capacity ($V/C \geq 1.0$)



State Route 1

Segment 8

- Control Count Stations ● Profile Count Stations
- Low Congestion ($V/C < 0.74$)
- Moderate Congestion ($0.74 \leq V/C \leq 0.90$)
- High Congestion ($0.90 < V/C < 1.0$)
- Demand Equals or Exceeds Capacity ($V/C \geq 1.0$)

Appendix B: Traffic Performance

| Segment Label | Begin Co | Rte | Begin PM | End PM | Begin Name | End Name | 2014 ADT Volume | 2014 Daily Truck % | 2014 Daily VMT | 2014 PM Volume | 2014 PM NB Volume | 2014 PM SB Volume | 2014 PM Peak Direction | 2014 PM VMT | 2014 PM NB VMT | 2014 PM SB VMT | 2014 NB Lanes | 2014 SB Lanes | 2014 PM NB Adjusted Capacity | 2014 PM SB Adjusted Capacity | 2014 PM NB VC | 2014 PM SB VC | 2014 PM NB Model Based Speed | 2014 PM SB Model Based Speed | 2014 PM VHT (Model) | 2014 PM NB VHT (Model) | 2014 PM SB VHT (Model) |
|---------------|----------|-----|----------|---------|----------------------|----------------------|-----------------|--------------------|----------------|----------------|-------------------|-------------------|------------------------|-------------|----------------|----------------|---------------|---------------|------------------------------|------------------------------|---------------|---------------|------------------------------|------------------------------|---------------------|------------------------|------------------------|
| 1a | SB | 1 | R0.000 | 15.010 | SR 101 | Jalama Rd | 6,200 | 8.0% - 9.0% | 84,295 | 665 | 591 | 74 | NB | 9,041 | 8,039 | 1,002 | 1.0 | 1.0 | 1,158 | 1,108 | 0.51 | 0.07 | 37.2 | 44.2 | 239 | 216 | 23 |
| 1b | SB | 1 | 15.010 | 19.251 | Jalama Rd | South SR 246 | 7,500 | 9.0% | 31,808 | 820 | 709 | 111 | NB | 3,478 | 3,006 | 471 | 1 to 2 | 1.0 | 1,068 | 953 | 0.66 | 0.12 | 34.5 | 45.0 | 98 | 87 | 10 |
| 1c | SB | 1 | 19.251 | 20.565 | South SR 246 | North SR 246 | 12,950 | 8.0% - 8.0% | 17,016 | 1,323 | 875 | 448 | NB | 1,739 | 1,150 | 589 | 2.0 | 2.0 | 1,727 | 1,724 | 0.51 | 0.26 | 42.6 | 44.9 | 40 | 27 | 13 |
| 1d | SB | 1 | 20.565 | 22.519 | North SR 246 | Santa Ynez | 19,250 | 6.0% - 7.0% | 37,615 | 1,711 | 810 | 901 | SB | 3,344 | 1,584 | 1,760 | 1 to 2 | 2.0 | 1,709 | 1,737 | 0.47 | 0.52 | 42.3 | 41.6 | 80 | 37 | 42 |
| 1e | SB | 1 | 22.519 | R23.296 | Santa Ynez | Harris Grade Rd | 28,400 | 2.0% - 7.0% | 22,067 | 2,106 | 1,137 | 969 | NB | 1,636 | 883 | 753 | 1 to 2 | 1 to 2 | 1,662 | 1,949 | 0.68 | 0.50 | 35.9 | 29.5 | 50 | 25 | 25 |
| 1f | SB | 1 | R23.296 | R26.690 | Harris Grade Rd | Pine Canyon Rd | 16,900 | 2.0% - 6.0% | 57,359 | 1,363 | 639 | 724 | SB | 4,626 | 2,168 | 2,458 | 2.0 | 1 to 2 | 2,872 | 3,281 | 0.22 | 0.22 | 55.6 | 51.4 | 87 | 39 | 48 |
| 1g | SB | 1 | R26.690 | M29.891 | Pine Canyon Rd | Vandenberg Base | 14,200 | 6.0% | 45,454 | 1,438 | 520 | 918 | SB | 4,602 | 1,664 | 2,938 | 2.0 | 2.0 | 1,741 | 1,742 | 0.30 | 0.53 | 44.7 | 40.6 | 110 | 37 | 72 |
| 1h | SB | 1 | M29.891 | R31.042 | Vandenberg Base | South SR 135 | 14,300 | 6.0% - 6.0% | 90,076 | 1,850 | 755 | 1,095 | SB | 11,653 | 4,757 | 6,896 | 2.0 | 1 to 2 | 2,042 | 1,901 | 0.37 | 0.58 | 43.2 | 41.3 | 277 | 110 | 167 |
| 1i | SB | 1 | R31.042 | R34.777 | South SR 135 | North SR 135 | 17,800 | 6.0% | 66,483 | 2,125 | 799 | 1,326 | SB | 7,937 | 2,983 | 4,954 | 1 to 2 | 1 to 2 | 1,738 | 1,628 | 0.46 | 0.81 | 40.6 | 34.9 | 216 | 74 | 142 |
| 2a | SB | 1 | R34.777 | R35.530 | North SR 135 | Clark Ave | 2,675 | 16.0% | 2,014 | 415 | 147 | 268 | SB | 312 | 111 | 202 | 1.0 | 1.0 | 838 | 842 | 0.18 | 0.32 | 45.0 | 44.9 | 7 | 2 | 4 |
| 2b | SB | 1 | R35.530 | 41.810 | Clark Ave | Casmalia Rd | 3,565 | 10.4% - 16.0% | 9,829 | 330 | 150 | 180 | SB | 910 | 414 | 496 | 1.0 | 1.0 | 841 | 842 | 0.18 | 0.21 | 44.9 | 44.9 | 20 | 9 | 11 |
| 2c | SB | 1 | 41.810 | 49.199 | Casmalia Rd | SR 166 | 2,350 | 10.4% - 10.5% | 17,364 | 260 | 141 | 119 | NB | 1,921 | 1,039 | 882 | 1 to 2 | 1 to 2 | 1,422 | 1,422 | 0.10 | 0.08 | 45.0 | 45.0 | 43 | 23 | 20 |
| 2d | SB | 1 | 49.199 | 50.408 | SR 166 | Guadalupe City Limit | 5,900 | 7.0% | 7,133 | 615 | 264 | 351 | SB | 744 | 319 | 425 | 1.0 | 1.0 | 1,500 | 1,500 | 0.18 | 0.23 | 52.4 | 52.4 | 14 | 6 | 8 |
| 2e | SB | 1 | 50.408 | 0.000 | Guadalupe City Limit | SB-SLO County Line | 4,750 | 7.0% | 941 | 580 | 195 | 385 | SB | 115 | 39 | 76 | 1.0 | 1.0 | 1,500 | 1,500 | 0.13 | 0.26 | 54.9 | 54.9 | 2 | 1 | 1 |
| 2f | SLO | 1 | 0.000 | 1.291 | SB-SLO County Line | Oso Flaco | 5,000 | 7.0% | 6,455 | 560 | 273 | 287 | SB | 723 | 353 | 370 | 1.0 | 1.0 | 1,500 | 1,500 | 0.18 | 0.19 | 54.9 | 54.9 | 13 | 6 | 7 |
| 2g | SLO | 1 | 1.291 | 6.350 | Oso Flaco | Union Oil Plant | 5,650 | 6.6% - 7.0% | 28,583 | 645 | 274 | 371 | SB | 3,263 | 1,388 | 1,875 | 1.0 | 1.0 | 993 | 979 | 0.28 | 0.38 | 43.5 | 43.6 | 75 | 32 | 43 |
| 2h | SLO | 1 | 6.350 | 10.290 | Union Oil Plant | Arroyo Grande Rd | 5,100 | 6.6% | 19,482 | 625 | 168 | 457 | SB | 2,388 | 642 | 1,746 | 1.0 | 1.0 | 726 | 727 | 0.23 | 0.63 | 35.0 | 35.0 | 68 | 18 | 50 |
| 2i | SLO | 1 | 10.290 | 10.900 | Arroyo Grande Rd | Halcyon Rd | 3,825 | 6.6% | 2,268 | 394 | 126 | 267 | SB | 233 | 75 | 159 | 1.0 | 1.0 | 863 | 875 | 0.15 | 0.31 | 38.6 | 37.7 | 6 | 2 | 4 |
| 2j | SLO | 1 | 10.900 | 13.000 | Halcyon Rd | Pismo Beach Park | 7,450 | 6.6% | 15,392 | 767 | 342 | 425 | SB | 1,584 | 706 | 878 | 1.0 | 1.0 | 900 | 900 | 0.38 | 0.47 | 37.9 | 37.8 | 42 | 19 | 23 |
| 2k | SLO | 1 | 13.000 | 14.100 | Pismo Beach Park | Grand Ave | 7,175 | 6.6% - 11.6% | 7,893 | 738 | 209 | 529 | SB | 812 | 230 | 582 | 1.0 | 1.0 | 900 | 900 | 0.23 | 0.59 | 35.0 | 35.0 | 23 | 7 | 17 |
| 2l | SLO | 1 | 14.100 | 15.268 | Grand Ave | Villa Creek | 9,750 | 11.6% | 11,388 | 1,003 | 253 | 750 | SB | 1,172 | 295 | 876 | 1.0 | 1.0 | 900 | 900 | 0.28 | 0.83 | 35.0 | 34.8 | 34 | 8 | 25 |
| 2m | SLO | 1 | 15.268 | 16.733 | Villa Creek | SR 101 | 7,375 | 11.6% - 11.7% | 10,804 | 834 | 251 | 583 | SB | 1,221 | 368 | 854 | 1.0 | 1.0 | 778 | 778 | 0.32 | 0.75 | 30.4 | 30.3 | 40 | 12 | 28 |
| 3a | SLO | 1 | 16.770 | 17.341 | SR 101 | Foothill Blvd | 27,950 | 3.0% - 3.0% | 15,959 | 3,443 | 1,527 | 1,916 | SB | 1,966 | 872 | 1,094 | 2.0 | 2.0 | 1,800 | 1,916 | 0.85 | 1.00 | 34.4 | 33.2 | 58 | 25 | 33 |
| 3b | SLO | 1 | 17.341 | 17.874 | Foothill Blvd | Highland Dr | 25,050 | 3.0% | 13,352 | 3,086 | 1,138 | 1,948 | SB | 1,645 | 606 | 1,038 | 2.0 | 2.0 | 2,100 | 2,100 | 0.54 | 0.93 | 44.7 | 42.5 | 38 | 14 | 24 |
| 3c | SLO | 1 | 17.874 | 19.710 | Highland Dr | Mens Colony | 25,450 | 4.0% | 46,726 | 3,135 | 1,434 | 1,702 | SB | 5,757 | 2,632 | 3,125 | 2.0 | 2.0 | 3,000 | 3,000 | 0.48 | 0.57 | 61.3 | 60.9 | 94 | 43 | 51 |
| 3d | SLO | 1 | 19.710 | 20.890 | Mens Colony | Camp San Luis Obispo | 16,800 | 4.0% | 19,824 | 2,070 | 1,000 | 1,069 | SB | 2,442 | 1,180 | 1,262 | 2.0 | 2.0 | 3,000 | 3,000 | 0.33 | 0.36 | 64.6 | 64.5 | 38 | 18 | 20 |
| 3e | SLO | 1 | 20.890 | 22.653 | Camp San Luis Obispo | Cuesta College | 22,750 | 4.0% | 40,108 | 2,803 | 1,538 | 1,264 | NB | 4,941 | 2,712 | 2,229 | 2.0 | 2.0 | 3,000 | 3,000 | 0.51 | 0.42 | 64.5 | 64.8 | 76 | 42 | 34 |
| 3f | SLO | 1 | 22.653 | 27.883 | Cuesta College | Baywood Park Rd | 18,750 | 4.0% - 5.0% | 98,288 | 2,050 | 1,492 | 558 | NB | 10,746 | 7,821 | 2,925 | 2.0 | 2.0 | 3,086 | 3,075 | 0.48 | 0.18 | 63.1 | 63.7 | 170 | 124 | 46 |
| 3g | SLO | 1 | 27.883 | 28.820 | Baywood Park Rd | S Bay Blvd | 25,300 | 5.0% | 23,706 | 2,400 | 1,609 | 791 | NB | 2,249 | 1,508 | 741 | 2.0 | 2.0 | 3,600 | 3,600 | 0.45 | 0.22 | 65.0 | 65.0 | 35 | 23 | 11 |
| 3h | SLO | 1 | 28.820 | 29.618 | S Bay Blvd | Main St | 21,200 | 4.0% - 5.0% | 16,918 | 2,500 | 1,658 | 842 | NB | 1,995 | 1,323 | 672 | 2.0 | 2.0 | 3,600 | 3,600 | 0.46 | 0.23 | 65.0 | 65.0 | 31 | 20 | 10 |
| 3i | SLO | 1 | 29.618 | 30.135 | Main St | SR 41 | 24,300 | 4.0% | 12,563 | 2,300 | 1,459 | 841 | NB | 1,189 | 754 | 435 | 2.0 | 2.0 | 3,600 | 3,600 | 0.41 | 0.23 | 65.0 | 65.0 | 18 | 12 | 7 |
| 3j | SLO | 1 | 30.135 | 31.130 | SR 41 | San Jacinto St | 19,600 | 6.3% | 19,502 | 1,970 | 1,264 | 706 | NB | 1,960 | 1,257 | 703 | 2.0 | 2.0 | 3,600 | 3,600 | 0.35 | 0.20 | 61.7 | 62.5 | 32 | 20 | 11 |
| 3k | SLO | 1 | 31.130 | 31.970 | San Jacinto St | Yerba Buena St | 15,500 | 6.3% | 13,020 | 1,558 | 1,001 | 557 | NB | 1,309 | 841 | 468 | 2.0 | 2.0 | 3,600 | 3,600 | 0.28 | 0.15 | 55.0 | 55.0 | 24 | 15 | 9 |
| 3l | SLO | 1 | 31.970 | R34.905 | Yerba Buena St | Old Creek Rd | 13,700 | 6.3% | 40,210 | 1,377 | 819 | 558 | NB | 4,041 | 2,404 | 1,637 | 1 to 2 | 1 to 2 | 3,363 | 3,305 | 0.24 | 0.17 | 64.0 | 63.7 | 63 | 38 | 26 |
| 4a | SLO | 1 | R34.905 | R35.959 | Old Creek Rd | C St | 7,275 | 6.3% | 7,668 | 731 | 434 | 297 | NB | 771 | 457 | 313 | 2.0 | 2.0 | 3,600 | 3,600 | 0.12 | 0.08 | 65.0 | 65.0 | 12 | 7 | 5 |
| 4b | SLO | 1 | R35.959 | 45.990 | C St | SR 46 | 7,325 | 6.0% - 6.3% | 75,242 | 736 | 449 | 287 | NB | 7,562 | 4,613 | 2,949 | 1 to 2 | 1 to 2 | 2,013 | 1,969 | 0.22 | 0.15 | 54.1 | 53.7 | 140 | 85 | 55 |
| 4c | SLO | 1 | 45.990 | 46.850 | SR 46 | Monte Cristo Pl | 8,550 | 6.3% | 7,353 | 859 | 497 | 362 | NB | 739 | 428 | 311 | 1.0 | 1.0 | 1,500 | 1,500 | 0.33 | 0.24 | 51.1 | 49.9 | 15 | 8 | 6 |
| 4d | SLO | 1 | 46.850 | 48.260 | Monte Cristo Pl | Main St | 8,400 | 6.3% | 11,844 | 1,150 | 620 | 530 | NB | 1,622 | 875 | 747 | 1.0 | 1.0 | 1,500 | 1,500 | 0.41 | 0.35 | 50.7 | 49.9 | 32 | 17 | 15 |
| 4e | SLO | 1 | 48.260 | 54.804 | Main St | Pico Creek | 5,475 | 3.7% - 6.3% | 35,828 | 880 | 409 | 471 | SB | 5,759 | 2,673 | 3,085 | 1.0 | 1.0 | 1,500 | 1,500 | 0.27 | 0.31 | 54.9 | 54.8 | 105 | 49 | 56 |
| 4f | SLO | 1 | 54.804 | 56.390 | Pico Creek | Hearst Castle | 3,950 | 3.7% | 6,265 | 775 | 333 | 442 | SB | 1,229 | 528 | 701 | 1.0 | 1.0 | 1,500 | 1,500 | 0.22 | 0.29 | 55.0 | 55.0 | 22 | 10 | 13 |
| 4g | SLO | 1 | 56.390 | 58.900 | Hearst Castle | North San Simeon | 3,050 | 0.3% - 3.7% | 7,656 | 480 | 213 | 267 | SB | 1,205 | 535 | 670 | 1.0 | 1.0 | 1,500 | 1,500 | 0.14 | 0.18 | 55.0 | 55.0 | 22 | 10 | 12 |
| 4h | SLO | 1 | 58.900 | 71.341 | North San Simeon | San Carpojo Creek | 2,525 | 0.3% | 30,729 | 390 | 205 | 185 | NB | 4,746 | 2,495 | 2,252 | 1.0 | 1.0 | 1,500 | 1,500 | 0.14 | 0.12 | 55.0 | 55.0 | 86 | 45 | 41 |
| 4i | SLO | 1 | 71.341 | 0.000 | San Carpojo Creek | SLO-Mon County Line | 2,275 | 0.3% | 6,814 | 390 | 195 | 195 | SB | 1,168 | 584 | 584 | 1.0 | 1.0 | 1,500 | 1,500 | 0.13 | 0.13 | 55.0 | 55.0 | 21 | 11 | 11 |
| 4j | MON | 1 | 0.000 | 35.346 | SLO-Mon County Line | Anderson Canyon | 2,300 | 0.3% - 1.0% | 81,369 | 400 | 169 | 231 | SB | 14,151 | 5,970 | 8,181 | 1.0 | 1.0 | 1,324 | 1,326 | 0.13 | 0.17 | 35.0 | 35.0 | 404 | 171 | 234 |
| 4k | MON | 1 | 35.346 | 46.595 | Anderson Canyon | Big Sur River | 3,550 | 1.0% | 39,934 | 625 | 271 | 354 | SB | 7,031 | 3,053 | 3,977 | 1.0 | 1.0 | 1,299 | 1,301 | 0.21 | 0.27 | 35.0 | 35.0 | 201 | 87 | 114 |
| 4l | MON | 1 | 46.595 | 62.972 | Big Sur River | Garrapata Creek | 4,600 | 0.4% - 1.0% | 75,334 | 670 | 267 | 403 | SB | 10,973 | 4,369 | 6,604 | 1.0 | 1.0 | 1,357 | 1,368 | 0.20 | 0.29 | 37.2 | 37.2 | 295 | 117 | 178 |
| 4m | MON | 1 | 62.972 | 68.335 | Garrapata Creek | Yankee Point Dr | 4,900 | 0.4% - 2.6% | 26,279 | 630 | 241 | 389 | SB | 3,379 | 1,290 | 2,089 | 1.0 | 1.0 | 1,358 | 1,371 | 0.18 | 0.28 | 38.3 | 38.1 | 88 | 34 | 55 |
| 4n | MON | 1 | 68.335 | 71.179 | Yankee Point Dr | San Jose Creek | 11,150 | 2.6% | 32,056 | 1,235 | 480 | 755 | SB | 3,551 | 1,380 | 2,171 | 1.0 | 1.0 | 1,358 | 1,371 | 0.35 | 0.55 | 38.2 | 37.9 | 93 | 36 | 57 |
| 4o | MON | 1 | 71.179 | 72.614 | San Jose Creek | Rio Rd | 14,200 | 2.6% | 20,377 | 1,550 | 619 | 931 | SB | 2,224 | 888 | 1, | | | | | | | | | | | |

Appendix B: Traffic Performance

| Segment Label | Begin Co | Rte | Begin PM | End PM | Begin Name | End Name | PM Growth Rate | ADT Growth Rate | 2040 ADT Volume | 2040 Daily VMT | 2040 PM Volume | 2040 PM NB Volume | 2040 PM SB Volume | 2040 PM Peak Direction | 2040 PM VMT | 2040 PM NB VMT | 2040 PM SB VMT | 2040 NB Lanes | 2040 SB Lanes | 2040 PM NB Adjusted Capacity | 2040 PM SB Adjusted Capacity | 2040 PM NB VC | 2040 PM SB VC | 2040 PM NB Model Based Speed | 2040 PM SB Model Based Speed | 2040 PM VHT (Model) | 2040 PM NB VHT (Model) | 2040 PM SB VHT (Model) |
|---------------|----------|-----|----------|---------|----------------------|----------------------|----------------|-----------------|-----------------|----------------|----------------|-------------------|-------------------|------------------------|-------------|----------------|----------------|---------------|---------------|------------------------------|------------------------------|---------------|---------------|------------------------------|------------------------------|---------------------|------------------------|------------------------|
| 1a | SB | 1 | R0.000 | 15.010 | SR 101 | Jalama Rd | -3 | -47 | 4,976 | 67,657 | 594 | 516 | 78 | NB | 8,075 | 7,011 | 1,064 | 1.0 | 1.0 | 1,158 | 1,109 | 0.45 | 0.07 | 39.4 | 44.2 | 202 | 178 | 24 |
| 1b | SB | 1 | 15.010 | 19.251 | Jalama Rd | South SR 246 | -3 | -48 | 6,240 | 26,462 | 753 | 634 | 119 | NB | 3,193 | 2,689 | 504 | 1 to 2 | 1.0 | 1,068 | 953 | 0.59 | 0.12 | 37.4 | 45.0 | 83 | 72 | 11 |
| 1c | SB | 1 | 19.251 | 20.565 | South SR 246 | North SR 246 | -1 | -6 | 12,805 | 16,826 | 1,307 | 829 | 478 | NB | 1,718 | 1,089 | 629 | 2.0 | 2.0 | 1,727 | 1,727 | 0.48 | 0.28 | 43.2 | 44.9 | 39 | 25 | 14 |
| 1d | SB | 1 | 20.565 | 22.519 | North SR 246 | Santa Ynez | 0 | 12 | 19,572 | 38,243 | 1,715 | 793 | 922 | SB | 3,351 | 1,549 | 1,802 | 1 to 2 | 2.0 | 1,737 | 1,737 | 0.46 | 0.53 | 42.2 | 41.2 | 80 | 37 | 44 |
| 1e | SB | 1 | 22.519 | R23.296 | Santa Ynez | Harris Grade Rd | 4 | 82 | 30,530 | 23,722 | 2,211 | 1,193 | 1,018 | NB | 1,718 | 927 | 791 | 1 to 2 | 1 to 2 | 1,662 | 1,949 | 0.72 | 0.52 | 33.9 | 28.3 | 55 | 27 | 28 |
| 1f | SB | 1 | R23.296 | R26.690 | Harris Grade Rd | Pine Canyon Rd | 3 | 61 | 18,483 | 62,732 | 1,429 | 658 | 771 | SB | 4,851 | 2,234 | 2,617 | 2.0 | 1 to 2 | 2,872 | 3,281 | 0.23 | 0.24 | 55.6 | 51.3 | 91 | 40 | 51 |
| 1g | SB | 1 | R26.690 | M29.891 | Pine Canyon Rd | Vandenberg Base | 2 | 75 | 16,152 | 51,703 | 1,494 | 550 | 943 | SB | 4,781 | 1,762 | 3,020 | 2.0 | 2.0 | 1,742 | 1,742 | 0.32 | 0.54 | 44.6 | 40.0 | 115 | 39 | 76 |
| 1h | SB | 1 | M29.891 | R31.042 | Vandenberg Base | South SR 135 | 3 | 67 | 16,049 | 101,092 | 1,932 | 869 | 1,062 | SB | 12,167 | 5,477 | 6,690 | 2.0 | 1 to 2 | 2,042 | 1,901 | 0.43 | 0.56 | 42.9 | 41.7 | 288 | 128 | 161 |
| 1i | SB | 1 | R31.042 | R34.777 | South SR 135 | North SR 135 | 6 | 91 | 20,165 | 75,315 | 2,288 | 944 | 1,344 | SB | 8,546 | 3,527 | 5,019 | 1 to 2 | 1 to 2 | 1,738 | 1,628 | 0.54 | 0.83 | 38.7 | 34.7 | 236 | 91 | 145 |
| 2a | SB | 1 | R34.777 | R35.530 | North SR 135 | Clark Ave | 7 | 48 | 3,931 | 2,960 | 585 | 251 | 334 | SB | 440 | 189 | 251 | 1.0 | 1.0 | 842 | 842 | 0.30 | 0.40 | 44.9 | 44.8 | 10 | 4 | 6 |
| 2b | SB | 1 | R35.530 | 41.810 | Clark Ave | Casmalia Rd | 6 | 44 | 4,708 | 12,981 | 476 | 212 | 264 | SB | 1,311 | 583 | 728 | 1.0 | 1.0 | 842 | 842 | 0.25 | 0.31 | 44.8 | 44.4 | 29 | 13 | 16 |
| 2c | SB | 1 | 41.810 | 49.199 | Casmalia Rd | SR 166 | 4 | 29 | 3,116 | 23,023 | 375 | 198 | 177 | NB | 2,770 | 1,463 | 1,307 | 1 to 2 | 1 to 2 | 1,422 | 1,422 | 0.14 | 0.12 | 44.8 | 44.9 | 62 | 33 | 29 |
| 2d | SB | 1 | 49.199 | 50.408 | SR 166 | Guadalupe City Limit | 10 | 72 | 7,769 | 9,393 | 872 | 404 | 467 | SB | 1,054 | 489 | 565 | 1.0 | 1.0 | 1,500 | 1,500 | 0.27 | 0.31 | 52.3 | 52.2 | 20 | 9 | 11 |
| 2e | SB | 1 | 50.408 | 0.000 | Guadalupe City Limit | SB-SLO County Line | 10 | 47 | 5,982 | 1,185 | 843 | 290 | 480 | SB | 167 | 57 | 95 | 1.0 | 1.0 | 1,500 | 1,500 | 0.19 | 0.32 | 54.8 | 54.8 | 3 | 1 | 2 |
| 2f | SLO | 1 | 0.000 | 1.291 | SB-SLO County Line | Oso Flaco | 2 | 25 | 5,663 | 7,311 | 621 | 302 | 318 | SB | 801 | 390 | 411 | 1.0 | 1.0 | 1,500 | 1,500 | 0.20 | 0.21 | 54.9 | 54.8 | 15 | 7 | 7 |
| 2g | SLO | 1 | 1.291 | 6.350 | Oso Flaco | Union Oil Plant | 4 | 33 | 6,515 | 32,962 | 755 | 311 | 445 | SB | 3,821 | 1,573 | 2,249 | 1.0 | 1.0 | 993 | 993 | 0.31 | 0.45 | 43.5 | 43.5 | 88 | 36 | 52 |
| 2h | SLO | 1 | 6.350 | 10.290 | Union Oil Plant | Arroyo Grande Rd | 2 | 8 | 5,318 | 20,317 | 688 | 175 | 513 | SB | 2,627 | 667 | 1,960 | 1.0 | 1.0 | 727 | 727 | 0.24 | 0.71 | 35.0 | 35.0 | 75 | 19 | 56 |
| 2i | SLO | 1 | 10.290 | 10.900 | Arroyo Grande Rd | Halcyon Rd | 1 | 4 | 3,942 | 2,338 | 418 | 120 | 298 | SB | 248 | 71 | 176 | 1.0 | 1.0 | 875 | 875 | 0.14 | 0.34 | 38.7 | 37.2 | 7 | 2 | 5 |
| 2j | SLO | 1 | 10.900 | 13.000 | Halcyon Rd | Pismo Beach Park | 3 | 34 | 8,327 | 17,204 | 846 | 379 | 467 | SB | 1,748 | 783 | 965 | 1.0 | 1.0 | 900 | 900 | 0.42 | 0.52 | 37.9 | 37.7 | 46 | 21 | 26 |
| 2k | SLO | 1 | 13.000 | 14.100 | Pismo Beach Park | Grand Ave | 0 | 13 | 7,512 | 8,263 | 734 | 222 | 513 | SB | 808 | 244 | 564 | 1.0 | 1.0 | 900 | 900 | 0.25 | 0.57 | 35.0 | 35.0 | 23 | 7 | 16 |
| 2l | SLO | 1 | 14.100 | 15.268 | Grand Ave | Villa Creek | -4 | -25 | 9,087 | 10,614 | 887 | 271 | 615 | SB | 1,035 | 317 | 719 | 1.0 | 1.0 | 900 | 900 | 0.30 | 0.68 | 35.0 | 35.0 | 30 | 9 | 21 |
| 2m | SLO | 1 | 15.268 | 16.733 | Villa Creek | SR 101 | 6 | 58 | 8,882 | 13,012 | 991 | 274 | 717 | SB | 1,452 | 402 | 1,051 | 1.0 | 1.0 | 778 | 778 | 0.35 | 0.92 | 30.4 | 30.1 | 48 | 13 | 35 |
| 3a | SLO | 1 | 16.770 | 17.341 | SR 101 | Foothill Blvd | 18 | 191 | 32,909 | 18,791 | 3,914 | 1,611 | 2,304 | SB | 2,235 | 920 | 1,315 | 2.0 | 2.0 | 1,800 | 1,800 | 0.89 | 1.28 | 34.2 | 31.2 | 69 | 27 | 42 |
| 3b | SLO | 1 | 17.341 | 17.874 | Foothill Blvd | Highland Dr | 18 | 207 | 30,444 | 16,227 | 3,541 | 1,165 | 2,376 | SB | 1,888 | 621 | 1,267 | 2.0 | 2.0 | 2,100 | 2,100 | 0.55 | 1.13 | 44.7 | 39.4 | 46 | 14 | 32 |
| 3c | SLO | 1 | 17.874 | 19.710 | Highland Dr | Mens Colony | 16 | 175 | 29,991 | 55,064 | 3,559 | 1,557 | 2,002 | SB | 6,534 | 2,858 | 3,676 | 2.0 | 2.0 | 3,000 | 3,000 | 0.52 | 0.67 | 61.0 | 60.0 | 108 | 47 | 61 |
| 3d | SLO | 1 | 19.710 | 20.890 | Mens Colony | Camp San Luis Obispo | 16 | 156 | 20,844 | 24,596 | 2,498 | 1,181 | 1,317 | SB | 2,948 | 1,394 | 1,555 | 2.0 | 2.0 | 3,000 | 3,000 | 0.39 | 0.44 | 64.3 | 63.9 | 46 | 22 | 24 |
| 3e | SLO | 1 | 20.890 | 22.653 | Camp San Luis Obispo | Cuesta College | 17 | 247 | 29,183 | 51,450 | 3,256 | 1,713 | 1,543 | NB | 5,740 | 3,019 | 2,721 | 2.0 | 2.0 | 3,000 | 3,000 | 0.57 | 0.51 | 64.2 | 64.4 | 89 | 47 | 42 |
| 3f | SLO | 1 | 22.653 | 27.883 | Cuesta College | Baywood Park Rd | 7 | 45 | 19,921 | 104,427 | 2,224 | 1,647 | 578 | NB | 11,661 | 8,632 | 3,029 | 2.0 | 2.0 | 3,086 | 3,086 | 0.53 | 0.19 | 62.3 | 63.7 | 186 | 139 | 48 |
| 3g | SLO | 1 | 27.883 | 28.820 | Baywood Park Rd | S Bay Blvd | 8 | 55 | 26,741 | 25,057 | 2,614 | 1,804 | 811 | NB | 2,450 | 1,690 | 760 | 2.0 | 2.0 | 3,600 | 3,600 | 0.50 | 0.23 | 65.0 | 65.0 | 38 | 26 | 12 |
| 3h | SLO | 1 | 28.820 | 29.618 | S Bay Blvd | Main St | 11 | 66 | 22,917 | 18,288 | 2,775 | 1,888 | 887 | NB | 2,214 | 1,506 | 708 | 2.0 | 2.0 | 3,600 | 3,600 | 0.52 | 0.25 | 65.0 | 65.0 | 34 | 23 | 11 |
| 3i | SLO | 1 | 29.618 | 30.135 | Main St | SR 41 | 9 | 73 | 26,205 | 13,548 | 2,543 | 1,648 | 895 | NB | 1,315 | 852 | 463 | 2.0 | 2.0 | 3,600 | 3,600 | 0.46 | 0.25 | 65.0 | 65.0 | 20 | 13 | 7 |
| 3j | SLO | 1 | 30.135 | 31.130 | SR 41 | San Jacinto St | 9 | 85 | 21,809 | 21,700 | 2,204 | 1,445 | 759 | NB | 2,193 | 1,438 | 755 | 2.0 | 2.0 | 3,600 | 3,600 | 0.40 | 0.21 | 59.4 | 62.5 | 36 | 24 | 12 |
| 3k | SLO | 1 | 31.130 | 31.970 | San Jacinto St | Yerba Buena St | 8 | 76 | 17,488 | 14,690 | 1,760 | 1,146 | 615 | NB | 1,479 | 962 | 516 | 2.0 | 2.0 | 3,600 | 3,600 | 0.32 | 0.17 | 55.0 | 55.0 | 27 | 17 | 9 |
| 3l | SLO | 1 | 31.970 | R34.905 | Yerba Buena St | Old Creek Rd | 7 | 67 | 15,432 | 45,293 | 1,546 | 939 | 607 | NB | 4,538 | 2,755 | 1,783 | 1 to 2 | 1 to 2 | 3,363 | 3,363 | 0.28 | 0.18 | 64.0 | 64.1 | 71 | 43 | 28 |
| 4a | SLO | 1 | R34.905 | R35.959 | Old Creek Rd | C St | 4 | 43 | 8,385 | 8,838 | 843 | 517 | 327 | NB | 889 | 545 | 344 | 2.0 | 2.0 | 3,600 | 3,600 | 0.14 | 0.09 | 65.0 | 65.0 | 14 | 8 | 5 |
| 4b | SLO | 1 | R35.959 | 45.990 | C St | SR 46 | 4 | 42 | 8,408 | 86,366 | 848 | 532 | 316 | NB | 8,706 | 5,463 | 3,243 | 1 to 2 | 1 to 2 | 2,013 | 2,013 | 0.26 | 0.16 | 54.0 | 53.7 | 162 | 101 | 60 |
| 4c | SLO | 1 | 45.990 | 46.850 | SR 46 | Monte Cristo Pl | 5 | 52 | 9,895 | 8,510 | 993 | 593 | 399 | NB | 854 | 510 | 343 | 1.0 | 1.0 | 1,500 | 1,500 | 0.40 | 0.27 | 50.9 | 49.9 | 17 | 10 | 7 |
| 4d | SLO | 1 | 46.850 | 48.260 | Monte Cristo Pl | Main St | 6 | 52 | 9,740 | 13,733 | 1,303 | 726 | 578 | NB | 1,838 | 1,023 | 815 | 1.0 | 1.0 | 1,500 | 1,500 | 0.48 | 0.39 | 50.5 | 49.9 | 37 | 20 | 16 |
| 4e | SLO | 1 | 48.260 | 54.804 | Main St | Pico Creek | 4 | 31 | 6,290 | 41,165 | 972 | 457 | 514 | SB | 6,357 | 2,993 | 3,364 | 1.0 | 1.0 | 1,500 | 1,500 | 0.30 | 0.34 | 54.8 | 54.8 | 116 | 55 | 61 |
| 4f | SLO | 1 | 54.804 | 56.390 | Pico Creek | Hearst Castle | 2 | 20 | 4,459 | 7,072 | 837 | 367 | 470 | SB | 1,328 | 582 | 745 | 1.0 | 1.0 | 1,500 | 1,500 | 0.24 | 0.31 | 55.0 | 55.0 | 24 | 11 | 14 |
| 4g | SLO | 1 | 56.390 | 58.900 | Hearst Castle | North San Simeon | 3 | 27 | 3,759 | 9,436 | 551 | 257 | 294 | SB | 1,382 | 645 | 738 | 1.0 | 1.0 | 1,500 | 1,500 | 0.17 | 0.20 | 55.0 | 55.0 | 25 | 12 | 13 |
| 4h | SLO | 1 | 58.900 | 71.341 | North San Simeon | San Carpojo Creek | 2 | 22 | 3,096 | 37,681 | 453 | 238 | 216 | NB | 5,518 | 2,894 | 2,624 | 1.0 | 1.0 | 1,500 | 1,500 | 0.16 | 0.14 | 55.0 | 55.0 | 100 | 53 | 48 |
| 4i | SLO | 1 | 71.341 | 0.000 | San Carpojo Creek | SLO-Mon County Line | 2 | 21 | 2,811 | 8,420 | 452 | 227 | 224 | NB | 1,353 | 680 | 672 | 1.0 | 1.0 | 1,500 | 1,500 | 0.15 | 0.15 | 55.0 | 55.0 | 25 | 12 | 12 |
| 4j | MON | 1 | 0.000 | 35.346 | SLO-Mon County Line | Anderson Canyon | 6 | 47 | 3,532 | 124,966 | 557 | 236 | 320 | SB | 19,691 | 8,358 | 11,333 | 1.0 | 1.0 | 1,326 | 1,326 | 0.18 | 0.24 | 35.0 | 35.0 | 563 | 239 | 324 |
| 4k | MON | 1 | 35.346 | 46.595 | Anderson Canyon | Big Sur River | 6 | 49 | 4,814 | 54,148 | 791 | 344 | 447 | SB | 8,897 | 3,865 | 5,033 | 1.0 | 1.0 | 1,301 | 1,301 | 0.26 | 0.34 | 35.0 | 35.0 | 254 | 110 | 144 |
| 4l | MON | 1 | 46.595 | 62.972 | Big Sur River | Garrapata Creek | 7 | 71 | 6,434 | 105,372 | 862 | 354 | 508 | SB | 14,113 | 5,793 | 8,320 | 1.0 | 1.0 | 1,368 | 1,368 | 0.26 | 0.37 | 37.2 | 37.0 | 380 | 156 | 225 |
| 4m | MON | 1 | 62.972 | 68.335 | Garrapata Creek | Yankee Point Dr | 7 | 78 | 6,931 | 37,171 | 822 | 331 | 492 | SB | 4,410 | 1,772 | 2,637 | 1.0 | 1.0 | 1,371 | 1,371 | 0.24 | 0.36 | 38.3 | 37.8 | 116 | 46 | 70 |
| 4n | MON | 1 | 68.335 | 71.179 | Yankee Point Dr | San Jose Creek | 10 | 111 | 14,029 | 40,334 | 1,499 | 602 | 897 | SB | 4,311 | 1,731 | 2,580 | 1.0 | 1.0 | 1,371 | 1,371 | 0.44 | 0.65 | 38.1 | 37.5 | 114 | 4 | |

Appendix B: Traffic Performance

| Segment Label | Begin Co | Rte | Begin PM | End PM | Begin Name | End Name | 2014 ADT Volume | 2014 Daily Truck % | 2014 Daily VMT | 2014 PM Volume | 2014 PM NB Volume | 2014 PM SB Volume | 2014 PM Peak Direction | 2014 PM VMT | 2014 PM NB VMT | 2014 PM SB VMT | 2014 NB Lanes | 2014 SB Lanes | 2014 PM NB Adjusted Capacity | 2014 PM SB Adjusted Capacity | 2014 PM NB VC | 2014 PM SB VC | 2014 PM NB Model Based Speed | 2014 PM SB Model Based Speed | 2014 PM VHT (Model) | 2014 PM NB VHT (Model) | 2014 PM SB VHT (Model) |
|---------------|----------|-----|----------|---------|------------------------|------------------------|-----------------|--------------------|----------------|----------------|-------------------|-------------------|------------------------|-------------|----------------|----------------|---------------|---------------|------------------------------|------------------------------|---------------|---------------|------------------------------|------------------------------|---------------------|------------------------|------------------------|
| 5b | MON | 1 | 73.800 | 75.135 | Ocean Ave | SR 68 | 43,450 | 3.2% - 3.9% | 58,006 | 3,200 | 1,732 | 1,468 | NB | 4,272 | 2,313 | 1,959 | 2.0 | 1 to 2 | 3,550 | 3,257 | 0.49 | 0.45 | 40.4 | 38.1 | 109 | 57 | 51 |
| 5c | MON | 1 | 75.135 | 75.754 | SR 68 | Munras Ave | 52,000 | 2.5% | 31,096 | 4,250 | 2,358 | 1,892 | NB | 2,542 | 1,410 | 1,132 | 2.0 | 2 to 3 | 4,515 | 5,260 | 0.52 | 0.36 | 62.4 | 64.9 | 40 | 23 | 17 |
| 5d | MON | 1 | 75.754 | 77.379 | Munras Ave | Aguajito Rd | 50,000 | 2.5% - 3.2% | 81,250 | 4,000 | 2,256 | 1,744 | NB | 6,500 | 3,667 | 2,833 | 2.0 | 2.0 | 4,512 | 4,490 | 0.50 | 0.39 | 62.6 | 64.7 | 102 | 59 | 44 |
| 5e | MON | 1 | 77.379 | 78.119 | Aguajito Rd | SR 68 | 77,000 | 3.2% | 56,980 | 5,800 | 3,279 | 2,521 | NB | 4,292 | 2,426 | 1,866 | 2.0 | 2.0 | 4,509 | 4,483 | 0.73 | 0.56 | 55.3 | 63.1 | 73 | 44 | 30 |
| 5f | MON | 1 | 78.119 | 78.883 | SR 68 | Del Monte Ave | 58,000 | 3.8% - 3.9% | 44,312 | 5,200 | 2,964 | 2,236 | NB | 3,973 | 2,264 | 1,708 | 2.0 | 2.0 | 4,355 | 4,355 | 0.68 | 0.51 | 54.1 | 63.8 | 69 | 42 | 27 |
| 5g | MON | 1 | 78.883 | 79.357 | Del Monte Ave | SR 218 | 72,000 | 3.9% | 34,128 | 6,800 | 3,820 | 2,980 | NB | 3,223 | 1,811 | 1,413 | 2.0 | 2.0 | 4,381 | 4,269 | 0.87 | 0.70 | 50.6 | 61.5 | 59 | 36 | 23 |
| 5h | MON | 1 | 79.357 | 80.679 | SR 218 | Fremont Blvd | 71,000 | 4.2% - 4.3% | 93,862 | 6,200 | 3,564 | 2,636 | NB | 8,196 | 4,712 | 3,484 | 2.0 | 2.0 | 4,365 | 4,354 | 0.82 | 0.61 | 47.3 | 63.1 | 155 | 100 | 55 |
| 5i | MON | 1 | 80.679 | 82.890 | Fremont Blvd | Lightfighter Dr | 83,000 | 4.3% | 181,604 | 8,100 | 4,608 | 3,492 | NB | 17,723 | 10,082 | 7,640 | 2 to 3 | 2 to 3 | 5,927 | 6,068 | 0.78 | 0.58 | 58.8 | 64.5 | 290 | 171 | 118 |
| 5j | MON | 1 | 82.890 | 84.484 | Lightfighter Dr | 12th St | 79,000 | 4.3% | 125,926 | 7,900 | 4,573 | 3,327 | NB | 12,593 | 7,290 | 5,303 | 3.0 | 3.0 | 6,651 | 6,601 | 0.69 | 0.50 | 63.0 | 64.8 | 197 | 116 | 82 |
| 5k | MON | 1 | 84.484 | 85.135 | 12th St | Del Monte Blvd | 64,900 | 4.3% - 6.4% | 42,250 | 6,800 | 3,905 | 2,895 | NB | 4,427 | 2,542 | 1,884 | 2 to 3 | 2 to 3 | 5,629 | 5,704 | 0.69 | 0.51 | 63.4 | 64.9 | 69 | 40 | 29 |
| 5l | MON | 1 | 85.135 | 86.481 | Del Monte Blvd | Reservation Rd | 43,700 | 6.4% | 58,820 | 4,900 | 2,706 | 2,194 | NB | 6,595 | 3,642 | 2,953 | 2.0 | 2.0 | 4,218 | 4,320 | 0.64 | 0.51 | 63.6 | 64.8 | 103 | 57 | 46 |
| 5m | MON | 1 | 86.481 | 88.638 | Reservation Rd | Del Monte Blvd | 42,000 | 6.4% | 90,594 | 4,900 | 2,663 | 2,237 | NB | 10,569 | 5,744 | 4,825 | 2.0 | 2.0 | 3,850 | 3,889 | 0.69 | 0.58 | 53.8 | 58.9 | 189 | 107 | 82 |
| 6a | MON | 1 | 88.638 | 89.185 | Del Monte Blvd | Salinas River | 45,000 | 6.4% | 24,615 | 4,400 | 2,361 | 2,039 | NB | 2,407 | 1,291 | 1,115 | 2.0 | 2.0 | 3,683 | 3,674 | 0.64 | 0.55 | 50.1 | 55.7 | 46 | 26 | 20 |
| 6b | MON | 1 | 89.185 | 90.388 | Salinas River | Nashua Rd | 45,000 | 6.4% - 8.0% | 54,135 | 4,800 | 2,563 | 2,237 | NB | 5,774 | 3,084 | 2,691 | 2.0 | 2.0 | 3,672 | 3,660 | 0.70 | 0.61 | 50.6 | 55.7 | 109 | 61 | 48 |
| 6c | MON | 1 | 90.388 | 90.979 | Nashua Rd | SR 156 | 47,000 | 8.0% | 27,777 | 4,800 | 2,523 | 2,277 | NB | 2,837 | 1,491 | 1,346 | 2.0 | 2 to 3 | 3,647 | 4,247 | 0.69 | 0.54 | 55.3 | 61.1 | 49 | 27 | 22 |
| 6d | MON | 1 | 90.979 | 92.213 | SR 156 | SR 183 | 17,700 | 8.1% - 9.6% | 21,842 | 3,250 | 1,586 | 1,664 | SB | 4,011 | 1,957 | 2,054 | 1 to 2 | 1 to 2 | 3,022 | 3,028 | 0.52 | 0.55 | 50.5 | 49.4 | 80 | 39 | 42 |
| 6e | MON | 1 | 92.213 | 94.400 | SR 183 | Molera Rd | 31,000 | 9.6% | 24,180 | 3,500 | 1,680 | 1,820 | SB | 2,730 | 1,310 | 1,420 | 1.0 | 1.0 | 1,680 | 1,820 | 1.00 | 1.00 | 34.1 | 30.0 | 86 | 38 | 47 |
| 6f | MON | 1 | 94.400 | 96.101 | Molera Rd | Dolan Rd | 31,000 | 9.6% | 52,731 | 3,500 | 1,734 | 1,766 | SB | 5,954 | 2,950 | 3,003 | 1.0 | 1.0 | 1,734 | 1,766 | 1.00 | 1.00 | 27.8 | 26.9 | 218 | 106 | 112 |
| 6g | MON | 1 | 96.101 | 99.920 | Dolan Rd | Jensen Rd | 37,000 | 9.6% - 9.8% | 141,303 | 4,050 | 2,055 | 1,995 | NB | 15,467 | 7,848 | 7,618 | 1.0 | 1.0 | 2,055 | 1,995 | 1.00 | 1.00 | 30.2 | 31.7 | 501 | 260 | 241 |
| 6h | MON | 1 | 99.920 | 101.040 | Jensen Rd | Salinas Rd | 34,800 | 9.8% | 38,976 | 3,650 | 1,851 | 1,799 | NB | 4,088 | 2,073 | 2,015 | 1.0 | 1.0 | 1,851 | 1,799 | 1.00 | 1.00 | 34.0 | 34.1 | 120 | 61 | 59 |
| 6i | MON | 1 | 101.040 | 102.000 | Salinas Rd | Mon-SCR County Line | 35,000 | 8.7% - 10.1% | 34,685 | 3,300 | 1,527 | 1,773 | SB | 3,270 | 1,514 | 1,757 | 1 to 2 | 1 to 2 | 2,260 | 2,582 | 0.68 | 0.69 | 46.3 | 43.8 | 73 | 33 | 40 |
| 6j | SCR | 1 | 102.000 | 103.716 | Mon-SCR County Line | SR 129 | 37,000 | 8.7% | 26,492 | 3,575 | 1,787 | 1,788 | SB | 2,560 | 1,279 | 1,280 | 2.0 | 2.0 | 3,798 | 4,020 | 0.47 | 0.44 | 61.5 | 62.9 | 41 | 21 | 20 |
| 6k | SCR | 1 | 103.716 | 105.269 | SR 129 | Harkins Slough Rd | 40,000 | 7.0% - 7.8% | 62,120 | 3,700 | 1,769 | 1,931 | SB | 5,746 | 2,747 | 2,999 | 2.0 | 2.0 | 4,245 | 4,263 | 0.42 | 0.45 | 64.6 | 64.4 | 89 | 42 | 47 |
| 6l | SCR | 1 | 105.269 | 106.683 | Harkins Slough Rd | SR 152 | 31,000 | 7.8% | 12,834 | 2,900 | 1,364 | 1,536 | SB | 1,201 | 565 | 636 | 2.0 | 2.0 | 4,263 | 4,286 | 0.32 | 0.36 | 64.8 | 64.6 | 19 | 9 | 10 |
| 7a | SCR | 1 | 106.683 | 108.181 | SR 152 | Airport Blvd | 53,000 | 4.7% | 26,394 | 5,000 | 2,312 | 2,688 | SB | 2,490 | 1,151 | 1,339 | 2.0 | 2.0 | 4,335 | 4,355 | 0.53 | 0.62 | 60.2 | 51.4 | 45 | 19 | 26 |
| 7b | SCR | 1 | 108.181 | 110.073 | Airport Blvd | Buena Vista Dr | 61,000 | 4.7% | 54,412 | 5,800 | 2,677 | 3,123 | SB | 5,174 | 2,388 | 2,786 | 2 to 3 | 2.0 | 5,838 | 4,396 | 0.46 | 0.71 | 62.5 | 35.0 | 118 | 38 | 80 |
| 7c | SCR | 1 | 110.073 | 112.688 | Buena Vista Dr | Mar Monte Ave | 60,000 | 4.7% | 156,900 | 5,700 | 2,581 | 3,119 | SB | 14,906 | 6,749 | 8,157 | 3.0 | 2 to 3 | 6,569 | 6,161 | 0.39 | 0.51 | 64.4 | 55.9 | 251 | 105 | 146 |
| 7d | SCR | 1 | 112.688 | 114.663 | Mar Monte Ave | Larkin Valley Rd | 60,000 | 4.7% | 58,500 | 5,700 | 2,541 | 3,159 | SB | 5,558 | 2,478 | 3,080 | 2 to 3 | 3.0 | 6,014 | 6,598 | 0.42 | 0.48 | 62.6 | 62.4 | 89 | 40 | 49 |
| 7e | SCR | 1 | 114.663 | 116.355 | Larkin Valley Rd | Freedom Blvd | 68,000 | 4.7% | 60,996 | 6,100 | 2,703 | 3,397 | SB | 5,472 | 2,424 | 3,047 | 2.0 | 2 to 3 | 4,373 | 5,869 | 0.62 | 0.58 | 54.5 | 52.2 | 103 | 45 | 58 |
| 7f | SCR | 1 | 116.355 | 118.133 | Freedom Blvd | Rio Del Mar Blvd | 78,000 | 4.7% | 62,244 | 7,000 | 3,144 | 3,856 | SB | 5,586 | 2,509 | 3,077 | 2.0 | 2.0 | 4,290 | 4,317 | 0.73 | 0.89 | 51.8 | 28.2 | 158 | 48 | 109 |
| 7g | SCR | 1 | 118.133 | 120.535 | Rio Del Mar Blvd | State Park Dr | 82,000 | 4.7% | 113,324 | 7,200 | 3,279 | 3,921 | SB | 9,950 | 4,531 | 5,419 | 2.0 | 2.0 | 4,184 | 4,207 | 0.78 | 0.93 | 49.4 | 29.3 | 276 | 92 | 185 |
| 7h | SCR | 1 | 120.535 | 122.088 | State Park Dr | Park Ave | 84,000 | 4.7% - 4.7% | 130,452 | 6,950 | 3,179 | 3,771 | SB | 10,793 | 4,937 | 5,856 | 2.0 | 2.0 | 4,251 | 4,230 | 0.75 | 0.89 | 51.5 | 32.9 | 274 | 96 | 178 |
| 7i | SCR | 1 | 122.088 | 123.192 | Park Ave | Bay Ave | 88,000 | 4.7% | 97,152 | 5,900 | 2,800 | 3,100 | SB | 6,514 | 3,091 | 3,423 | 2.0 | 2.0 | 4,310 | 4,325 | 0.65 | 0.72 | 46.8 | 36.2 | 161 | 66 | 94 |
| 7j | SCR | 1 | 123.192 | 124.620 | Bay Ave | 41st Ave | 97,000 | 4.7% | 41,516 | 7,440 | 3,585 | 3,855 | SB | 3,184 | 1,534 | 1,650 | 2 to 3 | 2 to 3 | 5,154 | 4,979 | 0.70 | 0.77 | 55.0 | 45.7 | 64 | 28 | 36 |
| 7k | SCR | 1 | 124.620 | 126.864 | 41st Ave | Soquel Dr | 88,000 | 3.4% - 4.7% | 109,472 | 6,750 | 3,236 | 3,514 | SB | 8,397 | 4,025 | 4,371 | 2.0 | 2.0 | 4,392 | 4,446 | 0.74 | 0.79 | 50.4 | 45.2 | 177 | 80 | 97 |
| 7l | SCR | 1 | 126.864 | 128.822 | Soquel Dr | Morrissey Blvd | 94,000 | 3.4% | 90,052 | 7,210 | 3,507 | 3,703 | SB | 6,907 | 3,359 | 3,548 | 2.0 | 2.0 | 4,207 | 4,290 | 0.83 | 0.86 | 43.5 | 39.4 | 167 | 77 | 90 |
| 7m | SCR | 1 | 128.822 | 130.628 | Morrissey Blvd | Emeline St | 85,000 | 2.3% - 3.4% | 68,510 | 6,520 | 3,206 | 3,313 | SB | 5,255 | 2,584 | 2,670 | 2.0 | 2.0 | 3,905 | 4,111 | 0.82 | 0.81 | 44.7 | 43.3 | 120 | 58 | 62 |
| 7n | SCR | 1 | 130.628 | 132.821 | Emeline St | SR 17 | 86,000 | 2.3% | 16,598 | 6,596 | 3,026 | 3,570 | SB | 1,273 | 584 | 689 | 2.0 | 2.0 | 3,026 | 3,795 | 1.00 | 0.94 | 34.5 | 39.4 | 34 | 17 | 17 |
| 8a | SCR | 1 | 132.821 | 134.560 | SR 17 | SR 9 | 61,000 | 4.6% | 45,079 | 4,764 | 2,545 | 2,220 | NB | 3,521 | 1,880 | 1,640 | 2.0 | 2.0 | 3,684 | 3,695 | 0.69 | 0.60 | 42.8 | 38.5 | 87 | 44 | 43 |
| 8b | SCR | 1 | 134.560 | 136.239 | SR 9 | Mission St | 47,000 | 4.6% | 31,913 | 4,300 | 2,190 | 2,110 | NB | 2,920 | 1,487 | 1,433 | 2.0 | 2.0 | 3,147 | 3,073 | 0.70 | 0.69 | 30.0 | 27.3 | 102 | 50 | 53 |
| 8c | SCR | 1 | 136.239 | 138.000 | Mission St | Bay St | 46,000 | 4.6% | 35,006 | 4,150 | 2,122 | 2,028 | NB | 3,158 | 1,615 | 1,543 | 2.0 | 2.0 | 2,843 | 2,838 | 0.75 | 0.71 | 29.0 | 29.0 | 109 | 56 | 53 |
| 8d | SCR | 1 | 138.000 | 140.690 | Bay St | Swift St | 24,200 | 4.6% | 16,698 | 2,250 | 1,155 | 1,095 | NB | 1,553 | 797 | 756 | 2.0 | 2.0 | 2,839 | 2,833 | 0.41 | 0.39 | 29.5 | 29.6 | 53 | 27 | 26 |
| 8e | SCR | 1 | 140.690 | 142.611 | Swift St | Santa Cruz City Limits | 14,050 | 4.6% - 7.2% | 12,940 | 2,200 | 1,089 | 1,111 | SB | 2,026 | 1,003 | 1,023 | 1 to 2 | 1 to 2 | 1,590 | 1,584 | 0.68 | 0.70 | 29.9 | 29.9 | 68 | 34 | 34 |
| 8f | SCR | 1 | 142.611 | 144.620 | Santa Cruz City Limits | Bonny Doon Rd | 11,350 | 3.6% - 7.2% | 79,552 | 2,025 | 1,002 | 1,023 | SB | 14,193 | 7,022 | 7,171 | 1.0 | 1.0 | 1,351 | 1,345 | 0.74 | 0.76 | 36.9 | 36.9 | 385 | 190 | 194 |
| 8g | SCR | 1 | 144.620 | 146.440 | Bonny Doon Rd | Swanton Rd | 8,950 | 3.6% | 25,239 | 2,175 | 1,006 | 1,169 | SB | 6,134 | 2,837 | 3,296 | 1.0 | 1.0 | 1,250 | 1,248 | 0.80 | 0.94 | 35.0 | 34.9 | 176 | 81 | 94 |
| 8h | SCR | 1 | 146.440 | 148.451 | Swanton Rd | SCR-SMo County Line | 6,300 | 3.6% | 44,169 | 1,385 | 613 | 772 | SB | 9,710 | 4,295 | 5,416 | 1.0 | 1.0 | 1,396 | 1,394 | 0.44 | 0.55 | 47.6 | 47.5 | 204 | 90 | 114 |

Appendix B: Traffic Performance

| Segment Label | Begin Co | Rte | Begin PM | End PM | Begin Name | End Name | PM Growth Rate | ADT Growth Rate | 2040 ADT Volume | 2040 Daily VMT | 2040 PM Volume | 2040 PM NB Volume | 2040 PM SB Volume | 2040 PM Peak Direction | 2040 PM VMT | 2040 PM NB VMT | 2040 PM SB VMT | 2040 NB Lanes | 2040 SB Lanes | 2040 PM NB Adjusted Capacity | 2040 PM SB Adjusted Capacity | 2040 PM NB VC | 2040 PM SB VC | 2040 PM NB Model Based Speed | 2040 PM SB Model Based Speed | 2040 PM VHT (Model) | 2040 PM NB VHT (Model) | 2040 PM SB VHT (Model) |
|---------------|----------|-----|----------|---------|------------------------|------------------------|----------------|-----------------|-----------------|----------------|----------------|-------------------|-------------------|------------------------|-------------|----------------|----------------|---------------|---------------|------------------------------|------------------------------|---------------|---------------|------------------------------|------------------------------|---------------------|------------------------|------------------------|
| 5b | MON | 1 | 73.800 | 75.135 | Ocean Ave | SR 68 | 8 | 96 | 45,935 | 61,323 | 3,414 | 1,792 | 1,623 | NB | 4,558 | 2,392 | 2,166 | 2.0 | 1 to 2 | 3,550 | 3,257 | 0.50 | 0.50 | 39.9 | 36.9 | 119 | 60 | 59 |
| 5c | MON | 1 | 75.135 | 75.754 | SR 68 | Munras Ave | 16 | 169 | 56,405 | 33,730 | 4,670 | 2,561 | 2,109 | NB | 2,793 | 1,531 | 1,261 | 2.0 | 2 to 3 | 4,515 | 5,260 | 0.57 | 0.40 | 60.7 | 64.8 | 45 | 25 | 19 |
| 5d | MON | 1 | 75.754 | 77.379 | Munras Ave | Aguaquito Rd | 14 | 150 | 53,888 | 87,568 | 4,369 | 2,445 | 1,924 | NB | 7,100 | 3,974 | 3,126 | 2.0 | 2.0 | 4,512 | 4,512 | 0.54 | 0.43 | 61.1 | 64.5 | 113 | 65 | 48 |
| 5e | MON | 1 | 77.379 | 78.119 | Aguaquito Rd | SR 68 | 19 | 238 | 83,192 | 61,562 | 6,286 | 3,515 | 2,772 | NB | 4,652 | 2,601 | 2,051 | 2.0 | 2.0 | 4,509 | 4,509 | 0.78 | 0.61 | 51.3 | 61.6 | 84 | 51 | 33 |
| 5f | MON | 1 | 78.119 | 78.883 | SR 68 | Del Monte Ave | 14 | 205 | 63,323 | 48,379 | 5,569 | 3,113 | 2,456 | NB | 4,255 | 2,378 | 1,876 | 2.0 | 2.0 | 4,355 | 4,355 | 0.71 | 0.56 | 50.9 | 62.5 | 77 | 47 | 30 |
| 5g | MON | 1 | 78.883 | 79.357 | Del Monte Ave | SR 218 | 9 | 226 | 77,872 | 36,911 | 7,023 | 3,868 | 3,155 | NB | 3,329 | 1,833 | 1,495 | 2.0 | 2.0 | 4,381 | 4,269 | 0.88 | 0.74 | 49.3 | 59.6 | 62 | 37 | 25 |
| 5h | MON | 1 | 79.357 | 80.679 | SR 218 | Fremont Blvd | 22 | 330 | 79,578 | 105,202 | 6,772 | 3,788 | 2,984 | NB | 8,953 | 5,008 | 3,945 | 2.0 | 2.0 | 4,365 | 4,365 | 0.87 | 0.68 | 40.8 | 60.5 | 188 | 123 | 65 |
| 5i | MON | 1 | 80.679 | 82.890 | Fremont Blvd | Lightfighter Dr | 51 | 593 | 98,411 | 215,322 | 9,424 | 5,279 | 4,145 | NB | 20,620 | 11,550 | 9,070 | 2 to 3 | 2 to 3 | 6,217 | 6,243 | 0.85 | 0.66 | 53.7 | 63.4 | 358 | 215 | 143 |
| 5j | MON | 1 | 82.890 | 84.484 | Lightfighter Dr | 12th St | 38 | 508 | 92,202 | 146,971 | 8,890 | 5,031 | 3,859 | NB | 14,170 | 8,019 | 6,152 | 3.0 | 3.0 | 6,651 | 6,601 | 0.76 | 0.58 | 60.3 | 64.4 | 228 | 133 | 96 |
| 5k | MON | 1 | 84.484 | 85.135 | 12th St | Del Monte Blvd | 23 | 381 | 74,794 | 48,691 | 7,389 | 4,151 | 3,238 | NB | 4,810 | 2,702 | 2,108 | 2 to 3 | 2 to 3 | 5,629 | 5,704 | 0.74 | 0.57 | 62.0 | 64.7 | 76 | 44 | 33 |
| 5l | MON | 1 | 85.135 | 86.481 | Del Monte Blvd | Reservation Rd | 25 | 326 | 52,188 | 70,245 | 5,548 | 3,096 | 2,452 | NB | 7,468 | 4,167 | 3,301 | 2.0 | 2.0 | 4,218 | 4,320 | 0.73 | 0.57 | 61.4 | 64.6 | 119 | 68 | 51 |
| 5m | MON | 1 | 86.481 | 88.638 | Reservation Rd | Del Monte Blvd | 34 | 419 | 52,902 | 114,109 | 5,793 | 3,213 | 2,580 | NB | 12,496 | 6,931 | 5,564 | 2.0 | 2.0 | 3,889 | 3,889 | 0.83 | 0.66 | 46.3 | 55.3 | 250 | 150 | 101 |
| 6a | MON | 1 | 88.638 | 89.185 | Del Monte Blvd | Salinas River | 36 | 465 | 57,088 | 31,227 | 5,341 | 2,944 | 2,397 | NB | 2,922 | 1,610 | 1,311 | 2.0 | 2.0 | 3,683 | 3,683 | 0.80 | 0.65 | 40.1 | 50.4 | 66 | 40 | 26 |
| 6b | MON | 1 | 89.185 | 90.388 | Salinas River | Nashua Rd | 38 | 469 | 57,193 | 68,804 | 5,779 | 3,169 | 2,610 | NB | 6,952 | 3,813 | 3,139 | 2.0 | 2.0 | 3,672 | 3,672 | 0.86 | 0.71 | 40.7 | 50.4 | 156 | 94 | 62 |
| 6c | MON | 1 | 90.388 | 90.979 | Nashua Rd | SR 156 | 29 | 386 | 57,031 | 33,705 | 5,567 | 3,002 | 2,565 | NB | 3,290 | 1,774 | 1,516 | 2.0 | 2 to 3 | 3,650 | 4,247 | 0.82 | 0.60 | 48.8 | 58.8 | 62 | 36 | 26 |
| 6d | MON | 1 | 90.979 | 92.213 | SR 156 | SR 183 | 6 | 98 | 20,238 | 24,974 | 3,417 | 1,706 | 1,711 | SB | 4,217 | 2,105 | 2,112 | 1 to 2 | 1 to 2 | 3,045 | 3,045 | 0.56 | 0.56 | 47.6 | 47.0 | 89 | 44 | 45 |
| 6e | MON | 1 | 92.213 | 94.400 | SR 183 | Molera Rd | 7 | 121 | 34,139 | 26,628 | 3,670 | 1,786 | 1,885 | SB | 2,863 | 1,393 | 1,470 | 1.0 | 1.0 | 1,648 | 1,655 | 1.08 | 1.14 | 31.0 | 28.2 | 97 | 45 | 52 |
| 6f | MON | 1 | 94.400 | 96.101 | Molera Rd | Dolan Rd | 0 | 78 | 33,015 | 56,159 | 3,508 | 1,741 | 1,766 | SB | 5,966 | 2,962 | 3,004 | 1.0 | 1.0 | 1,528 | 1,528 | 1.14 | 1.16 | 26.0 | 25.4 | 232 | 114 | 118 |
| 6g | MON | 1 | 96.101 | 99.920 | Dolan Rd | Jensen Rd | 7 | 115 | 39,996 | 152,746 | 4,229 | 2,123 | 2,106 | NB | 16,151 | 8,108 | 8,044 | 1.0 | 1.0 | 1,655 | 1,655 | 1.28 | 1.27 | 28.3 | 28.8 | 566 | 286 | 280 |
| 6h | MON | 1 | 99.920 | 101.040 | Jensen Rd | Salinas Rd | -2 | 16 | 35,218 | 39,444 | 3,596 | 1,709 | 1,887 | SB | 4,028 | 1,914 | 2,114 | 1.0 | 1 to 2 | 1,680 | 1,981 | 1.02 | 0.95 | 37.8 | 32.4 | 116 | 51 | 65 |
| 6i | MON | 1 | 101.040 | 101.040 | Salinas Rd | Mon-SCR County Line | -17 | -160 | 30,842 | 30,564 | 2,869 | 1,059 | 1,810 | SB | 2,843 | 1,049 | 1,794 | 1 to 2 | 2.0 | 2,938 | 3,589 | 0.36 | 0.50 | 55.9 | 47.1 | 57 | 19 | 38 |
| 6j | SCR | 1 | 101.040 | 101.040 | Mon-SCR County Line | SR 129 | 11 | 158 | 41,098 | 29,426 | 3,853 | 1,948 | 1,905 | NB | 2,758 | 1,395 | 1,364 | 2.0 | 2.0 | 3,798 | 4,020 | 0.51 | 0.47 | 60.5 | 62.6 | 45 | 23 | 22 |
| 6k | SCR | 1 | 101.040 | 101.040 | SR 129 | Harkins Slough Rd | 12 | 217 | 45,642 | 70,882 | 4,019 | 1,933 | 2,086 | SB | 6,242 | 3,001 | 3,240 | 2.0 | 2.0 | 4,245 | 4,263 | 0.46 | 0.49 | 64.4 | 64.0 | 97 | 47 | 51 |
| 6l | SCR | 1 | 101.040 | 101.040 | Harkins Slough Rd | SR 152 | 11 | 219 | 36,687 | 15,188 | 3,181 | 1,494 | 1,688 | SB | 1,317 | 618 | 699 | 2.0 | 2.0 | 4,286 | 4,286 | 0.35 | 0.39 | 64.7 | 64.3 | 20 | 10 | 11 |
| 7a | SCR | 1 | 12.683 | 13.181 | SR 152 | Airport Blvd | 25 | 349 | 62,061 | 30,906 | 5,658 | 2,713 | 2,945 | SB | 2,818 | 1,351 | 1,467 | 2.0 | 2.0 | 4,335 | 4,355 | 0.63 | 0.68 | 52.1 | 44.4 | 59 | 26 | 33 |
| 7b | SCR | 1 | 13.181 | 14.073 | Airport Blvd | Buena Vista Dr | 32 | 419 | 71,900 | 64,135 | 6,637 | 3,273 | 3,364 | SB | 5,921 | 2,920 | 3,001 | 2 to 3 | 2.0 | 5,838 | 4,396 | 0.56 | 0.77 | 57.6 | 27.3 | 161 | 51 | 110 |
| 7c | SCR | 1 | 14.073 | 16.688 | Buena Vista Dr | Mar Monte Ave | 39 | 471 | 72,247 | 188,926 | 6,707 | 3,206 | 3,501 | SB | 17,539 | 8,384 | 9,154 | 3.0 | 2 to 3 | 6,569 | 6,161 | 0.488 | 0.57 | 62.7 | 52.4 | 309 | 134 | 175 |
| 7d | SCR | 1 | 16.688 | 17.663 | Mar Monte Ave | Larkin Valley Rd | 42 | 492 | 72,798 | 70,978 | 6,798 | 3,163 | 3,636 | SB | 6,628 | 3,084 | 3,545 | 2 to 3 | 3.0 | 6,014 | 6,598 | 0.53 | 0.55 | 57.7 | 59.1 | 113 | 53 | 60 |
| 7e | SCR | 1 | 17.663 | 18.355 | Larkin Valley Rd | Freedom Blvd | 35 | 431 | 79,207 | 71,048 | 7,003 | 3,270 | 3,733 | SB | 6,282 | 2,933 | 3,348 | 2.0 | 2 to 3 | 4,373 | 5,869 | 0.75 | 0.64 | 38.5 | 49.5 | 144 | 76 | 68 |
| 7f | SCR | 1 | 18.355 | 19.153 | Freedom Blvd | Rio Del Mar Blvd | 25 | 359 | 87,328 | 69,688 | 7,646 | 3,719 | 3,927 | SB | 6,101 | 2,967 | 3,134 | 2.0 | 2.0 | 4,317 | 4,317 | 0.86 | 0.91 | 35.1 | 25.9 | 206 | 85 | 121 |
| 7g | SCR | 1 | 19.153 | 20.535 | Rio Del Mar Blvd | State Park Dr | 36 | 466 | 94,114 | 130,066 | 8,148 | 3,846 | 4,302 | SB | 11,261 | 5,315 | 5,946 | 2.0 | 2.0 | 4,207 | 4,207 | 0.91 | 1.02 | 33.1 | 18.7 | 479 | 161 | 318 |
| 7h | SCR | 1 | 20.535 | 21.088 | State Park Dr | Park Ave | 73 | 860 | 106,358 | 165,174 | 8,856 | 3,944 | 4,912 | SB | 13,753 | 6,124 | 7,629 | 2 to 3 | 2 to 3 | 4,782 | 4,938 | 0.82 | 0.99 | 46.3 | 25.4 | 433 | 132 | 300 |
| 7i | SCR | 1 | 21.088 | 22.192 | Park Ave | Bay Ave | 77 | 931 | 112,209 | 123,879 | 7,911 | 3,680 | 4,230 | SB | 8,733 | 4,063 | 4,670 | 2 to 3 | 2 to 3 | 5,032 | 5,054 | 0.73 | 0.84 | 42.1 | 26.6 | 272 | 96 | 176 |
| 7j | SCR | 1 | 22.192 | 23.620 | Bay Ave | 41st Ave | 48 | 652 | 113,948 | 48,770 | 8,690 | 4,152 | 4,538 | SB | 3,720 | 1,777 | 1,942 | 2 to 3 | 2 to 3 | 5,154 | 4,982 | 0.81 | 0.91 | 42.2 | 28.7 | 110 | 42 | 68 |
| 7k | SCR | 1 | 23.620 | 24.864 | 41st Ave | Soquel Dr | 34 | 544 | 102,142 | 127,064 | 7,646 | 3,648 | 3,998 | SB | 9,512 | 4,538 | 4,974 | 2 to 3 | 2 to 3 | 4,832 | 5,188 | 0.75 | 0.77 | 44.5 | 41.4 | 222 | 102 | 120 |
| 7l | SCR | 1 | 24.864 | 26.822 | Soquel Dr | Morrissey Blvd | 20 | 423 | 104,991 | 100,581 | 7,732 | 3,841 | 3,892 | SB | 7,408 | 3,679 | 3,728 | 2.0 | 2.0 | 4,210 | 4,290 | 0.91 | 0.91 | 34.1 | 34.4 | 216 | 108 | 108 |
| 7m | SCR | 1 | 26.822 | 28.628 | Morrissey Blvd | Emeline St | 12 | 309 | 93,030 | 74,982 | 6,838 | 3,416 | 3,421 | SB | 5,511 | 2,754 | 2,757 | 2.0 | 2.0 | 3,914 | 4,111 | 0.87 | 0.83 | 39.0 | 41.7 | 137 | 71 | 66 |
| 7n | SCR | 1 | 28.628 | 30.821 | Emeline St | SR 17 | 10 | 263 | 92,847 | 17,919 | 6,865 | 2,973 | 3,892 | SB | 1,325 | 574 | 751 | 2.0 | 2.0 | 3,080 | 3,795 | 0.97 | 1.03 | 35.4 | 38.7 | 36 | 16 | 19 |
| 8a | SCR | 1 | 30.821 | 32.560 | SR 17 | SR 9 | 18 | 265 | 67,887 | 50,168 | 5,233 | 2,816 | 2,417 | NB | 3,867 | 2,081 | 1,786 | 2.0 | 2.0 | 3,695 | 3,695 | 0.76 | 0.65 | 38.4 | 37.6 | 102 | 54 | 47 |
| 8b | SCR | 1 | 32.560 | 34.239 | SR 9 | Mission St | 16 | 219 | 52,696 | 35,780 | 4,726 | 2,412 | 2,314 | NB | 3,209 | 1,638 | 1,571 | 2.0 | 2.0 | 3,147 | 3,147 | 0.77 | 0.74 | 28.5 | 26.0 | 118 | 57 | 60 |
| 8c | SCR | 1 | 34.239 | 36.000 | Mission St | Bay St | 12 | 199 | 51,186 | 38,953 | 4,465 | 2,323 | 2,142 | NB | 3,398 | 1,768 | 1,630 | 2.0 | 2.0 | 2,844 | 2,843 | 0.82 | 0.75 | 28.4 | 28.8 | 119 | 62 | 57 |
| 8d | SCR | 1 | 36.000 | 37.690 | Bay St | Swift St | 9 | 116 | 27,216 | 18,779 | 2,489 | 1,325 | 1,164 | NB | 1,718 | 914 | 803 | 2.0 | 2.0 | 2,842 | 2,839 | 0.47 | 0.41 | 29.0 | 29.5 | 59 | 32 | 27 |
| 8e | SCR | 1 | 37.690 | 39.611 | Swift St | Santa Cruz City Limits | 16 | 129 | 17,415 | 16,039 | 2,608 | 1,307 | 1,301 | NB | 2,402 | 1,204 | 1,198 | 1 to 2 | 1 to 2 | 1,592 | 1,590 | 0.82 | 0.82 | 29.6 | 29.7 | 81 | 41 | 40 |
| 8f | SCR | 1 | 39.611 | 41.620 | Santa Cruz City Limits | Bonny Doon Rd | 18 | 135 | 14,864 | 104,182 | 2,484 | 1,229 | 1,254 | SB | 17,409 | 8,617 | 8,792 | 1.0 | 1.0 | 1,353 | 1,345 | 0.91 | 0.93 | 36.7 | 36.6 | 475 | 235 | 240 |
| 8g | SCR | 1 | 41.620 | 43.440 | Bonny Doon Rd | Swanton Rd | 20 | 129 | 12,300 | 34,686 | 2,706 | 1,260 | 1,445 | SB | 7,630 | 3,553 | 4,076 | 1.0 | 1.0 | 1,257 | 1,253 | 1.00 | 1.15 | 34.9 | 34.7 | 219 | 102 | 117 |
| 8h | SCR | 1 | 43.440 | 45.451 | Swanton Rd | SCR-SMo County Line | 17 | 115 | 9,291 | 65,136 | 1,832 | 814 | 1,019 | SB | 12,847 | 5,705 | 7,142 | 1.0 | 1.0 | 1,396 | 1,396 | | | | | | | |

TO: Interagency Technical Advisory Committee (ITAC)
FROM: RTC and Caltrans Staff
RE: Caltrans State Highway Operation and Protection Program (SHOPP) Updates

RECOMMENDATIONS

Staff recommends that Interagency Technical Advisory Committee (ITAC) members review and provide input on State Highway Operation and Protection Program (SHOPP) projects to the appropriate Caltrans Project Managers.

BACKGROUND

The State Highway Operation and Protection Program (SHOPP) is the State's "fix-it-first" program that funds the repair and preservation of the State Highway System (SHS), safety improvements, and some highway operational improvements. SHOPP includes State owned roadways, highways and bridges (including associated bicycle and pedestrian infrastructure) and their supporting infrastructure such as culverts, intelligent transportation systems (ITS), roadside safety rest areas, and maintenance stations. The SHOPP also funds mandated project categories such as retrofitting existing SHS facilities to comply with the Americans with Disabilities Act (ADA) and storm water control requirements. The SHOPP includes funding reservations for projects such as safety and emergency where specific project funding needs cannot be anticipated and for particular needs that have a set amount of annual funding. All projects funded by the SHOPP are limited to capital improvements that do not add capacity (no new highway lanes) to the SHS, though specified auxiliary lanes are eligible for SHOPP funding. Revenues for the SHOPP are generated by federal and state gas taxes and are fiscally constrained by the State Transportation Improvement Program Fund Estimate (Fund Estimate) that is produced by Caltrans based on established criteria and adopted by the California Transportation Commission (CTC).

DISCUSSION

Caltrans District 5 Program/Project Management has provided the updated list of programmed SHOPP projects as of January 2016 ([Attachment 1](#)). This list provides information on the status of active, programmed 2014 SHOPP projects and includes projects carried over from the 2012 SHOPP. The list is updated semi-annually. Completed programmed projects are not included on the list. Local agencies should contact the Caltrans Project Managers for further information regarding these projects. Local agencies should also direct calls from the public or other agencies to the appropriate Project Manager for the most current and detailed information.

The Draft 2016 SHOPP project list is also available for review ([Attachment 2](#)). The California Transportation Commission (CTC) is anticipated to adopt the 2016 SHOPP at its March meeting.

To obtain additional general information as well as project-specific Caltrans SHOPP information, please access the following link: <http://www.dot.ca.gov/hq/transprog/shopp.htm>. More detailed project-specific information regarding the Current Status of Projects is also the District 5 webpage: <http://www2.dot.ca.gov/dist05/projects/>.

SUMMARY

Local agencies are encouraged to regularly review and coordinate with Caltrans regarding State Highway Operation and Protection Program (SHOPP) projects.

Attachments:

1. SHOPP Semi-Annual Update
2. Draft 2016 SHOPP

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PROGRAMMED/FUNDED SHOPP PROJECTS in Santa Cruz County



January 2016 Semi-Annual List

| Route | Post Miles | EA Project Identifier | PPNO | Project Description | Project Name | Current Project Phase | Ready To List (Target) | Project Manager Phone # Email | Cost (\$1,000) CON/RW |
|------------------------|------------|-----------------------|------|---|-----------------------------------|-----------------------|------------------------|--|-----------------------|
| Programmed in 13/14 FY | | | | | | | | | |
| 9 | 3.8/18.7 | 0Q590 0500000317 | 1988 | At and near Boulder Creek at various locations, from 0.9 mile south of Glengarry Road to 0.2 mile north of McGaffigan Mill Road. Pollution source control. | Hwy 9 Source Control | CON | 5/13/2014(A)* | Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov | \$2,000 Award/\$46 |
| 1 | 20.2/37.4 | 1C860 0513000004 | 2436 | Near the city of Santa Cruz, from north of Western Avenue to the San Mateo County line. Rehabilitate pavement. (Note: Includes work from 05-1C310) | Santa Cruz 1 North CAPM | CON | 6/4/2014(A)* | Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov | \$10,951 Award/\$0 |
| Programmed in 14/15 FY | | | | | | | | | |
| VAR | VAR | 0R510 0500000363 | 2235 | In Monterey and Santa Cruz counties at various locations on Routes 1, 9, 68, and 218. Upgrade pedestrian curb ramps. (Project in SCr; some work in MON) | Monterey - Santa Cruz ADA | CON | 4/2/2015(A)* | Kathy DiGrazia 805-542-4718 kathy.digrazia@dot.ca.gov | \$1,226 Award/\$300 |
| 1 | 16.9/17.1 | 1A870 0512000034 | 2341 | In the city of Santa Cruz, from the northbound on-ramp from southbound Route 17 to the northbound off-ramp to Ocean Street. Restripe and widen shoulders. | Santa Cruz 1/17 Shoulder Widening | CON | 5/22/2015(A)* | Luis Duazo 805-542-4678 luis.duazo@dot.ca.gov | \$1,279 Award/\$0 |
| 129 | 9.5/10.0 | 0T540 0500000857 | 2285 | In Santa Cruz County, west of Chittenden Road. Improve roadway alignment. | Hwy 129 Realignment | CON | 4/1/2015(A)* | Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov | \$5,456 Award/\$101 |
| VAR | VAR | 1G190 0514000123 | 2589 | In Santa Barbara, Monterey, San Benito, San Luis Obispo and Santa Cruz counties at various locations. Replace overhead signs with retro-reflective sheeting. (Project in SB; some work in SCr) | Replace Overhead Signs | CON | 5/26/2015(A)* | Aaron Henkel 805-549-3084 aaron.henkel@dot.ca.gov | \$1,871 Award/\$5 |
| VAR | VAR | 0J490 0514000120 | 4900 | In Santa Barbara, Monterey, San Benito, Santa Cruz, and San Luis Obispo counties at various locations. Upgrade highway signs and lighting. (Project in SB; some work in SCr) | Exit Retrofit Signs | PS&E/RW | 5/12/2015(A)* | Lisa Lowerison 805-542-4764 lisa.lowerison@dot.ca.gov | \$5,990 Vote/\$0 |

NOTE: For general informaton about the SHOPP program contact Lindsay Leichtfuss at (805) 549-3788 or by email at lindsay.leichtfuss@dot.ca.gov
*List is provided in January and July of each year.



PROGRAMMED/FUNDED SHOPP PROJECTS in Santa Cruz County



January 2016 Semi-Annual List

| Route | Post Miles | EA Project Identifier | PPNO | Project Description | Project Name | Current Project Phase | Ready To List (Target) | Project Manager Phone # Email | Cost (\$1,000) CON/RW |
|-------|------------|-----------------------|------|---|-----------------|-----------------------|------------------------|--|-----------------------|
| VAR | VAR | 1G280 0514000134 | 2592 | In Santa Barbara, San Luis Obispo, Monterey, and Santa Cruz counties at various intersections. Upgrade signalized intersections to include Accessible Pedestrian System (APS) push buttons and countdown pedestrian heads. (Project in SB; some work in SCr) | Accelerated APS | CON | 6/16/2015(A)* | Kathy DiGrazia 805-542-4718 kathy.digrazia@dot.ca.gov | \$1,251 Award/\$20 |

Programmed in 15/16 FY

| | | | | | | | | | |
|----|-----------|---------------------|------|---|---|---------|---------------|--|--------------------|
| 17 | 0.7/1.4 | 0Q600 0500020290 | 1989 | In Santa Cruz, from 0.7 mile north of Route 1/17 Separation to Beulah Park Undercrossing. Storm water mitigation. | Hwy 17 Storm Water Mitigation | PS&E/RW | 3/1/2016 | Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov | \$8,543/\$37 |
| 1 | R7.5/17.4 | 1C100 0512000074 | 2358 | In and near the city of Santa Cruz, on Route 1, also on Route 17 (PM 0.0/6.3) at various locations. Construct roadside paving, access gates, and relocate facilities. | Santa Cruz Worker Safety | PS&E/RW | 4/26/2016 | Luis Duazo 805-542-4678 luis.duazo@dot.ca.gov | \$1,222/\$0 |
| 17 | 8.3/9.4 | 0T980 0500020244 | 2311 | Near Scotts Valley, from south of Sugarloaf Road to 0.1 mile south of Laurel Road. Shoulder widening and concrete guardrail. | Hwy 17 Shoulder Widening and Concrete Guardrail | PS&E/RW | 6/25/2015(A)* | Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov | \$6,428 Vote/\$250 |

Programmed in 16/17 FY

| | | | | | | | | | |
|-----|---------|---------------------|------|---|---|---------|------------|--|--------------|
| 129 | 1.8/9.9 | 1F030 0513000037 | 2476 | Near Watsonville in Santa Cruz County. Also in San Benito County at School Road. Place open graded friction pavement and upgrade guardrail. (Project in SCr; some work in SBt) | 129 Open Grade Overlay and MBGR Upgrade | PS&E/RW | 12/15/2016 | Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov | \$6,946/\$14 |
| 152 | 3.7/8.2 | 1G400 0515000009 | 2598 | Near Watsonville, from Carlton/Cassery Road to Pole Line Road. Install centerline rumble strips. | SCr 152 Centerline Rumble Strip | PS&E/RW | 7/22/2016 | Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov | \$463/\$0 |

NOTE: For general informaton about the SHOPP program contact Lindsay Leichtfuss at (805) 549-3788 or by email at lindsay.leichtfuss@dot.ca.gov
*List is provided in January and July of each year.



PROGRAMMED/FUNDED SHOPP PROJECTS in Santa Cruz County



January 2016 Semi-Annual List

| Route | Post Miles | EA Project Identifier | PPNO | Project Description | Project Name | Current Project Phase | Ready To List (Target) | Project Manager Phone # Email | Cost (\$1,000) CON/RW |
|------------------------|------------|-----------------------|-------|--|---|-----------------------|------------------------|--|-----------------------|
| Programmed in 17/18 FY | | | | | | | | | |
| 1 | 10.2/17.5 | 1C850 0512000240 | 2432 | Near the city of Santa Cruz, from North Aptos Underpass to Route 9. Rehabilitate pavement. | SCR-1 Pavement Overlay | PA&ED | 2/1/2018 | Luis Duazo 805-542-4678 luis.duazo@dot.ca.gov | \$14,971/\$0 |
| 152 | 1.3/R2.0 | 1E020 0513000025 | 2464 | In Watsonville, from Wagner Avenue to Holohan Road. Construct pedestrian infrastructure. | SCR 152 ADA | PA&ED | 1/11/2018 | Kathy DiGrazia 805-542-4718 kathy.digrazia@dot.ca.gov | \$1,565/\$195 |
| 17 | 0.1/0.4 | 1C670 0512000194 | 2422 | Near the city of Santa Cruz, from southbound exit ramp to Route 1 to entrance ramp from Pasatiempo Drive. Widen shoulder and construct retaining wall. | Pasatiempo Shoulder Widening | PA&ED | 4/2/2018 | Luis Duazo 805-542-4678 luis.duazo@dot.ca.gov | \$5,713/\$93 |
| 9 | 22.1/23.8 | 1C650 0512000185 | 2418 | In Castle Rock State Park, from 5 miles south to 3.3 miles south of Route 35. Widen shoulders, replace guardrail and construct centerline rumble strips. | Hwy 9 Shoulder Widening, Guardrail Upgrades, and Center Rumble Strips | PA&ED | 7/14/2017 | Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov | \$7,658/\$0 |
| 129 | 3.2/3.5 | 1F350 0513000103 | 2506 | Near Watsonville, at Carlton Road. Improve intersection. | Hwy 129/Carlton Rd. Accel and Decel Lanes | PA&ED | 3/29/2018 | Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov | \$2,045/\$277 |
| 17 | 0.7/1.4 | 0Q601 0514000145 | 1989Y | In Santa Cruz, from 0.7 mile north of Route 1/17 Separation to Beulah Park Undercrossing. Landscape mitigation for PPNO 1989. | Hwy 17 Source Control Landscape Split | PS&E/RW | 7/6/2017 | Doug Hessing 805-549-3386 doug.hessing@dot.ca.gov | \$507/\$0 |

(A)* = Actual date RTL was achieved.

Note: Construction Award or Vote costs are actuals; otherwise Construction costs are estimates.

NOTE: For general informaton about the SHOPP program contact Lindsay Leichtfuss at (805) 549-3788 or by email at lindsay.leichtfuss@dot.ca.gov
*List is provided in January and July of each year.

2016 SHOPP Project List Santa Cruz (\$1,000)



| Route | Post Miles | Location/Description | PPNO | EA | EFIS | Program Code | Program Year | Capital | Support | Milestones |
|---------------------|------------|--|------|-------|------------|--------------|--------------|-------------------------------------|--|---|
| COLLISION REDUCTION | | | | | | | | | | |
| 1 | R0.0/R8.1 | In Santa Cruz and Monterey Counties, from south of Salinas Road to south of Larkin Valley Road Undercrossing. Construct maintenance vehicle pull outs, repairing guardrail, improve gate access and relocate irrigation equipment. | 2452 | 1C980 | 0513000021 | 201.235 | 2018/19 | RW: 0 Const: 2,765 | PA&ED: 652 PS&E: 1,097 RW: 49 Con: 1,225 | PA&ED: 1/31/2018 RW Cert: 3/28/2019 RTL: 6/20/2019 Begin Con: 2/6/2020 |
| | | | | | | | | Subtotal: 2,765 | 3,023 | |
| | | | | | | | | Total (Capital + Support): \$5,788 | | |
| | | | | | | | | | | |
| 9 | 22.1/23.8 | In Castle Rock State Park, from 5 miles south to 3.3 miles south of Route 35. Widen shoulders, replace guardrail and construct centerline rumble strips. | 2418 | 1C650 | 0512000185 | 201.015 | 2017/18 | RW: 0 Const: 7,658 | PA&ED: 1,050 PS&E: 1,842 RW: 40 Con: 1,350 | PA&ED: 1/4/2016 RW Cert: 7/3/2017 RTL: 7/14/2017 Begin Con: 1/17/2018 |
| | | | | | | | | Subtotal: 7,658 | 4,282 | |
| | | | | | | | | Total (Capital + Support): \$11,940 | | |
| | | | | | | | | | | |
| 17 | 0.1/0.4 | Near the city of Santa Cruz, from southbound exit ramp to Route 1 to entrance ramp from Pasatiempo Drive. Widen shoulder and construct retaining wall. | 2422 | 1C670 | 0512000194 | 201.010 | 2017/18 | RW: 93 Const: 5,713 | PA&ED: 1,101 PS&E: 1,451 RW: 198 Con: 1,413 | PA&ED: 3/1/2016 RW Cert: 12/1/2017 RTL: 4/2/2018 Begin Con: 11/30/2018 |
| | | | | | | | | Subtotal: 5,806 | 4,163 | |
| | | | | | | | | Total (Capital + Support): \$9,969 | | |
| | | | | | | | | | | |
| | | | | | | | | | | |

ITAC

2016 SHOPP Project List Santa Cruz (\$1,000)



| Route | Post Miles | Location/Description | PPNO | EA | EFIS | Program Code | Program Year | Capital | Support | Milestones |
|---|------------|---|------|-------|------------|--------------|--------------|---|---|---|
| 129 | 1.8/9.9 | Near Watsonville in Santa Cruz County. Also in San Benito County at School Road. Place open graded friction pavement and upgrade guardrail. | 2476 | 1F030 | 0513000037 | 201.010 | 2016/17 | RW: 14 Const: 6,946 | PA&ED: 0 PS&E: 1,658 RW: 69 Con: 1,092 | PA&ED: 6/30/2014 RW Cert: 11/28/2016 RTL: 12/15/2016 Begin Con: 4/4/2017 |
| Performance Measure 131 Collisions Reduced | | | | | | | | Subtotal: 6,960 Total (Capital + Support): \$9,779 | 2,819 | |
| 129 | 3.2/3.5 | Near Watsonville, at Carlton Road. Improve intersection. | 2506 | 1F350 | 0513000103 | 201.010 | 2017/18 | RW: 277 Const: 2,045 | PA&ED: 543 PS&E: 674 RW: 309 Con: 508 | PA&ED: 7/1/2016 RW Cert: 3/29/2018 RTL: 3/29/2018 Begin Con: 7/11/2018 |
| Performance Measure 31 Collisions Reduced | | | | | | | | Subtotal: 2,322 Total (Capital + Support): \$4,356 | 2,034 | |
| 152 | 3.7/8.2 | Near Watsonville, from Carlton/Cassery Road to Pole Line Road. Install centerline rumble strips. | 2598 | 1G400 | 0515000009 | 201.010 | 2016/17 | RW: 0 Const: 463 | PA&ED: 0 PS&E: 452 RW: 33 Con: 218 | PA&ED: 6/11/2015 RW Cert: 3/3/2016 RTL: 7/22/2016 Begin Con: 10/26/2016 |
| Performance Measure 13 Collisions Reduced | | | | | | | | Subtotal: 463 Total (Capital + Support): \$1,166 | 703 | |

2016 SHOPP Project List Santa Cruz (\$1,000)



| Route | Post Miles | Location/Description | PPNO | EA | EFIS | Program Code | Program Year | Capital | Support | Milestones |
|---------------------|------------|---|-------|-------|------------|--------------|--------------|----------------------------|--|--|
| MANDATES | | | | | | | | | | |
| 9 | 0.1/7.5 | In and near the city of Santa Cruz, from Route 1 to north of Fall Creek Drive. Stormwater improvements. | 2569 | 1F920 | 0514000075 | 201.335 | 2019/20 | RW: 214 Const: 2,356 | PA&ED: 745 PS&E: 1,192 RW: 1,287 Con: 812 | PA&ED: 10/4/2017 RW Cert: 4/27/2020 RTL: 5/4/2020 Begin Con: 10/30/2020 |
| Performance Measure | | | | | | | | Subtotal: | 4,036 | |
| 7.96 Acres | | | | | | | | Total (Capital + Support): | \$6,606 | |
| | | | | | | | | | | |
| 17 | 0.7/1.4 | In Santa Cruz, from 0.7 mile north of Route 1/17 Separation to Beulah Park Undercrossing. Landscape mitigation for PPNO 1989. | 1989Y | 0Q601 | 0514000145 | 201.335 | 2017/18 | RW: 0 Const: 507 | PA&ED: 0 PS&E: 500 RW: 18 Con: 537 | PA&ED: 8/28/2014 RW Cert: 11/17/2016 RTL: 7/6/2017 Begin Con: 2/21/2018 |
| Performance Measure | | | | | | | | Subtotal: | 1,055 | |
| 10 Acres | | | | | | | | Total (Capital + Support): | \$1,562 | |
| | | | | | | | | | | |
| 152 | 1.3/R2.0 | In Watsonville, from Wagner Avenue to Holohan Road. Construct pedestrian infrastructure. | 2464 | 1E020 | 0513000025 | 201.378 | 2017/18 | RW: 195 Const: 1,565 | PA&ED: 494 PS&E: 716 RW: 331 Con: 467 | PA&ED: 1/15/2016 RW Cert: 1/11/2018 RTL: 1/11/2018 Begin Con: 7/23/2018 |
| Performance Measure | | | | | | | | Subtotal: | 2,008 | |
| 73 Structure(s) | | | | | | | | Total (Capital + Support): | \$3,768 | |
| ITAC | | | | | | | | | | |

2016 SHOPP Project List Santa Cruz (\$1,000)



| Route | Post Miles | Location/Description | PPNO | EA | EFIS | Program Code | Program Year | Capital | Support | Milestones |
|-----------------------------|------------|---|------|-------|------------|--------------|--------------|-------------------------------------|---|--|
| VAR | VAR | In Santa Cruz County, on Routes 1, 9, 17, 129, and 152 at various locations. Install Accessible Pedestrian Signals (APS). | 2590 | 1G160 | 0514000118 | 201.361 | 2018/19 | RW: 11 Const: 1,337 | PA&ED: 272 PS&E: 883 RW: 20 Con: 486 | 3/8/2017 PA&ED: 5/9/2018 RW Cert: 10/1/2018 RTL: 4/11/2019 Begin Con: |
| Performance Measure | | | | | | | | Subtotal: 1,348 | 1,661 | |
| 176 Curb Ramps | | | | | | | | Total (Capital + Support): \$3,009 | | |
| BRIDGE PRESERVATION | | | | | | | | | | |
| 1 | VAR | Near the city of Santa Cruz, on Routes 1 and 17 at various locations. Bridge rail replacement and upgrades. | 2585 | 1F520 | 0514000005 | 201.112 | 2018/19 | RW: 0 Const: 4,167 | PA&ED: 0 PS&E: 902 RW: 47 Con: 1,059 | 6/30/2015 PA&ED: 4/2/2018 RW Cert: 7/2/2018 RTL: 11/1/2018 Begin Con: |
| Performance Measure | | | | | | | | Subtotal: 4,167 | 2,008 | |
| 1375 Linear Feet | | | | | | | | Total (Capital + Support): \$6,175 | | |
| ROADWAY PRESERVATION | | | | | | | | | | |
| 1 | 10.2/17.5 | Near the city of Santa Cruz, from North Aptos Underpass to Route 9. Rehabilitate pavement. | 2432 | 1C850 | 0512000240 | 201.121 | 2017/18 | RW: 0 Const: 14,971 | PA&ED: 147 PS&E: 1,030 RW: 10 Con: 1,082 | 7/5/2016 PA&ED: 7/31/2017 RW Cert: 2/1/2018 RTL: 7/17/2018 Begin Con: |
| Performance Measure | | | | | | | | Subtotal: 14,971 | 2,269 | |
| 32 Lane Miles | | | | | | | | Total (Capital + Support): \$17,240 | | |

2016 SHOPP Project List

Santa Cruz

(\$1,000)



| Route | Post Miles | Location/Description | PPNO | EA | EFIS | Program Code | Program Year | Capital | Support | Milestones |
|--|------------|--|------|-------|------------|--------------|--------------|------------------------|---|---|
| 17 | 6.0/12.6 | In and near Scotts Valley, from north of Santa's Village Road to the Santa Clara County line. Pavement rehabilitation. | 2538 | 1F760 | 0514000051 | 201.121 | 2018/19 | RW: 7 Const: 15,381 | PA&ED: 0 PS&E: 1,932 RW: 64 Con: 1,660 | PA&ED: 12/16/2014 RW Cert: 5/15/2018 RTL: 7/16/2018 Begin Con: 1/16/2019 |
| Performance Measure 26.2 Lane Miles | | | | | | | | Subtotal: 15,388 | 3,656 | |
| Total (Capital + Support): | | | | | | | | \$19,044 | | |
| <div> <div>RW: 811</div> <div>PA&ED: 5,004</div> <div>Const: 65,874</div> <div>PS&E: 14,329</div> <div>RW: 2,475</div> <div>Con: 11,909</div> <div>Subtotal: 66,685</div> <div>33,717</div> </div> | | | | | | | | | | |

Santa Cruz County Total (Capital + Support): \$100,402

TO: Interagency Technical Advisory Committee (ITAC)
FROM: RTC Staff
RE: Bicycle and Pedestrian Safety Information

RECOMMENDATIONS

Staff recommends that the Interagency Technical Advisory Committee (ITAC) receive County of Santa Cruz Health Services Agency *2015 Bicycle and Pedestrian Safety Observation Study* and collision information.

DISCUSSION

The County of Santa Cruz Health Services Agency (HSA) works to reduce pedestrian and bicycle-related injuries in Santa Cruz County. In May and June of 2015, health education staff and community volunteers conducted a countywide Pedestrian and Bicycle Safety Observations study (Attachments 1 and 2) to evaluate the impact of educational efforts on the behavior of bicyclists and pedestrians. The data was then compared with similar studies done in previous years.

Additionally included in the HSA report for committee review is collision data from the Statewide Integrated Traffic Records System (SWITRS) (Attachments 3 and 4). SWITRS is a statewide records system and acts as a centralized accumulation of data for fatal and injury traffic collisions. In addition, a large proportion of the reported property damage-only collisions are also processed into SWITRS. The reports are generated by reports from the California Highway Patrol, city police departments, the Sheriff office and other entities.

SUMMARY

Staff recommends that the ITAC receive information from the County of Santa Cruz Health Services Agency regarding bicycle and pedestrian safety statistics.

Attachments:

1. HSA "Bicycle Safety Observation Study 2015" Report
2. HSA "Pedestrian Safety Observation Study 2015" Report
3. Bicycle Injuries and Fatalities for Santa Cruz County, 2013
4. Pedestrian Injuries and Fatalities for Santa Cruz County, 2013

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County of Santa Cruz Health Services Agency

BICYCLE SAFETY OBSERVATION STUDY 2015

BACKGROUND AND PURPOSE

The Santa Cruz County Health Services Agency (HSA) along with the Community Traffic Safety Coalition (CTSC) and other community partners, has spent more than a decade working to reduce bicycle-related injuries and increase ridership in Santa Cruz County. To evaluate yearly trends in the number of cyclists and their behaviors, and to guide bicycle safety education efforts, this annual countywide survey was conducted during the months of May and June in 2015. Observations were made by HSA Community Health Education staff, members of the CTSC and their South County Bicycle and Pedestrian Work Group (SCBPWG), Santa Cruz County Regional Transportation Commission's (SCCRTC) Bicycle Committee members, and other community volunteers.

The study is designed to observe behaviors considered safe or unsafe by traffic safety experts when riding a bicycle. While some behaviors might be legal, such as those over the age of 18 years choosing not to wear a helmet while cycling, those same behaviors could increase the risk of injury or death and are therefore considered unsafe in this survey. Sidewalk riding, as an example, may be legal in some areas but could increase the risk of collision or conflict with other road users.

METHOD OF DATA COLLECTION

For the 2015 survey, a total of 24 staff and volunteers collected data at 52 locations throughout Santa Cruz County, 30 in North County and 22 in South County. This year the number of school sites observed increased from 17 to 19 with the deletion of Green Acres Elementary School and the addition of San Lorenzo Valley Elementary School, Cesar Chavez Middle School and Pajaro Valley High School. Also added this year was the intersection of Soquel Drive and Trout Gulch Road in Aptos.

The survey included three types of locations: commuter, school, and weekend. The commuter sites were observed on a Tuesday, Wednesday or Thursday, from 4:00 p.m. to 6:00 p.m. School sites were observed for an hour, beginning 45 minutes before each school's start time on a Tuesday, Wednesday or Thursday morning. Weekend sites were observed from 11:00 a.m. to 1:00 p.m. on a Saturday or Sunday. To ensure reliable results, observers were given instructions and a standardized data collection sheet. Data gathered included estimated age and gender, wearing a helmet, riding with traffic, stopping at a stop sign or red light, and riding on the sidewalk. Also recorded were the date, day of the week, and weather conditions. A section was available for observer comments as needed.

SUMMARY OF RESULTS

Significant overall findings for 2015 include:

- A total of 2,548 bicyclists were observed, compared to 2,786 in 2014 and 3,047 in 2013.
- 1,509 people were observed at commuter sites, 633 at weekend sites and 406 at school sites.
- 74% of cyclists were men, 25% were women.
- 58% of cyclists wore a helmet.
- Female cyclists had a helmet use rate of 70% compared to males at 54%.
- 86% of cyclists rode with traffic on the correct side of the road.
- 62% of cyclists stopped at stop signs and red lights.
- 21% of cyclists rode on the sidewalk.
- Safe cycling behaviors were consistently lower in South County than in North County.
- 275 cyclists, the highest number at a single site, were observed at High and Bay Streets in Santa Cruz.

Tables 1, 2 and 3 summarize the results of the 2015 survey by location, age and gender.

Table 1: Santa Cruz County (All 52 sites)

| | Sample Size | % | Wore a Helmet | Rode with Traffic | Stopped at signs/ lights | Rode on sidewalk |
|---------------------------------|--------------------|-------------|----------------------|--------------------------|---------------------------------|-------------------------|
| Total Bicyclists | 2548 | 100% | 58% | 86% | 62% | 21% |
| Males | 1897 | 74% | 54% | 85% | 59% | 23% |
| Females | 640 | 25% | 70% | 89% | 69% | 15% |
| Children (0-12 yrs) | 130 | 5% | 72% | 67% | 83% | 67% |
| Teens (13-17 yrs) | 219 | 9% | 50% | 72% | 63% | 47% |
| Young Adults (18-24 yrs) | 579 | 23% | 58% | 90% | 70% | 11% |
| Adults (25+ yrs) | 1608 | 63% | 58% | 88% | 57% | 16% |

Table 2: North/Mid County Sites (30 sites)

| | Sample Size | % | Wore a Helmet | Rode with Traffic | Stopped at signs/ lights | Rode on sidewalk |
|---------------------------------|--------------------|-------------|----------------------|--------------------------|---------------------------------|-------------------------|
| Total Bicyclists | 2222 | 100% | 63% | 89% | 64% | 15% |
| Males | 1602 | 72% | 60% | 88% | 62% | 16% |
| Females | 609 | 27% | 72% | 91% | 71% | 12% |
| Children (0-12 yrs) | 113 | 5% | 81% | 72% | 86% | 64% |
| Teens (13-17 yrs) | 156 | 7% | 66% | 79% | 63% | 39% |
| Young Adults (18-24 yrs) | 535 | 24% | 62% | 92% | 74% | 6% |
| Adults (25+ yrs) | 1406 | 63% | 62% | 90% | 59% | 11% |

Table 3: Watsonville Sites (22 sites)

| | Sample Size | % | Wore a Helmet | Rode with Traffic | Stopped at signs/ lights | Rode on sidewalk |
|---------------------------------|--------------------|-------------|----------------------|--------------------------|---------------------------------|-------------------------|
| Total Bicyclists | 326 | 100% | 20% | 67% | 46% | 57% |
| Males | 295 | 90% | 20% | 68% | 47% | 57% |
| Females | 31 | 10% | 26% | 60% | 39% | 63% |
| Children (0-12 yrs) | 17 | 5% | 6% | 31% | 60% | 81% |
| Teens (13-17 yrs) | 63 | 19% | 11% | 57% | 64% | 68% |
| Young Adults (18-24 yrs) | 44 | 13% | 5% | 70% | 28% | 68% |
| Adults (25+ yrs) | 202 | 62% | 28% | 73% | 44% | 50% |

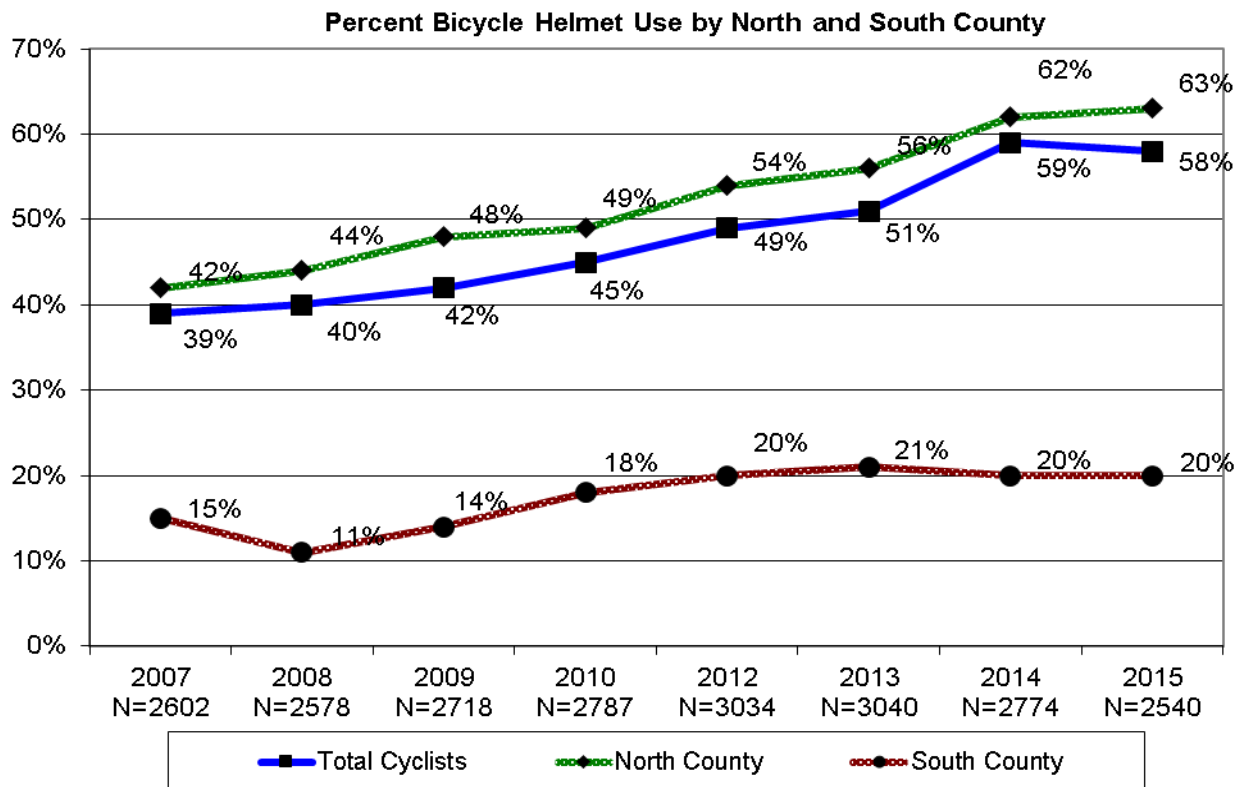
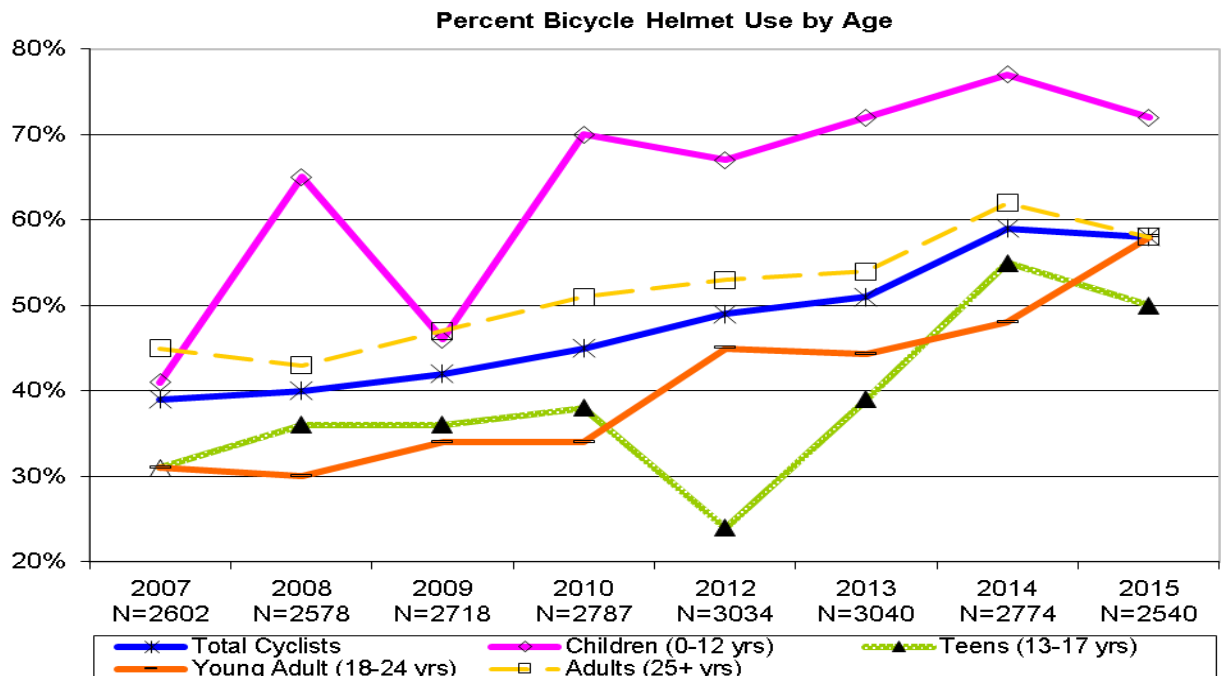
When making comparisons between North and South Counties, it is important to note that 87% (2,222) of the cyclists observed in 2015 were in North/Mid County and 13% (326) in Watsonville/South County.

TRENDS OVER TIME

The following sections compare survey data over a nine-year period from 2007 through 2015 for helmet use, riding with traffic, stopping at stop signs/lights, and riding on the sidewalk by gender and age. The survey was not conducted in 2011. Please note that the behavior fluctuations of some populations, especially children, are due in part to the small sample size observed.

Helmet Use

Although adults are not required to wear a helmet in California, the law requires those under 18 years of age to wear an approved, properly fitted and fastened helmet as an operator or passenger when bicycling, skateboarding, in-line or roller-skating, or riding a non-motorized scooter.

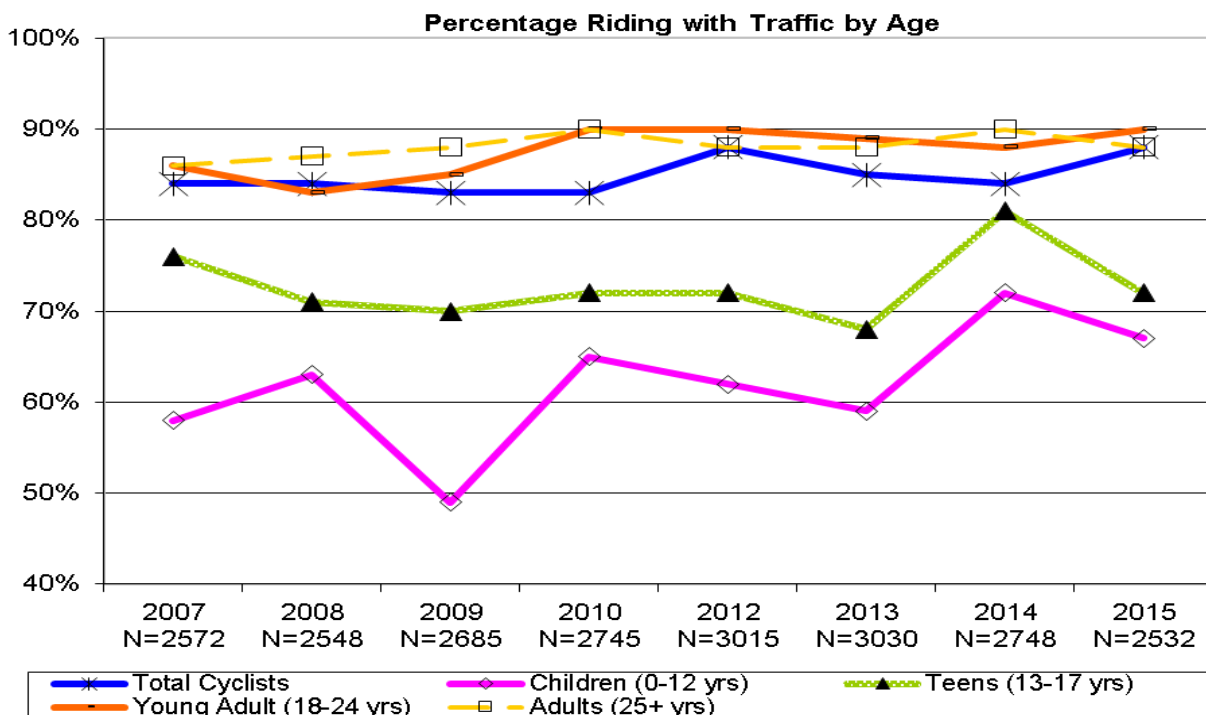


County-wide, children continue to wear helmets far more often than any other age category. Over the past nine years, they have shown an increase of 30 percentage points in helmet use to the current rate of 72%. Adults have seen a consistent but far less dramatic improvement to 58% in 2015. Although teens and young adults have shown a gradual upward trend over time, helmet use remains at less than 60% for both age categories. Females have consistently worn helmets at a higher rate than males in all of the years surveyed.

South County cyclists have had a lower helmet use rate compared to North County each year the survey has been conducted, hovering around the 20% mark for the past five years. In 2015, helmet use among cyclists observed in Watsonville/South County was 43 percentage points lower than among North County cyclists. Among the 17 children observed this year in Watsonville, only one wore a helmet.

Riding with Traffic

Riding with traffic continues to be a relatively safe cycling practice for the majority of cyclists observed. The percentage of children riding in the direction of traffic has been lower than all other age groups over the years surveyed, with a slight upward trend over time. 80 to 90 percent of adults and young adults have consistently ridden with traffic during the years surveyed.



Stopping at Stop Signs and Red Lights

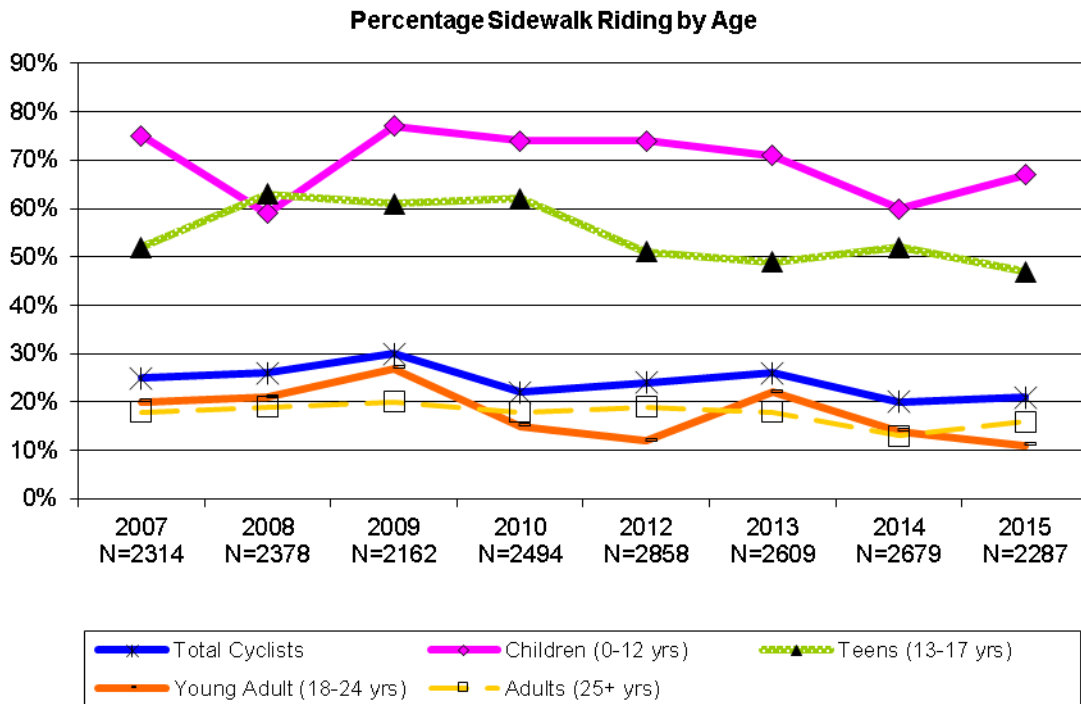
Stopping at stop signs and red lights continues to be a safety challenge for many cyclists. While more than 80% of children were observed stopping in 2015, all other age groups fell between 57 and 70 percent, with minimal improvement over the course of the survey years. Cyclists in South County were less likely to stop at stop signs or red lights (46%) compared to those in North County (64%).

Sidewalk Riding

Local ordinances exist in several jurisdictions in Santa Cruz County related to bicycle riding on the sidewalk. In the cities of Watsonville and Capitola, sidewalk bicycle riding is illegal in all areas. Within

the City of Santa Cruz, sidewalk riding is illegal only in commercial areas. The City of Scotts Valley and the unincorporated areas of the county do not have an ordinance in place.

While it is legal in some areas, sidewalk riding is generally considered unsafe due to poor visibility, the potential for conflict with other sidewalk users, and motorists not expecting a cyclist to come from the sidewalk to cross driveways or enter the roadway. For young children who may not have the operating skills and judgment to ride safely in traffic, practicing their skills on the sidewalk might be a safer option. These children should be supervised by an adult and always ride in the same direction as traffic.



Children have consistently ridden on the sidewalk at far higher rates than other age groups over the years surveyed, followed by teens. Young adults and adults ride on the sidewalk far less often, between 10% and 30% during the course of the survey. 57% of all cyclists observed in Watsonville in 2015 rode on the sidewalk versus 15% for North/Mid-county sites.

CONCLUSIONS

Based on the 2015 observation data, continued efforts are needed to increase safe cycling behaviors throughout Santa Cruz County. Data justify continued focus on youth through programs such as Ride n' Stride and other community partnerships. Outreach and education are particularly necessary in South County, where safe cycling behaviors observed were significantly lower than in North/Mid County, including a 43 percentage point gap in overall helmet use; a 42 percentage point gap in sidewalk riding; a 22 percentage point gap in riding with traffic; and an 18 percentage point gap in stopping at stops signs and lights.

While helmet use has shown a consistent increase over time, a large number of cyclists were still observed without helmets. This includes children and teens, who are required by state law to wear a helmet. Efforts should focus on identifying and disseminating bike helmet messages that appeal to youth, especially young men.

The County of Santa Cruz HSA provides staff to the CTSC, which works with affiliated partners to address bicycle safety in Santa Cruz County. CTSC programs include the Ride n' Stride Bicycle and Pedestrian Education Program, which reaches over 3,000 elementary and preschool students each year, and the South County Bicycle and Pedestrian Work Group to focus efforts in Watsonville, which are funded in part through the Santa Cruz County Regional Transportation Commission (SCCRTC). HSA also administers a Bicycle Traffic School for bicyclists who receive a traffic violation and a train-the-trainer model Helmet Fit and Distribution Site program to distribute free bicycle helmets. Many other bicycle safety efforts are also underway through partner agencies, such as the SCCRTC, Ecology Action, UCSC Transportation and Parking Services (TAPS), The Bicycle Trip, Bike Santa Cruz County, Santa Cruz County Cycling Club, as well as local public works departments and law enforcement agencies. Detailed results of this survey are available by request to inform all bicycle safety efforts in Santa Cruz County.

Funding for this project was provided in part by the Santa Cruz County Regional Transportation Commission and the California Office of Traffic Safety, through the National Highway Traffic Safety Administration. For more information, please contact the Community Traffic Safety Coalition c/o the Community Health Education Unit of the County of Santa Cruz Health Services Agency at 1070 Emeline Avenue, Santa Cruz, CA 95060, (831) 454-4312.

Santa Cruz County Health Services Agency
PEDESTRIAN SAFETY OBSERVATION STUDY 2015
SANTA CRUZ COUNTY

BACKGROUND

As a part of the ongoing efforts of the Community Traffic Safety Coalition (CTSC) and its South County Bike and Pedestrian Work Group (SCBPWG), the seventh annual Pedestrian Safety Observation Study was conducted from August 22nd through September 27th, 2015. The purpose of this study is to track key pedestrian and motorist behaviors that contribute to increased risk of pedestrian injury and fatality. The aggregate results can help steer future work in Santa Cruz County, supply key data to attract new funding sources, and highlight successes and challenges of existing programming.

METHODS

Observation survey sites were selected based on those in the 2014 survey to provide continuity and a comparable sample of sites countywide. Changes included the elimination of four school sites and the addition of four new school sites. Beginning in 2014, school sites were chosen so as not to include crosswalks with crossing guards. This was to better provide insight on individual pedestrian behavior and to help standardize the interpretation of “due care” by observers. Prior to data collection, volunteers were recruited and signed up for a specific location. Once confirmed, they were provided the following:

- An instruction sheet
- A standardized survey form on which to record their observations
- A letter in English and Spanish that explained the purpose of the study for community members
- An e-mail confirmation describing the location site, days of the week and specific timeframe during which to conduct the observations.

Volunteers were contacted to clarify instructions and procedures, as needed. A total of nine observers collected data at 18 sites, seven in North/Mid County and 11 in Watsonville/South County. Of these, ten sites were located at or near schools, three in North/Mid County and seven in Watsonville/South County. School sites were observed on a weekday during school dismissal time in the afternoon for one hour. Commuter sites were observed on weekdays from 4:15 to 5:45 p.m. Weekend sites were observed on a Saturday or Sunday from 11:00 a.m. to 12:30 p.m.

NOTABLE RESULTS

A total of 2,828 pedestrians were observed in 2015, a decrease from the 3,694 observed last year. Key findings are listed below. When making comparisons between cities, it is important to note that 65% of pedestrians observed in 2015 were in the City of Watsonville, 17% in Capitola, 16% in the City of Santa Cruz and 3% in the Unincorporated Area.

Pedestrian Behaviors

- ♦ 75% of pedestrians countywide used due care when entering the roadway.
- ♦ Young adults, ages 19 to 24 years, were least likely to use due care (69%) followed by children (70%) and teens (73%).
- ♦ 73% of pedestrians countywide waited for the walk signal wherever applicable before crossing.

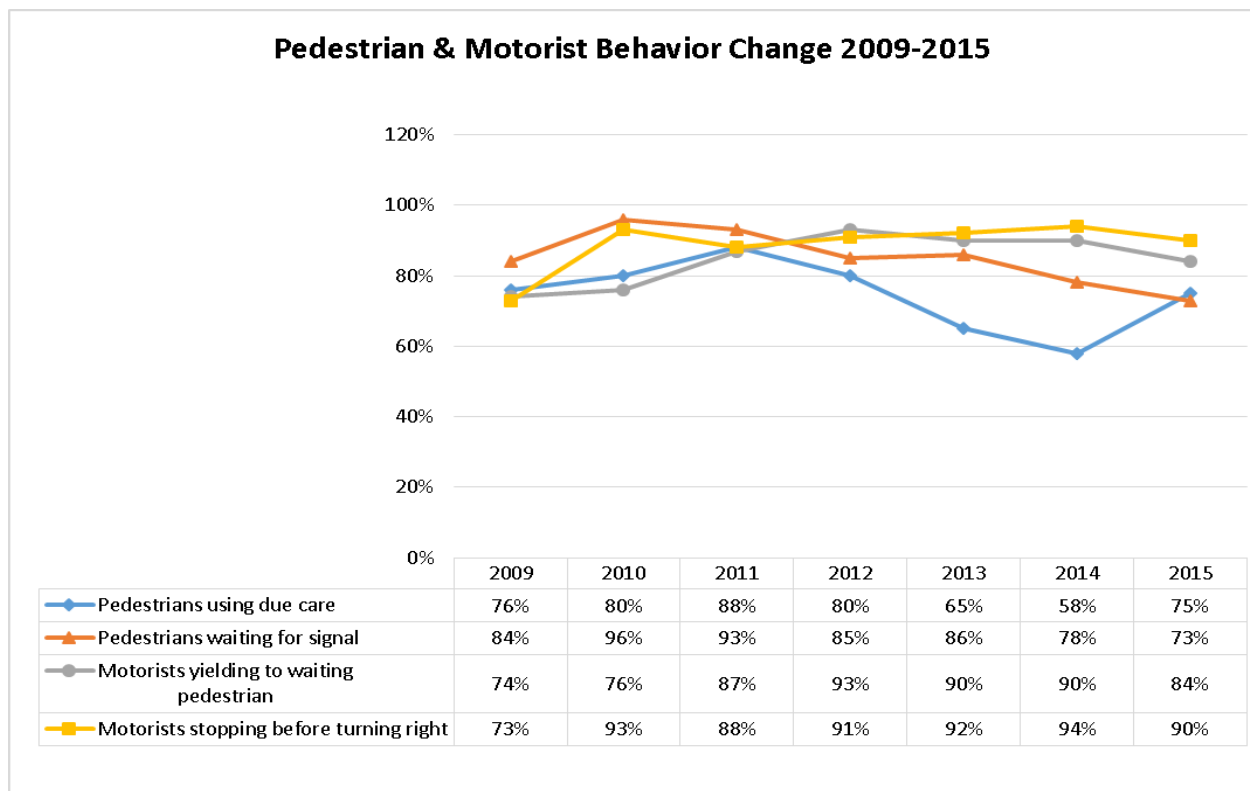
- ♦ Teens, ages 13 to 18 years, were least likely to wait for the walk signal (69%), keeping in mind that teens made up 86% of the pedestrians observed for this behavior.
- ♦ Pedestrians in the City of Watsonville were the least likely to use due care (71%) compared to those in the City of Capitola (80%), City of Santa Cruz (87%) and the Unincorporated Area (87%).

Motorist Behaviors

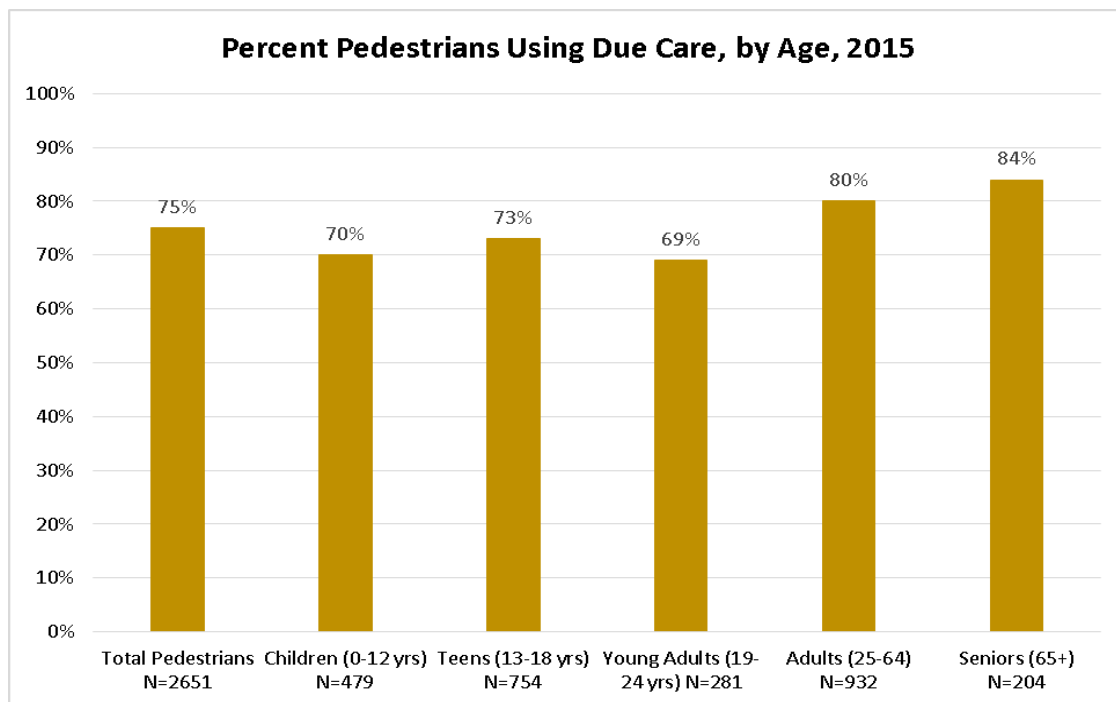
- ♦ 84% of motorists countywide yielded to pedestrians who had the right of way.
- ♦ 90% of motorists countywide stopped before turning right when pedestrians were present.
- ♦ Motorists in the City of Capitola were least likely to yield to a waiting pedestrian (78%) followed by those in the Unincorporated Area (80%), the City of Watsonville (84%), and the City of Santa Cruz (85%).

TRENDS

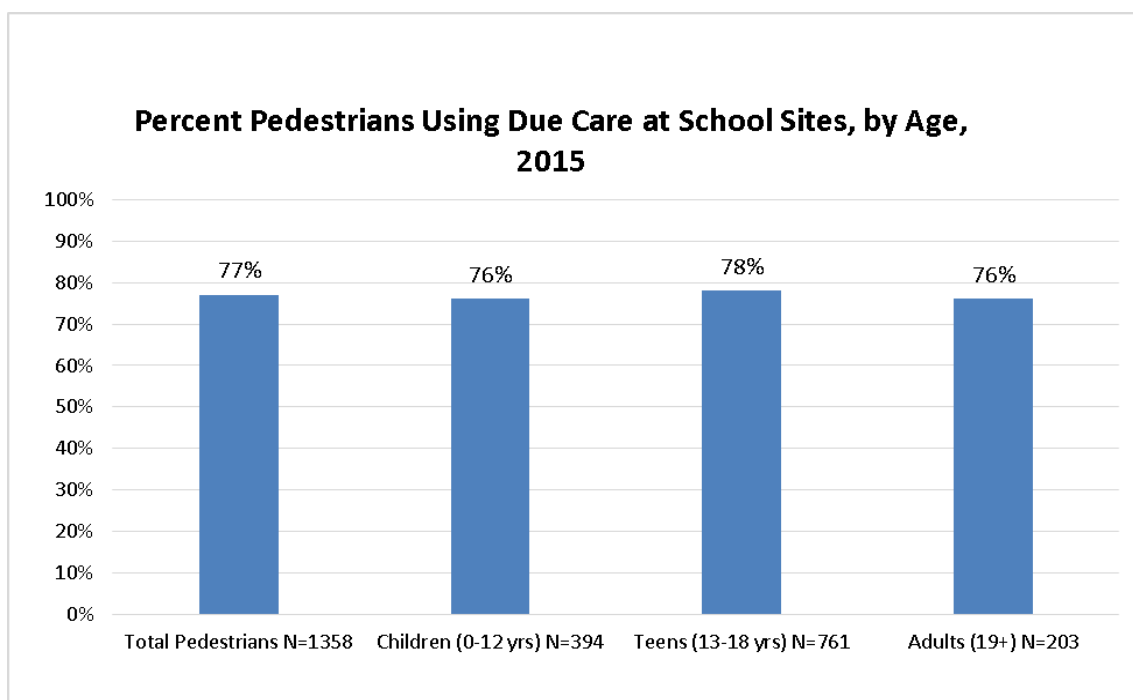
Due to fluctuations in sample size, locations, and volunteers' interpretation of "due care", it is difficult to make meaningful comparisons of survey data from year to year. However, this year's results show that there is still a need for pedestrian safety education throughout Santa Cruz County, particularly among younger pedestrians.



Among age groups, children, teens and young adults used due care less often than adults and seniors. As noted above, pedestrians in the City of Watsonville were less likely to use due care (71%) when compared to those observed in other jurisdictions.



At school sites, pedestrians of all ages were relatively consistent in their use of due care, at 76% to 78%. Please note, because young adults and seniors each made up only 1% of the pedestrians observed at school sites in 2015, all adults 19 and over were combined into a single category in the chart below.



CONCLUSIONS

Survey results indicate a need for continued education, enforcement, and engineering efforts directed toward motorists and pedestrians, with a particular emphasis on children traveling to and from school. While 75% of pedestrians observed used due care when entering the roadway, 654 individuals entered in an unsafe manner, creating a potentially hazardous situation for themselves and others.

Although not officially collected during this survey, 62 pedestrians were noted to be using a mobile or electronic device in the comments section of the data collection sheet, versus 37 last year. This included talking, texting, or wearing ear buds or headphones. Also noted were 98 pedestrians that either did not use the crosswalk at all (crossing mid-block), crossed at the corner but outside the crosswalk, or exited the crosswalk when only part-way across the road. Only 31 similar comments were collected last year. This data suggests that we may want to include information on distracted walking and the improper use of crosswalks in future observations and programming.

This year the number of pedestrians surveyed was lower than in previous years. Change of school location sites more than likely attributed to this. In previous years, school sites with crossing guards were noted to have high numbers of children who would cross when directed to do so, without actually checking for themselves that it was safe to cross. This year, similar behavior was observed at middle and high school sites, where large groups of youth merely “followed the leader” rather than confirming their personal safety to cross. It may be necessary to provide clearer direction for observers on how to consistently capture the behavior of such groups.

Though efforts to refine the survey methods continued this year, confounding factors still exist. These include fluctuations in sample size and age, location, as well as inconsistencies between observations noted and observer bias. More detailed directions for observers may produce more consistent reporting over time.

The Community Traffic Safety Coalition, Santa Cruz County Health Services Agency, Santa Cruz County Regional Transportation Commission and numerous other traffic safety partners are working to reduce traffic collisions involving cyclists and pedestrians and improve bike and pedestrian facilities throughout Santa Cruz County. For more information, contact the Community Traffic Safety Coalition at (831) 454-4312 or visit the website at www.sctrfficsafety.org.

Funding for this project was provided in part by the Santa Cruz County Regional Transportation Commission and the California Office of Traffic Safety, through the National Highway Traffic Safety Administration. For more information, please contact the Community Traffic Safety Coalition c/o the Community Health Education Unit of the County of Santa Cruz Health Services Agency at 1070 Emeline Avenue, Santa Cruz, CA 95060, (831) 454-4312.

Bicyclist Injuries and Fatalities for Santa Cruz County, 2013

This report presents bicycle injuries and fatalities that occurred in Santa Cruz County in 2013 based on data obtained from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS)¹. According to SWITRS, in the 2013 calendar year there were 198 reported collisions that resulted in 197 cyclist injuries and 3 fatalities. Of these incidents, two were pedestrian/bicycle, two were bicycle/bicycle, 41 involved solo bicyclists, and the remainder were motor vehicle/bicycle.

It is important to note that this data was obtained by reviewing all bicycle-involved collisions for Santa Cruz County in 2013 as collected by the CHP in their SWITRS database from all local law enforcement agencies. This data does not include collisions that may have occurred off-road, nor does it examine data from medical providers or allow for self-reporting of incidents. According to hospital data from the California Department of Public Health, there were four fatalities, 622 emergency room visits, and 62 hospitalizations due to involvement in bicycle collisions in 2013 in Santa Cruz County².

In Federal Fiscal Year (FFY) 2013, the California Office of Traffic Safety (OTS) reported 215 cyclist injuries in Santa Cruz County and one death. Based on these numbers, the Santa Cruz County cycling injury/fatality rate per 100,000 was 80, the highest rate in the last ten years and more than double the California state rate of 37 for FFY 2013.

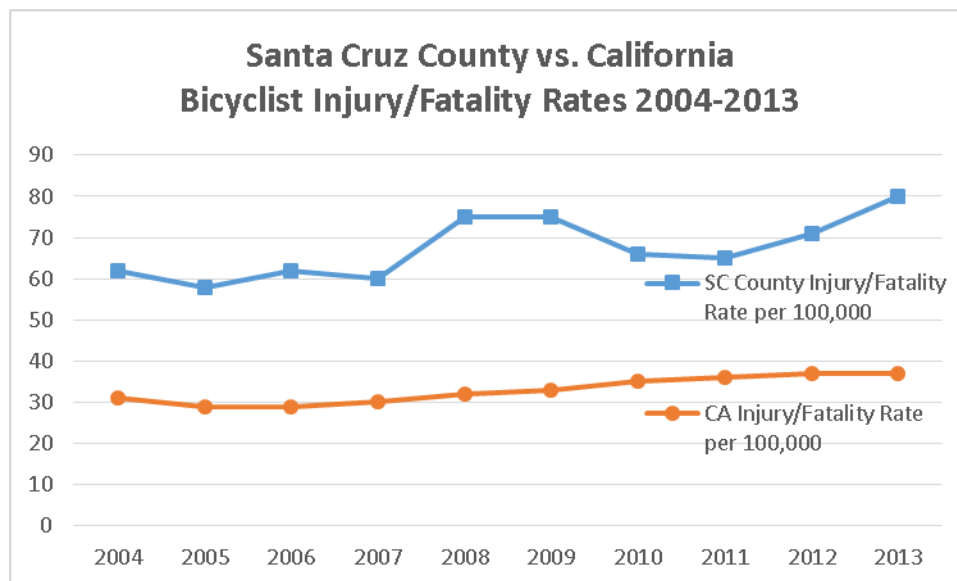


Table One: Bicyclist Injury and Fatality Rates per 100,000 Population 2004-2013

| Location | 2004 | 2005 | 2006 | 2007 | 2008 | 2009* | 2020 | 2011 | 2012 | 2013 |
|--------------------|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| SCC Inj/Fat | 162 | 152 | 155 | 152 | 191 | 192 | 172 | 173 | 192 | 216 |
| SCC Rate | 62 | 58 | 62 | 60 | 75 | 75 | 66 | 65 | 71 | 80 |
| CA Inj/Fat | 11,092 | 10,605 | 10,507 | 10,714 | 11,890 | 12,059 | 12,862 | 13,474 | 14,115 | 13,795 |
| CA Rate | 31 | 29 | 29 | 30 | 32 | 33 | 35 | 36 | 37 | 37 |

* As of 2009, OTS reports the number of bicyclists injured and killed by federal fiscal year (FFY) rather than calendar year.

Injuries and Fatalities by Jurisdiction

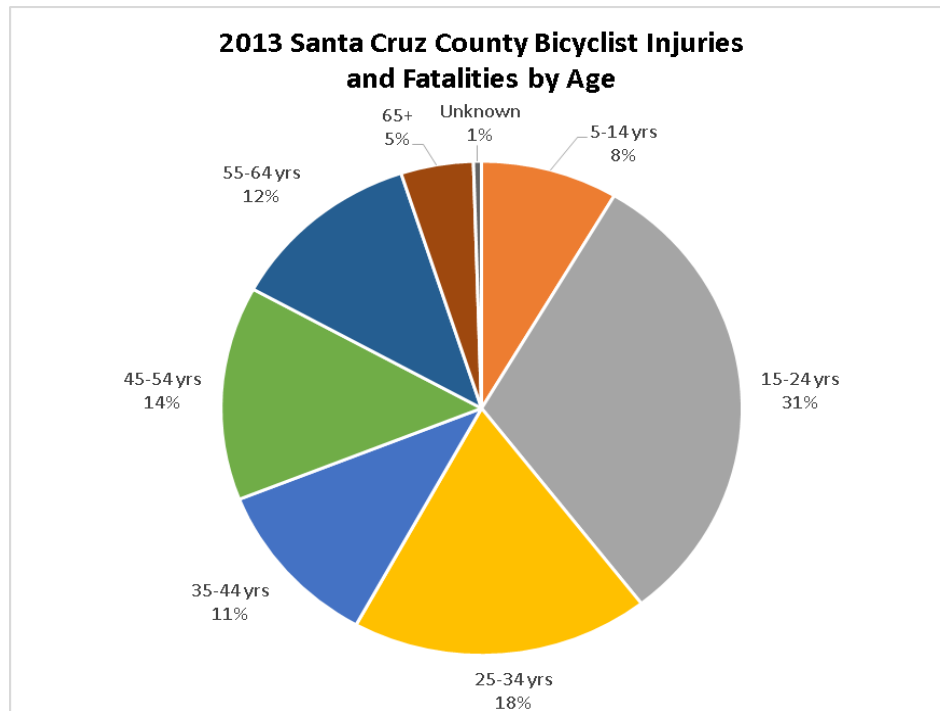
The majority of cycling injuries occurred in the City of Santa Cruz and the unincorporated area of Santa Cruz County. Of the 41 solo crashes, 22 occurred in the City of Santa Cruz. Two of the three deaths occurred in the unincorporated area and one death occurred in Watsonville. This is the first cyclist death in Watsonville since 2009. In the past ten years, neither Capitola nor Scotts Valley have seen a cyclist fatality, while Santa Cruz had a total of five deaths and the unincorporated area seven.

Table Two: SC County Bicycle Injuries/Fatalities by Jurisdiction, 2004-2013 Calendar Year

| Jurisdiction | Bicyclists Injured (Killed) | | | | | | | | | |
|------------------|-----------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|---------------|
| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
| Capitola | 20 | 7 | 5 | 6 | 8 | 4 | 9 | 9 | 8 | 8 |
| Santa Cruz | 63 | 71 | 82 | 64 (1) | 91 (2) | 68 | 57 | 70 (1) | 91 (1) | 112 |
| Scotts Valley | 6 | 2 | 0 | 14 | 4 | 8 | 1 | 2 | 4 | 3 |
| Watsonville | 17 | 12 | 13 | 3 | 16 | 18 (1) | 11 | 17 | 23 | 11 (1) |
| Unincorp. | 56 | 59 (1) | 54 (1) | 63 (1) | 70 | 76 (2) | 69 | 70 | 90 | 59 (2) |
| UCSC | n/a | n/a | n/a | n/a | n/a | 12 | 11 | 1 | 3 | 4 |
| SCC Total | 162 (0) | 151 (1) | 154 (1) | 150 (2) | 189 (2) | 186 (3) | 158 (0) | 169 (1) | 219 (1) | 197(3) |

There were a number of locations where multiple bicycle injury collisions occurred. In Santa Cruz, there were eight incidents each on Bay Street, Water Street and Soquel Avenue. In the unincorporated area, 14 injuries occurred on Soquel Drive with one death on Cathedral Drive. There were five incidents on Highway One, including one death near Dimeo Lane. The cyclist death in Watsonville occurred on Beach Street.

Injuries and Fatalities by Age



Countywide, those aged 15-24 years were injured more often than any other age group, accounting for 31% of county cycling injuries and fatalities in 2013. Nationally, those 15 to 24 years of age accounted for 33% of injuries and 15 % of fatalities³. Those aged 25-34 years were the second highest injury group in Santa Cruz County at 18%.

Collision Factors

In examining the SWITRS data for collision factors, the cyclist was listed at fault in 107 (54%) of the crashes, including two of the three fatalities. For cyclists at fault, the primary collision factors were improper turns (22) and unsafe speeds (19), followed by failure to yield to a motor vehicle with the right of way (17). In the deaths where the cyclist was listed at fault, one was due to unsafe speed and the other involved alcohol use by the cyclist. Unsafe speed and improper turns remained the two highest collision factors in incidents that involved a solo cyclist.

Drivers were at fault in 73 crashes, or 37% of the time. The most common factors were improper turns (30) and failure to yield to a cyclist with the right of way (20). In the cyclist death where the driver was listed at fault, improper turning was the primary collision factor. In 9% of collisions, fault was not determined.

A total of 16 hit-and-run injuries involving cyclists were reported in 2013. There were no collisions in which the driver's use of alcohol or drugs was considered the primary factor. There were five collisions in which the cyclist was cited for being under the influence, including four of the solo cyclist crashes and one bike/bike collision. Nationally, alcohol involvement for either the driver or the cyclist was reported in 34% of crashes that resulted in a cyclist's death³.

County and City Bicycle Safety Rankings

In 2013, the California Office of Traffic Safety (OTS) ranked Santa Cruz County second out of 55 counties reporting for cyclists injured or killed⁴. The City of Santa Cruz ranked first among 103 comparable cities for cyclist injuries and deaths and 5th for cyclists under the age of 15. Capitola ranked 7th out of 105 comparable cities for cyclists under 15.

Although Santa Cruz County tends to receive a high ranking for bicyclists injured and killed, the number of people cycling in Santa Cruz is also high. According to the American Community Survey, 0.6% of workers in the United States cycled to work as their primary means of transportation during the five-year period from 2009 to 2013, however 5.4% did so in Santa Cruz County⁵. The OTS rankings are primarily based on population and daily vehicle miles traveled. A more accurate indicator of relative safety or risk would be rankings based on the number of bicyclists or the number of miles traveled by bicycle, but those counts are not currently available.

Conclusions

Continued efforts are needed among traffic safety partners to reduce cyclist injuries and fatalities through education, enforcement and improvements in bicycle-friendly infrastructure in Santa Cruz

County. Based on the 2013 data, outreach and education needs to be directed at both drivers and cyclists about safe behavior on and around Santa Cruz County roads. Particular focus should be given to the City of Santa Cruz, where the majority of injuries occurred, including the majority of solo cyclist crashes. More information is needed to understand the underlying causes of these solo crashes, which in addition to cyclist behavior, may be related to infrastructure problems such as pot holes, narrow travel lanes, etc. Efforts should be made to reach teens and young adults, aged 15 to 24 years, as they are most likely to be injured while cycling. The issue of cycling while under the influence should also be addressed. Improved technology and procedures would ensure that the most accurate injury and fatality data is gathered and analyzed.

References

1. California Highway Patrol, Statewide Integrated Traffic Records System. Retrieved 3/13/15 from <http://iswitrs.chp.ca.gov/Reports/jsp/CollisionReports.jsp>
2. California Department of Public Health <http://epicenter.cdph.ca.gov/ReportMenus/DataSummaries.aspx>
3. National Highway Traffic Safety Administration: Traffic Safety Facts 2013: Bicyclists and Other Cyclists. Retrieved from <http://www-nrd.nhtsa.dot.gov/Pubs/812151.pdf>
4. California Office of Traffic Safety http://www.ots.ca.gov/Media_and_Research/Rankings/default.asp
5. United States Census Bureau, American Community Survey Reports. Retrieved from http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml

Funding for this project was provided in part by the Santa Cruz County Regional Transportation Commission and the California Office of Traffic Safety, through the National Highway Traffic Safety Administration. For more information, please contact the Community Traffic Safety Coalition c/o the Community Health Education Unit of the County of Santa Cruz Health Services Agency at 1070 Emeline Avenue, Santa Cruz, CA 95060, (831) 454-4312.

Pedestrian Injuries and Fatalities for Santa Cruz County, 2013

This report presents pedestrian injuries and fatalities that occurred in Santa Cruz County in 2013 based on data obtained from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System¹ (SWITRS). According to SWITRS, in the 2013 calendar year there were a total of 97 collisions that resulted in 98 pedestrian injuries and two pedestrian fatalities. Of these collisions, four were bicycle/pedestrian, two were motor vehicle/bicycle/pedestrian and 91 were motor vehicle/pedestrian.

In Federal Fiscal Year (FFY) 2013, the California Office of Traffic Safety (OTS) reported 104 pedestrian injuries in Santa Cruz County and two deaths. Based on these numbers, the 2013 county pedestrian injury rate per 100,000 population was 39. This is a significant increase from the 2012 rate of 27 and is higher than the 10-year average rate of 35. The California state pedestrian injury rate per 100,000 population for 2013 was 33, marking a decrease since 2012.

The 2013 county pedestrian fatality rate was 0.7, a decline from the 2012 rate of 0.8, and lower than the 10-year average rate of 1.2. The state pedestrian fatality rate was 1.8, an increase from the 2012 rate of 1.6. Nationwide in 2013, there were 4,735 pedestrians killed and an estimated 66,000 injured. This represents an injury rate of 21, and a fatality rate of 1.5 per 100,000 population. Nationwide, pedestrian deaths accounted for 14% of all traffic fatalities, and 3% of all people injured in traffic collisions.²

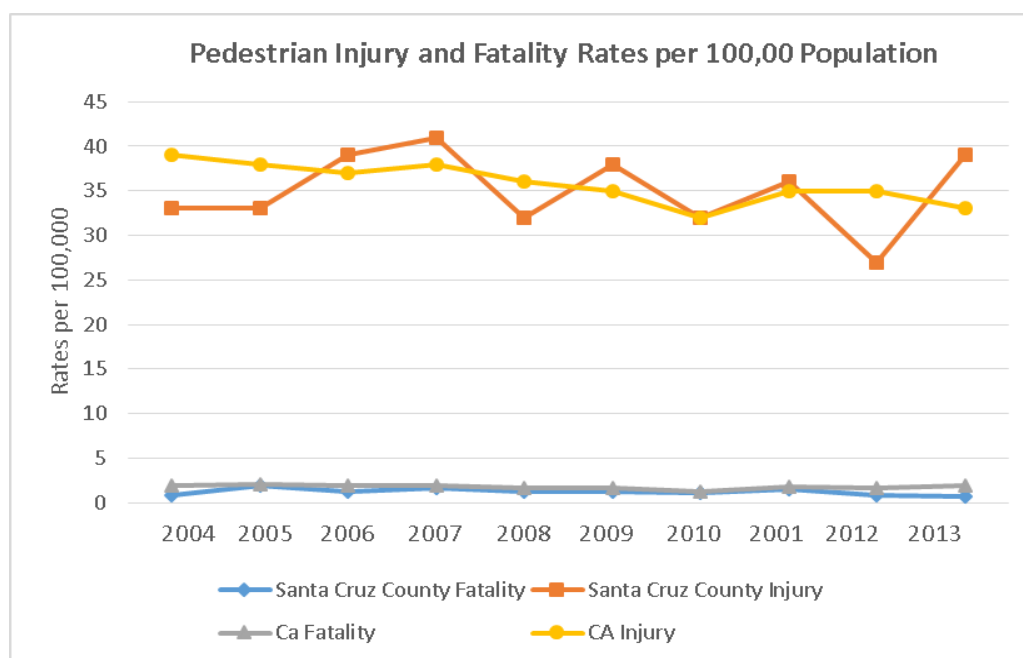


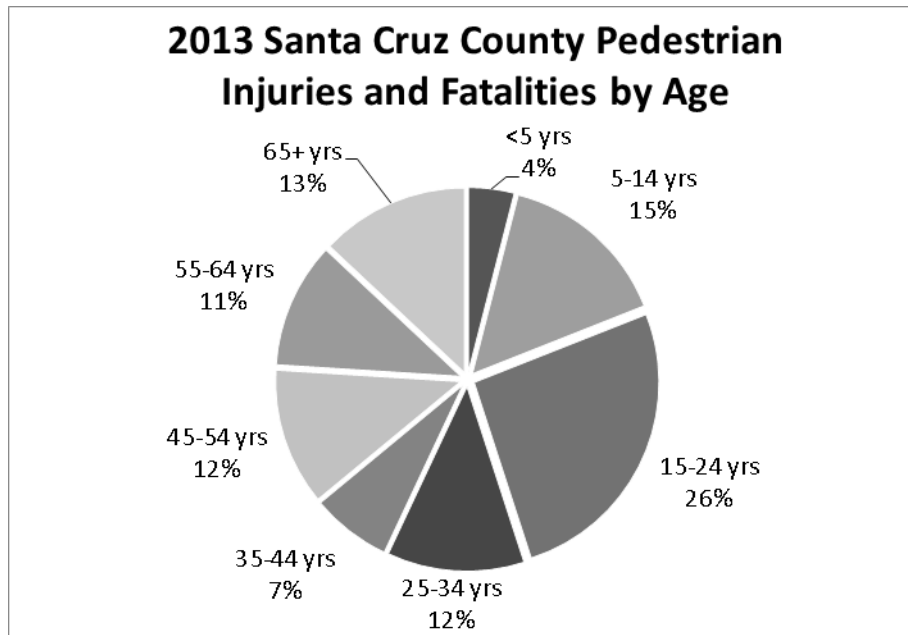
Table One: State and County Pedestrian Injury and Fatality Rates per 100,000 Population

| Rates by Location | 2004 | 2005 | 2006 | 2007 | 2008 | 2009* | 2010 | 2011 | 2012 | 2013 |
|----------------------------|------|------|------|------|------|-------|------|------|------|------|
| Santa Cruz County Fatality | 0.8 | 1.9 | 1.2 | 1.6 | 1.2 | 1.2 | 1.1 | 1.5 | 0.8 | 0.7 |
| Santa Cruz County Injury | 33 | 33 | 39 | 41 | 32 | 38 | 32 | 36 | 27 | 39 |
| CA Fatality | 2 | 2.1 | 2 | 1.9 | 1.7 | 1.7 | 1.2 | 1.8 | 1.6 | 1.8 |
| CA Injury | 39 | 38 | 37 | 38 | 36 | 35 | 32 | 35 | 35 | 33 |

*Note: As of 2009, the number of pedestrians injured and killed is reported by federal fiscal year rather than calendar year by the California Office of Traffic Safety.

Injuries and Fatalities by Age Categories

Countywide, pedestrians aged 15 to 24 years were injured more often than any other age group, accounting for 26% of county pedestrian injuries and fatalities in 2013. Nationally, those 15 to 24 years of age accounted for 585 of 4,735 fatalities (12%) and 15,000 of 66,000 injuries (23%). Children aged 5 to 14 were the second highest injury group in Santa Cruz County at 15%. Those aged 65 and older were the third highest group at 13%. Both of the pedestrians killed in Santa Cruz County were males, one 28 years old and the other 65 years old.



Santa Cruz County Injuries/Fatalities by Jurisdiction

The number of pedestrian injuries in 2013 were almost the same in the City of Santa Cruz (29), the City of Watsonville (29) and the unincorporated area (28). Both pedestrian fatalities occurred in the unincorporated area of the county. The City of Capitola had six pedestrian injuries and Scotts Valley had five. The University of California at Santa Cruz reported one pedestrian injury.

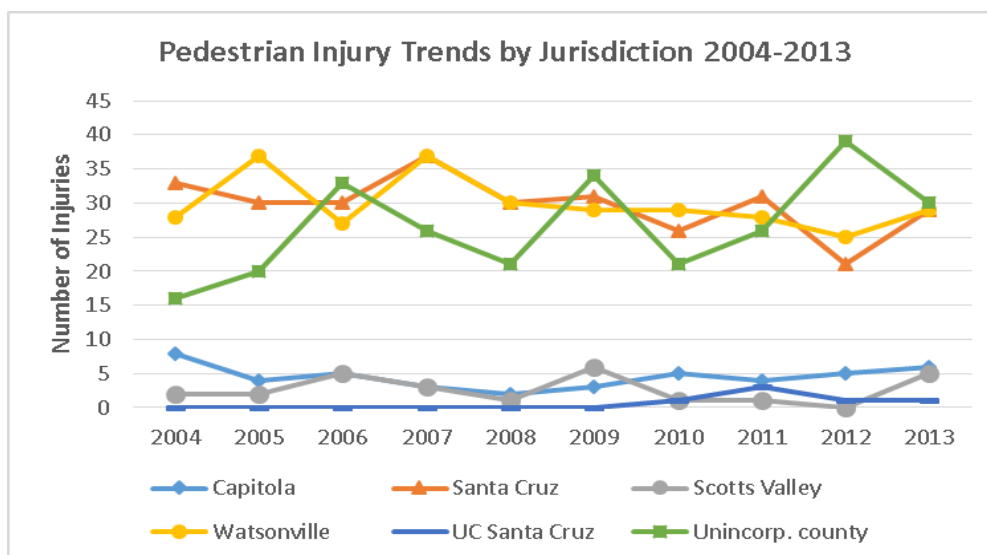


Table Two: Pedestrian Injuries and Fatalities by Jurisdiction

| Jurisdiction | Pedestrians Injured (Killed) | | | | | | | | | |
|------------------------|-------------------------------------|---------------|---------------|----------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 |
| Capitola | 8 | 4 | 5 | 3 | 2 | 3 | 4 (1) | 4 | 5 | 6 |
| Santa Cruz | 33 | 29 (1) | 29 (1) | 36 (1) | 30 | 28 (3) | 26 | 31 | 21 | 29 |
| Scotts Valley | 2 | 2 | 5 | 3 | 1 | 6 | 1 | 1 | 0 | 5 |
| Watsonville | 26 (2) | 37 | 27 | 36 (1) | 29 (1) | 28 (1) | 28 (1) | 28 | 24 (1) | 29 |
| UCSC | na | na | na | na | na | na | 1 | 3 | 1 | 1 |
| Unincorporated | 16 | 16 (4) | 31 (2) | 24 (2) | 19 (2) | 34 | 20 (1) | 24 (2) | 38 (1) | 28 (2) |
| SC County Total | 85 (2) | 88 (5) | 97 (3) | 102 (4) | 81 (3) | 99 (4) | 80 (3) | 91 (2) | 89 (2) | 98 (2) |

*Note: UC Santa Cruz data not available prior to 2010; S.C. County Total injuries not shown in graph.

There were a number of locations in the county where multiple pedestrian injuries occurred. In the City of Santa Cruz, there were three collisions on Laurel Street and three on Front Street. In Watsonville, there were five collisions on both Lake Avenue and Freedom Boulevard. There were five collisions on 41st Avenue (three in Capitola and two in the unincorporated area) and three on Highway 9. Both pedestrian fatalities occurred in the unincorporated area on Highway 129.

Collision Factors

In examining the SWITRS data for primary collision factors, the driver was listed at fault in 57% of the cases in 2013. For drivers, the most common collision factor, occurring 27 times, was failure to yield to a pedestrian who had the right of way. Improper turns were the second most common, occurring eight times, followed by unsafe speed. Unsafe driving speed was listed as the primary collision factor in one of the two pedestrian deaths. Pedestrians were at fault in 31% of incidents, including three of the four bicycle/pedestrian collisions. The most common causes were crossing the road while not in a crosswalk (19 cases) and walking in the road (seven cases). In 11% of collisions fault was not determined.

There were two collisions in which the driver's use of alcohol or drugs was considered the primary factor. In two crashes, including one which resulted in a pedestrian death, the pedestrian was under the influence. National data for 2013 revealed that alcohol involvement for the driver and/or the pedestrian was reported in 49% of collisions that resulted in a pedestrian fatality².

16 hit-and-run injuries involving pedestrians were reported in 2013, representing 16% of all pedestrian injuries/fatalities in the county. In terms of timing, 31% of collisions in Santa Cruz County occurred at night, 62% during the day, and 7% at either dusk or dawn. Both fatalities occurred at dawn (5:50 and 5:52 a.m.). Nationally, the majority of pedestrian fatalities in 2013 (72%) occurred in the dark².

Conclusions

The National Healthy People 2020 objectives are to reduce pedestrian deaths to 1.5 per 100,000 population and reduce pedestrian injuries to 20.3 per 100,000 on public roads. Both Santa Cruz County and the State of California have had worse injury rates than this since 2002. On the other hand, the 2013 fatality rate for Santa Cruz County was much better, with a 0.7 rate well below the 2020 target.

In 2013, OTS ranked Santa Cruz County 12th out of 55 California counties reporting for pedestrians injured or killed by average population³. Watsonville was among the top ten highest cities for pedestrian injuries and fatalities, ranking 4th out of 102 comparable cities for all pedestrian injuries and fatalities, and 2nd for pedestrian injuries and fatalities in children less than 15 years old. The City of Scotts Valley was ranked 3rd out of 105 comparable cities for all pedestrian injuries and fatalities among those under 15 years of age.

It is important to note these rankings do not quantify the number of people walking, miles walked, or the percentage of pedestrians as a total of all transportation modes, which would be necessary to calculate pedestrian exposure and risk of injury. According to the American Community Survey, 2.8% of workers in the United States walked to work during the five-year period from 2009 to 2013, however 4.3% did so in Santa Cruz County⁴. Also important to note is that the data used in this report was obtained by reviewing pedestrian involved collisions for Santa Cruz County in 2013 as collected and compiled by the CHP in their SWITRS database. It does not include data from medical providers, nor does it allow for self-reporting of incidents.

Continued efforts are needed among traffic safety partners to reduce pedestrian injuries and fatalities through education, enforcement, and improvements in pedestrian-friendly infrastructure in Santa Cruz County. Based on 2013 data, outreach and education needs to be directed at both drivers and pedestrians about safe behavior on and around Santa Cruz County roads, especially among youth. Particular focus should be given to the cities of Watsonville and Santa Cruz, and the unincorporated areas, especially those locations where multiple pedestrian injuries occurred.

References

- 1: California Highway Patrol, Statewide Integrated Traffic Records System. Retrieved 03/12/15 from <http://iswitrs.chp.ca.gov/Reports/jsp/CollisionReports.jsp>
- 2: National Highway Traffic Safety Administration. *Traffic Safety Facts 2013 Data*. Retrieved from <http://www-nrd.nhtsa.dot.gov/Pubs/812124.pdf>
- 3: California Office of Traffic Safety. *2013 OTS Rankings*. Retrieved from http://www.ots.ca.gov/Media_and_Research/Rankings/default.asp
- 4: United States Census Bureau, American Community Survey Reports. Retrieved from http://factfinder.census.gov/faces/nav/jsf/pages/community_facts.xhtml

Funding for this project was provided in part by the Santa Cruz County Regional Transportation Commission and the California Office of Traffic Safety, through the National Highway Traffic Safety Administration. For more information, please contact the Community Traffic Safety Coalition c/o the Community Health Education Unit of the County of Santa Cruz Health Services Agency at 1070 Emeline Avenue, Santa Cruz, CA 95060, (831) 454-4312.

AGENDA: February 18, 2016

TO: Regional Transportation Commission (RTC) –
Transportation Policy Workshop (TPW)

FROM: Rachel Moriconi, Sr. Transportation Planner

RE: Revised 2016 State Transportation Improvement Program (STIP)
Proposal to the California Transportation Commission (CTC)

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC):

1. Adopt a resolution ([Attachment 1](#)) proposing revisions to projects previously approved for State Transportation Improvement Program (STIP) funds, as recommended by staff and project sponsors ([Attachment 2](#)); and
 2. If the CTC proposes to delete funds or delay projects that otherwise will be ready to be delivered in FY16/17:
 - a. Reduce STIP funds to the Highway 1/Harkins Slough Road Interchange project by \$1.5 million; and
 - b. Substitute Regional Surface Transportation Program (RSTP) funds for STIP funds.
-

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC), as the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for selecting projects to receive certain state and federal transportation revenues, including State Transportation Improvement Program (STIP) funds. Every two years, Caltrans develops and the California Transportation Commission (CTC) adopts a Fund Estimate showing anticipated revenues available for STIP projects over the next five-years. While each county in the state is designated a share of funds based on formulas established under SB45 in 1997, STIP projects selected by the RTC are subject to concurrence from the California Transportation Commission (CTC), which makes the final determination on which projects are programmed statewide, what year they are programmed, and when to release (allocate) funds to individual projects. In August 2015, the CTC determined that revenues were insufficient to program any new projects in the 2016 STIP and instead requested that regions re-spread projects previously programmed through FY2016-2019 out an additional two years. On December 3, 2015 the RTC approved a proposal to the CTC to delay several STIP-funded projects, based on current project schedules. The Regional Transportation Improvement Program (RTIP)

showing project information as approved by the RTC through December 3, 2015 is available online at: www.sccrtc.org/rtip.

DISCUSSION

Due to the recent drop in oil prices, price-based excise tax revenues projected in the Fund Estimate that was adopted by the California Transportation Commission (CTC) in August 2015 are not materializing. While the CTC, RTC, and entities statewide are urging state legislators to work together to develop a compromise that will stabilize and increase STIP and other transportation funding, in the absence of such action the CTC adopted a revised STIP Fund Estimate at its January 21, 2016 meeting. The revised Fund Estimate requires the CTC to not only delay projects previously programmed for STIP funds, but also delete \$754 million in projects (approximately 35% of what is programmed statewide). The CTC is asking regions, including the RTC, to submit revised proposals for the 2016 STIP by February 26. The greatest revenue shortfall, compared to projects programmed, is anticipated in FY16/17.

The RTC currently has about \$25 million in STIP funds programmed toward various projects. The CTC has not committed to spread the deprogramming pain statewide, but if it were to follow STIP County Share formulas, Santa Cruz County's share of the deficit would be approximately \$4 million. Since the region already has an unprogrammed County Share balance of \$2.5 million, the region's equitable share of the deficit would be \$1.5 million. If the CTC were to instead delete a third of funds from each county, over \$8 million in projects could be deleted in Santa Cruz County. In any case, the CTC will be considering the priorities it established for FY15/16 allocations when deciding which projects to delete (Attachment 3). Based on the CTC priorities, pre-construction, bicycle and pedestrian, and local street and road projects are most at risk.

RTC staff met with local agencies about their STIP-funded projects and **recommends that the RTC adopt a resolution (Attachment 1) proposing amendments to projects previously approved for State Transportation Improvement Program (STIP) as shown in Attachment 2**. This constitutes two changes from the proposal approved by the RTC in December.

- Shift funds for the Highway 1/9 Intersection from FY16/17 to FY17/18. Since the City of Santa Cruz is using local funds to cover over 80% of the project cost, it is anticipated that it can wait until FY17/18 to receive STIP funds without delaying project implementation.
- Shift funds for the Highway 1 41st Avenue- Soquel Avenue Auxiliary Lanes and Chanticleer Bike/Pedestrian Bridge project design and right-of-way phases from FY16/17 to FY17/18. Due to extensive comments on the draft environmental document and new state requirements, the final environmental document is expected to take a few extra months. Staff will provide additional information on this project at a future meeting.

Since the RTC is not proposing projects to receive its \$2.5 million unprogrammed STIP County Share, this revised proposal to the CTC is responsive to the CTC's need to limit the number of projects programmed in the STIP and to push many projects out beyond FY16/17. It does not volunteer projects to be deleted.

If the CTC instead proposes to delete funds from projects in Santa Cruz County or delays projects that otherwise will be ready to be delivered in FY16/17, staff and project sponsors recommend that the RTC:

- 1. Reduce STIP funds to the Highway 1/Harkins Slough Road project by \$1.5 million.** The City of Watsonville has been working with Caltrans to refine the scope of this project to focus on improving bicycle/pedestrian access over Highway 1. Preliminary estimates for a bicycle/pedestrian bridge are lower than the currently programmed amount. Given that this project is also eligible for more reliable Active Transportation Program (ATP) funds, staff recommends that the RTC support the City of Watsonville in submitting an application for ATP funds for this project. If the City of Watsonville does not receive an ATP grant for the project and/or the final engineers construction cost estimate is higher, staff recommends that the RTC indicate its intent to reprogram \$1.5 million in funds to the project. The City of Watsonville anticipates that the final engineers estimate will be available in FY2019/20.
- 2. Substitute Regional Surface Transportation Program (RSTP) funds for STIP funds.** This action would apply to projects the CTC deletes and projects delayed beyond 2016/17 that otherwise are ready to be delivered. Using RSTP to backfill the STIP means that less funding will be available for new projects in Santa Cruz County in the near future, however this change in the "color of funds" would reaffirm the RTC's financial commitment to these projects and keep them on schedule. At its January 14 meeting, the Interagency Technical Advisory Committee (ITAC) recommended that the RTC postpone issuing a call for projects for Regional Surface Transportation Program (RSTP) funds until more is known about which projects will be affected by the STIP funding shortfall.

Other options staff and project sponsors considered but do not recommend:

1. Propose no changes to STIP projects and leave it up to the CTC to decide which projects to delete;
2. Delete STIP projects that will not be ready for construction for several years, in anticipation that they could be reprogrammed if additional STIP funding becomes available (for instance, if the California legislature approves a funding package that addresses STIP funding shortfalls and gasoline prices stabilize);
3. Delete projects that do not have 100% of matching funds budgeted;
4. Prioritize projects based on project benefits, including number of people served by a project and how well they advance regional and state goals (safety, system preservation, greenhouse gas emission reductions, etc).
5. Delete projects which do not match the CTC's priorities; or

6. Reduce the scope and funding for projects proportionally.

Next Steps

The RTC's revised proposal for State Transportation Improvement Program (STIP) projects is due to the California Transportation Commission (CTC) by February 26, 2016. If regions statewide do not propose sufficient deletions, CTC staff will propose specific projects to delete in each region. Staff will work with the CTC and projects sponsors to minimize impacts to projects, consistent with RTC direction at this meeting. The CTC will release its staff recommendations by April 22, 2016. Final CTC approval of the 2016 STIP has been postponed to May 18-19, 2016.

The CTC's revised Fund Estimate assumes price-based gas taxes will be 10 cents per gallon in FY16/17 and rise 2 cents each subsequent year. Unfortunately, the CTC's revised Fund Estimate – requiring deletion of \$754 million in projects - may be an optimistic estimate, since many economists predict oil prices will not rise, which could mean that further cuts to the STIP will be made in the future. The RTC will continue to work with projects sponsors, legislators, and the community to secure more reliable funding sources for transportation projects.

SUMMARY

Due to a significant drop in the price of oil, revenues generated from gas and diesel taxes in California have plummeted. In response, the California Transportation Commission (CTC) adopted a new State Transportation Improvement Program (STIP) Fund Estimate on January 21 which requires over \$750 million in projects programmed statewide to be deleted from the STIP. The CTC is requesting that regions submit revised proposals for STIP funds by February 26. Staff and project sponsors recommend that the RTC not program \$2.5 million of the region's county share balance and shift some projects to later years of the STIP. If the CTC decides to delete projects in Santa Cruz County, staff and project sponsors recommend deleting \$1.5 million from one project that may have cost savings and substituting Regional Surface Transportation Program (RSTP) funds for STIP funds for projects.

Attachments:

1. Resolution
2. Revised Santa Cruz County STIP Proposal
3. CTC STIP Priorities

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RESOLUTION NO. 10-16

Adopted by the Santa Cruz County Regional Transportation Commission
on the date of February 18, 2016
on the motion of Commissioner
duly seconded by Commissioner

A RESOLUTION AMENDING THE
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM (RTIP)
PROPOSAL TO THE CALIFORNIA TRANSPORTATION COMMISSION (CTC) FOR
THE 2016 STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for programming and monitoring the use of various state and federal transportation funding sources and is responsible for preparing and adopting the *Regional Transportation Improvement Program* (RTIP) to reflect approved projects, consistent with the *Santa Cruz County Regional Transportation Plan* (RTP), state law (including SB 45) and the California Transportation Commission's (CTC) State Transportation Improvement Program (STIP) Guidelines, and in consultation and cooperation with local project sponsors and Caltrans District 5;

WHEREAS, the RTC adopted the *2016 Regional Transportation Improvement Program for Santa Cruz County* on December 3, 2015 amending funding and schedule information for previously approved projects;

WHEREAS, the California Transportation Commission (CTC) adopted a revised State Transportation Improvement Program (STIP) Fund Estimate on January 21, 2016 that shows a significant reduction in revenues from the price based excise tax on gasoline through FY2020/21;

WHEREAS, the CTC will be rescinding \$752 million in STIP funds previously committed to projects statewide due to reduced transportation revenues and has requested revised Regional Transportation Improvement Program (RTIP) proposals from regional agencies;

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION:

1. The *2016 Regional Transportation Improvement Program for Santa Cruz County* is hereby amended to shift State Transportation Improvement Program (STIP) funds previously committed to projects to later years, as summarized in Exhibit A.
2. The California Transportation Commission (CTC) is hereby requested to reflect this action in the *2016 State Transportation Improvement Program (STIP)*.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

Zach Friend, Chair

ATTEST:

George Dondero, Secretary

Exhibit A: Santa Cruz County Revised 2016 STIP Proposal

Distribution: RTIP files

Recommended Revised STIP Proposal

All figures in 000's (thousands)

| Project Sponsor | Project | STIP PPNO | RTIP # | STIP \$ | STIP Funds (Bold-updates from 12/3/15) | | | | | | STIP \$/Phase | | | | Total Cost | Other funds | RTC Staff and Project Sponsor Recommendations |
|-----------------|--|-----------|---------|---------|--|-------|-------|-------|-------|--------------|---------------|-------|-------|--------------|--------------|---|--|
| | | | | | 15-16 | 16-17 | 17-18 | 18-19 | 19-20 | 20-21 | E&P | PS&E | R/W | Const | | | |
| Santa Cruz | State Routes 1/9 Intersection Improvements (construction) | 4658 | SC 25 | 1,329 | | 1,329 | 1,329 | | | | 0 | 0 | 0 | 1,329 | \$7.8M | City funds | Shift funds to FY17/18. City of Santa Cruz contributing majority of funds for this project and can initiate work in FY16/17 using local funds and wait until FY17/18 for STIP. |
| Santa Cruz | MBSST- Segment 7 | 2551 | TRL07SC | 805 | | 805 | | | | | 0 | 0 | 0 | 805 | \$6M | Fed Earmark, City funds, donations | No change. |
| Watsonville | Rt 1/ Harkins Slough Rd Improvements | 413 | WAT 01 | 5,840 | | | | 462 | 6878 | | 0 | 0 | 462 | 6878 | \$9.8M | City funds | If required by CTC, reduce amount programmed by \$1.5M based on preliminary updated construction cost estimates. RTC commit to backfill with up to \$1.5M RSTP or future STIP funds if final cost estimate higher. As approved by RTC 12/3/15 - shifts funds to later years based on current schedule. |
| Watsonville | Airport Boulevard at Freedom Blvd Modifications | 2366 | WAT 38 | 850 | | 850 | | | | | 0 | 0 | 0 | 850 | \$1.3M | Fed HSIP; City funds | As approved by RTC 12/3/15 - shifts funds from FY15/16 to FY16/17 |
| Watsonville | Airport Boulevard Improvements (1200 feet east of Westgate Drive/Larkin Valley Road to east of Hanger Way) | 2555 | WAT 40 | 1,195 | | 1,195 | | | | | 0 | 0 | 0 | 1,195 | \$1.5M | City funds | No change. |
| Watsonville | MBSST- Segment 18 | 2552 | TRL18L | 1,040 | 90 | 950 | | | | | 0 | 90 | 0 | 950 | \$1.3M | City funds, donations | No change. |
| Watsonville | Sidewalk Infill Harkins Slough Road and Main Street | 2556 | WAT 41 | 120 | | 120 | | | | | 0 | 0 | 0 | 120 | \$200k | City funds | As approved by RTC 12/3/15 - shifts funds from FY15/16 to FY16/17 |
| Santa Cruz Co | Casserry Rd Bridge Replacement | 2557 | CO 73 | 125 | | | 125 | | | | 0 | 0 | 0 | 125 | \$903k | County funds | As approved by RTC 12/3/15 - shifts funds from FY15/16 to FY16/17 |
| Santa Cruz Co | Freedom Blvd Cape Seal (Hwy 1 to Pleasant Vly Rd) | 2558 | CO 74 | 800 | 800 | | | | | | 0 | 0 | 0 | 800 | \$1M | County funds | No change. |
| SCCRTC | Hwy 1 41st Ave-Soquel Ave Auxiliary Lanes and Chanticleer Bike/Ped Bridge | 73A | RTC 24F | 4,000 | | 4000 | 4,000 | | | \$2M reserve | 0 | 2,570 | 1,430 | \$2M reserve | \$27M | TBD - proposed ballot measure; STIP reserve | Shift funds to FY17/18. Due to extensive comments received on Draft EIR (1/18/16) and new federal rules, additional analysis being done for Final environmental. |
| SCCRTC | RT 1 Mar Vista Bike/Ped Overcrossing | 1968 | RTC 30 | 6,564 | | | 1,635 | 4,929 | | | 0 | 575 | 1,060 | 4,929 | \$7.5M | RSTP | As approved by RTC 12/3/15 - swap RSTP currently programmed for construction with STIP funds programmed for environmental review; shifts funds to later years to match current schedule. |
| SCCRTC | Freeway Service Patrol | 923 | RTC 01 | 150 | | 150 | | | | | 0 | 0 | 0 | 0 | \$350k /year | State FSP | No change. |
| SCCRTC | Planning, Programming & Monitoring (PPM) | 921 | RTC 04 | 524 | | 175 | 175 | 174 | | | 0 | 0 | 0 | 0 | See budget | | No change. |

Notes: Bold-updates from action taken by RTC December 3, 2015.

STIP: State Transportation Improvement Program

RTIP: Regional Transportation Improvement Program

Components - E&P: Environmental and Project Report;

PS&E: Plans, Specifications, and Engineering (design)

R/W: Right-of-way; Const: Construction

Totals 23,342 890 4,245 7,264 5,565 5,378 Reserve

Share 27,381

Balance- 4,039

Reserve

Estimated Project Schedule (start-end -- month/year)

| Project | E&P | PS&E | R/W | Const | CTC Category Priority # | Summary of Benefits |
|--|-----------------------|------------|------------|------------|--|---|
| State Routes 1/9 Intersection Improvements (construction) | Complete | 7/15-12/16 | 7/15-12/16 | 1/17-12/17 | #3: Funded with both STIP and other competitively selected fund; #8: Operation improvement on SRS #17: Active transportation | Improve access and safety; reduce congestion and bottleneck, energy use and emissions. Heavily traveled (approx 85K/day), provides access for the UCSC, Santa Cruz west side, Harvey West Business Area and Downtown. Primary transit connection between operations base and revenue service. Improves safety for bicycles and pedestrians. From 2009-2013, 50 collisions occurred within the project extent and the intersection regularly has the highest number of collisions in the city. |
| MBSST- Segment 7 | 3/15-5/16 | 3/15-9/16 | 3/15-9/16 | 10/16-8/17 | #3: Funded with both STIP and other competitively selected funds; #4: At risk of losing federal DEMO funds | Provide off-street active transportation facility trail that will improve safety for bicycles and pedestrians and increase connectivity to neighborhoods, businesses, and activity centers. Reduces VMT. Provides safe alternative to SR1/Mission St. which does not have bicycle facilities and has high fatal and injury collisions rates (41 collisions 2009-2013). High use anticipated/dense area: directly serves employment, recreational, tourism, commercial/services, and residences. Connects to Wilder Ranch State Park trails and beach area, Mission St Extension bikeway, and improves access to Natural Bridges State Park. Serves 4 schools within ¼ mile. Highest rated segment in the MBSST Master Plan. STIP funds providing match to \$3.25M federal earmark that is subject to being lost. Strong community support for project, including \$1.18M in funds provided by the City of SC and donated by community members to the project. |
| Rt 1/ Harkins Slough Rd Improvements | 7/16-7/18 | 7/18-1/20 | 7/18-1/20 | 4/20-8/21 | #17: Active transportation | Improve safety and traffic flow. Improve pedestrian and bike access to PVHS - students currently walking in roadway of overpass to access high school. |
| Airport Boulevard at Freedom Blvd Modifications | 10/14-3/16 | 4/15-1/17 | 9/15-1/17 | 1/17-11/17 | #4: At risk of losing federal funds (HSIP) #16: Operational improvements on local road #17: Active transportation | Reduce collisions, reduce delay, and system preservation. ADT over 20k/day |
| Airport Boulevard Improvements (1200 feet east of Westgate Drive/Larkin Valley Road to east of Hanger Way) | 1/16-1/17 | 1/16-8/16 | 1/16-8/16 | 10/16-8/17 | #15: Local road rehab and reconstruction; #16: Operational improvements on local road #17: Active transportation | Reconstruct roadway, install new sidewalk, upgrade curb ramps and other pedestrian facilities. Major transportation corridor (ADT 18,000). Improve safety by creating a high visibility crosswalk; system preservation; fill gaps in sidewalk network; improve access for the disabled with curb ramps and increase access to bus facilities; reduce pedestrian crossing distance; add pedestrian signal heads, pedestrian-actuated traffic signals and audible countdown pedestrian signal heads. |
| MBSST- Segment 18 | 6/15-3/16 | 3/16-9/16 | 3/16-9/16 | 9/16-7/17 | #3: Funded with both STIP and other competitively selected fund; #17: Active transportation | Improve safety for bicycles and pedestrians. Reduce VMT by increasing biking and walking; improve connectivity to City trail network, reduce disparities in safety and access for transportation disadvantaged; increase economic benefits from birdwatchers. Part of larger trail network planned to eventually provide access to High School if/when bridge built over slough on Lee Rd. |
| Sidewalk Infill Harkins Slough Road and Main Street | 6/15-3/16 | 10/15-5/16 | 1/16-8/16 | 9/16-4/17 | #17: Active transportation | Fills gap in sidewalk network; provide access to High School, transit, employment centers, commercial; safety. |
| Cassery Rd Bridge Replacement | 6/13-7/16 | 9/14-3/17 | 7/16-12/16 | 3/17-10/17 | #15: Local road rehab and reconstruction | System preservation and open bridge to 2 lanes (currently one-lane). |
| Freedom Blvd Cape Seal (Hwy 1 to Pleasant Vly Rd) | 11/15-12/15 | 12/15-2/16 | na | 3/16-8/16 | #15: Local road rehab and reconstruction | System preservation. PCI 26-46. Used by autos (ADT 15,700), buses, bikes, and Aptos High School. Connects communities of Aptos, Corralitos and Freedom. Used as an alternative to SR 1. |
| Hwy 1 41st Ave-Soquel Ave Auxiliary Lanes and Chanticleer Bike/Ped Bridge | est. done Spring 2017 | 7/17-12/18 | 7/17-12/18 | 1/19-7/20 | #20: Preconstruction funding for projects on state highway system; #8: Operational improvement on the SRS | Auxiliary lanes will improve freeway operations by reducing congestion, travel delay and vehicle collisions. The Chanticleer pedestrian/bicycle crossing will promote active travel modes and improve access and safety across Highway 1. This is the busiest section of Highway 1 in the county, carrying over 100,000 vehicles a day. Daily congestion on Highway 1 results in by-pass traffic on local arterials, increased travel times and delay. Project identified as the most beneficial operational improvement that can be made to Highway 1. |
| RT 1 Mar Vista Bike/Ped Overcrossing | 3/16-3/18 | 4/18-6/19 | 4/18-6/19 | 6/19-7/20 | #3: Funded with both STIP and other competitively selected fund; #17: Active transportation | Improve bicycle and pedestrian access and safety, reduce VMT, and address the division in community cohesion created by Highway 1 bisecting the Aptos community. The pedestrian/bicycle bridge proposed since early 1990s will provide an alternative between the congested Highway 1 Interchanges at Park Avenue and State Park Drive for access to Mar Vista Elementary School and Cabrillo College, and the New Brighton and Sea Cliff State Parks. |
| Freeway Service Patrol | na | na | na | ongoing | #7: Safety projects on the SRS and #8: Operational improvements on SRS | Reduce non-recurrent congestion, which is estimated to cause 30-50% of congestion; reduce emissions caused by idling; improve safety by reducing likelihood of secondary collisions; reduce delay. Hwy 1 ADT over 100K/day. |
| Planning, Programming & Monitoring (PPM) | na | na | na | ongoing | #2: PPM | Ensure that state and federal planning and programming requirements are met, in order for projects to access state and federal funds. |

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*****EVE'S TIP PRIORITIES

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recommended for allocation based on criteria chosen to reflect statewide goals and policies, including Governor's executive orders 37/380, in priority order:

- AB 3090 cash reimbursements
- Planning, Programming and Monitoring
- Projects funded with both STIP and other competitively selected fund
- Projects at risk of losing federal funding if not allocated
- Project Allocations for:
 - Required mitigation projects for construction projects previously allocated
 - Safety projects on the state highway system (that cannot be funded by SHOPP)
 - Operational improvements on the state highway system
 - Capacity expansion intercity rail projects
 - Operational improvements on intercity rail system
 - Capacity expansion urban transit projects with intercity rail benefit or significant regional benefit
 - Operational improvements to transit with intercity rail benefit or significant regional benefit
 - Capacity expansion projects on state highways with freight benefit or that demonstrate significant economic impact, and that incorporate multiple corridor elements (rail, transit and/or active transportation)
 - Capacity expansion projects on state highways with freight benefit or that demonstrate significant economic impact
 - Local road rehabilitation and reconstruction
 - Operational improvements on local road and transit operational improvements
 - Active Transportation projects
 - Capacity expansion projects on state highways (other than those detailed above)
 - Capacity expansion local road projects and capacity expansion transit projects without intercity rail or significant regional benefit
 - Preconstruction funding for projects on the state highway system (excluding preconstruction components for projects funded with both STIP and other competitively selected funds)
 - Preconstruction funding for projects on local roads (excluding preconstruction components for projects funded with both STIP and other competitively selected funds)



Affordable Housing and Sustainable Communities Program
Fact Sheet
February 2016

Background

- The Affordable Housing and Sustainable Communities Program funds land use, housing, transportation, and land preservation projects to support infill and compact development that reduces greenhouse gas (GHG) emissions and vehicle miles traveled (VMT).
- Projects are also to support related and coordinated public policy objectives, including:
 - Reducing air pollution
 - Improving conditions in disadvantaged communities
 - Supporting or improving public health
 - Improving connectivity and accessibility to jobs, housing and services
 - Increasing options for mobility, including active transportation
 - Protecting agricultural lands to support infill development
- The AHSC program is administered by Strategic Growth Council (SGC) and implemented by CA Housing & Community Development (HCD)
- SGC in coordination with its member agencies and departments is responsible for developing the program guidelines and selection criteria for implementation of the AHSC program.

AHSC Program Funding

- The Budget Act of 2014 appropriated \$130 million from the (SB 862) apportions 20% of GGRF annual proceeds to the AHSC Program beginning in FY 2015-16 (approximate \$400 million). This continuous appropriation is expected to grow each year.
- Annual project funding requirements:
 - 50% of funds for affordable housing, including preserving and developing affordable housing for lower income households
 - 50% of funds to disadvantaged communities

AMBAG's Role

- AMBAG has a role in the AHSC Program as an advisor in the application review process in the capacity as the Metropolitan Planning Organization (MPO) for the Monterey Bay Area region.
- The AHSC Program Guidelines provide MPOs such as AMBAG an option to play an advisory role in the two-part application review process.
 - In the first phase of the process, MPOs are invited to review concept applications for their ability to support implementation of the region's Sustainable Communities Strategy (SCS).

- The second phase of the selection process provides MPOs with an option to review full applications and submit a prioritized list of project rankings to the SGC. AMBAG performed this function in the previous funding cycle, based on consensus by the Board of Directors.
- Additionally, AMBAG has taken a proactive role in promoting collaborative relationships that could result in more successful applications from the Monterey Bay Area region and would help implement the SCS and well as providing technical assistance, as needed, to potential applicants in the application process.

We Need Your Help – Concerns Regarding the AHSC Program

- Geographic equity is key! All regions contribute to the cap-and-trade auctions and all regions deserve to benefit from the AHSC and not just the larger urban areas. The AHSC funds should be returned to source or at least a portion returned to the regions via formula.
- A realistic set aside for smaller rural and midsized regions is desperately needed with appropriate definitions and project scales.
- The AHSC Program application process is too complicated and need to be simplified. Smaller and rural communities do not have the technical capabilities needed to compete in large complicated statewide program.
- The definition of “disadvantaged communities” is unrealistic and does not accurately reflect the original legislative intent of what is truly disadvantaged and need to be revised immediately.
- Additional MPO coordination and SCS implementation is needed. In the first year of the Program, a small portion of the AHSC funding was allocated to transportation and transit investment even though transportation contributes roughly 40% of the GHG emissions throughout the State. The original intent of the AHSC Program is to implement the region’s SCSs, the State needs to work more closely with the regions to ensure priority is given to transportation projects included in the SCS.
- An estimated \$.10 of each gallon of gas purchased contributes to the cap-and-trade program. In 2012, retail gas sales from the AMBAG region totaled 272 million gallons which totals roughly \$27.2 million. Given that the AHSC Program receives 20% in annual apportionment, this equates to AMBAG contributing \$5.4 million annually to the AHSC Program, yet we have not received any funding.
- In the first year of the AHSC Program, the AMBAG region submitted four applications requesting \$19.7 million in AHSC funding and received \$0. This is expected to continue this year and in future years due to stringent guidelines.

Why is Santa Cruz METRO undergoing a Comprehensive Operational Analysis (COA) and proposing a Service Reduction

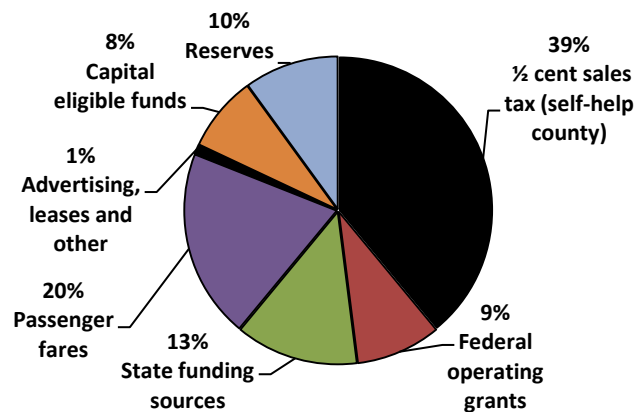
- ❖ Santa Cruz METRO has a structural deficit and insufficient Reserves to balance the budget in FY17:
 - What is a structural deficit? A fiscal imbalance in which recurring expenses exceed recurring revenues.
 - For several years now, annual balanced budgets have been achieved by using non-recurring revenues (Reserves) and non-traditional capital eligible State Transit Assistance (STA) and Federal Small Transit Intensive Cities (STIC) funds.
 - In FY17 this will amount to \$5.4 million in Reserves and \$5 million in STIC and STA.
 - METRO estimates a need of \$200 million for capital investments over the next ten years.
 - All capital eligible funds need to be redirected back to the capital program.
 - The Capital Program includes mission critical capital investments in bus and paratransit vehicle replacement, mid-life overhauls, facilities, non-revenue vehicles, Information Technology (IT) upgrades, customer facing capital investments, security projects and bus stop improvements.
- ❖ Major Contributing Factors to the Structural Deficit:
 - Too many consecutive years in which METRO has experienced an increase in the recurring costs of personnel, goods and services and in which the growth in recurring revenues have not kept pace.
 - Annual year-over-year operating expense growth significantly exceeding the annual Consumer Price Index (CPI) for the region: FY12 – FY15
 - Increasing costs associated with health benefits and retirement exceeding the year-over-year growth in revenues
 - Relatively flat ridership
 - Estimated Sales Tax Loss (FY08 – FY14) - \$26M
 - Relatively flat sales tax growth
 - If sales tax growth year-over-year had instead continued to grow at a modest 3% in the years following the 2008 economic downturn, METRO would have received \$26 million more revenue over the period FY08 – FY14.
 - As a result of the economic downturn, METRO had to subsidize its Operating Fund with \$21.8 million in non-recurring revenue (Reserves) and capital eligible state and federal funds over this same period of time.
 - Uncontrollable outside forces contributing to the structural deficit
 - 2008 Economic downturn - Prolonged Recession
 - Sluggish economic recovery since 2011
 - Continued high rate of local unemployment
 - Sales Tax Decline (FY08 – FY10)
 - Marginal Sales Tax Growth since 2011
 - State and federal transportation funds not keeping pace with the increasing cost of goods and services

Why is Santa Cruz METRO undergoing a Comprehensive Operational Analysis (COA) and proposing a Service Reduction

- Unwillingness on the part of State and Federal elected officials to increase the gasoline and diesel fuel tax
 - Federal gas tax has been unchanged since 1993 at 18.4 cents/gallon
 - Federal diesel fuel tax has been unchanged since 1993 at 20.1 cents/gallon
 - These federal gas and diesel taxes provide revenues to the federal Highway Trust Fund (HTF). 2.86 cents of each of these two fuel taxes go to the Mass Transit Account
 - The State provides State Transit Assistance (STA) funds to METRO, which is derived from the sales tax on diesel fuel
 - STA revenues are beginning to decline because diesel fuel prices and consumption are not increasing as projected
 - Increasing STA will require that the State increase the rate of State sales tax on diesel fuel and dedicating the new revenues to the STA program
- ❖ What has Santa Cruz METRO done recently to mitigate the Structural Deficit?
 - Increase revenues and decrease operating costs by:
 - Realigning the paratransit service to mirror the fixed-route
 - Restructuring paratransit fares and Highway 17 commuter express fares
 - Identifying operating and overhead efficiencies
 - Delaying filling vacant positions, and in some cases unfunded vacant positions
- ❖ Service Snapshot
 - Service area population – 250,000
 - Fixed-Route Service hours – 225,000
 - Annual passenger trips – 5.7 million
 - Fixed-Route Revenue Miles – 3.3 million
 - 110 buses (27 diesel and 83 CNG)
 - 41 paratransit vehicles (ParaCruz)
 - Fixed-Route Directional route miles – 479
 - Fixed-Route Number of bus stops – 935
 - Fixed-Route Number of routes - 35
- ❖ Service Distribution Measures
 - Service distribution by Revenue Service Hours
 - Geographic – 17%
 - Productivity – 89%
 - Source of ridership
 - Geographic – 7%
 - Productivity – 93%

Why is Santa Cruz METRO undergoing a Comprehensive Operational Analysis (COA) and proposing a Service Reduction

❖ Operations Funding Snapshot



Key Performance Indicators (KPIs)

- Fixed-Route passengers per Revenue Service Hour – 24.7
- Cost per Revenue Service Hour (RSH)
 - FY15 - \$175.41
 - FY14 - \$178.05
 - FY13 – \$166.18
 - FY12 – \$161.34
 - FY11 – \$146.72
 - FY10 – \$139.07
- Fixed-Route Farebox Recovery Ratio
 - 23.04% - Indicates how much of the fixed-route operating costs are covered by passenger fares
 - Also, indicates amount of non-passenger revenue (subsidy) needed to cover operating costs = 76.96%
- Paratransit Cost per Trip - \$56.93/trip
 - *NOTE: Paratransit efficiency measure is Cost per Trip, unlike fixed-route, which is measured as cost per Revenue Service Hour (RSH)*
- Paratransit Farebox Recover Ratio
 - 3.34% - Indicates how much of the paratransit operating costs are covered by passenger fares

❖ State-of-Good-Repair (SOGR)

- In a basic sense, a system is in a SOGR when all maintenance is performed at scheduled intervals, all facilities are properly maintained (there is no deferred maintenance) and all vehicles receive mid-life overhauls on-time and are later replaced as scheduled.

Why is Santa Cruz METRO undergoing a Comprehensive Operational Analysis (COA) and proposing a Service Reduction

- Santa Cruz METRO is not in a SOGR; METRO has identified a need for \$200 million in capital investments over the next ten years, and the backlog is growing due to the shortage of capital resources.
- ❖ METRO is overdue to replace much of its fixed-route bus fleet
 - METRO's average age of the fixed-route bus fleet is 12 years
 - The target average age of the fleet should be 6.5 years
 - Buses reach the end of their life between 12 – 15 years, or, 500,000 miles
- ❖ Why not plan to continue to help offset the \$11 million total operating structural deficit by continuing to use STIC and STA (non-traditional capital eligible funds) as operating revenue indefinitely?
 - STIC and STA should be used for capital programs
 - METRO is rapidly falling further and further behind in capital investments
 - METRO needs about \$20 million/year over the next ten years to address its capital needs
 - Capital revenue sources are increasingly more difficult to come by these days
 - In the past, METRO benefitted by generous federal "earmarks"
 - Federal "earmarks" are a funding source of the past, and likely never to return
 - METRO was the recipient of significant state capital revenues which resulted from the 2006 California Proposition 1B, which funded many capital projects
 - Proposition 1B revenues have been exhausted and a new state capital bond measure is nowhere in sight
 - The new state Cap and Trade program will provide limited funding relief to METRO's Capital Program due to the strict limitations placed on the dollars by the State
 - Redirecting STIC and STA back to the Capital Program will provide about \$5 million/year for capital investments and help to begin reducing the \$200 million unfunded capital backlog
- ❖ Financial Stabilization Plan - How do we resolve the structural deficit, replenish our reserves, address the unfunded capital needs and establish a stable financial foundation?
 - Reduce operating expenses - Continue to identify operating and overhead efficiencies
 - Strive to bring the fixed-route cost per Revenue Service Hour and the paratransit Cost per Trip in better alignment with our peer transit properties
 - Implement a Fixed-Route service restructuring that will provide a level of bus service that matches the level of available operating revenues
 - Work with Cabrillo College to see if the students will support a student pass
 - Work with UCSC to see if the students will support an increase in transit and parking fees to support the level of service provided to UCSC and to help better address morning peak-hour demand
 - Possible voter approval of a 2016 Santa Cruz County sales tax initiative that will provide much needed investments in local streets and roads, highway improvements, rail/trail and bus transit

Why is Santa Cruz METRO undergoing a Comprehensive Operational Analysis (COA) and proposing a Service Reduction

- Increase marketing efforts to attract more riders to the system
- Increase advertising and lease revenues
- Continue to strongly advocate at a state and federal level for increased operating and capital grants

❖ Adding Value/New Initiatives

- Migrate cash and magnetic-stripe fare media customers to the Cruz Card to help expedite fare payment and facilitate better on-time performance
- Seek funding for a Highway 1 feasibility study to look at the feasibility of adding “bus on shoulder” to Highway 1
- Seek grants to add electric buses to the METRO fleet
- Investigate adding electric over-the-road coaches to the Highway 17 commuter service
- Identify funding for an automatic vehicle location (AVL) system that will provide stop-level on-time performance data and a customer facing smart phone application for customers to use to determine when their next bus will arrive.