



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

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**AGENDA**

**Monday, December 11, 2017**

**6:00 pm to 8:30 pm**

**RTC Office  
1523 Pacific Ave  
Santa Cruz, CA 95060**

**COMMITTEE MEMBERSHIP**

<u>Member</u>	<u>Alternate</u>	<u>Representing</u>
Grace Voss	Janneke Strause	District 1
David Casterson, Vice -Chair	Jim Cook	District 2
Peter Scott	Will Menchine	District 3
Kem Akol	Vacant	District 4
Rick Hyman	Vacant	District 5
Vacant	Vacant	City of Capitola
Amelia Conlen, Chair	Vacant	City of Santa Cruz
Vacant	Vacant	City of Scotts Valley
Murray Fontes	Vacant	City of Watsonville
Kira Ticus	Piet Canin	Ecology Action
Leo Jed	Jim Langley	Comm. Traffic Safety Coalition

The majority of the Committee constitutes a quorum for the transaction of business

1. Call to Order
2. Introductions
3. Announcements – RTC staff
4. Oral communications – members and public

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

5. Additions or deletions to consent and regular agendas

## CONSENT AGENDA

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

6. Approve draft minutes of the November 13, 2017 Bicycle Advisory Committee meeting (pages 4-7)
7. Accept Bicycle Advisory Committee roster (page 8)
8. Accept summary of Hazard Reports (pages 9)
9. Accept letter from the Bicycle Advisory Committee to the US Army Corps of Engineers regarding the Pajaro River Food Risk Management Study and river levee bicycle access (pages 10-11)
10. Accept correspondence from Becky Steinbruner, member of the public, regarding "Supporting Safe Bicycle Travel in Aptos Village with RTC Grant Money for Phase II Aptos Traffic Light Project" (pages 12-13)
11. Accept 2018 Regional Transportation Improvement Program (RTIP) project list, as approved by the RTC on December 7, 2018 (pages 14-17)

## REGULAR AGENDA

12. Draft 2040 Regional Transportation Plan (RTP) – presentation from Ginger Dykaar, RTC Senior Transportation Planner (pages 18-28)
13. Santa Cruz County Bicycle Signage Project update – presentation from Anais Schenk, RTC Transportation Planner (pages 29-60)
14. 2018 Bicycle Advisory Committee Draft Calendar (page 61)
15. Updates related to Committee functions
16. Adjourn

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for February 12, 2018 from 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

### HOW TO REACH US

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

### AGENDAS ONLINE

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

**ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

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

**SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES**

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

**TITLE VI NOTICE**

*The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA, 95060 or online at [www.sccrtc.org](http://www.sccrtc.org). A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.*

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## Santa Cruz County Regional Transportation Commission

### BICYCLE ADVISORY COMMITTEE

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#### Draft Minutes

**Special Meeting**  
**Monday, November 13, 2017**  
**6:00 pm to 8:30 pm**

**RTC Office**  
**1523 Pacific Ave**  
**Santa Cruz, CA 95060**

1. Call to Order: Chair Conlen called the meeting to order at 6:05 pm.
2. Introductions

#### **Members Present:**

Grace Voss, District 1  
Janneke Strause, District 1 (Alt)  
David Casterson, District 2, Vice-Chair  
Will Menchine, District 3 (Alt.)  
Kem Akol, District 4  
Rick Hyman, District 5  
Amelia Conlen, City of Santa Cruz, Chair  
Murray Fontes, City of Watsonville  
Leo Jed, CTSC  
Kira Ticus, Ecology Action/Bike-to-Work

#### **Staff:**

George Dondero, Executive Director  
Cory Caletti, Sr Transportation Planner  
Grace Blakeslee, Sr Transportation Planner  
Rachel Moriconi, Sr. Transportation Planner

#### **Guests:**

Scott Hamby, City of Scotts Valley  
Marilyn Garrett, Member of the public  
Tom Hiltner, Santa Cruz METRO  
Kate Dovale, Member of the public  
Lyndel Fusella, Member of the public  
Stanley Sokolow, Member of the public  
Becky Steinbruner, Member of the public

#### **Unexcused Absences:**

#### **Excused Absences:**

Jim Cook, District 2 (Alt.)  
Peter Scott, District 3  
Jim Langley, CTSC (Alt.)  
Piet Canin, Ecology Action/Bike to Work (Alt)

#### **Vacancies:**

District 4 – Alternate  
District 5 – Alternate  
City of Santa Cruz – Alternate  
City of Scotts Valley – Voting and Alternate  
City of Capitola – Voting and Alternate  
City of Watsonville – Alternate

3. Announcements – Cory Caletti, staff to the Bicycle Advisory Committee, indicated that a number of RTC staff members have or are retiring and that new staff members are coming onboard. She also indicated that a December Bicycle Advisory Committee will be needed which will put the schedule back on track. Cory Caletti also announced that Phase 1 of the City of Santa Cruz rail trail (from Natural Bridges to Bay/California) is anticipated to break ground next Spring, with Phase 2 (from Bay/California to the Santa Cruz Wharf) to follow shortly thereafter. Finally, a few vacancies exist on the committee and a recruitment will be announced in the spring along with the regularly scheduled reappointments.
4. Oral communications – Rick Hyman reported that he submitted a bike hazard, that the issue was promptly dealt with and that he appreciated the speedy response and program effectiveness.
5. Additions or deletions to consent and regular agendas – None

### **CONSENT AGENDA**

A motion (Fontes/Ticus) was made to approve the consent agenda. The motion passed unanimously with members Voss, Casterson, Menchine, Akol, Hyman, Conlen, Fontes, Jed and Ticus voting in favor.

6. Approved draft minutes of the September 18, 2017 Bicycle Advisory Committee meeting
7. Accepted Bicycle Advisory Committee roster
8. Accepted summary of Hazard Reports
9. Accepted letter from the Bicycle Advisory Committee in support of the "Santa Cruz County Complete Streets to School Planning Grant"
10. Accepted letter from the Bicycle Advisory Committee in support of the "Watsonville Complete Streets to School Planning Grant"
11. Accepted comment from a member of the public regarding Glen Canyon as a bicycle route
12. Accepted comment submitted to the Regional Transportation Commission regarding the Unified Corridor Study by Committee member Rick Hyman
13. Accepted the 2017 Bicycle Friendly State ranking by the League of American Bicyclists
14. Accepted announcement from the Santa Cruz County Health Services Agency regarding award of a California Office of Traffic Safety to implement community education programs with the goal of improving safety on area roads

### **REGULAR AGENDA**

15. 2018 State Rail Plan - George Dondero, RTC Executive Director, provided an overview of the Draft California State Rail Plan. He discussed the key components of the plan and the cooperation of State and private partners in its development. Committee members discussed the need to ensure coordination between different transit systems so transfers are seamless. Comments also included the need for bike share services, bike parking and other bike amenities to facilitate first and last

mile trips. The link to a free webinar on the plan to be hosted by Caltrans mid-December will be sent to committee members.

16. Cruz511 In Your Neighborhood Program – Grace Blakeslee, RTC Senior Transportation Planner, presented results of the Cruz511 in Your Neighborhood pilot program which focused on reducing the number of drive alone trips and increasing the number of trips made by bus, biking, walking, and carpooling. She shared information about program participation, effective outreach and overall program results. Members commented on the usefulness and attractiveness of materials and the neighborhood specific outreach.

*Leo Jed left the meeting.*

Member of the public Marilyn Garrett expressed concern about the effects of cell towers and cell phone use on bus riders and drivers. Member of the public Stanley Sokolow commented on cost effectiveness of spending relative to program impact.

17. *2018 Regional Transportation Improvement Program* – Rachel Moriconi, RTC Senior Transportation Planner, presented preliminary staff recommendations on the *Regional Transportation Improvement Program*. Ms. Moriconi provided an overview of the funding sources and total funding available during this programming cycle, the project evaluation criteria, other available funding sources, and the thirty-six project applications received.

Committee members discussed proposed projects and funding recommendations, project evaluation and effectiveness, funding for bicycle projects, and specific design elements. Project sponsors from Bike Santa Cruz County, Cities of Watsonville and Scotts Valley, and Ecology Action addressed projects for which funding was requested. Member of the public Becky Steinbruner commented on project #25 (Aptos Creek Road Traffic Signal, Soquel Dr. Sidewalks and Bike Lanes) and asked that the committee recommend that no funding be allocated to the project. Additionally, she provided staff with a petition signed by members of the community, opposing funding for the traffic signal in Aptos Village. A motion was made (Murray/Casterson) to recommend to the RTC that additional funding, up to the full amount requested, be provided for projects #1 (Open Streets Events to be implemented by Bike Santa Cruz County), #2 (Every Day is Bike to Work Day to be implemented by Ecology Action), #12 (Pacific Avenue Sidewalk in the City of Santa Cruz), #18 (Glenwood Drive Rehabilitation in the City of Scotts Valley) and #22 (Bicycle Safety Improvements in the City of Watsonville). The motion included the request that staff seek clarification about bike elements included in project #25 in Aptos Village, specifically bike lane design and striping plans, and that staff inquire if the County of Public Works is able to present information about the project at the December Bicycle Advisory Committee meeting. The motion passed unanimously with Voss, Casterson, Menchine, Akol, Hyman, Conlen, Fontes and Ticus voting in favor. No votes were cast in opposition.

18. Updates related to Committee functions – A Pajaro River levee improvement project is planned which does not incorporate bike access or any bike improvements. Members agreed that at the very least, existing bike access should be maintained but indicated preference for design and construction of a path that will facilitate expanded use. A motion was made (Casterson/Ticus) to write a letter to the US Army Corps of Engineers requesting bike access expansion. The motion passed with Voss, Casterson, Menchine, Akol, Hyman, Conlen, Fontes and Ticus voting in favor. No votes were cast in opposition.

Another item discussed was the City of Santa Cruz's plan to close the Branciforte Creek path due to neighbor safety concerns arising out of the presence of transients and drug use. A motion was made (Hyman/Akol) to write a letter to City of Santa Cruz opposing the closure and recommending a multi-faceted planning approach to address neighbor concerns. The motion passed with Voss, Casterson, Menchine, Akol, Hyman, Conlen, Fontes and Ticus voting in favor. No votes were cast in opposition.

19. Adjourned - 8:30 PM

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for December 11, 2017. The meeting will be held from 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:

Cory Caletti, Senior Transportation Planner

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## BICYCLE ADVISORY COMMITTEE ROSTER – 2017

Representing	Member Name/Contact Info	Appointment Dates
<b>District 1 - Voting</b> Soquel, Live Oak, part of Capitola	Grace Voss 462-4884 gracevoss@sbcglobal.net	First Appointed: 2016 Term Expires: 3/19
Alternate	Janneke Strause 425-0665 director@bikesantacruzcounty.org	First Appointed: 2017 Term Expires: 3/19
<b>District 2 - Voting</b> Aptos, Corralitos, part of Capitola, Nisene Marks, Freedom, PajDunes	David Casterson, Vice-Chair 588-2068 dbcasteron@gmail.com	First Appointed: 2005 Term Expires: 3/18
Alternate	Jim Cook 345-4162 wookiv@comcast.net	First Appointed: 12/13 Term Expires: 3/18
<b>District 3 - Voting</b> Big Basin, Davenport, Bonny Doon, City of Santa Cruz	Peter Scott 423-0796 drip@ucsc.edu	First Appointed: 2007 Term Expires: 3/19
Alternate	William Menchine (Will) 426-3528 menchine@cruzio.com	First Appointed: 4/02 Term Expires: 3/19
<b>District 4 - Voting</b> Watsonville, part of Corralitos	Kem Akol 247-2944 kemakol@msn.com	First Appt: '93 (to Dist1) Term Expires: 3/18
Alternate	<i>Vacant</i>	<i>Term Expires: 3/18</i>
<b>District 5 - Voting</b> SL Valley, Summit, Scotts Valley, part of Santa Cruz	Rick Hyman bikerick@att.net	First Appointed: 1989 Term Expires: 3/19
Alternate	<i>Vacant</i>	<i>Term Expires: 3/19</i>
<b>City of Capitola - Voting</b>	<i>Vacant</i>	<i>Term Expires: 3/20</i>
Alternate	<i>Vacant</i>	<i>Term Expires: 3/20</i>
<b>City of Santa Cruz - Voting</b>	Amelia Conlen conlen.ameliawren@gmail.com	First Appointed: 5/13 Term Expires: 3/18
Alternate	<i>Vacant</i>	<i>Term Expires: 3/18</i>
<b>City of Scotts Valley - Voting</b>	<i>Vacant</i>	<i>Term Expires: 3/20</i>
Alternate	<i>Vacant</i>	<i>Term Expires: 3/20</i>
<b>City of Watsonville - Voting</b>	Murray Fontes murray.fontes@cityofwatsonville.org	First Appointed: 10/16 Term Expires: 3/19
Alternate	<i>Vacant</i>	<i>Term Expires: 3/19</i>
<b>Bike To Work - Voting</b>	Kira Ticus 426-5925 kticus@ecoact.org	First Appointed: 2017 Term Expires: 3/19
Alternate	Piet Canin 426-5925 ext. 127 pcanin@ecoact.org	First Appointed: 4/02 Term Expires: 3/19
<b>Community Traffic Safety Coalition - Voting</b>	Leo Jed 425-2650 leojed@gmail.com	First Appointed: 3/09 Term Expires: 3/18
Alternate	Jim Langley 423-7248 jim@jimlangley.net	First Appointed: 4/02 Term Expires: 3/18

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



Hazard Report

Date	First Name	Last Name	Contact Info	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response	Images
11/29/17	Geno	Viscuso	<a href="mailto:gtviscuso@gmail.com">gtviscuso@gmail.com</a>	397 Coral St	Evergreen	Santa Cruz	Rough pavement or potholes	Recent construction in the area (I forget if it was PG&E or the county) where Evergreen St and Coral St meet up with the pedestrian/bike path. I think they didn't properly fill one of the holes they dug.I was biking down the bike path's hill to turn right onto Coral St. I hit the pot hole and it caused my trajectory to change to be over the nearby man hole cover. My bike immediately slipped out from under me, and I crashed on	Amelia Conlen	11/29/17		<a href="#">Bicycle Hazard Downloaded Images\2017\Coral Street Pot-hole.jpg</a>
11/23/17	Rick	Hyman	<a href="mailto:bikerick@att.net">bikerick@att.net</a>	Pacific Avenue	Laurel St	Santa Cruz	Traffic signal problem	northbound Pacific at Laurel traffic signal did not detect bicycle; bike was stationoned on the marked wires;	Amelia Conlen	11/27/17	Thank you for this report. It has been forwarded to our maintenance team for action.	
11/13/17	Rick	Hyman	<a href="mailto:bikerick@att.net">bikerick@att.net</a>	Center Street	Mission	Santa Cruz	Traffic signal problem	Traffic signal on Center Street northbound at Mission didn't turn green although my bike was positioned right over the visible wires; had to wait through a whole second long cycle until a motor vehicle came up behind me and tripped the light	Amelia Conlen	11/14/17	11/17/2017 Amelia "Thank you for this report. We are determining whether this portion of the intersection is within Caltrans or City right-of-way, and both Caltrans and City maintenance staff have been notified of the need to repair the bike signal."	



## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

November 30, 2017

U.S. Army Corps of Engineers, San Francisco District  
Attn: Mr. Chris Eng, Environmental Manager  
1455 Market St, Suite 1737B  
San Francisco, CA 94103-1398

RE: Pajaro River Flood Risk Management Study-DRAFT General Reevaluation Report and Integrated Environmental Assessment Comments

Dear Mr. Eng;

The Santa Cruz County Regional Transportation Commission's (RTC) Bicycle Advisory Committee appreciates the opportunity to comment on the draft integrated General Reevaluation Report and Environmental Assessment (GRR/EA) and draft Finding of No Significant Impact (FONSI). The RTC's Bicycle Advisory Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. Such a network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes and reduces the dependency on automobile travel.

While the proposed project addressed improvements that will provide flood benefits to the neighboring communities, we request that it retain and improve the existing bicycling opportunities along the access roads on the tops of the levees by doing the following:

- 1. Restore Bikeways.** We are pleased that the GRR/EA acknowledges existing and proposed bicycle and pedestrian paths on Reaches 2, 3, 5, 6, 7 and 8 (Section 4.12 - Recreation). We request that bikeways be restored as called for in Mitigation Measure TRAF-7: Restore Bikeways and Pedestrian Trails, which says "USACE, Santa Cruz County, and Monterey County will restore or replace pedestrian trails directly affected by construction to equal or better than the existing preconstruction condition" (Section 4.15 – Traffic and Circulation).
- 2. Open all access roads to the public.** While all of the access roads are currently used by the public, only those within the City of Watsonville are legally accessible for all to use. We request that this project make all of the access roads where improvements are taking place to be legally accessible.
- 3. Allow bicycling on all access roads.** Currently, a portion of the access roads have surfaces that are safe for bicyclists. The existing roads that are accessible to bicycles have either a well maintained paved surface or a well compacted base rock surface. We request that the existing bicycle accessible access roads be retained and that all of the access roads where improvements are taking place be constructed to be accessible to bicycles.
- 4. Provide public access at various locations.** We request that the existing access points to the access roads be retained and that new points be provided at various locations where improvements are taking place and that these points be accessible to bicyclists and all users.

**5. Incorporate the City of Watsonville Trails and Master Plan.** The GRR/EA makes no mention of the City of Watsonville Trails Master Plan, which was adopted by Watsonville in 2012. Please incorporate the Master Plan into the GRR/EA and include the trails proposed along the levees on the Pajaro River and the Salsipuedes and Corralitos Creeks. The Master Plan can be found online at <https://www.cityofwatsonville.org/DocumentCenter/View/3207>.

Please take advantage of this unique opportunity to improve bicycling facilities within the project limits by complying with all of these requests. We welcome any feedback or questions regarding our comments.

The Committee thanks you for your consideration of this request. Please feel free to contact the RTC's Bicycle Program Manager and staff to the Bicycle Advisory Committee, Cory Caletti at (831) 460-3201 or by email at [ccaletti@sccrtc.org](mailto:ccaletti@sccrtc.org), for this and any other committee related matters.

Sincerely,



Amelia Conlen  
Bicycle Advisory Committee Chair

cc: Santa Cruz County Regional Transportation Commission  
Santa Cruz County Regional Transportation Commission's Bicycle Committee  
City of Watsonville Public Works Department  
County of Santa Cruz Public Works Department

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**From:** Cory Caletti  
**To:** ["Becky Steinbruner"](#)  
**Cc:** [Janneke Strause](#); [Jim Cook](#); [Rachel Moriconi](#)  
**Subject:** RE: Supporting Safer Bicycle Travel in Aptos Village wWith RTC Grant Money for Phase II Aptos Traffic Light Project  
**Date:** Thursday, November 16, 2017 5:27:00 PM

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Hello Ms. Steinbruner: The presentation was done by Rachel Moriconi, RTC Senior Transportation Planner. I'll pass the good words on to her. She is also cc'd on this reply.

As for your comments, your correspondence will be included in the December 7, 2017 Regional Transportation Commission (RTC) board packet and in the next Bike Committee packet.

~ *Cory*

.....  
[Cory Caletti](#), Sr. Transportation Planner/Rail Trail Program Manager  
[Regional Transportation Commission](#)  
831.460.3201

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**From:** Becky Steinbruner [mailto:ki6tkb@yahoo.com]  
**Sent:** Monday, November 13, 2017 10:38 PM  
**To:** Cory Caletti  
**Cc:** Janneke Strause; Jim Cook; Becky Steinbruner  
**Subject:** Supporting Safer Bicycle Travel in Aptos Village wWith RTC Grant Money for Phase II Aptos Traffic Light Project

Dear Ms. Caletti,

Thank you for your good presentation this evening to the RTC Bicycle Advisory Committee regarding the 2017 RTIP Grant applications. I appreciated being able to see plans for teh Project #25 Aptos Village Traffic Light, which is similar to last year's Aptos Village Traffic Improvement Project application.

I misunderstood the mission and scope of the Bicycle Advisory Committee regarding the RTIP grant application reviews. Now that I have that information, I would like to ask that once the bicycle path components of the 2017 application are clarified, the Committee ensures safe bicycle and motorist travel through the very congested Aptos Village area by recommending a Class II bike lane on both sides of Soquel Drive and Aptos Creek Road, with green stripe pavement marking, especially at intersections.

I think the County Public Works might be reminded of Mr. Sohriakoff's statements to the RTC Bicycle Advisory Committee early on in negotiations regarding the Aptos Village Project impacts that there would be a physical bumper to delineate the area bike lanes and that there would be bike lanes included within the Aptos Village Project's new internal roads (Aptos Village Way and Parade Street). I think it may have been Mr. Casterson who described this informal agreement during this evening's discussion. Those promises were accepted in good faith by the Bicycle Advisory Committee members at the time, and really do need to be upheld now.

I also think it is worthwhile to clarify with the Commission that last year's \$650,000 award for Phase II Aptos Village Traffic Improvement Project had a CONDITION that there be bike racks included in the Phase II Project. As I stated tonight, 100% of last year's grant money was later shifted to the Phase I Aptos Village Traffic Improvement needs, and no bike racks are included anywhere within the Phase I project. The relocated #71 Inbound Metro bus stop does not include bike racks and there is question as to whether there will be space enough to include a passenger shelter, due to space restrictions

related to railroad utility setback requirements by the Public Utilities Commission that were not previously recognized in the initial design. I wonder if the bike racks could be funded and installed between the Trout Gulch Crossing and Bayview Hotel alley way, if both property owners were agreeable? Norma Jean's Coffee Shop is a popular gathering spot there and is at the Trout Gulch / Soquel Drive intersection and relocated bus stop. There currently are no bike racks anywhere within the existing Aptos Village businesses or at any bus stop. Another possible bike rack location would be near the entrance of Aptos Village Park, near the railroad tracks. I have observed cyclists who ride to festivals at the park have no rack to which they can secure their bicycles while they visit the festivals.

I hope that the RTC Bicycle Advisory Committee will carefully review the bike path clarifications that County Public Works provides and make strong recommendations for elements within the Aptos Creek Traffic Light Project that will promote safe bicycling throughout the Aptos Village area for the benefit of the public at large.

I would appreciate your response.

Sincerely,  
Becky Steinbruner  
831-685-2915

**Exhibit A**  
**2018 Regional Transportation Improvement Program (RTIP)**  
**Projects Approved for funding by the SCCRTC on December 7, 2017**

*Available funds: Up to \$17.5M STIP (through FY22/23), \$3.5M STBG (through FY18/19), and est. \$600k SB 1 LPP and \$975,000 SB1 Transit funds*

Agency	Project Name	Description	Total Cost	Approved			
				Approved Funding	RTC Staff Comments/ Recommended Conditions	Worst-Case Scenario (if only \$9.7M)	Mid-Case Scenario (if only \$15M)
Bike Santa Cruz County (County HSA sponsor)	<b>Open Streets Events – Watsonville and Santa Cruz</b>	2 events/year over two years that temporarily transform roadways into parks for people to bike, walk, skate, and play in a safe and festive environment by temporarily blocking automobile traffic. Watsonville: Brennan/Union St (Freedom-Peck St); SC: West Cliff Dr. (Lighthouse Field-Swanton Blvd). Request: \$12.5k/event	\$97,000	<b>\$40,000</b>	Prioritize funding for events in Watsonville which has high collision rates, lower bike/walk use. <b>Bicycle Committee &amp; E/DTAC recommend full funding.</b> \$50k RSTPX approved by RTC 2/7/13 for events in Watsonville and Capitola. In 2016- RTC approved \$10K for Watsonville event. Provides venue to raise awareness of other programs (e.g. METRO, Cruz511, etc.) One-day event reaches large audience, however unclear if more effective compared to other TDM and infrastructure/focused education programs.	\$20,000	\$25,000
Ecology Action (RTC oversight)	<b>Every Day is Bike to Work Day</b>	Pilot bike commuter initiative to increase bike commuting at 6 large employers in Santa Cruz, Live Oak, and Watsonville areas; includes bike commute and safety workshops, online tracking apps/systems, support/encouragement	\$70,000	<b>\$50,000</b>	Low cost program to test effectiveness of new methods to encourage bicycle commuting which could be applied at other employers in the future. Project can be scaled to match funding (5 sites at \$50k). RTC serves as public agency sponsor. <b>Require records to include info about frequency that participants bike before/after program. Bicycle Committee recommends up to full funding; E/D identified as lower priority than Open Streets, recommended shifting \$25K between programs.</b>	\$30,000	\$30,000
METRO	<b>METRO Refurbish Buses</b>	Refurbish 16 fixed route buses to add 4 - 8 years to their useful life (avg. 6 yrs). Includes rebuild or replacement of engine/transmission assembly, cooling system, doors, windows, floors, seat cushions, paint, and wheelchair securement system.	\$4,080,000	<b>\$900,000</b>	Extend service life of buses an avg. of 6 years; avg. cost is \$255k/bus. <b>Fund approx. 4 buses.</b>	\$0	\$0
METRO	<b>METRO ITS Equipment</b>	Install Automatic Vehicle Locaters (AVL), automatic passenger counters, and automatic vehicle announcing system on up to 100 buses to provide real-time schedules, next bus info at bus stops, and data collection for system operations, security, planning and maintenance.	\$2,000,000	<b>\$1,400,000</b>	Providing real-time transit system info could improve rider experience and attract new riders. Automatic Vehicle Locator (AVL) = \$1M; passenger counters=\$500k; auto vehicle announcement system=\$500k. <b>Staff recommends funding at least AVL portion.</b>	\$0	\$1,000,000
METRO	<b>METRO Revenue Vehicle Replacements</b>	Purchase 1 CNG bus, 5 battery-electric buses, and 4 paratransit vans to replace 1998 diesel buses and 14-year old paratransit vans which have exceeded their useful life.	\$5,915,000	<b>\$1,025,000</b>	Buses need to be replaced in order to maintain service. <b>To be funded with a combo of STIP &amp; at least \$103k LPP.</b> Cost is \$1M/electric bus; \$615k/CNG bus; \$75k /paratransit van. METRO anticipates purchasing one EV with recommended funds.	\$0	\$1,025,000
METRO	<b><u>Placeholder: FY17/18 99313 STA and SGR projects - exact project(s) TBD</u></b>	Metro to submit updated STA claim and project information for consideration at the RTC's January 2018 meeting.	TBD	<b>\$975,590</b>	Buses need to be replaced in order to maintain service. <b>Funds from FY17/18 supplemental SB1 PUC 99313 formula funds (SB1 STA and SB1 SGR), no match required; METRO to submit revised proposal for funds for consideration at the January 2018 RTC meeting.</b>	\$975,590	\$975,590
RTC	<b>Planning, programming, and monitoring (PPM)</b>	State and federally-mandated planning and programming activities associated with state and fed. funding programs, assisting project sponsors, and coordination with Caltrans and the California Transportation Commission.	\$250k/year	<b>\$409,000</b>	While cost of state/fed mandated activities is approx. \$250k/year, legislation restricts STIP available for this work to 5% of county shares (\$409k for FY20/21-22/23; approx \$135k/yr). <b>Only program \$409k STIP formula available for PPM;</b> staff does not recommend using STBG/RSTPX. This recommendation is consistent with RTC action 9/17.	\$0	\$409,000

Agency	Project Name	Description	Total Cost	Approved Funding	RTC Staff Comments/ Recommended Conditions	Worst-Case Scenario (if only \$9.7M)	Mid-Case Scenario (if only \$15M)
RTC	Cruz511	Cruz511 provides traveler information and transportation demand management services including traffic map, traffic congestion, traffic incidents, outreach, education, and incentives with the mission of reducing single occupancy vehicle (SOV) trips, vehicle miles traveled and roadway congestion. The program also acts as a traveler information hub for commuters and visitors looking for information on road conditions or sustainable transportation modes.	\$313k/year	\$300,000	Request is for <b>2 years of funds</b> . Recent program evaluation has resulted in updated program goals and work program focused on serving low income residents, Vision Zero safety messaging, and improved user experience. Measure D Hwy Corridor funds would cover balance of program cost.	\$150,000	\$225,000
RTC/Caltrans	41st/Soquel Auxiliary Lanes and Chanticleer Overcrossing	Construct auxiliary lanes on Highway 1 between 41st Ave and Soquel Dr. interchanges, and construct 12-14' pedestrian/bike overcrossing at Chanticleer Ave.	\$34,000,000	\$2,000,000	<b>RTC has reserved \$2M STIP for this project since 2014. Recommendation is consistent with RTC action in September 2017 indicating intent to program this \$2M.</b> This is a regionally significant multi-modal project serving over 100,000 vehicles per day. Approx. 28% of project cost attributed to bike/ped crossing.	\$2,000,000	\$2,000,000
RTC/Caltrans	State Park to Bay Porter Auxiliary Lanes Project	Prelim. design and project level environmental review of auxiliary lanes on Highway 1 between the State Park to Park Ave to Bay/Porter interchanges (approx. 2.5 miles). Includes retaining walls, drainage, reconstruction of Capitola Ave overcrossing to include wider sidewalk and bridge lighting.	\$73,000,000	\$1,830,000	Heavily used transportation facility. Initiate work to <b>make project more competitive for grants</b> . Application was for 50% of PA/ED (environmental review) cost; lower CTs overhead rate if STIP-funded. RTC could also request Advance Project Development (APDE) STIP funds (from future county shares). Balance of PA/ED would be funded by Measure D.	\$0	\$0
RTC/Caltrans	Highway 1 Corridor Tiered Environmental Document	Environmental analysis of HOV lanes (Tier 1/program-level) and Soquel-41st Ave Aux Lanes (Tier 2/project level), including interchange reconstruction, ramp metering, 3 bike/ped crossings, and intelligent vehicle management systems. Additional funds to finalize the environmental document.	Enviro: \$14.5M; \$600M total project cost	\$500,000	Most heavily used transportation facility in Santa Cruz County. Provides long term vision for the corridor, upgrades design standards and adds new bicycle and pedestrian facilities. <b>Funds needed to complete environmental document, including responses to comments.</b>	\$250,000	\$350,000
Capitola	Brommer Street Complete Street Improvements (250' west of 38th Ave to 41st Ave)	Construct complete street roadway improvements on Brommer St. to improve access for vehicles, bikes, and pedestrians. Pavement reconstruction, install ADA driveways and sidewalks, and reconfigure eastbound approach to 41st Ave. for vehicle access.	\$770,000	\$470,000	Fills gap in pedestrian network. Only request from Capitola.	\$450,000	\$470,000
City of Santa Cruz	Pacific Ave. Sidewalk	Construct 200' of new sidewalk on Pacific Avenue between Front Street and 55 Front St, including installation of a new accessible crosswalk at Front and Pacific; 150' bike lane.	\$439,870	\$250,000	Serves fewer people, sidewalk available on one side of road - unclear would increase walking rates. Low collision rate. <b>City could use other local funds for balance of project cost, though city's preference would be to shift funds to River St. and Hwy 1/9.</b>	\$0	\$0
City of Santa Cruz	River Street Pavement Rehabilitation (Water St to Potrero Street)	Pavement rehabilitation of River Street between Water Street and Potrero Street. (0.4 mi)	\$2,000,000	\$775,000	2nd priority for city. Medium use, mixed-use, multimodal roadway; however cost/mile of roadway preservation is high. <b>City can scale project or commit other funds.</b>	\$0	\$504,000
City of Santa Cruz	State Route 1/9 Intersection Improvements	Adds lanes to the Highway 1 and 9 intersection to improve operations and safety. The intersection will be upgraded to include standard lane widths, transitions, shoulders, bike lanes, lighting, sidewalks and access ramps.	\$8,361,000	\$1,574,000	City's highest priority. Very high use, multimodal, regionally significant project. Some of bike/ped components of project were constructed earlier as the Highway 1 undercrossing. RTC has previously awarded \$2,329,000 to project, but \$1M shifted to MBSST last year. <b>Require signals to include audible signal components.</b>	\$1,250,000	\$1,250,000
UCSC	UCSC Great Meadow Bike Path Preservation and Safety Improvement Project (Phase 2)	Reconstruct and widen Class I main bike path to meet current Caltrans standards within current alignment for safety and system preservation needs (approx. 1 mile).	\$1,134,000	\$700,000	Demonstrated need. There is a history of collisions on the path. <b>Funds to be redirected to the Bay/High Roundabout if the university does not secure other funds or scale back the project within two years.</b> (const. scheduled for FY20/21)	\$0	\$250,000



Agency	Project Name	Description	Total Cost	Approved Funding	RTC Staff Comments/ Recommended Conditions	Worst-Case Scenario (if only \$9.7M)	Mid-Case Scenario (if only \$15M)
Scotts Valley	<b>Glenwood Drive Rehabilitation and Bicycle Improvement Project</b>	Pavement rehabilitation of Glenwood Dr. (K Street Way to city limits), drainage repair, and widen to add bike lanes. (0.58mi)	\$865,000	<b>\$310,000</b>	Priority 3 of 4 applications. Located near school. <b>City may scale project to only include bicycle lane on uphill section or may commit other funds.</b>	\$0	\$0
Scotts Valley	<b>Glen Canyon Road/Green Hills Road/S. Navarra Drive Bike Corridor and Roadway Preservation</b>	Roadway rehabilitation on Green Hills Rd. (Glen Canyon to end at S. Navarra) and Glen Canyon Rd. (Flora Lane to Green Hills); add bicycle lanes on Green Hills Rd., and green lanes, markings on 3 roads.	\$993,000	<b>\$102,000</b>	Supplements \$711k approve by RTC in 2016. Moderate traffic volumes, complete streets project. Identified as priority through community meetings.	\$0	\$102,000
Scotts Valley	<b>Kings Village Road/ Bluebonnet Lane Sidewalk</b>	Construct new, fill gaps, and improve accessibility of sidewalks on both sides of King's Village Rd. (Mt. Hermon to Bluebonnet) and south side of Bluebonnet Lon (KV to Bean Creek). Approx.0.3mi. Curb ramp upgrades at Mt. Hermon.	\$306,000	<b>\$271,000</b>	Fills gap in sidewalk network in urbanized area.	\$271,000	\$271,000
Watsonville	<b>Airport Blvd Reconstruction: Westgate/Larkin Valley Rd to Hanger Way</b>	Reconstruct roadway & bike lanes (1300 ft), install new sidewalk (1070 ft), upgrade curb ramps and driveway crossings, install median islands, modify traffic signals to include additional ped crossings and install rectangular rapid flashing beacon.	\$1,645,000	<b>\$177,000</b>	<b>Require signal upgrades to include audible signal components, as recommended by E/DTAC.</b> RTC programmed \$1,195,000 STIP in 2013. Supplemental funds requested due to cost increase/change in scope from full-depth rehab to "remove and replace existing hot mix asphalt" and escalating construction costs statewide. Scope change required due to PG&E gas line location.	\$0	\$0
Watsonville	<b>Bicycle Safety Improvements</b>	New bicycle lane striping, markings, green lanes, and signage, esp. at intersections, on 7.47 miles. Beach St (Lee Rd to Rodriguez St); Bridge St (Beck St to E. Lake Ave), Green Valley Rd (Harkins Slough Rd to Corralitos Ck Bridge), Harkins Slough/Walker St (GV-Riverside Dr), Rodriguez St (Riverside-Main St)	\$525,000	<b>\$325,000</b>	32 collisions in past 10 years. Safety project will increase visibility of bicyclists. <b>Project can be scaled to focus on highest crash locations.</b>	\$200,000	\$200,000
Watsonville	<b>Freedom Blvd Reconstruction from Alta Vista Ave to Green Valley Rd</b>	Reconstruct existing roadway (0.6mi), replace non-ADA compliant curb ramps and driveways, ped scale lighting and illumination at crosswalks, install traffic signal at Sydney Ave, replace bus shelter, traffic calming	\$3,125,000	<b>\$1,550,000</b>	High use, major arterial, multi-modal safety improvements. <b>Require signal upgrades to include audible signal components, as recommended by E/DTAC. City can scale project or commit other funds.</b>	\$750,000	\$1,250,000
Watsonville	<b>Green Valley Road Reconstruction (Struve Slough to Freedom Boulevard)</b>	Reconstruct existing roadway and bike lanes, install curb, gutter, sidewalk, ADA upgrades at curb ramps and driveways (0.3mi)	\$1,598,000	<b>\$306,000</b>	<b>Address funding shortfall.</b> RTC programmed \$795k in 2016. Used by over 21k/day, major arterial,	\$306,000	\$306,000
County of Santa Cruz	<b>Aptos Creek Road Traffic Signal, Soquel Dr. Sidewalks &amp; Bike Lanes.</b>	Installation of a traffic signal at Aptos Creek Rd and Soquel Dr including railroad crossing arms. Controlled pedestrian at-grade railroad crossing along Aptos Creek Road and crosswalks across Aptos Creek Road and Soquel Drive. Sidewalks, curb, gutter on south side of Soquel Dr. and bicycle lanes.	\$3,201,671	<b>\$1,900,000</b>	High use, major arterial (Soquel Dr), multi-modal project. Includes improved safety and access for bikes, pedestrians, and transit riders; system preservation. RTC has previously awarded \$1.4M to Aptos Village project components. Priority for county. <b>Conditions: confirm bicycle components of project, ensure bicycle lane delineation from parking; and bicycle racks installed in area. Signal prioritization for buses if feasible. Require signal upgrades to include audible signal components, as recommended by E/DTAC.</b>	\$0	\$300,000
County of Santa Cruz	<b>Branciforte Drive Chip Seal Project</b>	Roadway rehabilitation: Digouts, Rubberized Chip Seal, and restriping of a portion of Branciforte Drive (Granite Creek Rd to SC city limits - 1.91mi)	\$433,000	<b>\$384,000</b>	Complete Branciforte repairs. <b>Condition: ensure small aggregate used to improve safety for bicycles, widen shoulders where feasible.</b>	\$0	\$384,000
County of Santa Cruz	<b>Branciforte Drive Road Recycle &amp; Overlay Project</b>	Roadway rehabilitation: Pavement Recycling, Asphalt Overlay, and restriping of a portion of Branciforte Drive (PM 2.4 to Granite Creek Rd - 0.62 miles)	\$431,000	<b>\$208,000</b>	<b>Addresses cost increases on previously approved project.</b> Would bring total RTC funding for project to \$382,000. <b>Condition: to improve safety for bicycles, widen shoulders where feasible.</b>	\$208,000	\$208,000



Agency	Project Name	Description	Total Cost	Approved Funding	RTC Staff Comments/ Recommended Conditions	Worst-Case Scenario (if only \$9.7M)	Mid-Case Scenario (if only \$15M)
County of Santa Cruz	<b>Granite Creek Rd Road Recycle &amp; Overlay Project</b>	Roadway rehabilitation: Pavement Recycling/Asphalt Overlay on Granite Creek Rd from Scotts Valley limits to PM 0.56 (1.85 mi)	\$1,103,000	<b>\$476,000</b>	Addresses funding shortfall. In 2016, RTC approved \$500k for project. County providing \$127k. <b>To improve safety for bicycles, widen shoulders where feasible.</b>	\$476,000	\$476,000
County of Santa Cruz	<b>Highway 17 To Soquel Corridor Chip Seal Project</b>	Roadway rehabilitation: Digouts, Chip Seal, and restriping of Vine Hill Rd (Hwy 17 to B40), Branciforte Dr (Vine Hill to PM 0.7), Mt. View Rd (B40-N. Rodeo Gulch), N. Rodeo Gulch Rd (Mt. View-PM 1.97), Laurel Rd (N. Rodeo-Soquel San Jose Rd), and Soquel-San Jose Rd. (Laurel Glen to Dawn Lane) - 9.90 mi.	\$1,881,000	<b>\$800,000</b>	Alternate route to Hwy 17. Chip seal is cost effective. <b>County will scale project or commit additional funds. Ensure small aggregate used to improve safety for bicycles, widen shoulders where feasible</b>	\$0	\$500,000
County of Santa Cruz	<b>Hwy 152/Holohan - College Intersection</b>	Add sidewalks and bicycle lanes on Holohan Rd, an additional left-turn lane from Holohan to EB Hwy 17, sidewalk on north side of Hwy 152 from Holohan to Corralitos Creek bridge, adds crosswalks and speed feedback signs.	\$3,153,205	<b>\$892,000</b>	Fills gap in sidewalk and bike lane network, reduce traffic congestion at intersection; bypass to downtown Watsonville; Still needs extra \$1.7M. <b>Funding contingent on County securing other funds by Sept. 2019. Require signal upgrades to include audible signal components, as recommended by E/DTAC. Shifts \$125k STIP from Casserly Road Bridge Replacement (completed with other funds).</b>	\$767,000	\$767,000
County of Santa Cruz	<b>Scotts Valley Area Routes Chip Seal Project</b>	Roadway rehabilitation: Digouts, Chip Seal, and restriping Mt. Hermon Rd ( PM 1.31 to SV city limits), Lockewood Ln (GH-SV city limits), and Graham Hill Rd (Sims to Lockewood) - 2.76mi	\$940,000	<b>\$832,000</b>	High use, primary routes between SLV and Scotts Valley. Chip seal is cost effective. <b>Ensure small aggregate used to improve safety for bicycles, widen shoulders where feasible. County can scale project or commit other funds.</b>	\$680,000	\$725,000
County of Santa Cruz	<b>Zayante Road Corridor Chip Seal Project</b>	Roadway rehabilitation: Digouts, Chip Seal, and restriping East Zayante & Upper E. Zayante from Quail Hollow to SR 35 (9.07mi)	\$1,725,000	<b>\$950,000</b>	Chip seal is cost effective. Road used by transit also. <b>Ensure small aggregate used to improve safety for bicycles, widen shoulders where feasible. County can scale project or commit other funds.</b>	\$950,000	\$950,000
<b>Total</b>				<b>\$22,681,590</b>		<b>\$9,733,590</b>	<b>\$14,952,590</b>

Funding Sources: RSTP/X: Regional Surface Transportation Program/Exchange; SGR: SB1 State of Good Repair; STA: State Transit Assistance; STIP: State Transportation Improvement Program (STIP);

STBG: Surface Transportation Block Grant Program (STBG); TDA: Transportation Development Act

Projects #: RTC: Regional Transportation Commission; CO: County of Santa Cruz; CAP: Capitola; SC: City of Santa Cruz; SV: Scotts Valley; WAT: Watsonville; EA: Ecology Action; HSA: County Health Services Agency; UCSC: University of California at Santa Cruz

**AGENDA:** December 11, 2017

**TO:** Regional Transportation Commission Advisory Committee

**FROM:** Ginger Dykaar and Grace Blakeslee, Transportation Planners

**RE:** Release of Draft 2040 Regional Transportation Plan (RTP)

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**RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission Advisory Committee review and provide input on the Draft 2040 Regional Transportation Plan ([Attachment 1](#)).

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**BACKGROUND**

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

The 2040 RTP is based on a sustainability framework using the Sustainable Transportation Analysis and Rating System (STARS) that was first incorporated in the previous plan, the 2014 RTP. The goals, policies and thus the projects and programs were identified using STARS to achieve a more sustainable transportation system. Sustainability is defined as balancing economic, environmental and equity interests. Individual projects listed in the 2040 RTP must still undergo separate design and environmental processes, and can only be implemented as local, state and federal funds become available.

This RTP, along with those from Monterey and San Benito Counties, has been incorporated into the Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan (MTP) covering the tri-county Monterey Bay area. Senate Bill 375 requires AMBAG as the Metropolitan Planning Organization for the region, to prepare a Sustainable Communities Strategy (SCS) as part of the MTP that integrates land use and transportation planning to reduce greenhouse gas emissions. The RTC coordinates with AMBAG on the development of the MTP-SCS by identifying financial constraints and transportation projects for inclusion in the MTP-SCS. In order to meet federal mandates, AMBAG must adopt the MTP-SCS by

June 2018 and thus the 2040 Santa Cruz County RTP must be adopted by June 2018.

The RTP is subject to the California Environmental Quality Act (CEQA). Recognizing an opportunity to achieve efficiencies, the RTC, TAMC and SBCOG decided to merge their environmental analysis for their respective RTPs and AMBAG's 2040 MTP-SCS. A single environmental document that covers the RTPs for the three counties (Santa Cruz, Monterey and San Benito Counties) in the AMBAG region and the 2040 MTP-SCS has been prepared in lieu of individual environmental documents. AMBAG is the lead agency for the preparation of the 2040 MTP-SCS/RTP Environmental Impact Report (EIR), which includes environmental review of the three regional transportation plans and serves as the EIR for the 2040 RTP. The three regional transportation planning agencies, including RTC, serve as the responsible agencies under CEQA. As the responsible agency under CEQA, the RTC's primary role is to respond to consultation by the lead agency including reviewing and commenting on the Draft EIR.

## DISCUSSION

### 2040 Regional Transportation Plan

The Draft Regional Transportation Plan (RTP) consists of an Executive Summary ([Attachment 2](#)) and nine chapters:

1. Why Sustainability?
2. Transportation Network
3. Travel Patterns
4. Vision for 2040 (Policy Element)
5. Funding Our Transportation System (Financial Element)
6. Transportation Investments (Action Element)
7. System Performance
8. Environmental and Air Quality Review
9. What's Next?

The three main components of the RTP are the policy element, the financial element and the action element.

- The **Policy Element** identifies the goals, policies, and targets that guide transportation funding decisions and prioritization.
  - Draft approved by RTC: March, 2016
  - Revised draft approved by RTC: April, 2017
- The **Financial Element** identifies funds available to the region and lists the additional funding needs over the next 22 years. The 2040 RTP includes revenues from a potential future vehicle registration fee.
- The **Action Element** of the RTP identifies specific projects, programs and actions necessary to implement the policy element of the RTP. As required by state and federal law, the project list shows which projects could be funded within the projected funds identified in the draft Financial Element (Constrained) and which would require new revenues above and beyond those anticipated over the next twenty-two years (Unconstrained).
  - Draft complete list of projects approved by RTC: August, 2016

- Draft financially constrained project list approved by RTC: April, 2017

The draft 2040 Regional Transportation Plan can be found on the RTC website (<https://sccrtc.org/funding-planning/long-range-plans/2040-rtp/2040-plan>). **Staff recommends that the RTC Advisory Committee provide input on the Draft 2040 Regional Transportation Plan.**

### Environmental Impact Report

The CEQA required environmental review for the 2040 Regional Transportation Plan (RTP) is included in the EIR for the 2040 MTP-SCS/RTP. The environmental review evaluates the potential environmental effects of implementing the 2040 MTP-SCS, including the 2040 RTP for Santa Cruz County. The environmental review also evaluates alternative investment scenarios, and identifies mitigation measures for potential impacts. As the lead agency under CEQA for the 2040 MTP-SCS/RTP EIR, AMBAG has the primary responsibility for approving the “project”- 2040 MTP-SCS including the 2040 RTP for Santa Cruz County. The RTC, as a responsible agency under CEQA, will review and provide comments on the Draft EIR focusing on areas which will require decisions to be carried out by or approved by the RTC in the future. The RTC will consider adoption of the EIR findings in concert with adoption of the 2040 RTP after the EIR is certified by AMBAG.

As a programmatic document, the 2040 MTP-SCS/RTP EIR presents a region-wide assessment of the impacts of the proposed 2040 MTP-SCS, including the three RTPs (Santa Cruz, Monterey, and San Benito Counties). The intent of a program-level EIR is to focus, in general terms, on the probable regional environmental effects that can be identified at this point in time that are associated with the implementation of the financially constrained action elements of the plans. The 2040 MTP-SCS/RTP EIR does not analyze impacts of individual projects. Projects will undergo a separate environmental review process, conducted by their agency sponsors, once they actually receive funding and are ready to proceed. AMBAG is scheduled to release the Draft 2040 MTP-SCS/RTP EIR, in concert with release of the Draft 2040 MTP-SCS, on Monday, December 4, 2017, for a 63 day public review period. The public comment period on the Draft 2040 MTP-SCS/RTP EIR, which includes environmental review of the Santa Cruz County 2040 RTP will close on February 5, 2018. The Draft 2040 MTP-SCS/RTP EIR will be available online at [www.ambag.org](http://www.ambag.org) following its release. A public hearing on the draft MTP-SCS/RTP EIR will be held in Santa Cruz County on January 30, 2018 at Simpkins Swim Center (979 17<sup>th</sup> Ave, Live Oak). The timing of release of the Draft RTP and the Draft EIR was coordinated with San Benito COG, TAMC and AMBAG staff to meet federal deadlines for approval of the 2040 MTP-SCS.

### Next Steps

Input from RTC advisory committees on the Draft 2040 RTP will be solicited and notices about the availability of the document will be sent to the media and community-based groups, including business, social services, environmental and neighborhood groups. The Draft RTP will be posted on the Commission’s web site and links provided to the EIR on AMBAG’s website. Copies will be provided to local libraries.

A summary of dates related to finalizing the RTP are provided below.

- December 4, 2017 – AMBAG scheduled to release draft 2040 MTP-SCS and 2040 MTP-SCS/RTP EIR for public comment
- December 8, 2017–Draft 2040 RTP scheduled to be released for Public Comment
- January 18, 2018 RTC Meeting – 2040 RTP Public Hearing
- January 30, 2018 – 2040 MTP-SCS/RTP EIR Public Hearing in Santa Cruz County at Simpkins Swim Center
- February 5, 2018 – End of 59 day public comment period
- March 1, 2018 RTC Meeting – Approve changes to Draft 2040 RTP for final submission to AMBAG
- June 13, 2018 – AMBAG scheduled to adopt MTP-SCS and certify EIR
- June 21, 2018 – RTC scheduled to adopt Final 2040 RTP and Final EIR

## **SUMMARY**

AMBAG is scheduled to release the 2040 MTP-SCS and associated EIR on December 4, 2017. The 2040 MTP-SCS/RTP EIR includes an impact analysis of the 2040 Santa Cruz County RTP. Upon approval from the RTC, the draft 2040 Santa Cruz County Regional Transportation Plan is scheduled for release on December 8, 2017, starting a 59 day review period which will end on February 5, 2018. The draft 2040 RTP will be available on the RTC website, (<https://sccrtc.org/funding-planning/long-range-plans/2040-rtp/2040-plan>) and the 2040 MTP-SCS/RTP EIR on the AMBAG website ([www.ambag.org](http://www.ambag.org)). Both documents will also be available at the RTC offices in Santa Cruz and Watsonville, and at the public libraries. Notices will be sent to interested parties. Staff recommends scheduling a public hearing on the RTP for the January 18, 2018 RTC meeting, with adoption of the 2040 RTP at the June 21, 2018 RTC TPW meeting.

## Attachments:

1. Draft 2040 Regional Transportation Plan- (Full document available at <https://sccrtc.org/funding-planning/long-range-plans/2040-rtp/2040-plan>)
2. 2040 Santa Cruz County Regional Transportation Plan Executive Summary

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## 2040 Santa Cruz County Regional Transportation Plan

# Executive Summary

The Santa Cruz County Regional Transportation Commission (herein referred to as the “RTC” or “Commission”) periodically completes a Regional Transportation Plan according to state guidelines to guide short- and long-range transportation planning and project implementation for the county. This 2040 Regional Transportation Plan (called the “2040 RTP”) is the RTC’s comprehensive planning document that provides guidance for transportation policy and projects through the year 2040. The 2040 RTP is based on a sustainability framework using the Sustainable Transportation Analysis and Rating System (STARS) to identify the goals, policies and thus the projects and programs to achieve a more sustainable transportation system. Sustainability is defined as balancing economic, environmental and equity interests. Individual projects listed in the 2040 RTP must still undergo separate design and environmental processes, and can only be implemented as local, state and federal funds become available. This RTP, along with those from Monterey and San Benito Counties, has also been incorporated into a Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) covering the three-county Monterey Bay area that will meet state and federal guidelines.

The following is a summary of each chapter in the 2040 RTP.

### Chapter 1 – Why Sustainability?

The transportation system not only enables us to get around but it is also interlinked with our health and safety, the quality of the built and natural environment, and the economic vitality of our region. The 2040 Santa Cruz County Regional Transportation Plan endeavors to work towards a sustainable transportation system that addresses the challenges that face transportation in Santa Cruz County now and in the future. The challenges discussed in Chapter 1 include:

- **System Preservation** – Maintenance needs for the existing transportation network are increasing. Roadway, bikeway, sidewalk, bridge and other repairs must be addressed in parallel with capacity and operational enhancements. If ongoing routine maintenance needs are not addressed, the cost of deferred maintenance will grow exponentially, leaving little funding for new projects.
- **Safety** – The federal transportation act, Fixing America’s Surface Transportation Act (FAST) identifies safety as a national goal area and requires each state to set Safety Performance Management Targets in order to achieve a significant reduction in motorized and non-motorized traffic fatalities and serious injuries on all public roads. The Metropolitan Planning Organizations must also establish targets in coordination with the state.
- **Congestion** – Traffic congestion exists in Santa Cruz County and will not go away in the foreseeable future. Population growth and region-wide jobs to housing imbalances that encourage driving as the mode of choice result in more drivers making more automobile trips.

## EXECUTIVE SUMMARY

The frequent traffic jams on Highway 1 are the most obvious example of congestion on county roadways.

- **Environmental and Public Health** - A sustainable transportation system can play a vital role in the environmental health of Santa Cruz County and the health of its residents. Greenhouse gas emissions (GHG) have global environmental and public health effects, and air pollutants can affect both the environment and public health on a regional scale. The link between limited use of active transportation, such as biking and walking, and adult and childhood obesity is increasingly strengthened through research. Strategies for addressing this concern are being discussed at federal, state and local levels.
- **Energy** – Transportation relies heavily on fossil fuel which is a finite commodity. It cannot be assumed that fossil fuel will be abundant and inexpensive into the foreseeable future. The International Energy Agency (IEA) 2016 World Energy Outlook states that “fossil fuels will continue to be the bedrock of the global energy system for decades to come.”
- **Economy** – The economic vitality of a region can be affected by transportation in a number of ways. Improved access is likely to positively affect businesses through faster goods movement and increased tourist activity. Implementation of transportation projects can provide jobs, and the smaller the percentage of household income that goes to transportation, the greater the amount of money that is available to go back into the local economy.
- **Funding** – Funding for transportation in Santa Cruz County has notably improved in the last couple of years. Measure D, approved by Santa Cruz County voters in 2016, provides approximately \$20 million in revenues per year from sales taxes that are dedicated for use on the transportation categories approved by voters. In 2017, the California legislature provided more stable funding for transportation for the first time in nearly 25 years with passage of Senate Bill 1.

The 2040 RTP endeavors to work toward a sustainable transportation system that addresses these challenges and results in safer, healthier and more efficient travel choices that provide improved multimodal access to opportunities such as jobs, education, and healthcare for our residents.

## Chapter 2 – Transportation Network

Santa Cruz County has a rich multi-modal transportation network. The county's existing transportation network comprises a broad range of transportation facilities and modes. These include state highways, local streets and roads, an extensive bus system, a specialized transport system for seniors and people with disabilities, bikeways, sidewalks, an airport and a rail line. The most notable improvements to the highways have been on Highway 1 including Mission St, the Highway 1 and 17 interchange and auxiliary lanes between Soquel Drive and Morrissey Boulevard.

In 2012, the RTC purchased, on behalf of the community, the Santa Cruz Branch Rail line that extends between Davenport and Watsonville. This purchase will allow the RTC to preserve the corridor for existing and potential future transportation uses, including freight rail, passenger rail service/transit, and bicycle and pedestrian facilities. The Master Plan and Environmental Impact Report for the Monterey Bay Sanctuary Scenic Trail, a network of multiuse trails with the spine along the rail line, have been completed. Thirteen miles of trails along the rail right of way have been funded in full or in part, with construction to begin as soon as design, engineering and environmental permitting are completed. The first project is scheduled to be completed in 2018.

Transportation system management and transportation demand management programs are also components of the transportation network. Transportation System Management (TSM) projects incorporate operational improvements that improve traffic flow and safety. Examples include signal synchronization, new turning lanes, striping, auxiliary lanes and detectors for assessing real time traffic conditions. Transportation Demand Management includes strategies that reduce the number of people that are driving alone. These strategies include increasing the number of people carpooling, bicycling, telecommuting and taking transit through programs such as Cruz511 traveler information services.

This multi-modal transportation network is crucial to meeting the travel needs of all county residents, including drivers, non-drivers and commercial traffic.

## Chapter 3 – Travel Patterns

The majority of the population in Santa Cruz County lives and travels within a small area of the county. The areas of the county with higher population density are primarily along the coast (City of Santa Cruz, Capitola, Live Oak, Soquel and Aptos), in the cities of Watsonville and Scotts Valley, and along portions of the San Lorenzo Valley. Although the distances that people travel within Santa Cruz County are not extensive, increasing the diversity of land uses within neighborhoods to improve access to goods and services can result in even greater reductions in trip lengths.

The patterns of travel within Santa Cruz County are very much dependent on the number of people who live, work and visit the county. Population growth in Santa Cruz County between 2000 and 2010 increased by only 3% but future projections indicate that the growth rate will increase to 12% between 2015 and 2040. Similarly, the number of jobs in Santa Cruz County is forecasted to increase by 18% between 2015 and 2040.

Much effort on this 2040 RTP and the 2040 Metropolitan Transportation Plan has been focused on prioritizing projects that will reduce greenhouse gas emissions primarily from a reduction in vehicle miles traveled (VMT). One vehicle traveling one mile equals one “vehicle mile traveled.” The 2011-2012 California Household Travel Survey (CHTS) data results for the state show that there has been a doubling of walk, transit and bike trips compared to data collected in 2000 and a reduction of drive alone trips of approximately 10%. Mode share data for Santa Cruz County from this CHTS data shows that Santa Cruz County residents bike more often than the state average. The American Communities Survey provides mode share data for the “typical mode taken to work” for Santa Cruz County. The data from 2011-2015 shows that Santa Cruz County residents are choosing to ride their bike to work more often than in 2000, but carpool less, and the percent of drive alone trips remains the same.

## Chapter 4 – Vision for 2040

The Santa Cruz County Regional Transportation Commission utilized an independent third party rating system called the Sustainable Transportation Analysis and Rating System (STARS) to develop a sustainability framework for the 2014 RTP. This sustainability framework was used for the 2040 RTP. The goals, policies, performance measures and targets were developed with extensive public and partner input using STARS to form the foundation for a sustainable transportation plan. The measures are shaped by readily available data and are expected to evolve as new data becomes available. The goals for the 2040 RTP are as follows:



## EXECUTIVE SUMMARY

Goal 1: Establish livable communities that improve people's access to jobs, schools, recreation, healthy lifestyles and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.

Goal 2: Reduce transportation related fatalities and injuries for all transportation modes.

Goal 3: Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system and beneficially for the natural environment.

For the first time, the Santa Cruz County Regional Transportation Plan identified measurable outcomes, called targets that are each linked to a sustainability goal. Incorporating targets into the goals and policies enables the Regional Transportation Commission to assess how well the long range plan will perform over time in advancing the targets. The assessment of performance is provided in Chapter 7.

## Chapter 5 – Financial Plan

Transportation programs and projects in Santa Cruz County are funded from a variety of local, state and federal funding programs. Local sources account for 52% of the transportation revenues, 36% from state and 12% from federal. Based on current and projected revenue sources, approximately \$3.7 billion are reasonably anticipated to be available to finance transportation projects in Santa Cruz County through 2040 (\$167 million per year). The vast majority of anticipated revenues are committed to specific dedicated uses of which over \$1.2 billion is slated for transit service and capital improvements. A large proportion of these transit revenues come from our county's dedicated half-cent local sales tax for transit. Airport improvements and highway safety also account for a large portion of the dedicated funds.

In response to ongoing funding shortfalls and the large backlog of maintenance and other projects, Santa Cruz County voters approved Measure D in November 2016, a 30-year half-percent sales tax dedicated to local transportation projects and programs. Measure D provides approximately \$20 million per year in stable funding for projects in Santa Cruz County. In 2017, the California legislature passed Senate Bill 1 – The Road Repair and Accountability Act to stabilize transportation funding and help address the diminishing transportation revenues from the per gallon gasoline and diesel tax.

The Regional Transportation Commission (RTC) has discretion over less than 4% of the funds available for transportation projects in the next 22 years (approximately \$7 million per year). These funds are from regional shares of the State Transportation Improvement Program (STIP) Surface Transportation Block Grant Program (STBG) and SB 1- Local Partnership Program.

It is important to note that transportation funding can be incredibly unpredictable. State and federal actions can result in elimination of certain funding programs or diversion of transportation funds to the State General Fund, as has happened regularly to transit funds over the past several years. Inevitably, some of the funding sources assumed within the financial projections for this plan will not actually be realized. Even if all of the revenues assumed in this document are realized, projected funds are insufficient to keep up with maintenance, operational, safety, and major improvement needs of the region discussed in Chapter 6. Therefore, this document identifies additional sources for new funds that could potentially become available. The RTC works with entities locally, statewide, and nationally to seek new transportation revenue sources. These could include new local or state gas taxes, transportation impact

fee programs, statewide transportation bonds, special federal funding programs (such as economic stimulus bills), special state legislative budget requests, and new grants.

## Chapter 6 – Transportation Investments

A list of programs, projects and actions needed to operate, maintain, and improve the transportation system in Santa Cruz County has been developed – based on input from the public and sponsoring agencies -- as part of the Action Element of the RTP. The cost of implementing this list of transportation projects in Santa Cruz County is approximately \$7.0 billion, whereas the estimated funds available through 2040 is approximately \$3.7 billion –half of the estimated need.

Given the significant gap between funding needs for transportation and projected revenues, the projects listed in the RTP must be divided into two groups. Transportation improvements that can be funded with foreseeable transportation revenues between 2018 and 2040 are shown as “Constrained.” This group includes projects with dedicated funding, already funded projects to be constructed in the short term, and planned projects that could be constructed anytime within the 2040 RTP’s 22-year time-line as projected funds become available. Transportation improvements to be implemented only if new revenues are generated or become available show their funding as “Unconstrained.” Some projects are identified with both constrained and unconstrained funds, indicating a need for additional funds to complete the entire project, though portions of those projects may be completed using available funding.

In order to determine which projects are prioritized for the constrained list for the 2040 RTP, input was solicited from project sponsors, the public, public interest groups and RTC advisory committees throughout the process in developing the final project list that identifies the projects as either constrained and/or unconstrained.

The within projected funds or constrained project list consists of approximately 220 projects that could be fully implemented and 120 projects that could be partially implemented over the twenty-two year timeframe. These projects and programs address the region’s accessibility, economic, safety and environmental sustainability needs over the next 22 years and constitute the 2040 RTP’s constrained project list described in Chapter 6 with the full list of projects and programs provided in Appendix E. During the next 22 years, approximately \$3.7 billion from federal, state, and local funding sources is projected to be available to finance transportation projects in Santa Cruz County. Over 230 projects are on the unconstrained list, for which additional funds will be needed in order to be implemented.

The 2040 RTP assigns future transportation funds to a range of projects and programs designed to maintain the current transportation system, and improve access, safety and environmental and public health by broadening transportation options. Key proposals, based on available funding, include:

- Maintenance of the existing transportation network including roads, highways, bike lanes, sidewalks, and transit
- Safety and operational improvements to Highways 1, 9, 17, 129 and 152
- Addition of auxiliary lanes on Highway 1 between State Park Drive in Aptos and Soquel Ave
- Bicycle and pedestrian crossings over Highway 1 at Chanticleer and Mar Vista
- Modifications to major arterial roads -- including intersection improvements and bus, pedestrian and bicycle facilities

## EXECUTIVE SUMMARY

- Freeway Service Patrol along Highways 1 and 17
- Expanded bus service for high ridership routes to serve University of California Santa Cruz (UCSC), south county and San Jose commuters
- Transit queue jumps and high occupant vehicle signal priority
- Construction of the Monterey Bay Sanctuary Scenic Trail , the Pajaro River Trail, and the San Lorenzo Valley Trail
- Local bicycle and pedestrian projects and programs designed to increase bicycle commuting, and provide safe bicycle and pedestrian routes to schools and key destination areas
- Expansion of specialized transport services in response to projected increases in senior and disabled populations
- Individualized marketing programs to employers to increase carpooling and vanpooling

Development of the RTP project list is a preliminary step towards actual implementation of the projects identified in the 2040 RTP. Prior to the beginning of project construction, a number of steps must be taken which can take from 6 months to 20 years, depending on the particular project's complexity, impacts, level of public interest, funding and environmental requirements, and availability of funds. These steps include: developing a detailed project cost estimate; obtaining local, state and/or federal funds; designing the project; determining the project's environmental impacts; securing right-of-way, if necessary; and throughout the process, incorporating public input.

## Chapter 7 – System Performance

Performance-based planning is a strategic approach that uses key information to help inform investment decisions. The performance of the previous regional transportation plan for Santa Cruz County completed in 2014 was analyzed in detail to determine how well the constrained list of transportation projects and programs advance the goals and targets established for the 2014 RTP and affect the county's future. The analysis that was performed is still largely applicable to the 2040 RTP given the project list for the 2040 RTP has not changed substantially from the 2014 version. The performance measure analysis that was developed for the 2014 RTP can be found in **Appendix D** for reference.

The 2040 RTP focuses the system performance on presenting available data that monitors the performance of the transportation system to date. Data is not available at this time to monitor all of the measures in the 2040 RTP although many of the more fundamental indicators (safety, vehicle miles traveled, greenhouse gas emissions, pavement condition) are presented.

## Chapter 8 – Environmental and Air Quality Review

The California Environmental Quality Act of 1970 (CEQA) requires that the environmental effects of the 2040 RTP be analyzed. This analysis was prepared as a separate program-level Environmental Impact Report (EIR) released along with the 2040 RTP. The EIR, prepared in coordination with the Association of Monterey Bay Area Governments (AMBAG), Transportation Agency for Monterey County (TAMC), and the San Benito County Council of Governments (SBCOG), collectively evaluates the MTP/SCS and the Regional Transportation Plans for the Monterey Bay region - Santa Cruz, Monterey, and San Benito Counties. The EIR analyzes the potential environmental impacts of the 2040 RTP, including alternative investment scenarios, and identifies potential mitigation measures for impacts of the transportation

program for the whole region. The EIR does not analyze impacts of, or mitigations for, individual projects. The respective agency sponsors will conduct a project-specific review, once funding is received and the project is initiated.

Together Santa Cruz, Monterey, and San Benito Counties comprise the North Central Coast Air basin (NCCAB). Many projects in the plan implement the Monterey Bay Unified Air Pollution Control District's (Air District) approved Transportation Control Measures for the region, which are developed to reduce transportation-related emissions by reducing vehicle use or improving traffic flow. The three county region (or NCCAB) is an attainment area for air quality impacts and therefore exempt from the required conformity analysis.

## Chapter 9 – What's Next?

The Santa Cruz County Regional Transportation Plan is a work in progress that will be updated approximately every four years. This chapter identifies a number of considerations that will likely be prominent features of the RTP over the next couple of decades.

Santa Cruz County is susceptible to a wide range of climate change effects. The RTC is aware of the need to undertake efforts to respond to *impacts* of climate change along with the current effort to reduce GHG emissions. Future editions of the RTP may address the impacts of climate change by identifying areas at most risk to sea level rise as well as other additional transportation considerations.

The effects of automated vehicles on future transportation systems are under much debate. Automated vehicles (AVs) are an emerging technology that could bring a number of benefits to the transportation system including increased safety, increased throughput due to driving efficiencies, and improved system management through vehicle data. Conversely, there is also the potential of AVs to drastically increase traffic congestion and the amount of vehicle miles traveled particularly when self-driving vehicles no longer require a person on board. There are many uncertainties associated with AVs including a currently unfolding set of federal and state regulations, resolution of questions around programming ethics, solutions to liability and insurance concerns, potential criminal abuse, and market adoption rates. The RTC will be watching the evolution of this technology for incorporation into future RTPs.

**TO:** Bicycle Advisory Committee

**FROM:** Anais Schenk, Transportation Planner

**RE:** Santa Cruz County Bicycle Signage Project

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Advisory Committee receive a report on the Santa Cruz County Bike Signage project and provide input on sign placement, design and content between December 20th and January 18th.

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## **BACKGROUND**

In May 2015, the Regional Transportation Commission (RTC) adopted the Santa Cruz County Bicycle Route Signage Program Implementation Plan ([Attachment 1](#)). Development of the Implementation Plan involved extensive research, review of similar plans from other regions, and discussions with local jurisdictions. The Implementation Plan contains goals and objectives, recommends standards for sign design, and provides guidelines for sign placement, public involvement and program administration. Preferred bicycle routes were identified concurrent with the development of the final Implementation Plan with input from the local jurisdictions and the advisory committees of the RTC.

In 2015, the RTC was awarded an Active Transportation Program grant to install approximately 875 signs that direct bicyclists to preferred cycling routes and increase motorists' awareness of shared roadway facilities. The grant scope also includes before and after counts at 40 locations and public outreach. The environmental documentation for the project was completed in early 2017 and the project is now in the Plans, Specifications and Engineering (PS&E) phase. All PS&E work must be completed by March 19<sup>th</sup> 2018 to receive the next funding allocation from the California Transportation Commission.

## **DISCUSSION**

### **Routes**

Perceived safety of a route is influenced by "stress factors" including but not limited to separation from adjacent traffic, vehicle speeds, bicycle facility width and intersection conditions. Stress factors and route directness were considered when identifying routes with stakeholders. Regional routes connect destinations across the County and place a greater emphasis on the most direct route. Local routes

connect destinations between two nearby neighborhoods or jurisdictions and considered directness and low stress facilities equally. Neighborhood routes connect destinations within neighborhoods and are on low stress facilities. As part of the Implementation Plan five regional routes, ten local routes, and seventeen neighborhood routes were identified.

### Sign Design, Content, and Placement

The Implementation Plan provides guidance on the sign design which includes a number of factors including type of sign, text, mileage, symbols, and layout. Two types of signs are included: destination and confirmation signs. Destination signs are provided before decision points and identify direction and distance to the destination or point of interest. Confirmation signs are used after complex decision points to confirm that a bicyclist has made the correct decision and is headed towards the correct destination. **Figure 1** shows these two sign options.

**Figure 1: Sign Layout**

Destination Sign Layout



Confirmation Sign Layout



The text included on the signs is limited to destinations and points of interest. Approximately 50 destinations were identified as part of the Implementation Plan. The destinations and points of interest shown on each destination sign consider the network of routes and are not limited to destinations that are on any single route. For example, a sign along West Cliff primarily includes destinations along West Cliff, but will also direct cyclists to UCSC where the route intersects with a local route connecting to UCSC.

References to commercial destinations are discouraged unless there is a major transit connection such as the Capitola Mall. The layout for destination signs includes no more than three "slots" for destinations or points of interest. The nearest locations are to be placed in the top two slots and the final route destination in the bottom place. The final destination of the route is listed on all

signs. Mileage and directional arrows are provided for all three slots as shown in **Figure 1**.

Symbols were identified to convey destination and point of interest information for three categories of location types: transit stations, multi-use paths, and State Parks. These symbols were identified to save space on the sign, however as the draft sign database was developed it was determined that these symbols may actually increase the size of the signs and are can be repetitive of the text included on the sign. Therefore it is the recommendation of staff that symbols be excluded from the signage.

The signs should be placed at the nearside of intersections and should consider intersection geometries, number of lanes, merging distance and professional judgment. The number of signs per directional mile will vary based on the number of decision points. There is no minimum or maximum established by the Implementation Plan.

### **Draft Signage Database**

A database of signs was developed to direct bicyclists along the routes identified as part of the Implementation Plan. Public works staff from each of the jurisdictions are in the process of reviewing the signs for placement, content and design. Upon completion of their review the draft signage database will be provided to advisory committees for review and comment.

**The draft database will be provided to this committee on December 20th and comments will be due by January 18<sup>th</sup>.**

Placement: Signs were sited on existing poles where possible. However, signs cannot be located on stop signs or bus stop poles. Some of these existing poles may already have more than one sign on them, in which case the pole may need to be replaced with a taller pole in order to accommodate all the signs and still meet the minimum height requirements for signage. (Signs adjacent to or on sidewalks must be a minimum of 7 feet above the sidewalk.)

Multi Use Trails: Some of the signs direct bicyclists to multi-use trails. However, these trails may have their own branding and wayfinding plans, such as the Monterey Bay Sanctuary Scenic Trail (MBSST). In this example, when the cyclist arrives at the trail, signage branded for the MBSST will direct them onto it. Therefore, while there is signage directing people towards the trail access points, there is not additional signage immediately in front of the trail access points for the MBSST.

### **Pacific Coast Route**

As part of this project we will be providing new signage for improved wayfinding on the Pacific Coast Route. However, the number of signs to be provided is subject to budget provisions. Filling in the gaps in the route signage will be completed. If

budget allows we will also replace existing signage for consistency with bicycle wayfinding.

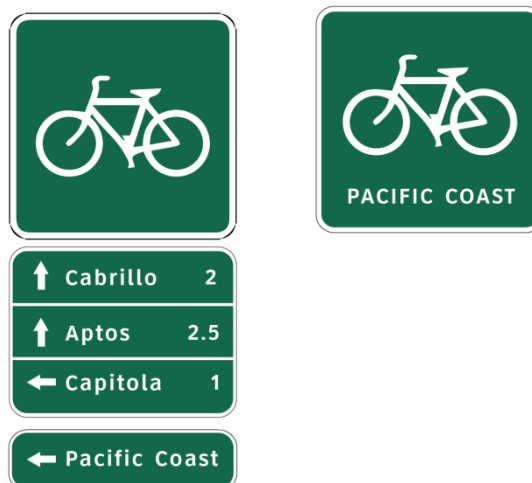
A number of recommendations have already been provided to staff regarding replacing signage or filling in signage gaps for the Pacific Coast Route. Additionally, current placement of the signs is on the farside of the intersection whereas the standard established in the Implementation Plan for the Bicycle Route Signage Program is nearside. The comments and needs for this route have not yet been converted into a map format. However, it is the goal of staff to provide a means of collecting comments on locations where new or replacement signage is needed by December 20th.

Figure 2: Pacific Coast Route Signage

#### Existing Sign Design



#### Recommended Sign Design



## SUMMARY

In 2015, the RTC was awarded an Active Transportation Program grant to install approximately 875 directional signs that direct bicyclists to preferred cycling routes and increase motorists' awareness of shared roadway facilities. The project is now in the PS&E phase which must be completed by March 19<sup>th</sup> 2018 to receive the next funding allocation from the California Transportation Commission. Staff requests that the Bicycle Advisory Committee provide input on sign placement, design and content by January 18<sup>th</sup> 2018.

#### Attachments:

1. Santa Cruz County Bicycle Route Signage Program 2015 Implementation Plan

<\\RTCSERV2\Shared\Bike\Countywide Sign Program\1. ProjectMgmt\Staff Reports\Countywide Bike Signage Draft Sign Locations BAC.docx>



**Santa Cruz County Bicycle Route Signage Program  
2015 IMPLEMENTATION PLAN**



Prepared by  
Santa Cruz County Regional Transportation Commission  
Santa Cruz, CA

Final May 2015

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# **Santa Cruz County Bicycle Route Signage Program 2015 Implementation Plan**

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## Chapter 1- Project Description

In an effort to further increase bike ridership and improve safety, the Santa Cruz County Regional Transportation Commission (RTC) developed the Santa Cruz County Bicycle Route Signage Program (SCC Bicycle Route Signage Program). The SCC Bicycle Route Signage Program directs bicyclists to preferred bicycle routes. Preferred bicycle routes link common origins and destinations throughout Santa Cruz County.

The Draft SCC Bicycle Route Signage Program - 2015 Implementation Plan (2015 Implementation Plan) builds on previous efforts, sets up the methodology for selecting routes, lists Phase I bicycle routes, defines standard signs, establishes sign design guidelines, and describes scenarios for project delivery. The 2015 Implementation Plan will be reviewed and revised as necessary.

The RTC is committed to promoting sustainable transportation options, including bicycle use. Commuters, recreational cyclists, families with children, and visitors, ranging from experienced to new bicycle riders, will benefit from a SCC Bicycle Route Signage Program. Because the RTC is a Regional Transportation Planning Agency, not a public works department with construction authority over streets and roads, coordinating with local jurisdictions to implement such a program is vital to its success.

### ***Background***

The need for a bicycle route sign system was identified by community members, transportation professionals and elected officials, in order to increase the number of bicyclists, as well as improve bicyclists' safety. The project gained significant momentum after two bicyclist fatalities on Mission Street (state Highway 1). Other areas across the United States with significant bicycle ridership have implemented similar systems, including Santa Barbara, Berkeley, and Oakland in California; Portland, Oregon; Seattle, Washington; and Chicago, Illinois, among others. The Transportation Agency for Monterey County is in the early stages of developing a way finding plan, including bike route signing.

In June 2009, the RTC programmed \$100,000 in Regional Surface Transportation Program funding for the SCC Bicycle Route Signage Program. In December 2013, RTC staff presented the Preliminary Draft SCC Bicycle Route Signage Program Implementation Plan. Development of the SCC Bicycle Route Signage Program Implementation Plan involved extensive research, review of similar implementation plans, and discussions with local jurisdictions. Earlier stages in the development of the SCC Bicycle Route Signage Program Implementation Plan were used to: establish goals and objectives; identify the target audience; recommend standards signs and outline potential strategies for selecting routes; sign placement; public involvement; and program administration.

The SCC Bicycle Route Signage Program is expected to be implemented over time as resources become available. The 2015 Implementation Plan introduces the first group of routes proposed for implementation consistent with the 2015 Implementation Plan methodology. The bicycle routes identified in the 2015 Implementation Plan are the first step in developing the community's bicycle route signage program and are referred to as "phase 1 bicycle routes". A phased approach introduces bicycle signage to the community at a scale that fits within available planning funds and allows for revisions to the system to

adapt to the community's level of interest. Additional signed bicycle routes could be identified consistent with available resources and funding opportunities.

### ***Goals and Objectives***

A bicycle route signage program in Santa Cruz County will assist in directing cyclists to preferred bicycle routes. The goals of the program are to improve safety and increase bicycling in Santa Cruz County by way of reducing conflicts between bicycles and motor vehicles; educating motorists and bicyclists about shared roadways; and increasing awareness of bicycling as a viable transportation option. Increasing the bicycling mode share, a goal of the Regional Transportation Plan, will serve to maximize use of the existing transportation network, promote non-emission generating trips by converting short distance automobile trips to bicycling trips, and improve community members' health and well-being.

To achieve program goals, the bicycle route signage program is designed to:

- 1) Identify and guide cyclists onto streets better suited for bicycle travel to common destinations;
- 2) Promote bicycle use by making the public more aware of the bicycle as a viable transportation mode;
- 3) Remind motorists that they are sharing the road with cyclists who are traveling on bicycle routes;
- 4) Attract new bicycle riders, who may be intimidated by traffic and other safety considerations or constraints, to routes with lower traffic stress; and,
- 5) Make it easier for bicyclists to find common destinations while being informed about trip length.

The 2015 Implementation Plan will assist transportation planners, local jurisdictions and interested organizations in:

- 1) Providing a framework for logical and useful routes for bicyclists in the county;
- 2) Selecting bike routes that provide convenient and comfortable access to common destinations such as: parks, beaches, shopping areas, schools, work, and scenic areas;
- 3) Selecting routes well-suited to a broad range of riders such as: commuters, tourists, families, fitness riders, and recreational riders;
- 4) Eliminating and consolidating unnecessary existing bikeway signs to "de-clutter" area streets and bikeways; and,
- 5) Developing a bike route signage program that can be implemented in phases as funding permits, and that provides clear directions to signing future bikeways in the same manner.

## ***Target Audience***

### **Community**

While the main focus of the program are bicyclists and community members interested in riding a bicycle, the population to be served includes all Santa Cruz County residents and visitors. Design features increase bicycle ridership benefits to all members of the community since it promotes human-scale environments, traffic calming, reduced greenhouse gas emissions, and a healthier population.

### **Bicyclists**

Bike route signs will serve bicycle riders of all persuasions — commuters, families, recreational riders, and visitors ranging from experienced to new bicycle riders. Bicycle counts taken in 2012 and 2014 show an overall increase in bicycle ridership in Santa Cruz County since 2003, with the greatest number of bicyclists in the City of Santa Cruz and mid-County, including Capitola. On average, over 3,500 workers ride a bicycle to work in Santa Cruz County between 2006 and 2010, according to the American Community Survey 5- year estimate. While the sign program will clearly serve commuters, commute trips account for just 16% of all trips nationally, according to the 2009 National Household Travel Survey. So there are a far larger number of residents traveling for other household trips, such as shopping and school by bicycle, who will benefit.

### **New Bicycle Riders**

Community members who want to travel by bicycle but have safety concerns may be encouraged by the designation of specific bicycle routes and add to the total number of bicyclists in Santa Cruz County. Safety concerns are the main reason why residents do not choose bicycling for short trips in Santa Cruz County, according to a 2012 public input survey conducted by the RTC. Increased bicycle ridership also means higher visibility which heightens safety and provides an inviting atmosphere to timid or novice riders.

### **Visitors**

Visitors to Santa Cruz County will be served from improved guidance while traveling through the county on touring trips or navigating around town by bicycle.

### **Pedestrian Way finding**

While the bike route signs will be useful to pedestrians, the system will not be specifically designed to support pedestrian travel. Pedestrian way finding signage is generally focused on a finer level of detail, with support of shorter trips, areas with higher density, and more local destinations. A bicycle signage system supports longer trips and are designed and located to accommodate users traveling at speeds in the range of ten to fifteen miles per hour.

### **Funding**

The RTC initially considered an application for \$300,000 for development of this program and later estimated \$500,000 was needed for a robust and comprehensive countywide signage program. The requested amount was determined after researching the cost of developing such programs in other areas; identifying preliminary estimates for the number of routes and signs needed; considering maintenance requirements; and estimating the staff time needed to adequately coordinate sign and route development

with all local jurisdictions. In response to the application for \$300,000 in funding to develop the program, the RTC approved a reduced amount of \$100,000 in Regional Surface Transportation Program funding. RTC staff worked with a limited project scope to develop a SCC Bicycle Route Signage Program 2015 Implementation Plan designed to accomplish program goals and position the region to take advantage of future funding opportunities.

Other jurisdictions have financed their programs through the following funding mechanisms: Bicycle Transportation Account (BTA), Transportation Development Act (TDA), Proposition 116, Transportation Enhancement Act (TEA), local maintenance funds, and various tax measures, among others. Many of these funding sources could be pursued to acquire additional funds for the county's program, while others are no longer available due to legislative changes in recent years. For example, individual jurisdictions or the RTC could apply for Active Transportation Program funds to help fund portions of the sign program within their jurisdiction.



## **Chapter 2- Needs Assessment**

### ***Existing Conditions***

As of December 2014, there are 216 bikeway miles in Santa Cruz County, consisting of 191 miles of Class II striped bike lanes on a street or highway and 25 miles of Class I separated paths designated exclusively for bicycle travel. Class II bike lanes can be found on most arterials and collector roads. Green bicycle lane treatments are sometimes incorporated with Class II bike lanes when bike lanes are painted green in all or some locations. Class I bike paths can be found on the San Lorenzo River Levee, Arana Gulch Multi Use Path, Branciforte Creek Trail, and some segments of the Watsonville Slough Trails. RTC staff has not conducted an analysis of the number of Class III miles existing in the county. Sharrows are sometimes found on Class III facilities and provide improved visibility for bicycles. The area has an active bicycling community, which promotes the provision of dedicated bicycle facilities on a variety of road way types, to accommodate the varied ability and comfort levels of bicycle riders. While the county is currently served by a wide variety of bicycle facilities, the majority of the areas lack a clear, comprehensive, and consistent sign system that provides bicycle riders with directional information and information about mileage to destinations and points of interest. Two different sign systems already exist, namely the Pacific Coast Bike Route and the California Coastal Trail, but they do not provide destination or mileage-to-destination information. Additionally, many Pacific Coast Bike Route signs are in need of maintenance, and gaps in the sign system need closing. The SCC Bicycle Route Signage Program provides an opportunity to connect routes and make improvements.

### ***Safety***

Safety concerns are the main reason why residents do not choose bicycling for short trips in Santa Cruz County, according to a public input survey conducted by the RTC in 2012. Santa Cruz County bicyclists' injury/fatality rate is almost twice the State injury/fatality rate, with 158 bicyclists injured or killed in 2010, according to the Community Traffic Safety Coalition 2010 Bicycle State of the County Report. State injury/fatality rates are based on collisions per total population and not collisions per total bicycle ridership. Bicycle crashes were common at major intersections on high-speed, multi-lane arterial streets, and roads with high truck traffic volumes.

### ***Multimodal Network Quality***

The level of use of bicycle facilities is highly dependent on the quality of the facility. The quality of a bicycle facility reveals the level of comfort it provides to people riding bicycles. The Multimodal Network Quality Analysis of Santa Cruz bicycle facilities completed in 2014 concluded that the overall quality of the Santa Cruz County bicycle network rated 26 out of a maximum of 100. Although the presence of signed bicycle routes was not a variable analyzed in the bicycle network quality analysis, the location of bicycle facilities with respect to motor vehicle speed and the type of bicycle facility was a factor to determining the network score. Understanding the quality of bicycle facilities is important for increasing the number of bicycle riders by way or offering comfortable environments for bicycling.

### ***Bicycle Plans***

All local jurisdictions within the RTC planning area have developed bicycle plans to guide implementation of local policies and funding to support bikeway development, maintenance and support facilities. The purpose of bicycle plans range from developing integrated bicycle networks to implementing bicycle safety goals and designing a system that will increase bicycle commuting. Bicycle plans have undergone public review. Routes are generally consistent with priorities dictated in bicycle plans.

### ***Monterey Bay Sanctuary Scenic Trail Network***

The Monterey Bay Sanctuary Scenic Trail Network is planned to be a 50-mile bicycle and pedestrian pathway along the coast of Santa Cruz County. It will go from the San Mateo County line in the north to the Monterey County line at Pajaro, as defined in the Monterey Bay Sanctuary Scenic Trail Master Plan adopted in 2013. The RTC is overseeing the Santa Cruz County sections of the Monterey Bay Scenic Sanctuary Trail. In Santa Cruz County, the Monterey Bay Sanctuary Scenic Trail Network merges plans for a bicycle and pedestrian trail along the rail line – including coastal alignments and neighborhood spurs – into a connected network that will overlap and converge to provide safe and convenient route choices. Segments of the Monterey Bay Sanctuary Scenic Trail Network, located in the urban areas of the City of Santa Cruz and City of Watsonville, are under development. The Monterey Bay Sanctuary Scenic Trail Network will serve as the California Coastal Trail in Santa Cruz County.

### ***California Coastal Trail***

The California Coastal Trail is defined as a continuous public right-of-way along the California coastline—a trail designed to foster appreciation and stewardship of the scenic and natural resources of the coast through hiking and other complementary modes of non-motorized transportation. The Monterey Bay Sanctuary Scenic Trail Network will serve as the California Coastal Trail in Santa Cruz County.

### ***Pacific Coast Bicycle Route***

In Santa Cruz County, Highway 1 is recognized as the Pacific Coast Bike Route. The route generally follows Highway 1 north of the city of Santa Cruz, surface streets in the cities and county urbanized areas, and along rural surface streets south of Aptos. The Pacific Coast Bike Route is shown in [Appendix C](#). Due to its spectacular scenery, the route draws many recreational bicycle riders, mountain bikers, charity ride participants, group riders, bike delivery operations, triathlons, bicycle races, and is promoted by the national organization, Adventure Cycling Association.

### ***Multiuse Pathways***

There are several multi-use pathways in Santa Cruz County that serve bicycle travel. Included are the San Lorenzo River Levee Trail, the Arana Gulch Multi Use Path, Branciforte Creek Trail and some of the Watsonville Slough Trails. The multi-use pathways and most paved trails are considered Class I bicycle facilities and are physically separated from motor vehicle traffic. Multi-use pathways can provide more comfortable facilities for less experienced bicycle riders because they do not have to share the path with motor vehicles and provide fewer opportunities for conflicts between bicycle riders and motor vehicles.

### ***Neighborhood Shared Streets***

Neighborhood shared streets are local roadways that emphasize slow speeds and lower volumes and optimize bicycle and pedestrian travel. Neighborhood shared streets are intended to create “low stress” routes for bicyclists to connect to common neighborhood destinations. Neighborhood shared streets are typically located on local roads and may have one or more of the following: pavement markings that signal drivers and bicyclists to share the road; dedicated bicycle and pedestrian facilities; improved bicycle and pedestrian crossings; bicycle and pedestrian scale way finding signs; and traffic calming measures. Future neighborhood shared streets are identified in the 2014 Regional Transportation Plan.

### ***City of Santa Cruz Way Finding Program***

The City of Santa Cruz Way Finding and Signage Program is an integrated system which markets the City of Santa Cruz, while communicating that the City is unique, friendly and organized through helping visitors more easily find their way to intended and discovered destinations. The City of Santa Cruz Way Finding and Signage Program recommends developing bicycle signage for the West Cliff Drive and San Lorenzo River Levee bike loops, to include mileage and time specifications.

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## **Chapter 3- Route Selection**

### ***Methodology***

Preferred routes are selected based on the following features: proximity to common origins and destinations; proximity to points of interest, route directness and connectivity; bicycle facilities; target audience; and traffic volumes and speeds, with safety as a major consideration. Other factors considered when choosing routes include geographic distribution, scenic attributes, and topography. The route selection process is undertaken in collaboration with all local jurisdictions in the county, as many routes crossover multiple jurisdictions.

### **Common Origins & Destinations**

Selecting common origins and destinations is the first step in identifying preferred bicycle routes for Santa Cruz County. Common origins and destinations are considered major attractors and can generally be described as: downtowns, town centers, commercial centers, universities, state parks and beaches, and neighborhood centers. In some cases, major arterials serve as bicycle route origins (ex. Soquel Avenue and Freedom Boulevard) if their location draws individuals from more than one surrounding neighborhood or where roadways provide a connection to another bicycle route. Points of interest along routes are also important factors in determining route locations. Points of interest are described as major transit stations, colleges, coastal access points, and multi use path and trail systems. A list of common destinations and points of interest is included in [Appendix A](#).

### **Target Audience**

The SCC Bicycle Route Signage Program is designed to serve all ages and abilities and address the needs of commuters, families, recreational riders, and visitors. Within this audience there is a continuum of experience, attitudes, and comfort associated with bicycling. The Federal Highway Administration (FHWA) describes this continuum using a scheme based on bicyclist skill. Advanced cyclists are those whose greater skill enables them to share roads with motor traffic and may be willing to sacrifice separation from traffic stress for greater speed. Basic adult cyclists are those who lack the “skill” to confidently integrate with fast or heavy traffic. Children cyclists are those who are less capable than the basic adult cyclists at negotiating with traffic and more prone to irrational and sudden movements. Common destinations using a bicycle may also vary across the target audience. For example, recreational riders may be most interested in reaching state parks or beaches and transit stations. Families may be most interested in reaching neighborhood centers, parks or schools. The result is a diverse set of bicycle routes that expose bicyclists to varying intensities of motor vehicles and motor vehicle speeds and provide links to nearby and farther away destinations.

### **Traffic Volumes & Speeds**

Traffic volumes and speeds can be factors in a bicycle riders safety and comfort. Increase in traffic speeds and traffic volumes create “traffic stress”. For example, multi-lane streets can promote higher traffic speeds and decrease ability to notice bicyclists to left-turning motor vehicles and cross traffic at driveways and intersections. Also, the severity of a crash involving a bicyclist and motorist increases exponentially with speed. Providing a low level of stress for bicyclists requires progressively more protective measures, which

include dedicated bike lanes and, ultimately, physically segregated bikeways to commensurate with the traffic speed.

### **Bicycle Facilities**

Signed bicycle routes are located on Class I, Class II and Class III bicycle facilities. Examples include: bicycle routes that utilize the San Lorenzo River Levee Class I bicycle path; Class II bicycle lanes on Soquel Avenue/Drive and collectors; and local roadways, including neighborhood streets, which serve as Class III bicycle facilities. The existing bicycle route network represented in the RTC's Santa Cruz County Bike Map should be referenced when selecting routes.

Bicycle facilities by route vary depending on the target audience and route location. Bicycle routes are typically located where there are existing bicycle facilities or low speed and low traffic roadways. Upgrades to existing bicycle facilities on identified routes may be recommended to establish the most conducive environment for the experience level and comfort of different rider types.

### **Safety**

The most common motor vehicle-bicycle crashes are located at intersections and may include a motorist passing a cyclist on the left and turns right into the bike's path or a motorist fails to see a cyclist and makes a left turn. Other common motor vehicle-bicycle crashes are: a person riding a bicycle, traveling next to parked cars lined up on the street, strikes a car door opened by the driver; a motorist exits a driveway or parking lot into the path of a bicyclist; a motorist overtaking bicyclists from behind. In Santa Cruz County, bicycle collisions were most frequent on arterial and collector routes with speeds between 25 and 35 mph. The SCC Bicycle Route Signage Program is designed to reduce potential conflicts between bicycle and motor vehicles.

### **Geographic Distribution**

It is important that chosen routes are equitably distributed throughout the county. Throughout Santa Cruz County there are bicyclists with a range of needs. Providing a variety of bicycle route options at locations throughout the county is the most equitable approach to distributing the benefits of bicycling. Furthermore, the overall success of the SCC Bicycle Route Signage Program is dependent on the routes ability to link common origins and destinations across Santa Cruz County.

### ***Route Type***

Preferred bicycle routes are categorized by route type. Regional, local and neighborhood routes have been designated to address the diverse needs of the target audience. Identifying three classes of preferred bicycle routes promotes routes that are designed to maximize utility and appeal to the broadest range of bicycle riders consistent with the SCC Bicycle Route Signage Program target audience. While the preferred bicycle routes are designed for all, bicyclists should always use their judgment in selecting routes that suit their experience and comfort level.

*Regional Bicycle Routes:* Connect common origins and destinations that support several communities and a mixture of community needs. Routes are designed to prioritize route

directness over low traffic stress. Routes are typically cross-county routes between six and twenty-miles and link to local and neighborhood routes. Routes may appeal to more experienced bicycle riders categorized as advanced riders by FHWA. Routes are typically composed of Class II bicycle facilities. *Local Bicycle Routes:* Connect between three or four common origins and destinations that support a local community's needs and provide connections to adjacent jurisdictions and neighborhoods. Routes are designed to balance route directness with traffic stress. Routes are between five and eight miles in length and link with other local route and neighborhood routes. Routes may appeal to bicycle riders with less experience integrating with traffic and fall into the category of basic adult riders, according to FHWA. Routes are typically composed of Class II and Class I bicycle facilities, and shared local roadways.

*Neighborhood Bicycle Routes:* Connect two or more common neighborhood origins and destinations. Routes prioritize low traffic stress over route directness. Routes are intended for new bicycle riders with little or no experience negotiating traffic and bicycle riders who fall into the category of children riders according to FHWA. Routes are between two and three miles in length and link with other local and regional routes. Routes are typically Class I bicycle facilities and shared local roadways, such as neighborhood shared streets. Class II bicycle facilities may provide connections along the route. Neighborhood routes may be further evaluated in conjunction with other neighborhood transportation planning projects.

### ***Phased Approach***

The SCC Bicycle Route Signage Program is expected to be implemented over time as resources become available. The 2015 Implementation Plan introduces the first group of routes proposed for implementation consistent with the 2015 Implementation Plan methodology. A phased approach introduces bicycle signage to the community at a scale that fits within available planning funds and allows for revisions to the system to adapt to the community's level of interest. Additional signed bicycle routes could be identified in phases consistent with available resources and funding opportunities. Once successful routes have been signed, there will likely be public requests for additional routes. Such support could help facilitate securing of funds for future routes.

### **Phase I Bicycle Routes**

The bicycle routes identified in the 2015 Implementation Plan are the first step in developing the community's bicycle route signage program and establish the foundation for future routes and are referred to as phase 1 bicycle routes. Phase I bicycle routes build on the information provided in 2013 by local jurisdictions' representatives, as well as by bicycle advocacy/advisory organizations' representatives during development of the SCC Bicycle Route Signage Program 2015 Implementation Plan. Phase I bicycle routes focus on identifying preferred routes between common origins and destinations connecting locations generally within the urbanized areas of Santa Cruz County. Phase I bicycle routes are designed to link with an expanded network of routes as future phases of the SCC Bicycle Route Signage Program are implemented. [Appendix B](#) includes a description of Phase 1 bicycle routes, maps of routes, and street network details.

### ***Public Involvement***

The RTC Bicycle Advisory Committee and representatives from local jurisdictions provided input on the 2015 Implementation Program. The RTC Bicycle Advisory Committee is comprised of members of the public representing a variety of bicycling interests and representatives of local bicycle organizations. Updates to the program goals, phase I bicycle routes, and program promotion were made in response to comments received. Neighborhood routes may be revised as a result of additional input received during future neighborhood transportation planning activities. Development of local bicycle plans and the Regional Transportation Plan include extensive public involvement and were considered in the development of the SCC Bicycle Route Signage Program 2015 Implementation Plan.

### ***Program Expansion***

Upon completion of phase I bicycle routes, including sufficient time for completion of field review and program evaluation, the RTC, in partnership with local jurisdictions and partner agencies, may consider expanding the number of signed bicycle routes. Future signed bicycle routes should be selected consistent with the methodology described in the 2015 Implementation Plan. Adjustments to the methodology should only be made if the outcomes do not conflict with previously implemented signed bicycle routes.



## Chapter 4- Sign Design Guidelines

### ***Standard Signs***

The standard SCC Bicycle Route Signage Program signs provide bicyclists three general kinds of guidance: direction, destination, and distance information along designated SCC Bicycle Route Signage Program routes.

- 1) Directional information instructs bicyclists about which way to go to reach common destinations near approaching decision points and intersections.
- 2) Destination information confirms the bicyclist's route choice for reaching common destinations after selection of a direction at decision points and intersections.
- 3) Distance information indicates mileages and allows bicyclists to plan for energy needs and to better account for the time that the bicycle trip may require.

The SCC Bicycle Route Signage Program proposes to use the Federal Highway Administration's and California Manual on Traffic Safety Control Devices (MUTCD) sign standards to support a destination-based route signing system. The MUTCD destination-based route signs selected for the SCC Bicycle Route Signage Program are recognizable, easy to understand and provide the greatest utility in terms of destination and distance information. The destination-based sign system follow the look and feel of standard highway guide signs, with the addition of a bicycle graphic to identify that the signs are designed for bicyclists, and encourage consistency with existing "Bike Route" signs. Several areas within California with signed bicycle routes are installing or moving towards destination-based route signs.

A modified version of sign D11-1 combined with D1-1a to D1-3a, shown in Figure 1, are the primary signs utilized for the SCC Bicycle Route Signage Program to direct bicycle riders and assure bicyclists they are on the correct route. A modified version of the D11-1 sign is proposed to remove the words "BIKE ROUTE". The words "BIKE ROUTE" officially reference a Class III facility. While this distinction may not be of concern to users, the use of "route" on a Class I or II facility is incorrect. In addition, minimizing the number of words presented on a sign is typically preferred. Sign D11-1c shown in Figure 1 may occasionally be utilized for the SCC Bicycle Route Signage Program when only the final destination is identified, typically in more rural areas where there are few decision points. The D1-1a/D1-3a signs provide directional and mileage aspects when combined with the D11-1 sign.

In order to give jurisdictions as much flexibility as possible while maintaining a uniform look across the county, the SCC Bicycle Route Signage Program should deploy the signs identified in Figure 1 below in a modular fashion, with consideration for the 2015 Implementation Plan sign design guidelines, and professional judgment of location and route specific circumstances.

**Figure 1: Standard SCC Bicycle Route Sign**

**Option 1:** To be used before decision points to direct bicycle riders to the correct destination and identify the direction and distance to destinations and points of interest.



**D11-1, modified** ("Bike Route" removed)

**Size:** 24" x 18"



**D1-1a:** Single Destination

**D1-2a:** Two Destinations

**D1-3a:** Three Destinations (shown here)

**Size:** Height varies based on number of destinations; width varies, but could limit to 24" to match width of D11-1

**Note:** The two signs for Option 1 can be mounted on single plate

**Option 2:** To be used after decision points or along routes to confirm that bicycle riders are headed towards the correct destination. Only the final destination is identified on confirmation signs.



**D11-1c**

**Size:** 24" x 18"

The sign layout specification for the SCC Bicycle Route Signage Program deviates from the MUTCD as described in Table 1.

**Table 1: Standard Sign Deviation from MUTCD**

<b>Difference from MUTCD</b>	<b>Rationale</b>
Removes "BIKE ROUTE"	Remove reference to Class III facility
Incorporates symbols with destination names	Improved communication while minimizing text

### **Sign Text & Mileage**



Text on signs should be limited to destinations, points of interest and symbols for transit, multiuse paths, and state parks as listed in [Appendix A](#). Reference to commercial destination should be minimized. Final destinations should be included on all respective route signs. Route destinations should be signed at a distance of less than six miles. Points of interest should be signed at a distance of less than two miles. Signs shall use mixed case letters (e.g. upper case and lower case).

Distances on bicycle routes should be measured from the center of intersections to the geographical or business center of urban nodes. Mileage on signs should be listed in one mile increments. When the distance is less than one mile, the mileage number is expressed as a decimal, with a zero placed before the decimal (e.g., "0.5").

### **Symbols on Standards Signs**

Symbols will be used to convey destination and point of interest information in a space efficient manner. Symbols will be incorporated to identify the location of multiuse paths or trails, state parks, and transit stations. Symbols that may be incorporated with the SCC Bicycle Route Signage Program are shown in Figure 2. Figure 3 provides examples of SCC bicycle route sign with symbols.

**Figure 2: Symbols for Use with SCC Bicycle Route Signs**

Multi Use Path	Transit Station	California State Park
		TBD

**Figure 3: SCC Bicycle Route Sign with Transit or Multi Use Path Symbol**

Symbols will be used to convey destination and point of interest information in a space efficient manner on SCC Bicycle Route Signs. The modified D1-1a signs here are combined with D11-1 modified sign to indentify the location of a transit station and multi use path.



### Sign Layout

The following should be considered when determining sign layout:

- 1) Include no more than three locations made up of a combination of destinations and points of interest;
- 2) Locate the nearest destinations or point of interests at the top two places. If destinations or points of interests are equal in distance, the sign with an up arrow should be placed on top;
- 3) The final destination should be located in the bottom place. If a point of interest is beyond the final destination, then the point of interest beyond the final destination may be located in the bottom place and the final destination should be located in the middle place;
- 4) If a combination of destinations and points of interest are greater than three, than the two nearest destinations or points of interest should be listed in the top two places and

the final destination should be listed in the bottom place. If a point of interest is beyond the final destination, then the nearest destination or point of interest should be placed in the top place, the final destination placed in the middle and the point of interest beyond the destination should be placed in the bottom place;

- 5) The straight arrow should be placed to the left of a destination and be left-justified, the left arrow to the left of a destination and be left-justified, and the right arrow to the right of a destination and be right-justified; and,
- 6) Symbols should be located between arrows and destination text and included only for destinations within two miles of the bicycle route.

### **Sign Assemblies**

A sign assembly is the group of signs that are placed at one location. SCC Bike Route Signage Program sign assembly would include the modified D11-1 "Bike Route" sign shown in Figure 1 plus a second set of D1-1a to D1-3a signs mounted below that contain destination and distance information. In unison, they contain the necessary SCC Bicycle Route Signage Program information at that location.

The RTC recommends that each sign be produced separately, rather than putting all the signs for a given sign assembly on a single plate. Separate signs will ease replacement of individual units. Using a single plate for each sign assembly is possible, though, and has been done by various jurisdictions.

### ***Sign Frequency***

Signs per directional mile will vary based on the number of decision points. Some routes might be more rural, and have less decision points, meaning fewer signs are needed. More urban routes will need more signs, since decision points are abundant. Other bicycle route signage program signs frequency range from 14 to 2 signs per bi-directional mile. The Pacific Coast Bike Route signs originally installed in Santa Cruz County contain 8 signs per bi-directional mile (4 in each direction). The SCC Bicycle Route Signage Program is expected to average 2 to 4 signs per bi-directional mile with signs per mile increasing in areas where there are multiple decision points and signs per mile decreasing in areas where there are fewer decision points.

### ***Sign Placement***

Effective placement of signs along the routes is crucial to the functioning of the system. Each route should be evaluated individually to determine the most effective location for signs. Signs should generally be located before and after major intersections or decision points, before a bike route turns. Location for sign installations should be determined by the responsible local jurisdiction.

Sign placement located near intersections should consider intersection geometrics, number of lanes, sign distance and professional judgment. For example, left turns may require a sign to be placed a greater distance before the intersection based on the number of lanes the bicyclist must merge across in order to make the left turn. Other bicycle route signage programs place decision signs 30 feet for a zero lane merge and 100 feet for one or more lane merges.

Sign locations should be mapped prior to installation. A database of final sign locations should be documented and shared between local jurisdictions and RTC. Doing so will ease

maintenance efforts when signs need to be replaced, which will help maintain the integrity of the sign system. Evaluation of sign locations conducted during field reviews should utilize maps of planned sign locations.

A database of final sign locations should include a detailed description of:

- Sign placement including closest cross streets and distance in feet from intersections, where possible;
- Sign assembly including MUTCD signs utilized, signed destination and mileage, other signage located on the sign post, and a image of posted sign where possible; and,
- Sign dimensions including sign height and clearance.

## Other Sign Systems

SCC Bicycle Route Signage Program signs should integrate with other signs systems to avoid proliferation of signs, where appropriate. Existing signs for the California Coastal Trail, the Pacific Coast Bike Route, San Lorenzo River Levee Trail, as well as standard bike path, bike lane, and bike route signs are installed throughout the county. SCC bicycle route signs should also plan to integrate with future sign systems.





## Bike Facility Signs

Figure 4 provides examples of existing bicycle sign systems in Santa Cruz County. Class III signs are similar to and can integrate well with the SCC Bicycle Route Signage Program. Class II signs are different in color scheme and Class I signs are different in color scheme and layout than the SCC Bicycle Route Signage Program. To encourage an easily recognizable sign system, where bike facility signs are located on SCC Bicycle Route Signage Program routes:


- 1) Existing Class III facility signs should generally be removed or combined with SCC Bicycle Route Signage Program signs; and,
- 2) Existing Class I and Class II facility signs should be removed.

Two bike facility signs initiatives – one state and one national – could result in new bike signs in the county as shown in Figure 5. The U.S. Bike Route initiative, a program sponsored by the American Association of State Highway and Transportation Officials and the American Cycling Association, is requesting that local jurisdictions designate and sign bike routes of national significance. A California initiative resulting from the passage of AB 1464 is requesting the same thing. Both programs have unique signs. At this time, RTC staff is recommending that the Pacific Coast Bike Route network be used for both programs and that no new signs are installed in order to avoid confusion and sign proliferation.

**Figure 4: Existing Bicycle Facility Signs in Santa Cruz County**

Pacific Coast Bike Route	Class I Bike Path	Class II Bike Lane	Class III Bike Route
			

**Figure 5: Future Bicycle Facility Sign in Santa Cruz County**

Possible US Bike Route	AB 1464 State Route Program
	Image not yet determined

**Pacific Coast Bike Route**

The Pacific Coast Bike Route signs are similar to the SCC Bicycle Route Signage Program signs and can integrate well with the SCC Bicycle Route Signage Program. To encourage an easily recognizable sign system, existing Pacific Coast Bike Route signs may be combined with SCC Bicycle Route Signage Program signs. Combining Pacific Coast Bike Route sign with the SCC Bicycle Route Signage Program sign can be accomplished by replacing the existing D11-1 “Bike Route” sign with the adopted SCC Bicycle Route Signage Program standard signs (modified D11-1 sign), adding directional sign elements, and relocating signs consistent with the SCC Bicycle Route Signage Program sign placement principles. An example of a Pacific Coast Bike Route sign combined with the SCC Bicycle Route Signage Program sign is shown in Figure 6.

**Figure 6: SCC Bicycle Route Sign Combined with Pacific Coast Bike Route Sign**





## Multi Use Path & Trail System Signs

Bicycle route signs identifying the location of multi use paths or trail systems may include the multi use path or trail system symbol in addition to the text description, such as shown on Figure 3. Where SCC Bicycle Route Signage Program routes overlap with multi use path or trail systems, such as the San Lorenzo River Levee Trail, Watsonville Slough Trails, and future Monterey Bay Area Scenic Sanctuary Trail, signing for the SCC Bicycle Route Signage Program could be incorporated into the unique multi use path or trail use signs. When SCC Bicycle Route Signage Program signs are incorporated with unique multi use path or trail system signs, the bicycle route sign should maintain the look and feel of the standard SCC Bicycle Route Signage Program signs and remain consistent with the 2015 Implementation Plan placement principles. The SCC Bicycle Route Signage Program's signs may be modified in size to fit within the adopted multi use path or trail post sign. Figure 7 provides an example of how a SCC Bicycle Route Signage Program sign may be incorporated into a unique multi use path or trail use sign.

**Figure 7: SCC Bicycle Route Sign Incorporated with Multi Use Path or Trail System Sign**



## **Chapter 5- Project Delivery**

As a Regional Transportation Planning Agency (RTPA), the RTC is in a unique position to implement a countywide bike route signage program. The RTC will work closely with all local jurisdictions through which routes will traverse (the Cities of Watsonville, Scotts Valley, Capitola, and Santa Cruz, the County of Santa Cruz, and Caltrans for state highway facilities) to deliver the SCC Bicycle Route Signage Program.

In 2010, the RTC provided the initial funding for development of the SCC Bicycle Route Signage Program. The RTC developed the 2015 Implementation Plan in coordination with the RTC's Bicycle Advisory Committee and local jurisdictions and adopted the Final 2015 Implementation Plan in May 2015. RTC will work with local jurisdictions to implement the SCC Bicycle Route Signage Program. Sign design standards and placement will be consistent with the adopted 2015 Implementation Plan.

### ***Sign Production and Installation***

Available resources for project delivery, related planning efforts, and institutional capacity will influence the role of RTC and local jurisdictions in production and installation of signs. The RTC will pursue funding for implementing the SCC Bicycle Route Signage Program as opportunities arise. Local jurisdictions may also provide funding for sign production and installation. Distribution of funds from RTC for implementation of the SCC Bicycle Route Signage Program will consider equitable geographic distribution, time of requests by local jurisdiction, and route connectivity.

Some examples of RTC and local jurisdictions roles in production and installation of signs may include:

- 1) Local jurisdictions produce and install signs consistent with the 2015 Implementation Plan.
- 2) RTC coordinates production of signs and local jurisdictions install signs consistent with the 2015 Implementation Plan. Production of signs may be completed by an outside vendor or one local jurisdiction on behalf of other local jurisdictions within Santa Cruz County.
- 3) RTC coordinates production and installation of signs consistent with the 2015 Implementation Plan. Production and installation of signs may be completed by an outside vendor or one local jurisdiction on behalf of other local jurisdictions within Santa Cruz County. The RTC does not have a licensed traffic engineer on staff, therefore sign placement would be dependent on engineering evaluations after consideration of line of sight, traffic volume, lane numbers, and other factors. RTC recommends this approach only if all other options have been exhausted.

Agreements, contracts or memorandums of understanding desired or required to carry-out sign production and installation will be handled on a case by case basis. Coordination with Caltrans may require more administration, however, as local bicycle route signs may require greater level of consideration to be located on state facilities.

The RTC will provide as much assistance, direction, and guidance as possible. Local agencies' participation is paramount and creative streamlining, such as waiving

encroachment permits, will provide for time and cost savings.

### ***Sign Maintenance***

Sign maintenance is crucial to the success of the SCC Bicycle Route Signage Program. Missing, damaged, or vandalized signs in any link in a route could render that route incomplete.

Local jurisdictions will be responsible for sign maintenance, including manufacture of replacement signs, installation, and all associated costs. In preliminary discussions with local jurisdictions in Santa Cruz County, sign maintenance costs are estimated between \$2,000 and \$4,000 annually per local jurisdiction, depending on the number of signs installed. If funding is identified, the RTC will strive to cover on-going sign replacement as possible.

### ***Sign Costs***

A major expense in the sign program is the cost to manufacture the bike route signs and install them, including hardware and labor. In preliminary discussions with local jurisdictions and a review of other Bay Area bike route sign programs, sign production/installation costs are estimated to be between \$300 and \$400 per sign for the SCC Bicycle Route Signage Program. This estimate includes the cost of encroachment permits where they may be needed. One way of determining the total costs for implementing signage on bike routes is to determine the average number of signs used per bi-directional mile. Once the number of miles on a given route is known the number of signs and cost per route can be calculated.

### ***Field Survey***

It is recommended that a pre-installation field survey occur for each route prior to sign installation to ensure that directional guides are logical, comprehensive, and streamlined. Field survey should reveal route deficiencies that may impact sign placement and solutions or enhancements such as bicycle route pavement markings. A post-installation field review would also be advisable to confirm network connectivity and functionality. Members of the public and/or advocacy organizations could be invited to assist in this effort.

### ***Liability***

Liability questions have been raised locally by the members of the RTC. Other jurisdictions determined that improvements associated with the bike route system (i.e. improved road conditions, increased motorist awareness) could themselves reduce liability concerns. Additionally, the recent "Complete Streets" approach to transportation projects, which aims to address the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, is a goal of this improvement project as well.

## **Chapter 6- Promotion & Evaluation**

### ***Promotion***

The SCC Bicycle Route Signage Program will be promoted using a variety of public information strategies including public officials' endorsement at a ribbon cutting, media coverage in local publications, and route maps. Additionally, the resources of partnering organizations such as: Ecology Action and its Bike to Work program, the Community Traffic Safety Coalition, and Bike Santa Cruz County (formerly People Power) will be utilized to promote routes. At the current time, funding is not available for any specific promotional campaign so no-cost avenues will be employed.

### **Route Maps**

Maps of bicycle routes may be developed in hard copy and electronic version when additional resources are available. Maps of the complete bicycle route system may be posted at key junctures along the bicycle route system. In addition, the inclusion of quick response, "QR" codes on hard copies and electronic versions of the maps may assist bicycle riders in identifying their exact location and could be further investigated for inclusion in route map materials.

Route numbering can provide a reference for bicycle riders utilizing reference maps and may be included in hard copy and electronic versions of SCC Bicycle Route Signage Program maps. Consistent with other bicycle route numbering systems, routes that are generally east-west are referenced with even numbers and routes that are generally north-south are referenced with odd numbers. Route numbers will not be included on signs and will serve as reference for planning purposes and mapping resources only.

### ***Evaluation***

Bicycle ridership counts should be completed before and after sign installation. Bicycle ridership counts on bicycle routes may be incorporated into existing bicycle count programs held annually and overseen by the Community Traffic Safety Coalition and the RTC. Surveys to capture the public's awareness of bicycle route signage and routes can also evaluate the program effectiveness.



## Bicycle Advisory Committee

# 2018 Draft Meeting Schedule

- *Meetings are held on the 2<sup>nd</sup> Monday of every other month from 6 pm to 8:30 pm in the SCCRTC Conference room unless otherwise noticed. The RTC is located at 1523 Pacific Avenue, Santa Cruz, CA 95060.*
- *This is a draft list of meeting topics, both consent (C) and regular(R) agenda items, as well as anticipated announcements (A). Additional transportation planning, policy and funding items are agendized as needed. Please check the RTC website for the current packet agenda (posted approximately 4 working days before the meeting).*

<b>February 12</b>	<ul style="list-style-type: none"> <li>- Draft 2040 Regional Transportation Plan (R)</li> <li>- Annouce list of appointment expirations and invite members to submit reappointment applications (A)</li> </ul>
<b>April 9</b>	<ul style="list-style-type: none"> <li>- Unified Corridor Invesment Study (R)</li> <li>- Elect Chair and Vice Chair – every other year (next: 2019)</li> <li>- Updated Roster/Membership update (C)</li> <li>- TDA Claim from Ecology Action for the Bike to Work program (C or R)</li> <li>- TDA Claims from the Health Services Agency for the Community Traffic Safety Coalition and Ride 'n Stride programs (C or R)</li> <li>- Review Measure D 5-year Implementation Plan</li> <li>- Notice of May Unmet Transit Needs Public Hearing (C)</li> </ul>
<b>June 11</b>	TBD
<b>August 13</b>	TBD
<b>October 15***</b>	TBD
<b>December 10</b>	TBD
<b>As Needed</b>	<ul style="list-style-type: none"> <li>- TDA Claims from local jurisdictions</li> <li>- Review of projects funded through the 2018 RTIP</li> <li>- Other items within the purview of the committee</li> </ul>

*The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability. If you wish to attend this Bicycle Committee meeting and will require special assistance in order to participate, please contact the Secretary at 460-3200 at least 72 hours in advance of the meeting to make arrangements. As a courtesy to those persons affected, please attend the meeting smoke and scent free.*

**\*\*\* One week later than usual**

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