AGENDA
Thursday, March 15, 2018
9:00 a.m.

SCCRTC Conference Room
1523 Pacific Ave
Santa Cruz, CA

NOTE
See the last page for details about access for people with disabilities, translation services and meeting broadcasts.

En Español
Para información sobre servicios de traducción al español, diríjase a la última página.

AGENDAS ONLINE
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COMMISSION MEMBERSHIP
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City of Capitola Jacques Bertrand
City of Santa Cruz Sandy Brown
City of Scotts Valley Randy Johnson
City of Watsonville Vacant
County of Santa Cruz Greg Caput
County of Santa Cruz Ryan Coonerty
County of Santa Cruz Zach Friend
County of Santa Cruz John Leopold
County of Santa Cruz Bruce McPherson
Santa Cruz Metropolitan Transit District Cynthia Chase
Santa Cruz Metropolitan Transit District Ed Bottorff
Santa Cruz Metropolitan Transit District Mike Rotkin
The majority of the Commission constitutes a quorum for the transaction of business.

1. Roll call

2. Oral communications
   Any member of the public may address the Commission on any item within the jurisdiction of the Commission that is not already on the agenda. The Commission will listen to all communication, but in compliance with State law, and may not take action on items that are not on the agenda.
   Speakers are requested to sign the sign-in sheet and state their name clearly so that their names can be accurately recorded in the minutes of the meeting.

3. 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 RTC or public wishes an item be removed and discussed on the regular agenda. Members of the Commission 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 Commissioner objects to the change.

   **REGULAR AGENDA**

4. Santa Cruz Branch Rail Right-of-Way Preventative Maintenance
   (Sarah Christensen, Senior Transportation Engineer)
   a. Staff Report

5. Unified Corridor Investment Study – Bicycle and Pedestrian Trail Information
   (Ginger Dykaar, Cory Caletti, Grace Blakeslee, Transportation Planners)
   a. Staff Report
   b. Step 2 Scenarios for Analysis
   c. Project Descriptions for trail projects on rail right-of-way
   d. Maps of trail projects on rail right-of-way
   e. Bicycle and Pedestrian Trail Data

   **CLOSED SESSION**

6. CONFERENCE WITH REAL PROPERTY NEGOTIATOR pursuant to Government Code Section 54956.8
   Property: Santa Cruz Branch Rail Line
   Agency Negotiator: George Dondero and Luis Pavel Mendez
   Negotiating Parties: SCCRTC and Progressive Rail
   Under Negotiation: Price and Terms
7. CONFERENCE WITH LEGAL COUNSEL-ANTICIPATED LITIGATION. Significant exposure to litigation pursuant to paragraph (2) of subdivision (d) of Section 54956.9 of the Government code

8. CONFERENCE WITH LABOR NEGOTIATORS pursuant to Government Code Section 54957.6

Commission Negotiators: George Dondero, Yesenia Parra, Lozano Smith
Attorneys at Law
Bargaining Units: RTC Association of Middle Management (RAMM) and Community of RTC Employees (CORE)

OPEN SESSION

9. Report on closed session

10. Next meetings

   The next TPW meeting is scheduled for Thursday, April 19, 2018 at 9:00 a.m. at the RTC Offices on 1523 Pacific Ave, Santa Cruz, CA 95060.

   The next RTC meeting is scheduled for Thursday, April 5, 2018 at 9:00 a.m. at the County Board of Supervisors Chambers, 701 Ocean St, Santa Cruz, CA 95060.

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

Watsonville Office
275 Main Street, Suite 450, Watsonville, CA 95076
phone: (831) 460-3205
email: info@sccrtc.org / website: www.sccrtc.org

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HOW TO REQUEST

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Coordinador del Programa Titulo VI, East Building, 5th Floor-TCR, 1200 New Jersey Avenue, SE, Washington, DC 20590.

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AGENDA: March 15, 2018

TO: Regional Transportation Commission
FROM: Sarah Christensen, Senior Transportation Engineer
RE: Santa Cruz Branch Rail Right-of-Way Preventative Maintenance

RECOMMENDATIONS

1. This item is for information only.

BACKGROUND

In October 2012, the RTC purchased the Santa Cruz Branch rail line from Union Pacific, bringing this transportation resource into public ownership to increase transportation options. Regardless of the future use of the corridor, the preservation of the Santa Cruz Branch Rail right-of-way is a top priority, which will be accomplished by repairs and ongoing maintenance.

The RTC is responsible for maintaining the Santa Cruz Branch Rail Line right of way outside of the railroad easement, which is defined as a 10 foot lateral width in each direction from the railroad centerline. The short line railroad operator is the owner of the easement and is responsible for maintaining the infrastructure within the railroad easement and will be a key partner in the preservation of the corridor.

The 32-mile Santa Cruz Branch Rail line connects Santa Cruz, Live Oak, Capitola, Aptos/Seacliff, and Watsonville and is adjacent to commercial, industrial, residential, and agricultural lands with many public and private road crossings. Regular inspections and repairs to the infrastructure within the right of way will maintain the corridor for future use and limit impacts to adjacent jurisdictions and private properties. The RTC staff has developed a program to carry out maintenance operations within the rail line right-of-way. Prior to the formation of this program, the RTC performed maintenance activities on a reactive basis due to limited resources and funding, but moving forward a preventative maintenance approach will be taken.

DISCUSSION

The Preventative Maintenance Program is a set of procedures for RTC staff to carry out maintenance operations, with individual inquiries being tracked using ArcGIS, which is a mapping and analytics platform. This platform allows reports to be made in two ways:

1. Inquiries from the community received via phone call or email, and
2. Inspections by RTC Staff
The RTC depends on regular inspections and reports from the public to identify the maintenance needs along the corridor.

**Procedures for Inspections**

The RTC staff will perform regular inspections of the entire branch line twice annually to document maintenance needs. Regularly scheduled inspections will allow the RTC staff to address maintenance needs proactively. Additionally, the RTC staff will more frequently monitor problem areas for drainage, vegetation, encampments, and graffiti. A full inspection was performed in early December of 2017, which concentrated on the storm damage. The next full inspection of the branch line is scheduled for this May.

**Procedures for Addressing Reports from the Community**

When a report from the community is received via email or phone, the RTC staff adds a point to the system which includes basic information such as the community member’s name and contact information, location and type of issue, and description, and assigns a ticket number. The RTC staff then determines if the issue is within the RTC responsibility. If it is not within the RTC responsibility, RTC staff notifies the community member of the responsible party (City, County, etc.). If it is within the RTC responsibility, the staff performs a field inspection to determine if action is needed.

If it is a duplicate report, the RTC staff notifies the community member of the original ticket number for their reference, and adds their name and contact information to the system if they would like to be notified of future status changes. If through the inspection it is found that no action is required, the RTC staff notifies the community member and closes the ticket.

If through the inspection it is found that action is needed, the RTC staff will hire a maintenance contractor according to the RTC purchasing procedures. Once the action occurs, the RTC staff performs a post-construction inspection to confirm that the condition is acceptable. If the post-construction condition is acceptable, the community member is notified, the ticket is closed out, a maintenance record is generated, and resolution is achieved. A flow chart showing the step-by-step procedures for RTC staff to address reports from the community is shown below:
Using the new system, the RTC staff has the ability to view and edit reports through a Manager’s View, which includes detailed information about each report. The Manager’s View shows the location, status, type of report, and details which are updated by RTC staff as progress is made toward resolution. On a weekly basis, all open tickets are reviewed by the RTC staff who is involved with the Maintenance Program to review status and actions needed.

The RTC staff also has a Dashboard View, which shows key metrics such as the number of open tickets and types of reports made. The Dashboard View is meant for a high level review of the maintenance activities, and is reviewed on a monthly basis with the Deputy Director and Executive Director to monitor the performance of the overall program and discuss any major activities planned within the right of way.

The RTC is not currently outfitted with internal maintenance operations, which would consist of a maintenance yard or facility, field labor workforce, and tools/equipment used for the various maintenance activities. For this reason, procurements of contractors or consultants must occur in order to carry out the various repairs, ongoing maintenance, and engineering studies including bridge inspections.

**Status of Bridge Inspections**

In February, a Request for Qualifications (RFQ) for engineering services was released with a goal of establishing a list of qualified on-call engineering consultants for civil engineering, structural engineering/inspections, and construction management along the Santa Cruz Branch Rail corridor. The due date for the Statement of Qualifications (SOQ) was March 8, 2018 and total of 11 SOQ’s were
received. The selection panel is currently reviewing the SOQ’s and the list of on-call consultants will be recommended to the Commission for approval at the April 5, 2018 Meeting. The on-call engineering consultants will support the RTC with inspections of bridges, assessment and design of repairs, and management of construction activities.

**Looking Forward**

A Request for Proposals (RFP) for qualified on-call maintenance contractors will soon be released to select qualified and experienced contractors to carry out the various maintenance operations within the rail corridor right-of-way. Currently, the RTC hires construction contractors according to our purchasing procedures and will continue to do so until the on-call maintenance contractors are retained. Having on-call maintenance contractors under contract will allow maintenance operations to become more efficient, cost effective, and will allow the RTC to achieve resolution of maintenance needs in a timelier manner. The RTC staff is in the process of preparing the RFP and will recommend the qualified maintenance contractors to the Commission for approval in a future meeting.

**SUMMARY**

Regardless of the future use of the corridor, the preservation of the Santa Cruz Branch Rail right-of-way is a top priority, which will be accomplished by repairs and ongoing preventative maintenance. Regular inspections and repairs to the infrastructure within the right-of-way will maintain the corridor for future use and limit impacts to adjacent jurisdictions and private properties.

The RTC staff has developed a program to carry out maintenance operations, with individual inquiries being tracked using ArcGIS. This platform allows maintenance needs to be added as they are received from the community and through inspections by RTC staff. The new system allows for RTC staff to view reports through a Manager’s View (detailed information) and a Dashboard View (high level metrics) in order to ensure accountability that all maintenance needs are addressed.

In order to make maintenance operations more efficient and cost effective, the RTC staff plans to hire on-call maintenance contractors to support the RTC with addressing the various needs along the corridor.
TO: Santa Cruz County Regional Transportation Commission, Transportation Policy Workshop

FROM: Ginger Dykaar and Cory Caletti, Sr. Transportation Planners

RE: Unified Corridor Investment Study – Bicycle and Pedestrian Trail Information

FOR INFORMATION ONLY

BACKGROUND

The passage of Measure D in November, 2016 directed RTC to evaluate future transportation uses of the rail right-of-way (ROW). The Unified Corridor Investment Study (UCS) will provide an analysis of the transportation options for the rail right-of-way as required by Measure D, in combination with evaluation of transportation projects on Highway 1 and Soquel Avenue/Drive and Freedom Blvd. The UCS is using a performance-based planning approach to identify investments that help to meet the transportation needs of current and future generations. The scenarios being evaluated in the Unified Corridor Study are shown in Attachment 1. The projects being evaluated on the rail right-of-way include:

- passenger rail and trail,
- passenger rail, freight and trail,
- bus rapid transit (BRT) and trail (with freight in Watsonville) and
- trail only.

Information on baseline or existing conditions is currently being developed for the various performance measures in the Unified Corridor Study. Baseline information provides a way to compare future 2035 projections with existing conditions to demonstrate how much change is projected to occur over time. Baseline trail use does not exist for the rail ROW since a trail does not currently exist. This staff report provides information on existing bicycle and pedestrian trails in Santa Cruz County, Monterey County, the San Francisco Bay Area and beyond as a point of reference for evaluating the various trail scenarios described above for the Santa Cruz Branch Line rail right-of-way.

DISCUSSION

All of the scenarios being evaluated in the UCS include a bicycle and pedestrian trail along the rail right-of-way but the assumptions for the width of the trail differs. A summary of each of the trail projects is below with the detailed project descriptions of the trail projects that were approved at the December 7, 2017 RTC meeting in
Attachment 2. For all the trail projects under consideration, a trail 16 ft or wider (including buffers) will be assumed to have separation between bikes and pedestrians. A trail that is 12 to 15 ft wide (including buffers) will be considered a multiuse trail. In areas where the rail ROW crosses over the street network (Beach St in Santa Cruz and Walker St in Watsonville), bicycle and pedestrian facilities will be provided in the street network. Maps of the trail projects being evaluated in the UCS can be found in Attachment 3. For the purpose of the UCS, the maps designate the study assumptions where the trail will be on the rail ROW and where the trail will be routed onto the street network.

Trail Scenarios being Evaluated in the Unified Corridor Study

Trail alongside Rail: The trail will be along the rail ROW with the exception of 2 locations for rail sidings and the Capitola rail trestle over Soquel Creek where the trail will be routed onto the street network. This assumption is consistent with the MBSST Master Plan that did not include a cost estimate for repairing/replacing the Capitola trestle although with the passage of Measure D, Measure D funds could be used to repair/replace the trestle with the addition of a bike and pedestrian facility included in the bridge design. In addition, Measure D funds can leverage SB 1 or other funds for replacement of the trestle with inclusion of a bike and pedestrian facility. In urban areas, where there are grade or ROW constraints, the width of the trail will be assumed to be 12-15 ft wide. Where the grade is flat and the right of way allows, the width of the trail alongside the rail will be assumed to be 16 feet wide. In the rural areas, the trail width is assumed to be 12 feet wide with the exception of the rural area north of Wilder Ranch where the trail will be assumed to be 16-20 feet wide based on preliminary design of the project in progress. Over the bridges, trail will be assumed to be 12 feet wide (including buffers).

Trail alongside BRT: The trail will be along the rail ROW with the exception of the Capitola trestle area where the BRT will use the existing trestle and the bicyclists and pedestrians will be routed onto the street network. Measure D funds could be used to repair/replace the trestle with the addition of a bike and pedestrian facility included in the bridge design but this assumption will not be included in the UCS alignment and cost estimates. Measure D funds could also be used to leverage other funds for this purpose. BRT is utilizing the rail ROW between Shaffer Rd on the west side of Santa Cruz and State Park Dr. in Aptos. The remaining segments on rail ROW north and south of this urban area are trail only. In urban areas, where there are grade or ROW constraints, the width of the trail will be assumed to be 12-15 ft wide. Where the grade is flat and the right of way allows, the width of the trail alongside BRT will be assumed to be 16 feet wide. In the urban area of the City of Watsonville from Lee Road to Walker Rd, the trail will be 12 feet wide next to rail that will accommodate freight service. In rural areas, this study will assume a trail width of 12-15 feet (including buffers). Over the bridges, trail will be assumed to be 12 feet wide (including buffers).

Trail Only: The trail will be within the rail ROW for the entire span between Davenport and Pajaro Station. In urban areas, where the grade is flat and the right of way allows, the trail will be assumed to be 26 feet wide (including the buffers). In the urban areas, where the grade is sloped either up or down perpendicular to the
tracks, the trail will be assumed to be a minimum of 16 feet wide. This may require curbs or retaining walls in sections where the flat grade is less than 16 feet wide. In urban areas, where flat grade of the rail right of way is between 16 feet and 26 feet, trail width will be defined by the width of the flat area. In rural areas, the UCS will assume a trail width of 12-15 feet (including buffers). Over the rail bridges, the width will be assumed to be the width of the existing rail bridges.

Existing Conditions and Information on Other Trail Systems

Information on existing bicycle and pedestrian trails in Santa Cruz County, Monterey County, the San Francisco Bay Area and beyond is provided in Attachment 4 as a point of reference for evaluating the various trail scenarios described above for the Santa Cruz Branch Line rail right-of-way. This information is a snapshot of trails where data was readily available and which shows a range of types and uses. This information does not presume to be an exhaustive study of bicycle and pedestrian trails and their usage. Information on trails in urban and rural areas is presented, with details on trail length, paved width, recreational or utilitarian use, multiuse or separation between bicycle and pedestrians, and bicycle and pedestrian usage data. Usage data was provided both as the actual number of people counted over the length of time collected and as a total number of people per day for comparison purposes. The number of people per day, if not available directly through automatic counts, was extrapolated from the available count data using the National Bicycle and Pedestrian Documentation Extrapolation spreadsheet (http://bikepeddocumentation.org/index.php/downloads). Trails presented include Wilder Ranch Path, San Lorenzo Levee Trail, Monterey Coastal Trail, Guadalupe River Trail, Napa Valley Vine Trail, Lake Tahoe Trails and a number of others.

This staff report and agenda item are for information only. RTC staff will present information about bicycle and pedestrian trails in Santa Cruz County, Monterey County, the San Francisco Bay Area and beyond as a baseline point of reference to the trail usage projections for the rail ROW being developed for the UCS. Trail use projections will be incorporated into the UCS mode share performance measure analysis.

SUMMARY

The Unified Corridor Investment Study (UCS) will provide an analysis of the transportation options for the rail right-of-way as required by Measure D. Existing conditions data on bicycle and pedestrian trails within Santa Cruz County, the surrounding region and beyond is provided. This information will provide a baseline point of reference to compare future trail use projections for the various trail projects being evaluated for the Santa Cruz County rail right-of-way.

Attachments:

1. Step 2 Scenarios for Analysis
2. Project Descriptions for trail projects on rail right-of-way
3. Maps of trail projects on rail right-of-way
4. Bicycle and Pedestrian Trail Data

S:\UnifiedCorridorsStudy\StaffReports\RTC\2018\20180315\0-SR_UCS_TrailData-RTC-20180315.docx
## Unified Corridor Investment Study - Step 2 Scenarios for Analysis

*Approved by RTC on December 7, 2017*

### Highway 1 Projects

- **buses on shoulders**
- **high occupancy vehicle lanes (HOV) and increased transit frequency**
- **auxiliary lanes to extend merging distance IN ADDITION TO MEASURE D**
- **metering of on-ramps**
- **additional lanes on bridge over San Lorenzo River**
- **Mission St intersection improvements**

### Soquel Avenue/Drive and Freedom Blvd

- **bus rapid transit lite (faster boarding, transit signal priority and queue jumps)**
- **increased frequency of transit with express services**
- **buffered/protected bike lanes**
- **intersection improvements for auto**
- **intersection improvements for bikes/pedestrians**

### Rail Corridor

- **bike and pedestrian trail**
- **local rail transit with interregional connections**
- **bus rapid transit**
- **freight service on rail**

### Overall Project Area/Connections between Routes

- **improved bike/pedestrian facilities throughout urban area closing gaps in network**
- **additional transit connections**
- **bike share, bike amenities, transit amenities, park and ride lots**
- **multimodal transportation hubs**
- **automated vehicles/connected vehicles**

### Transportation Demand and System Management

- **employers and residences - incentive programs**
- **education and enforcement - electric vehicle, motorist safety, and bike safety**

*Scenarios D and F were eliminated from evaluation in Step 2*
Descriptions of Bicycle and Pedestrian Trail Projects in Rail Right-of-Way to be Evaluated in the Unified Corridor Investment Study (Approved at the December 7, 2017 RTC meeting)

A bicycling and pedestrian trail along the rail right-of-way will span the 32-mile distance from Davenport on the north coast to Watsonville in south county and across the county line to Pajaro Station. Exceptions to the trail location when combined with transit in the rail ROW will occur at the Capitola trestle that crosses Soquel Creek. Bicyclists and pedestrians will be routed onto bike lanes and sidewalks in the local street network to cross the creek over the Stockton Ave Bridge. Two trail alignments for all options will be evaluated for Segment 17 with one alignment along the rail ROW and an alternate alignment where bicyclists/pedestrians will be routed along San Andreas Rd and West Beach St to Lee Rd.

The trail will serve transportation, recreation and interpretive uses for walkers, joggers, bicyclists, people with mobility impairments, and families. Bicyclists on pedal assist electric bikes will be included in the analysis of the trail. The trail will pass within 1 mile of half of the County’s population and will provide access to 44 schools and 92 parks including several beaches along the Monterey Bay. For the purpose of the UCS analysis, the width of the trail will vary depending on if the trail is the only transportation facility on the rail right of way, if the trail is alongside rail transit or if the trail is alongside bus rapid transit. Rail transit requires a minimum of between 17 and 20 feet of right of way (including buffers). Width requirements for bus rapid transit will be assumed to be 16 feet of right of way for one lane and 28 feet of right of way for 2 lanes (including buffers). The width of the trail in the various options will also depend on the available right of way (ROW), the grade constraints (grade of slope either up or down perpendicular to the tracks) within the ROW, and construction assumptions.

A 12-15 foot wide trail (including 2 ft buffers that are paved or unpaved) will be assumed a shared “multiuse” trail for bicyclists and pedestrians. A 16 foot wide trail or greater (including buffers) will allow for separation of bicyclists and pedestrians. For trail alignments along street network, bike lanes will be assumed to be 4-5 ft wide with sidewalks for pedestrian access in Capitola but no sidewalks along San Andreas Rd and West Beach St.

The “urban area” of the rail right of way is defined as between Shaffer Rd in the City of Santa Cruz to San Andreas Rd at Manresa State Beach and between Lee Rd in Watsonville and Pajaro Station. “Rural area” is defined as north of Shaffer Rd in the City of Santa Cruz to Davenport and between Manresa State Beach and Lee Rd in Watsonville. All widths discussed below include buffers which could be paved or unpaved.

The assumptions for the widths of the trail used for this study are described below. These assumptions will be used to determine how the projects/scenarios advance the goals of the UCS including cost, mode share, economic benefit etc. as shown through the performance measures. Design solutions for implementation of any of
these trail projects will depend on more detailed evaluation of constraints, engineering solutions, and the amount of funding available.

**Trail alongside Rail:** In urban areas, where the grade is flat and the right of way allows, the width of the trail alongside the rail will be assumed to be 16 feet wide. This includes from Natural Bridges Dr to California Ave where the trail will be 16 feet wide based on completion of final design. In urban areas, where the grade is sloped either up or down perpendicular to the tracks or the ROW is constrained, the trail will be assumed to be 12 – 15 feet in width. This may require curbs or retaining walls in sections where the flat grade available for the trail is less than 12 feet wide. This includes from California Ave to the Santa Cruz Wharf, where the trail will be 12 feet wide based on preliminary design and from Lee Rd to Walker St, where the trail will be 12 ft wide based on preliminary design. In the rural areas, the trail width is assumed to be 12 feet wide with the exception of the rural area north of Wilder Ranch where the trail will be assumed to be 16-20 feet wide based on preliminary design. Over the bridges, trail will be assumed to be 12 feet wide (including buffers).

**Trail Only:** In urban areas, where the grade is flat and the right of way allows, the trail will be assumed to be 26 feet wide (including the buffers). In the urban areas, where the grade is sloped either up or down perpendicular to the tracks, the trail will be assumed to be a minimum of 16 feet wide. This may require curbs or retaining walls in sections where the flat grade is less than 16 feet wide. In urban areas, where flat grade of the rail right of way is between 16 feet and 26 feet, trail width will be defined by the width of the flat area. In rural areas, this study will assume a trail width of 12-15 feet (including buffers). Over the rail bridges, the width will be assumed to be the width of the existing rail bridges.

**Trail alongside BRT:** In the scenario where the rail right-of-way is shared between trail and BRT, BRT is utilizing the ROW between Shaffer Rd on the west side of Santa Cruz and State Park Dr. in Aptos and the remaining segments on rail ROW north and south of this urban area are trail only. In urban areas, where the grade is flat and the right of way allows, the width of the trail alongside BRT will be assumed to be 16 feet wide. In urban areas, where the grade is sloped either up or down perpendicular to the tracks or the ROW is constrained, the trail will be assumed to be 12 – 15 feet wide. This may require curbs or retaining walls in sections where the flat grade available for the trail is less than 12 feet wide. In the urban area of the City of Watsonville from Lee Road to Walker Rd, the trail will be 12 feet wide next to rail that will accommodate freight service. In rural areas, this study will assume a trail width of 12-15 feet (including buffers). Over the bridges, trail will be assumed to be 12 feet wide (including buffers).
Unified Corridor Study
Rail ROW- Trail Alongside Rail

*Bike/Ped on street network in these locations due to existing cycle tracks on Beach St in Santa Cruz, potential rail passing siding locations in Capitola and Seascape (exact locations can only be determined through detailed design engineering), bike/ped improvements to Capitola Trestle not being considered in UCS study, Segment 17 potential alternative alignment on San Andreas Rd (option B in MBSST Master Plan) and tracks in street on Walker St in Watsonville.
Unified Corridor Study
Rail ROW- Trail Alongside Bus Rapid Transit

*Bike/Ped on street network in these locations due to existing cycle tracks on Beach St in Santa Cruz, bike/ped improvements to Capitola Trestle not being considered in UCS study, Segment 17 potential alternative alignment on San Andreas Rd (option B in MBSST Master Plan) and tracks in street on Walker St in Watsonville.
Unified Corridor Study
Rail ROW- Trail Only

Santa Clara County
Monterey Bay
Davenport
Santa Cruz
Capitola
Scotts Valley
Watsonville
Monterey County

Trail Only On Rail ROW
Bike/Ped On Street Network*
Seg 17 Rail ROW Alignment (Option A)
Seg 17 On Street Alignment (Option B)*

*Bike/Ped on street network in these locations due to existing cycle tracks on Beach St in Santa Cruz, Segment 17 potential alternative alignment on San Andreas Rd (option B in MBSST Master Plan) and tracks in street on Walker St in Watsonville.
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<th>Trail Name</th>
<th>Trail Description</th>
<th>Length (miles)</th>
<th>Approximate Paved Width (feet)</th>
<th>Recreational or Utilitarian</th>
<th>Multiuse or Bike/Ped Separation</th>
<th>Bike or Ped Counts</th>
<th>People/Length of Time Monitored</th>
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<th>Weekday or Weekend</th>
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<tbody>
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<td>Santa Cruz County</td>
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<td>Walker Ranch Path</td>
<td>Wilder Ranch Path begins at Shaffer Rd on the western edge of the City of Santa Cruz and ends at Wilder Ranch State Park. It provides access to the historic area, coastal viewpoints, mountain bike and hiking trails at Wilder Ranch.</td>
<td>1.2</td>
<td>8 to 10 ft</td>
<td>Primarily Recreational</td>
<td>Multiuse</td>
<td>bike</td>
<td>260/2 hr</td>
<td>1241</td>
<td>weekend</td>
<td>Sunday, 2/4/2018 11:00AM to 1:00PM</td>
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<td></td>
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<td></td>
<td></td>
<td>pedestrian</td>
<td>23/2 hr</td>
<td>138</td>
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<tr>
<td>West Cliff Path - east of Lighthouse</td>
<td>West Cliff Path is along West Cliff Drive on the Westside of Santa Cruz that provides scenic views of Monterey Bay, coastal cliffs and access to a number of beaches.</td>
<td>2.6</td>
<td>Mostly 8 to 12 ft and up to 22 ft in some locations</td>
<td>Primarily Recreational</td>
<td>Multiuse</td>
<td>bike</td>
<td>112/1 hr</td>
<td>1680</td>
<td>weekday</td>
<td>Friday, 5/8/2009, 3:00 to 4:00 pm</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>pedestrian</td>
<td>212/1 hr</td>
<td>3180</td>
<td>weekday</td>
<td>Friday, 5/8/2009, 3:00 to 4:00 pm</td>
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<tr>
<td>Arana Gulch at Hagemann Gulch Bridge</td>
<td>Arana Gulch trail provides both a recreational open space with scenic meadow and creek views as well as a bicycling and pedestrian cross-town connection between Broadway and Brommer.</td>
<td>1.1</td>
<td>Mostly 8 ft but 15 ft in area near 7th Ave</td>
<td>Recreational/Utilitarian</td>
<td>Multiuse/Seperated near 7th Ave</td>
<td>bike</td>
<td>automated*</td>
<td>458</td>
<td>weekday</td>
<td>Summer, 2017</td>
</tr>
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<td></td>
<td></td>
<td></td>
<td>pedestrian</td>
<td>automated*</td>
<td>337</td>
<td>weekday</td>
<td>Summer, 2017</td>
</tr>
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<tr>
<td>San Lorenzo River Levee Trail at Branciforte Creek Bridge</td>
<td>Located in downtown Santa Cruz, the San Lorenzo River Levee trail runs on both sides of the San Lorenzo River between Hwy 1 and the Boardwalk on the west side and East Cliff on the westside.</td>
<td>3.6</td>
<td>8 to 12 ft</td>
<td>Recreational/Utilitarian</td>
<td>Multiuse</td>
<td>Both</td>
<td>276/2 hr</td>
<td>1317</td>
<td>weekend</td>
<td>Sunday, 12/28/2014 11:00AM to 1:00PM</td>
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<tr>
<td>Watsonville Slough Trail at Ohlone Parkway</td>
<td>The trails along the slough system within the city limits of Watsonville offers both recreational access with scenic views of slough wildlife and plants as well as providing bicycling and pedestrian access to destinations.</td>
<td>7.2</td>
<td>Unpaved DG 6 to 8 ft</td>
<td>Recreational/Utilitarian</td>
<td>Multiuse</td>
<td>bike</td>
<td>2/hr</td>
<td>25</td>
<td>weekday</td>
<td>October 2017 weekday, 2 to 3 PM</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>pedestrian</td>
<td>14/hr</td>
<td>173</td>
<td>weekday</td>
<td>October 2017 weekday, 2 to 3 PM</td>
</tr>
</tbody>
</table>

**Monterey County**

<table>
<thead>
<tr>
<th>Trail Name</th>
<th>Trail Description</th>
<th>Length (miles)</th>
<th>Approximate Paved Width (feet)</th>
<th>Recreational or Utilitarian</th>
<th>Multiuse or Bike/Ped Separation</th>
<th>Bike or Ped Counts</th>
<th>People/Length of Time Monitored</th>
<th>People/Day</th>
<th>Weekday or Weekend</th>
<th>Date Collected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monterey Bay Coastal Trail</td>
<td>The Monterey Bay Coastal Trail provides a scenic active transportation trail connecting Castroville to Pacific Grove. This trail is part of the Monterey Bay Sanctuary Scenic Trail that will eventually span the entire coast of Monterey Bay. The trail has both rural and urban components that provides scenic vistas of the bay, access to beaches, restaurants, shops and other tourist locations.</td>
<td>17</td>
<td></td>
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</tr>
<tr>
<td>Monterey Bay Coastal Trail at Casa Verde Way near Monte Beach</td>
<td>This portion of the trail is north of the City of Monterey and south of Sand City.</td>
<td>32 ft</td>
<td>Recreational/Utilitarian</td>
<td>Multiuse</td>
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**Bicycle and Pedestrian Trail Information**

**ATTACHMENT 4**
<table>
<thead>
<tr>
<th>Trail Name</th>
<th>Trail Description</th>
<th>Length (miles)</th>
<th>Approximate Paved Width (feet)</th>
<th>Recreational or Utilitarian</th>
<th>Multiuse or Bike/Ped Separation</th>
<th>Bike or Ped Counts</th>
<th>People/Length of Time Monitored</th>
<th>People/Day</th>
<th>Weekday or Weekend</th>
<th>Date Collected</th>
</tr>
</thead>
<tbody>
<tr>
<td>Monterey Coastal Trail - between Coast Guard Pier and Wharf 1</td>
<td>This portion of the Monterey Bay Coastal trail is a popular area near downtown Monterey for scenic views and access to restaurants, shops and other tourist locations.</td>
<td>16</td>
<td>8 to 10 ft</td>
<td>Recreational/Utilitarian</td>
<td>Multiuse/Bike/Ped Separated</td>
<td>bike 125/3 hr</td>
<td>weekday</td>
<td>860</td>
<td>Wednesday, 12/6/2017 6:00 to 9:00 AM</td>
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<td></td>
<td></td>
<td></td>
<td>bike 112/2 hr</td>
<td>weekday</td>
<td></td>
<td>Wednesday, 12/6/2017 10:30AM to 12:30PM</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>bike 129/3 hr</td>
<td>weekday</td>
<td></td>
<td>Wednesday, 12/6/2017 3:30 to 6:30PM</td>
<td></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ped 366/2 hr</td>
<td>weekday</td>
<td>2521</td>
<td>Wednesday, 12/6/2017 6:00 to 9:00 AM</td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>ped 387/2 hr</td>
<td>weekday</td>
<td></td>
<td>Wednesday, 12/6/2017 10:30AM to 12:30PM</td>
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<td></td>
<td></td>
<td></td>
<td>ped 583/3 hr</td>
<td>weekday</td>
<td></td>
<td>Wednesday, 12/6/2017 3:30 to 6:30PM</td>
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</tr>
<tr>
<td>Beach Range Rd Trail (parallel to Monterey Coastal Trail)</td>
<td>The Beach Range Rd trail parallels the Monterey Bay Coastal trail for a 4 mile stretch within the Fort Ord Dunes State Park. The two trails are separated by a minimum of approximately 150 feet in some locations. The trail was converted from an access road used within the old Fort Ord military complex.</td>
<td>4</td>
<td>23 to 27 ft</td>
<td>Recreational/Utilitarian</td>
<td>Separated</td>
<td>bike 107/2 hr</td>
<td>weekend</td>
<td>692</td>
<td>Saturday, 2/3/2018 11:00 to 1:00 PM</td>
<td></td>
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<tr>
<td></td>
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<td></td>
<td></td>
<td></td>
<td></td>
<td>ped 6/2 hr</td>
<td>weekend</td>
<td>100</td>
<td>Saturday, 2/3/2018 11:00 to 1:00 PM</td>
<td></td>
</tr>
<tr>
<td>Monterey Coastal Trail at southern intersection with Fort Ord Trail</td>
<td>See description above</td>
<td></td>
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<td></td>
<td>Saturday, 2/3/2018 11:00 to 1:00 PM</td>
<td></td>
</tr>
<tr>
<td>Beach Range Rd Trail - (parallel to Monterey Coastal Trail)</td>
<td>See description above</td>
<td>4</td>
<td>23 to 27 ft</td>
<td>Recreational/Utilitarian</td>
<td>Separated</td>
<td>ped 15/2 hr</td>
<td>weekend</td>
<td></td>
<td>Saturday, 2/3/2018 11:00 to 1:00 PM</td>
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<tr>
<td>Bay Area</td>
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<tr>
<td>San Jose - Guadalupe River trail at River Oaks Parkway</td>
<td>The Guadalupe River trail is considered the spine of San Jose’s trail network. The northern section of the trail runs from just south of Hwy 280 along the Guadalupe River through downtown San Jose and Guadalupe River Park, past the airport to the southern edge of San Francisco Bay.</td>
<td>9</td>
<td>12-13 ft</td>
<td>Recreational/Utilitarian</td>
<td>Multiuse</td>
<td>both 2376/12 hr</td>
<td>weekday</td>
<td>2700</td>
<td>Wednesday, 9/13/2017</td>
<td></td>
</tr>
<tr>
<td>San Jose - Guadalupe trail at Coleman</td>
<td>The Los Gatos Creek Trail extends from Lexington Reservoir to Meridian Ave in San Jose along Los Gatos Creek. It offers both recreational and commuter access to destinations along the corridor and is planned to connect into the Guadalupe trails in downtown San Jose.</td>
<td>9</td>
<td>12-13 ft</td>
<td>Recreational/Utilitarian</td>
<td>Multiuse</td>
<td>both 996/12 hr</td>
<td>weekday</td>
<td>1132</td>
<td>Wednesday, 9/13/2017</td>
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<tr>
<td>Los Gatos Creek Trail at Hamilton</td>
<td></td>
<td>11.2</td>
<td>12-13 ft</td>
<td>Recreational/Utilitarian</td>
<td>Multiuse</td>
<td>both 1135/12 hr</td>
<td>weekday</td>
<td>1290</td>
<td>Wednesday, 9/13/2017</td>
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<tr>
<td>Trail Name</td>
<td>Trail Description</td>
<td>Length (miles)</td>
<td>Approximate Paved Width (feet)</td>
<td>Recreational or Utilitarian</td>
<td>Multiuse or Bike/Ped Separation</td>
<td>Bike or Ped Counts</td>
<td>People/Length of Time Monitored</td>
<td>People/Day</td>
<td>Weekday or Weekend Date Collected</td>
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<tr>
<td>Napa Valley Vine Trail</td>
<td>The trail currently runs from Kennedy Park in Napa north to Younville in Napa Valley but is envisioned to run for 47 miles to connect the entire Napa Valley from Vallejo to Calistoga. The trail provides bicycling and pedestrian access for commuters and recreationalists and economic benefits for the entire community.</td>
<td>12.5</td>
<td>10</td>
<td>Recreational/Utilitarian</td>
<td>Multiuse</td>
<td>bike automated*</td>
<td>176 weekday 1/17/2017 to 1/17/2018</td>
<td>ped automated*</td>
<td>176 weekday 1/17/2017 to 1/17/2018</td>
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<td></td>
<td></td>
<td>bike automated*</td>
<td>204 weekday 1/17/2017 to 1/17/2018</td>
<td>ped automated*</td>
<td>204 weekday 1/17/2017 to 1/17/2018</td>
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<td></td>
<td></td>
<td>bike automated*</td>
<td>176 weekday 1/17/2017 to 1/17/2018</td>
<td>ped automated*</td>
<td>176 weekday 1/17/2017 to 1/17/2018</td>
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<td></td>
<td></td>
<td>bike automated*</td>
<td>204 weekday 1/17/2017 to 1/17/2018</td>
<td>ped automated*</td>
<td>204 weekday 1/17/2017 to 1/17/2018</td>
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<tr>
<td>Tulocay Counts</td>
<td>The Vine Trail near Tulocay parallels the Napa River.</td>
<td></td>
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<td>bike automated*</td>
<td>181 weekday 1/17/2017 to 1/17/2018</td>
<td>ped automated*</td>
<td>181 weekday 1/17/2017 to 1/17/2018</td>
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<td></td>
<td></td>
<td>bike automated*</td>
<td>59 weekday 1/17/2017 to 1/17/2018</td>
<td>ped automated*</td>
<td>59 weekday 1/17/2017 to 1/17/2018</td>
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<td></td>
<td></td>
<td>bike automated*</td>
<td>372 weekend 1/17/2017 to 1/17/2018</td>
<td>ped automated*</td>
<td>372 weekend 1/17/2017 to 1/17/2018</td>
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<td></td>
<td></td>
<td>bike automated*</td>
<td>68 weekend 1/17/2017 to 1/17/2018</td>
<td>ped automated*</td>
<td>68 weekend 1/17/2017 to 1/17/2018</td>
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<tr>
<td>Oak Knoll North</td>
<td>The Vine Trail in the Oak Knoll area parallels St Helena Hwy or Route 29</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>bike automated*</td>
<td>129 weekday 1/17/2017 to 1/17/2018</td>
<td>ped automated*</td>
<td>129 weekday 1/17/2017 to 1/17/2018</td>
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<td></td>
<td>bike automated*</td>
<td>71 weekday 1/17/2017 to 1/17/2018</td>
<td>ped automated*</td>
<td>71 weekday 1/17/2017 to 1/17/2018</td>
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<td></td>
<td>bike automated*</td>
<td>86 weekend 1/17/2017 to 1/17/2018</td>
<td>ped automated*</td>
<td>86 weekend 1/17/2017 to 1/17/2018</td>
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<td></td>
<td></td>
<td>bike and ped automated*</td>
<td>273 daily 2/28/2017 to 2/28/2018</td>
<td>ped automated*</td>
<td>273 daily 2/28/2017 to 2/28/2018</td>
<td></td>
</tr>
<tr>
<td>Iron Horse Trail at West Los Positas, Pleasanton</td>
<td>The Iron Horse Trail is situated between Concord and Pleasanton and provides both a recreational and commuter route for the communities it serves. The paved trail connects residential, commercial, schools, public transportation, parks and community facilities.</td>
<td>32</td>
<td>Recreational/Utilitarian</td>
<td>Multiuse</td>
<td></td>
<td>bike automated*</td>
<td>99 daily 2/28/2017 to 2/28/2018</td>
<td>ped automated*</td>
<td>157 daily 2/28/2017 to 2/28/2018</td>
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<td></td>
<td>bike and ped automated*</td>
<td>273 daily 2/28/2017 to 2/28/2018</td>
<td>ped automated*</td>
<td>273 daily 2/28/2017 to 2/28/2018</td>
<td></td>
</tr>
<tr>
<td>Iron Horse Trail at Crow Canyon Rd, San Ramon</td>
<td>The San Francisco Bay Trail is a planned 500 mile walking and biking trail around the San Francisco Bay that provides scenic recreation and commute alternatives. The East Loop of the Bay Trail was named the &quot;most used trail&quot; in Golden Gate Park. The trail is located close to the Golden Gate Bridge with views of the Golden Gate Bridge, Marin Headlands, Pacific Ocean and San Francisco Bay.</td>
<td>16-20</td>
<td>Recreational/Utilitarian</td>
<td>Separated in East Loop section</td>
<td></td>
<td>bike 877,121/year</td>
<td>2403 daily 1/1/2017 to 12/31/2017</td>
<td>ped 1,720,223/year</td>
<td>4713 daily 1/1/2017 to 12/31/2017</td>
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</tr>
<tr>
<td>Trail Name</td>
<td>Trail Description</td>
<td>Length (miles)</td>
<td>Approximate Paved Width (feet)</td>
<td>Recreational or Utilitarian</td>
<td>Multiuse or Bike/Ped Separation</td>
<td>Bike or Ped Counts</td>
<td>People/Length of Time Monitored</td>
<td>People/Day</td>
<td>Weekday or Weekend</td>
<td>Date Collected</td>
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<tr>
<td>Lake Tahoe</td>
<td>Lakeshore Blvd Path, Incline Village</td>
<td>8</td>
<td>8 to 10 ft</td>
<td>Recreational/Utilitarian</td>
<td>Multiuse</td>
<td>bike and ped automated*</td>
<td>1187</td>
<td>weekend</td>
<td>summer 2017</td>
<td></td>
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<td></td>
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<td></td>
<td>381</td>
<td>weekday</td>
<td>Fall/Spring 2017</td>
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<td></td>
<td>725</td>
<td>weekday</td>
<td>summer 2017</td>
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<td></td>
<td>241</td>
<td>weekday</td>
<td>Fall/Spring 2017</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Path near Camp Richardson campground</td>
<td>8</td>
<td>8 to 10 ft</td>
<td>Recreational/Utilitarian</td>
<td>Multiuse</td>
<td>bike and ped automated*</td>
<td>1845</td>
<td>weekend</td>
<td>summer 2017</td>
<td></td>
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<td></td>
<td></td>
<td>692</td>
<td>weekend</td>
<td>Fall/Spring 2017</td>
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<td></td>
<td></td>
<td>1208</td>
<td>weekday</td>
<td>summer 2017</td>
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<td></td>
<td></td>
<td>225</td>
<td>weekday</td>
<td>Fall/Spring 2017</td>
<td></td>
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<tr>
<td></td>
<td>Trail on West Shore of Lake Tahoe in Homewood, north of Tahoma</td>
<td>8</td>
<td>8 to 10 ft</td>
<td>Recreational/Utilitarian</td>
<td>Multiuse</td>
<td>bike and ped automated*</td>
<td>462</td>
<td>weekend</td>
<td>summer 2017</td>
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<td></td>
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<td>101</td>
<td>weekend</td>
<td>Fall/Spring 2017</td>
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<td>375</td>
<td>weekday</td>
<td>summer 2017</td>
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<td></td>
<td>83</td>
<td>weekday</td>
<td>Fall/Spring 2017</td>
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<tr>
<td></td>
<td>Shared-use path - Lake Forest</td>
<td>8</td>
<td>8 to 10 ft</td>
<td>Recreational/Utilitarian</td>
<td>Multiuse</td>
<td>bike and ped automated*</td>
<td>707</td>
<td>weekend</td>
<td>summer 2017</td>
<td></td>
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<td>120</td>
<td>weekend</td>
<td>Fall/Spring 2017</td>
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<td>778</td>
<td>weekday</td>
<td>summer 2017</td>
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<td>76</td>
<td>weekday</td>
<td>Fall/Spring 2017</td>
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<tr>
<td></td>
<td>Linear Park Path along Lake Tahoe Blvd, South Lake Tahoe</td>
<td>8</td>
<td>8 to 10 ft</td>
<td>Recreational/Utilitarian</td>
<td>Multiuse</td>
<td>bike and ped automated*</td>
<td>956</td>
<td>weekend</td>
<td>summer 2017</td>
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<td>448</td>
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<td>748</td>
<td>weekday</td>
<td>summer 2017</td>
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<td>295</td>
<td>weekday</td>
<td>Fall/Spring 2017</td>
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<td>US 50 at Lakeview Commons, South Lake Tahoe</td>
<td>8</td>
<td>8 to 10 ft</td>
<td>Recreational/Utilitarian</td>
<td>Multiuse</td>
<td>bike and ped automated*</td>
<td>687</td>
<td>weekend</td>
<td>summer 2017</td>
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<td>393</td>
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<td>Fall/Spring 2017</td>
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<td>445</td>
<td>weekday</td>
<td>summer 2017</td>
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<td>223</td>
<td>weekday</td>
<td>Fall/Spring 2017</td>
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<td>Outside of California</td>
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<tr>
<td></td>
<td>Lakefront Trail, Chicago, IL</td>
<td>18</td>
<td>20 to 32 ft (12 ft bike, 20 ft ped)</td>
<td>Recreational/Utilitarian</td>
<td>Separated</td>
<td>bike</td>
<td>412/2 hr</td>
<td>3320</td>
<td>Tuesday, 5/12/2015 7:00 to 9:00AM</td>
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<td></td>
<td></td>
<td>bike</td>
<td>418/2 hr</td>
<td>Tuesday, 5/12/2015 4:00 to 6:00PM</td>
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<td></td>
<td>bike</td>
<td>1211/2 hr</td>
<td>Saturday, 5/16/2015 12:00 to 2:00PM</td>
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</table>

*Automated counter refers to counts that were collected by an automated counter over a long time frame and averaged to determine the counts/day.