Santa Cruz County Regional Transportation Commission’s

BICYCLE ADVISORY COMMITTEE

AGENDA

Monday, September 10, 2018

6:00 pm to 8:30 pm

RTC Office
1523 Pacific Ave
Santa Cruz, CA 95060

COMMITTEE MEMBERSHIP

<table>
<thead>
<tr>
<th>Member</th>
<th>Alternate</th>
<th>Representing</th>
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<tbody>
<tr>
<td>Grace Voss</td>
<td>Janneke Strause</td>
<td>District 1</td>
</tr>
<tr>
<td>Shea Johnson</td>
<td>Casey Beyer</td>
<td>District 2</td>
</tr>
<tr>
<td>Peter Scott</td>
<td>Will Menchine</td>
<td>District 3</td>
</tr>
<tr>
<td>Vacant</td>
<td>Vacant</td>
<td>District 4</td>
</tr>
<tr>
<td>Rick Hyman</td>
<td>Theresia Rogerson</td>
<td>District 5</td>
</tr>
<tr>
<td>Mike Moore</td>
<td>Vacant</td>
<td>City of Capitola</td>
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<tr>
<td>Kelly Bond</td>
<td>Vacant</td>
<td>City of Santa Cruz</td>
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<tr>
<td>Richard Masoner</td>
<td>Jo Fleming</td>
<td>City of Scotts Valley</td>
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<tr>
<td>Murray Fontes</td>
<td>Vacant</td>
<td>City of Watsonville</td>
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<tr>
<td>Amelia Conlen, Chair</td>
<td>Kira Ticus</td>
<td>Ecology Action</td>
</tr>
</tbody>
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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 June 11, 2018 Bicycle Advisory Committee meeting (pages 6-1 to 6-3)

7. Approve staff recommendation for new Bicycle Advisory Committee nominations (pages 7-1 to 7-5)

8. Accept summary of hazard reports (pages 8-1 to 8-8)

9. Accept correspondence from the public and Bicycle Advisory Committee member Peter Scott (pages 9-1 to 9-4)

10. Accept correspondence with the City of Scotts Valley on Green Hills/Glen Canyon Road Repaving Project (pages 10-1 to 10-4)

11. Information Only: RTC recent letters of support for grant applications (pages 11-1 to 11-4)

12. Information Only: North Coast Rail Trail Draft Environment Impact Report Notice of Availability (pages 12-1 to 12-2)

REGULAR AGENDA

13. Presentation on JUMP Bike Share – Claire Fliesler, Transportation Planner City of Santa Cruz (oral report)


15. Presentation on “Every Day is Bike to Work Day” program report – Matt Miller, Planner, Ecology Action (pages 15-1 to 15-2)

16. Update on Highway 9 / San Lorenzo Valley Corridor Plan – Rachel Moriconi, RTC Senior Transportation Planner (pages 16-1 to 16-2)

17. Update on Senate Bill 1 / Proposition 6 Update – Rachel Moriconi, RTC Senior Transportation Planner (pages 17-1 to 17-7)

18. Update on Caltrans District 5 Bicycle Plan – Anais Schenk, RTC Transportation Planner (oral report)

19. Update on Bicycle Committee Orientation Day – Anais Schenk, RTC Transportation Planner (oral report)
20. Updates related to Committee functions – Committee members (oral report)

21. Adjourn

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for **October 15, 2018** from 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA. **NOTE the special meeting date.**

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

**AGENDAS ONLINE**
To receive email notification when the Bicycle Committee meeting agenda packets are posted on our website, please call (831) 460-3209 or email aschenk@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. 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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1. Call to Order: Chair, Amelia Conlen called the meeting to order at 6:00 pm.

2. Introductions

**Members Present:**
Amelia Conlen, City of Santa Cruz, Chair  
Janneke Strause, District 1 (Alt)  
Shea Johnson, District 2  
Peter Scott, District 3  
Will Menchine, District 3 (Alt.)  
Murray Fontes, City of Watsonville  
Kira Ticus, Ecology Action/Bike-to-Work  
Leo Jed, CTSC

**Staff:**
Anais Schenk, Transportation Planner  
Grace Blakeslee, Transportation Planner

**Guests:**
Kelly Bond  
Mike Moore  
Richard Masoner  
Theressa Rogerson, CTSC  
Tom Roberts

3. Announcements – Anais Schenk announced that she will no longer be printing the full packet for meetings but that she will provide extra copies of the agenda only.

4. Oral communications – Murray Fontes announced that the City of Watsonville has been conducting outreach for the Vision Zero program and that a Draft Action Plan would be prepared in the fall. Amelia Conlen announced that Ecology Action has kicked off the Complete Streets to Schools projects for Watsonville, Scotts Valley and the unincorporated areas of Santa Cruz County.

5. Additions or deletions to consent and regular agendas – None
CONSENT AGENDA

A motion (Ticas/Fontes) was made to approve the consent agenda. The motion passed unanimously with members Conlen, Strause, Johnson, Scott, Fontes, Ticus and Jed voting in favor.

6. Approve draft minutes of the April 9, 2018 Bicycle Advisory Committee meeting (pages 5-8)

7. Accept summary of Hazard Reports (pages 9-16)

REGULAR AGENDA

8. North Coast Rail Trail: Project Update and Schedule for Release of Draft Environmental Impact Report (EIR) – Grace Blakeslee, RTC Transportation Planner provided an update on the North Coast Rail Trail EIR that included a review of the alternatives to be analyzed as part of the Draft EIR. Staff anticipates releasing the draft EIR in late July for a public review. Two public meetings are tentatively scheduled for August 14th and 15th in Davenport and the City of Santa Cruz, respectively. The Committee discussed the content of the alternatives including the crossings and trail width of the various alternatives. Grace Blakeslee explained that the alternatives will be evaluated at an equal level of detail as the Proposed Project. Committee members were encouraged to provide comments on the draft during the public review process. This item was for information only.

9. Measure D: Five-Year Programs of Projects for Regional Projects Update – Anais Schenk, RTC Transportation Planner provided an update of the Measure D regional projects funding estimates which will go to the RTC for consideration on June 14th. The Committee asked clarification questions regarding staffing cost estimates on active transportation projects and expenditures related to the Highway projects. This item was for information only.

10. Procedure for updating committee on ongoing projects – Anais Schenk, RTC Transportation Planner informed the Committee that once a majority of the vacancies were filled staff would organize an orientation session that would include discussion and clarification of the role and functions of the Committee and its individual members. She reminded Committee members that one of the basic functions of the Committee has been for individuals to bring forward projects, plans or programs occurring in the area s/he represents in order to keep the Committee informed of bicycle related issues around the county. This item was for information only.

11. Green Hills / Glen Canyon Paving Project – Anais Schenk, RTC Transportation Planner provided updated information on the project scope of the Green Hills / Glen Canyon Paving project which is scheduled to start June 18th and asked Committee members for their comments. Discussion included detailed comments regarding signage, striping and the connection between Green Hills Road and South Navarro Drive. A motion (Fontes/Scott) was made directing staff to compose a letter in coordination with the Chair outlining the recommendations as well as thanking the City of Scotts Valley for the opportunity to review the plans. The motion passed
unanimously with members Conlen, Strause, Johnson, Scott, Fontes, Ticus and Jed voting in favor.

12. Pending new member nominations – Anais Schenk, RTC Transportation Planner reviewed the current candidates and nominees for the Committee. A motion (Fontes/Jed) was made to approve the staff recommendation as outlined in the staff memo. The motion passed unanimously with members Conlen, Strause, Johnson, Scott, Fontes, Ticus and Jed voting in favor.

13. Updates related to Committee functions – Kira Ticus announced that Ecology Action will be working on a number of Active Transportation Program (ATP) applications throughout the county. She also mentioned that Ecology Action is very interested in finding funding for e-bike education and programs including an e-bike subsidy program. Committee members discussed the need for e-bike education. Murray Fontes announced that he would like to thank all the people who helped support Watsonville’s Open Streets. He also let the Committee know that the City of Watsonville would be conducting public outreach on the Downtown Watsonville Complete Streets plan in August and would be at the Strawberry Festival demonstrating virtual reality renderings of the potential improvements. Watsonville has also started a plan line study for Freedom Boulevard between Green Valley and Buena Vista Drive. He also mentioned that the City of Watsonville would be applying for an ATP grant for a bicycle and pedestrian improvements over Highway 1 at Harkins Slough Road that would include a contra-flow bicycle lane on the north side of the bridge to provide better access to Pajaro Valley High School. Janneke Strause announced that the County of Santa Cruz would be having a budget study session on Tuesday June 12th at 1:30 pm that would include discussion of using Measure D funds for repaving projects. The Committee discussed supporting Bike Santa Cruz County’s recommendation to include green lane and other bicycle facility improvements in the repaving projects.

14. Adjourn – 8:00 pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for August 13, 2018 from 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:
Anais Schenk, Transportation Planner
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RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee:

1. Receive the following report regarding the nomination made by Commissioner Caput for the District 4 primary seat; and
2. Recommend to the Regional Transportation Commission (RTC) approval of the nomination of Anna Kammer for the District 4 primary seat.

BACKGROUND

Representation on the RTC’s Bicycle Advisory Committee (Committee) corresponds to City and Supervisorial District seats on the RTC. Each Commissioner nominates individuals to represent their respective jurisdiction for Committee consideration and RTC approval. Two additional seats for Bike to Work and the Community Traffic Safety Coalition also exist. Appointments are made by the respective agency for these seats. Every seat on the Committee is a three-year term. In March 2018, new appointments were made for District 2 and reappointments were made for the City of Santa Cruz and Community Traffic Safety Coalition. In June 2018, Commissioners nominated individuals for the following seats: District 5 alternate, the City of Capitola primary, the City of Santa Cruz primary and the City of Scotts Valley primary and alternate. In August 2018 those nominations were approved by the RTC.

The Bicycle Advisory Committee’s description, role and membership are in the 2017 RTC Rules and Regulations available on the RTC website: https://sccrtc.org/meetings/bike-committee/.

DISCUSSION

The member seat for District 4 became vacant in March 2018 along with a number of other seats. At that time staff began an open recruitment process to fill vacancies on the Committee. The recruitment process has consisted of advertising on social media, our website, on the radio and at outreach events. Due to the large number of vacancies, appointments are being made on a rolling basis. Appointments for District 5, the City of Capitola, the City of Santa Cruz and the City of Scotts Valley were approved at the August 2, 2018 RTC meeting. In late August an application was received for District 4 which was forwarded to Commissioner Caput.

Commissioner Caput has nominated Anna Kammer to fill the District 4 primary seat. Ms. Kammer is the current chair of the Watsonville Planning Commission and has experience serving on other committees and boards. Attachment 1 includes her application.
SUMMARY

There are a number of vacancies for south county on the RTC Bicycle Advisory Committee. Vacancies affect the ability of the Committee to provide equal geographic representation so that all the jurisdictions have an opportunity to weigh in on projects and programs that affect cyclists in Santa Cruz County. Applications have been received and nominations have been made for north and mid-county seats. Staff recommends the Committee consider this nomination for the south county seat of District 4 and recommend to the RTC appointment of Anna Kammer.

Attachments:
1. Application for pending Committee member nomination
COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC)
Bicycle Advisory Committee

The Bicycle Advisory Committee consists of eleven seats: one for each city within Santa Cruz County, one for each of the county districts, one representing the Bike to Work program and one representing the Community Traffic Safety Coalition. Each of the seats has an alternate member appointed in the case that the primary member is unable to attend a meeting.

Meetings are currently held the second Monday of even numbered months at 6:00 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. Please refer to the Committee description and bylaws for more information: https://sccrtc.org/meetings/bike-committee/.

If you are interested in serving on this committee, we recommend reviewing the by-laws and attending a meeting to familiarize yourself with the committee process. After doing so please complete this application and email a scanned signed copy to aschenk@sccrtc.org or return a signed copy to the RTC office.

Name: Anna Kammer
Home address: [Redacted]
Mailing address (if different):
Phone: (home) [Redacted]
(business/message/mobile):
E-mail: [Redacted]
Length of residence in Santa Cruz County: 20 Years

I am applying to represent the following vacant position (circle one):
City of Capitola - Primary
City of Watsonville - Alternate
City of Capitola - Alternate
*County District 4 – Primary – This One!
City of Scotts Valley - Primary
County District 4 - Alternate
City of Scotts Valley - Alternate
County District 5 - Alternate
City of Santa Cruz - Alternate
I would consider a different position - either a different location or alternate versus primary (circle one): **Yes / No**

Previous experience on a government commission or committee: (Please describe):

1) Current Chair of the Watsonville planning Commission – a one year term;
2) Member of the Watsonville planning Commission since 2014

Other Relevant Work or Volunteer Experience:

1) Member of South (Santa Cruz) County Bicycle/Pedestrian Work Group representing the Watsonville and South County viewpoint since June 2016
2) Board Member of Friends of the Rail and Trail representing South (Santa Cruz) County since May 2018

Statement of Qualifications: Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee’s potential future endeavors most interest you.

Certification: I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.

Signature: **Anna Kammer**  Date: 17 August 2018

Return Application to:  SCCRTC Attn: Anais Schenk
1523 Pacific Avenue
Santa Cruz, CA 95060
fax: (831) 460-3215 or email: aschenk@sccrtc.org

Questions or Comments: Contact Anais Schenk at (831) 460-3209 or by email at aschenk@sccrtc.org.
**Statement of Qualifications:** Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee’s potential future endeavors most interest you.

Name: Anna Kammer

Applying for: Bicycle Advisory Committee

Position: County District 4 Representative

Statement:

As an avid bicyclist, and community activist for safer and more accessible active transport in South Santa Cruz County, I would like to be more involved in policy decisions that will improve bicycle infrastructure to promote bicycling as a safe and healthy alternative form of transportation. Through being a member of the South County Bicycle/Pedestrian Work Group I have learned about the various grants and safety programs available to improve bicycle safety and infrastructure.

South County, including the City of Watsonville, needs education about, and advocates for, transportation options that will serve this diverse and mostly low income community. The bicycling community in South County runs the gamut from those whose sole mode of transportation is the bicycle, to athletic recreational cyclists. If I am chosen to be on the SCCRTC Bicycle Advisory Committee, I would like to represent the interests of South Santa Cruz County bicyclists as a whole, so that the various voices of residents from all parts of the county are heard.
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<thead>
<tr>
<th>Date</th>
<th>First Name</th>
<th>Last Name</th>
<th>Location</th>
<th>Cross Street</th>
<th>City</th>
<th>Reported Hazards</th>
<th>Additional Comments</th>
<th>Forwarded To</th>
<th>Forwarded Date</th>
<th>Response</th>
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<tbody>
<tr>
<td>08/26/18</td>
<td>Sandrine</td>
<td>Georges</td>
<td>1401 Soquel Ave</td>
<td>Monterey</td>
<td>Santa Cruz</td>
<td>Bike: Debris in bike lane</td>
<td>Dark broken glass in bike lane right at traffic light going straight down Soquel ave.</td>
<td>Jim Burr</td>
<td>08/27/18</td>
<td>8/27/18 Jim Burr: The report has been forwarded to the correct City crew for work response. Thank you</td>
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<tr>
<td>08/23/18</td>
<td>Lindsey</td>
<td>Cramer</td>
<td>Freedom Blvd</td>
<td>Corralitos Rd to Hames Rd</td>
<td>Corralitos</td>
<td>Bike: Debris in bike lane</td>
<td>The bike lane on Freedom Blvd. from Corralitos Rd. to Hames road needs clearing. There are parts completely blocked and a location where property owner has left his debris from aredwood tree they trimmed blocking part of the lane. This is a major route for bikes to travel and is dangerous with the high speeds car drive. The bike has been this way for sometime and needs to be addressed.</td>
<td>County DPW</td>
<td>08/24/18</td>
<td>8/24/18 Misty Dawn Scott: Good afternoon Lindsey, I am in receipt of your issue on Freedom Blvd. I will be forwarding your report to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.</td>
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<tr>
<td>08/16/18</td>
<td>Bob</td>
<td>Glynn</td>
<td>7th Ave</td>
<td>East Cliff Dr</td>
<td>Santa Cruz</td>
<td>Bike: bikeway not clearly marked</td>
<td>This is a reconstructed location. When they did the reconstruction they introduced an island between the car lane making a left and the traffic proceeding onto 7th. This made the bike lane narrower. The island forces cars to stay to the right squeezing into the bike lane. The new bike lane was recently stripd and was painted smaller than it was before and it was made significantly smaller than the recommended with identified by the 2011 Santa Cruz County Bike plan. This bike path has been identified by the county as a Class II bikeway and should have a 5' bike lane. Since this new construction I have had multiple incidents of cars driving into the bike lane while making their right hand turn. I was hit once. (Mirror slapped my handle bar). The bike lane coming up to the intersection (traveling west) was not entirely repainted, only the portion at the intersection. Either the lane needs to be widened or some protection afforded the bikers (e.g. those white flex posts). I commute daily on my bike and this is a daily hazard.</td>
<td>County DPW</td>
<td>08/16/18</td>
<td>8/16/18 Misty Dawn Scott: Good morning Bob, I am in receipt of your issues on East Cliff Dr. I will be forwarding your report of bike lane hazard to our Traffic Division and the divisions regarding the new construction of the Twin Lakes project of Public Works for their review and reply. Thank you for taking the time to report this issue.</td>
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<td>08/10/18</td>
<td>Karana</td>
<td>Pushnik</td>
<td>Park Ave</td>
<td>6000 Soquel Drive</td>
<td>Aptos</td>
<td>Bike: Rough pavement or potholes</td>
<td>There is a big hole in the bike lane at the right turn from Park Ave onto Soquel Drive. Would be easy to patch.</td>
<td>County DPW</td>
<td>08/13/18</td>
<td>8/13/18 Jana Vargas: Good afternoon, I am in receipt of your issue at 6000 Soquel Drive in Aptos. I will be forwarding your report to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.</td>
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<tr>
<td>08/10/18</td>
<td>Karana</td>
<td>Pushnik</td>
<td>Park Ave</td>
<td>Highway 1 undercrosri ng</td>
<td>Capitola</td>
<td>Bike: Rough pavement or potholes</td>
<td>The pavement around the drain grate takes up all the bike lane and is cracked, broken and uneven. This has the effect of pushing bikes into the travel lane to avoid the hazard at this tricky freeway under crossing and off-ramp intersection area.</td>
<td>Steve Jesberg</td>
<td>08/13/18</td>
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<td>08/08/18</td>
<td>Richard</td>
<td>Masoner</td>
<td>Eastbound / Southbound 49B Ml Hermon Rd</td>
<td>between Glen Canyon Road &amp; La Cuesta Drive</td>
<td>Scotts Valley</td>
<td>Bike: Vegetation in bike lane</td>
<td>Short video of the brush growing into the bike lane. It’s blocking signs, too. <a href="https://www.youtube.com/watch?v=yZCC7COOD0Bo">https://www.youtube.com/watch?v=yZCC7COOD0Bo</a></td>
<td>Triah McGrath, Frank Alvarez, Jessica Kahn</td>
<td>08/08/18</td>
<td>8/9/18 Jessica Kahn: Mr. Masoner, Our crew was able to go and trim back these areas this afternoon. Please let me know if any hazardous areas remain. Thanks, Jessica</td>
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<td>08/08/18</td>
<td>Larry</td>
<td>Broberg</td>
<td>Smith Grade</td>
<td>Empire Grade</td>
<td>Santa Cruz</td>
<td>Bike: Rough pavement or potholes</td>
<td>Large hole on Smith grade, heading towards empire grade, near the bottom of the hill on the big right hand turn. Could you at least Mark it as I couldn’t see it and almost crashed when I hit it. I think it’s less than a mile from empire grade, on Smith grade southbound.</td>
<td>DPW</td>
<td>08/08/18</td>
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<td>08/05/18</td>
<td>Becky</td>
<td>Steinbruner</td>
<td>Trout Gulch</td>
<td>Valencia St to Cathedral Dr</td>
<td>Aptos</td>
<td>Bike: Uneven pavement/potholes hazard for motorists and bicyclists</td>
<td>There are multiple sunken trenches in the paving on Trout Gulch Road, both the vehicle lanes and bike lanes from utility work associated with the Aptos Village Project. There are steel plates in both the northbound and southbound bike lanes, elevated 2”-3” above the pavement grade, transitioned with loose asphaltic cold patch. There are no flashing barriers to alert night time cyclists of the hazards. The construction crew repaired the trench failures in May, 2018, but the work has failed again, creating hazardous conditions for bicyclists and motorists alike.</td>
<td>DPW</td>
<td>08/06/18</td>
<td>8/18/18 Jana Vargas (DPW): Good morning, I am in receipt of your issue at 16–36 Airport Blvd, Watsonville. I will be forwarding your report to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.</td>
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<td>Date</td>
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<td>Last Name</td>
<td>Location</td>
<td>Cross Street</td>
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<td>08/05/18</td>
<td>Becky</td>
<td>Steinbruner</td>
<td>8140 Soquel Dr</td>
<td>Trout Gulch</td>
<td>Aptos</td>
<td>Bike: Construction hazard in bike lane&lt;br&gt;There is a portable work light trailer completely blocking the eastbound bike lane of Soquel Drive and a similar trailer partially blocks the westbound bike lane. There are no flashing lights to alert cyclists or motorists of the hazard. Cyclists must veer abruptly into the traffic lane to pass through the area. The portable light trailers are from construction work associated with the Aptos Village Project and planned Parade Street intersection at Soquel Drive. No work has been done making use of the lighting trailers for two weeks, but they remain on Soquel Drive, creating hazards for cyclists. Also, the drain grate at the Trout Gulch Road and Soquel Drive intersection is directly adjacent to the westbound bike lane edge and is recessed by 6'-8&quot;, surrounded by loose baserock, and is without warning to cyclists regarding the hazard. Motorized vehicles regularly drive into the baserock and spin rocks into the bike lane adjacent.</td>
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<td>08/04/18</td>
<td>Lowell</td>
<td>Hurst</td>
<td>16-36 Airport Blvd</td>
<td>Pajaro Lane to East Lake/152</td>
<td>Watsonville</td>
<td>Bike: Debris in bike lane&lt;br&gt;Mud and stones on bike shoulder from Pajaro Ln to East Ave -South side. County road. 4th SUPT District</td>
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<td>07/15/18</td>
<td>Barton</td>
<td>Coddington</td>
<td>4000 Freedom Blvd</td>
<td>Freedom Blvd</td>
<td>Aptos</td>
<td>Debris on shoulder or bikeway&lt;br&gt;Westbound side of Freedom Blvd. A large pile of dirt is blocking the bike lane on an inside curve. The dirt has been there for 1.5 years. I would have thought that it would have been cleared when the dirt was softer after some rain. Now it will almost take dynamite to get the dirt out of this spot. On another note, thank you very much for the &quot;weed whacking&quot; on Freedom. Especially for clearing further back from the road and the overhanging branches.</td>
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<td>07/11/18</td>
<td>John</td>
<td>Rickard</td>
<td>130 Peach Terrace</td>
<td>Santa Cruz</td>
<td>Abandoned non-functional Jump bike&lt;br&gt;Who do I notify so the City can come recover &quot;Jump&quot; bike #00963? This afternoon I witnessed the residents of 106 Peach Terrace hauled this non-functional &quot;Jump&quot; bike out of their Unit and left it on the sidewalk outside 130 Peach Terrace. The display reads &quot;IN REPAIR&quot;.</td>
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<tr>
<td>07/10/18</td>
<td>Ryan</td>
<td>Moroney</td>
<td>1849 Soquel Dr</td>
<td>exit of Garden Dell and Liquor parking lot</td>
<td>Santa Cruz</td>
<td>Rough pavement or potholes&lt;br&gt;There is a large pothole at the exit of Garden Dell and Liquor parking lot that is causing a hazard for northbound bicycle traffic. 1849 Soquel Dr., Santa Cruz, CA 95065</td>
<td></td>
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**Forwarded To**  
DPW  
８/6/18 Jana Vargas (DPW): Good morning, I am in receipt of your issue at 16-36 Airport Blvd, Watsonville. I will be forwarding your report to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.

**Response**  
8/6/18 Jana Vargas (DPW): Good morning, I am in receipt of your issue at 16-36 Airport Blvd, Watsonville. I will be forwarding your report to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.
### Hazard Report

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<tr>
<td>07/10/18</td>
<td>Rachel</td>
<td>Klinger</td>
<td>Santa Cruz</td>
<td>Santa Cruz</td>
<td>Bike Shares Cause Pedestrian Hazard and are not ADA Compliant</td>
<td>Our city sidewalks are no longer available for people in wheelchairs, for people pushing strollers and small children riding bikes. The sidewalks have been taken over by the Red Bikes. When a Red Bike is locked to a street sign, there is not enough room for passage for wheelchairs, strollers and children’s bikes. The Red Bikes are heavy. Too heavy to try to move around and out of the way. At times, there are so many Red Bikes at one location on a sidewalk, not even a pedestrian can get by them. There is no room on the sidewalk. Are wheelchairs, strollers, small children on bikes, and pedestrians supposed to go into the street to continue on their way? If they don’t feel safe in the street, are they supposed to turn around and go back? Did these bikes just appear, or did you vote yes to allow these Red Bikes in our city? Now that they are here and creating havoc on our sidewalks, what are you going to do about it? If you don’t do something about this problem, you are saying that a company and its profits are more important to you than the citizens of this city.</td>
<td>Claire Flesler</td>
<td>07/10/18</td>
<td>07/10/18, Claire Flesler: Thanks for taking the time to write in. We’ve been really excited to see the great use that JUMP bikes are getting, but as you’ve noted there have also been growing pains. For the most part, people are respectful and conscientious when finishing their rides and locking a bike, but there are times when this is not the case and people park blocking the walkway. We strive to minimize this as much as possible, and... it helps when people report this so that we can contact the last user and let them know how to park a bike in the future. After they are contacted, if they repeat this in the future, they will be assessed a $25 fine by JUMP. We are actively working to let people know how to best lock bikes, but if you see one that is parked incorrectly there’s a quick and easy way to report bikes that are “free locked” (locked to themselves) or locked and blocking sidewalk access. The best way to report them is via email to <a href="mailto:support@jumpbikes.com">support@jumpbikes.com</a> and include the location, time, and bike number located on the back of the bike. That allows the team to locate the bikes and also to contact the last users and let them know the rules so that they can do it right in the future. The JUMP website and the City website both ask users to park bikes respectfully. If bikes are locked to a street sign or other object and NOT blocking access, our Muni Code allows that under section 10.68.050 and 10.68.060. This is important for use in areas that don’t have bike parking.</td>
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<tr>
<td>07/09/18</td>
<td>Barton</td>
<td>Coddington</td>
<td>Santa Cruz</td>
<td>Santa Cruz</td>
<td>lighting problem, traffic signal problem</td>
<td>Flashing school zone speed signs. It is summer recess and they are still on. No wonder nobody pays attention to them. Actually, they are not necessary when students are in the school. Any way the signs could be controlled by the school office? That way the signs would only be operational when students are really present. Minor note: I do not need some of them to tell me that I am doing 17 MPH on my bike - I have a bike computer for that.</td>
<td>James Burr</td>
<td>07/12/18</td>
<td></td>
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<tr>
<td>07/09/18</td>
<td>Barton</td>
<td>Coddington</td>
<td>Capitola, Santa Cruz, Watsonville</td>
<td>Other; fog lines in inside curves</td>
<td>Fog lines in inside curves. There are a number of places where the county has quit painting fog lines in inside curves because they just get worn off. Couple of examples are Valencia &amp; Trout Gulch and Freedom Blvd. For bicyclists the line at least give some indication where the cars should not go. Not great, but every little bit helps. Do NOT do what Capitola has done of Wharf Road and glued pylons to mark the bike lane on inside curves. Particularly north bound just past Woddy Circle where bicycles are at speed going down hill. The city had to grind down the road edge and it is far from smooth. Also, street sweepers cannot clean the bike lane.</td>
<td>DPW, Steve Jesberg</td>
<td>07/12/18</td>
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<tr>
<td>06/21/18</td>
<td>Brad</td>
<td>Cramer</td>
<td>170 Bean Creek Rd</td>
<td>Scotts Valley</td>
<td>Plant overgrowth or interference</td>
<td>of Bean Creek and Cristal Oaks has shrubs that have overgrown the entirety of the bike lane on Bean Creek</td>
<td>Scotts Valley Public Works</td>
<td>06/22/18</td>
<td>“The City of Scotts Valley’s Maintenance Department removed the brush today, 6/22/18.”</td>
<td></td>
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<tr>
<td>06/19/18</td>
<td>David</td>
<td>Witkowski</td>
<td>9802 Soguel Drive</td>
<td>Aptos</td>
<td>Plant overgrowth or interference, Vehicles or objects blocking sidewalk</td>
<td>Tree overgrown into bike lane</td>
<td>DPW</td>
<td>06/20/18</td>
<td>On 6/20/2018 DPW replied: I will forward this tour Road Crews and Encroachment Division for their review</td>
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<tr>
<td>06/11/18</td>
<td>Elijah</td>
<td>Mowbray</td>
<td>41st Ave Soquel (outskirts)</td>
<td>Capitola</td>
<td>Soquel</td>
<td>Turning Hazard</td>
<td>motor vehicle lane which allows Left and Through movements – plus the presence of an existing bicycle lane adjacent to the left &amp; through lane.</td>
<td>DPW</td>
<td>06/12/18</td>
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<tr>
<td>06/09/11</td>
<td>Sandrine</td>
<td>Georges</td>
<td>McGregor Drive</td>
<td>Perch</td>
<td>Aptos</td>
<td>Debris on Shoulder or bikeway</td>
<td>Broken glass in bike lane, northbound on McGregor Drive</td>
<td>DPW</td>
<td>06/11/18</td>
<td></td>
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<tr>
<td>06/08/18</td>
<td>Becky</td>
<td>Steinbruner</td>
<td>Freedom Blvd</td>
<td>Soquel</td>
<td>Aptos</td>
<td>Rough Pavements or Potholes</td>
<td>Freedom Boulevard Bike Lanes</td>
<td>DPW</td>
<td>06/08/18</td>
<td></td>
</tr>
<tr>
<td>06/08/18</td>
<td>Becky</td>
<td>Steinbruner</td>
<td>Trout Gulch</td>
<td>Aptos</td>
<td>Soquel</td>
<td>Swenson crews have trenched into the roadway and the repairs are failing, leaving sunken surfaces at the trenched cuts. There are also steel plates in this area of Trout Gulch Road that have little or no paving to transition to paving grade levels. This all makes for hazardous bicycling surfaces, and there are NO flashing light barricades to warn un-knowing cyclists of the hazards at night. Swenson has no enforcement permits with County Public Works for any of the work being done in the Aptos Village Project area public roadways, so any accidents or damages are the liability of the taxpayers. Swenson Drive between Trout Gulch Road and Aptos Creek Road New trenching work by Santa Cruz Underground Paving (SCUP) in this area of Soquel Drive has created hazardous conditions for cyclists and pedestrians. Steel plates and loose paving material are in the bike lane and roadway without any flashing light barricades to warn night time riders of the hazards. Pedestrians in the area have been forced to walk along the railroad tracks since the end of March when the Aptos Village Project developers barricaded the legal thoroughfare connecting Trout Gulch Road to Aptos Creek Road that provided a safe pedestrian access route in the area. Soquel Drive has no sidewalks in the area for pedestrian travel. New Trout Gulch Road Intersection Railroad Crossing Sidewalk The new railroad crossing sidewalk at Trout Gulch and Soquel is hazardous for sight-impaired and people in self-propelled wheel chairs. There is a very wide gap between the metal rail and the sidewalk edge that is a trip hazard and will make mobility to the new inbound #71 Metro bus stop difficult to access. The access slope to the new bus stop is steep (5%) and there are no handrails or nesting pads.</td>
<td>DPW</td>
<td>06/08/18</td>
<td></td>
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<tr>
<td>06/05/18</td>
<td>Sarah</td>
<td>Harmon</td>
<td>407 Fairmont Ave</td>
<td>Morro Bay</td>
<td>Santa Cruz</td>
<td>Traffic Signal Problem</td>
<td>Loop detector in bike lane isn't working.</td>
<td>Jim Burr</td>
<td>06/06/18</td>
<td></td>
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<tr>
<td>06/05/18</td>
<td>Isla</td>
<td>Hall</td>
<td>600 Trout Gulch</td>
<td>Quali</td>
<td>Aptos</td>
<td>Debris in bike path</td>
<td></td>
<td>DPW</td>
<td>06/05/18</td>
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<tr>
<td>06/04/18</td>
<td>Danielle</td>
<td>Venable</td>
<td>169 Capitola Rd</td>
<td>Harbor View Ct.</td>
<td>Santa Cruz</td>
<td>Rough pavement or Potholes</td>
<td>Water gathers in a low spot and the concrete is getting really bad. There's a hole developing and lots of cracks that are getting deeper.</td>
<td>DPW/DBurr</td>
<td>06/05/18</td>
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<td>06/03/18</td>
<td>Adam</td>
<td>Millard-Ball</td>
<td>636 Bonita Drive</td>
<td>Freedom Blvd</td>
<td>Aptos</td>
<td>Rough pavement or potholes</td>
<td>Large pothole that swallows a bicycle tire. This is especially dangerous because it is on an ad-hoc hill, and just beyond a speed bump that impairs visibility. The speed bump also has poor visibility, as the white markings are faded.</td>
<td>DPW</td>
<td>06/04/18</td>
<td></td>
</tr>
<tr>
<td>05/31/18</td>
<td>Tom</td>
<td>Roberts</td>
<td>Bay St</td>
<td>Escalona Drive</td>
<td>Santa Cruz</td>
<td>Plant overgrowth or interference</td>
<td>Tons of overgrown plants in the bike lane on Bay St. going south in the area north of Escalona Or. Interference with using the full extent of the lane (to a pretty extreme degree).</td>
<td>Jim Burr</td>
<td>06/01/18</td>
<td>6/1/2018</td>
</tr>
<tr>
<td>05/31/18</td>
<td>Tom</td>
<td>Roberts</td>
<td>Ocean Street</td>
<td>Hwy 1</td>
<td>Santa Cruz</td>
<td>Rough pavement or potholes, Hazardous drain grate</td>
<td>There are two hazards in the bike lanes on Ocean Street around the junction with Highway 1 (and to be frank, the whole area feels very dangerous as a bicyclist) In the southbound lane, there is a depression/pothole in the street directly in the path of the bike lane in front of the onramp. Frequently it requires swerving into the traffic lane to avoid, because cars creep around the corner from the onramp. In the northbound lane in between the two overpasses, there is a hazardous drain grate in the bike lane. The paved part of the bike lane is already extremely narrow, but I have had a number of close calls with this drain grate. Truthfully, this entire stretch of Ocean feels pretty dangerous. (Finally, there is a trash can that is in the bike lane ALL THE TIME on the northbound side. Is this an appropriate place to report it? I have a few places where this is a habitual issue...)</td>
<td>Jim Burr</td>
<td>06/01/18</td>
<td></td>
</tr>
<tr>
<td>05/29/18</td>
<td>Sue</td>
<td>Fitchen</td>
<td>Highland Avenue</td>
<td>High St</td>
<td>Santa Cruz</td>
<td>Plant Overgrowth</td>
<td>This intersection was designed in the late 1960's and built in the early 1970's when bicycling wasn't even a consideration. So Freedom Blvd was constructed as wide as highway 1 and the on-ramps to Highway 1 were constructed to allow motor vehicles to easily access the highway with minimal reduction in speed with a wide and sweeping curve to the on-ramp. The Caltrans Safe Intersections Guidelines now suggests that such intersections be made a sharp right angle to induce reduction in motor vehicle speed. The problem that I am reporting is that the “green lane” is nearly 180 feet long as it passes the conspicuously wide freeway on ramp. The “green lane” is on a uphill slope (which can’t be helped) that slow the forward progress of cyclists. And all cyclists using the Pacific Coast Bike Route must cross this area. Freedom Blvd is posted 45mph and the motor vehicles don’t reduce their speed when a cyclists is in the bike lane. The Freedom Blvd roadbed has a excessively wide paved area on the right hand side marked with white to indicated to motorists that the area is NOT a lane. Motorists, upon seeing a cyclists laboring uphill in the “green lane” will simply drive into the right hand paved area to continue onto the on-ramp so they won’t have to reduce speed or wait for the cyclists to clear the access to the on-ramp. For cyclists, this creates the unnerving experience of cars passing at 45mph on the left to get to the on ramp AND cars passing at 45mph to the right to get to the on-ramp. The wide paved area to the right of the motor vehicle lane that currently only has white paint to deter this driving behavior needs to have additional deterrents, such as white bots or the pavement grinding to alert the motorists that it is not part of the motor vehicle lane. Better yet, the freeway should have been constructed using the criteria of the Caltrans Safe Intersection guidelines booklet.</td>
<td>Jim Burr</td>
<td>05/29/18</td>
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<td>05/25/18</td>
<td>Peter</td>
<td>Stanger</td>
<td>Soquel Drive</td>
<td>Trout Gulch</td>
<td>Aptos</td>
<td>Debris on shoulder or bikeway, Bikeway not clearly marked</td>
<td>The storms that famously caused the collapse of Trout Gulch Road at Valencia Creek and other storms related havoc around Santa Cruz County in 2016-2017 also caused the hillsides adjacent to the bend in the road of Soquel Drive to partially collapse into the bike lane and eastbound traffic lane of Soquel Drive. Public Works cleared the eastbound motorized traffic lane within weeks of the storms and placed a series of traffic warning sawhorses in the bike lane on this bend in the road. As weeks turned to months, the traffic sawhorses got hit and destroyed by motorized traffic and Public Works eventually removed their mangled twisted wood and metal remains. The bike lane remained obstructed with dirt and vegetation from the hillsides as Public Works was too busy with whatever else they felt was more urgent than the safety of bicyclist using this area of roadway. Another year has passed and the painted white line that delineated the motorized traffic from the bike lane became more and more obscured as motorists would curve around this bend in the roadway. Eventually the white line that delineated the bike lane was a mere shadow. This month Public Works was on the scene!!! They meticulously repainted the white line that delineated the bike lane from the area east of the railroad trestle over-crossing of Soquel Drive just east of Aptos Village all the way to this bend in the roadway. At the bend of the road itself, they painted NOTHING AT ALL. The result is that the bike lane ends just before this blind curve, and commences again about 75 yards east to the west where Soquel Drive straightens-out again. So, as currently exists, there is no bike lane, no sign that the bike lane ends, no sharrows, no &quot;share the road&quot; signage. The motorized traffic rarely travels the coasted 25mph speed limit as it zooms around this blind curve. ... and sometimes suddenly comes upon a bicyclists. I have learned not expect much from Public Works when it comes to bicyclist safety. But this is really over-the-top. They couldn't clear the debris out of the bike lane, they couldn't build a retaining wall for the collapsing hillsides, they couldn't repaint the bike lane, they couldn't even post signage that the bike lane ends. Isn't there someone on the SCORCT's Bicycle Advisory Committee that represents the 2nd District and the Aptos Area? Isn't that their job to see note and mitigate this issue?</td>
<td>DPW</td>
<td>05/25/18</td>
<td>5/31/2018 AS: Thank you for submitting a hazard report and bringing this issue to our attention. County Public Works will respond as well, however I wanted to address your questions at the end of the report. The primary purpose of the Bicycle Advisory Committee is to advise the RTC on bicycle projects, programs and plans. While it is not their primary function on the committee, when advisory members see major maintenance issues that have already been reported to the jurisdiction but remain unaddressed then they may bring it to the committee's attention, particularly if the maintenance issue is affecting the basic function of a bicycle facility. As with any issue that is within the purview of another jurisdiction or agency we like to offer that agency or jurisdiction an opportunity to address the issue. We will track this report accordingly. I suggest that you also submit hazard reports for the other issues that you raised with Casey in order to provide county an opportunity to address those as well. 5/31/2018 DPW replied: I am in receipt of your issues for the bike lane on Soquel Drive. I will be forwarding your report to out to our Brommer maintenance yard (831) 477-3999 and our Road Operations division of Public Works for their review and reply. Thank you for taking the time to report this issue.</td>
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<tr>
<td>05/25/18</td>
<td>Cary</td>
<td>Townsend</td>
<td>1100 Green Hill Rd</td>
<td>Falcon Ridge Rd</td>
<td>Scotts Valley</td>
<td>Potholes</td>
<td></td>
<td>DPW/Scotts Valley</td>
<td>05/25/18</td>
<td>5/15/2018 DPW replied: I am in receipt of your traffic signal issue at Dominican Hospital and Soquel Drive. I will be forwarding your request to Road Traffic / Transportation engineers for their attention and reply. County DPW 05/14/18</td>
</tr>
<tr>
<td>05/13/18</td>
<td>Rick</td>
<td>Hyman</td>
<td>Hospital Dr</td>
<td>Soquel Drive</td>
<td>Scotts Valley</td>
<td>Traffic Signal problem</td>
<td>The traffic signal at the exit of Dominican Hospital to travel onto Soquel Ave. does not change for cyclists. I reported this problem almost 2 years ago, and it has not been fixed yet.</td>
<td>County DPW</td>
<td>05/14/18</td>
<td>5/15/2018 DPW replied: I am in receipt of your issues of broken glass in the bikeway at 4334 Soquel Drive. I will be forwarding your request for work to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.</td>
</tr>
<tr>
<td>05/12/18</td>
<td>Sandrine</td>
<td>George</td>
<td>4343 Soquel Ave</td>
<td>Soquel</td>
<td>Scotts Valley</td>
<td>Debris on shoulder or bikeway</td>
<td>Small pieces of broken glass in bike lane</td>
<td>County DPW</td>
<td>05/14/18</td>
<td>5/7/2018 DPW replied: I am in receipt of your issue-debris at Trout Gulch part of the Aptos Village Improvements Project. I will be forwarding this report to our Construction division and Design division engineers of Public Works. I will also be forwarding your request for sweeping the bike lanes on Soquel Drive to our Brommer maintenance yard</td>
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<tr>
<td>05/07/18</td>
<td>Ryan</td>
<td>Moroney</td>
<td>Soquel Ave</td>
<td>Trout Gulch</td>
<td>Aptos</td>
<td>Debris on shoulder</td>
<td>The Aptos Village project appears to be creating a lot of debris along Trout Gulch and Soquel. The Contractor should clear the bike lane/shoulder of debris weekly at minimum as part of BMPs. In addition, a lot of debris (glass, gravel, etc.) has built up along Soquel Drive along entire north bound commute length (Aptos to Santa Cruz) and needs to be street swept.</td>
<td>County DPW</td>
<td>05/07/18</td>
<td>5/7/2018 DPW replied: I am in receipt of your issue-debris at Trout Gulch part of the Aptos Village Improvements Project. I will be forwarding this report to our Construction division and Design division engineers of Public Works. I will also be forwarding your request for sweeping the bike lanes on Soquel Drive to our Brommer maintenance yard</td>
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<td>05/04/18</td>
<td>Brad</td>
<td>Cramer</td>
<td>Bean Creek Rd</td>
<td>Scotts Valley Drive</td>
<td>Scotts Valley</td>
<td>overgrowth or interference, bikeway not clearly marked</td>
<td>The bike lanes on Scotts Valley drive are covered with gravel, broken glass, and construction debris. The construction companies do a very poor job of cleaning up their mess and creates a constant flat tire hazard.</td>
<td>Scotts Valley Public Works</td>
<td>05/07/18</td>
<td>5/7/2018 Jessica Kahn stated: Mr. Cramer, Thank you for bringing this to our attention. The street sweeping is being scheduled this week for to service the entirety of Scotts Valley Drive. Please let me know if you have any additional questions or concerns.</td>
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<td>05/04/18</td>
<td>Brad</td>
<td>Cramer</td>
<td>Scotts Valley Drive</td>
<td>Bean Creek</td>
<td>Scotts Valley</td>
<td>Debris on shoulder</td>
<td></td>
<td>Scotts Valley Public Works</td>
<td>05/07/18</td>
<td>5/7/2018 Jessica Kahn stated: Mr. Cramer, Thank you for bringing this to our attention. The street sweeping is being scheduled this week for to service the entirety of Scotts Valley Drive. Please let me know if you have any additional questions or concerns.</td>
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<tr>
<td>04/30/18</td>
<td>Noe</td>
<td>Parker</td>
<td>Soquel Ave</td>
<td>Porter Street</td>
<td>Soquel</td>
<td>Debris in bike path</td>
<td>Organic debris (branches, leaves, acorns, etc.), gravel, and other obstructions along Soquel Drive in the bike lane. Have popped my tire on my commute twice in the past week :)</td>
<td>DPW</td>
<td>04/30/18</td>
<td>On 5/1/2018 DPW stated: I will be forwarding your request for work to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.</td>
</tr>
<tr>
<td>04/26/18</td>
<td>Jessica</td>
<td>Guild</td>
<td>1521 Mission Street</td>
<td>Bay</td>
<td>Santa Cruz</td>
<td>Rough pavement or potholes</td>
<td>pothole in bike lane at the intersection of Bay and Mission requires biker to veer out of bike lane and into vehicle lane</td>
<td>Jim Burr</td>
<td>04/26/18</td>
<td>4/26/18 Forwarded to Street Maintenance</td>
</tr>
<tr>
<td>04/26/18</td>
<td>Jessica</td>
<td>Guild</td>
<td>Glenn E. Cocksedge Memorial Bridge</td>
<td>Santa Cruz</td>
<td>Santa Cruz</td>
<td>Rough pavement or potholes, Hazardous drain grate</td>
<td>There is a large bump as the road meets the bridge which can pop bike wheels if you hit it too fast coming down the hill. Additionally, the drainage in this spot is very bad - during large rain storms the bike lane is completely submerged requiring the biker to merge into the car lane.</td>
<td>Jim Burr</td>
<td>04/26/18</td>
<td>4/26/18 Forwarded to Street Maintenance</td>
</tr>
<tr>
<td>04/13/18</td>
<td>Cindy</td>
<td>Pierce</td>
<td>Beach Street</td>
<td>3rd street to Pacific</td>
<td>Santa Cruz</td>
<td>Pedestrians unawareness</td>
<td>Most visitors to the boardwalk are unaware that there is a bike lane on Beach St parallel to the sidewalk. They wander aimlessly into the bike lane unaware that a bike is approaching. Often they literally walk backwards into the bike lane setting themselves up for a photo shoot, unaware that they are stepping off the curb into a traffic lane.</td>
<td>Jim Burr</td>
<td>04/11/18</td>
<td></td>
</tr>
<tr>
<td>04/25/18</td>
<td>Steve</td>
<td>Matson</td>
<td>Hames Road</td>
<td>Pleasant Valley</td>
<td>Freedom_Watsonville</td>
<td>Plant overgrowth /Interference</td>
<td>north side of Hames Rd. Over the top of the hill from Alfons Winery, oak trees have grown into and over the road. The shoulder is completely overgrown, it is necessary to ride in the road to avoid getting hit by tree branches. There are tree branches broken off from trucks hitting them.</td>
<td>DPW</td>
<td>04/25/18</td>
<td>I am in receipt of your issue of trees in bike lane. I will be forwarding your request for work to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.</td>
</tr>
<tr>
<td>04/17/18</td>
<td>Becky</td>
<td>Steinbrunner</td>
<td>Glen Canyon</td>
<td>Roaded Gutch</td>
<td>County</td>
<td>Debris on shoulder or bikeway</td>
<td>ALOT of gravel fines strewn all over the roadway and on curves, due to recent oil and screen pothole filling work.</td>
<td>DPW</td>
<td>04/19/18</td>
<td>4/20/2018 DPW &quot;I am in receipt of your bike lane hazard report forwarded from SCCRTC. I will be forwarding your hazard report out to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.</td>
</tr>
<tr>
<td>04/17/18</td>
<td>Becky</td>
<td>Steinbrunner</td>
<td>Soquel</td>
<td>Trout Gutch</td>
<td>County</td>
<td>Debris on shoulder or bikeway</td>
<td>westbound bike lane has significant amount of crushed rock strewn about from cars spinning out in the crushed road base adjacent to the bike lane at the new traffic light intersection</td>
<td>DPW</td>
<td>04/19/18</td>
<td>4/20/2018 DPW &quot;I am in receipt of your bike lane hazard report forwarded from SCCRTC. I will be forwarding your hazard report out to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.</td>
</tr>
<tr>
<td>04/12/18</td>
<td>Maya</td>
<td>Sparks</td>
<td>Encinal</td>
<td>River St.</td>
<td>Santa Cruz</td>
<td>Bike Lane Requested</td>
<td>&quot;I am a senior at Kirby School. I am interested in getting a bike lane put in on Encinal for students who bike to school.&quot;</td>
<td>Jim Burr</td>
<td>04/12/18</td>
<td></td>
</tr>
<tr>
<td>04/10/18</td>
<td>Cindy</td>
<td>Pierce</td>
<td>Train Trestle Bridge</td>
<td>3rd street</td>
<td>Santa Cruz</td>
<td>Passage is too narrow</td>
<td>I would like to propose a railing that runs along the curb forcing pedestrians to make an effort before making a move. This is a long stretch of road so I see the dollars adding up, but something as simple as posts and 2 rows of draping ropes or wires would force people to notice before acting. It would take concerted effort to step over the rail or wires triggering people to notice what they are stepping into.</td>
<td>Jim Burr</td>
<td>04/11/18</td>
<td>4/12/2018 Amelia replied: I'm happy to report that the City has received funding to widen the trestle bridge over the San Lorenzo River. This project is currently in the design phase, and we hope to go to construction in late 2018. This is a long-standing issue and we are looking forward to providing a better facility. We have also received funding for design and permitting of segments 8 and 9 of the rail trail, which includes the cycle track in front of the Boardwalk. This project is farther out and we still need to find construction funding, but we are aware of bike/pad conflicts and will be looking for ways to mitigate the issue.</td>
</tr>
<tr>
<td>Date</td>
<td>First Name</td>
<td>Last Name</td>
<td>Location</td>
<td>Cross Street</td>
<td>City</td>
<td>Reported Hazards</td>
<td>Additional Comments</td>
<td>Forwarded To</td>
<td>Forwarded Date</td>
<td>Response</td>
</tr>
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<tr>
<td>04/06/18</td>
<td>Connie</td>
<td>Wilson</td>
<td>Frederick, Water, Market</td>
<td>Broadway/S seabright/Go ss</td>
<td>Santa Cruz</td>
<td>1. Frederick Street between Star of the Sea Church and Broadway going towards the beach. In the bike lane tree roots have raised the pavement and it is not always visible and a hazard 2. Water Street between Safeway and Saint Adarius brewery, also bumps in the bike lane that are not visible 3. Market Street, very fast vehicle drivers, a share the road sign??? anything to slow the vehicles down would be appreciated as there are many cyclist and also peds that use this area between the freeway overpass and Avalon also lots of debris which I try to clean up as much as possible - scary with the cars speeding by. 4. Market St/Seabright intersection. Coming from town along Market Street, there is a ditch for cars to turn right. No room for a cyclist with the drainage ditch and no shoulder. 5. Water St/Seabright intersection is difficult for peds to cross, any chance of a flashing light for peds crossing?</td>
<td>See additional comments</td>
<td>Amelia Conlen</td>
<td>4/6/2018</td>
<td>4/10/18 Amelia Replied: Frederick Streets maintenance staff is taking a look to see if there's anything they can do to smooth the roadway. Water St same as above. Market St: Would signage be most helpful for cars heading to town or away from town? It looks like in the outbound direction we have a 'Bikes May Use Full Lane' sign just before the curve. The City has developed plans for a sidewalk project for the west side of Market to fill in the gap between Avalon and Stoney Creek Road. This wouldn't include new bike facilities, but it would narrow the roadway, which can help to slow traffic speeds. Market St/Go ss: We are applying for grant funding again this year for widening of the Market Go ss intersection. That project would include a bike lane and sidewalk at SE corner. Water St/Seabright: We don't have improvements planned for this intersection, we do have improvements funded at Water &amp; Poplar, including bulb-outs and flashing beacons. This project is planned to be constructed in 2019.</td>
</tr>
</tbody>
</table>
Mr. Pisano,

Thank you for your comments. I’ve cc’d Anais Schenk above as she heads up the Bicycle Advisory Committee at the SCCRTC. In addition, your comments will be made available to the Commission for their review. Please visit the SCCRTC website at www.sccrtc.org for information on the Commission and its activities.

Thank you for writing!

Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue | Santa Cruz, CA 95060
Main Office 831.460.3200 | Watsonville 831.460.3205

Follow our social networks for the latest RTC news

Hello SCCRTC,

Please look into expanding the Bike Share program that the City of Santa Cruz has already implemented into other Santa Cruz County Districts. The bike share is a perfect part of the last mile solution for our transportation system. If miles stones for bike share expansion could be quickly gathered to help with County approval would be nice to see.

To buy a local ebike is a minimum of $2500 to as much an $8000 (as much as a nice down payment for a car). This heavy investment may cause one to be concerned with security - As only a few locations in our County has affordable bike lockers. The price of $2, for a half-hour, for a bike share and in conjunction with the METRO – County residents could easily get anywhere in the County.

To also help commutes: I would also ask the METRO to be mindful of transfer points on all routes (not just at transit centers) – especially between routes 35A & 35, and between the 91x/71 with 35A/35.

Personally; I would like to see the bike share expanded to the 1st District & 5th District as I live in Live Oak & work in Scotts Valley.

Thank you for your time and consideration

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Michael Pisano
UCSC – BAS/SHR – Leave of Absence Assistant

Please consider the environment before printing this e-mail.
From: Regional Transportation Commission
To: Anais Schenk
Subject: FW: Bicycle Hazard Report and Suggested Correction
Date: Tuesday, June 12, 2018 11:13:15 AM
Attachments: 41st at Soquel Bike Lane Through Left.pdf

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Virginia
Santa Cruz County Regional Transportation Commission
Main Office 831.460.3200 | Watsonville 831.460.3205

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From: Elijah Mowbray [mailto:elijahmowbray@gmail.com]
Sent: Monday, June 11, 2018 9:35 PM
To: info@sccrtc.org
Subject: Bicycle Hazard Report and Suggested Correction

Please forward the attached PDF and this letter to the appropriate staff and/or the Bicycle Committee. I have described a hazardous condition at 41st Ave and Soquel Drive. The primary issue is a motor vehicle lane which allows Left and Through movements – plus the presence of an existing bicycle lane adjacent to the left & through lane.

In these situations, regrettably, the bicycle lane should be dropped as the only safe way to progress through the intersection is in the flow of traffic. That is unless a solution is possible like the one I roughed out on the attached PDF. Other similar hazards exist, for instance at Capitola Road at Soquel Ave.

Thank you for your time and efforts. Should you have any follow up questions or would like to discuss any of this, feel free to contact me as shown below.

Elijah Mowbray, PE
From left to right in the northbound direction there is a left turn lane, a through & left lane, a bicycle lane, a hatched area, and a right turn lane. The Problem: through & left lanes are dangerous for bikes, especially if there is an adjacent bike lane. The danger is for bicycle riders, the majority of whom are turning from 41st Ave NB to Soquel Dr. WB; if a vehicle proceeds straight, they will conflict.

From left to right in the northbound direction there is a left turn lane, a SECOND left lane, a LEFT TURN bicycle lane, a THROUGH LANE, and a right turn lane. Two related recommendations are shown on the left: dashed lane lines through intersection to avoid through and bike lane conflict due to through lane being offset from driveway; and dashed green bike lane markings for bike lane transition to left turn bike lane.

RECOMMEND DASHED LINES TO AVOID THROUGH AND BIKE LANE CONFLICT DUE TO THROUGH LANE BEING OFFSET FROM DRIVEWAY.

RECOMMEND DASHED LINES WITH GREEN BICYCLE LANE MARKINGS FOR BIKE LANE TRANSITION TO LEFT TURN BIKE LANE.
Hi,

I thought you might be interested in a video I recently made. It's an interview of two UCSC faculty about their experience in using electric bicycles to commute to campus.

It's posted here: http://sustainabletransportationsc.org/ebike_interview/

I would like to add some words to the post about jump bikes, since renting a jump bike to commute to campus is a possible alternative to purchasing an electric bicycle to do the same commute.

It appears that one can pay $30 per month to rent a jump bike for such commutes.

Do you know of downsides for renting jump bikes? Does one need a smart phone? Are they easily available? Any other downsides? Or upsides?

Anyhow, I hope you enjoy the video. It was fun making it.

And Anais, please feel free to forward this to others on our Bike Committee, since I did not include others in the header above.

Cheers,

-- Peter
June 14, 2018

Steve Hammack
Interim Public Works Director
1 Civic Center Drive
Scotts Valley, CA 95066

Dear Mr. Hammack:

The Bicycle Advisory Committee (Committee) of the Regional Transportation Commission would like to thank the City of Scotts Valley for providing us with the plans for the Green Hills / Glen Canyon paving project. We recognize that the City of Scotts Valley is not required to solicit our input for this project and greatly appreciate staff’s willingness to take our comments.

The Committee would like to express its support of the improvements at the Green Hills Road and South Navarro connection which include removing the gate and replacing it with bollards spaced 8 feet apart. It has come to our attention that the Scotts Valley Fire Department has concerns about access due to the proposed improvements. However, the planned improvements are important for addressing bicycle connectivity and the Committee would like the City to move forward with the improvement as shown in the construction plans. We ask that if the gate needs to remain in place due to Fire Department access requirements, that the City of Scotts Valley construct an alternative path around the gate that is wider than the current configuration. A smaller gate or moving the gate a few feet to the west could accomplish this.

We also noticed that the improvements include resurfacing the path between Green Hills Road and South Navarro Drive. We support this improvement which would smooth the transition between the two roadways. However, we would like the City to also consider improvements on the South Navarro side of the path to smooth the transition from the path to the roadway. Currently a cyclist is faced with the decision of making a hard turn or riding over the curb, both of which present access constraints.

The improvements to Green Hills Road will improve the bicycle network and we thank the City for making these improvements. We would like to ask that the City include “Bike Lane Ends” and “Bikes May Use Full Lane” signage where the bicycle facilities transition from a Class II (bicycle lane) to a Class III (bicycle route). This provides an important cue to both the bicyclists and motorists that there is a transition in facility type and that the bicyclist has a right to be in the motor vehicle lane. The placement of sharrows is also critical for a similar reason. Sharrows that are placed to the right side of a travel way may imply to the motorist that the bicyclist should not be in the center of the travel way. However, in order to avoid “dooring” from parked vehicles and improve visibility cyclists often “take the lane” which is a safer position than riding to the right. The Committee requests that the City of Scotts Valley ensure placement of the sharrows in the center of the travel way.

We applaud the City of Scotts Valley for including green bike lanes at the intersection of Green Hills Road and Glen Canyon Road, which is a great improvement to increase bicyclist visibility. We request that the green be dashed instead of continuous approaching the intersection to signal an upcoming conflict zone. The dashed treatment has been used by other jurisdictions in similar conflict areas, and our goal is to send a consistent message to drivers and cyclists.

We are happy to see green backed sharrows on Glen Canyon as well. However, we have concerns with
using “Bikes Share Road” signage. This verbage can be construed differently by motorists and bicyclists indicating to motorists that bicyclists should yield to vehicles. In general the bicycling community is moving away from this signage and towards “Bikes May Use Full Lane” signage which is more clear to both audiences about the bicyclists rights to be in the roadway. We request that the City include “Bikes May Use Full Lane” signage where there are sharrows or Class III facilities in the project area.

At the intersection of Glen Canyon Road and Mount Hermon Road we noticed signage that states “Bike Route: Use Crosswalk to Cross Road.” However, this is a non standard sign that may be construed by cyclists that it’s okay to ride in the crosswalk. Additionally, a bicyclist completing a left turn has the right to be in the roadway per California Vehicle Code 21202. We request that this signage be removed from the project.

Again we thank you for the opportunity to provide comments on this important project. Please keep our Committee informed of the status of this project and whether or not these changes will be implemented. You can contact the RTC’s Bicycle Advisory Committee staff person, Anais Schenk at (831) 460-3209 or by email at aschenk@sccrtc.org, for this and any other committee related matters.

Sincerely,

[Signature]

Amelia Conlen
Chair, Bicycle Advisory Committee

CC:
Scotts Valley City Council
Jessica Kahn, Civil Engineer
Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission’s Bicycle Committee
July 10, 2018

Bicycle Advisory Committee
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Chair and Members of the Committee:

Thank you for taking the time to review and comment on the Glen Canyon and Green Hills Road Bike Lane Project. The City greatly appreciates the insight and recommendations of the Committee and has addressed the concerns included in your June 14, 2018 letter below.

Transition and gate between Green Hills Road and South Navarra Drive
Any new configuration for an emergency access way must comply with Scotts Valley Fire District’s standards and is subject to the District’s review. The District has requested the installation of an electric emergency vehicle access gate at this location which is outside of the scope of the current project. Understanding that this is a high priority and well travel cycling route, alternative measures are being considered for implementation but will not occur during the current project.

Signage
In the plans for this project some signage is included for the transition from Class II to Class III facilities, most notably under the highway overpass. More signage has been added to this project for similar transitions on Green Hills Road. Additionally, all “Bikes Share Road” signage has been replaced with “Bikes May Use Full Lane” signage.

The non-standard “bike route: use crosswalk to cross road” signs at the intersection of Glen Canyon Road and Mount Hermon Road have been replaced with “use ped signal”, standard sign R9-5.

The City recognizes that a cyclist has the right to be in the roadway, however, the lack of bicycle detection by the traffic signal often makes the use of the pedestrian signal necessary to trigger a signal change to safely cross the road. This mitigation was determined during the development of the project to obtain grant funding.
Pavement Markings
The project plans indicate sharrow be placed in the middle of the travelled way. Markings near the north end of Green Hills Road are slightly off centered from the entirety of the roadway due to parking, but are centered in the traveled way.

The green pavement shown on page C4.0 of the plans indicate in the text that green lane striping is to be dashed for bike lane crossings. The entire area is shaded to indicate the limits of the dashed lines.

Please let me know if you have any additional questions or concerns regarding this or any other Public Works project. I can be contacted at (831) 438-5854 or jkahn@scottsvalley.org.

Sincerely,

Jessica Kahn
Civil Engineer
July 13, 2018

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

RE: Active Transportation Program (ATP) Grant Application for the Santa Cruz Rail Trail Segment 8 and 9 Construction Project

Dear ATP Grant Selection Committee,

On behalf of the Santa Cruz County Regional Transportation Commission (RTC), I wish to extend our agency’s enthusiastic support for the City and County of Santa Cruz’s Santa Cruz Rail Trail Segment 8 and 9 Construction Active Transportation Program application. This project comprises two segments of the 32-mile Coastal Rail Trail spine of the Monterey Bay Sanctuary Scenic Trail Network (MBSST). As the owners of the Santa Cruz Branch Rail Line right-of-way and agency responsible for overall implementation of the rail-with-trail project, the RTC completed the MBSST Master Plan in 2013 and has won multiple awards for this planning effort. The RTC will work with the City and County on all necessary approvals to complete this project as the RTC committed in the adopted MBSST Master Plan.

The two miles of completely separated multi-use trail will increase active transportation use in a densely populated area of our county. The Santa Cruz Rail Trail Segment 8 and 9 Construction project supports our objectives to construct the rail trail as soon as possible. The trail will transform transportation in Santa Cruz County by offering safer, greener, and healthier options for bicycling and walking. Residential areas will be connected to employment districts, schools, downtown areas, parks, beaches, and community centers that line the coast. The Coastal Rail Trail will help us advance the state and local sustainability measures of improved access, mobility, environment, safety, economic vitality and health as well as reduce greenhouse gas emissions.

I am pleased to offer my support of this valuable project and urge you to approve the Active Transportation Program grant application. If you have any further questions, please contact Cory Caletti, MBSST Program Manager, at 831-460-3201 or by email at ccaletti@sccrtc.org.

Sincerely,

George Dondero
Executive Director

cc: Santa Cruz County Regional Transportation Commission
    Santa Cruz County Regional Transportation Commission’s Bicycle Advisory Committee
July 11, 2018

Caltrans Division of Local Assistance
1120 N Street, MS1
Attn: Office of State Programs - ATP Grant Selection Committee
Sacramento, CA 95814

SUBJECT: City of Watsonville - A Safe and Protected Active Transportation Path: Harkins Slough Road, Highway 1 Overpass to the High School ATP Grant Applications

Dear ATP Grant Selection Committee,

I am writing to express the Santa Cruz County Regional Transportation Commission’s (RTC) strong support for the City of Watsonville’s Active Transportation Program application for A Safe and Protected Active Transportation Path: Harkins Slough Road, Highway 1 Overpass to the High School. This project will provide a critical, safe connection for students walking and biking to Pajaro Valley High School.

Due to the current lack of adequate bicycle and pedestrian facilities, students are regularly walking and bicycling in automobile travel lanes across unsafe highway on and off ramps, or avoiding walking and bicycling to school all together. Completion of this project is essential for addressing this significant active transportation hazard for students. Harkins Slough Road is the only road that provides access to the school. Construction of the bicycle and pedestrian improvements along Harkins Slough Road, including paths, a bridge over State Route 1, and a buffered bike lane, green bike lanes and other bicycle markings on streets within the PVHS attendance area, and bicycle and pedestrian education and encouragement activities at the six elementary schools and middle schools that are within the high school’s attendance area, will provide lasting safety improvements for students and bicyclists of all ages.

This project, being implemented in partnership with the California Department of Transportation and RTC, also has the strong support and participation of students, parents, the Health Services Agency of Santa Cruz County, the City of Watsonville and the Pajaro Valley Unified School District. These improvements are crucial for providing a safe and direct active transportation corridor for Pajaro Valley High School students and to encourage children and families to be lifelong active transportation users. RTC urges you to join us in supporting this project.

If you have any questions, please contact me at 831-460-3200 or gdondero@sccrtc.org.

Sincerely,

[Signature]

George Dondero
Executive Director
State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

July 19, 2018

Dear ATP Grant Selection Committee,

I am writing to express the Elderly and Disabled Transportation Advisory Committee support for the City of Santa Cruz’s Active Transportation Program application for the Westside Safe Routes to School and Gap Closure Project. The Elderly and Disabled Transportation Advisory Committee advises the Santa Cruz County Regional Transportation Commission on transportation projects that serve the needs of elderly and disabled individuals. The Westside Safe Routes to School and Gap Closure Project will improve sidewalk infrastructure utilized by the most vulnerable pedestrians on these routes, including students traveling to school and elderly and disabled individuals accessing nearby services. The number of seniors age 70 and greater in Santa Cruz County will more than double over the next twenty years and many seniors will rely upon safe pedestrian facilities to connect to services, avoid isolation and stay connected, and maintain independence and health.

Additionally, the partnership between the City of Santa Cruz and a non-infrastructure consultant provides for an active transportation education program that will improve safety for all pedestrians by reducing conflicts between students and other transportation system users.

The Elderly and Disabled Transportation Advisory Committee strongly supports funding this project to improve active transportation in the City and County of Santa Cruz.

Sincerely,

[Signature]

Veronica Elsea, Chair
Elderly and Disabled Transportation Advisory Committee
August 24, 2018

State of California
Department of Transportation
Division of Local Assistance, Attention HSIP Program
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

Dear Grant Selection Committee:

On behalf of the Santa Cruz County Regional Transportation Commission (RTC), I wish to extend our agency’s enthusiastic support for the City of Santa Cruz’s Highway Safety Improvement Program (HSIP) Cycle 9 application for the Santa Cruz Rail Trail Segment 7 Phase 2 Construction. This 0.8 mile of completely separated multi-use trail project meets the goals of the HSIP program to improve roadway safety, and will help implement the Strategic Highway Safety Plan (SHSP) challenge areas.

As the owners of the Santa Cruz Branch Rail Line, the RTC is the agency responsible for overall implementation of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network which identifies the 32-mile Coastal Rail Trail as the system’s spine. The RTC completed the MBSST Master Plan in 2013 which identifies this segment as the highest priority of the segments in mid-county. Therefore, the RTC wholeheartedly supports this project and has allocated millions in locally controlled funding to its development. Construction of this segment is the first step in what will be a world class 32-mile separated rail trail facility.

I urge you to support this valuable project. The Santa Cruz Rail Trail Segment 7 Phase 2 Construction is an important next step to connect the Santa Cruz community to schools, employment, and daily needs via a safe, connected, separated facility. If you have further questions, please contact Cory Caletti, MBSST Program Manager, at 831-460-3201 or by email at ccaletti@sccrtc.org.

Sincerely,

George Dondero
Executive Director

cc: Claire Fliesler, Active Transportation Planner, City of Santa Cruz
    Santa Cruz County Regional Transportation Commission
    Santa Cruz County Regional Transportation Commission’s Bicycle Committee
August 9, 2018

NOTICE OF AVAILABILITY OF THE
DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED
NORTH COAST RAIL TRAIL

PROJECT SUMMARY AND LOCATION: The Project is a 7.5-mile multi-use bicycle and pedestrian trail proposed by the Santa Cruz County Regional Transportation Commission (RTC) to extend along the railroad corridor from Wilder Ranch State Park on the south to Davenport on the north in unincorporated Santa Cruz County. The Project comprises the majority of Segment 5 of the larger Monterey Bay Sanctuary Scenic Trail (MBSST) Network, for which a Master Plan was adopted and a programmatic EIR was certified in 2013. The Master Plan was revised in 2014, along with an addendum to the EIR.

PUBLIC HEARING AND COMMENT: The RTC is soliciting comments on the adequacy and completeness of the analysis and proposed mitigation measures described in the Draft Environmental Impact Report (DEIR). The public comment period begins August 9, 2018 and ends September 24, 2018. You may comment in writing or by providing testimony at the public meetings on August 22, 2018 and August 23, 2018. All comments must be received prior to close of the public comment period on September 24, 2018 at 5:00 pm. Details regarding the public meetings and how to comment are provided below.

PROJECT DETAILS: The Project is a 7.5-mile multi-use bicycle and pedestrian trail extending along the rail corridor from Davenport on the north to Wilder Ranch State Park on the south in unincorporated Santa Cruz County. The Project would include a paved path with striping, parallel unpaved path and shoulder, and parking improvements with trail connections at three locations along the alignment. The EIR evaluates two trail alignments, the Proposed Project (Coastal Side) and Alternative 1 (Trail Only), at an equal level of detail. The Proposed Project (Coastal Side) would be located on the coastal side of the existing railroad tracks, except for a short portion on the south end of the alignment where the trail would utilize the existing sidetracks and Wilder Ranch maintenance road. The typical trail cross-section would be 20 feet wide, including a 12-foot-wide paved path with striping to separate northbound and southbound, 6-foot-wide unpaved shoulder on the coastal side of the paved path, and 2-foot-wide unpaved shoulder on the inland side of the paved path. The railroad tracks would remain in place and would not be improved as part of the Proposed Project. Under Alternative 1 (Trail Only), the railroad tracks and ties would be removed, and the multi-use trail would be located on the rail bed. The typical trail cross-section for Alternative 1 would be 14 feet wide, including a 10-foot-wide paved path with striping to separate northbound and southbound, 4-foot-wide unpaved shoulder on the coastal side of the paved path, and no shoulder on the inland side of the paved path. The EIR also evaluates Alternatives 2 (Inland Side), 3 (Farmers' Alternative), and 4 (No Project) in comparison to the Proposed Project. The Proposed Project and Alternatives 1-3 would include trail connections from and improvements to three existing parking areas: Davenport Beach, Bonny Doon Beach, and Panther/Yellowbank Beach.

ENVIRONMENTAL REVIEW FINDINGS: The RTC has prepared a Draft EIR pursuant to requirements of the State Guidelines for the Implementation of the California Environmental Quality Act (CEQA). The RTC has prepared an EIR for the proposed North Coast Rail Trail due to potential significant adverse effects as a result of implementation. The EIR prepared for the Project discusses and identifies potential impacts, mitigation measures to reduce impacts, residual impacts, and monitoring requirements. The EIR identifies significant and unavoidable project-level impacts (i.e., mitigation would not reduce the impact to a less than significant level) to historical resources for Alternative 1. The EIR does not identify significant and unavoidable project-level impacts for the Proposed Project. Both the Proposed Project and Alternative 1 would result in significant and unavoidable cumulative impacts to traffic. Significant but mitigable impacts on the environment are anticipated in the following areas:

- Aesthetics
- Agricultural Resources
- Biological Resources
- Cultural Resources/Tribal Cultural Resources
- Geology/Soils
- Greenhouse Gas Emissions/Climate Change
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Noise
- Transportation/Traffic
The project site is not located on any of the lists compiled by the Department of Toxic Substances Control (Cal-EPA) under Government Code §465962.5.

**DOCUMENT AVAILABILITY:** The Draft EIR is be available for review on the RTC website at [https://sccrtc.org/projects/multi-modal/monterey-bay-sanctuary-scenic-trail/north-coast-rail-trail/](https://sccrtc.org/projects/multi-modal/monterey-bay-sanctuary-scenic-trail/north-coast-rail-trail/). Additionally, electronic copies on thumb drives are available at RTC’s Santa Cruz office (1523 Pacific Ave, Santa Cruz), and hard copies are available for review at the Santa Cruz Public Libraries – Downtown Branch (224 Church Street, Santa Cruz), the Aptos Branch Library (7695 Soquel Drive, Aptos), and the Watsonville Public Library (275 Main Street #100, Watsonville).

**HOW TO COMMENT:** The 45-day public review period for the Draft EIR starts on Thursday, August 9, 2018, and ends on Monday, September 24, 2018. Comments on the Draft EIR must be submitted in writing and received by the RTC no later than 5:00 PM on September 24, 2018. Please provide comments to Cory Caletti, Senior Transportation Planner, at 1523 Pacific Avenue, Santa Cruz, California 95060, or NCRTDraftEIR@sccrtc.org prior to the close of public comment on September 24, 2018 at 5:00 PM or provide verbal testimony at the public meeting on the dates and times specified below. Please limit comments to environmental issues. You will receive notice of the dates of future public hearings to consider project approval or denial.

<table>
<thead>
<tr>
<th>Date</th>
<th>Time</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wednesday</td>
<td>5:30 PM - 7 PM</td>
<td>Santa Cruz Police Station</td>
</tr>
<tr>
<td>August 22, 2018</td>
<td>(Presentation</td>
<td>Community Room</td>
</tr>
<tr>
<td></td>
<td>at 5:45 PM)</td>
<td>155 Center Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Santa Cruz, CA 95060</td>
</tr>
<tr>
<td>Thursday</td>
<td>5:30 PM – 7 PM</td>
<td>Pacific Elementary School</td>
</tr>
<tr>
<td>August 23, 2018</td>
<td>(Presentation</td>
<td>Blue Multipurpose Building</td>
</tr>
<tr>
<td></td>
<td>at 5:45 PM)</td>
<td>(behind main school entrance)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>50 Ocean Street</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Davenport, CA 95017</td>
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</tbody>
</table>
Executive Summary:
Funding from the Santa Cruz County Regional Transportation Commission (RTC) allowed Ecology Action to provide 1,087 students from 42 classes at 9 local elementary schools with comprehensive bicycle and pedestrian safety education. The selected schools were:

- Vine Hill Elementary – Scotts Valley, CA
- San Lorenzo Valley Elementary – Felton, CA
- Live Oak Elementary, Santa Cruz, CA
- Soquel Elementary – Soquel, CA
- Mar Vista Elementary – Aptos, CA
- Valencia Elementary – Aptos, CA
- Landmark Elementary – Watsonville, CA
- HA Hyde Elementary – Watsonville, CA
- MacQuiddy Elementary – Watsonville, CA

The second and fifth graders at these schools are now safer and more confident walkers and bicyclists allowing them to participate in these healthy, environmentally-friendly and low-cost means of transportation.

Bike Smart Highlights:

- Conducted six assembly presentations and 15 bicycle rodeos for 15 5th grade and 2 6th grade classes, reaching 504 students.
- Taught 60 students to ride a bicycle for the first time.
- Student bicycle safety knowledge, as marked by performance on a pre-presentation quiz and a post-presentation quiz, increased by 14.04%.
- Properly fit and adjusted 67 personal helmets for students.
- Average Teacher Presentation Evaluation: 4.7/5 (94%).
- Average Teacher Rodeo Evaluation: 5/5 (100%).
- 87% of students reported that they will ride more safely after receiving the Bike Smart training.
- 67% of students reported that they will ride more often after receiving the Bike Smart training.
- 95% of students rated the Bike Smart rodeo as Great/Good.
Walk Smart Highlights:

- Conducted 25 classroom presentations and 21 Walking Field Trips for 25 2nd grade classes, reaching 583 students.
- Average Teacher Presentation Evaluation: 4.7/5 (94%).
- Average Teacher Rodeo Evaluation: 5/5 (100%).
- Student pedestrian safety knowledge, as marked by performance on a pre-presentation quiz and a post-presentation quiz, increased by 7.12%.

Bike Smart: Youth Bicycle Safety Training

Ecology Action’s Bike Smart program served six elementary schools (HA Hyde Elementary, Soquel Elementary, Mar Vista Elementary, Landmark Elementary, Valencia Elementary, and MacQuiddy Elementary) with in-depth bicycle safety training.

These six schools were chosen based on number of factors – geographic diversity, recent crash data, current mode share, potential mode shift, suitability for increased walking/biking at school site, request by the school site, and staff recommendations from Ecology Action.

With funding from the Santa Cruz Regional Transportation Commission – Surface Transportation Block Grant, we trained 504 5th and 6th grade students from 17 classes.

All participating students received a 1-hour bicycle safety presentation, which covered numerous bicycle safety lessons including helmet use, how to be more visible, ways to ride predictably on the street, common potential conflicts and much
more. In addition, students participated in discussions about the benefits of bicycling, both with a smaller-scale individual focus, as well as the larger impact on communities and the world.

Following the in-class presentation, students participated in an on-bike training, which allowed students to physically practice the bicycle safety tips previously discussed. Bike Smart uses an intersection-based layout, which allows students to practice navigating the safety course as they would ride on real city streets. Students were able to practice riding in a straight line, riding on the right side of the road, avoiding objects in the path, crossing rail road tracks, doing a shoulder check, stopping at stop signs, completing a right turn and left turn and proceeding straight through the intersection. By organizing the rodeo in such a way so that students are crossing paths as they navigate the intersection, each student is forced to be cognizant of other road users, communicate their intentions and ride in the correct manner to avoid potential traffic conflicts.

All on-bike trainings were facilitated by a minimum of two League of American Bicyclists League Certified Instructors (LCIs).

**Bike Smart Evaluation:**
The Bike Smart program is dedicated to delivering a high quality, effective, fun bicycle safety program. As such, the program is diligent about collecting various points of data to assess the program’s success. Bike Smart asks that all participating teachers provide an evaluation of the training components. For the presentation evaluation, teachers are asked to rate the presentation on a scale of 1 to 5 for each of the following topics: warm up activities (reasons to ride), helmet discussion, bicycle safely videos/animations, handouts, age appropriateness and the presentation skills of speaker. Overall, the teachers served throughout the course of this grant rated the presentation 4.7 out of 5 (94%), with 5 representing **Excellent**.

Following the rodeo, teachers are additionally asked to rate the rodeo on the following criteria:

1. Youth learned important bicycle safety skills.
2. Students improved their bicycle safety skills.
3. Youth enjoyed the activities.
4. Staff and volunteers were knowledgeable and effective.

The average rating for these rodeo evaluations was 5 out of 5 (100%), with 5 representing **Excellent**. Teachers were also encouraged to provide written feedback for both the presentation and rodeo. Some examples of teacher comments include:
• “Got kids excited about biking, taught them safety skills, and best of all, taught some kids how to ride.” – Evan Siegesmud, 5th Grade Teacher at HA Hyde Elementary
• “Many of my students did not know the importance of wearing a helmet. After the bike rodeo, many of them told me they will now always wear a helmet. The kids absolutely loved it. Thank you so much for teaching them about bike safety” – Jenna Kaysen, 5th Grade Teacher at Landmark Elementary
• “I think the rodeo was a great idea to get kids some hands-on experience with safety rules.” – Chris Carey-Stronck, 5th Grade Teacher at Soquel Elementary

In addition to teacher feedback, Bike Smart also collects student data to ensure effectiveness of the program. Students are quizzed on their knowledge of bicycle safety both before and after participation. On average, across the 17 participating classes served, students had a 14.04% increase in quiz score. We also ask students to complete a rodeo evaluation survey. Analysis of those survey results show that 87% of students report that they will ride more safely after completing the Bike Smart program and 67% of students say they will ride more often. Additionally, 95% of students declare that the rodeo was Great/Good.

Students were also encouraged to provide written feedback for Bike Smart training. Some examples of student comments include:

- I learned to wear a helmet.
- I learned that you have to be aware of your surroundings.
- I learned that you need to do a shoulder check and signals.
- I learned how to ride a bike and I never rode a bike before.
- I learned to stop at the stop signs.

Challenges and Lessons Learned:
When Ecology Action wrote the grant application, we estimated the number of 2nd and 5th grade classes per school based on the enrollment at that time. Each year the class counts vary at each school so after completing all the specified schools, we found we were still short of our proposed estimate of 17 classes. In order to bridge that gap, we offered the Bike Smart presentation to the students at Valencia Elementary. This presentation was conducted the last week of school, so although the students were able to learn the same material, they were not able to practice the
skills on-bike. In the future, we will be sure to qualify our estimation of class counts and provide language to allow for flexibility.

**Walk Smart: Youth Pedestrian Safety Training**

Ecology Action’s Walk Smart program served seven elementary schools (HA Hyde Elementary, Live Oak Elementary, Vine Hill Elementary, San Lorenzo Valley Elementary, Soquel Elementary, Landmark Elementary, and MacQuiddy Elementary) with in-depth pedestrian safety training.

These schools were chosen based on number of factors – geographic diversity, recent crash data, current mode share, potential mode shift, suitability for increased walking/biking at school site, request by the school site, and staff recommendations from Ecology Action.

With funding from the Santa Cruz Regional Transportation Commission – Surface Transportation Block Grant, we trained 583 2nd grade students from 25 classes.

All participating students received a 35-50 minute pedestrian safety presentation, presented by Kithy Chavez, from the County of Santa Cruz Health Services Agency. Each presentation covers numerous pedestrian safety lessons including how to be more visible, ways to walk predictably on the sidewalk, how to safely cross and intersection and much more. Our presentations focus on the Stop, Look, and Listen method of safe street crossing. In addition, students participate in a discussion about the benefits of walking, both with a smaller-scale individual focus, as well as the larger impact on communities and the world.

Following the in-class presentation, the students participated in an on-foot training, which allowed students to physically practice the pedestrian safety tips previously discussed. Walk Smart takes students off-campus for a Walking Field Trip, in which they walk around the school neighborhood and get to practice using the Stop, Look, and Listen method of crossing intersections. Students first practice in large groups, but then must also demonstrate comprehension is smaller groups or pairs (always with adult supervision). By traveling on real city streets, students are required to be aware of real traffic scenarios and how to safely navigate various situations. This also allows staff to point to real-world concerns for the intersections in the direct vicinity of the school.
All Walking Field Trips were facilitated by a minimum of two League of American Bicyclists League Certified Instructors (LCIs) who are trained in pedestrian safety best practices.

**Walk Smart Evaluation:**
The Walk Smart program is dedicated to delivering a high quality, effective pedestrian safety program. We collect various points of data to assess the program’s success. Walk Smart asks that all participating teachers provide an evaluation of the training components. For the presentation evaluation, teachers are asked to rate the presentation on a scale of 1 to 5 for each of the following topics: warm up activities (ways to get to school), Stop, Look, and Listen method, pedestrian safety videos/animations, handouts, age appropriateness and the presentation skills of speaker. Overall, the teachers served throughout the course of this grant rated the presentation 4.7 out of 5 (94%), with 5 representing *Excellent*.

Following the rodeo, teachers are additionally asked to rate the rodeo on the following criteria:

5. Youth learned important pedestrian safety skills.
6. Students improved their pedestrian safety skills.
7. Youth enjoyed the activities.
8. Staff and volunteers were knowledgeable and effective.

The average rating for these rodeo evaluations was 5 out of 5 (100%), with 5 representing *Excellent*. Teachers were also encouraged to provide written feedback for both the presentation and rodeo. Some examples of teacher comments include:

- “Students learned safety strategies and were able to practice them in the community. It is hands-on and students actually practiced what they learned. Students will know how to cross streets safely and can practice with their families. I think they learned a lot. Can we participate again next year?” – Carrie Wernick, 2nd Grade Teacher at Live Oak Elementary
- “Great presentation and teachers! Very organized, safe, and great classroom management, teachers.”—Jessica Bretzing, 2nd Grade Teacher at Vine Hill Elementary
- “Students were engaged and participating appropriately on the walking field trip. Students got to learn and practice in a real-life setting.” – Anne Twichell, 2nd Grade Teacher at Mar Vista Elementary.

**Challenges:**
Walk Smart experienced the same conundrum as Bike Smart - estimated class counts at the time the grant was written did not match the class counts at the moment of delivery. This meant that we were two classes short of our goal to serve
27 classes. In the future, we will be sure to qualify our estimation of class counts and provide language to allow for flexibility.

We also experienced difficulty scheduling the Walk Smart field trips with MacQuiddy Elementary. The school welcomed the presentation but had limited flexibility in their class schedules to additionally accommodate the walking field trip. Despite numerous calls to various administrative staff and teachers, we were unable to schedule the walking field trips. We have already begun discussions with the school to schedule the trainings for the next year. We hope that with more than six months lead time, the school will be able to work with us to find a schedule that fits.

Overall, our Walk Smart program was exceptionally well received both by the students and the school communities served and we look forward to continuing to provide these comprehensive bicycle and pedestrian safety trainings for future 2nd and 5th grade students across Santa Cruz County.
Attn: Santa Cruz County Regional Transportation Commission
Bicycle Advisory Committee

September 10, 2018 Meeting

RE: Every Day is Bike to Work Day – Pilot Bike Commuter Initiative

Project Overview

Ecology Action has been working to catalyze increased bike commuting for Santa Cruz County residents for more than 30 years. Our flagship program Bike to Work Day, brought to the community twice a year, has been an effective means of inspiring more community members to ride their bikes to work and for transportation. Our work continues in this latest pilot program innovation.

In July, Ecology Action started on a one-year pilot program to innovate and expand on our efforts of inspiring more bike commuting, in this project, going through local employers to achieve these results. The tool at the center of this pilot program is an online platform called Love to Ride.

Love to Ride is the online platform that gets more people riding, more often. Through their website and programs, they have engaged more than 310,000 people and have encouraged more than 77,000 ‘non-riders’ to try riding a bike. They work with cities, businesses, advocacy groups and riders around the world to provide best practice bicycle encouragement programs and make it easy and fun to encourage friends, family, colleagues and community to rediscover the joys of riding.

Ecology Action has paid for use of this customized platform through June 2019, to cover two bike challenges and grant participating employers, access to companywide ridership data.

The basic structure of our pilot program is to work with five large employers to deliver the following:

- Fall Workplace Challenge – Cycle September through Love to Ride – September 1 - 30
- Bike Commute Workshops/Presentations – One at each employer between November 2018 – March 2019
- Spring Workplace Challenge – National Bike Challenge through Love to Ride – May 1 - 31

Ecology Action has successfully recruited 4 of 5 targeted employers across our distinct geographic areas including County of Santa Cruz (over 2000 staff), Dominican Hospital (over 1500 staff), Looker Data Sciences (over 500 staff), and UC Santa Cruz (over 3500 staff). Recruitment talks are still pending with Cal Giant Berry Farms and Driscoll’s.

Beyond the five employers who Ecology Action will directly serve with this program including the online platform plus bike commute workshops, other local businesses have been outreached to. The use of the online platform, since it’s free for Santa Cruz County employers, has been recommended to an additional 20 businesses who are either a part of Ecology Action’s Sustainable Transportation Membership Program, a Bike to Work sponsor, community partner, or friend of Ecology Action.

Matt Miller, Program Specialist at Ecology Action, will present to the Bike Committee on Love to Ride and talk more about the structure and plan for the pilot program. We request that the
members of the Bicycle Advisory Committee, if not already, sign up for Love to Ride and experiment using this platform minimally over the course of the challenge periods and ideally for the duration of the pilot year so additional feedback can be collected at the end of this pilot initiative. We welcome your overall feedback to help us successfully implement this pilot employer-based bike commuter program.

More detail and follow up will be covered during the September 10 meeting.

Thank you,

Matt Miller
Program Specialist
mmiller@ecoact.org
831-515-1324
AGENDA: September 2018

TO: RTC Advisory Committees

FROM: Brianna Goodman and Rachel Moriconi, Transportation Planners

RE: Highway 9/San Lorenzo Valley Corridor Plan Update

RECOMMENDATIONS

This item is for information only.

BACKGROUND

Highway 9 is the primary travel corridor through San Lorenzo Valley. It serves as the “Main Street” and economic center for the towns of Felton, Ben Lomond, Brookdale, and Boulder Creek, and as an interregional arterial connecting Silicon Valley and Santa Cruz. San Lorenzo Valley community members, the County of Santa Cruz, Santa Cruz Metropolitan Transit District, Caltrans, the RTC and other stakeholders have identified significant transportation deficiencies along the corridor. However, since state, federal, and local revenues are severely constrained, a comprehensive plan is needed to prioritize transportation investments for this important corridor.

The Santa Cruz County Regional Transportation Commission (RTC) was awarded a Sustainable Communities Transportation Planning Grant (FTA 5304) of $249,000 from Caltrans to prepare a complete streets corridor transportation plan for the Highway 9-San Lorenzo Valley corridor and the RTC committed local funds as match to the grant. The consultant team of Kimley-Horn and Trail People was hired to prepare the plan, with oversight provided by RTC, Caltrans, Santa Cruz METRO, and County of Santa Cruz staff.

DISCUSSION

The consultant and project team (RTC, Caltrans, METRO, and County of Santa Cruz staff) have been working with the SLV community to identify, evaluate and prioritize the most critical and cost effective transportation improvements in the Highway 9 corridor through San Lorenzo Valley (SLV).

Summary of Corridor Priorities

After evaluation of previous outreach efforts, collision data, traffic conditions, land uses, Metro on-boarding data, gaps in existing infrastructure, and review of over 800 suggestions from members of the community, staff and the project oversight team identified over 30 priorities for implementation over the next 30 years. This list is currently being refined based on input from focus groups and Caltrans.
Generally, priorities for the corridor include:

- Pedestrian facilities: adding sidewalks, multiuse paths, and other facilities through Felton, Brookdale, Ben Lomond, and Boulder Creek town centers and near SLV High School/Middle School/Elementary School (SLV Schools Campus) including shade trees in the downtown cores;
- Bicycle facilities: adding bike lanes, multiuse paths, and/or sharrows within and connecting to town centers and the SLV schools campus;
- Widening shoulders to provide additional space for bicyclists throughout the corridor where more formalized infrastructure might be infeasible due to width constraints;
- Increase safety for pedestrians crossing Highway 9, including traffic calming methods to slow auto speeds in town centers and more visible crosswalks, including curb extensions (“bulb outs”), pedestrian refuge islands, and pedestrian scaled lighting at intersections on Highway 9. In August RTC submitted a grant application for Highway Safety Improvement Program (HSIP) funds to improve crossing safety at several locations;
- Improving transit stop access and waiting facilities, and exploring alternate transit service options;
- Intersection modifications along Highway 9 to improve traffic flow and safety for all users, especially at Graham Hill Road, Glen Arbor Rd, Highway 236, and Bear Creek Road;
- Turn and merge lanes on Highway 9 at several other major intersection locations to increase safety and improve traffic flow;
- Reorganization of the SLV Schools Campus site access for all users to improve safety and traffic throughput;
- Improving safety and availability of parking in town cores and at key destinations.

Staff will return to the RTC advisory committees for input on the draft plan when it is ready for public review.

SUMMARY

The RTC is developing a complete streets plan for the Highway 9 corridor through San Lorenzo Valley (SLV). The plan will identify, evaluate, and prioritize transportation projects that improve safety, access to schools, businesses, and bus stops, and traffic operations. Staff will present the draft plan to the committee later this year.
RECOMMENDATIONS

This item is for information only.

BACKGROUND

State and federal gasoline taxes, user fees, and other revenues available for transportation projects have not kept pace with how much it costs to operate and maintain state and local transportation systems. Increased vehicle fuel efficiency and inflation have significantly diminished the value of gas tax revenues. As a result, local roads have crumbled, highways have become more congested, transit services have been cut, and the backlog of bicycle and pedestrian projects has grown. Local voters approved Measure D in 2016 and the State Legislature approved Senate Bill 1 (SB1) in 2017 to help address some of this backlog. Unfortunately, even with these new funding sources an additional $150 million per year is needed to bring all of our road and transit infrastructure into a state of good repair, and deliver all of the transportation projects identified by the community and local agencies in the 2040 Regional Transportation Plan (RTP) for Santa Cruz County.

DISCUSSION

Senate Bill 1 and Proposition 6

Senate Bill 1, the Road Repair and Accountability Act, was approved by the state legislature in 2017 after years of analysis of options to address the backlog of road repairs, transit and other transportation infrastructure needs in the state. Anti-tax groups have placed Proposition 6, a repeal of SB 1, on the November 2018 ballot. Given the significant backlog of road repairs, transit, bicycle, pedestrian and safety projects in Santa Cruz County, at its March 1, 2018 meeting the RTC took a position opposing efforts like Proposition 6 to repeal transportation funding. Proposition 6 would repeal gas taxes and user fees dedicated to transportation projects, thereby eliminating funding for local, regional, and state transportation projects that were to receive fuel taxes and vehicle fees. SB1 stabilizes and indexes the per gallon gas tax, which dropped from 21 cents to 9.8 cents per gallon between 2013 and 2017 due to fluctuating gasoline prices. For the SB1 Vehicle Registration Fee (VRF), 85% of all cars registered will pay less than $50 annually. When considering the fuel efficiency of the average vehicle, the average miles
driven per day, and average age of most vehicles, in total, the average motorist will pay $8-12 per month. In June voters approved Proposition 69: the California Transportation Taxes and Fees Lockbox which ensures that SB1 funds are not diverted for non-transportation purposes.

Since SB1 went into effect last fall, SB 1 funds have been used on highway, active transportation, regional road, transit and rail projects, allocated through formula funds, competitive programs, and the State Transportation Improvement Program. Monies are being used by cities, counties, Caltrans, and transit agencies statewide to make road repairs and maintain services. If Proposition 6 is approved by a majority of voters, over $25 million for annual investments in Santa Cruz County's transportation infrastructure would be lost.

To date, local cities and the County of Santa Cruz have used SB1 funds to repair storm-damaged county roads, repave local city streets and rebuild sidewalks. SB 1 has also provided funding to Santa Cruz METRO for buses that need to be replaced in order to maintain and improve the reliability of bus service. Passage of Proposition 6 in November would require transportation agencies statewide to delete, delay, or downscale projects currently anticipated to be constructed, including projects that are partially funded by Measure D and $24 million in RTC-selected State Transportation Improvement Program (STIP) projects.

A list of projects currently funded by SB1 and anticipated to be funded by SB1 in the future is included as Attachment 1. Major Santa Cruz County projects include:

- Local street and road projects – Over $7 million per year from SB1
- Transit projects – Approximately $3 million per year
- Highway 9 bridge replacements - $23 million
- Highway 1/9 Intersection Improvements - $3 million
- Highway 1 traffic flow and safety projects - $7 to $30 million over 5 years
- Bicycle and Pedestrian Bridges over Highway 1 at Mar Vista ($7 million) and Harkins Slough Road ($14 million – ATP candidate)
- Glenwood Active Transportation - trails and road rehabilitation, Scotts Valley ($1 million).

Additional information about SB1 programs is online at: [www.rebuildingca.ca.gov](http://www.rebuildingca.ca.gov) and included in Attachment 2.

**SUMMARY**

Proposition 6 on the November 2018 ballot, would eliminate funding for transportation projects by repealing Senate Bill 1 (2017). Local agencies have been using SB1 funds to address some of the backlog of road repair, transit system maintenance, bicycle, pedestrian, and mobility projects in Santa Cruz County.

**Attachments:**

1. Senate Bill 1 Funded Projects
2. SB1 Overview
**SB1 Projects in Santa Cruz County:**

*At Risk or Will Lose Funds if Prop 6 passes*

### Formula Funds that would be lost

<table>
<thead>
<tr>
<th>Transit - Formula Funds for Transit Projects/Services</th>
<th>AT RISK</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>State Transit Assistance (STA) - SB1 supplemental</td>
<td>$1,920,000</td>
<td>METRO is using these funds to replace buses in order to maintain bus service</td>
</tr>
<tr>
<td>Local Partnership Program (LPP)</td>
<td>$310,000</td>
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<tr>
<td>State of Good Repair (SOGR)</td>
<td>$670,000</td>
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**Total AT RISK Formula Funds**

$2,900,000

### Road Maintenance and Rehabilitation Account (RMRA) - Local Streets and Roads (Annual)

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<tr>
<th>Local Jurisdiction</th>
<th>Annual $</th>
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<tr>
<td>Capitola</td>
<td>$180,000</td>
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<tr>
<td>Santa Cruz</td>
<td>$1,150,000</td>
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<tr>
<td>Scotts Valley</td>
<td>$220,000</td>
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<tr>
<td>Watsonville</td>
<td>$940,000</td>
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<tr>
<td>County of SC</td>
<td>$4,690,000</td>
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**Total Local Partnership Program (LPP) - Measure D match (annual)**

$7,200,000

**Total ANNUAL Formula Funds (based on FY18/19 estimates)**

$10,400,000

### Projects Approved for SB1 Competitive Grants

<table>
<thead>
<tr>
<th>Project Description</th>
<th>SB1 $ at RISK</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lincoln Street Safety Improvements, near Watsonville High</td>
<td>$500,000</td>
<td>Active Transportation Program (ATP)</td>
</tr>
<tr>
<td>San Lorenzo Riverwalk Lighting, City of Santa Cruz</td>
<td>$952,000</td>
<td>Active Transportation Program</td>
</tr>
<tr>
<td>Scotts Valley: Glenwood Active Transportation</td>
<td>$1,000,000</td>
<td>LPP-Competitive Program</td>
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<tr>
<td>Felton Nature Discovery Park Trail: Construction and Landscaping</td>
<td>$87,000</td>
<td>ATP/CCC: County of Santa Cruz Parks Dept project near new Felton Library; Conservation Corp portion of $600k project</td>
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<tr>
<td>Heart of Soquel Trail Extension and Improvements</td>
<td>$174,000</td>
<td>ATP/CCC: County of Santa Cruz Parks Dept project; Conservation Corp portion of $500k project</td>
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</tbody>
</table>

### SHOPP & STIP Projects (programmed FY18/19-22/23 - funds at risk)

<table>
<thead>
<tr>
<th>Project Description</th>
<th>SB1 $ at RISK</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Road Maintenance and Rehabilitation Account (RMRA) - State Highway Operation and Protection Program (SHOPP)</td>
<td>$14,000,000</td>
<td>Avg. annual new funds available for safety and maintenance projects on local highways</td>
</tr>
<tr>
<td>Santa Cruz 1 Davenport Culvert Replacement Drainage Project</td>
<td>$8,300,000</td>
<td>Replace and upgrade culverts on Hwy 1 near Davenport</td>
</tr>
<tr>
<td>Santa Cruz 17 CAPM Pavement Project</td>
<td>$19,000,000</td>
<td>Repave 26 miles of State Route 17 (Santa’s Village Road to Sta Clara County line)</td>
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<tr>
<td>Project Description</td>
<td>Amount</td>
<td></td>
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<td>-----------------------------------------------------------------------------------</td>
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<tr>
<td>Santa Cruz 9 San Lorenzo River &amp; Kings Creek Bridges Project</td>
<td>$23,200,000</td>
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<tr>
<td>Replace the Hwy 9/San Lorenzo River Bridge and the Kings Creek Bridge north of Boulder Creek</td>
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<tr>
<td>Traffic Management System Detection Repair Mobility Project</td>
<td>$5,500,000</td>
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<tr>
<td>Traffic management system - replace traffic monitoring field elements on Highway 1 and Highway 17</td>
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</table>

**State Transportation Improvement Program (STIP) - projects not yet allocated - funds will no longer be available for most of these projects if Prop 6 passes**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Amount</th>
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<tbody>
<tr>
<td>MBSSST - Segment 18, Watsonville</td>
<td>$950,000</td>
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<tr>
<td>Rail Trail in Watsonville</td>
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<tr>
<td>Water Street Pavement Rehabilitation</td>
<td>$398,000</td>
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<tr>
<td>City of Santa Cruz</td>
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<tr>
<td>State Routes 1/9 Intersection Improvements</td>
<td>$2,853,000</td>
</tr>
<tr>
<td>Turn Lanes, operational improvements, bicycle lanes</td>
<td></td>
</tr>
<tr>
<td>Hwy 1 41st Ave-Soquel Ave Auxiliary Lanes and Chanticleer Bike/Ped Bridge</td>
<td>$6,000,000</td>
</tr>
<tr>
<td>New auxiliary lanes and new bike/ped access over highway</td>
<td></td>
</tr>
<tr>
<td>Cruz511 Traveler Information and Rideshare Program</td>
<td>$150,000</td>
</tr>
<tr>
<td>Program provides carpool, transit, telecommute and traveler information</td>
<td></td>
</tr>
<tr>
<td>RT 1 Mar Vista Bike/Ped Overcrossing</td>
<td>$6,779,000</td>
</tr>
<tr>
<td>Bike/ped overcrossing</td>
<td></td>
</tr>
<tr>
<td>River Street Pavement Rehabilitation</td>
<td>$775,000</td>
</tr>
<tr>
<td>City of Santa Cruz</td>
<td></td>
</tr>
<tr>
<td>Highway 17 to Soquel Corridor Roadway Preservation</td>
<td>$800,000</td>
</tr>
<tr>
<td>County of Santa Cruz</td>
<td></td>
</tr>
<tr>
<td>Zayante Road Corridor Roadway Preservation</td>
<td>$950,000</td>
</tr>
<tr>
<td>County of Santa Cruz</td>
<td></td>
</tr>
<tr>
<td>Scotts Valley Area Routes Roadway Preservation</td>
<td>$832,000</td>
</tr>
<tr>
<td>County of Santa Cruz</td>
<td></td>
</tr>
<tr>
<td>Freedom Blvd Reconstruction (Alta Vista Ave to Davis Rd)</td>
<td>$1,550,000</td>
</tr>
<tr>
<td>City of Watsonville</td>
<td></td>
</tr>
<tr>
<td>SR1-State Park to Bay/Porter Auxiliary Lanes</td>
<td>$1,830,000</td>
</tr>
<tr>
<td>New auxiliary lanes (environmental review)</td>
<td></td>
</tr>
</tbody>
</table>

**Total STIP Projects at Risk (FY18/19-22/23)** $24,000,000

**SB 1 Planning Grants**

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Amount</th>
</tr>
</thead>
<tbody>
<tr>
<td>AMBAG Sustainable Communities Planning</td>
<td>$315,000</td>
</tr>
<tr>
<td>Sustainable Communities Formula Grant to AMBAG for multimodal transportation and land use planning associated with development and implementation of the tri-county Sustainable Communities Strategy (SCS)</td>
<td></td>
</tr>
<tr>
<td>City of Watsonville Complete Streets to Schools Plan</td>
<td>$321,000</td>
</tr>
<tr>
<td>SB 1 Sustainable Communities Grant. Identify barriers and prioritize projects to increase multimodal transportation at 15 City schools to help increase student biking, walking and transit use, and make it safer.</td>
<td></td>
</tr>
<tr>
<td>Santa Cruz County Complete Streets to Schools Plan</td>
<td>$367,000</td>
</tr>
<tr>
<td>SB 1 Sustainable Communities Grant. Plan for multimodal transportation in Scotts Valley and urban areas in unincorporated County of Santa Cruz near 19 schools.</td>
<td></td>
</tr>
<tr>
<td>City of Santa Cruz - West Cliff Drive Adapatation and Management Plan</td>
<td>$343,000</td>
</tr>
<tr>
<td>SB 1 Adaptation Planning Grant. Assess options to protect West Cliff Dr from strong waves, including assessment of the roadway and path, the efficacy of riprap, and stones buttressing the cliffs.</td>
<td></td>
</tr>
</tbody>
</table>

**5-year Total At Risk (low estimate)** $126,000,000

**Annual avg** $25,000,000

*Unescalated amount. If additional competitive grants received, 5-year unescalated total would be up closer to $135-165 million*
<table>
<thead>
<tr>
<th>Projects</th>
<th>Anticipated to receive SB1 Funds over the next 5-10 Years</th>
</tr>
</thead>
<tbody>
<tr>
<td>Highway 1 Auxiliary Lanes</td>
<td>TBD ($5-35M) Measure D will be used to leverage state funds</td>
</tr>
<tr>
<td>Monterey Bay Sanctuary Scenic Trail Network (MBSST)</td>
<td>TBD ($25-75M) Live Oak-Seabright is candidate for Cycle 4 ATP; Measure D will be used to leverage state funds for this and other sections of trail</td>
</tr>
<tr>
<td>Transit Service Expansion</td>
<td>TBD Countywide</td>
</tr>
<tr>
<td>Highway 9/San Lorenzo Valley (SLV) Corridor Improvements: Various bike, pedestrian, transit, intersection, and safety projects.</td>
<td>TBD Includes priorities identified by the community through the Highway 9/SLV Corridor Plan</td>
</tr>
<tr>
<td>Highway 1/Harkins Slough Road Bicycle/Pedestrian Bridge</td>
<td>$14 million Harkins Slough Road from the intersection with Green Valley Road and Silver Leaf Drive to Pajaro Valley High School</td>
</tr>
<tr>
<td>MBSST Segment 8 &amp; 9, Live Oak-Seabright</td>
<td>$23 million Rail Trail multiuse path between the Pacific Avenue in the City of Santa Cruz and 17th Avenue in Santa Cruz County.</td>
</tr>
<tr>
<td>Green Valley Road Pedestrian Improvements</td>
<td>$2.6 million Construct 2362 lf of sidewalk along the west side of Green Valley Road from Holohan Rd to Amesti Rd and from Cowles Road to Pinto Lake Road.</td>
</tr>
<tr>
<td>Safe Routes to Schools Projects</td>
<td>$2-3 million School and community-based programs to improve safety and increase walking and biking.</td>
</tr>
<tr>
<td>Highway 17 Express Fare Solution and Capacity Increase</td>
<td>$6.6 million Improved transit services through an integrated mobile ticketing fare collection system, improved boardings and improved commuter style coaches to expand service and provide connectivity between Santa Cruz and the San Jose Diridon Train station with Amtrak Thruway bus, Capital Corridor and Caltrain</td>
</tr>
<tr>
<td>SR 17 Access Management Improvements</td>
<td>TBD Implementation of the SR17 Access Management Plan - may include new interchanges over Hwy 17 between Vine Hill Road and Old Santa Cruz Hwy</td>
</tr>
<tr>
<td>SR 1 Operational Improvements for Transit (Bus on Shoulders)</td>
<td>$8 million Upgrade shoulder to allow for use by METRO buses between interchanges.</td>
</tr>
<tr>
<td>SR 1 San Lorenzo River Bridge Widening</td>
<td>$20 million Replace the Highway 1 bridge over San Lorenzo River improve vehicle flow, safety, seismic stability, and fish passage.</td>
</tr>
<tr>
<td>Hwy 17/ Vine Hill School Rd Bike/ped Overcrossing, Scotts Valley</td>
<td>TBD Part of the Hwy 17 Access Management Plan</td>
</tr>
<tr>
<td>Watsonville Downtown Revitalization and Major Arterial Upgrades</td>
<td>$8 million Implementation of projects to improve walking, biking, and circulation downtown and on Airport Blvd, Freedom Blvd, Green Valley Road, etc.</td>
</tr>
</tbody>
</table>
SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements. SB 1 is a job creator. The White House Council of Economic Advisors found that every $1 billion invested in transportation infrastructure supports 13,000 jobs a year. SB 1 gets to work putting people to work to rebuild California.

» SB1 invests $5.4 billion annually over the next decade to fix California’s transportation system. It will address a backlog of repairs and upgrades, while ensuring a cleaner and more sustainable travel network for the future.

» SB1 funds will be protected under a constitutional amendment (ACA 5), which safeguards new dollars for transportation use only. ACA 5 will be on the ballot for voter approval in November 2018.

WHERE IS THE MONEY GOING?

California’s state-maintained transportation infrastructure will receive roughly half of SB 1 revenue: $26 billion. The other half will go to local roads, transit agencies and an expansion of the state’s growing network of pedestrian and cycle routes. Each year, this new funding will be used to tackle deferred maintenance needs both on the state highway system and the local road system, including:

- **Maintenance and Rehabilitation of the State Highway System:** $1.8 billion
- **Maintaining and Repairing the State’s Bridges and Culverts:** $400 million
- **Repairs to Local Streets and Roads:** $1.5 billion
- **New Funding to Transit Agencies** to help them increase access and service and build capital projects: **over $750 million**
- **Trade Corridor Enhancement Program:** $300 million
  - Money from this new program will fund freight projects along important trade corridor routes.
- **Solutions for Congested Corridors Program:** $250 million
  - Money from this new program will go to projects from regional agencies and the state that will improve traffic flow and mobility along the state’s most congested routes while also seeking to improve air quality and health.
Matching Funds for Local Agencies: $200 million
This money will go to local entities who are already making their own extra investment in transportation. These matching funds will support the efforts of cities and counties with voter-approved transportation tax measures.

Bike and Pedestrian Projects: $100 million
This will go to cities, counties and regional transportation agencies to build or convert more bike paths, crosswalks and sidewalks. It is a significant increase in funding for these projects through the Active Transportation Program (ATP).

Freeway Service Patrol: $25 million
Assists stranded motorists on the most congested freeways to keep drivers moving during peak hours.

Local Planning Grants: $25 million
Addresses community needs by providing support for planning that may have previously lacked funding. Good planning will increase the value of transportation investments.

Transportation-Related Research at State Universities: $7 million
Research will help identify cost-effective materials and methods to improve the benefits of transportation investments.

Workforce Training Programs: $5 million
Every $1 billion spent on infrastructure projects creates more than 13,000 jobs, according to federal government estimates. California needs to ensure there is a ready workforce to carry out these transportation projects coming down the way.

CALTRANS HAS COMMITTED TO REPAIR OR REPLACE BY 2027:

- 17,000 miles of pavement, almost a third of the roadway owned and maintained by the state
- 55,000 culverts and drains
- 7,700 signals, signs and sensors
- 500 bridges