Santa Cruz County Regional Transportation Commission’s

BICYCLE ADVISORY COMMITTEE

AGENDA

Monday, December 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>
</tr>
</thead>
<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>Anna Kammer</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>
</tr>
<tr>
<td>Nomination Pending</td>
<td>Nomination Pending</td>
<td>City of Santa Cruz</td>
</tr>
<tr>
<td>Richard Masoner</td>
<td>Jo Fleming</td>
<td>City of Scotts Valley</td>
</tr>
<tr>
<td>Murray Fontes</td>
<td>Drew Rogers</td>
<td>City of Watsonville</td>
</tr>
<tr>
<td>Amelia Conlen, Chair</td>
<td>Kira Ticus</td>
<td>Ecology Action</td>
</tr>
</tbody>
</table>

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 October 8, 2018 Bicycle Advisory Committee meeting

7. Approve recommendation for new Bicycle Advisory Committee nominations

8. Accept summary of hazard reports

9. Accept correspondence from the Bicycle Advisory Committee to the County of Santa Cruz

REGULAR AGENDA

10. “Meet & Greet” with new RTC Executive Director – Guy Preston, RTC Executive Director

11. Legislative Update – Rachel Moriconi, RTC Senior Transportation Planner

12. Cruz511 Update – Anais Schenk, RTC Transportation Planner

13. Updates related to Committee functions – Committee members (oral updates)

14. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for February 11, 2019 from 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

HOW TO REACH US
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
phone: (831) 460-3200 / fax (831) 460-3215
email: info@sccrtc.org / 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 antecipo
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 6:03 pm.

2. Introductions

**Members Present:**
Amelia Conlen, Bike-to-Work, Chair  
Grace Voss, District 1  
Janneke Strause, District 1 (Alt)  
Peter Scott, District 3  
Will Menchine, District 3 (Alt.)  
Anna Kammer, District 4  
Theresia Rogerson, District 5 (Alt.)  
Michael Moore, City of Capitola  
Murray Fontes, City of Watsonville

**Unexcused Absences:**
Shea Johnson, District 2  
Casey Beyer, District 2 (Alt.)  
Rick Hyman, District 5  
Richard Masoner, City of Scotts Valley  
Jo Fleming, City of Scotts Valley (Alt.)  
Leo Jed, CTSC  
Jim Langley, CTSC (Alt.)  
Kira Ticus, Bike-to-Work (Alt.)

**Excused Absences:**
Shea Johnson, District 2  
Casey Beyer, District 2 (Alt.)  
Rick Hyman, District 5  
Richard Masoner, City of Scotts Valley  
Jo Fleming, City of Scotts Valley (Alt.)  
Leo Jed, CTSC  
Jim Langley, CTSC (Alt.)  
Kira Ticus, Bike-to-Work (Alt.)

**Staff:**
Anais Schenk, Transportation Planner  
Grace Blakeslee, Sr. Transportation Planner  
Ginger Dykaar, Sr. Transportation Planner  
Tommy Travers, Transportation Planning Technician

**Vacancies:**
District 4 – Alternate  
City of Santa Cruz – Voting and Alternate  
City of Capitola – Alternate  
City of Watsonville – Alternate

**Guests:**
Matt Farrell, member of the public  
Patrick McDermott, member of the public  
Drew Rogers, nomination pending

3. Announcements – Anais Schenk announced that Anna Kammer was appointed as the District 4 Committee voting member at the October 4, 2018 RTC meeting and that Kelly Bond has resigned. She also announced that the design phase has begun for the Highway 1 41st–Soquel auxiliary lanes project which includes the Chanticleer Avenue bicycle and pedestrian overcrossing; and that Countywide Bicycle Signage Project will be going out to bid for construction later this month.
4. Oral communications – Janneke Strause announced that Open Streets Santa Cruz will be on October 14. Amelia Conlen announced that the last meeting for the Safe Routes to Schools planning effort will be on October 10th at Mar Vista Elementary. Anais Schenk shared a request from a member of the public to agendize discussion of bike lanes on Mt. Hermon Road at Conference Drive.

5. Additions or deletions to consent and regular agendas – Replacement pages were provided for items 7 and 13.

**CONSENT AGENDA**

A motion (Scott/Voss) was made to approve the consent agenda. The motion passed unanimously with members Conlen, Voss, Kammer, Moore, Scott and Fontes voting in favor.

6. Approve draft minutes of the September 10, 2018 Bicycle Advisory Committee meeting

7. Approve staff recommendation for new Bicycle Advisory Committee nomination

8. Approve calendar of meetings for 2019

9. Approve City of Santa Cruz Article 8 Transportation Development Act Allocation Requests

10. Accept summary of hazard reports

11. Accept correspondence from the Bicycle Advisory Committee to the County and the Cities of Capitola, Scotts Valley and Watsonville

*Member Theresia Rogerson arrived at 6:20 pm during item 12.*

**REGULAR AGENDA**

12. Background on the function and role of the Committee – Anais Schenk, RTC Transportation Planner, discussed the function and role of the Committee and called attention to important rules that new members should understand.

13. Unified Corridor Investment Study–Draft Step 2 Scenario Analysis – Ginger Dykaar and Grace Blakeslee, RTC Senior Transportation Planners, presented the analysis results of the draft study and requested input by the Committee. They explained the purpose of the study and the scenarios evaluated; described the projects involved; and gave an overview of the results with respect to performance measures for safety, reliability and efficiency, economic vitality, the environment, accessibility and equity. They announced that two public workshops would be held on Monday October 15th at Live Oak Elementary School and Tuesday October 16th at the Watsonville Civic Plaza Community Room. Both meetings start at 6pm. The Committee asked clarification questions about BRT in the rail corridor, bike capacity on BRT vehicles, lead agencies for projects, projects included in all 4 scenarios, freight service in Watsonville, bus-on-shoulder, mode share, bikeshare, buffered bike lanes, trail diversion from the rail corridor, transit hubs, “BRT lite” on Soquel/Freedom, and timelines for projects. The
public asked about bike capacity on trains and about the correlation between increases in transit and bike mode share. The Committee discussed whether they should recommend a scenario and if so the timing of when that recommendation should be made. The Committee then discussed scenario and project preferences. A motion (Scott/Voss) was made for the Committee to recommend Scenario B. Committee member Fontes suggested clarifying why scenario B was recommended in case the Commission decided to revise one of the current scenarios to add or take out projects. The Committee discussed what projects most benefit cyclists and should be recommended for any scenario selected by the Commission. Committee alternate Menchine requested that BRT on the highway be considered as an alternative to transit in the rail corridor. The motion was amended to recommend scenario B because it includes the following projects which benefit cyclists: the bicycle and pedestrian trail on the rail right-of-way, bicycle and pedestrian intersection improvements, protected or buffered bicycle lanes on Soquel/Freedom, passenger rail transit, and other transit improvements that benefit cyclists such as BRT. The motion passed with members Scott, Voss, Kammer, Rogerson, Moore and Fontes voting in favor and member Conlen abstaining.

14. Updates related to Committee functions – Murray Fontes announced that the Watsonville city council recently approved funding for the Earn a Bike and the Walk Smart and Bike Smart programs. Grace Voss announced that the Santa Cruz County Cycling Club awarded a grant for the Earn a Bike program in Santa Cruz. Amelia Conlen requested the Committee write a letter of support for the County’s grant application to develop an Active Transportation Plan for the unincorporated areas. A motion (Voss/Fontes) was made for the Committee to write such a letter. The motion passed unanimously with members Conlen, Voss, Fontes, Scott, Kammer, Rogerson, and Moore voting in favor. Will Menchine requested that the Committee consider requesting the RTC to study BRT lite on Highway 1 before making a UCS decision. Theresia Rogerson announced she attended a ride with the mayor of Watsonville.

15. Adjourn – 8:25 pm

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for December 10, 2018 from 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:
Tommy Travers, Transportation Planning Technician
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RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee:
1. Receive the following report regarding the nomination made by Commissioner Brown for the City of Santa Cruz voting and alternate seats; and
2. Recommend to the Regional Transportation Commission (RTC) approval of the nomination of Matt Ferrell for the City of Santa Cruz voting seat and Bruce Sawhill for the City of Santa Cruz alternate 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. Since March 2018, new appointments for a number of seats have been made by Commissioners and 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

In September the voting representative for the City of Santa Cruz resigned due to a need to relocate. The alternate seat for the City of Santa Cruz had been vacant for some time. Upon her resignation staff notified Commissioner Brown who represents the City of Santa Cruz on the Commission. Staff also announced the vacancy at the October 8th Committee meeting. Several new applications were received and those along with applications already on file were forwarded to Commissioner Brown who subsequently nominated Matt Ferrell for the voting seat and Bruce Sawhill for the alternate seat. Their applications are included as Attachments 1 and 2.

SUMMARY

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. Applications have been received and nominations have been made for the City of Santa Cruz seats. Staff recommends the Committee consider these nominations and recommend to the RTC appointment of Matt Ferrell and Bruce Sawhill.

Attachments:
1. Application for pending Committee member nomination Matt Ferrell
2. Application for pending Committee member nomination Bruce Sawhill
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: Matt Farrell
Home address: [Redacted]
Mailing address (if different): [Redacted]

Phone: (home) [Redacted] (business/message/mobile) [Redacted]
E-mail: [Redacted]
Length of residence in Santa Cruz County: 42 years

I am applying to represent the following vacant position (circle one):

City of Capitola - Alternate
City of Santa Cruz - Alternate
City of Watsonville - Alternate
County District 4 - Alternate

I would consider a different position - either a different location or alternate versus primary (circle one): [Redacted] / No
Previous experience on a government commission or committee: (Please describe the committee/commission’s purpose and your role.)

I am on the Downtown Commission for the City of Santa Cruz. The Downtown Commission advises City Council on parking, transportation and policy issues related to Downtown Santa Cruz and the Downtown Parking District.

Other Relevant Work or Volunteer Experience

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<tr>
<th>Organization</th>
<th>Location</th>
<th>Position</th>
<th>Dates</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Santa Cruz</td>
<td>Public Works</td>
<td>Planning Programs</td>
<td>1992 - 2007</td>
</tr>
<tr>
<td>Homeless Garden</td>
<td>Santa Cruz</td>
<td>Volunteer for 3</td>
<td>2016 &amp; 2017</td>
</tr>
<tr>
<td>Bike to Work</td>
<td>Santa Cruz</td>
<td>Volunteer for Bike to Work Breakfast</td>
<td>2017 &amp; 2018</td>
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</table>

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

Signature

Date

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.
October 10, 2018

Anais Schneck
SCCRTC
1523 Pacific Avenue
Santa Cruz, CA 95060

RE: Bicycle Advisory Committee Appointment Application

Anais,

I am applying to serve on the Bicycle Advisory Committee. I hope to be appointed to the vacant City of Santa Cruz seat.

I have lived in Santa Cruz since 1976; and am a regular bicycle commuter.

From 1983-2007, I worked in the City of Santa Cruz Public Works Department. I started as a traffic engineering technician and one of my first projects was developing a plan for the Evergreen bike path between High Street and Harvey West Park. During my career at the City of Santa Cruz, I worked as the City’s Parking Programs Manager and was part of the team that worked on the Beach Street protected Bike Lane project. Cheryl Schmitt was the lead on that project.

Currently I am volunteering for the Homeless Garden Project on their relocation plans for the Pogonip Farm. I am helping them on their parking and transportation plan for the Pogonip Farm.

I also volunteer for Bike to Work; and helped staff the event at Staff of Life.

I have a good understanding of bike transportation design and policy issues; and, being retired, have time to help the Committee when and if work is needed.

I also believe that the Bicycle Advisory Committee will be an opportunity for me to learn more about the interests and concerns of committee members throughout our County. Please feel free to contact me if you have any questions or would like additional information.

Thanks for your consideration!
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: Bruce Sawhill
Home address: [Redacted]
Mailing address (if different): [Redacted]

Phone: (home) [Redacted] (business/message/mobile) [Redacted]
E-mail: [Redacted]
Length of residence in Santa Cruz County: 15 yr.

I am applying to represent the following vacant position (circle one):

City of Capitola - Alternate
City of Santa Cruz - Alternate
City of Watsonville - Alternate
County District 4 - 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 the committee/commission’s purpose and your role.)

I was on the BHC for Watsonville around 2004 - 2007

Other Relevant Work or Volunteer Experience

<table>
<thead>
<tr>
<th>Organization</th>
<th>Location</th>
<th>Position</th>
<th>Dates</th>
</tr>
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<tbody>
<tr>
<td>City Council</td>
<td>Santa Cruz</td>
<td>Board Chair</td>
<td>2007 - 2017</td>
</tr>
<tr>
<td>Santa Cruz</td>
<td>Santa Cruz</td>
<td>Board Member</td>
<td>2006 - 2012</td>
</tr>
<tr>
<td>Bureau Festival</td>
<td>Santa Cruz</td>
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</table>

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: ____________________________ Date: ________________________

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.
Candidate Statement
Bruce K Sawhill

I am applying to the Primary Representative position for the SCCRTC's Bicycle Advisory Committee representing the City of Santa Cruz. I am open to other locations or Alternate positions.

I served on the BAC from around 2004-2007, representing Watsonville. In that time we advocated for improved bicycle routes to the existing high school and for bicycle access to be part of the planning for the new high school.

At the end of that period, I turned my attention to advocacy for acquiring the rail line and became a member and Board Chairman of Friends of the Rail & Trail. Our organization's actions were instrumental in the eventual acquisition of the rail line in 2012.

With the recent passing of Measure D, we are at a critical transportation juncture for our County. Even though the focus is on the "rail trail", it is important that we not lose sight of other improvements that have been contemplated and dropped over the years, such as a bikeway on King St. and an easement path on the Big Trees rail line. After all, we aspire to a Monterey Bay Sanctuary Scenic Trail "Network". As a cycling resident of Santa Cruz with extensive transportation experience both professionally and in terms of public service, I believe I am well suited for this position and will represent the interests of the cycling community in a balanced and fair fashion.

Thanks for your consideration,

Bruce K. Sawhill, PhD
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<table>
<thead>
<tr>
<th>Date</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>
</tr>
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<tbody>
<tr>
<td>11/28/18</td>
<td>3751 N Main St</td>
<td>Cherryvale/Glen Haven Rd.</td>
<td>Soquel</td>
<td>Bike: Plant overgrowth or interference</td>
<td>North Main St., Soquel at guardrail right before Cherryvale/Glen Haven Rd. It may not look like much, but the plant branches reaching over the guard rail are poison oak and swipe passing cyclists. The alternative is for cyclists to ride in the roadway itself on a dangerous curve.</td>
<td>DPW</td>
<td>11/28/18</td>
<td></td>
</tr>
<tr>
<td>11/28/18</td>
<td>4489 Soquel Ave</td>
<td>Between 17th and Chanticleer</td>
<td>Santa Cruz</td>
<td>Bike: Debris on shoulder or bikeway</td>
<td>Broken glass in bike lane, northbound, close to Staples at 4489 Soquel Ave. I was able to avoid broken glass yesterday, Wedn. 27th but wasn't able to file this report until today Thursday as I do not have easy access to the internet, so I don't know if you had other reports in the meantime and were able to clean up the debris... Thank you!</td>
<td>DPW</td>
<td>11/28/18</td>
<td>11/28/18 Marilyn Raffaelli: Good afternoon Sandrine, I am in receipt of the issue regarding broken glass on Soquel Avenue. I will be forwarding your issue to our Brommer maintenance yard 831-477-3999. Thank you for taking the time to report this issue.</td>
</tr>
<tr>
<td>11/26/18</td>
<td>208 Natural Bridges Drive</td>
<td>Between Mission St Ext and Delaware</td>
<td>Santa Cruz</td>
<td>Bike: Debris on shoulder or bikeway</td>
<td>Broken glass in the bike lane on the westside of the road.</td>
<td>Jim Burr</td>
<td>11/27/18</td>
<td>11/27/18 Jim Burr: Report has been forwarded to the correct City crew(s) and will be addressed.</td>
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<tr>
<td>11/13/18</td>
<td>8028 Soquel Drive</td>
<td>Aptos Creek Rd</td>
<td>Apts</td>
<td>Bike: Debris on shoulder or bikeway, Vehicles or objects blocking sidewalk, Other</td>
<td>Bike Lane in front of Aptos Village Garage. This business seems to have a issue with bikes. They have regularly blocked the bike lane with the bumpers of vehicles extending into the bike lane. Now they have escalated their &quot;war&quot; on bikes by using a leaf blower to scatter debris onto the bike lane on a regular basis (every few days). I stopped to NICELY request that they stop blowing debris onto the bike lane and the response was that they had a oak tree that dropped leaves and acorns onto their asphalt work surface so they had to blow it away. When I asked that they not blow it onto the bike lane, the worker offered me the leaf blower to blow it elsewhere.</td>
<td>DPW</td>
<td>11/13/18</td>
<td>11/16/18 Misty Dawn Scott: Good afternoon Pete, I am in receipt of your issue on Soquel Drive. I will be forwarding your report out to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.</td>
</tr>
<tr>
<td>11/09/18</td>
<td>Natural Bridges Dr.</td>
<td>Delaware Ave.</td>
<td>Santa Cruz</td>
<td>Bike: Debris on shoulder or bikeway</td>
<td>Lots of broken glass in the bike lane on the westside of the road. There is also a fair amount of gravel and debris in the bike lane on the east side of the road near the construction staging area.</td>
<td>Jim Burr</td>
<td>11/09/18</td>
<td>11/13/18 Jim Burr: This report has been forwarded to the correct City crews and will be addressed.</td>
</tr>
<tr>
<td>Date</td>
<td>Location</td>
<td>Bike: Debris on shoulder or bikeway</td>
<td>Details</td>
<td>Respondent</td>
<td>Date</td>
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<tr>
<td>10/26/18</td>
<td>Soquel Ave. on bridge near Dakota Santa Cruz</td>
<td>Westbound bike lane on Soquel Ave. bridge, near the Good Times building. Lots of glass and other debris (boxes etc.) in the bike lane</td>
<td>Jim Burr</td>
<td>10/26/18</td>
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<tr>
<td>10/22/18</td>
<td>Market St Between Avalon and Hwy 1 overpass Santa Cruz</td>
<td>Bike: Debris on shoulder or bikeway 1. Market Street cliff side of road/west side between Avalon and the highway one bridge, closer to Stoneybrook lane 2. Morrissey Blvd in front of US bank; broken glass in shoulder/bike lane; I just swept up the broken glass along Market Street as it is a hazard for cyclist which I am one of. There is also alot of debris along the hillside covering up the shoulder. As a cyclist broken glass one cannot anticipate and the need to go out in the traffic lane quickly could be a huge safety issue. The debris one can anticipate but it would be wonderful to have the street sweeper come by and give cyclist and pedestrians more room to move safely. When I was sweeping the traffic speed was scary also a pedestrian was walking too and he had no room except in the road. Thanks for your time.</td>
<td>Jim Burr</td>
<td>10/29/18</td>
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<tr>
<td>10/16/18</td>
<td>Market St Between Avalon and Hwy 1 overpass Santa Cruz</td>
<td>Bike: Debris on shoulder or bikeway lots of broken glass along the shoulder (hillside side of Market St) It has been there this past week and due to fast traveling vehicles I am unable to clean it up</td>
<td>Jim Burr</td>
<td>10/16/18</td>
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<tr>
<td>10/13/18</td>
<td>Coolidge Dr High St Santa Cruz</td>
<td>Bike: Rough pavement or potholes Southbound Coolidge just north of High St (entrance to UCSC), Numerous potholes and rough surface pose a hazard for downhill bicycles, especially when making a left turn on to High in heavy traffic</td>
<td>Cathy Crowe, UCSC, then DPW</td>
<td>10/15/2018 (UCSC) 10/17/18 (DPW)</td>
<td>10/16/18</td>
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10/29/18 Jim Burr: Report is forwarded to the appropriate City crews for response. 10/29/18 Richard Smith: Glass has been swept up. Rich

10/29/18 Jim Burr: Report is forwarded to the appropriate City crews for response. 10/29/18 Richard Smith: The bike lane ends on Market St. n/b at Avalon. Market St. just has an edge line along that hillside please do not expect to have a full bike lane along the hillside. Bicycles may use the full lane as the traffic sign states by Avalon. Rich

10/16/18 Jim Burr: With this email your request is forwarded to the appropriate City crew for response. Thanks

10/16/18 Cathy Crowe: County Public Works is in charge of Coolidge Drive and should be notified of the hazard. 10/19/18 Misty Dawn Scott: Good morning Adam, I am in receipt of issue on Coolidge Drive. I will be forwarding your report out to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.
<table>
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<tr>
<th>Date</th>
<th>Street(s)</th>
<th>Details</th>
<th>Requested by</th>
<th>Status</th>
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<tbody>
<tr>
<td>10/10/18</td>
<td>Soquel Dr Hwy 1 Overpass</td>
<td>Bike: Rough pavement or potholes. Westbound Soquel Drive @ HWY 1 overpass, the last expansion joint in the SW direction of the overpass could use a grinding. My kid gets whiplash everytime we go over the expansion joint. Thanks for you support.</td>
<td>DPW, then Nancy Cross, Caltrans</td>
<td>10/10/2018 (DPW) 10/11/2018 (Caltrans) 10/11/18 Misty Dawn Scott: Good afternoon Aaron, I was just informed that it's on the overpass at the expansion joint it would be Caltrans. The overpass and on/off ramps are the state's jurisdiction. You can submit work requests for potholes or other road issues on the Caltrans website. 10/11/18 Joanna Edmonds - report forwarded to Caltrans. 10/16/18 Nancy Cross: Here's the Customer Service Request tracking created for this request. I'll let you know when the work is complete and the ticket closed out. Ticket #727643</td>
</tr>
<tr>
<td>10/10/18</td>
<td>Soquel Dr Between South Rodeo Gulch and Research Park</td>
<td>Bike: Plant overgrowth or interference. Bushes are growing into the bike lane, east bound - Soquel Drive between South Rodeo Gulch &amp; Research Park Drive. Just past Oil change company. Thanks.</td>
<td>DPW</td>
<td>10/10/18 10/12/18 Kristine Conley: Hi All, The county has been working with Santa Cruz City Water Department to fix this ongoing problem with their water line trench and box. Yesterday I met with their construction team to discuss repairs and to schedule repairs. They are planning on being out there next week to work on the issue and hopefully solve the problem. Once they fix their problem the property owner will be able to address the failed sidewalk and driveway apron. Thank you for bringing this to our attention.</td>
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<tr>
<td>10/10/18</td>
<td>1425 Broadway Darwin St</td>
<td>Bike: Plant overgrowth or interference. Westbound Tree branches in bike lane on Broadway at Darwin Street in Seabright Neighborhood. Tree is hanging into the bike lane, you have to tuck your head and take a helmet shot or merge onto Broadway with traffic. Thanks. Yellow house corner broadway &amp; Darwin St.</td>
<td>Jim Burr</td>
<td>10/10/18 10/12/18 Jim Burr: Aaron, With this email the appropriate City crew has been notified and will respond to the issue.</td>
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<td>Date</td>
<td>Location</td>
<td>Bike:</td>
<td>Issue Description</td>
<td>Respondent</td>
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<tr>
<td>10/10/18</td>
<td>Mission St Ext</td>
<td>Lack of wheelchair access, Other</td>
<td>From your map I get the address of 2829 Mission Street. However there are two locations to address. One on Mission Street Ext and one on Western Drive. The parking lot at this address has two driveways. They have 90 degree curbs so impossible for wheelchairs, strollers or bikes. For bikes this is an urgent need. PCS is trying to encourage bike riding but that part of the street is busy and narrow with all the parked cars. I prefer the kids to stay on the sidewalk from Western to making the corner at Mission St. ext. Even if they have to walk their bikes it would be better to have a ramp at these locations. It certainly is a blocker for wheelchair access and with the farmers market now, we should fix this. Jim Burr</td>
<td>10/10/18</td>
</tr>
<tr>
<td>10/12/18</td>
<td>1815 Soquel Dr</td>
<td>Rough pavement or potholes</td>
<td>Area of interest is the bike lane on Soquel Dr. in front of the northbound exit at The Garden Deli &amp; 7-11. They recently upgraded the wheel chair access to the Garden Deli, the asphalt in the bike lane has settled, adjacent to the concrete skirt that leads to the curb. It's a biking hazard, and especially stressful with my 2 year old on the back. The concrete portion of the curb is the smoothest ride but puts the cyclist in grave danger from outgoing traffic at Garden Deli. exit of garden deli on Soquel Drive &amp; bike lane asphalt repair has settled. DPW</td>
<td>10/10/18</td>
</tr>
<tr>
<td>10/3/18</td>
<td>Soquel Dr Between Spreckels and Apts Rancho</td>
<td>Construction hazard</td>
<td>The entire bike lane has been excavated to about 18&quot; the full width of the Center entrance. There are no signs or flashing lights on barricades to warn cyclists at night of the danger. There is only yellow caution tape at the perimeter of the trench. I phoned 471-1121 to report the hazard, and was patched through to CHP. DPW</td>
<td>10/01/18</td>
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Jim Burr: Diana, We are aware of this issue and have applied for grant funding to address a variety of issues near the school (waiting on the results). Sidewalks are the responsibility of the property owner but are built to the standard of the day. We (PW) do not have a mechanism to force the owner to upgrade unless damaged and hazardous. Thanks for reporting.

Jim Burr: Message forwarded to Maintenance. Crews will be dispatched. Thank you. 10/10/18 Rich Smith: Thank you Jim, I’ll check this out and get back to Christopher.

10/10/18 Misty Dawn Scott: Good afternoon Aaron, I am in receipt of issue with the bike lane on Soquel Drive. I will be forwarding your report to our Encroachment / Permit Division of Public Works for their review and reply. Thank you for taking the time to report this issue.

10/3/18 Misty Dawn Scott: Good morning Becky, I will be forwarding your notification on to the appropriate staff. 10/5/18 Misty Dawn Scott: Good morning Becky, This work is being done by a private contractor under an Encroachment Permit. Please see the attached photos of the signage placed by the contractor indicating that the bike lane and sidewalk are closed. According to the contractor the signs were not in place for the first 2 days that work was being done.

Jim Burr: From your map I get the address of 2829 Mission Street. However there are two locations to address. One on Mission Street Ext and one on Western Drive. The parking lot at this address has two driveways. They have 90 degree curbs so impossible for wheelchairs, strollers or bikes. For bikes this is an urgent need. PCS is trying to encourage bike riding but that part of the street is busy and narrow with all the parked cars. I prefer the kids to stay on the sidewalk from Western to making the corner at Mission St. ext. Even if they have to walk their bikes it would be better to have a ramp at these locations. It certainly is a blocker for wheelchair access and with the farmers market now, we should fix this.

DPW: 10/10/18 Misty Dawn Scott: Good afterno...
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<tr>
<th>Date</th>
<th>Address</th>
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<th>Issue</th>
<th>Description</th>
<th>Department</th>
<th>Notes</th>
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<tbody>
<tr>
<td>09/19/18</td>
<td>Bonita Dr</td>
<td>Aptos</td>
<td>Bike: Debris on shoulder or bikeway</td>
<td>Someone dumped their kitchen cabinet and other debris on the shoulder of the road. The debris is on a curve of the road at the crest of the hill, and motorized traffic speeds in excess of 40mph. Although the route is along the Pacific Coast Bike Route, it has no bike lane nor any sharrows nor &quot;Bikes May Use Full Lane&quot; signage. The infrastructure is bad. And now cyclists must dodge roadside debris.</td>
<td>DPW</td>
<td>09/20/18 9/24/18 Misty Dawn Scott: Good morning Peter, I am in receipt of your issue on Bonita Drive. I will be forwarding your report out to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.</td>
</tr>
<tr>
<td>09/07/18</td>
<td>731 Clubhouse Dr</td>
<td>Between Cuesta and St Andrews</td>
<td>Bike: Plant overgrowth or interference</td>
<td>Vegetation growing over the bike lane forces cyclists (and pedestrians) into the traffic lane. This would be on the south side of Clubhouse.</td>
<td>DPW</td>
<td>09/07/18 9/7/18 Misty Dawn Scott: Good afternoon Todd, I am in receipt of your overgrowth issue on Clubhouse Drive. I will be forwarding your report out to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.</td>
</tr>
<tr>
<td>09/07/18</td>
<td>San Andreas Rd</td>
<td>Between Buena Vista Rd and Watsonville</td>
<td>Bike: Rough pavement or potholes</td>
<td>On northbound San Andreas just before the road to the dump there is a ledge pothole close to the right side of the roadway</td>
<td>DPW</td>
<td>09/07/18 9/7/18 Misty Dawn Scott: Good afternoon Harold, I am in receipt of your issue on San Andreas Road. I will be forwarding your report out to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.</td>
</tr>
<tr>
<td>08/31/18</td>
<td>310 Broadway</td>
<td>Between Roberts and Clay</td>
<td>Bike: Debris on shoulder or bikeway</td>
<td>There's a ton of broken glass in bike lane. There is very often much broken glass in this region. I'm not sure why.</td>
<td>Jim Burr</td>
<td>9/6/18 (9/1-9/4 was a holiday weekend) emailed Jim Burr 10/19/18 to follow-up; 10/22/18 Jim Burr: This report was sent to Maintenance and dealt with. Thanks</td>
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</table>
A bright red Jump Bike is attached to a parking sign pole on our curbside lawn strip. Bikes left in such places make it difficult for passengers to enter or exit a car parked at that location, and they make it difficult for homeowners to maintain their own property. Legally, our property extends to the street. While there is an easement for the sidewalk, there is no easement allowing people to park bicycles on our property. Please remove it as soon as possible. Thank you. I'm forced to say this problem is minor, but letting Uber occupy my property is pretty galling. Why is the city aiding and abetting Uber in doing so?

Claire Fliesler, support@jumpbikes.com

9/6/18 support@socialbicicyles.com: Thank you for contacting JUMP. Your request (#63464) has been received and is being reviewed by our support staff. We will be back to you shortly. To add additional comments, reply to this email or click the link below: https://help.jumpbikes.com/hc/requests/63464

9/6/18 Claire Fliesler: Thank you for your email. Santa Cruz Municipal Code section 10.68.050 outlines where you are allowed to park bicycles and other personal transportation device (PTD). If no bicycle racks are available within 50 feet, bicycles and PTDs may be locked on the sidewalk within 24 inches of the curb. This includes being able to lock to street signs and other similar assets. Bikes and PTDs may not be locked to street trees or others planted areas, and may not block the main traveled portion of the sidewalk. Please be considerate of others when locking bicycles and lock towards the outside edge of a sidewalk if possible. Relevant code sections are included below: 10.68.050 PARKING. No person shall park, stand, or chain any bicycle or PTD against windows, street trees, planter boxes, shrubs or planted areas, or on the main traveled portion of any sidewalk or public way, nor in such manner as to constitute a hazard to pedestrians, vehicular traffic, or property. If no bicycle racks or other facilities intended to be used for bicycle or PTD parking are available within 50 feet, bicycles or PTD’s may be parked on the sidewalk or locked to a parking meter pole, in an upright position parallel to and within twenty-four inches of the street curb. (Ord. 2001-05 § 6, 2001: Ord. 76-15 § 1 (part), 1976). Best, Claire

Two deep potholes in the bike route on Soquel Avenue heading eastbound. The first pothole is in the first half of the intersection of Soquel Ave and Ocean St. The second pothole is right after the Soquel and Ocean intersection on Soquel. Both potholes are deep enough to send a forceful jolt through the JUMP bike I was riding.

Jim Burr

8/29/18 Jim Burr: This is now forwarded to the appropriate City crew for action.

San Andreas Road bike lane has multiple areas where sand and gravel has made the bike lane impassible. 3 locations: 1) southbound lane just past the bridge over a drainage of Struve Slough, 2) southbound at Beach Street intersection, 3) northbound lane just past KOA Campground

County DPW

8/31/18 Misty Dawn Scott: Good morning Peter, I am in receipt of your issues San Andreas Road. I will be forwarding your report out to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report these issues.
<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Incidents</th>
<th>Description</th>
<th>Responsible Date</th>
<th>Response</th>
</tr>
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<tbody>
<tr>
<td>08/26/18</td>
<td>Soquel Ave</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 Jim Burr: The report has been forwarded to the correct City crew for work response. Thank you</td>
</tr>
<tr>
<td>08/23/18</td>
<td>Freedom Blvd</td>
<td>Bike: Debris in bike lane</td>
<td>The bike lane on Freedom Blvd. from Coralitas Rd. to Hames road needs clearing. There are parts completely blocked and a location where property owner has left his debris from arched wood 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 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 out to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.</td>
</tr>
<tr>
<td>08/16/18</td>
<td>7th Ave</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 striped and was painted smaller than it was before and it was made significantly smaller than the recommended width 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>08/15/18 8/16/18 Misty Dawn Scott: Good morning Bob, I am in receipt of your issues on East Cliff Drive. 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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<tr>
<td>08/10/18</td>
<td>Park Ave</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 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>Park Ave</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 forwarded to Kailash Mozumder 9/13/18</td>
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<tr>
<td>Date</td>
<td>Location</td>
<td>Bike: Issue</td>
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<td>08/08/18</td>
<td>Eastbound / Southbound 49B Mt Hermon Rd between Glen Canyon Road &amp; La Cuesta Drive Scotts Valley 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=yZCC7COGGOBo">Link</a></td>
<td>Trish McGrath, Frank Alvarez, Jessica Kahn 08/08/18 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>Smith Grade Empire Grade Santa Cruz 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 08/08/18 8/28/18 Misty Dawn Scott: Good morning Larry, I am in receipt of your issue on Smith Grade. I will be forwarding your report out to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report these issue.</td>
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<td>08/05/18</td>
<td>Trout Gulch Valencia St to Cathedral Dr Aptos Bike: Uneven pavement/potholes hazard for motorists and bicyclists</td>
<td>There are multiple sunken trenches in the paving on Trout Gulch Road, both in 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 barricades 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 08/08/18 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.</td>
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<tr>
<td>08/05/18</td>
<td>8140 Soquel Dr Trout Gulch Aptos Bike: Construction hazard in bike lane</td>
<td>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”, 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>
<td>DPW 08/06/18 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.</td>
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<tr>
<td>08/04/18</td>
<td>16–36 Airport Blvd</td>
<td>Bike: Debris in bike lane</td>
<td>Ag mud and stones on bike shoulder from Pajaro Ln to East Lake ave -South side. County road. 4th SUPT District</td>
<td>DPW</td>
<td>08/06/18</td>
</tr>
<tr>
<td>07/15/18</td>
<td>4000 Freedom Blvd</td>
<td>Debris on shoulder or bike way</td>
<td>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>
<td>DPW</td>
<td>07/16/18</td>
</tr>
<tr>
<td>07/11/18</td>
<td>130 Peach Terrace</td>
<td>Abandoned non-functional</td>
<td>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>
<td>Claire Fliesler</td>
<td>07/12/18</td>
</tr>
<tr>
<td>07/10/18</td>
<td>1849 Soque Dr exit of</td>
<td>Rough pavement or potholes</td>
<td>There is a large pothole at the exit of Garden Deli and Liquor parking lot that is causing a hazard for northbound bicycle traffic. 1849 Soquel Dr., Santa Cruz, CA 95065</td>
<td>DPW</td>
<td>07/12/18</td>
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<tr>
<td>Date</td>
<td>Santa Cruz</td>
<td>Bike Shares Cause Pedestrian Hazard and are not ADA Compliant</td>
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<td>07/10/18</td>
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<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 to all of us you don’t care about us. If you don’t do something about this, you are saying that a company and its profits are more important to you than the citizens of this city.</td>
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<td>Claire Fliesler: 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>Santa Cruz</td>
<td>flashing school zone speeding 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>
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| 07/12/18   |            | James Burr: 07/10/18, Claire Fliesler: 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 support@jumpbikes.com 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.
<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Issue</th>
<th>Department</th>
<th>Response Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>07/09/18</td>
<td>Capitola, Santa Cruz, Watsonville</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 Woolsey 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>
</tr>
<tr>
<td>06/21/18</td>
<td>170 Bean Creek Rd, Christel Oaks, Scotts Valley</td>
<td>Plant overgrowth or interference of Bean Creek and Cristel Oaks has shrubs that have overgrown the entirety of the bike lane on Bean Creek</td>
<td>Valley Public Works</td>
<td>06/22/18</td>
</tr>
<tr>
<td></td>
<td>9802 Soquel Rd, Jaunet Rd, Apts</td>
<td>Tree overgrown into bike lane</td>
<td>DPW</td>
<td>06/20/18</td>
</tr>
<tr>
<td>06/11/18</td>
<td>41st Ave, Soquel, (outskirts) Capitola</td>
<td>Turning Hazard 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>
</tr>
<tr>
<td>06/09/18</td>
<td>McGregor Drive, Perch, Apts</td>
<td>Debris on Shoulder or bikeway Broken glass in bike lane, northbound on McGregor Drive</td>
<td>DPW</td>
<td>06/11/18</td>
</tr>
<tr>
<td>Date</td>
<td>Location</td>
<td>Type</td>
<td>Description</td>
<td>Responsible Official</td>
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<tr>
<td>06/08/18</td>
<td>Freedom Blvd Soquel Aptos Rough Pavements or Potholes</td>
<td>Freedom Boulevard Bike Lanes</td>
<td>The bike lanes along both sides of Freedom Boulevard are overgrown and have eroded material restricting the lane of bike travel. These two hazards force cyclists into the busy roadway and create especially dangerous conditions for any night-time cyclists unfamiliar with the route.</td>
<td>DPW</td>
</tr>
<tr>
<td>06/08/18</td>
<td>Trout Gulch Soquel Drive between Trout Gulch Road and Aptos Creek Road Aptos</td>
<td>Swenson crews have trenched into the roadway and the repairs are failing, leaving sunken surfaces at the trench 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 encroachment 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. 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 resting pads.</td>
<td>DPW</td>
<td>06/08/18</td>
</tr>
<tr>
<td>06/05/18</td>
<td>407 Fairmount Ave Morrissey Santa Cruz</td>
<td>Traffic Signal Problem</td>
<td>Loop detector in bike lane isn’t working.</td>
<td>Jim Burr</td>
</tr>
<tr>
<td>06/05/18</td>
<td>600 Trout Gulch Quail Aptos</td>
<td>Debris in bike path</td>
<td></td>
<td>DPW</td>
</tr>
</tbody>
</table>

On 6/8/2018 DPW Replied: Good afternoon Becky, I am in receipt of your issue on Trout Gulch Road. I will be sending this to Public Works Construction engineering division and Public Works Design engineering division for their reply. Thank you for taking the time to report this issue.

On 6/8/2018 DPW Replied: I am in receipt of your issues for the bike lane on Trout Gulch Road. I will be forwarding your report to out to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.
<table>
<thead>
<tr>
<th>Date</th>
<th>Street</th>
<th>City</th>
<th>Issue Description</th>
<th>Department</th>
<th>Date</th>
</tr>
</thead>
<tbody>
<tr>
<td>06/04/18</td>
<td>169 Capitola Rd</td>
<td>Santa Cruz</td>
<td>Rough pavement or Potholes. 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/Jburr</td>
<td>06/05/18</td>
</tr>
<tr>
<td>06/03/18</td>
<td>636 Bonita Drive</td>
<td>Aptos</td>
<td>Rough pavement or potholes. Large pothole that swallows a bicycle tire. This is especially dangerous because it is on a downhill, 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>
</tr>
<tr>
<td>05/31/18</td>
<td>Bay St Escalona Drive</td>
<td>Santa Cruz</td>
<td>Plant overgrowth or interference. Tons of overgrown plants in the bike lane on Bay St. going south in the area north of Escalona Dr. Interferes with using the full extent of the lane (to a pretty extreme degree).</td>
<td>Jim Burr</td>
<td>06/01/18</td>
</tr>
<tr>
<td>05/31/18</td>
<td>Ocean Street Hwy 1</td>
<td>Santa Cruz</td>
<td>Rough pavement or potholes, Hazardous drain grate. 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 offramp. Frequently it requires swerving into the traffic lane to avoid, because cars creep around the corner from the offramp. 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 gate. 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>
</tr>
</tbody>
</table>

On 06/05/18 DPW replied: I am in receipt of your issues for the bike lane on Capitola Road. I will be forwarding your report to out to our Brommer maintenance yard. Thank you for taking the time to report this issue. And JBURR replied: with this email, I am forwarding your report to the appropriate City crew.

On 06/04/18 DPW replied: I am in receipt of your issues for the bike lane on Bonita Drive. I will be forwarding your report to out to our Brommer maintenance yard (831) 477-3999. Thank you for taking the time to report this issue.

6/1/2018 Jim Burr Replied: Tom, With this email I am notifying the appropriate staff to correct this issue. Thanks.
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 angles 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.
The storms that famously caused the collapse of Trout Gulch Road at Valencia Creek and other storm related havoc around Santa Cruz County in 2016-2017 also caused the hillside 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 hillside 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 again to the east 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 “share the road” signage. The motorized traffic rarely travels the posted 25mph speed limit as it zooms around this blind curve . . . . and sometimes suddenly comes-up 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 hillside, they couldn’t repaint the bike lane, they couldn’t even post signage that the bike lane ends. Isn’t there someone on the SCCRTC’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?
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October 9, 2018

Matt Machado  
Deputy CAO/Public Works Director  
County of Santa Cruz  
701 Ocean Street  
Santa Cruz, CA 95060

Re: Active Transportation Plan – safely connecting people and places for a healthy, equitable Santa Cruz County Sustainable Transportation Planning Grant Program application

Dear Mr. Machado,

I’m writing on behalf of the Santa Cruz County Regional Transportation Commission’s (RTC’s) Bicycle Advisory Committee to express our strong support for Santa Cruz County’s Sustainable Transportation Planning Grant Program application to develop an active transportation plan for unincorporated Santa Cruz County. The appropriately titled “Active Transportation Plan – safely connecting people and places for a healthy, equitable Santa Cruz County” will provide a multitude of benefits through a community engaged planning process.

The RTC’s Bicycle Advisory Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. Such a network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes. This grant proposal complements the Bicycle Advisory Committee’s goal to increase the number of safe bicycle trips within the County of Santa Cruz.

Santa Cruz County has some of the highest bike and pedestrian collision rates in the state as many main thoroughfares lack adequate bike and walking infrastructure – there are gaps in bike routes and sidewalks that connect neighborhoods to employment centers, shopping, recreation and schools. A County Active Transportation Plan would identify these gaps and prioritize projects to increase safe and more frequent biking and walking trips.

Bicycling and walking also offers a low cost, healthy and accessible means of transportation that would benefit all residents and especially disadvantaged locals who struggle to live in a community ranked as one of the least affordable in the nation. The every-increasing challenges of childhood obesity, unsafe roads, and greenhouse gas emissions are linked, and we support the development of this Active Transportation Plan to alleviate these issues therefore improving the quality of life in Santa Cruz County for all residents.

We support the County’s planning grant application and look forward to a strong partnership so that we can work together towards reducing bike and pedestrian crashes, reduce greenhouse gas emissions and increasing wellness for the people of Santa Cruz County.
Sincerely,

Murray Fontes  
Vice Chair, Bicycle Advisory Committee

CC:
Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission’s Bicycle Committee
October 8, 2018

Matt Machado
County of Santa Cruz
Director of Public Works
701 Ocean Street, Room 410
Santa Cruz, CA 95060

Dear Mr. Machado:

The Bicycle Advisory Committee of the Regional Transportation Commission appreciates the recent repaving of Branciforte Drive, a popular bicycling route. The resurfacing provides an opportunity to install striping changes to increase the visibility of cyclists and to encourage courteous roadway behavior.

Please consider installing the following improvements on Branciforte Drive:

- Remove two ‘Be Courteous, Share the Road’ signs at the north and south end of Branciforte and replace with ‘Bikes May Use Full Lane’, which reduces confusion about where cyclists can be positioned in the roadway
- Install sharrows in the following locations on northbound Branciforte Drive:
  - City/County line
  - Just past Glenn Canyon Road intersection
  - Just past Granite Creek intersection
- Install sharrows in the following locations on southbound Branciforte Drive:
  - Just past the Mountain View/Vine Hill intersection
  - Just past the Granite Creek intersection
  - Just past Glenn Canyon Road intersection
  - Just past Mystery Spot entrance

Please ensure that sharrows are installed in accordance with MUTCD, AASHTO and Highway Design Manual guidelines. Sharrows should be placed in the middle of the travel lane, rather than offset to the right.

As opportunities arise, other nearby bike routes that would benefit from the installation of sharrows include:

- Northbound on Mountain View, just past the Branciforte intersection
- Northbound on Vine Hill Road, just past the Branciforte intersection
- Northbound on Glen Canyon and Granite Creek Road, just past the Branciforte intersection
- Southbound on Glen Canyon, just past the Glen Canyon/Green Hills Road intersection
- Southbound on Granite Creek at the top of the hill (near Lauren Circle)
Thank you for considering our request and for your commitment to the safety of all roadway users.

Sincerely,

Amelia Conlen
Chair, Bicycle Advisory Committee

cc:
Rodolfo Rivas, County of Santa Cruz Public Works, Traffic Engineer
Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission’s Bicycle Committee
TO: Bicycle Advisory Committee
FROM: Anais Schenk, Transportation Planner
RE: Meet & Greet with RTC’s New Executive Director

RECOMMENDATIONS

For information only.

The Santa Cruz County Regional Transportation Commission (RTC) is pleased to announce that, after an extensive search, Guy Preston has been hired as the agency’s new Executive Director.

Preston has over 28 years of experience in project delivery and construction management in the transportation sector. During his tenure as the Director of Projects and Programming at the Sonoma County Transportation Authority (SCTA), he provided direction and oversight in the development and delivery of over $1.5 billion in federal, state, regional and local transportation programs. While at SCTA, he also provided day-to-day management of Sonoma County’s $480 million local transportation sales tax measure, similar to Santa Cruz County’s Measure D, and delivered the first 10-years of projects for the measure.

As president and owner of consulting firm, GC Preston, Professional Corporation, he provided project, program and contract management services on over $1.8 billion in transportation projects. He also continued his work with SCTA and strategically leveraged Measure M funds to secure other funding for SCTA projects, including the highway program at a rate of 5:1.

“Guy Preston has the proven skills and leadership qualities that make him an excellent fit for our Regional Transportation Commission,” said Santa Cruz County Supervisor and RTC Chair John Leopold.

“I was impressed with Guy right from our first meeting. He possesses all the core values to lead, inspire, and shape the future of the RTC,” said RTC Vice-Chair Ed Bottorff.

Preston has a degree in civil engineering from UC Berkeley and is a licensed civil engineer. For the past four years, he has served as Regional Delivery Manager for the California High-Speed Rail Authority where he was responsible for the delivery of high-speed rail infrastructure projects for the $14 billion Northern California region. He will bring a wealth of experience in engineering, public policy, project/programming/construction management, financing and dispute resolution on multi-modal transportation projects to his new role leading the RTC.

“I am excited to work collaboratively to develop and deliver sustainable transportation solutions to the region,” Preston said.

Preston will enter into a three-year contract with the RTC and will report directly to the Board of Directors.
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AGENDA: December 10, 2018

TO: Bicycle Committee
FROM: Rachel Moriconi, Senior Transportation Planner
REGARDING: 2019 State and Federal Legislative Programs

RECOMMENDATIONS

Staff recommends that Bicycle Committee members identify State or Federal legislative issues the Regional Transportation Commission (RTC) should consider, pursue or monitor in 2019.

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts legislative platforms to guide its analysis of state and federal legislative or administrative actions that could impact transportation funding or implementation of the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), and transportation projects in Santa Cruz County. Working with the Central Coast Coalition (regional transportation agencies from Monterey, San Benito, Santa Barbara, San Luis Obispo, and Santa Cruz Counties), the California Association of Councils of Governments (CALCOG), other transportation entities, and its legislative assistants, monitors legislative proposals, the RTC notifies state and federal representatives of the RTC's analysis of key issues, and provides input on other federal and state actions.

DISCUSSION

Staff is in the process of developing the RTC's 2019 State and Federal Legislative Programs (Attachment 1). New items that were not included in the 2018 Legislative Programs are shown with an asterisk. **Staff recommends that the RTC's advisory committees provide input on the draft legislative priorities and identify any additional issues that the RTC should consider, monitor or pursue in 2019.** Ideas can be shared at this meeting or emailed to rmoriconi@sccrtc.org by January 4, 2019. The RTC board is expected approve the State and Federal Legislative Programs at its January or February 2019 meeting.

The California Legislature will reconvene from winter recess on January 7, 2019 to begin the first year of a new two-year session. 2019 will also mark the first year for the state's new governor, Gavin Newsom. In addition, there will be a new Congress in Washington, D.C. with new members holding leadership positions. While it not yet clear what impact leadership changes in both California and Congress will have on transportation programs, the 2019 draft programs seek to advance key goals and targets in the 2040 Santa Cruz County Regional Transportation Plan, which focuses on sustainability – improving multimodal access and mobility, safety, maintenance of existing transportation infrastructure and services, cost effectiveness, and equity. The draft legislative program also focuses on advancing projects in the Unified Corridor Investment Study, which the RTC will consider approving at its January 17, 2019 meeting.
With state voters rejecting Proposition 6 in November 2018, SB1 programs remain intact and increased stability was brought to transportation funding. Senate Bill 1 (SB1, 2017) provides funding for state transportation programs, including formula funds for cities and counties, transit, the State Transportation Improvement Program (STIP), the State Highway Operation and Protection Program (SHOPP), Freeway Service Patrol, and new competitive funding programs for active transportation, rail, congested corridors, freight corridors, and other state priorities. The RTC will be working with other agencies in the county and statewide to ensure these SB1 and other transportation funds are distributed equitably and efficiently. Staff will focus legislative efforts related to transportation funding on ensuring that statutes and guidelines are structured in a manner that recognizes Santa Cruz County’s significant traffic congestion, maintenance, active transportation and transit system needs.

The RTC may take positions on bills throughout 2019 that are consistent with the adopted Legislative program. Generally, this includes bills that:

• Involve funding or a funding mechanism for transportation (capital and operations)
• Involve the implementation of greenhouse gas emissions reduction and transportation policies and programs
• Involve the transportation and land use and planning
• Involve the environmental review process
• Involve changes to the way transportation projects are delivered
• Affect the Commission directly (e.g. Commission responsibilities, policies or operations)

SUMMARY

Committee members are encouraged to suggest items for the RTC to consider for its 2019 Legislative Program.

Attachment 1: Preliminary Draft 2019 Legislative Program
**Santa Cruz County**
**Regional Transportation Commission**

**DRAFT 2019 STATE Legislative Program**

*New items that were not included in the 2018 Legislative Program are shown with an asterisk.*

**Transportation Funding**

- **Protect Transportation Funding:** Preserve funding for transportation projects, support protection of transportation funding resources, maximize funding for Santa Cruz County transportation projects, and preserve regional discretion and priority-setting.
  - Stable, formula funding is essential for addressing the backlog of transportation infrastructure repairs and improvements in Santa Cruz County. **Support protection of all current and future taxes and fees and other transportation funds** (including Highway Users Tax Account (HUTA), Transportation Development Act (TDA), State Transportation Improvement Program (STIP), and other funds) from elimination or diversion to other State programs, General Fund loans, general obligation bond debt service, or to other non-transportation purposes.
  - Seek improvements at the Board of Equalization/California Department of Tax and Fee Administration to ensure that distribution of sales taxes on online sales do not negatively impact TDA-LTF and local sales tax measure revenues.
  - Capturing Sales Tax from Internet Sales: In June 2018, the Supreme Court ruled in *South Dakota v. Wayfair* that internet retailers can be required to collect sales taxes even in states where they have no physical presence if a seller’s gross revenue exceeds a reasonable threshold of value or quantity. The decision was hailed as a victory for brick-and-mortar businesses and for states that have expressed concern about losing out on tax revenue as internet sales comprise an increasingly larger share of all sales. The State Legislature has recently begun to explore next steps to implement this ruling through informational hearings. Ensure legislative and regulatory efforts to conform state law to this ruling increase transportation funding from local-option sales taxes (METRO and Measure D) and TDA funding across in Santa Cruz County, as well as County of Santa Cruz and city resources.*

- **Ensure Fair Distribution of Funding:**
  - Ensure state and federal funds are made available for projects in Santa Cruz County, are distributed equitably, and are not disproportionately distributed to large regions. Ensure competitive programs make funding reasonably available for multi-modal projects in Santa Cruz County that address local and regional priorities.
  - **Local Role:** Ensure a strong role for regional and local agencies in planning and determining transportation investment priorities. Support legislation protecting or expanding local decision-
making in programming expenditures of transportation funds, rather than the State making
top-down funding decisions that are not community-based.

- **State Transportation Improvement Program (STIP):** Ensure equitable programming
  and allocation of STIP funds.

- **Active Transportation Program (ATP):** Ensure potential reforms to the Active
  Transportation Program (ATP) do not reduce the proportion of funds available for Santa Cruz
  County agencies to compete for.*

- **“Disadvantaged Communities” Definition:** Broaden the definition of “disadvantaged
  communities” (DACs) in order to ensure that projects that benefit low-income and other
  transportation disadvantaged residents of Santa Cruz County are not excluded from funding
  opportunities that support sustainable communities, transportation choices, and investments
  in alternative modes of transportation.

- **Increase Funding for All Transportation Modes:** Support measures that increase funding for
  and support implementation of transportation projects in Santa Cruz County, including funds for
  ongoing system maintenance, congestion reduction, safety, complete streets, active
  transportation bike, pedestrian, transit projects, transit-oriented development, and specialized
  transportation for seniors and people with disabilities in Santa Cruz County.

- **New funding systems:** Phase in new funding systems which are tied to system use, rather
  than fuel consumption or fuel prices. May include new user fees, such as a Road User Charge
  or Vehicle Miles Traveled (VMT) fee and other alternative funding mechanisms.

- **Expand local revenue-raising opportunities** and innovative financing options to address
  the significant backlog of transportation needs. Provide locals with the ability to supplement
  and leverage state funding for investments that protect state and local transportation assets
  - **Expand the authority of the RTC and local entities to increase taxes and fees** for
    transportation projects, including new gas taxes and vehicle registration fees.
  - **Support clarifying amendment to Government Code Section 65089.20 that will give RTPAs
    equal treatment with Congestion Management Agencies (CMAs) to seek voter approval for**
    a local vehicle registration fee. *(SB83 cleanup)*
  - **Lower Vote Threshold:** Support efforts to amend the California constitution to lower the
    voter threshold for local transportation funding measures, such as local sales tax or vehicle
    registration fee ballot measures, from the 2/3 supermajority to a simple majority or 55%
    vote.

- **Cap & Trade:**
  - Increase percent of Cap & Trade revenues allocated to transportation projects and
    programs that help reduce greenhouse gas emissions in Santa Cruz County.
  - **Support increases in Low Carbon Transit Operations Program (LCTOP) appropriations**
  - **Support policy changes to the Affordable Housing and Sustainable Communities program**
    (AHSC) that increase funding opportunities for projects in Santa Cruz County
  - **Ensure continued funding for low and zero emission bus deployment.**
• **Support options to replace the loss of redevelopment funding**, to support economic development and affordable housing consistent with sustainable community strategies.

• **Increase and Preserve Funding for Priority Projects in Santa Cruz County:**
  - Projects on Highway 1
  - Local Street and Roadway Preservation
  - Transit projects
  - Santa Cruz Branch Rail Line
  - Bicycle and Pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST)
  - Soquel Avenue-Freedom Boulevard Corridor*

• **Transportation Development Act (TDA):**
  - Monitor potential modifications to the TDA, including proposed fare-box requirements, and ensure funding for transit, planning, administrative, and other TDA purposes in Santa Cruz County are not reduced.*

**Project Implementation**

• **Streamlining & Expediting Project Delivery:** Support administrative and/or legislative efforts to streamline funding applications, simplify program administration and other efforts that modernize and accelerate project delivery.

  - Support the development of greater efficiencies of transportation program implementation, including eliminating any unnecessary, overly burdensome and/or duplicative mandates.

  - Opportunities to expedite transportation project delivery may include increasing contracting and financing options, increased flexibility in early allocation of programmed funds and initiating reimbursable work with local funds in advance of CTC allocation of all projects, efforts that expedite the Caltrans design review process, opportunities to expedite locally-sponsored projects on the state highway system, and increase in encroachment permit limits.

  - Support delegation of National Environmental Policy Act review and fund allocation responsibilities to Caltrans, environmental streamlining measures for bike, pedestrian, transit, and infrastructure preservation within existing public rights of way, and other measures that expedite project delivery.

• **Advanced Mitigation:** Support implementation of “advanced mitigation” environmental programs, including approving up-front environmental mitigation funding for projects, such as the Highway 17 Wildlife Crossing.

• **FAST Act Implementation:** Support legislation and administrative strategies to implement the FAST federal authorization bill, in a way that ensures the best possible outcome for transportation projects in Santa Cruz County.
• **SHOPP Program**: Support Caltrans’ efforts to provide more outreach regarding State Highway Operation and Protection Program (SHOPP) projects and to include measureable targets for improving the state highway system. Support clarification of existing laws to permit the expenditure of SHOPP funds for operational projects on state highways.

Support inclusion of complete streets within SHOPP projects, as appropriate, but especially in areas where state highways serve as main streets, such as Highway 9 and Highway 152 in Santa Cruz County.

• **Encroachments**
  Support legislation that clarifies the authority under which rail property owners may remove, or by notice may require the removal of encroachments.

• **Active Transportation Facilities**: 
  Support modification to rules, regulations, and government codes that will make roadways more bicycle and pedestrian-friendly, including laws associated with sharing the road; ensuring complete streets components (e.g. accessible pedestrian signals) are considered during the design of all projects; increasing funds for pedestrian safety countermeasures; providing additional direction and consistency for accessible pedestrian design.

• **SB 743 Implementation**: Ensure SB743 (Steinberg, 2013) implementation supports infill development and expedites transportation project delivery.

• **Administrative**: Allow advance payment of programmed funds, in order to expedite project delivery and resolve cash flow challenges faced especially by small regional agencies.

• **Unfunded Mandates**: Oppose unfunded mandates and seek funding for mandates imposed in recent years. Require new regulatory proposals to include an estimate of the cost and impact such proposals will have in the delivery of California’s transportation program.

• **Commuter Programs**: Expand statutory authority for regions statewide to adopt and implement a regional commuter benefits ordinance similar to the successful program in the Bay Area.

• **Safety**: Support legislation and programs that improve transportation safety for all users and help achieve Vision Zero — aimed at eliminating all traffic-related serious injuries and fatalities. Support proposals to increase enforcement of traffic laws protecting pedestrians and bicyclists, including proposals to authorize automated speed enforcement on a pilot program basis. Support commercial driver, bus driver, motorist, bicyclist, safe routes to schools training and education programs which reduce collisions.

• **Shared Mobility**: Support policies that enable technological innovations to improve mobility, while protecting the public’s interest. Monitor legislation and regulations related to shared mobility, such as transportation network companies and real-time carpooling, to ensure that mobility benefits are maximized, and access to critical data for transportation and land-use planning and operational purposes is assured.

• **Connected and Autonomous Vehicles**: Monitor and engage in legislation and regulations to facilitate deployment of connected vehicles and autonomous vehicles. In partnership with Bay Area cities and counties, transit agencies, the business community, and other transportation.
organizations, engage in regulatory and legislative efforts related to connected and autonomous vehicles with the goal of accelerating their safety, mobility, environmental, equity and economic benefits. Similar to the “shared mobility” strategy, support access to critical data for transportation and land use planning and operational purposes.

- **Electrification** of vehicle fleets: Support funding and coordination, including policy, planning, and infrastructure, for vehicle electrification. Support improved utility pricing for public transit fleets.
Santa Cruz County
Regional Transportation Commission

DRAFT 2019 FEDERAL Legislative Program

- **Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
  - Projects on Highway 1
  - Santa Cruz Branch Rail Line
  - Transit operations and capital projects
  - Local street and roadway preservation
  - Bicycle and pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST/Rail Trail)
  - 511 implementation

- **Stabilize and Increase Funding.**
  - **Increase funding levels** for all modes to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County. Support increase and index of federal fuel taxes that are available for projects in Santa Cruz County.
  - **Infrastructure Initiative:** Ensure any new infrastructure funding initiative increases transportation investments for projects in Santa Cruz County, including funding for the existing Surface Transportation Block Grant Program (STBG) and Highway Safety Improvement Program (HSIP) programs. The federal investment in an infrastructure package should adhere to the traditional match requirements, so as not to disadvantage projects in Santa Cruz County from accessing those funds. The initiative should include a significant investment of new federal funds for transportation, stabilize the Highway Trust Fund and not be offset by reductions to other federal programs serving Santa Cruz County residents.
  - **TIGER:** Maintain the Transportation Investment Generating Economic Recovery (TIGER) grant program at or above current levels.
  - **Develop new funding mechanisms** that ensure the financial integrity of the Highway Trust Fund and Mass Transportation Account.
  - **Innovative Financing:** Ensure proposals for public-private partnerships and innovative financing are favorable for project implementation in Santa Cruz County.
  - **Defend fiscal year 2018 and 2019 appropriations.** Ensure that Congress appropriates funding in fiscal year 2018 and fiscal year 2019 consistent with amounts authorized in the Fixing America’s Surface Transportation (FAST) Act.
  - **Support transparent congressionally-directed spending** (earmarks) to allow for Congressional support of priority projects in Santa Cruz County.
  - Oppose efforts to withhold federal funds from jurisdictions not in compliance with federal Immigration and Customs Enforcement law, or from “sanctuary” jurisdictions.

- **Disaster Recovery:** Work with local and state partners to advocate for emergency relief appropriations and federal agency resources to support rebuilding and recovery efforts.

- **Protect and expand transportation fringe benefits.** Reinstate the commuter benefit, which was eliminated under the tax reform bill. In addition, advocate for expanding pre-tax transportation fringe benefit eligibility to include shared mobility options, such as bike-share and shared ride carpool services.

For more information contact the RTC at 831-460-3200; info@sccrtc.org; 1523 Pacific Ave., Santa Cruz, CA 95060
• **Marketplace Fairness Act:** Allow states and local governments to collect sales taxes on out-of-state online purchases. The MFA has the prospect of increasing infrastructure funding as a result of increased revenue from Measure D and the local transit sales tax and Transportation Development Act (TDA) funds.

• **Streamline Project Delivery:** Support regulations to streamline and integrate federal project delivery requirements for project planning, development, review, permitting, and environmental processes in order to reduce project costs and delays.

• Oppose **unfunded mandates** and support legislation that provides funding for past mandates.

• **FAST Act Implementation**
  o Support legislation and administrative strategies to implement the Fixing America's Surface Transportation Act or "FAST Act" federal authorization bill, in a way that ensures the best possible outcome for transportation projects in Santa Cruz County. Ensure that DOT implementation of MAP-21 and FAST Act rules and regulations do not have a negative impact on local projects and programs.
  o **Active Transportation:** Support continued funding for pedestrian and bicycle projects
  o **Transit:** Support increased funding for transit, continued and accelerated growth of the Small Transit Intensive Cities Program (STIC), funding for acquisition of transit capital (Bus and Bus Facilities, and Low and No Emissions Bus Programs), and increase funds for Americans with Disabilities Act (ADA) implementation, state of good repair, and other transit programs.

• **Performance Measures:** Support development of performance measures which are consistent with RTC approved goals, policies, and targets and which recognize data limitations of many regions.

• **Air Quality and Greenhouse Gas Emissions:** Support development of new funding programs to reduce greenhouse gas emissions from transportation, expand eligibility for CMAQ and other funding programs to Santa Cruz County. Support funding and coordination of vehicle electrification planning and infrastructure.

• **Climate Change and Resiliency:** Strengthen federal partnership to support resiliency and climate change preparedness and efforts that could support local efforts to improve resiliency, respond to new or worsening environmental hazards and meet regional climate goals.
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TO: Bicycle Advisory Committee
FROM: Anais Schenk, Transportation Planner
RE: Cruz511 Program Update

RECOMMENDATIONS
This item is for information only.

BACKGROUND
For more than 35 years, the RTC has offered transportation demand management (TDM) services to Santa Cruz County with the goal of using the existing transportation system more effectively by assisting travelers to use various modes of transportation, especially sustainable transportation modes. Recently, the RTC revitalized, rebranded, streamlined and augmented its TDM services providing improved online access and information delivery. Cruz511 is the umbrella brand under which all RTC’s TDM and traveler information services now take place including those previously delivered through RTC’s Commute Solutions Program.

DISCUSSION
In an age when people expect to have resources readily available at their fingertips, TDM services need to adapt in order to keep up with consumer expectations. With the rebranding of TDM services to Cruz511 the RTC created a new website dedicated to traveler information. The website is mobile responsive and features a map prominently on the front page providing travel information. Updating the website was the first step toward modernizing TDM services in Santa Cruz County.

The next phase of modernizing TDM efforts is to encourage and facilitate easy access to shared mobility services. Shared mobility is a term that encompasses a variety of transportation modes including carsharing (e.g. Zipcar), bikesharing (e.g. JUMP), peer-to-peer ridesharing (e.g. Waze Carpool or Scoop), on-demand shared ride services (e.g. Lyft Line/Shared Rides), public transit (e.g. Santa Cruz METRO), and other services that involve sharing resources. As these types of services proliferate and congestion becomes more of a problem for Santa Cruz County it has become clear that Cruz511 needs to provide improved access to shared mobility to make it easier to travel using more sustainable modes of transportation.

In today’s world of increasingly technologically advanced transportation options, shared mobility services are often provided as a partnership between a government entity and a private business. For example, bike sharing was implemented in the
City of Santa Cruz by city staff with resources and infrastructure provided by JUMP, a private sector company. This partnership allowed the city to control the roll-out of bike share at no cost to the city other than for staff time. Lyft is another private sector company that has been actively working with public transit service providers to provide first and last mile solutions and has a goal of increasing shared trips to 50 percent of its business by 2020.

The Cruz511 website was built with the structure to provide easy access to shared mobility services but currently acts as a library of resources rather than a one-stop-shop of services. There are a number of companies that provide a single point of access to mobility services through mapping interfaces, Application Programming Interface (API) integration and gamification systems. Gamification refers to the use of user points, badges or leaderboards which are used to incentivize behavioral changes. Additionally, many of these third-party services allow program managers to track and measure behavioral changes using common metrics such as greenhouse gas emissions and trip reductions.

This approach of using a third-party provider to host applications and make them available to customers over the Internet, is commonly referred to as software as a service (SaaS) in the tech industry. Transportation professionals have coined the term mobility as a service. Mobility as a service centers on the mobility customer and uses a single platform to access a suite of transportation choices. It is the new model for providing mobility services and it is the goal of the Cruz511 program to integrate mobility as a service into the website. In order to move in this direction staff will be applying for a Caltrans Sustainable Communities Grant application in October.

**Relationship to Other Cruz 511 Projects**

In order to encourage sustainable transportation behavior TDM programs typically use a multi-pronged approach to incentivize and support mode share changes to non-drive alone methods of transportation. The discussion above highlights the movement towards public private partnerships and modern technology to promote these behavior changes. However, the RTC is aware that there are audiences that do not have access to smart phones, do not speak English, or prefer not to use smart phones. For these reasons RTC understands the importance of continuing traditional methods of communication and incentives including mail, email, and door-to-door marketing. These methods of marketing are valuable and would continue under the Cruz 511 program.

**SUMMARY**

In an age when people expect to have resources readily available at their fingertips, TDM services need to adapt in order to keep up with consumer expectations. In an effort to modernize the delivery of information to the Santa Cruz County community the RTC created a new website dedicated to traveler information. The next phase of modernizing TDM efforts is to provide improved access to transportation options by taking a mobility as a service approach.