



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

AGENDA

Monday, April 8, 2019

6:00 pm to 8:30 pm

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

COMMITTEE MEMBERSHIP

<u>Member</u>	<u>Alternate</u>	<u>Representing</u>
Grace Voss	Janneke Strause	District 1
Shea Johnson	Casey Beyer	District 2
Peter Scott	Will Menchine	District 3
Anna Kammer	Vacant	District 4
Rick Hyman	Theresia Rogerson	District 5
Mike Moore	Vacant	City of Capitola
Matt Farrell	Bruce Sawhill	City of Santa Cruz
Richard Masoner	Vacant	City of Scotts Valley
Murray Fontes	Drew Rogers	City of Watsonville
Amelia Conlen, Chair	Kira Ticus	Ecology Action
Leo Jed	Jim Langley	Comm. Traffic Safety Coalition

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

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

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

5. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

6. Approve draft minutes of the February 11, 2019 Bicycle Advisory Committee meeting
7. Accept summary of hazard reports
8. Approve recommendation to the RTC to approve Ecology Action's Transportation Development Act (TDA) allocation request for \$60,000 for the Bike to Work/School Program
9. Approve recommendation to the RTC to approve the county Health Services Agency's TDA allocation request for \$130,000 for the Community Traffic Safety Coalition and the Ride n Stride Bicycle and Pedestrian Education Programs

REGULAR AGENDA

10. Update on Caltrans District 5 pedestrian and bicycle plans. (515) 606-5367 PIN 458879 – Caltrans staff (by phone) (oral update)
11. Design review for Glenwood Drive bike lane widening – Daryl Johnson, City of Scotts Valley
12. Design review for Brommer Street pedestrian and bike improvements – Kailash Mozumder, City of Capitola
13. Design review for Green Valley Road bike lane reconstruction, and installation of green lanes at various locations – Murray Fontes, City of Watsonville
14. Review and provide input on the draft "5-year Program of Projects" for the Measure D regional investment categories – Sarah Christensen, RTC Sr. Transportation Engineer
15. Update on Mar Vista Dr and Chanticleer Ave overcrossings – Sarah Christensen, RTC Sr. Transportation Engineer (oral update)
16. Discuss Route Designation Endorsement for United States Bicycle Route System – Anais Schenk, RTC Transportation Planner
17. Update on Committee Visioning Workshop – Anais Schenk, RTC Transportation Planner (oral update)
18. Updates related to Committee functions – Committee members (oral updates)
19. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for June 10, 2019 from 6:00pm to 8:30pm at the **Community Foundation Santa Cruz County, 7807 Soquel Dr, Aptos, 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.

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SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

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

TITLE VI NOTICE

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

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**Santa Cruz County Regional
Transportation Commission's**

BICYCLE ADVISORY COMMITTEE

DRAFT MINUTES

**Monday, February 11, 2019
6:00 pm to 8:30 pm**

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

1. Call to Order: Chair, Amelia Conlen called the meeting to order at 6:02 pm.
2. Introductions

Members Present:

Amelia Conlen, Bike-to-Work, Chair
Janneke Strause, District 1 (Alt.)
Shea Johnson, District 2
Peter Scott, District 3
Anna Kammer, District 4
Rick Hyman, District 5
Theresa Rogerson, District 5 (Alt.)
Richard Masoner, City of Scotts Valley
Bruce Sawhill, City of Santa Cruz (Alt.)
Murray Fontes, City of Watsonville
Drew Rogers, City of Watsonville (Alt.)
Leo Jed, CTSC

Unexcused Absences:

Excused Absences:

Grace Voss, District 1
Casey Beyer, District 2 (Alt.)
Will Menchine, District 3 (Alt.)
Michael Moore, City of Capitola
Matt Farrell, City of Santa Cruz
Jim Langley, CTSC (Alt.)
Kira Ticus, Bike-to-Work (Alt.)

Vacancies:

District 4 – Alternate
City of Capitola – Alternate
City of Scotts Valley - Alternate

Staff:

Luis Mendez, Deputy Director
Rachel Moriconi, Senior Transportation Planner (by phone)
Anais Schenk, Transportation Planner
Tommy Travers, Transportation Planning Technician

Guests:

Paul Carlson, member of the public
Ailish, member of the public

3. Announcements – Staff announced that the Final Environmental Impact Report for the North Coast Rail Trail has been released and is accepting comments, that committee alternate for Scotts Valley Jo Flemming has resigned, and that the June and August meetings would be held at the Santa Cruz County Community Foundation in Aptos and Cabrillo Extension in Watsonville respectively.
4. Oral communications – Committee alternate Strause announced that Bike Santa Cruz County is holding a Light Up the Night community bike ride in Watsonville on March 29, and that the organization will have a team in the Climate Ride. Member Rogerson announced that Watsonville slough trail bike rides with the mayor should take place every month going forward. Member of the public Paul Carlson discussed a recent incident with a Boardwalk vehicle operating on the Beach Street bike path. Committee members discussed vehicle code for street legal vehicles and requested that the City of Santa Cruz Committee member follow up with an inquiry to the City of Santa Cruz regarding what vehicles are allowed on bike paths. Members discussed Committee involvement with rail trail segment design review and requested clarification from staff regarding the design review process.
5. Additions or deletions to consent and regular agendas – Item 10 deleted.

CONSENT AGENDA

Members requested staff follow up on hazard report responses when out of office messages are sent by the jurisdiction's point of contact. A motion (Jed/Masoner) was made to approve the consent agenda. The motion passed unanimously with members Conlen, Strause, Johnson, Scott, Kammer, Hyman, Masoner, Sawhill, Fontes, and Jed voting in favor.

6. Approve draft minutes of the December 11, 2018 Bicycle Advisory Committee meeting
7. Accept summary of hazard reports
8. Accept correspondence:
 - a. from staff to the County of Santa Cruz regarding Conference Drive
 - b. from Peter Stanger to the Bicycle Advisory Committee regarding San Andreas Road at Bonita Drive.

REGULAR AGENDA

9. Draft Highway 9/San Lorenzo Valley Complete Streets Corridor Plan – Tommy Travers, RTC Transportation Planning Technician, presented the draft plan beginning with background, purpose and community input. He described the key types of proposed improvements, criteria used to evaluate projects and concepts, and provided further description of specific bicycle projects. Last, he described implementation of the plan. Committee member Hyman summarized the Ad-Hoc Subcommittee's comments in a proposed letter which included recommendations regarding a number of issue areas including facility design, vehicle parking, bicycle amenities, and signage. Following discussion, a motion (Masoner/Strause) was made to write a letter to the RTC Commission including the Ad-Hoc Subcommittee's comments as well as additional recommendations from other Committee members regarding the Draft Plan, including: adding sharrows in locations where other bike

facilities are not added, prioritizing the school campuses access projects in Felton, consideration of installing temporary demonstration projects, and inclusion of the Committee in design review of Plan projects. The motion passed unanimously with members Conlen, Strause, Johnson, Scott, Kammer, Hyman, Masoner, Sawhill, Fontes, and Jed voting in favor.

10. Bike Secure Program Discussion - Deleted
11. Crowdsourced Near-miss Collision Data Collection – Anais Schenk, RTC
Transportation Planner, relayed a request from the Community Traffic Safety Coalition that the Committee share knowledge and discuss free crowdsourced data collection websites. Members discussed SafeTREC’s Street Story app as well as the hazard reporting apps of the City of Santa Cruz and the County. Discussion included desire for crash data more recent than what is available from SWITRS, near-misses and hazards which are not currently being tracked, and mobile tracking or origin-destination data.
12. Updates related to Committee functions – Committee member Hyman requested that staff discuss with Caltrans shoulder widening with respect to their future viaduct repair work near Highway 9 postmile 1.0. Member Kammer invited others to attend the South County Bicycle and Pedestrian Work Group meeting March 5. Members discussed notification to users of the resolution of hazard reports. Member Jed discussed a legislative bill to change state law regarding consideration of all road users in transportation projects.
13. Adjourn – 7:48 pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for April 8, 2019 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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**RTC Bicycle Hazard Reports
November 2018 - March 2019**

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
03/24/19	Branciforte Avenue	Broadway	Santa Cruz	Bike: Traffic signal problem	southbound South Branciforte Ave.travel lane at Broadway. traffic signal does not detect bicyclist on southbound S. Branciforte at red light; i.e., doesn't change to green to allow cyclist to proceed through Broadway intersection.	Jim Burr	03/25/19	3/25/19 Jim Burr: Rick, With this email the issue is forwarded to the maintenance section for response. The problem will be resolved. Thanks 3/25/19 Rich Smith: Thank you Jim, the bike loop legend must be worn off in the travel lane. I'll make sure the bike loop marking is replaced. Rich
03/24/19	Soquel Dr	Trout Gulch	Aptos	Bike: Traffic signal problem, Other	Bike lane is continually partially blocked by vehicles in the east bound bike lane of Soquel Drive closest to Post Office Drive. The area where cars think they can fit to park is too narrow, which in turn, their vehicles extend into the bike lane. This is at the intersection of Soquel Drive/Post Office Drive/Trout Gulch Road. This is a newly designed traffic area, with much traffic. Forcing cyclists into the motor vehicle lane is dangerous.	DPW	03/25/19	3/25/19 Russell Chen: Hi Peter, Thanks for the pictures, esp., the one with the mini. We will be going out shortly to take some measurements to determine how much parking we will be restricting along that section of the road. Russell
03/22/19	Granite Creek Rd. Highway 17 overpass	Scotts Valley Drive	Scotts Valley	Bike: Rough pavement or potholes, Pavement cracks, Lighting problem, Bikeway not clearly marked	The pedestrian/bike path on the Hwy17 overpass on Granite Creek road has some cracks & major bumps on the Scotts Valley Drive side, and on the Granite Creek side. There is no lighting and there seems to be a question between Scotts Valley Public works & Caltrans on who is responsible. While walking the path - the glare from the cars makes it impossible to see the pathway without any street lights (even with a flashlight). Scotts Valley public works had partially paved the path last year. Several bumps along the path: a Large bump on the path at Granite Creek near Santos Village, and a Large bump between the cement path & the asphalt nearer Scotts Valley Drive.	Trish McGrath, Frank Alvarez, Daryl Jordan	03/22/19	
03/21/19	Santa Cruz Riverwalk - undercrossing of Hwy 1/San Lorenzo River bridge	Hwy 1	Santa Cruz	Bike: Other	The hazard is located on the Santa Cruz Riverwalk under the Hwy. 1 bridge over the San Lorenzo River. It is a storm drain which has only longitudinal rails. There no cross bars. The spacing between the rails are such a bicycle tire can drop between them. I have ridden the riverwalk route many times. This hazard became apparent this Tuesday when trying to proceed around a group of people that did not give me any choice of how to proceed.	Jim Burr	03/22/19	
03/19/19	Bay St.	Escalona Drive	Santa Cruz	Bike: Construction hazard	Bay Dr southbound, just south of Escalona. The contractor's sign to "share the road" is blocking the southbound bicycle lane. There is no other obstruction apart from that sign. Thus, the only purpose of the sign is to block the bicycle lane, and force bikes into traffic. Maybe the contractor left the sign behind by mistake?	Jim Burr	03/19/19	3/27/19 Jim Burr: Sign has been removed. Complete

**RTC Bicycle Hazard Reports
November 2018 - March 2019**

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
03/13/19	420 Water St	May Ave	Santa Cruz	Bike: Other	420 Water Street, Santa Cruz (outside Dig). The bicycle lane is too narrow. Because of the parked cars outside Dig, it narrows to about 2 feet wide. This causes a hazard as I need to either risk being doored by the car, or leave the bike lane and merge into the traffic lane.	Jim Burr	03/13/19	3/25/19 Jim Burr: Adam, Staff will field check this issue. This portion of roadway will be repaved in the near future (after a new water main goes in) and that is the best opportunity for improvements/changes to striping. Thanks
03/09/19	Coolidge Dr	McLaughlin	UCSC	Bike: Bikeway not clearly marked, Other	Coolidge Drive bike path. This bike lane at the top of Coolidge Drive is frequently crossed over into by drivers who come out of the sunlight into the upper part of the road where the trees shade the roadway. They can't see cyclists and frequently drive through the bike lane	Cathy Crowe, UCSC, then DPW	3/11/2019, 3/13/19	3/14/19 Susan Leland I am in receipt of your email regarding the bikeway on Coolidge Drive and will forward it to our Roads team (831-477-3999) for their review and response. Thank you for taking the time to contact us.
02/22/19	State Park Dr	Center	Aptos	Bike: Other	gravel in roadway on State Park drive, just as turning right from South/East bound Center as turning into Seacliff State park, 10-15 foot patch of loose gravel. It will take any bike rider down unless skilled and alert or must pull well into the traffic lane, almost to center line	DPW	02/25/19	2/25/19 Marilyn Raffaeli: Good morning, I am in receipt of your email regarding gravel on State Park Drive and will be forwarding it to our Roads team (831-477-3999) for their review and response. Thank you for taking the time to contact us.
02/18/19	Pennsylvania Ave.	Clifford Ave.	Watsonville	Bike: Rough pavement or potholes, Pavement cracks, Debris on shoulder or bikeway, Bikeway not clearly marked, Other	On Pennsylvania Ave. (eastbound direction) there are orange pylons in the bikelane for approximately 100 yards as you approach the roundabout. The bikelane in this area is narrow and in bad condition. The presence of the orange pylons means that bikes must use the vehicle travel lane. This presents a very dangerous situation for cyclists since vehicles travel at speeds of 35 to 40 mph in this section (posted speed limit is 40 mph, but there is a 25 mph sign as you approach the roundabout), and often do not yield to bicyclists. I'm not sure why the pylons are there, but I would suggest some form of traffic calming measure to slow vehicles, making it safer for cyclists, and a sign indicating that vehicles must share the road with cyclists. Maybe sharrows in addition to signage?	Watsonville PW, Maria Esther Rodriguez	02/19/19	2/20/19 Maria Esther Rodriguez: Hi Anna, Pennsylvania in this area is a location that our staff engineers and local geotechnical engineers have been working on to come up with an appropriate fix. There is movement in the soils in the area that has made the roadway subject to movement and thus uneven pavement. As an interim measure, the orange delineator cones were installed to address the uneven pavement condition. We can put up "share the road" signs and other appropriate signs to alert cyclists and motorists of this condition as we look for the right solution to repair the road. Thanks again for providing your comments!
02/18/19	Airport Blvd.	Freedom Blvd.	Watsonville	Bike: Rough pavement or potholes	There are potholes developing on Airport Blvd. (southwest bound and northeast bound) in the 100 block. The asphalt is breaking up and is littering the bike lane with small pebbles obligating cyclists to use the vehicle travel lane. This creates an unsafe situation for cyclists as vehicles are traveling at up to 40 mph on this section of Airport Blvd.	Watsonville PW, Maria Esther Rodriguez	02/19/19	2/20/19 Maria Esther Rodriguez: Hi Anna, thanks for writing us! The pavement at this intersection deteriorated really rapidly compared to other streets so it does indeed require a full reconstruction. The good news is we have a project in the upcoming fiscal year to reconstruct this section of Airport Blvd. While it is months away to a new roadway there, in the interim, we can have our crews go out and do what we can with respect to potholes and also take care of the debris. Thanks again!

**RTC Bicycle Hazard Reports
November 2018 - March 2019**

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
01/29/19	Walker St. / Harkins Slough bridge	N/A	Watsonville	Debris on shoulder or bikeway	Walker St. / Harkins Slough bridge in Watsonville I reported this earlier today 01/29/19 I wanted to add a photo- Also, not sure it's exactly urgent. Somewhere between minor and urgent. I can get around it, but I think if it was in the 'traffic lane' the city would be right on top of it. Thanks again	Watsonville PW, Maria Esther Rodriguez	01/30/19	1/31/19 Maria Esther Rodriguez: Hello Mr. Flanders, Thank you for letting us know. We will send staff out to make sure this area is cleaned up. Sincerely, Maria Esther Rodriguez
01/29/19	left blank	left blank	left blank	Debris on shoulder or bikeway	Hi- Broken glass and RUSTY NAILS on both sides of the bridge since Friday. I've asked about sweeping this area at least every other week. It's a popular place to toss bottles. If the nails were on one side only, I'd say it might be accidental but..... They swept Westridge yesterday and it almost never needs it. Thanks--Peter	N/A	N/A	SEE ENTRY ABOVE 1/29/19
01/19/19	Van Ness Ave	N/A	Santa Cruz	Bike: Other	Someone at approximately 2am this morning stole my black red n white 24 gear set trek bike (its also got front and back disk brakes). The bike was bought in Maine and i do not think there is a serial code for it. But there is a tiny sticker that says mojo in the lower middle interior near the high gear set. If you can please help cuz this has been my transportation to work for nearly 6 months now. The picture provided is the closest look of the bike theme. The mojo sticker is tiny but noticable if you look at the high gear set area. Ill give anyone whatever they want if they find this bike as i really dont have money or anything else for transportation	N/A	01/21/19	1/22/19 Joanna Edmonds RTC: Hi Matthew, We are sorry to hear about your stolen bike! Have you filed a police report? If not, you should file a report as soon as possible online with the Santa Cruz Police Department at http://www.cityofsantacruz.com/government/city-departments/police/report-a-crime/online-police-reporting-system . You will need to provide a description of your bike, bicycle license number and/or serial number. If you are not sure what your serial number is, it will be recorded on your bicycle license paperwork and bike shops may include this information on the receipt at time of purchase. You may also want to make a post in the Facebook group "Stolen Bikes of Santa Cruz," including a description and photo of your bike. If your bike was not licensed and it is recovered or if you purchase a new bike, you can license a bike online with the City of Santa Cruz at http://www.cityofsantacruz.com/government/city-departments/police/permits-and-forms/bicycle-license-registration . It is highly recommended that you license any bikes you own, as it aids the police in returning recovered bikes to their rightful owners. Best of luck, Joanna

**RTC Bicycle Hazard Reports
November 2018 - March 2019**

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
01/10/18	Aptos Rancho Rd.	Soquel Drive	Aptos	Bike: Traffic signal problem	There is a free-standing traffic signal prompt with a sign that say's: Bikes Press Button To Activate Signal (or something to that effect). You can push the button until the cows come home and it'll never activate the signal. It's dead. Cyclists must leave the traffic lane and go to the sidewalk to get the "walk" signal activated with the button that pedestrians have which is on the traffic signal's structure. I submitted this earlier, and still it stays broken. How hard is it to fix a problem that only affects bicyclists? The stand-alone traffic signal activator at this location for bikes is dead. Please remove it or fix it.	DPW	01/10/19	1/11/19 Marilyn Raffaelli: Good morning. I am in receipt of your email reporting the bicycle traffic light at Aptos Rancho Road and Soquel Drive. I will be forwarding it to our Traffic Engineering team for their review and response. Thank you for taking the time to contact us.
12/27/18	6100 Soquel Ave	Mattison Lane	Santa Cruz	Bike: Debris on shoulder or bikeway	Broken glass in bike lane, northbound at 6100 Soquel Avenue, almost across the street from Carpet One, debris stretches for a few feet. Thank you!	DPW	12/28/18	12/28/18 Victoria Walker: Thank you for letting us know. I have sent a crew member out to clean up the glass at 6100 Soquel Ave. Victoria Walker Brommer Yard Dispatch 12/28/18 Marilyn Raffaelli: Good afternoon Joanna, I am in receipt of your email and will be forwarding it to our Road crew at the Brommer maintenance yard (831-477-3999) for their review and response. Thank you for taking the time to contact us.
12/24/18	Soquel Drive	Aptos Rancho Road	Aptos	Bike: Traffic signal problem	Across the street from Safeway and directly in front of County Bank of Santa Cruz Aptos branch. There is no sensor strip in the street to activate the light for cyclist. Rather, it is necessary to push the "pedestrian" button to cross the street. However, upon pressing the button to activate the "walk" signal and green light, the signal won't operate. I have tried it on three different occasions now, and it just doesn't work. I either have to wait for a car to activate the streetlight, or just run the red light.	DPW	12/26/18	3/26/19 Susan Leland: Good morning, Joanna and Peter: I am in receipt of your email regarding the traffic signal at Soquel Drive and Aptos Rancho Road . I will forward your message to our Traffic Engineering team for their review and response. Thank you for contacting us.
12/24/18	San Andreas Road	Camino Al Barranco	La Selva Beach	Bike: Debris on shoulder or bikeway	Camino Al Barranco at San Andreas Road. The bike lane just south of Los Barrancos (toward La Selva Beach) is filled with debris from the eucalyptus trees nearby. The bike lane is now so filled with eucalyptus debris that only 1' of the bike lane (closest to the motorized traffic) is usable. This is a problem as there is a double yellow line separating the opposite motorized traffic lanes, so the the motorists prefer to break the law and drive too close to bicyclists (less than 3') or break the law and drive over the double yellow line into oncoming traffic, rather than slow down and stay behind the cyclists trying to avoid the eucalyptus debris in the unkempt bike lane.	DPW	12/26/18	12/26/18 Jana Vargas: Good morning, I am in receipt of your email and will be forwarding it to our Road crew at the Brommer maintenance yard (831-477-3999) for their review and response. Thank you for taking the time to contact us.

**RTC Bicycle Hazard Reports
November 2018 - March 2019**

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
12/23/18	Branciforte Avenue	Broadway	Santa Cruz	Bike: Traffic signal problem	South Branciforte Ave @ Broadway; southbound lane north of intersection. traffic signal doesn't turn green for bicycles; sensor not working	Jim Burr	12/26/18	SEE ENTRY ABOVE FROM 3/24/19: 3/25/19 Jim Burr: Rick, With this email the issue is forwarded to the maintenance section for response. The problem will be resolved. Thanks 3/25/19 Rich Smith: Thank you Jim, the bike loop legend must be worn off in the travel lane. I'll make sure the bike loop marking is replaced. Rich
12/20/18	500 High St	Between Storey and Laurent	Santa Cruz	Bike: Plant overgrowth or interference	How are you all, Around 500 High St., both above and below that address , the bushes Are overgrown into the bike lane. This is heading north towards campus. They just need their quarterly trim. Thank you and happy holidays!	Jim Burr	12/26/18	
12/16/18	Bean Creek Rd	Between Kings Village Road and Redwood Way	Scotts Valley	Bike: Rough pavement or potholes	Bean Creek Road, portion inside Scotts Valley City Limits, north of Monte Valle Mobile Home Park. Roadway is badly potholed and cracked. Hazard is greatest for northbound traffic because road is a curving descent in the shade, so it is hard to see and avoid damaged pavement.	Daryl Jordan, Frank Alvarez, Trish McGrath	12/17/18	3/25/19 Daryl Jordan: Joanna Multiple potholes were filled along the area described route shortly after receiving this information. I apologize for not reporting back. Daryl
12/14/18	Sims Rd	Graham Hill Rd	Santa Cruz	Bike: Traffic signal problem	Below is a report I sent almost a year ago about a stop light sensor at a fairly dangerous intersection that doesn't detect bicycles. No one ever responded, and the problem has not been fixed. --- Forwarded message --- From: Mather White <mather.white@gmail.com> Date: Fri, 27 Apr 2018 13:55:41 -0700 Subject: Sims Rd & Graham Hill Rd: sensor detects WB>SB bicycles, but light doesn't change correctly To: dpwweb@santacruzcounty.us The specific sequence is: 1) I ride my bicycle on Sims Rd WB, down the center of the left-turn lane, up to limit line, facing Graham Hill Rd, and stop. 2) The sensor detects my bicycle, and the light very briefly stops traffic in both directions on Graham Hill Rd. *** But the left turn signal in front of me NEVER turns allows me to go, even if I wait several minutes, unless there's a left-turning car waiting behind me. *** 3) Within about 2-3 seconds, the light allows Graham Hill traffic to proceed, without having given me a chance to turn left.	DPW	12/14/18	12/14/18 Marilyn Raffaelli: I am in receipt of your email regarding the traffic light at Graham Hill and Sims Road. I will be forwarding your report out to our Traffic Engineering division for their review. Thank you for taking the time to contact us.
12/13/18	Glen Canyon Rd	Between Green Hills and Mil	Santa Cruz	Bike: Plant overgrowth or interference	https://goo.gl/maps/yoitFFb21NK2 Sight lines are inadequate for bicycle safety. It was utterly stupid to ever include this stretch of road on any bicycle map.	DPW	12/13/18	12/14/18 Marilyn Raffaelli: I am in receipt of your email regarding striping on Glen Canyon Road. I will be forwarding your report out to our Brommer maintenance yard (831) 477-3999 for their review. Thank you for taking the time to contact us.

**RTC Bicycle Hazard Reports
November 2018 - March 2019**

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
12/12/18	Chestnut St	Between Lincoln and Walnut	Santa Cruz	Bike: Rough pavement or potholes	Intersections of Chestnut St with Lincoln and Walnut in Santa Cruz. Significant ruts/holes in pavement adjacent to RR tracks at both intersections. Hazard for cyclists turning from or onto Chestnut, and even a possible trip hazard for pedestrians crossing Chestnut. I didn't mark it as urgent, but it's gotten worse over the years. Perhaps signage/markings until repaired?	Jim Burr	12/13/18	3/25/19 Jim Burr: These repairs are coordinated with the railroad operator and are already in process. Thanks for your email
11/28/18	3751 N Main St	Cherryvale/Geln Haven Rd.	Soquel	Bike: Plant overgrowth or interference	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.	DPW	11/28/18	3/26/19 Susan Leland: Good morning, Joanna and Janine: I am in receipt of your email regarding the bicycle path on Main Street in Soquel and will forward your message to our Roads team (831-477-3999) for their review and response. Thank you for contacting us.
11/28/18	4489 Soquel Ave	Between 17th and Chanticleer	Santa Cruz	Bike: Debris on shoulder or bikeway	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!	DPW	11/28/18	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. 12/7/18 Sandrine Georges: As of this morning, Friday Dec 7th 2018 nothing has been removed and green broken glass is still there, I was able to avoid it because I was careful just in case it was still there and I was right, which saved me from a flat tire I'm sure... As a trained cyclist (CyclingSavvy) I chose to stop instead of trying to navigate heavy traffic but not everyone might do the same and might see the broken glass at the last second, veer and jump into traffic... I hope no... Here's the approximate location, bike lane, northbound, very close to Staples, perhaps a bit earlier than this location. Am also providing a screen capture from GoogleMaps for guidance. Please, this urgently need your attention. 12/10/18 Marilyn Raffaelli: I am again forwarding your concern to our Brommer yard (831-477-3999) for their review. 12/10/18 Victoria Walker: I dispatched the litter crew out to that area this morning. They could not find any broken glass. I am hoping that this means it has already been cleaned up but if not please let me know.
11/26/18	208 Natural Bridges Drive	Between Mission St Ext and Delaware	Santa Cruz	Bike: Debris on shoulder or bikeway	Broken glass in the bike lane on the westside of the road.	Jim Burr	11/27/18	11/27/18 Jim Burr: Report has been forwarded to the correct City crew(s) and will be addressed.

**RTC Bicycle Hazard Reports
November 2018 - March 2019**

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
11/13/18	8028 Soquel Drive	Aptos Creek Rd	Aptos	Bike: Debris on shoulder or bikeway, Vehicles or objects blocking sidewalk, Other	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 "war" 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.	DPW	11/13/18	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.
11/09/18	Natural Bridges Dr.	Delaware Ave.	Santa Cruz	Bike: Debris on shoulder or bikeway	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.	Jim Burr	11/09/18	11/13/18 Jim Burr: This report has been forwarded to the correct City crews and will be addressed.

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TO: Bicycle Advisory Committee

FROM: Anais Schenk, Transportation Planner

RE: FY 19/20 Bike to Work/Bike to School TDA funding request

RECOMMENDATION

Staff recommends that the Committee:

1. Review the attached FY 19/20 Bike to Work/Bike to School funding request, work plan and budget from Ecology Action ([Attachment 1](#)); and
 2. Recommend that the Regional Transportation Commission approve \$60,000 in FY 19/20 Transportation Development Act funds.
-

BACKGROUND

The RTC has supported the Bike to Work program for the more than 30 years that the program has been in existence, either through RTC staff support, sponsorship or as the program's major funder. Bike to Work is a project of Ecology Action, a non-profit environmental organization, which houses a number of other transportation programs. In February 2003, the Commission approved \$40,000 in FY 03/04 TDA funds for the Bike to Work (BTW) program and committed to providing on-going funding at a level of \$40,000 per year as approved each year in its annual budget. In March, 2012, the RTC again approved an ongoing to \$50,000 annually. In 2017 that amount was increased to \$60,000 annually.

BTW's goals of increasing levels of cycling in Santa Cruz County are consistent with goals in the Commission's Regional Transportation Plan, and the project provides an unparalleled level of bicycle promotion throughout the County on an ongoing basis. BTW has grown steadily in participation and organization over the years.

Per the agreement between the RTC for receipt of TDA funds, the Commission has the opportunity to provide input or contingencies on funding or the work plan as part of any funding approval.

DISCUSSION

Ecology Action submitted a FY 19/20 Bike to Work TDA request letter and other required materials ([Attachment 1](#)) for Bicycle Committee and Commission review and approval. This request is the same amount as last year's allocation which included a new Workplace Bike Challenge element. The Workplace Challenge was modeled after other successful programs that use incentives, recognition, and friendly competition to motivate commuters to make the switch to biking and biking more often for commute trips. The amount has been budgeted in the RTC's FY 19/20 budget for the Bike to Work program.

The Transportation Development Act Claim form and the FY 19/20 scope of work provide a detailed description of services Ecology Action proposes to provide during the coming fiscal year. A summary of services provided by Ecology Action during the 2018 calendar year is also attached, as is the FY 19/20 budget. The requested amount represents over a third of BTW's annual budget which is \$160,000.

Funding the programs will be accomplished in three steps: 1) Inclusion in RTC budget for next fiscal year which occurred at the April 4, 2019 meeting, 2) Bicycle Committee review and recommendation, and 3) Commission review and approval which is typically scheduled for the June RTC meeting.

SUMMARY

Attached is a request from Ecology Action for TDA funding for the Bike to Work Program for \$60,000 in FY 19/20. Staff recommends that the Bicycle Advisory Committee recommend approval of the request as submitted to the Regional Transportation Commission.

Attachment:

1. Letter and supplemental materials from Piet Canin, Vice President of Ecology Action's Transportation Group

Attachment 1



March 20, 2019

Guy Preston
Executive Director
SCCRTC
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Mr. Preston:

Ecology Action (EA) is requesting \$60,000 in Transportation Development Act (TDA) funds for FY 2019-2020 to support the bi-annual Santa Cruz County Bike to Work and Bike/Walk to School (BTW/S) program which includes Fall BTW/S Day, May Bike Month and the recently added Bike Month Online Challenge (September & May). This request is the same amount at our request from fiscal year 2018-2019.

In September 2018, we saw 285 local commuters participate in our Bike Month Challenge through the online platform, Love to Ride. The challenge generated 4,387 bike trips, 34,335 miles, saved 10,826 pounds of CO₂, and engaged 19 employers in Santa Cruz County. Of the 285 total cyclists, 21 were new cyclists. This initial success has triggered increased interest for our second Online Bike Month Challenge that will feature a significant cash prize.

This new Bike to Work component complements the work we already do to promote, inspire, and support increased bike commuting in our county. By catalyzing increased bike commuting at targeted businesses we strive to support year-round biking in Santa Cruz County.

The Bike to Work program continues to leverage RTC funding with some \$20,000 in cash support and some \$50,000 of in-kind contributions from local businesses, and public agencies. EA supplements RTC funding with state and regional funds where possible to meet the growing demands, especially for our bicycle transportation encouragement and safety education programs in the schools. Additionally, EA works with 250 volunteers that help make the event possible.

Ecology Action is sincerely grateful to the RTC for your continued support and for consideration of this \$60,000 allocation request for FY 19/20 to support our Bike to Work/School program.

Sincerely,

A handwritten signature in black ink, appearing to read "Piet Canin", is written over a light blue horizontal line.

Piet Canin, VP, Ecology Action Transportation Group

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Ecology Action's Bike To Work Program 2018 Program Summary/Annual Report

Program Summary

Ecology Action (EA)'s 2018 Bike To Work (BTW) Program provided many fun and unique opportunities for community members to participate and provided a critical platform for EA and our partners to provide bike education, encouragement, and resources to K-12, college students, and adults.

EA celebrated our 31st BTW Anniversary year and piloted the Bike Month Challenge through the online platform, Love to Ride. 18,255 youth and adults participated, including 7,880 K-12 students at 42 schools, 1,787 adults, in our Fall and Spring Bike to Work/School Day events and an estimated 7,935 people who participated in Spring Bike Week events. The September Bike Month Challenge added 285 bike commuters who took 4,387 bike trips totaling 34,335 miles.

Contributes to the documented growth of Bike To Work Trips

For the 2018 program, 14% of bike commuters that participated cited that they never bike commuted, and 33% cited they bike commute 1-2 per week. In total, 63% of Bike to Work participants noted they biked more because of BTW and Bike Week. Also, 21 new cyclists (haven't ridden in the past year), participated in the September Bike Month Challenge. A continued goal of the program is to engage individuals that normally drive to work and need the extra support and motivation to bike more often. These percentages attest to our ability to reach this demographic.

Benefits of increased bicycle commuting

The BTW program directly contributes to a healthier community by increasing the number of people commuting by bike, thereby reducing air, noise and run-off pollution. Additional benefits include reducing traffic congestion, building community through fun and free social events, and increasing overall health and wellness through education and resources. EA uses a multi-pronged approach to engaging community members whether they are experienced cyclists to novice commuters through fun, positive, family-friendly and engaging activities.

Broad-base support

EA leverages a considerable amount of private and public money to extend the Santa Cruz County Regional Transportation Commission's funding for the BTW Program. In 2018, EA generated over \$20,000 in cash from local businesses, individuals and public agencies. In addition, EA raised over \$50,000 of in-kind services and product donations. Over 70 businesses and public agencies, plus over 250 individuals volunteered their time and contributed to the success of the program.

2018 Accomplishment Highlights

Combined figures for 2018

- Pilot Bike Month Challenge had 285 local commuters participate during the month of September. The challenge generated 4,387 bike trips with 34,335 miles.
- 18,255 youth and adults participated, including 7,880 K-12 students, 1,787 adults, in our Fall and Spring Bike to Work/School Day events, an estimated 7,935 additional people who participated in Spring Bike Week events, and 653 who registered for Bike to Work online and/or participated in the Bike Month Challenge.
- 12 public Bike to Work breakfast sites in spring, 10 public breakfast site in fall including our largest site in downtown Santa Cruz, a new site at Cat and Cloud in Live Oak and 42 participating schools.
- 14% of Bike to Work participants indicated they never bike commute, and 33% indicated they bike commute infrequently. 63% noted they biked more due to the Bike to Work program.
- Around 16,000 vehicle miles were reduced on our Bike to Work Days, which prevented roughly 15,000 pounds of carbon dioxide being emitted into our atmosphere.

2018 Spring Bike Week Highlights

- 7,935 people participated in a Bike Week activity (excluding Bike To Work/School Day).
- Bike Week First Friday Launch Party at the Museum of Art & History: An estimated 6,000 people in attendance.
- EA partner with the Bird School Project for a Bike and Bird Tour of Santa Cruz with 14 participants.
- EA partnered with the Watsonville Cinco de Mayo community event and held a community bike ride with 27 participants and 300 came to the EA booth.
- EA partnered with Patagonia Santa Cruz for a Move Night + eBike Demos with 175 participants.



- EA hosted an eBike ride with County elected officials with 6 participants
- Santa Cruz Bike Party Group Ride: Over 200 community members of all ages joined this 8-mile group ride.
- EA partnered with The Bicycle Trip for their Bike Fest, which featured bike gear giveaways, stunt riders, and information booths.

Fall Bike To Work Highlights

Pilot Bike Month Challenge

- 285 local commuters participate in the September pilot Bike Month Challenge through the online platform, Love to Ride. Riders tracked their miles through various apps which verify and quantify bike commuter trips which are distinguished from recreational bike trips.
- The 285 Challenge participants generated 4,387 bike trips, 34,335 miles, and saved 10,826 pounds of CO2.
- We targeted these five large employers – UCSC, County of Santa Cruz, City of Watsonville, Dominican Hospital and Looker. 14 additional employers also participated as the platform encourages the formation of company based teams.

Annual Promotion

- Electronic newsletter campaign: Over 4,500 community members received regular correspondence which included education, incentives and resource to promote bicycle commuting.
- Social Media: Over 2,200 followers received regular updates and communications via the Bike2Work Facebook page.
- New prominent window displays for Bike to Work Breakfast site host sites generated more promotion and Bike to Work awareness.
- News Articles: 1 article in the Santa Cruz Cycling Club Newsletter, articles in the UCSC Recreation Guide, the Register Pajaronian and calendar listings in the Sentinel.
- Newspaper Print Ads: 3 color print ads ran in the Good Times along with online ads.
- Event Outreach: EA conducted targeted outreach at 8 events including local farmers markets, the Mountain Bike Festival, and Earth Day events
- Poster Distribution: Over 1,000 bilingual posters were distributed throughout the County and at school sites.

Bike/Walk to School Promotion

- Coordination with 42+ schools
- Over 500 posters distributed to schools throughout the County



- Educational materials distributed to program participants at school sites including helmet fit guides, traffic rules and safety tips
- Over 25 'Share the Road' signs and barricades posted at school sites
- Coordinated with EA's Youth Bike & Walk Safety education training prior to event days at specified school sites.
- Worked with law enforcement to provide additional safety support on event days.

2018 Collaborations

EA benefits greatly from the many business and public agency partners that help make the BTW Program successful. EA continued to forge new partnerships and build upon established partnerships. The following is a partial list of our 2018 partners:

- **Santa Cruz County Regional Transportation Commission (SCCRTC):** Provided major financial support along with promotional support. EA also communicated key SCCRTC initiatives to our 4,500 list-serv and on our social media platforms throughout the year
- **The Community Traffic Safety Coalition (CTSC):** EA distributed CTSC bike safety information
- **City of Santa Cruz:** Provided cash funding and promotional support
- **County of Santa Cruz:** Provided promotional support
- **City of Watsonville:** Provided staff and promotional support for Watsonville schools and public site
- **City of Capitola:** Provided promotional support
- **University of California Santa Cruz:** Provided cash funding and promotional support
- **Cabrillo College:** Provided staff support and promotional support
- **Santa Cruz Cycling Club:** Provided promotional support
- **Bike Santa Cruz County:** Was a program partner for the Bike Week kick-off party at the Museum of Art & History, provided bike valet at breakfast sites and assisted with promotion
- **Greenways to School:** Assisted with outreach at targeted schools
- **Spokesman Bicycles, Cycle Works, Another Bike Shop, Epicenter Cycling, Bicycle Trip, Santa Cruz Bicycle Exchange, Watsonville Cyclery, Scotts Valley Cycle Sport, and Family Cycling Center:** Provided free basic bike maintenance
- **Patagonia:** Provided cash funding and promotional support
- **Dignity Health Medical Group and the Palo Alto Medical Foundation:** Provided cash funding support and helped promote
- **Staff of Life, Whole Foods Santa Cruz/Capitola, New Leaf Community Markets, The Buttery, The Picnic Basket** and many other local restaurants and food vendors provided free breakfast items to cyclists



- **FOX and Blackburn** provided free helmets, bike lights and water bottles and other gear raffled off to students and adults



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Bike To Work Program Scope of Work FY 19-20

Ecology Action's (EA) Bike To Work (BTW) Program turns 33 in the Spring of 2020, and we will highlight the incredible growth from a small neighborhood affair to a large-scale community tradition with more than 18,000 kids and adults participating. The BTW program is one of the largest sustainable transportation campaigns in our County, providing critical opportunities to increase bike transportation as well as provide bike education and resources to K-12 students and adults. The BTW program consists of six main projects:

- 1) Fall Bike To Work & Bike/Walk to School Day
- 2) Spring Bike To Work & Bike/Walk to School Day
- 3) Spring Bike Month, which features a minimum of 6 fun, positive, and educational bicycle activities
- 4) Ongoing support targeting novice or infrequent bike commuters via online communications including regular electronic newsletters, social media and website updates
- 5) Targeted outreach campaign related to Ecology Action's Bicycle Advocacy efforts to engage community members all year long in efforts to improve bike infrastructure throughout the County
- 6) EA's recently introduced Bike Month Challenge (September & May) aimed at engaging more businesses and their employees through positive incentives, targeted communication, and friendly competition on an online challenge platform

Fall Bike To Work & Bike/Walk to School Day: Thursday, October 3, 2019

Work Schedule/Tasks:

EA will coordinate the 21st Annual Fall Bike To Work and Bike/Walk to School Day, which features free breakfast for all bike commuters at 10-12 public sites as well as free healthy snacks and safety gear prizes at 40+ school sites. The following are tasks to be completed:

- Confirm with site managers for all public breakfast sites and all school sites
- Solicit food donations
- Increase outreach to novice bike commuters through targeted employer and employee outreach, online social marketing and media outreach
- Conduct comprehensive promotional campaign including print ads, online ads, electronic newsletters, website, social media and hardcopy flyer distribution. Campaign will focus on promoting informative resources to increase ridership among infrequent riders and will focus on engaging cyclists in other local campaign efforts

- Coordinate Bike/Walk to School Day efforts with bike safety presentations conducted by EA's Bike Smart Youth Bike Safety program and the Community Traffic Safety Coalition (CTSC)
- Coordinate helmet distribution with CTSC at school sites based on supply of helmets and greatest need
- Conduct outreach to school teachers, administrators and parents to continue to expand student participation
- Recruit, train and coordinate 200+ volunteers
- Continue to modify and update electronic survey system and contact tracking system

Performance Goals for Fall Bike to Work/School Day, 2019

- Increase participation levels by 5% from past year's Fall BTW/S Day and September Bike Month online challenge. Combine with Love to Ride online bike month challenge. Using more tools to increase ongoing bike transportation. Complimentary methods of advancing bike commuting.
- Increase the number of beginning cyclists by 5% attending BTW Day.
- Place over 1,000 event and informational posters at local businesses.
- Have a least two articles published in a local newspaper regarding bike commuting.
- Develop and send at least 4 targeted emails to over 4,000 participants with bike commuting news, incentives, and resource information

Spring Bike Month May 2020

Work Schedule/Tasks:

EA staff will coordinate the 33rd annual Santa Cruz County Spring Bike to Work program, which will include Bike Month and Bike to Work/School Day. The main objective will be to continue to promote bicycle commuting as well as bicycle transportation for other trips that replace single occupancy vehicle trips. Bike safety messaging and efforts to increase community engagement in relevant bike advocacy campaigns will be a focal point. The following are tasks to be completed:

- Secure at least 10 public Bike to Work breakfast sites and 40 school sites.
- Work with large employers to offer incentives and encourage participation.
- Continue Workplace Bike Challenge with at least 5 new local businesses. Recruit 'teams' of employees that will help keep each other motivated to bike commute. Teams will record their daily bike trips on our challenge designated website - Love to Ride and will earn 'points' for riding and encouraging others to ride. The team/business with the most points at the end of the month will be featured on Bike to Work promotions.
- Solicit business donations and food donations.
- Promote bike commuting resources and safety tips through a regularly scheduled electronic newsletter with a distribution of 4,000+ local contacts.

- Maintain regular social media presence via Ecology Action and Bike2Work Facebook page with over over 2100 followers.
- Conduct comprehensive promotional campaign including print ads, online ads, electronic newsletters, website, social media and hardcopy flyer distribution. Campaign will focus on promoting informative resources to increase ridership among infrequent riders and will focus on engaging cyclists in other relevant Ecology Action bike advocacy campaigns.
- Push for online BTW registration.
- Create artwork, T-shirt and color poster production.
- Coordinate Bike/Walk to School Day with bike safety presentations conducted by EA's Bike Smart Youth Bike & Walk Safety program the Community Traffic Safety Coalition (CTSC)
- Coordinate helmet distribution with CTSC at school sites.
- Expand Bike Week to Bike Month, bringing in partnerships with additional agencies and businesses to promote Bike Month activities and bike resources throughout the year.
- Recruit, coordinate and train 200+ volunteers.
- Continue to expand efforts in South County to improve outreach to underrepresented populations.

Performance Goals for the Spring Bike Month, 2020

- Increase participation by 5% from the previous spring Bike Month activities including Bike to Work & Bike/Walk to School Day, The Bike Month Online Challenge and other Bike Month activities/events.
- Continue to grow Bike Month Online Challenge with at least 5 new businesses.
- Increase outreach/promotion to businesses, public agencies, & local organizations through company liaisons from the previous spring Bike Week by using email, flyers, posters, and business site presentations/booths.
- Target increasing number of beginning cyclists participating in Bike Month activities including Bike to Work & Bike/Walk to School Day, Bike Month Challenge, and other Bike Month activities/events through marketing segmentation and tailored messaging.
- Develop and send at least 6 e-newsletters to 4,000+ people with bike commuting news, upcoming events, incentives, and resource information.
- Print and distribute over 1,000 bilingual Bike Month, Bike to School posters.
- Conduct content marketing campaign including video clips featuring community members and 'why they ride' from April through October.

Ongoing Business Engagement: Bike Month Online Challenge (September & May)

We are requesting funds to support and continue our work to expand our impact to the 50+ businesses that support the Bike to Work program as well as other

local businesses. We will work with these businesses to continue to grow and enhance the Bike Month Challenge to generate more bike commute trips. This Bike Month Challenge is modeled after other successful programs that use incentives, recognition, and friendly competition to motivate commuters to make the switch to biking and biking more often for commute trips.

After a successful pilot program, the Bike Month Challenge would prove to increase excitement and accessibility to a wide range of regular, occasional, and non-cyclists alike to take up biking more regularly for transportation trips.

The Bike Month Challenge will occur during the months of September and May. Our Bike to Work partner businesses, Sustainable Transportation Membership businesses, and other local businesses will be recruited to participate and encouraged to form 'teams' of employees that will help keep each other motivated to bike commute. Teams will record their daily bike trips on our challenge designated website – Love to Ride and will earn 'points' for riding and encouraging others to ride. The team/business with the most points at the end of the month will be featured on Bike to Work promotions. Teams will be able to view mileage and progress of other teams and businesses to foster friendly competition and Ecology Action staff will provide weekly online resources and encouragement tips to all participating businesses via electronic communications. We'll profile businesses who provide bike commute amenities such as showers and secure bike parking. Leading up to the challenge, EA staff can be available to provide bike safety and commute workshops upon request to participating businesses. This could include ebike demos with some of our BTW sponsors and partnership businesses.

This recent Bike to Work component would complement the work we already do to promote, inspire, and support increase bike commuting in our county. By catalyzing increased bike commuting at targeted businesses we strive to support year-round biking.

EA's Bike to Work/School 19/20 Budget
\$60,000 TDA Funds

	SCCRTC	Match*
Personnel		
Program Director (.15 FTE)	\$ 5,000.00	\$ 2,000.00
Program Specialist (.25 FTE)	\$ 15,000.00	\$ 5,000.00
Program Specialist (.5 FTE)	\$ 40,000.00	
Material		
Direct Costs (program materials & supplies)		\$ 25,000.00
Inkind services (staff & supplies)		\$ 18,000.00
Inkind product donations (food, advertising, prizes)		\$ 50,000.00
Total	\$ 60,000.00	\$ 100,000.00
TOTAL PROJECT BUDGET	\$ 160,000.00	
<p><i>* Local business and public agencies donations and T-shirt sales contribute \$20,000 in cash plus an additional \$50,000 of inkind services and product annually for Bike to Work.</i></p>		

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**Transportation Development Act (TDA) – Local Transportation Funds
CLAIM FORM
for Bike/Pedestrian Projects**

Submit a separate form for each project.

*If you have any questions about this claim form or would like an electronic copy of the form,
please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

Project Information

1. Project Title: Bike to Work/School program
2. Implementing Agency: Ecology Action
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant: SCCRTC
4. TDA funding requested this claim: \$60,000
5. Fiscal Year (FY) for which funds are claimed: FY 19/20
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims (ex. Article 8 Bicycle project): Article 8 Bicycle project
7. Contact Person/Project Manager: Piet Canin
Telephone Number: 515-1327 E-mail: pcanin@ecoact.org

Secondary Contact (in event primary not available): Jim Murphy
Telephone Number: 515-1325 E-mail: jmurphy@ecoact.org
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):

The Bike to Work/School (BTW/S) program consists of the following main activities: 1) Fall Bike to Work & Bike/Walk to School Day; 2) Spring Bike to Work & Bike/Walk to School Day; 3) Spring Bike Month, which includes several fun, family-friendly and informative bicycle activities in May; 4) Bike Month Online Challenge (September & May); 5) Ongoing bike commuter resources, events, updates and news through Ecology Action's 4,500+ sustainable transportation listserv through monthly electronic newsletters as well as targeted messaging via Facebook and website updates. And the piloted Bike Month Online Challenge which is partially TDA funded.
9. Number of people to be served/anticipated number of users of project/program: We anticipate 13,000-18,000 people will participate directly in the program.
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):
The project includes the entire Santa Cruz County area including all the incorporated cities.
11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)

Ecology Action's BTW/S program provides incentives and tools for local commuters to bicycle for

transportation therefore reducing their single-occupancy vehicle trips. BTW/S provides a variety of resources and services to support commuters in switching to bicycle transportation and to bike commute more often. One of the primary objectives of BTW/S is to normalize bicycling as a mode of transportation and provide residents with a variety of opportunities throughout the year to experience how bicycling is possible for many different types of trips they would otherwise take by car. BTW/S includes a multi-pronged promotional and outreach approach that reaches community members throughout Santa Cruz County. The benefits associated with BTW/S including reduction of traffic congestion, reduction of air, water, and noise pollution, reduction of greenhouse gasses, as well as the promotion of a healthy means of active transportation that helps combat obesity. BTW/S therefore provides a means for addressing some of the more pressing issues that Santa Cruz County is facing including worsening traffic congestion, growing childhood obesity rates, and climate change. BTW/S is an effective approach to building a more sustainable community.

12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number: Project RTC #26

13. Measures of performance, success or completion to be used to evaluate project/program:

To measure the success of the Bike to Work/School program, Ecology Action (EA) tracks the following data using participant surveys: the number of program participants, the participant's bike commute mileage, and if they are novice, intermediate or advanced cyclists. EA also tracks the number of K-12 school students who bike and walk to school and at a growing number of schools we survey pre-program biking and walking rates. The piloted Bike Month Challenge uses bike trip and mileage tracking apps to quantify actual bike commuter trips. EA also measures success by the amount of publicity generated through social media, news articles, radio talk shows, TV newscasts, the number of newsprint ads, and the number of radio and TV PSA's aired. Success is also measured by the number of posters and brochures distributed, direct mailings sent out, website visits, emails delivered and the growing number of people that sign-up for our electronic newsletter. The number of community, business and school events staffed with informational booths is also tracked.

14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

The Bike to Work/School program helps reduce single-occupancy vehicle trips and parking demand while increasing the number of bus/bike combined trips. There also is an increase in people walking to work or school, especially those walking to school.

15. Project Cost/Budget, including other funding sources, and Schedule: *(complete "15a" or "15b")*

15a. Capital Projects

	Planning	Environmental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr)								
Total Cost/Phase								
\$TDA requested								
Source 2:								
Source 3:								

Source 4:								
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**Please describe what is included in "Other":*

15b. Non- Capital Projects – Cost/Schedule: List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

SEE ATTACHED BUDGET

Work Element/ Activity/Task	SCHEDULE (Month/Yr)	Total Cost per Element	\$TDA requested	\$ Source 2:	Source 3:	Source 4:
Administration/ Overhead						
Activity 1:						
Activity 2:						
Activity 3:						
Activity 4:						
<i>Ex. Consultants</i>						
<i>Ex. Materials</i>						

16. Preferred Method and Schedule for TDA fund distribution, consistent with the RTC Rules and Regulations (a. 90% prior to completion/10% upon completion; or b. 100% after completion):

Quarterly reimbursement for work performed.

17. Proposed schedule of regular progress reports including an evaluation of prior year's activities:

Annual report as well as program activity narrative updates with quarterly invoices.

18. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	Yes, part of Ecology Action's annual work plan.
B. Has this project previously received TDA funding?	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	To be reviewed by the RTC Bike Committee at their April

	2018 meeting.
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	

Documentation to Include with Your Claim:

All Claims

- **A letter of transmittal** to SCCRTC addressed to the Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- **Resolution from** TDA eligible claimants indicating their roles and responsibilities; and, if applicable, commitment to maintain facilities as indicated in the submitted plans for a period of 20 years.

Bike to Work – PLEASE KEEP ANSWERS BRIEF

19. Improving Program Efficiency

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.

The 2018 BTW Program had a substantial turnout in the program's 31st year with a combined total of 18,255 participants in the Spring and Fall BTW Day & Bike Week events. A combined total of 1,787 adults participated in Bike to Work Day and an additional 7,880 students from 42+ school sites participated in Bike/Walk to School Day. Additionally, an estimated 7,935 people participated in our other Spring Bike Week events. There were 653 individuals who registered for Bike to Work online and/or participated in the Bike Month Challenge. EA employs a multi-pronged approach including outreach to local businesses and employers, outreach to school administrators, education and awareness initiatives around bike safety and safe commuting tips, compelling and relevant incentives, as well as the program's continued comprehensive outreach campaign including our monthly electronic newsletter which goes out to over 4,500 recipients.

EA helps to reduce operating costs by investing in our volunteer program. 2018 saw new Sr. Program Manager position created solely for our volunteer program. Efforts on a comprehensive volunteer capacity assessment and an increase in volunteer trainings have continued. EA continues to develop and foster our volunteer base through consistent volunteer retention with engagement events, regular communications, and recruitment of new volunteers. In addition, EA continues to solicit a wide array of product donations, both financial and in-kind. Local businesses, public agencies, and individuals provide a high level of skilled volunteer labor to assure the smooth running of the program. EA has built on its 30 years of success to generate non-TDA cash donations from local businesses, individuals and public agencies. Last year the program raised \$20,000 in cash donations and \$50,000 in in-kind services and product donations to match the TDA funds. These cash donations are from non-transportation funding sources. EA also actively seeks other funding sources such as federal and state Safe Routes to School, local foundations, and applicable funders.

- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

EA will focus on business engagement by refining our recently piloted Bike Month Challenge where

employees will be encouraged to participate in two monthly Bike Challenges using apps to track their bike commute trips and miles. Prizes and gamification will be used to catalyze participation from new bike commuters and get those biking already to ride more often for bike transportation. This online tool, Love to Ride, also provides a platform for seasoned cyclists to advocate and inspire their coworkers and neighbors to participate.

EA will continue to focus on Bike to School within the schools and leveraging our existing volunteer and administrator contacts at school sites to increase ridership among students while keeping staff time low. Our new monthly Bike to School program which has been brought to a few local schools has proven to be an effective tool of keeping walking/biking in the forefront throughout the year instead of only twice a year.

EA will continue to support ridership with year-round communication on our social media platforms and electronic newsletters as well as collaborative work and/or events with community partners, agencies, and organizations.

20. What is different from last year's program/claim?

While EA will continue to focus on targeting novice and infrequent bike commuters from past Bike to Work events, our primary focus will be on engaging local employers to participate in our recently piloted Bike Month Challenge. By leveraging our existing relationships with 50+ local businesses, we aim to increase ridership among employees. The Bike Month Challenge will be modeled after other successful programs that use incentives, recognition, and friendly competition to motivate commuters to make the switch to biking initially and sustaining the behavior over time for commute and transportation trips.

The Bike Month Challenge will be significantly enhanced with a prize drawing where anyone who lives in Santa Cruz County and logs 5 bike trips through a trip tracking app connected to Love To Ride will be eligible to win. We anticipate this prize will generate attention and participation for the Online Challenge and get many more people riding.

Perhaps the most exciting new tool that Love to Ride will provide is customized messaging to different levels of cyclists. Instead of a one-size-fits-all approach, challenge participants are surveyed during registration about their biking experience, and then, based on their answers, the Love to Ride communication tool can customize messaging based on that user's answer. This will undoubtedly help Ecology Action better serve and facilitate behavior change toward more people cycling for transportation more often, by meeting individuals where they are at, and shepherding them along the behavior change continuum.

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TO: Bicycle Advisory Committee

FROM: Anais Schenk, Transportation Planner

RE: FY 19/20 TDA Funding Request and Review of Work Plans for the Community Traffic Safety Coalition and the Ride 'n Stride Program

RECOMMENDATIONS

Staff recommends that the Bicycle Committee:

1. Review the attached FY 19/20 Community Traffic Safety Coalition (CTSC) and Ride 'n Stride Bicycle and Pedestrian School Education Program funding request, work plan and budget from the County of Santa Cruz Health Services Agency (HSA) (Attachment 1); and
 2. Recommend that the Regional Transportation Commission approve \$130,000 in FY 19/20 Transportation Development Act funds.
-

BACKGROUND

Since FY 98/99, the Regional Transportation Commission has included \$50,000 in Transportation Development Act (TDA) funding for the Community Traffic Safety Coalition (CTSC), operated by HSA.

Since FY 01-02, the Commission has also funded HSA's Ride 'n Stride Bicycle and Pedestrian School Education Program with TDA funds. In prior years, funding for this program came from the Congestion Mitigation and Air Quality (CMAQ) Improvement Program and Commission reserves. In 2001, the Commission committed to approving up to \$100,000 in TDA funds in future fiscal years for the HSA and its related programs. In 2017, the Commission increased that amount to \$130,000 annually.

Per the agreement between the Commission and HSA for receipt of TDA funds, the Commission and Bicycle Advisory Committee have the opportunity to provide input or contingencies on funding or the work plan as part of any funding approval.

DISCUSSION

The County HSA submitted two sets of FY 19/20 TDA claim forms, work plans and budgets (Attachment 1) for Bicycle Committee and Commission review and approval. The first work plan, claim form and budget are for the ongoing work of the Ride 'n Stride Bicycle and Pedestrian School Education Program. This project includes staff costs but also relies on volunteers to present lessons on bicycle and pedestrian safety to elementary school students. The FY 19/20 funding request for this program is \$65,000. The second work plan, claim form and budget are for continuation of the CTSC. The CTSC serves Santa Cruz

County residents through efforts to prevent bicycle and pedestrian injuries and fatalities and increase the use of safe alternative modes of transportation.

In total, the amount requested for the two programs does not exceed the \$130,000 currently available and does not include an increase over the last TDA allocation. HSA and other Coalition members will provide a total of \$167,470 in matching funds to the requested allocation.

Funding the programs will be accomplished in three steps: 1) Inclusion in RTC budget for next fiscal year which occurred at the April 4, 2019 RTC meeting, 2) Bicycle Advisory Committee review and recommendation, and 3) RTC review and approval typically scheduled for the June RTC meeting.

Work Plan Review

The agreement between the RTC and County HSA for the CTSC and Ride 'n Stride programs includes annual review, feedback and comment by the Commission on their respective work plans as part of the funding review and approval process.

SUMMARY

Attached is a request from the Health Services Agency for TDA funding for the CTSC and the Ride 'n Stride Program for \$130,000 in FY 19/20. Staff recommends that the Bicycle Advisory Committee recommend approval of the request as submitted to the Regional Transportation Commission, with \$65,000 going to the Community Traffic Safety Coalition and \$65,000 going to the Ride 'n Stride Program.

Attachment:

1. Letter and supplemental materials from Corrine Hyland, Health Services Manager

Attachment 1
COMMUNITY
TRAFFIC SAFETY COALITION



March 27, 2019

Guy Preston
Executive Director
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060-3911

Regarding: FY 2019-2020 TDA Request for the Community Traffic Safety Coalition (CTSC) and Ride n' Stride program

Dear Mr. Preston:

The Santa Cruz County Health Services Agency (HSA) provides Safe & Active Transportation programming through its CTSC and Ride n' Stride programs. CTSC's mission is to prevent traffic-related injuries and fatalities for all road users, with a focus on people bicycling and walking. The CTSC and its South County Bicycle and Pedestrian Work Group developed a two-year work plan for fiscal years 2018-2020 supporting strategies to bring Vision Zero to each jurisdiction in the county, aiming to eliminate all traffic related fatalities and serious injuries.

The Ride n' Stride program provides bicycle and pedestrian safety education to over 2,000 elementary school students a year. In addition, Ride 'n Stride staff collaborate with Ecology Action's Walk Smart program, enhancing and expanding critical traffic safety education. CTSC and Ride n' Stride program staff also work with school districts and agency partners to conduct outreach efforts and provide safety education and equipment to low-income residents.

HSA is requesting \$65,000 to support staffing and project implementation for CTSC and the Vision Zero Work Plan and \$65,000 to support the Ride n' Stride school education program. HSA will provide \$167,470 in Match through other grant funding, HSA program management, fiscal and administrative support, and community in-kind contributions, for a total CTSC/Ride n' Stride budget of \$297,470 for FY 2019/20.

Enclosed you will find the Transportation Development Act (TDA) Local Transportation Funds Claim forms, work plans and budgets for each program. I attest to the accuracy of this claim and all its accompanying documentation. Every effort has been made to ensure that the CTSC and Ride n' Stride work plans reflect the needs and concerns of the community. Thank you for your consideration and continued support.

Sincerely,

Corinne Hyland

Corinne Hyland, MPH
Health Services Manager
Community Health Education
County of Santa Cruz Health Services Agency
(831) 454-7558
corinne.hyland@santacruzcounty.us

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**Transportation Development Act (TDA) – Local Transportation Funds
CLAIM FORM
for Bike/Pedestrian Projects**

Submit a separate form for each project.

*If you have any questions about this claim form or would like an electronic copy of the form,
please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

Project Information

1. Project Title: **Ride n' Stride** (Bike & Pedestrian Safety school-based education program of CTSC)
2. Implementing Agency: County of Santa Cruz Health Services Agency
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant: Santa Cruz County Regional Transportation Commission
4. TDA funding requested this claim: **\$65,000**
5. Fiscal Year (FY) for which funds are claimed: **FY 2019-20**
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims (ex. Article 8 Bicycle project): Article 8 Bike/Pedestrian Project
7. Contact Person/Project Manager: Theresia Rogerson
Telephone Number: (831) 454-4312
E-mail: theresia.rogerson@santacruzcounty.us

Secondary Contact (in event primary not available): Corinne Hyland
Telephone Number: (831) 454-7558 E-mail: corinne.hyland@santacruzcounty.us
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): See attached **Ride n' Stride Education Work Plan for FY 2019-20**
9. Number of people to be served/anticipated number of users of project/program: The primary work plan objective is to reach at least 2,500 elementary and pre-school students to teach basic bicycle and pedestrian safety practices. In addition, it is anticipated that parent/caregiver presentations and staff participation in community events, Bike/Walk to School activities and distribution of properly fitted bike helmets will reach hundreds more children, parents/caregivers and teachers throughout the county.
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names): All projects are county wide and education presentations are offered to every elementary school.
11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community):

The Ride n' Stride program provides school-based education and encouragement towards the goal of increased bike and pedestrian safety practices among youth. Through its partnership with Ecology Action's Walk Smart program there is a greater reach into the community. Both Ride n' Stride and Walk Smart increase students' confidence in using active modes of transportation in the community. Program staff are bilingual, enabling the program to be effective in reaching the county's diverse

population of students and parents with key messages promoting the benefits of riding and walking. Program evaluations consistently show an increase in bike safety knowledge among students and high satisfaction levels among teachers.

12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number: Programmed into the RTP under project #CO50.
13. Measures of performance, success or completion to be used to evaluate project/program: Please see attached Work Plan for evaluation measures.
14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed): Through road safety education, biking and walking encouragement and provision of safety helmets, more students and parents will gain confidence and motivation as cyclists and pedestrians, thereby reducing the numbers of vehicle mode trips to and from school sites, as well as for other local trips.
15. Project Cost/Budget, including other funding sources, and Schedule: (*complete "15a" or "15b"*)

15a. Capital Projects

	Planning	Environ- mental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr)								
Total Cost/Phase								
\$TDA requested								
Source 2:								
Source 3:								
Source 4:								

**Please describe what is included in "Other":*

15b. Non- Capital Projects – Cost/Schedule: List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

See attached Ride n' Stride Safety Program Budget for FY 2019-20.

16. Preferred Method and Schedule for TDA fund distribution, consistent with the RTC Rules and Regulations (a. 90% prior to completion/10% upon completion; or b. 100% after completion): 100% after completion, county transfer fund (journal)
17. Proposed schedule of regular progress reports including an evaluation of prior year's activities: Biannual progress reports to be submitted by January 31, 2020 and final report to be submitted by July 31, 2020.

18. TDA Eligibility:	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	Yes, on file
B. Has this project previously received TDA funding?	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years? (If an agency other than the Claimant is to maintain the facility provide its name:	N/A

D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	Bicycle Committee review April 8, 2019
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual?	N/A

Documentation to Include with Your Claim:

All Claims

- **A letter of transmittal** to SCCRTC addressed to the Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- **Resolution from** TDA eligible claimants indicating their roles and responsibilities; and, if applicable, commitment to maintain facilities as indicated in the submitted plans for a period of 20 years.

Ride n' Stride education program – PLEASE KEEP ANSWERS BRIEF

19. Improving Program Efficiency

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.
- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

HSA provides 100% match to TDA funding through grant sources such as Active Transportation Program (ATP) and the Office of Traffic Safety to sustain CTSC/Ride n' Stride programming. Over the past year, a partnership with Ecology Action has enabled more children to receive critical safety information and real-world pedestrian safety practice. Efforts are made to utilize existing or low-cost/no-cost educational materials that reflect current best practices and are developmentally appropriate. In addition, the program utilizes in-kind donations of teacher and volunteer time and secures competitive pricing for bike helmets and other program supplies. CTSC/Ride n' Stride staff have worked with partner agencies to implement the Train-the-Trainer Bike Helmet Fitting and Distribution program based at local schools and community service organizations.

20. What is different from last year's program/claim?

HSA's total FY 19/20 TDA request for CTSC and Ride n' Stride is \$130,000. HSA will continue to secure 100% matching funds through grants and other funding sources to maintain an adequate level of staffing for these programs to ensure continuing success and benefits to the community. The program will continue distribution of supplemental classroom materials developed by HSA from other traffic safety funding. These activity booklets for second and fifth grade classrooms will enhance the safety messages of the Ride n' Stride program as well as Walk Smart and Bike Smart. Staff will also conclude participation in two Complete Streets to Schools Planning projects in partnership with Ecology Action, the City of Watsonville, City of Scotts Valley and County Public Works. Ride n' Stride staff have strong connections to many schools in the community which has been an asset in moving the planning projects forward.

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Community Traffic Safety Coalition (CTSC) Ride n' Stride Education Work Plan FY 2019-2020

The goal of the Ride n' Stride program is to increase safe bicycling and walking among children and youth in Santa Cruz County. Bicycle and pedestrian safety curriculum developed and updated annually teaches basic traffic safety to young students. The program encourages safe riding and walking and inspires participants to be role models for their friends, siblings and parents. Interactive classroom education sessions on bicycle safety (and other wheeled sports, such as scooters and skateboards) and pedestrian safety are designed to be age, language and culturally appropriate. The Ride 'n Stride program collaborates with Ecology Action in the provision of Walk Smart, a program that builds on the classroom presentations of Ride 'n Stride with the practical experience of a walking fieldtrip. This partnership is going into its third year and has expanded the reach of both agencies in providing Safe Routes to Schools programming.

As an add-on to school programming, classroom activity packets were developed to reinforce traffic safety messages. Two packets have been developed and are being distributed to 2nd/3rd grade and 5th grade classrooms. Easy to follow lesson plans align with California Common Core standards and provide another opportunity for children to hear important safety messages.

Ride n' Stride staff responsibilities also include: participation in community events, monthly participation in the CTSC and South County Bike and Pedestrian Work Group meetings, fitting and distributing helmets to low-income families, providing safety presentations to community agencies such as preschool centers, after-school programs and neighborhood groups as requested in order to educate parents/caregivers as well. Program staff have been participating in two Complete Streets to Schools Planning Grants, assessing barriers to walking and biking at 30 schools throughout the county.

During FY 2017-2018, Ride n' Stride program staff reached 2,575 students with traffic safety education. Ride n' Stride program staff participated in 9 community events including National Night Out, Alianza Children's Day, Open Streets Watsonville and Bike/Walk to School Days. Four presentations to parent groups reached 61 individuals. Staff also helped with fitting and distribution of bike helmets at numerous locations throughout the county (420 helmets total countywide).

FY 2019/20 Objectives and Activities Work Plan:

- ❑ Conduct bicycle and pedestrian safety education sessions for at least 2,500 elementary school and pre-school students in Santa Cruz County school districts.
- ❑ Conduct at least 4 traffic safety presentations to parents and caregivers through schools, community agencies and neighborhood groups to promote safe bicycling and walking in Santa Cruz County.
- ❑ Participate in at least 4 school or community events to provide traffic safety information and promote safe bicycling and walking in Santa Cruz County.
- ❑ Collaborate with CTSC, HSA staff and community partners to collect bicycle and pedestrian safety data.
- ❑ Work with CTSC, HSA and community partners to coordinate distribution and proper fitting of at least 100 bike helmets to students and other community members.
- ❑ Participate in the fall and spring Bike/Walk to School/Work events, bike rodeos and other bike/pedestrian safety activities, as staff time permits.

- ❑ Participate in traffic safety meetings, such as CTSC, South County Bike/Pedestrian Work Group, and Complete Streets to Schools planning meetings, as staffing capacity and other program priorities allow.
- ❑ Conduct program evaluation including pre/post-testing of student sample, teacher evaluations, and reporting of bike and pedestrian observational surveys among children and youth.

CTSC
Ride n' Stride Bicycle and Pedestrian Education Program
TDA/RnS Budget, FY 2019/20

Line Item	TDA Budget	HSA Match	Total Project Costs
Personnel (Salary + Benefits)			
Bilingual Health Program Specialist, 1 FTE	62,500	62,300	124,800
Program Director/Support Staff		5,000	5,000
Subtotal Personnel	62,500	67,300	129,800
Indirect Costs (15% of Personnel)		19,470	19,470
Travel/Mileage	200		200
Direct Costs			
Education Materials, Incentives, Supplies	2,300		2,300
Inkind		3,500	3,500
Totals	65,000	90,270	155,270

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**Transportation Development Act (TDA) – Local Transportation Funds
CLAIM FORM
for Bike/Pedestrian Projects**

Submit a separate form for each project.

*If you have any questions about this claim form or would like an electronic copy of the form,
please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

Project Information

1. Project Title: **Community Traffic Safety Coalition (CTSC)**
2. Implementing Agency: County of Santa Cruz Health Services Agency
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant: Santa Cruz County Regional Transportation Commission
4. TDA funding requested this claim: **\$ 65,000**
5. Fiscal Year (FY) for which funds are claimed: **FY 2019-2020**
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims (ex. Article 8 Bicycle project): **Article 8 Bike/Pedestrian Project**
7. Contact Person/Project Manager: Theresia Rogerson
Telephone Number: (831) 454-4312 E-mail: theresia.rogerson@santacruzcounty.us

Secondary Contact (in event primary not available): Corinne Hyland
Telephone Number: (831) 454-7558 E-mail: corinne.hyland@santacruzcounty.us
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): See attachment - **CTSC Vision Zero Work Plan for FY 2018-20**
9. Number of people to be served/anticipated number of users of project/program: The target audience for policy adoption in this work plan is community stakeholders and decision makers throughout the county while also engaging a broad spectrum of community members in identifying issues and developing solutions.
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names): The Vision Zero work plan has a countywide focus. As needs and opportunities arise in the work plan period, specific jurisdictions or target populations within the county may be targeted for traffic safety activities.
11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community): The mission of CTSC is to prevent traffic-related injuries and fatalities for all road users, with a focus on people biking and walking. CTSC and the South County Bike and Pedestrian Work Group provide a forum for various agencies and individuals to share information, address community issues, collaborate on solutions, and act as a resource for its members and the community.

The Vision Zero work plan also focuses on the collection and dissemination of traffic safety data. With a rise in traffic related injuries and fatalities both locally and nationwide, CTSC is strengthening its data collection, analysis and reporting activities and bringing a wider audience into the discussion

of traffic safety and finding equitable, data-driven solutions.

12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number: Programmed into the RTP under project #CO50
13. Measures of performance, success or completion to be used to evaluate project/program: See attached work plan.
14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed): CTSC works to promote safe bicycling and walking by conducting community-based activities such as participating in Bike/Walk to School/Work Days and Open Streets events, distributing bike helmets to low-income youth and adults, and utilizing both traditional and social media messaging to reach all age groups. A goal of the two-year Vision Zero work plan is to develop community tools and resources for traffic calming, such as speed management, that puts safety first.
15. Project Cost/Budget, including other funding sources, and Schedule: *(complete "15a" or "15b") N/A*

15a. Capital Projects

	Planning	Environmental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr)								
Total Cost/Phase								
\$TDA requested								
Source 4:								

**Please describe what is included in "Other":*

15b. Non-Capital Projects – Cost/Schedule: List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

See attached Community Traffic Safety Coalition Budget for FY 2019-2020.

16. Preferred Method and Schedule for TDA fund distribution, consistent with the RTC Rules and Regulations (a. 90% prior to completion/10% upon completion; or b. 100% after completion): 100% after completion, county transfer fund (journal)
17. Proposed schedule of regular progress reports including an evaluation of prior year's activities: Biannual progress report to be submitted by January 31, 2020 and final report to be submitted by July 31, 2020.

18. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	Yes, on file
B. Has this project previously received TDA funding?	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years? (If an agency other than the Claimant is to maintain the facility provide its name:	N/A
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	Bicycle Committee to review April 8, 2019

E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	N/A
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Documentation to Include with Your Claim:

All Claims

- **A letter of transmittal** to SCCRTC addressed to the Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- **Resolution from** TDA eligible claimants indicating their roles and responsibilities; and, if applicable, commitment to maintain facilities as indicated in the submitted plans for a period of 20 years.

Bike to Work, Community Traffic Safety Coalition/Ride 'n Stride – PLEASE KEEP ANSWERS BRIEF

19. Improving Program Efficiency

- Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.
- Goals for next fiscal year (ex. identify opportunities to maximize economies of scale). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

The primary goal of the CTSC is to bring together local groups to support traffic safety in our communities. HSA provides more than a 100% match to TDA funding through grant sources, such as the state Active Transportation Program (ATP) and the state Office of Traffic Safety, as well as in-kind contributions. CTSC activities are supported with a combination of funding, partnerships and volunteer contributions. In 2016, CTSC launched a Vision Zero initiative with the publication of the "The Impact of Traffic Violence on Santa Cruz County" along with hosting a community forum. Starting in July 2019, CTSC will be a resource for two planning projects that will assess barriers to walking and biking at over 30 elementary schools.

The work plan includes holding bimonthly meetings for the CTSC and its South County Bike and Pedestrian Work Group and extended outreach activities to establish new partnerships in traffic safety. This work will benefit traffic safety partners throughout the county.

20. What is different from last year's program/claim?

HSA's total FY 19/20 TDA request for the CTSC and Ride n' Stride programs is \$130,000. HSA will continue to secure more than 100% matching funds through grants and other funding sources to maintain an adequate level of staffing for these programs to ensure continuing success and benefits to the community. CTSC will provide leadership to promote Vision Zero education and strategies to the community. TDA funded resources will focus on data collection, analysis, and reporting; educating the community about Vision Zero concepts; convening stakeholders; and promoting Vision Zero policies to local jurisdictions.

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CTSC Work Plan: Vision Zero

Fiscal Years 2018-2020

CTSC Vision and Mission

The newly developed mission of the Community Traffic Safety Coalition (CTSC) of the Santa Cruz County Health Services Agency and its South County Bicycle and Pedestrian Work Group (SCBPWG) is to prevent traffic-related injuries and fatalities for all road users, with a focus on people bicycling and walking. The CTSC and SCBPWG envision safe, accessible and equitable transportation for all.

Vision Zero Work Plan Summary

Vision Zero is a world-wide traffic safety program with an aim to end all fatalities and serious injuries on the roadway system. In discussing this idea, Coalition members realized that the mission, goals and activities of the CTSC align very well with this aim. The CTSC recently completed their first Vision Zero work plan in the 2016–2018 fiscal years and proposes to continue Vision Zero efforts for the next two years.

This work plan sets forth objectives with activities designed to 1) Support the City of Watsonville in becoming the first jurisdiction in the County to adopt a Vision Zero policy and 2) Promote Vision Zero adoption and implementation in the remaining jurisdictions of the County. The principles and work outlined below are guided by resources provided through the Vision Zero Network, a national organization helping communities reach their goal of Vision Zero while increasing safe, healthy, equitable mobility for all.

In this work plan CTSC/SCBPWG will provide support, technical assistance, and resources to jurisdictions and the community around Vision Zero, as well as develop and maintain collaborative relationships and other grant funded traffic safety programs that support Vision Zero. In addition to the Vision Zero work, the Coalition and staff are committed to providing traffic safety programming that the community has relied on for many years, such as the Ride n' Stride education program, the Bicycle Traffic School diversion program, Bicycle Helmet Fit and Distribution Sites, participation in Bike/Walk to School and other community outreach events, Pace Car and Trash Can Sticker traffic calming programs, maintenance of the CTSC website at www.sctrafficsafety.org and Facebook page, and traffic injury surveillance.

Vision Zero Core Principals

1. Agreement that people have the right to move about their communities safely.
2. Traffic deaths and severe injuries are acknowledged to be preventable.
3. Human life and health are prioritized above speed and convenience within all aspects of the transportation system.
4. Speed is recognized and prioritized as the fundamental factor in crash severity.

5. Acknowledgement that human error is inevitable, and the transportation system should be forgiving and planned to minimize the severity of repercussions.
6. Safety work should focus on systems-level changes, particularly the built environment, policies, and technologies, above influencing individual behavior.
7. Recognition that system designers play a primary role in influencing the transportation system along with individual road users.

Vision Zero Work Plan and Timeline

Watsonville - Phase I, July 2018 to December 2018

Assist City in community engagement and data collection.

- Collect qualitative data from participants at community outreach events.
- Review existing transportation plans and assessments.
- Compile current traffic safety data from existing sources.

Support implementation of current traffic safety grants with partner agencies.

- Identify and track grant objectives that support Vision Zero.
- Collaborate with funded agencies on strategies and policy opportunities.
- Provide technical support to agencies implementing traffic safety measures.
- Consult with funders on future Vision Zero goals.

Assist in writing a Watsonville Vision Zero Action Plan

- Utilize the Vision Zero Network resources in creating an Action Plan.
- Incorporate community and data driven priorities.
- Provide a public health perspective into strategies and policy objectives.

Watsonville – Phase II, January 2019 to June 2020

Support implementation of Vision Zero Action Plan

- Advocate for continued community engagement and equity prioritization.
- Assist in ongoing evaluation and tracking of plan goals.
- Encourage accountability and transparency throughout plan implementation.

Countywide – July 2018 to June 2020

Promote Vision Zero policy adoption in each jurisdiction.

- Invite communication between local elected officials and those from other Vision Zero communities.
- Explore interest for policy adoption with elected officials and staff.
- Convene city/county staff to discuss Vision Zero implementation.

Organize a community education campaign.

- Present Vision Zero information to stakeholder and community groups.
- Post information on social media and the CTSC website.
- Communicate with TV, radio, and print media reporters/anchors/editors.
- Explore programs and strategies for increasing public awareness.
- Attend and share knowledge from Vision Zero trainings and webinars.

Document and respond to traffic-related fatalities and injuries.

- Maintain database of crashes reported by the media and community.
- Post online acknowledgement and response to lives lost and serious injuries.
- Explore options for holding an annual memorial for those whose lives were lost.

Develop potential countywide Vision Zero goals and strategies.

- Review Vision Zero plans adopted and successful strategies implemented by jurisdictions outside Santa Cruz County.
- Use the E's of Education, Engineering, Enforcement, Encouragement, and Evaluation, and include Equity and Engagement in all efforts developed.
- Identify interjurisdictional areas of collaboration and shared interest.

Assist jurisdictions as they adopt and implement Vision Zero policies.

- Assist jurisdictional Vision Zero Task Forces in the development of action plans with strategies outlining projects and policy changes.
- Provide technical assistance in tracking and measuring progress, as well as evaluating programs at regular intervals.
- Identify funding for implementation and sustainability of projects.
- Facilitate Vision Zero training and education opportunities.

CTSC/SCBPWG Roles and Responsibilities

The Coalition Staff is employed by the County of Santa Cruz Health Services Agency (HSA) and is responsible for assisting the coalition in managing its operations, including coalition meetings and communication, community engagement, as well as work plan development, implementation and evaluation.

The Coalition Members and Partner Organizations actively participate in meetings and play an advisory role in fiscal management and strategic planning. Members and Partner Organizations take on specific work plan tasks as appropriate.

Two Coalition Leaders (Co-Chairs) are elected by Coalition Members for two-year terms, and are also responsible for facilitating Coalition meetings, providing expertise and guidance to Coalition Staff, and signing Coalition letters.

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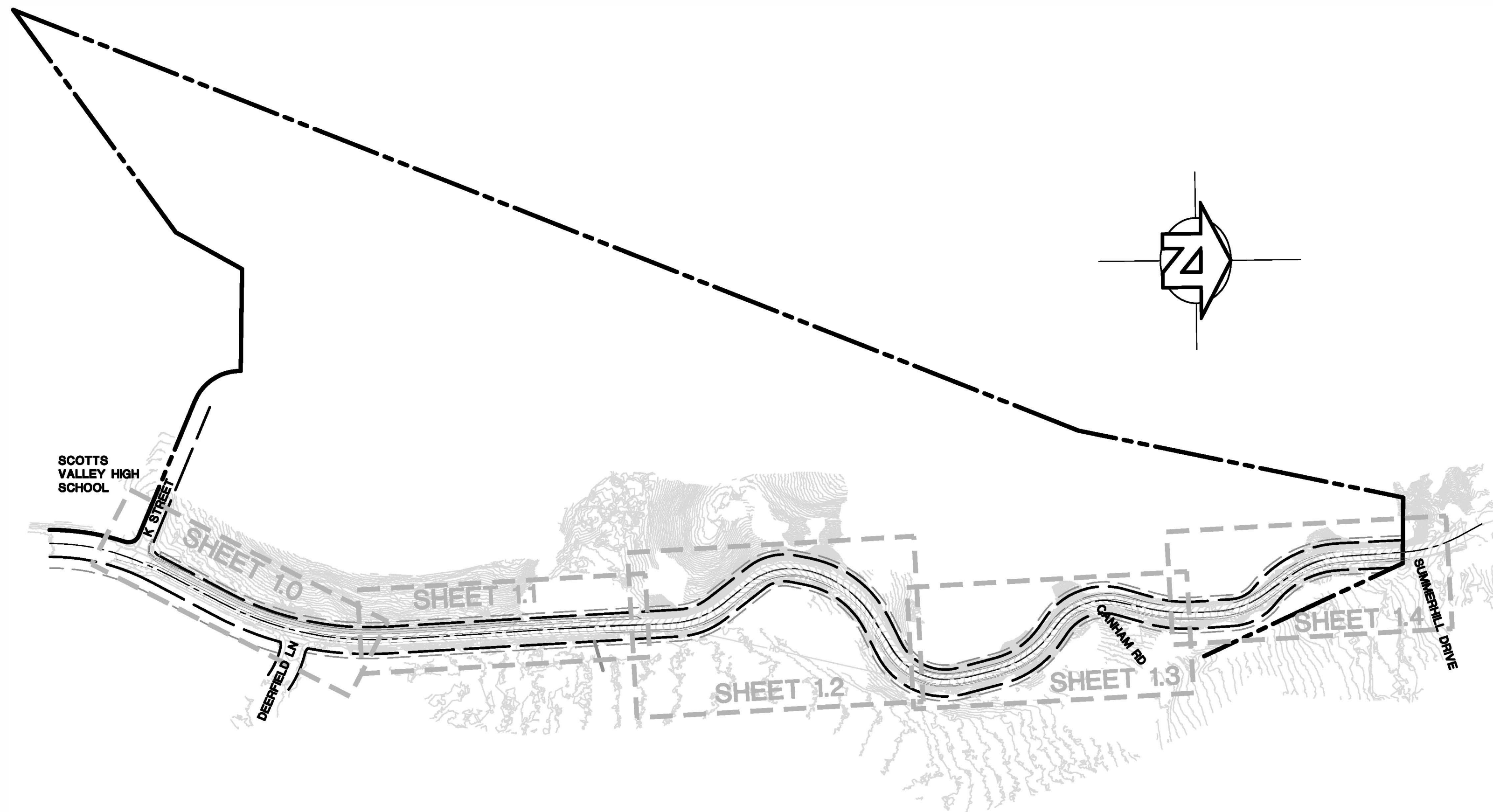
**Community Traffic Safety Coalition
TDA/CTSC Budget, FY 2019/20**

Line Item	TDA Budget	HSA Match	Total Project Costs
Personnel (Salary +Benefits)			
Health Educator, 1.0FTE	63,500	49,500	113,000
Program Director/Support Staff		5,000	5,000
Subtotal Personnel	63,500	54,500	118,000
Indirect Costs (15% of Personnel)		17,700	17,700
Travel/Mileage	200		200
Direct Costs			
Project Implementation	1,300		1,300
Inkind		5,000	5,000
Totals	\$65,000	\$77,200	142,200

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PRELIMINARY PLANS
FOR
GLENWOOD DRIVE
BICYCLE LANE WIDENING STUDY
SCOTTS VALLEY, CALIFORNIA



PLAN VIEW
1" = 200'



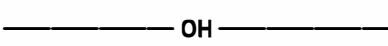

ABBREVIATIONS

AB	AGGREGATE BASE
AC	ASPHALT CONCRETE
BRW	BOTTOM OF RETAINING WALL
CL	CENTERLINE
CSV	CITY OF SCOTTS VALLEY
EX	EXISTING
FT	FOOT
HT	HEIGHT
LF	LINEAR FEET
LN	LANE
OH	OVERHEAD
ROW	RIGHT-OF-WAY
S	SLOPE
SD	STORM DRAIN
SF	SQUARE FEET
TRW	TOP OF RETAINING WALL

LEGEND

DESCRIPTION

PROPOSED

CATCH BASIN	
CURB INLET	
OVERHEAD LINE	
STORM DRAIN LINE	

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
C0.0	COVER SHEET
C1.0	PRELIMINARY GRADING AND DRAINAGE PLAN
C1.1	PRELIMINARY GRADING AND DRAINAGE PLAN
C1.2	PRELIMINARY GRADING AND DRAINAGE PLAN
C1.3	PRELIMINARY GRADING AND DRAINAGE PLAN
C1.4	PRELIMINARY GRADING AND DRAINAGE PLAN



VICINITY MAP
N.T.S.


PRELIMINARY QUANTITIES LIST

ITEM	QUANTITY	UNIT
3" AC/10" CLASS 2 AB	18,234	LF
WALL A (VARYING HT)	6,554	SF
WALL B (VARYING HT)	1,525	SF
WALL C (VARYING HT)	195	SF
WALL D (1 FT HT)	83	SF
WALL E (3 FT HT)	120	SF
6" PERFORATED PIPE (PART OF WALL SYSTEM ABOVE)	1,911	LF
CSV TYPE A CURB AND GUTTER	106	LF
15" STORM DRAIN LINE	43	LF
CURB INLET	1	EA
REMOVE EXISTING CATCH BASIN	1	EA
BICYCLE PROOF GRATE	1	EA
HEAD WALLS (4'X5')	2	EA
12" WIDE SAWCUT	3,820	LF
CUT AND OFFHAUL	306	CY
12" WIDE EARTHEN SWALE	2,030	LF
CALTRAN DOUBLE YELLOW THERMOPLASTIC (DETAIL 21)	3,023	LF
CALTRAN 6" WHITE LINE PAINTED (DETAIL 39)	4,270	LF
BIKE LANE MARKING PAINTED	4	SET
BIKE LANE SIGN (R81)	3	EA
FIBER ROLL	17,000	LF
EROSION CONTROL BLANKET	8,079	SF
TRAFFIC CONTROL	1	EA

REVISION
DATE

APPROVED
DATE

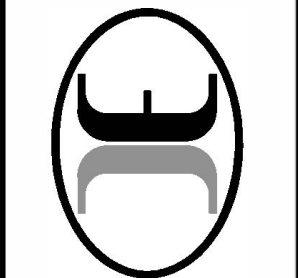
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COVER SHEET

GLENWOOD DRIVE

SCOTTS VALLEY, CALIFORNIA

CITY OF SCOTTS VALLEY

SCHEMATIC DESIGN PHASE

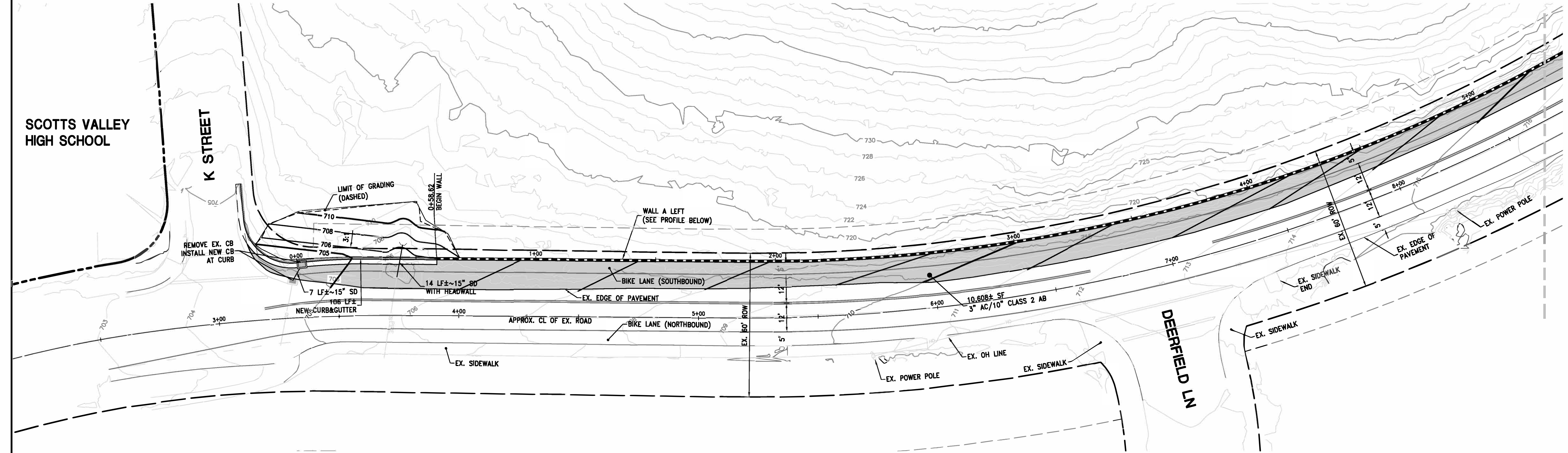
DESIGN
RICH TSO

DATE
9/19/18

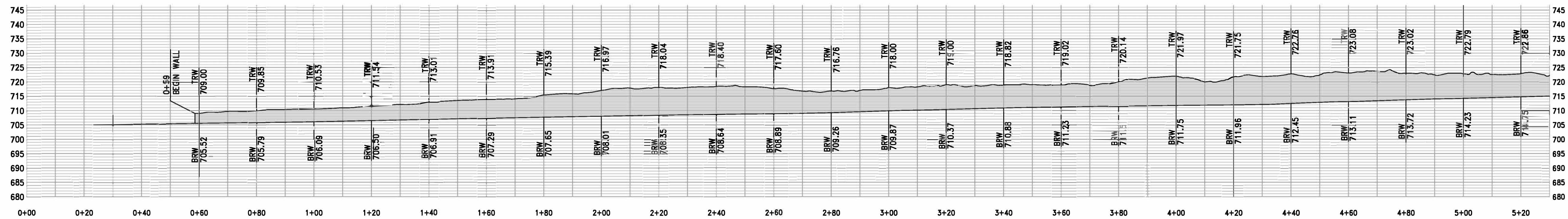
SHEET
C0.0

JOB NO. 18016

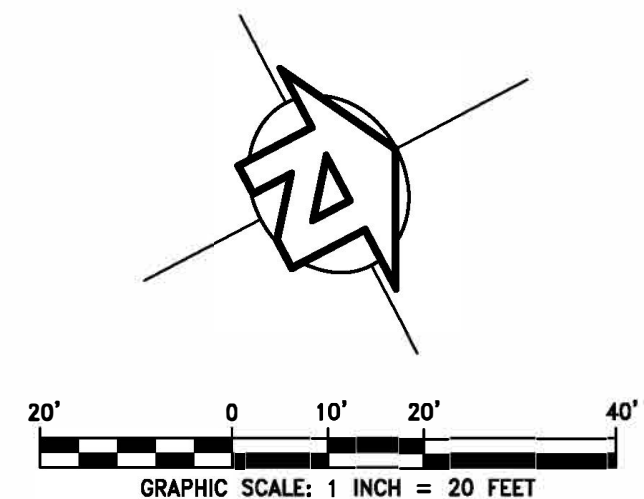
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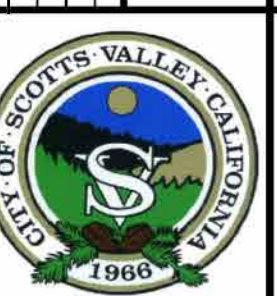
PLAN VIEW
1" = 20'



WALL A LEFT
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V: 1" = 20'

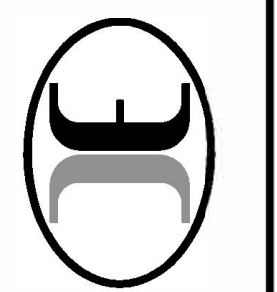


BY	APPROVED	REVISION	DATE



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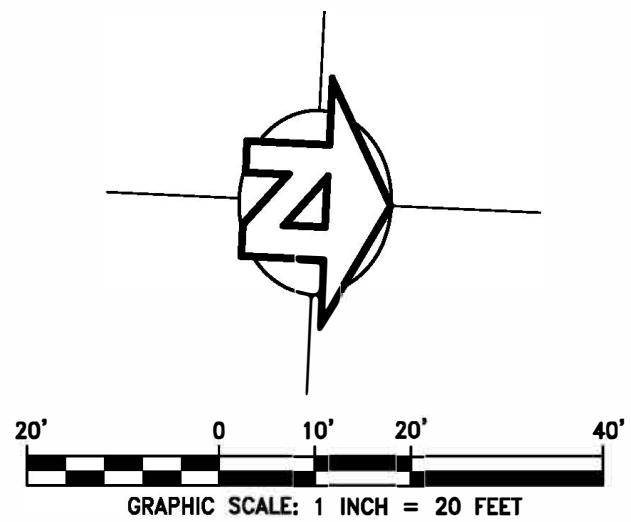
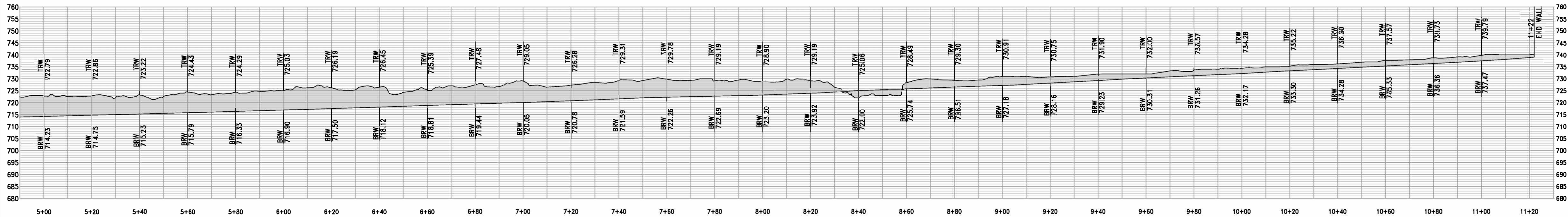
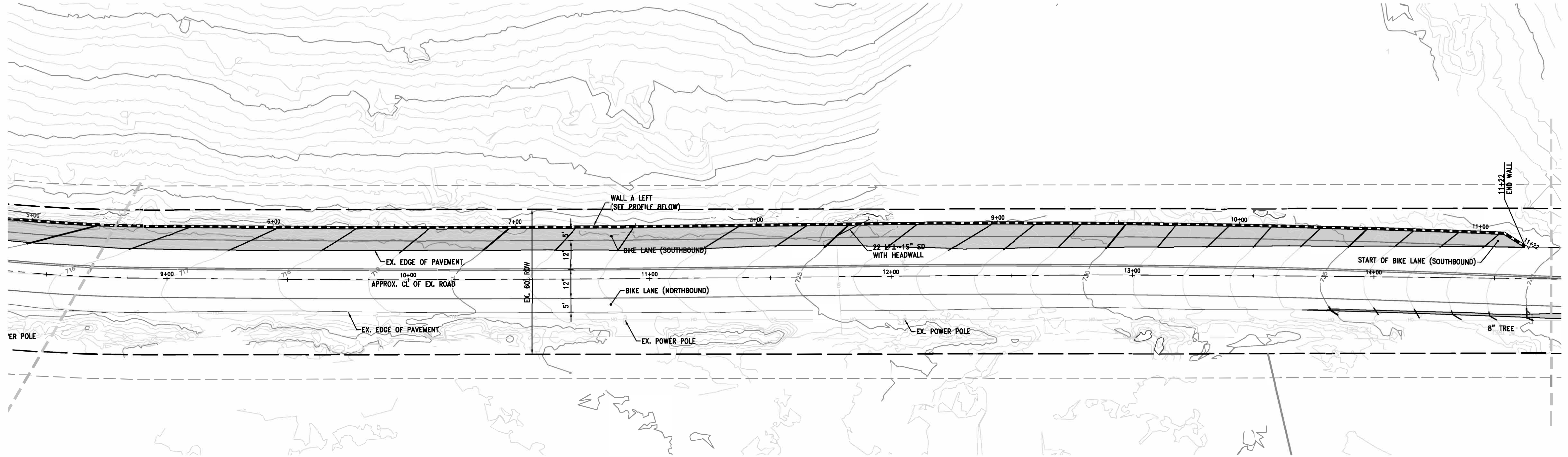
PRELIMINARY GRADING AND DRAINAGE PLAN
GLENWOOD DRIVE
SCOTTS VALLEY, CALIFORNIA

DATE	DESIGN	DRAWN
9/19/18	RICH TSO	STAFF

SHEET
C1.0

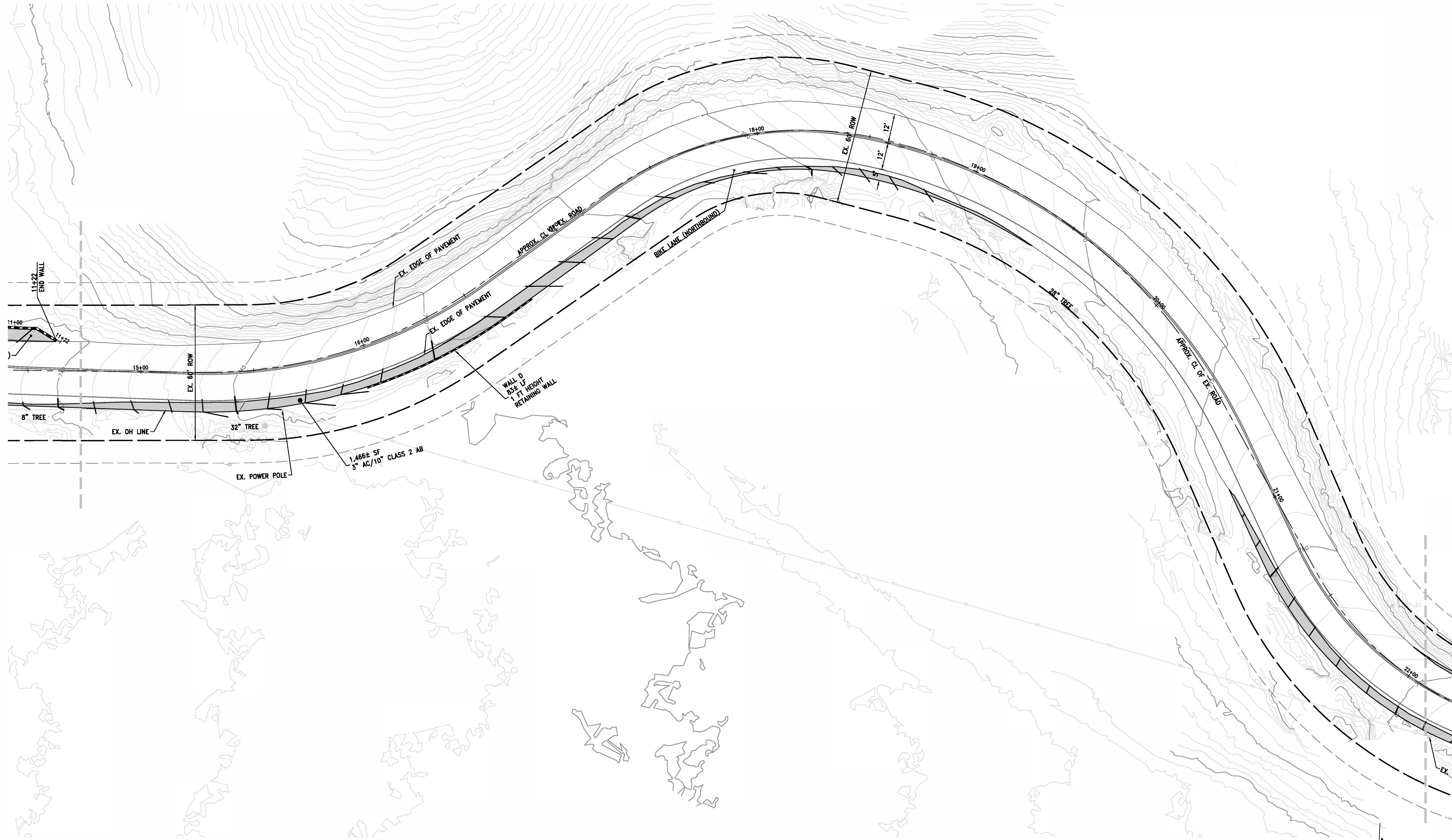
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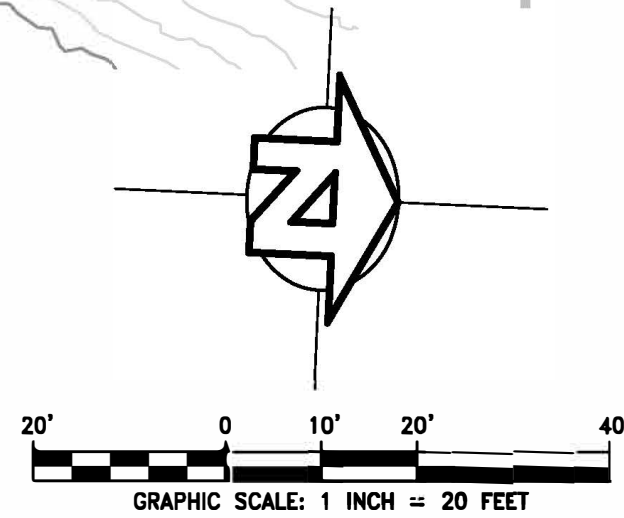


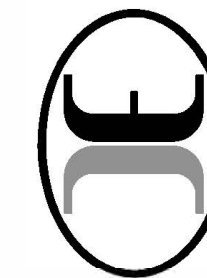

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SHEET C1.1		JOB NO. 18016		
PRELIMINARY GRADING AND DRAINAGE PLAN GLENWOOD DRIVE SCOTT'S VALLEY, CALIFORNIA				
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BY APPROVED REVISION DATE NOT FOR CONSTRUCTION				

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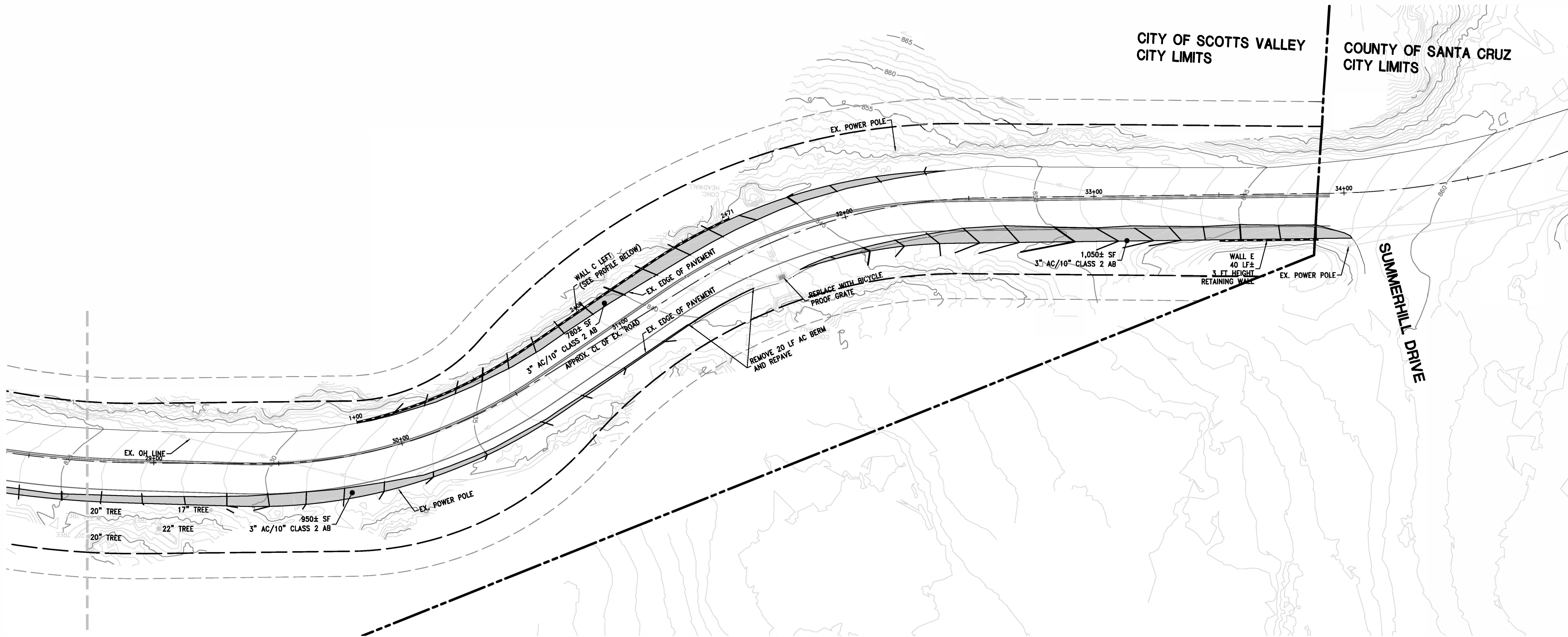


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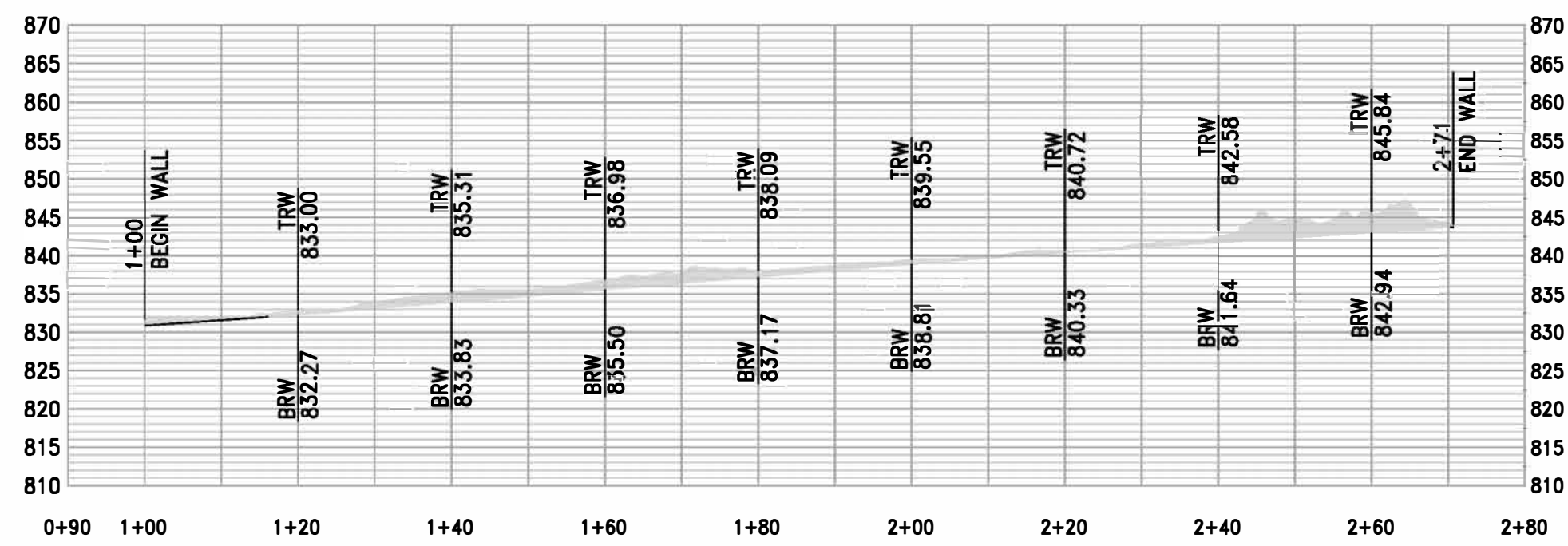


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<div>IFLAND ENGINEERS CIVIL ENGINEERING • LAND PLANNING • STRUCTURAL DESIGN</div> <div>6300 SOQUEL AVE SUITE 01 SANTA CRUZ, CA 95062 TEL (831) 428-5313 FAX (831) 428-1783 www.iflandengineers.com</div> <div>CITY OF SCOTT'S VALLEY, CALIFORNIA 1968</div>				
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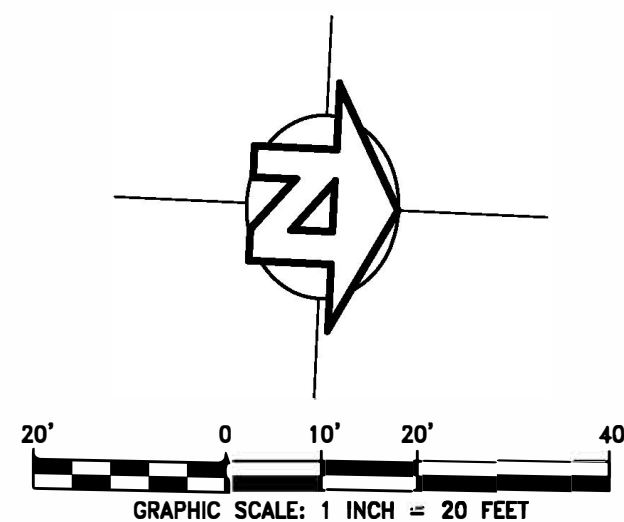
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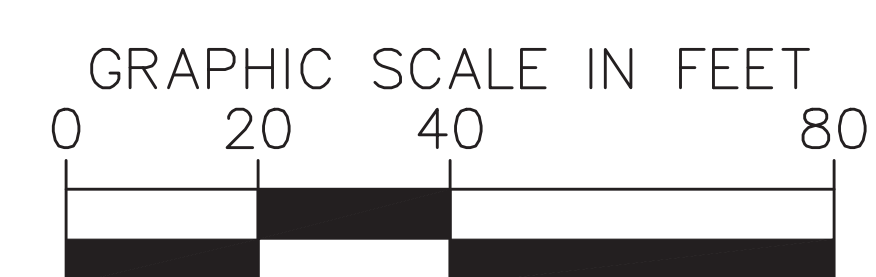
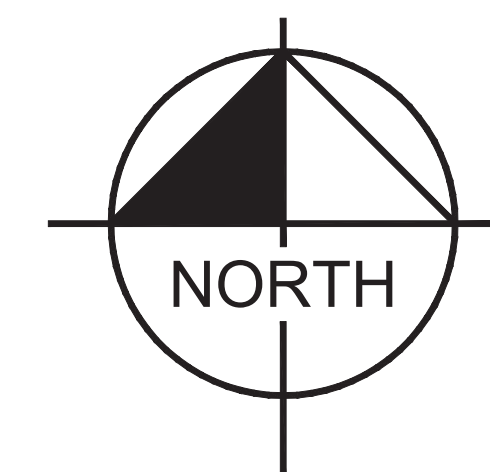
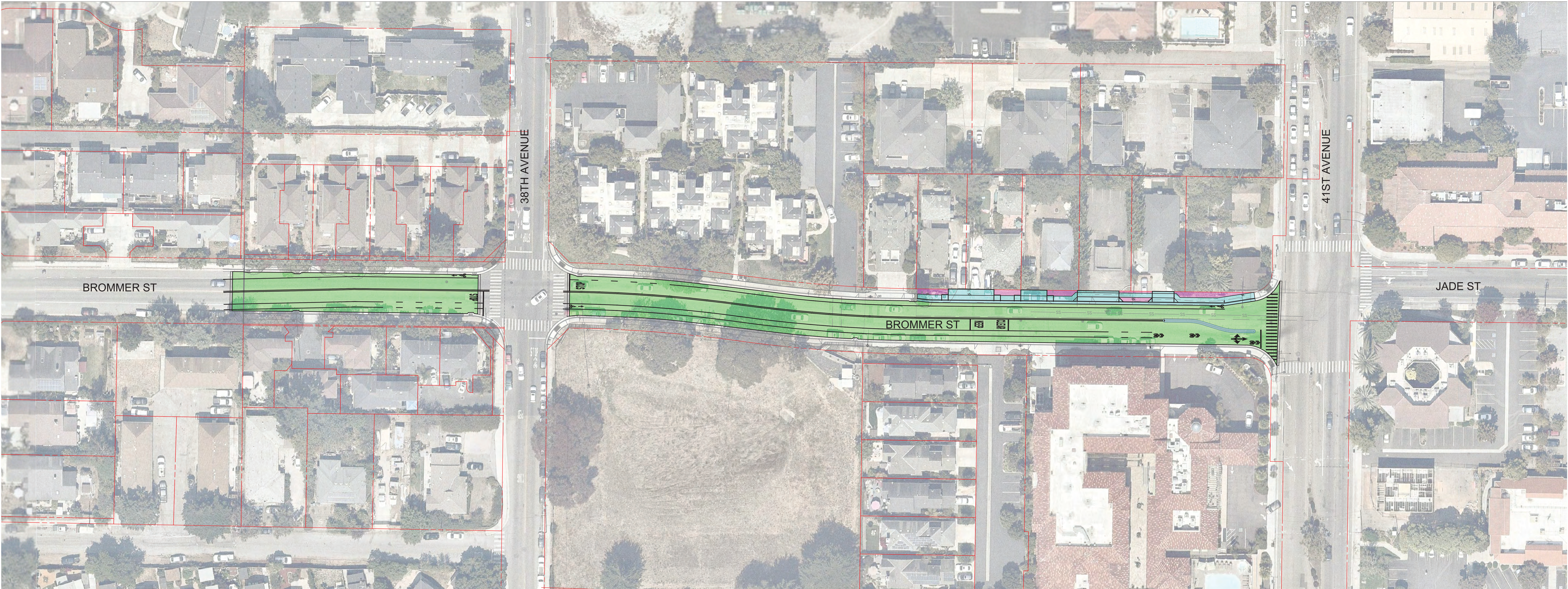


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CITY OF SCOTT'S VALLEY SCHEMATIC DESIGN PHASE DATE: 9/19/18 DESIGN: RICH TSO DRAWN: STAFF		PRELIMINARY GRADING AND DRAINAGE PLAN GLENWOOD DRIVE SCOTT'S VALLEY, CALIFORNIA		IFLAND ENGINEERS CIVIL ENGINEERING • LAND PLANNING • STRUCTURAL DESIGN 6300 SOQUEL AVE SUITE 101 SANTA CRUZ, CA 95062 TEL (831) 428-4313 FAX (831) 428-1763 www.iflandengineers.com		CITY OF SCOTT'S VALLEY 1966 NOT FOR CONSTRUCTION	
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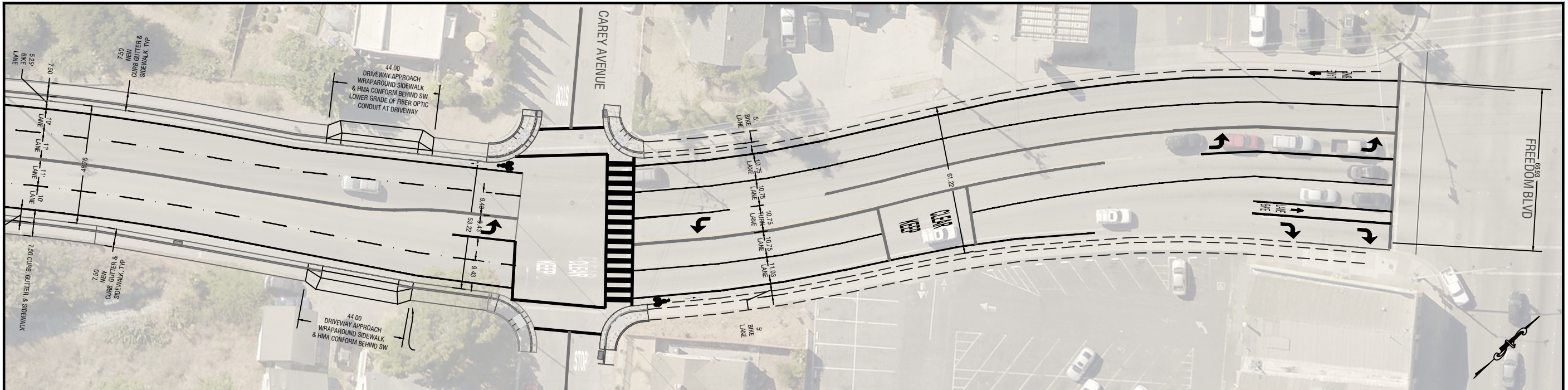
CITY OF CAPITOLA - BROMMER COMPLETE STREET OVERVIEW MAP



LEGEND:

- PROPOSED DRIVEWAY, CURB, GUTTER, AND SIDEWALK
- PROPOSED LANDSCAPING
- PROPOSED PAVEMENT IMPROVEMENT
- - - PROPOSED PROPERTY IMPACT
- EXISTING PROPERTY LINE

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GREEN VALLEY ROAD RECONSTRUCTION
STATION 0+00 TO 6+00
SCALE 1" = 20'



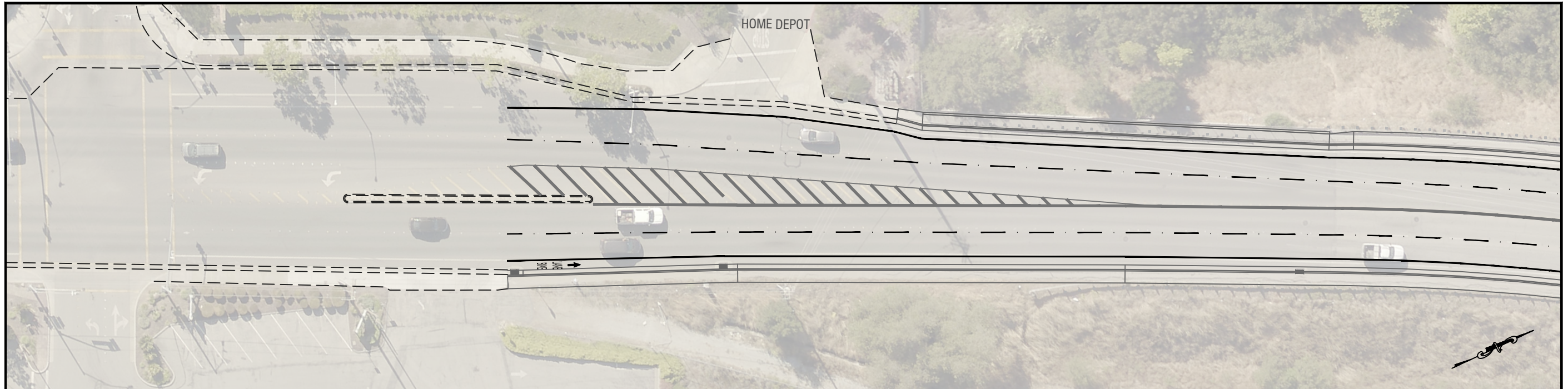
GREEN VALLEY ROAD RECONSTRUCTION
STATION 5+00 TO 11+00
SCALE 1" = 20'

CITY OF WATSONVILLE, CALIFORNIA PUBLIC WORKS, ENGINEERING DEPARTMENT		
GREEN VALLEY RD PAVEMENT PRESERVATION PHASE 3 STRIPING LAYOUT STA. 0+00 TO STA 11+00		
Approved by _____ Patricia A. Thomas, RCE CMPS		Date _____
Designed by PAT	Job No. ST-18-02	SHEET _____
Drawn by PAT	Scale 1" = 20'	of _____
Checked by CHECKED BY		

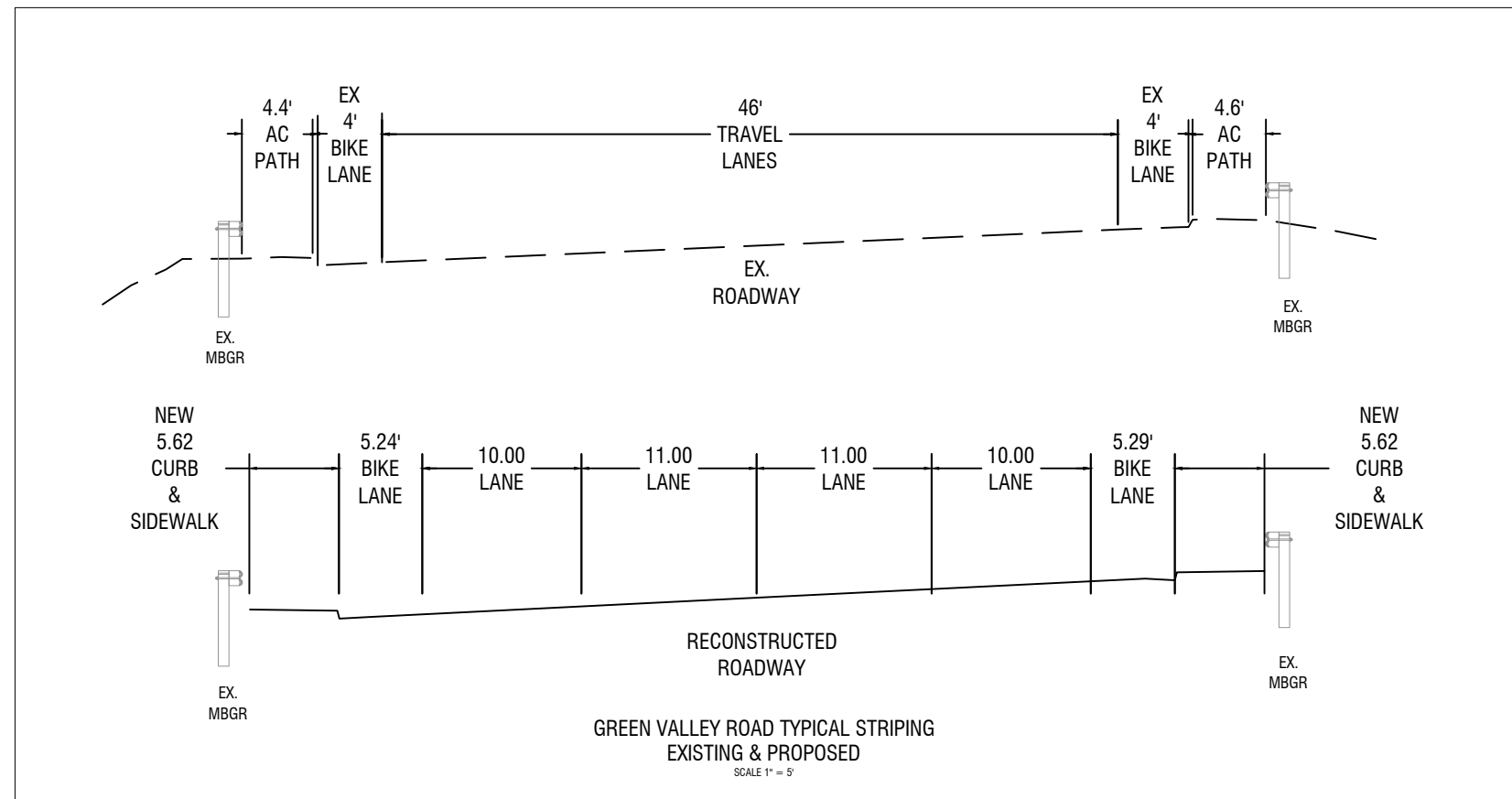
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SCALE IS IN INCHES

0 1 2 3 4

PLANS HAVE BEEN REDUCED
NOT TO SCALE NOTED



GREEN VALLEY ROAD RECONSTRUCTION
STATION 9+50 TO 15+00
SCALE 1" = 20'

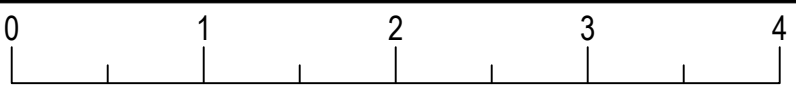


CITY OF WATSONVILLE, CALIFORNIA PUBLIC WORKS, ENGINEERING DEPARTMENT		
GREEN VALLEY RD PAVEMENT PRESERVATION PHASE 3 STRIPING LAYOUT STA 11+00 TO 15+00		
Designed by PAT	Job No. ST-18-02	Date _____
Drawn by PAT	Scale 1" = 20'	SHEET _____ of _____
Checked by CHECKED BY		

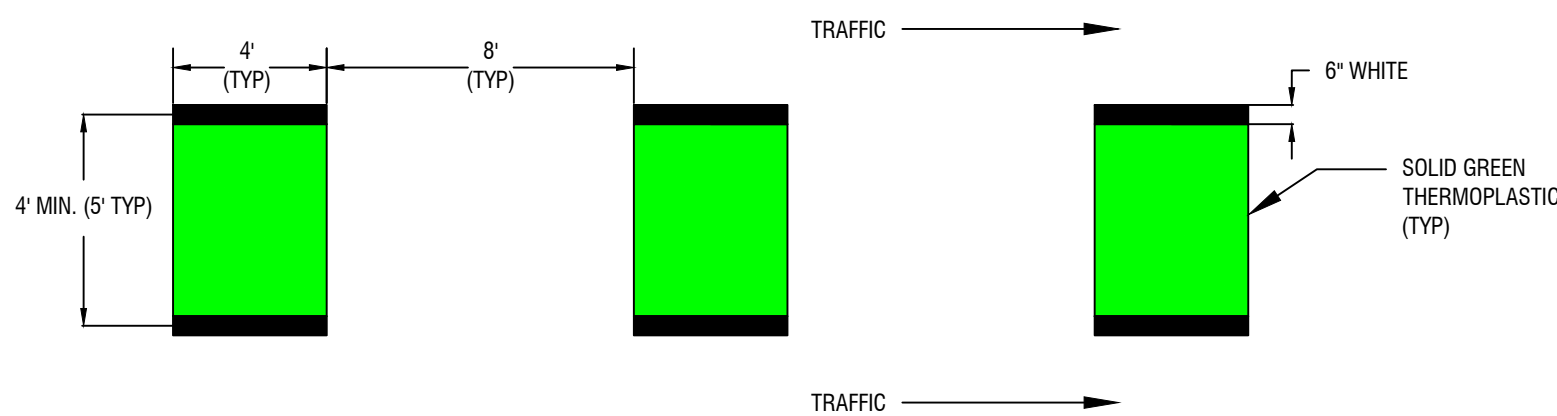
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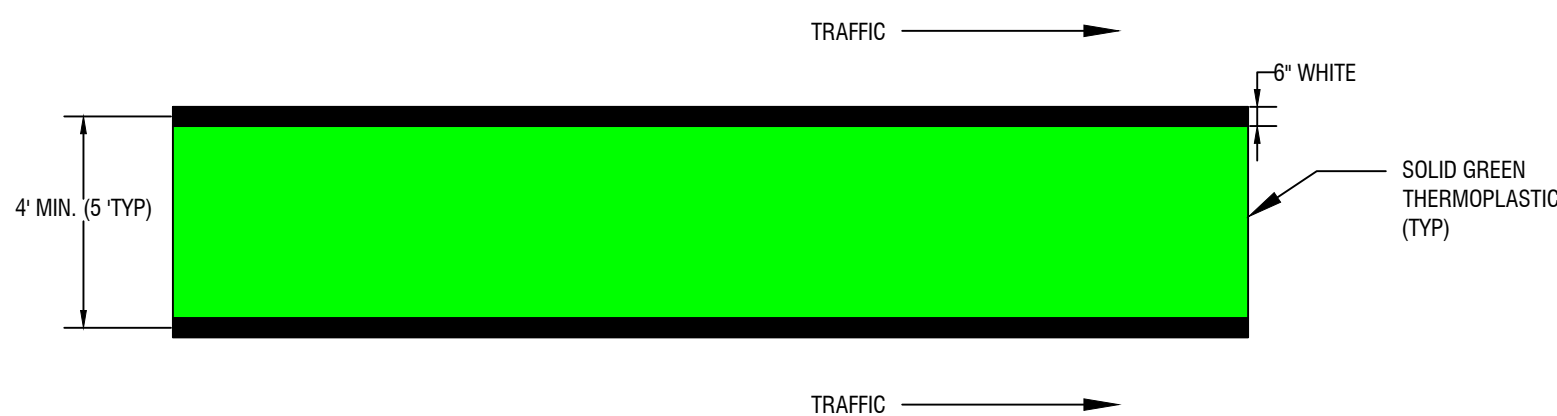
CITY OF WATSONVILLE, CALIFORNIA PUBLIC WORKS, ENGINEERING DEPARTMENT			
BICYCLE SAFETY IMPROVEMENTS SHEET KEY PROJECT AREA			
Approved by _____		Date _____	
MARIA ESTHER RODRIGUEZ, CITY ENGINEER			
Designed by A.G.	Job No. JOB NO.	SHEET 2	
Drawn by A.Y.	Scale NTS	OF 25	
Checked by D.C.			



1 THERMOPLASTIC PAVEMENT MARKING (GREEN) FOR BIKE LANES DASHED STRIPE (NOT TO SCALE)



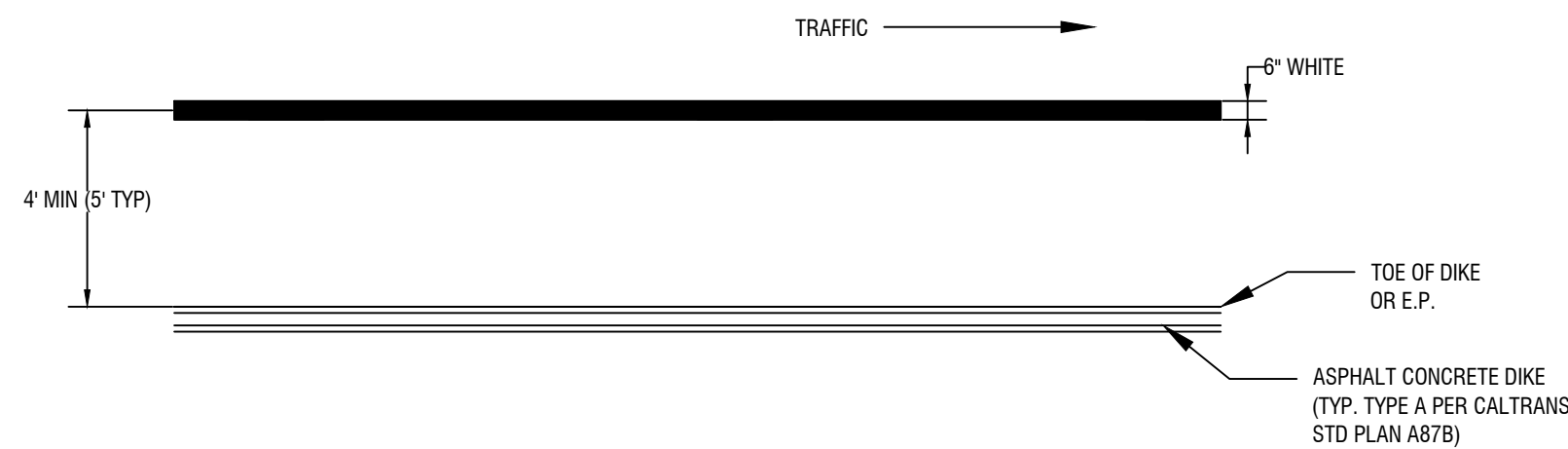
2 THERMOPLASTIC PAVEMENT MARKING (GREEN) FOR BIKE LANES DASHED STRIPE (NOT TO SCALE)



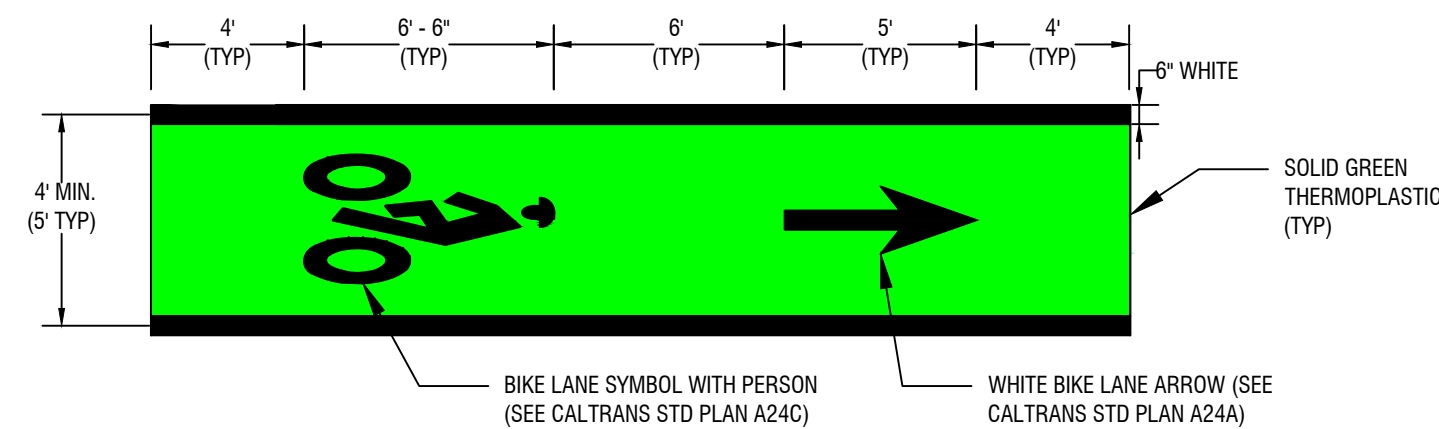
3 THERMOPLASTIC PAVEMENT MARKING (GREEN) FOR BIKE LANES SOLID STRIPE (NOT TO SCALE)



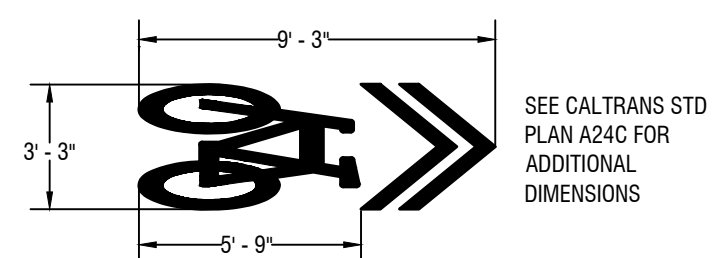
4 THERMOPLASTIC PAVEMENT MARKING (GREEN) FOR BIKE LANES ADJACENT TO GUTTER PAN (NOT TO SCALE)



5 THERMOPLASTIC PAVEMENT MARKING (WHITE) FOR BIKE LANES SOLID STRIPE (NOT TO SCALE)



6 THERMOPLASTIC PAVEMENT MARKING (GREEN) FOR BIKE LANES BIKE LANE SYMBOL (NOT TO SCALE)



7 PAVEMENT MARKING FOR BIKE LANES SHARED LANE MARKING (NOT TO SCALE)



SIGN R4-4



SIGN R81 (CA)



SIGN R81A (CA)



SIGN R81B (CA)



SIGN R4-11



SIGN R117 (CA)



SIGN R3-7R

8 REGULATORY SIGNS FOR BICYCLE FACILITIES (NOT TO SCALE)

ADD R7-9 "NO PARKING, BIKE LANE" AND R117 (CA) - PASS 3' MINIMUM

GENERAL NOTES:

- ALL EXISTING SIGNS SHALL BE PROTECTED IN PLACE UNLESS SPECIFIED FOR REMOVAL OR RELOCATION.
- ALL STRIPING CONFLICTING WITH PROPOSED STRIPING SHALL BE REMOVED BY GRINDING PRIOR TO NEW STRIPING INSTALLATION.
- ALL STRIPING DIMENSIONS SHOWN ARE MEASURED FROM STRIPE TO STRIPE, STRIPE TO LIP OF GUTTER, OR STRIPE TO FACE OF CURB, WHICHEVER SCENARIO IS CLOSER.
- ROADWAY ALIGNMENT SHOWN FOR PAVEMENT DELINEATION. STATIONING GENERATED WITHOUT EXISTING MONUMENT OR BENCHMARK BASIS. ENGINEER ON SITE SHALL VERIFY STRIPING LOCATION PRIOR TO INSTALLATION.
- CLASS II BIKEWAY AND LANE DIMENSIONS SHALL CONFORM TO THE STANDARDS IN THE 2015 HIGHWAY DESIGN MANUAL SECTION 301.2 AND SHALL GOVERN OVER STRIPING SHOWN ON PLANS.
- PER THE DESIGN MANUAL, THE MINIMUM CLASS BIKE LANE WIDTH SHALL BE 4 FEET EXCEPT WHERE:
 - ADJACENT TO ON-STREET PARKING, THE MINIMUM BIKE LANE SHOULD BE 5 FEET.
 - POSTED SPEEDS ARE GREATER THAN 40 MILES PER HOUR, THE MINIMUM BIKE LANE WIDTH SHOULD BE 6'.
 - ON HIGHWAYS WITH CONCRETE CURB AND GUTTER, A MINIMUM WIDTH OF 3 FEET MEASURED FROM THE BIKE LANE STRIPE TO THE JOINT BETWEEN THE SHOULDER PAVEMENT AND THE GUTTER SHALL BE PROVIDED.

REFERENCES

- 2015 CALTRANS STANDARD PLANS AND SPECIFICATIONS
- 2018 CALTRANS HIGHWAY DESIGN MANUAL 6TH EDITION
- 2014 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES

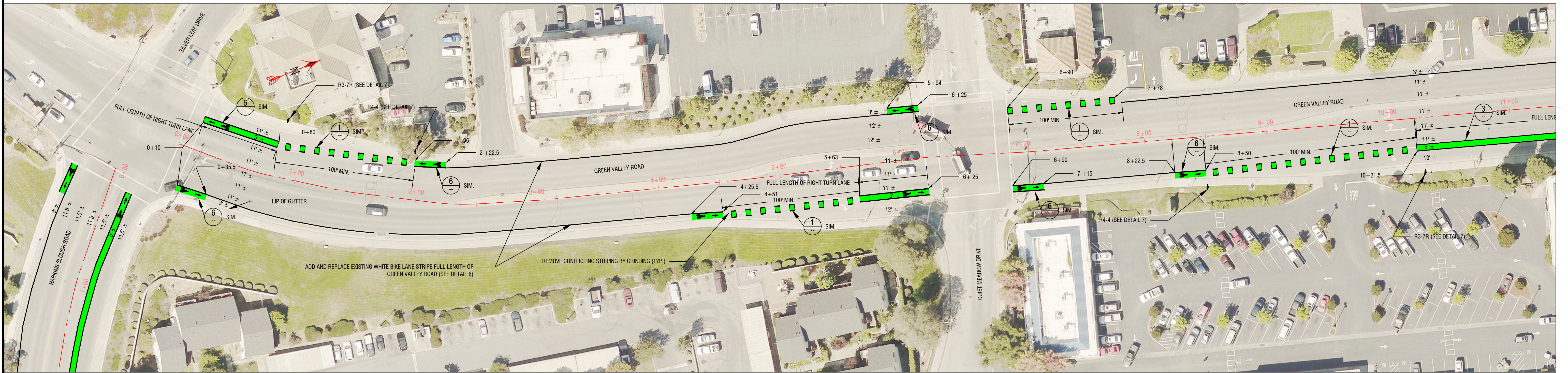
CITY OF WATSONVILLE, CALIFORNIA
PUBLIC WORKS, ENGINEERING DEPARTMENT

BICYCLE SAFETY IMPROVEMENTS PAVEMENT AND SIGNAGE DETAILS W. BEACH AND OHLONE INTERSECTION

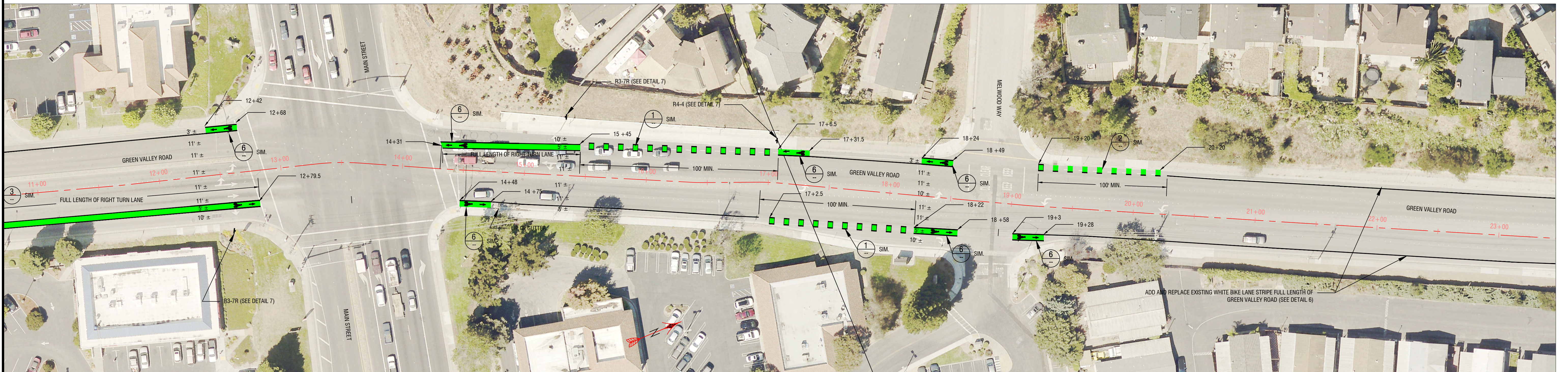
Designed by	A.G.	Job No.	JOB NO.	SHEET	23
Drawn by	A.Y.	Scale	SCALE	OF	23
Checked by	D.C.				

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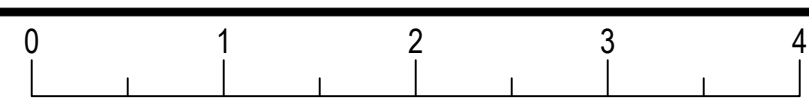


GREEN VALLEY STATION 00+00 TO 11+00
SCALE: 1"=40'



GREEN VALLEY STATION 11+00 TO 23+00
SCALE: 1"=40'

FOR REDUCED PLANS ORIGINAL
SCALE IS IN INCHES



CITY OF WATSONVILLE, CALIFORNIA PUBLIC WORKS, ENGINEERING DEPARTMENT			
BICYCLE SAFETY IMPROVEMENTS GREEN VALLEY RD LANE IMPROVEMENTS			
Approved by _____		Date _____	
MARIA ESTHER RODRIGUEZ, CITY ENGINEER			
Designed by A.G.	Job No. _____	SHEET 8	
Drawn by A.Y.	Scale _____	OF 25	
Checked by D.C.			

BICYCLE SAFETY IMPROVEMENTS 2010

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TO: RTC Advisory Committees

FROM: RTC Staff

RE: Draft Measure D: Five-Year Programs of Projects for Regional Projects

RECOMMENDATIONS

Staff recommends that the RTC's Advisory Committees:

1. Review and provide input on the preliminary draft "5-year Program of Projects" for the Measure D regional investment categories: Active Transportation, Highway Corridors, Rail Corridor, San Lorenzo Valley-Highway 9 Corridor Improvements and Highway 17 Wildlife Crossing (Attachment 1).
-

BACKGROUND

Measure D, the transportation ballot measure passed by more than a 2/3 majority of Santa Cruz County voters on November 8, 2016, provides funding for five categories of projects - neighborhood projects (30% of net measure revenues), highway corridors (25%), transportation for seniors and people with disabilities (20%), active transportation (17%), and the rail corridor (8%).

Each agency receiving Measure D revenues is required to annually develop, update, hold a public hearing on, and adopt a five-year program of projects. The five-year program of projects identifies how each agency plans to use Measure D funds in the upcoming 5 years. Agencies receiving direct formula allocations (cities, the County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO) and Community Bridges/Lift Line) typically develop and update their five-year programs of projects as part of their annual budget and/or capital improvement program. Community members provide input on those plans directly to each recipient agency. The Regional Transportation Commission (RTC) is responsible for developing the five-year program of projects for regional projects, as described below.

DISCUSSION

The RTC is in the process of updating the five-year plans for each of the Measure D regional transportation categories -- Active Transportation-Monterey Bay Sanctuary Scenic Trail Network (MBSST/Rail Trail), Highway Corridors, Rail Corridor, San Lorenzo Valley-Highway 9 Corridor and Highway 17 Wildlife Crossing.

This year, the draft plans include updates to the previously approved projects or programmed amounts (including anticipated expenditures through FY18/19), FY23/24 revenues and planned expenditures, as well as some new projects. In general, the first year of the 5-year program of projects (FY19/20) is incorporated into the RTC's annual budget. Programming in years 2 to 5 is preliminary and are adjusted annually based on updated expenditure, project schedule, and cost information, as well as updated revenue projections and the carryover of unspent revenues from prior years. Since annual revenues are sometimes insufficient for larger projects, Measure D recipients may carryover, reserve, or "bank" revenues to future years. For several regional projects, staff proposes to reserve funds to serve as match for competitive grant programs or to be used if grants are not secured. In other instances, proposed allocations exceed available revenues in some years and short-term loans between Measure D categories or financing may be necessary (see below).

Staff recommends that RTC advisory committees review and provide input on the preliminary draft 5-year programs of projects for regional categories (Attachment 1). Fact Sheets on major projects are included as Attachment 2.

Active Transportation/Monterey Bay Sanctuary Scenic Trail Network (MBSST)

The draft 5-year plan for the MBSST program proposes the following major updates:

- Adds \$1 million for the Phase 2 of Segment 7 of the rail trail from California Ave/Bay Street to the wharf roundabout in Santa Cruz
- Adds \$2.8 million for Segment 18 of the rail trail in Watsonville
- Adds \$3.8 million for the County of Santa Cruz to initiate environmental review and preliminary engineering for sections of the rail trail between 17th Ave and Aptos Creek Road (Segment 10: 17th-47th/Jade St. Park, Segment 11: Monterey Ave. to State Park Dr., and Segment 12: State Park Dr. to Aptos Creek Rd.)

Highway Corridors and Highway 9

The draft 5-year plans for highway categories includes the following updates:

- Seek competitive grants to accelerate delivery and cover greater share of Highway 1 auxiliary lanes and bicycle/pedestrian overcrossings project costs.
- Increase funds for traveler information/transportation demand management programs in FY19/20 and FY20/21, may issue "call for projects" for programs that reduce vehicle miles traveled.
- Increase funds for the Safe on 17 program aimed at reducing collisions on Highway 17.
- Highway 9: Increase funds for transportation projects providing access to SLV High School, Elementary School, and Middle School campus

Rail

The draft 5-year plans for the Rail category includes one new project:

- Adds funds for an alternatives analysis of possible high-capacity transit uses on the rail corridor, identified by the RTC as a next step from the Unified Corridor Investment Study.

Next Steps

The RTC's advisory committees are providing input on the preliminary draft plans at their April and May 2019 meetings. After considering advisory committee recommendations and input received from the RTC board, staff will update the 5-year program of projects for each regional investment category and present final recommendations to the RTC board for approval following a public hearing at the RTC's June 2019 meeting.

After the close of each fiscal year, agencies must submit a report describing actual expenditures, progress made to improve the transportation system, how maintenance of effort requirements have been met to ensure Measure D revenues are supplementing (not supplanting) other revenues, and the degree that Measure D funds were used to secure additional funding from other sources (leveraging). Fiscal audits of FY17/18 expenditures are currently under review by the Measure D Taxpayer Oversight Committee; the audits and expenditure reports will be posted on the RTC's Measure D website (www.sccrtc.org/move) once finalized.

Strategic Implementation Plan

Later this year, RTC staff will be preparing a strategic implementation plan that looks at opportunities to accelerate delivery of some projects. While "pay-as-you-go" financing is the preferred method of financing Measure D projects, the RTC may determine bonding or other financing is cost-effective to accelerate regional project implementation. Use of bonding, loans between Measure D categories, or other financing options will depend on project delivery schedules, funding needs, matching fund opportunities, and cash flow estimates. Direct recipients (cities, the County of Santa Cruz, METRO and LiftLine) may not directly bond against Measure D revenues, but could access options such as cooperative fund agreements among agencies receiving Measure D funds, or other means to advance funding for projects as they near construction. As projects near construction, staff will return to the RTC with an analysis of financial options to accelerate specific projects.

5-year Plans for Cities/County and Transit

Concurrent to the RTC preparing the 5-year program of projects for regional categories (Highways, Rail, Trail), agencies which receive direct allocations of funds are also preparing their draft plans. Staff will work to share information on when those draft plans are under consideration, but encourages interested parties to track city, county and METRO meeting packets and provide any input on how they propose to use their funds directly to the cities, county and METRO. The Lift Line 5-year plan is reviewed by the RTC's Elderly and Disabled Transportation Advisory Committee (E&D TAC) in April and is subject to approval by the RTC board.

Updates on some of the projects being implemented by Measure D recipients are included in Attachment 3.

SUMMARY

Measure D requires recipient agencies to annually prepare and update a five-year program of projects identifying how agencies plan to invest Measure D revenues. Staff is seeking input from the RTC and its advisory committees on the FY19/20-23/24 five-year programs of projects for regional investment categories. The RTC is scheduled to review and consider approval of the draft plans at its June 2019 meeting.

Attachments:

1. Draft 5-Year Programs of Projects for Regional Categories
2. Measure D Regional Project Fact Sheets
3. Measure D Spring 2019 Updates

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Measure D: 5-Year Program of Projects (FY19/20-23/24)

Preliminary DRAFT- 2019

Attachment 1

Category: Active Transportaiton/MBSST-Rail Trail (17% of Measure D Revenues)

Measure D Revenues

	Prior	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Total
Estimated Annual Measure D Allocations	\$6,869,542	\$3,542,331	\$3,588,381	\$3,635,030	\$3,682,286	\$3,730,156	\$25,047,726
Est. carryover from prior year balance		\$4,213,162	\$2,933,975	\$394,443	-\$1,327,138	-\$785,102	
Total Available (includes interest and carryover)		\$7,755,493	\$6,522,356	\$4,029,473	\$2,355,148	\$2,945,054	

		Planned Use								2019 Updates	Estimated Construction start date
	Rail Trail Project/Program	Description	Prior Years Spent	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Total Measure D		
1	Segment 7: Natural Bridges to Bay/California (Phase I), Bay/Californiat to Wharf (Phase II), City of Santa Cruz (SC) lead	Allocation to City of Santa Cruz for Segment 7 rail trail	--->	\$2,100,000	\$0	\$0	\$0	\$0	\$2,100,000	Shift \$1.1M for ph. 1 to FY19/20 & add \$1 million per City of SC request for Phase 2 for construction, contingent on city securing other funds for balance of Ph. 2. Shift capital funds to FY19/20 based on updated schedule.	Phase I: Summer-Fall 2019; Phase II: TBD
1A	Segment 7: Natural Bridges to Bay/California (Phase I), Bay/Californiat to Wharf (Phase II), City of Santa Cruz (SC) lead	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnental Health Services & ROW)	\$91,972	\$100,000	\$50,000	\$0	\$0	\$0	\$241,972	Update RTC and technical assistance costs (previously \$245k).	duration of project delivery
2	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	Allocation to City of SC for widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk	\$500,000	\$0	\$0	\$0	\$0	\$0	\$500,000	No change.	FY18/19 (to be completed ~ June 2019)
2A	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnental Health Services & ROW)	\$12,500	\$10,000	\$0	\$0	\$0	\$0	\$22,500	Updates RTC and technical assistance costs (previously \$15k)	duration of project delivery
3	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	Allocation to City of SC: \$2M set aside to serve as match for construction grants. Joint project with County.	\$0	-	--->	--->	\$2,000,000	\$0	\$2,000,000	Shifted funds from FY 20/21	est. 2022/23
3A	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnental Health Services & ROW)	\$0	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000	\$200,000	Add FY22/23 and FY23/24 estimates.	duration of project delivery
4	City of SC trail maintenance and operations	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitgations, and periodic repaving.	\$0	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$250,000	Add FY23/24 at same level; add \$25k to FY19/20	ongoing
5	Segment 18: Lee Rd-Walker, Watsonville	Allocation to City of Watsonville for trail construction.	\$0	\$150,000	\$0	\$2,800,000	\$0	\$0	\$2,950,000	Shift funds to match current schedule and add \$2.8M of city's \$3.8M request, contingent on city securing other funds for balance of construction cost.	FY19/20 and remaining portion in FY 21/22
5A	Segment 18: Lee Rd-Walker, Watsonville	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnental Health Services & ROW)	\$62,775	\$20,000	\$20,000	\$20,000	\$0	\$0	\$122,775	Updates RTC and technical assistance costs, adding funds in FY20/21-21/22.	duration of project delivery

	Rail Trail Project/Program	Description	Prior Years Spent	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Total Measure D	2019 Updates	Estimated Construction start date
6	City of Watsonville trail maintenance and operations	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	\$0	\$0	\$10,000	\$11,000	\$11,000	<u>\$11,000</u>	\$43,000	Add funds for FY23/24 maintenance.	ongoing
7	North Coast Segment 5	RTC project mgmt, oversight, outreach and technical assistance (EIR consultants, legal, Environmental Health Services & ROW)	\$1,216,939	\$240,000	\$160,000	\$150,000	\$0	\$0	\$1,766,939	Updated costs	est 2021
8	North Coast Segment 5: trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	\$0	-	---	\$100,000	\$125,000	<u>\$125,000</u>	\$350,000	Deleted FY21/22 funds, adds funds for FY23/24.	ongoing
9	North Coast Seg 5: Trail construction and reserve to match future grants for unfunded 2 mi.	Funds set aside to service as match when seeking future grant application.	\$0	\$0	\$3,700,000	-	-	\$0	\$3,700,000	No change.	est. 2021
10	Segment 10-12: Segment 10 (17th-47th/Jade St. park), Seg 11 (Monterey to St. Park Dr), & Seg 12 (St Park to Aptos Creek Rd) PA/ED; Preliminary Analysis of 17th Ave-47th Ave/Jade St. Park	Allocation to County DPW: Environmental Review and Preliminary design, right of way research/surveys, assessments, and grant writing services. County DPW-Capitola project.	\$0	<u>\$1,333,333</u>	<u>\$1,333,333</u>	<u>\$1,333,333</u>	\$0	\$0	\$4,000,000	Expand scope. Increase from \$200K previously allocated to Seg 10 to \$4M total for expanded project length and level of analysis.	TBD
10	Segment 10-12 Oversight and technical assistance	RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)	\$0	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	<u>\$50,000</u>	\$250,000	Increased funds due to expanded scope; added FY23/24	TBD
11	Capitola Trail: City Hall to Monterey Ave	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmnetal Health Services & ROW)	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000	Costs prior to FY19/20 shown in overall program managent below	TBD
12	Ongoing RTC oversight, coordination, and assistance, including on development of future trail sections.	RTC: Surveys, Environmental Health (EHS), legal, stakeholder coordination, response to public comments, and development of future projects/grant applications	\$304,767	\$235,000	\$210,000	\$285,000	\$345,000	<u>\$345,000</u>	\$1,724,767	Updated estimated costs, adds FY23/24	ongoing
13	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree removal, trash, graffiti, drainage, encroachments, storm damage repairs outside of what is required for railroad operations	\$502,724	\$499,250	\$519,250	\$519,250	\$519,250	<u>\$519,250</u>	\$3,078,974	Updated estimated costs FY17/18-19/20 (slightly lower), adds FY23/24	ongoing
Estimated Annual Measure D Expenditures			\$2,691,677	\$4,842,583	\$6,142,583	\$5,358,583	\$3,140,250	\$1,140,250	\$23,315,927		
Estimated Interest Earnings on Measure D Revenues			\$35,297	\$21,066	\$14,670	\$1,972					
Balance/Reserves - negatives reflect years that loans or other financing may be needed if there are no delays to projects or lower expenditures. Long term implementation plan being developed.			\$4,213,162	\$2,933,975	\$394,443	(\$1,327,138)	(\$785,102)	\$1,804,804			

Measure D: 5-Year Program of Projects (FY19/20-FY23/24)

Preliminary DRAFT- 2019 update

Category: Highway Corridors (25% of Measure D Revenues)

Measure D Revenues

	Prior	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24
Estimated Annual Measure D Allocations	\$ 10,102,267	\$5,209,311	\$5,277,032	\$5,345,633	\$5,415,126	\$5,485,523
Estimated Carryover from Previous Year		\$8,890,706	\$11,439,089	\$11,573,316	\$13,631,816	\$18,283,601
Total Available		\$14,100,017	\$16,716,121	\$16,918,949	\$19,046,942	\$23,769,124

			Planned Use					Total Measure D	2019 Updates
Name/Road/Limits	Description	Prior Years Spent	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24		
1 Highway 1: 41st Avenue/Soquel Drive Auxiliary Lanes and Chanticleer Bike/Pedestrian Overcrossing ⁽¹⁾	Freeway operational improvement, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.	\$600,000	\$350,000	\$350,000	\$350,000	\$0	\$0	\$1,650,000	RTC will seek SB1 Solutions for Congested Corridors (SCCP) funds and Local Partnership Program (LPP) cycle 2 competitive funds to fund construction.
2 Highway 1: Auxiliary Lanes from State Park Drive to Bay-Porter, and Reconstruction of Capitola Avenue Overcrossing ⁽²⁾	Freeway operational improvement, rehab roadway and drainage, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lanes	\$100,000	\$1,833,168	\$4,300,000	\$2,480,000	\$400,000		\$9,113,168	Shifted funds for PA/ED to FY19/20; PS&E phase into FY 20/21. Added funds in 21/22 for right-of-way (\$1.8M capital + \$180k support). Added funds in 22/23 for DSDC & PM. Will seek SB1 SCCP and LPP cycle 2 funds for construction.
3 Highway 1 Bicycle/Pedestrian Overcrossing at Mar Vista Drive ⁽³⁾	RTC oversight and assistance to address restricted bike/ped access by building new overcrossing with lighting, traffic calming, and moderate aesthetic treatments	\$0	\$100,000	\$100,000	\$100,000			\$300,000	Shifted \$300k from construction phase (FY21/22) to preconstruction phase (FY19/20). Will seek SB1 SCCP, LPP, and/or ATP funds for construction.
4 Cruz 511-Traveler Information and Commute Manager	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM programs	\$200,000	\$250,000	\$250,000	\$200,000	\$200,000	\$200,000	\$1,300,000	Funds added in FY19/20 and FY20/21; may issue "call for projects/RFP" for assistance growing TDM employer participation using new Trip Planner. FY23/24 added.
5 Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	\$25,000	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	\$275,000	Increased to \$50k per year.
6 Unified Corridor Investment Study	Analysis of Highway 1 corridor projects	\$200,000	\$0	\$0	\$0	\$0	\$0	\$200,000	No change. Project completed in FY18/19
7 Freeway Service Patrol ⁽⁴⁾	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Hwy 1 and Hwy 17	\$118,813	\$122,213	\$150,000	\$165,000	\$181,500	\$199,650	\$937,176	Funds for FY23/24 added; lower amounts used/budgeted-anticipated FY17/18 - FY19/20 -- SB1 providing additional funds.
Estimated Annual Measure D Expenditures		\$1,243,813	\$2,705,381	\$5,200,000	\$3,345,000	\$831,500	\$449,650	\$13,775,344	
Annual Interest Earnings on Measure D Revenues		\$32,252	\$44,454	\$57,195	\$57,867	\$68,159	\$91,418		
Reserve/Carryover balance to next fiscal year or to match future grants		\$8,890,706	\$11,439,089	\$11,573,316	\$13,631,816	\$18,283,601	\$23,410,892		Balance reserved to match future grants

Notes:

- Hwy 1 41st/Soquel Aux Lane and Chanticleer B/P Overcrossing:** Previously programmed funds used for preliminary and final engineering design and right-of-way phases over the period FY 17/18-through-FY 19/20. Measure D funds for PS&E and Project Management activities. RTC will target SCCP and LPP Cycle 2 or could decide at future date whether to utilize bond or other financing.
- Hwy 1 Auxiliary Lanes from State Park Drive to Bay/Porter Project:** Measure D funding for preliminary design and environmental documentation (FY 18/19 - FY 19/20) assumes PS&E will be advanced in FY 20/21, and right-of-way acquisition occurring in FY 21/22. RTC will target SCCP and LPP Cycle 2 or could decide at future date whether to utilize bond or other financing
- Mar Vista Bicycle/Pedestrian Overcrossing:** Previously programmed funds used for project development and construction activities. Measure D funds (\$300K) to supplement project management and public outreach support activities as needed. RTC will target SCCP and LPP Cycle 2 or could decide at future date whether to utilize bond or other financing
- Freeway Service Patrol:** Through state budget/SB1 more Caltrans funds became available reducing Measure D needec

Measure D: 5-Year Program of Projects (FY19/20-23/24)

Preliminary DRAFT - 2019

Category: Neighborhood Projects: San Lorenzo Valley (SLV)/Highway 9 Corridor (\$10 million over 30 years)

Measure D Revenues

	Prior	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24
Estimated Annual Measure D Allocations	\$694,445	\$333,333	\$333,333	\$333,333	\$333,333	\$333,333
<i>Estimated Carryover from Previous Year (including interest)</i>		<i>\$648,248</i>	<i>\$704,823</i>	<i>\$41,680</i>	<i>\$375,222</i>	<i>\$710,431</i>
<i>Total Available (including interest)</i>	<i>\$694,445</i>	<i>\$981,581</i>	<i>\$1,038,156</i>	<i>\$375,014</i>	<i>\$708,555</i>	<i>\$1,043,765</i>

		Planned Use							Total Measure D	2019 Updates
	Name/Road/Limits	Description	Prior Years	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24		
1	San Lorenzo Valley (SLV) Safe Routes to Schools -Preconstruction & grant match	Add pathways to SLV tri-school campus entrance south to at least Fall Creek Rd)	\$0		<u>\$1,000,000</u>				\$1,000,000	<i>Increase from \$750k to \$1 million and shift funds to FY20/21 to match anticipated grant application timing.</i>
2	Preliminary scope and engineering documents for near term projects	Develop engineers estimates, prelim. designs, and initial screening, implementation documents needed to secure funds for priority projects; may include engineering needed to integrate complete streets components into SHOPP projects.	\$0	<u>\$250,000</u>					\$250,000	<i>NEW. Needed for programming documents and to prepare grant applications for priority projects identified in the SLV Complete Streets Plan</i>
3	Hwy 9 Pedestrian Crosswalks and Enhancements	Stripe new crosswalks and add RRFBS, ladder striping, etc to several existing crosswalks	\$0	<u>\$30,000</u>					\$30,000	<i>New project. \$250,000 HSIP grant secured, with Measure D expected to cover balance of costs.</i>
4	Hwy 9/SLV Corridor Plan - Completion of plan	Community-based comprehensive corridor plan, identifying priority transportation projects.	\$50,000						\$50,000	<i>No change</i>
Estimated Annual Measure D Expenditures			\$50,000	\$280,000	\$1,000,000	\$0	\$0	\$0		
<i>Estimated Interest Earnings on Measure D Revenues</i>			<i>\$3,803</i>	<i>\$3,241</i>	<i>\$3,524</i>	<i>\$208</i>	<i>\$1,876</i>	<i>\$3,552</i>		
Balance/Reserve for priorities in Highway 9-SLV Corridor Plan		<i>Exact projects TBD. Use as match to leverage grants</i>	\$648,248	\$704,823	\$41,680	\$375,222	\$710,431	\$1,047,317		

Measure D: 5-Year Program of Projects (FY19/20-FY23/24)

Preliminary DRAFT - 2019

Category: **Highway 17 Wildlife Corridor (\$5 million over 30 years)**

Measure D Revenues

	Prior	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24	Future
Estimated Annual Measure D Allocations	\$347,222	\$166,667	\$166,667	\$166,667	\$166,667	\$166,667	\$3,819,444
Estimated Carryover from Previous Year		\$349,055	\$502,467	\$656,646	(\$1,191,688)	(\$3,040,021)	
Total Available	\$347,222	\$515,721	\$669,133	\$823,312	(\$1,025,021)	(\$2,873,354)	

Planned Use

	Name/Road/Limits	Description	Prior Years	FY19/20	FY20/21	FY21/22*	FY22/23*	FY23/24	Future Debt Service*	Total Measure D	2019 Updates
1	Highway 17 Wildlife Crossing near Laurel Curve	Construct wildlife undercrossing to connect habitat on either side of the highway. Creates a wildlife corridor enabling animals to safely cross the highway. Includes \$15k/year RTC costs associated with oversight, agreements, financing, coordination, and public engagement.	\$0	\$15,000	\$15,000	\$2,015,000	\$2,015,000	Debt service payments TBD	\$946,090	\$5,006,090	No expenditures pre-FY19/20. Includes placeholder for financing to advance project delivery. Updated interest estimates.
Estimated Annual Measure D Expenditures			\$0	\$15,000	\$15,000	\$2,015,000	\$2,015,000	\$0			
Estimated Interest Earnings			\$1,832	\$1,745	\$2,512	\$0	\$0	\$0			
Carryover Balance - RESERVE or Financing for construction			\$349,055	\$502,467	\$656,646	(\$1,191,688)	(\$3,040,021)	(\$2,873,354)			

*At a future date, RTC will evaluate financing options to advance delivery, since full \$5M committed in Measure D will not be available until end of 30 year measure.

**Total cost includes pre-construction and support costs funded through Caltrans SHOPP (\$4.5M). Land Trust has committed to raise \$3M for part of construction costs. Actual cost will depend on final design, bids, any claims, and financing costs.

Measure D: 5-Year Program of Projects (FY19/20-FY23/24)

Preliminary DRAFT - 2019

Category: Rail Corridor (8% of Measure D Revenues)

Measure D Revenues

	Prior	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24
Estimated Annual Measure D Allocations	\$3,232,724	\$1,666,979	\$1,688,650	\$1,710,603	\$1,732,840	\$1,755,367
Estimated Carryover from Previous Year		\$1,309,943	\$833,472	\$9,448	\$401,088	\$512,768
Total Available (includes interest and carryover)	\$3,232,724	\$2,976,922	\$2,522,122	\$1,720,051	\$2,133,928	\$2,268,135

			Planned Use						Total Measure D	2019 Updates
	Project	Description	Prior Years	FY19/20	FY20/21	FY21/22	FY22/23	FY23/24		
1	Unified Corridor Investment Study	Analysis of rail corridor usage options	\$775,000						\$775,000	Adds \$150k in FY18/19 based on actual costs.
1a	Alternatives Analysis	Analysis of high-capacity transit uses on rail corridor	\$13,000	\$550,000					\$563,000	Identified from the UCS as the next step for the rail corridor. \$13k in FY 18/19 to match grant.
2	2017 Storm Damage Repair & Cleanup	Repair and cleanup of damage resulting from the 2017 winter storms including one washout, minor slides and various downed or compromised trees	\$400,000	\$150,000					\$550,000	Some work not covered by FEMA. Increased from \$400k.
3	Railroad Bridge analysis	Updated engineering analysis of railroad bridges to complete bridge rehabilitation work outlined in engineering analysis completed in 2012	\$450,000						\$450,000	Bridge inspections completed in FY 18/19
3a	Capitola Trestle Railroad Bridge analysis	Analysis of feasibility for building a trail on the bridge through Capitola Village and over Soquel Creek.	---	\$50,000					\$50,000	Funds shifted to FY19/20
4	Railroad Bridge Rehabilitation	Rehabilitation of railroad bridges consistent with analysis completed in 2012 and updated analysis proposed for 2018	---	\$500,000	\$1,700,000				\$2,200,000	Funds respread to reflect current schedule.
5	Track infrastructure and signage maintenance and repairs	On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage	\$100,000	\$800,000	\$166,841	\$169,010	\$171,207	\$173,433	\$1,580,491	Carryover unspent FY18/19 funds, add anticipated FY19/20 repairs and FY23/24 ongoing est.
6	Rail Transit or Other Projects Environmental Document	Preparation of environmental documents for projects on rail corridor resulting from the Unified Corridor Study	\$0		\$650,000	\$1,150,000	\$1,450,000	\$750,000	\$4,000,000	Shifted to reflect current schedule, after alternatives analysis; serve as match for future grants.
7	Rail Agreement Lawsuit	Defense against CEQA lawsuit regarding the rail operator agreement	\$200,000	\$100,000					\$300,000	Carryover \$100k from FY 18/19
Estimated Annual Measure D Expenditures			\$1,938,000	\$2,150,000	\$2,516,841	\$1,319,010	\$1,621,207	\$923,433	\$10,468,491	
Annual Interest Earnings on Measure D Revenues			\$ 15,218	\$6,550	\$4,167	\$47	\$47	\$2,005		
Carry over to next fiscal year			\$1,309,943	\$833,472	\$9,448	\$401,088	\$512,768	\$1,346,708		



PROJECT FACT SHEET

Updated March 2019

Coastal Rail Trail

Monterey Bay Sanctuary Scenic Trail Network

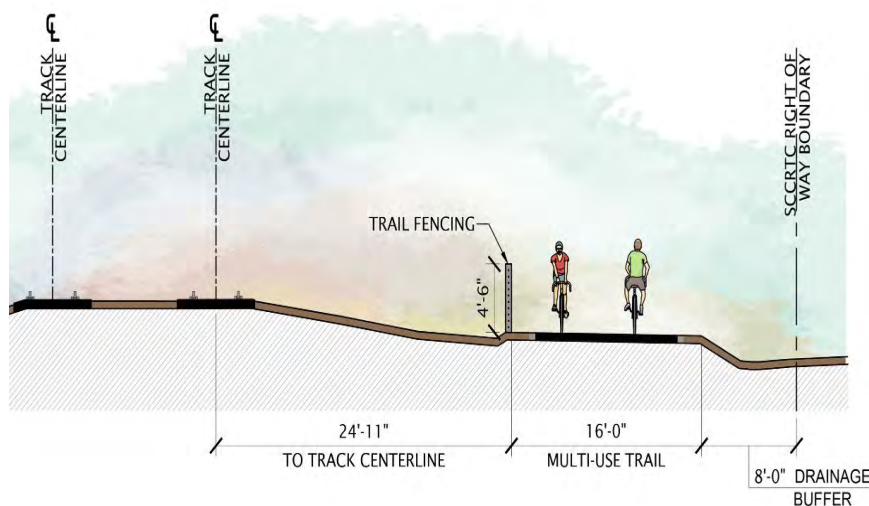
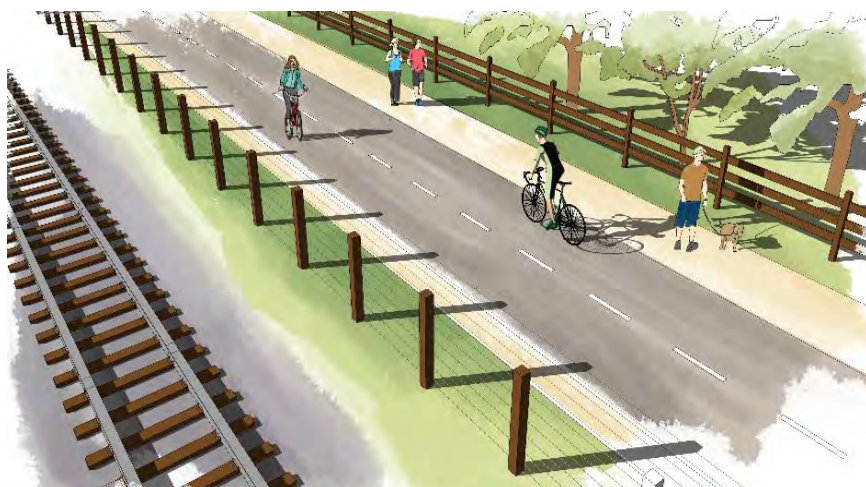
Project Description

The Monterey Bay Sanctuary Scenic Trail Network (MBSST) is a Regional Transportation Commission (RTC) proposed 50-mile bicycle and pedestrian trail project. The spine of the trail network will be the 32-mile Coastal Rail Trail from Davenport to Watsonville, to be built within or adjacent to the RTC-owned rail right-of-way. The remaining miles will be connecting paths, sidewalks, bike lanes, other roadway improvements or unpaved coastal spur trails.

The Coastal Rail Trail promises to be a highly valuable asset to the Santa Cruz County community for transportation, recreation, education, health, eco-tourism, coastal access, economic vitality, and other visitor-serving purposes. It will connect to neighborhoods, schools, parks, transit hubs, commercial and other activity centers. Thirteen miles of projects are in various stages of development and have been funded in full or in part. Project delivery includes completing design, engineering and environmental permitting, as well as receiving public input.

Approximately \$24M has been secured from state/federal grants and private donations. Additionally, Measure D, the voter-approved transportation sales tax, will allocate approximately \$120M for the trail over 30 years.

Following extensive public outreach, the RTC prepared and adopted an award-winning Master Plan which provides initial cost estimates and concept designs. All local jurisdictions through which the trail will traverse have also adopted the Master Plan as a guide for implementation.



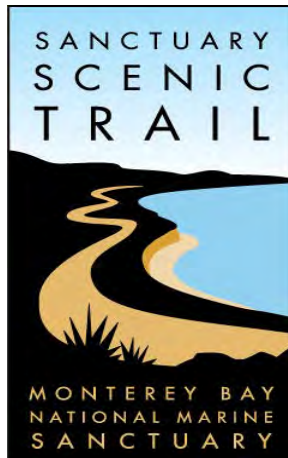
Project Highlights

- ▶ Half the county population, 92 parks and 44 schools are located within 1 mile of the rail line.
- ▶ Thirteen (13) miles of projects have been funded in full or in part.
- ▶ Approximately \$24M has been secured from state/federal grants and private donations.
- ▶ Measure D will allocate approximately \$120M for the trail over 30 years.
- ▶ Construction of the first project began in 2019.



Coastal Rail Trail

Monterey Bay Sanctuary Scenic Trail Network



Status of Funded Rail Trail Projects

North Coast: Davenport to Wilder Ranch

- **Benefits:** Provides a car-free alternative to Highway 1; connects to Wilder Ranch trails, numerous beaches, soon to be opened Coast Dairies and San Vicente Redwoods trails and Davenport; includes parking lots and restrooms at Panther/Yellowbank beach and in Davenport; links to City of Santa Cruz providing approximately 11 miles of continuous bike/ped paths.
- **Distance:** 5.4 miles (fully funded); 2.1 miles + 3 parking lot improvements and a crossing in Davenport (partially funded) **Width:** 16-20 feet **Construction:** Estimated 2021 for 5.4-mile segment; construction TBD for remaining 2.1 miles + amenities

City of Santa Cruz: Natural Bridges Drive to Pacific Avenue/Santa Cruz Wharf

- **Benefits:** Connects over 30,000 residents who live within one mile of the trail, to schools, work, beaches, shopping and other activity centers; provides safer car-free alternative to Mission Street and connects to the Beach Street bike-way; 9 schools and 28 parks are located within a mile of this section of trail.
- **Distance:** 2.1 miles **Width:** 12 -16 feet **Construction:** To be built in two phases: 1) Natural Bridges to Bay/California and 2) Bay/California to Pacific Avenue. Phase 1 construction will begin in 2019.

City of Santa Cruz/County of Santa Cruz: Boardwalk to 17th Avenue

- **Benefits:** Close to 48,000 residents live within one mile of the corridor where 15 schools and 37 parks are also located.
- **Distance:** 2.2 miles **Width:** 12 feet **Construction:** Estimated 2022-23
- **San Lorenzo River walkway:** Widening of the San Lorenzo River walkway at the Boardwalk is funded and being advanced ahead of trail **Width:** 10 feet **Construction:** To be completed prior to 2019 summer tourist season.

City of Watsonville: Lee Road to Walker Street

- **Benefits:** Close to 20,000 residents live within one mile of the corridor where 12 schools and 12 parks are also located. The new trail will link 850 homes along Ohlone Parkway with the City's 7-mile slough trail system and the downtown area.
- **Distance:** 1.2 miles **Width:** 12 feet **Construction:** Estimated 2020



Monterey Bay Sanctuary Scenic Trail Network

Coastal Rail Trail (Segment 7)

Project Description

The Coastal Rail Trail segment 7 project (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 2.10 miles of the MBSST's rail trail spine between Natural Bridges Drive and Pacific Avenue at the Santa Cruz Wharf. The existing facility is an unimproved railroad right-of-way in public ownership. Alternate routes have high bicycle and pedestrian crash histories, making this project a high priority.

The goals of this project are to increase the numbers of people biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will be one portion of the planned 32-mile rail trail network that traverses the entire coastline of Santa Cruz County.

The segment 7 project is at the epicenter of several existing trail system networks such as Younger Lagoon Reserve and Antonelli Pond Park, and will also provide connections to Natural Bridges State Beach, West Cliff Drive bike/pedestrian path and the Wilder Ranch path.

Segment 7 will be built in two phases in order to accelerate delivery of the construction-ready portion. Phase I from Natural Bridges to Bay/California will begin construction in fall 2019. Phase II from Bay/California to Pacific Avenue is in the design and environmental permitting phase and will be built once the project clears the permitting phase and construction funding is secured.



Project rendering

Project Highlights

- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- Over 30,000 residents live within one mile of the trail
- Provides a safer car-free alternative to Mission Street and connects to the Beach Street bike-way
- Enhances mobility and transportation for disadvantaged communities
- 9 schools and 28 parks are located within a mile of the trail

Project Costs and Funding

	Phase I	Phase II
Estimated Project Construction Cost	\$5,100,000	\$9,950,000
Funding Sources		
Measure D	\$1,100,000	\$2,000,000
Other Secured	\$4,000,000	
Need		\$7,950,000



PROJECT FACT SHEET

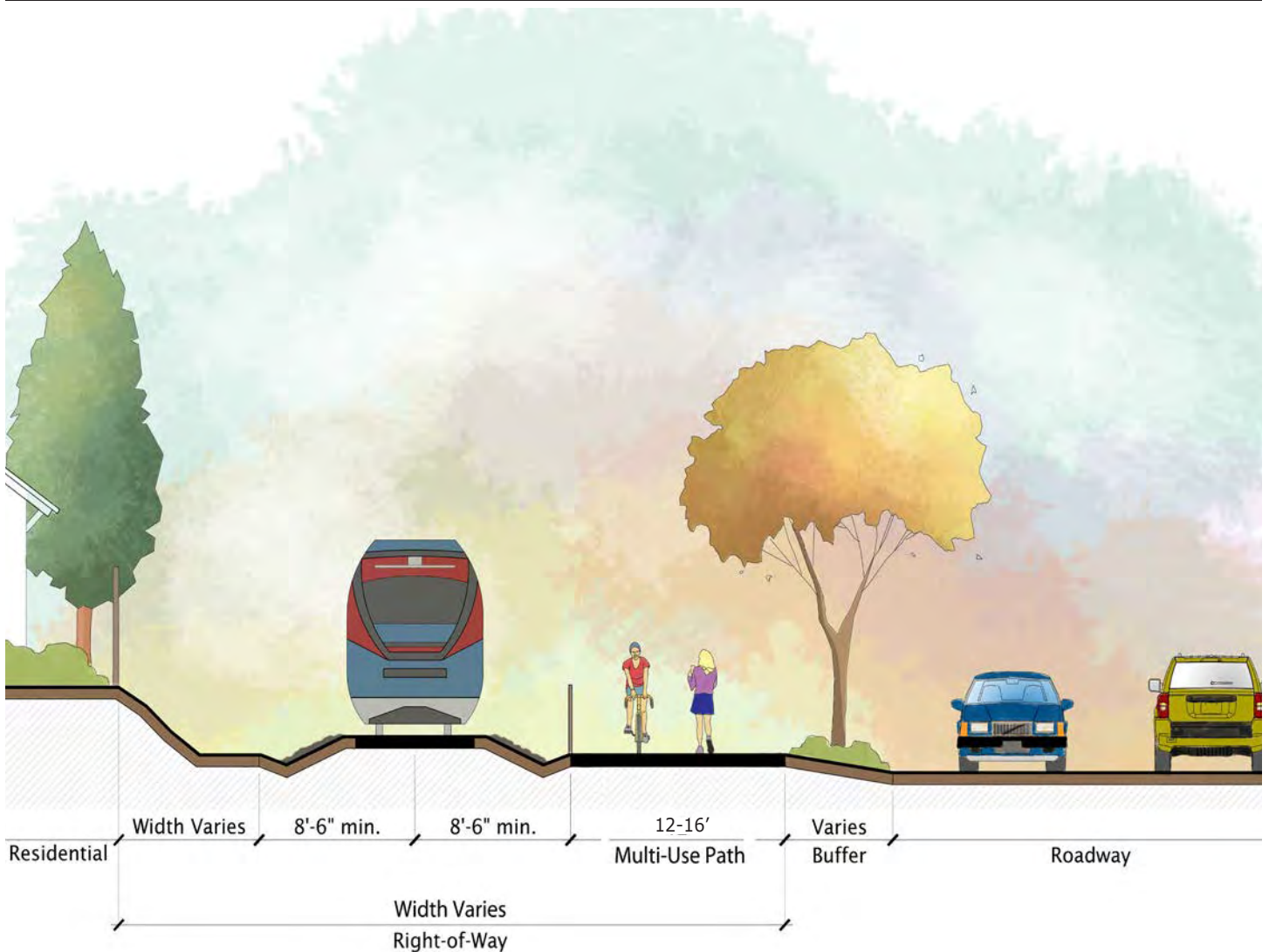
Updated March 2019

Monterey Bay Sanctuary Scenic Trail Network Coastal Rail Trail (Segment 7)

Project Schedule

PHASE I	2019	2020	PHASE II	2019	2020	2021
PE/Environmental: Completed			PE/Environmental	→		
Final Design (PS&E)	→		Final Design (PS&E)	→		
Advertisement/Award	→		Advertisement/Award*		→	
Construction	→	★	Construction*		→	★

*Pending availability of funding





Monterey Bay Sanctuary Scenic Trail Network

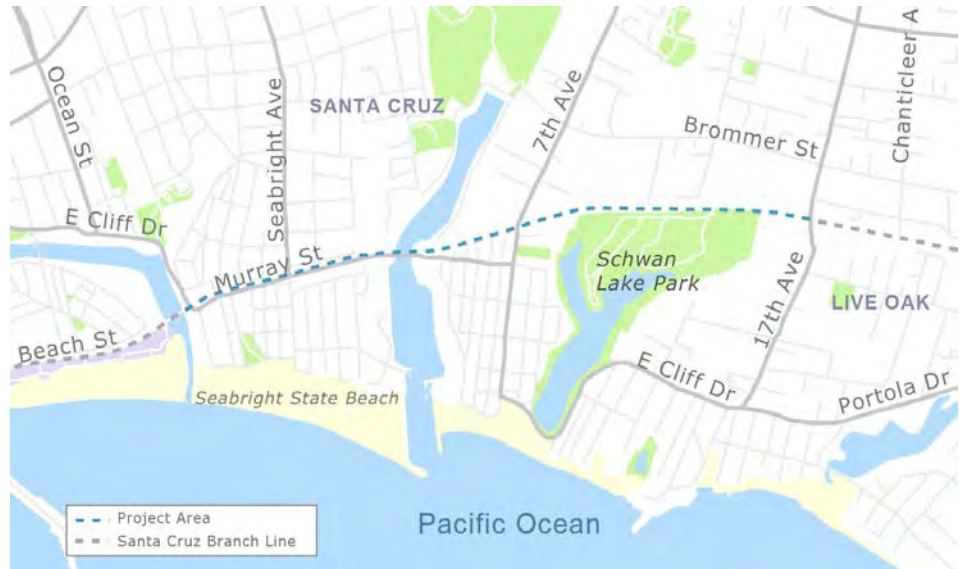
Coastal Rail Trail (Segments 8 & 9)

Project Description

The Coastal Rail Trail Segments 8 and 9 Project proposes to construct 2.18 miles of the Monterey Bay Sanctuary Scenic Trail Network (Rail Trail) between the San Lorenzo River Parkway in the City of Santa Cruz and 17th Avenue in the unincorporated area of Santa Cruz County known as Live Oak. Segments 8 and 9 of the rail trail were identified as two of the highest priorities in the award-winning Monterey Bay Sanctuary Scenic Trail Network Master Plan. The existing facility is an unimproved railroad right-of-way in public ownership. Alternate routes have high bicycle and pedestrian crash history, making this project of utmost importance.

Goals of this project are to increase the proportion of trips accomplished by biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will connect to a planned 32-mile rail trail network that traverses the entire coastline of Santa Cruz County. Segments 8 and 9 are particularly challenging due to four new bridges and nine at-grade crossings.

The project received \$3M in Active Transportation Program (ATP) cycle 3 funds for preconstruction efforts. Voter-approved Measure D transportation funds are being used as the local match for this project. For more information on the Measure D program, see the RTC's website (www.sccrtc.org).



Project Highlights

- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- Connects to existing trail network to Santa Cruz Boardwalk and Downtown
- 4 new bridges
- Enhances mobility and transportation for disadvantaged communities
- 48,000 residents live within 1 mile of the corridor, where 15 schools and 37 parks are located
- Preliminary Engineering and Environmental Review begins in 2019
- Can be phased into shorter segments

Project Schedule

PHASE	2019	2020	2021	2022	2023
PE/Environmental	I →				
Final Design (PS&E)		I →			
Advertisement/Award*				I →	
Construction*					I → ★

*Pending availability of funds



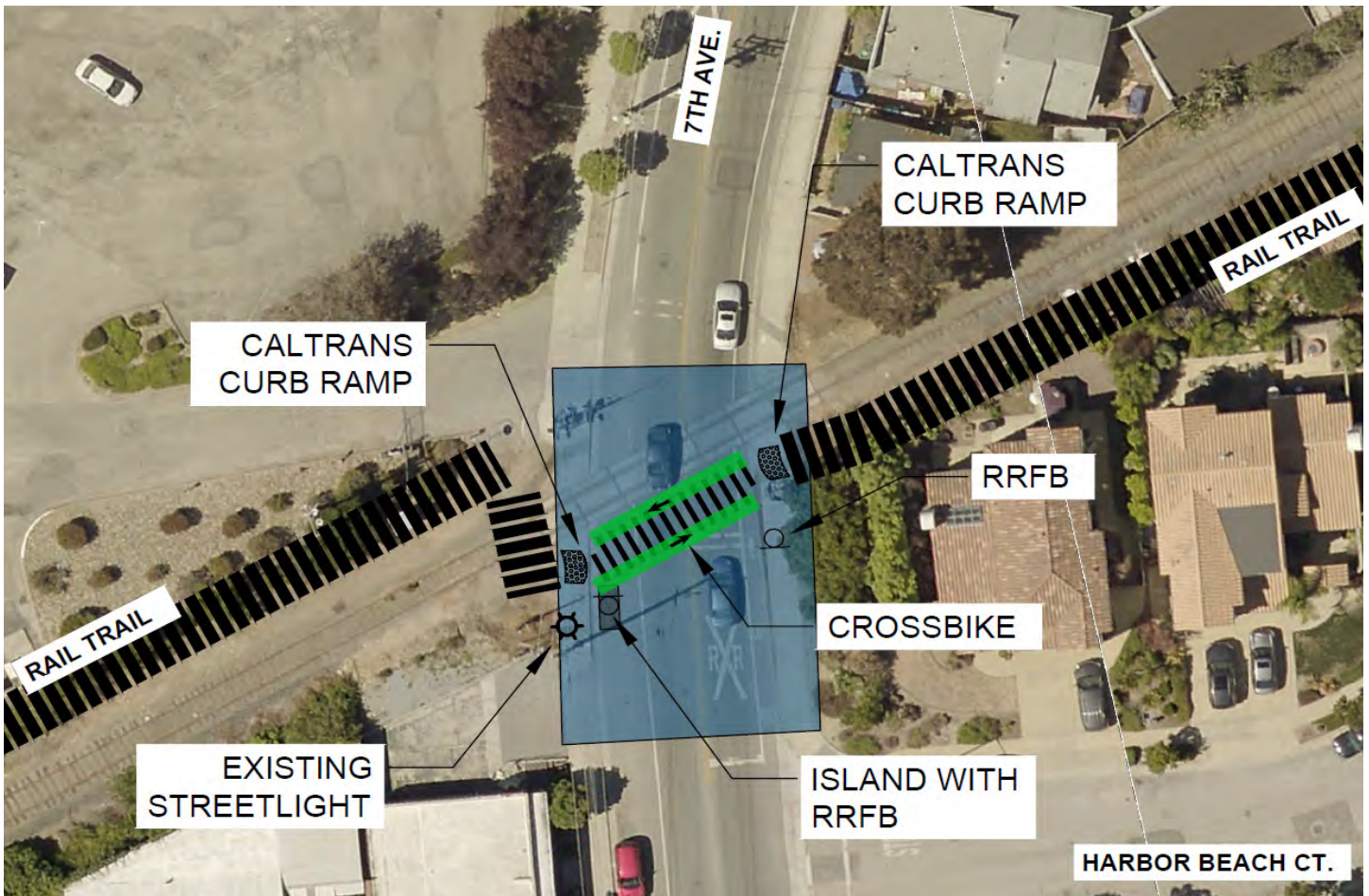
PROJECT FACT SHEET

Updated March 2019

Monterey Bay Sanctuary Scenic Trail Network Coastal Rail Trail (Segments 8 & 9)

Project Costs and Funding

Estimated Project Cost	\$ 32,765
Funding Sources	
Measure D	\$ 2,120
Other Secured	\$ 3,000
Need	\$ 27,645



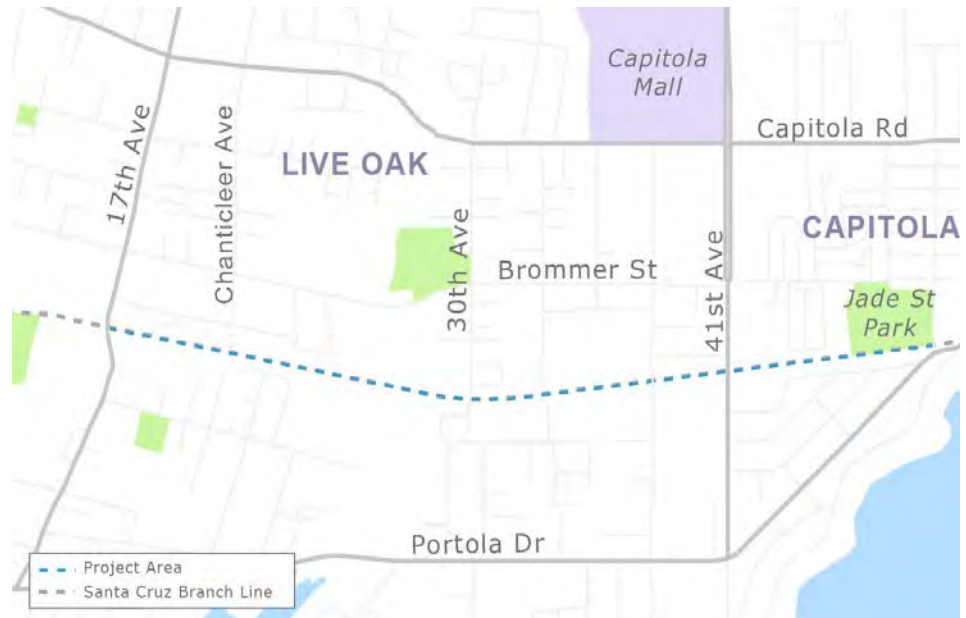


Monterey Bay Sanctuary Scenic Trail Network Coastal Rail Trail (Segment 10)

Project Description

The Coastal Rail Trail Segment 10 Project proposes to construct 1.5 miles of the Monterey Bay Sanctuary Scenic Trail Network (Rail Trail) between 17th Avenue in the unincorporated area of Santa Cruz County known as Live Oak and Jade Street Park in the City of Capitola. Segment 10 of the rail trail was identified as one of the highest priorities in the award-winning Monterey Bay Sanctuary Scenic Trail Network Master Plan. The existing facility is an unimproved railroad right-of-way in public ownership. Alternate routes have high bicycle and pedestrian crash history.

Goals of this project are to increase the proportion of trips accomplished by biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will connect to a proposed 32-mile rail trail network that traverses the entire coastline of Santa Cruz County. Segment 10 is particularly challenging due to right-of-way constraints requiring realignment of 1 mile of the railroad track bed. The project includes a 200-foot span pre-engineered bicycle and pedestrian bridge over Rodeo Gulch Creek on the inland side of the rail trestle bridge.



Project Highlights

- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, employment centers, and transit facilities
- Includes a new bicycle and pedestrian bridge over Rodeo Gulch Creek
- Enhances mobility and transportation for disadvantaged communities
- Within a quarter mile of four public schools
- Can be phased into shorter segments

Project Schedule

PHASE	2021	2022	2023	2024	2025
PE/Environmental*	→				
Final Design (PS&E)*		→			
Advertisement/Award*				→	
Construction*					→ ★

*Pending availability of funding



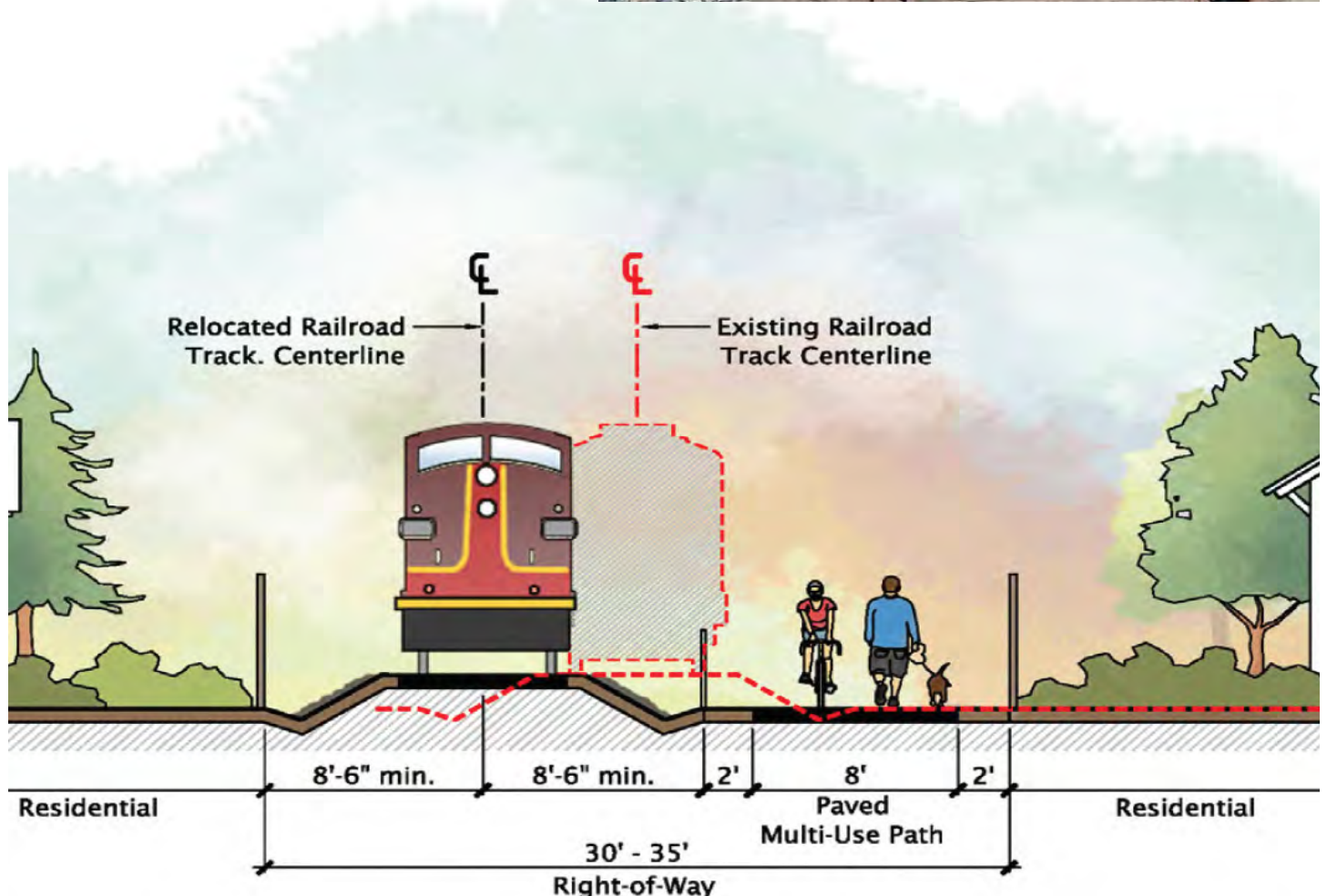
PROJECT FACT SHEET

Updated March 2019

Monterey Bay Sanctuary Scenic Trail Network Coastal Rail Trail (Segment 10)

Project Costs and Funding

Estimated Project Cost	\$	15,570
Funding Sources		
Measure D	\$	0
Other Secured	\$	0
Need	\$	15,570





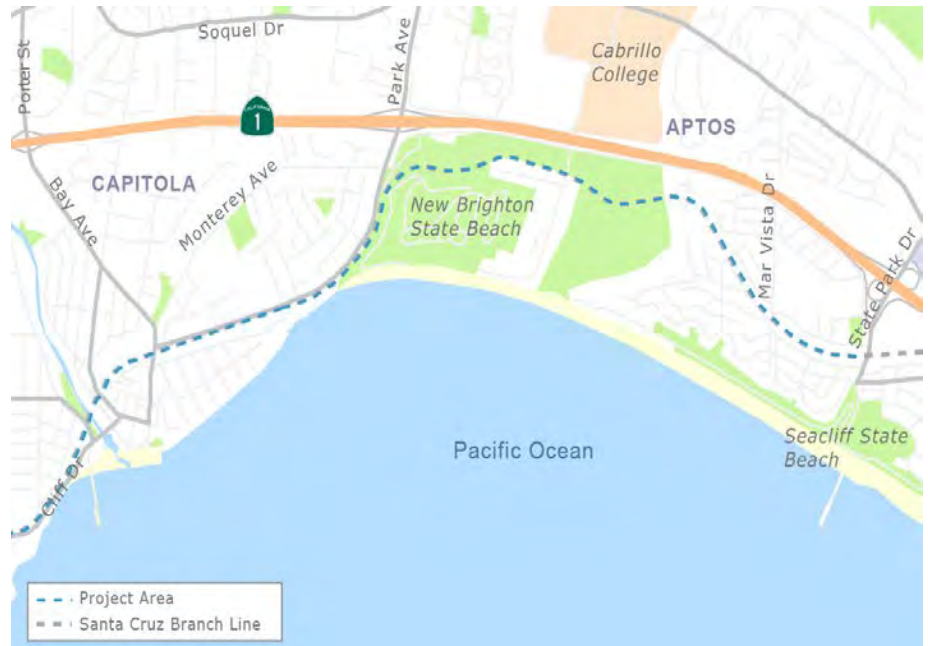
Monterey Bay Sanctuary Scenic Trail Network Coastal Rail Trail (Segment 11)

Project Description

The Coastal Rail Trail Segment 11 Project proposes to construct 3.2 miles of the Monterey Bay Sanctuary Scenic Trail Network (Rail Trail) between Jade Street Park in the City of Capitola and State Park Drive in the unincorporated area of Santa Cruz County known as Aptos. Segment 11 of the rail trail was identified as one of the highest priorities in the award-winning Monterey Bay Sanctuary Scenic Trail Network Master Plan. The existing facility is an unimproved railroad right-of-way in public ownership. Alternate routes have high bicycle and pedestrian crash history.

Goals of this project are to increase the proportion of trips accomplished by biking and walking, improve safety and mobility of non-motorized users, and to provide high-quality connections to schools, parks, and community facilities. When constructed, this project will connect to a proposed 32-mile rail trail network that traverses the entire coastline of Santa Cruz County. Segment 11 is within a quarter mile of three public schools, Cabrillo College, four parks, and New Brighton and Seacliff State beaches.


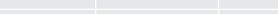

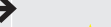
Segment 11 is particularly challenging due to the need to replace the iconic 500-foot-long railroad trestle over Soquel Creek located in Capitola Village with a new bridge that accommodates both rail and trail users. Results from a recent bridge inspection and subsequent feasibility study will provide scope and cost estimates for the new trestle bridge over Soquel Creek (anticipated late 2019).



Project Highlights

- ▶ Connects Aptos to Capitola
- ▶ 3 new bridges, including replacement of the historic railroad trestle over Soquel Creek in Capitola Village with a new multimodal bicycle and pedestrian railroad bridge
- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities

Project Schedule

PHASE	2021	2022	2023	2024	2025
PE/Environmental*					
Final Design (PS&E)*					
Advertisement/Award*					
Construction*					

*Pending availability of funds



PROJECT FACT SHEET

Updated March 2019

Monterey Bay Sanctuary Scenic Trail Network Coastal Rail Trail (Segment 11)

Project Costs and Funding

Estimated Project Cost	\$	TBD
Funding Sources		
Measure D	\$	0
Other Secured	\$	0
Need	\$	TBD





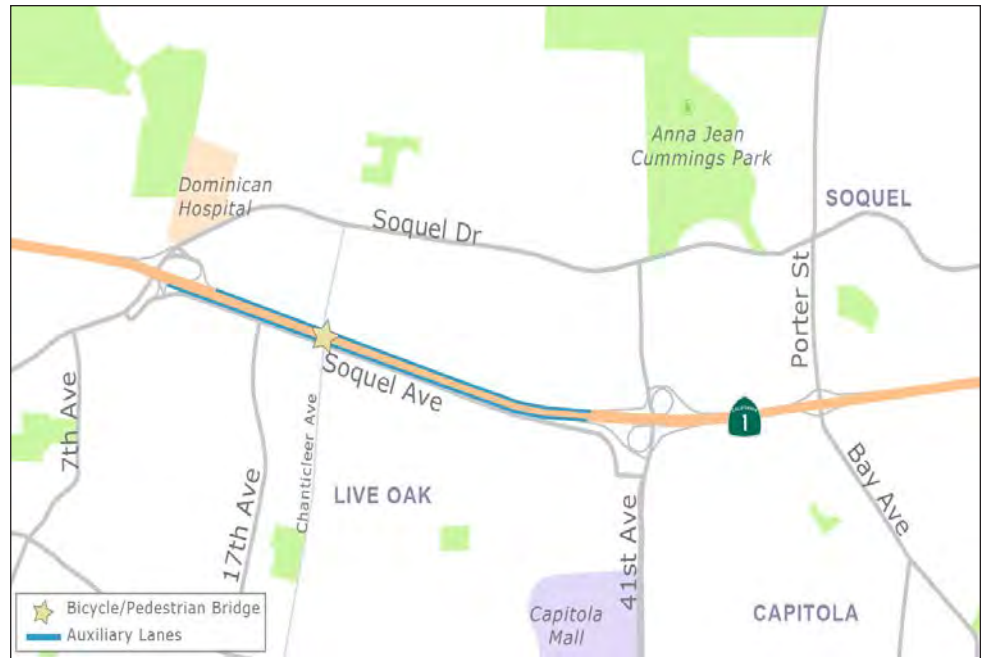
Highway 1 Auxiliary Lanes (41st Avenue to Soquel Drive), and Chanticleer Bike/Ped Overcrossing

Project Description

The project will construct northbound and southbound auxiliary lanes between the 41st Avenue and Soquel Avenue/ Drive interchanges and construct a new bicycle and pedestrian overcrossing at Chanticleer Avenue. Historically, this section of Highway 1 has been the busiest in the county serving over 100,000 vehicles a day, providing access to the primary regional commercial/ retail activity centers on 41st Avenue and regional medical facilities located on Soquel Drive. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

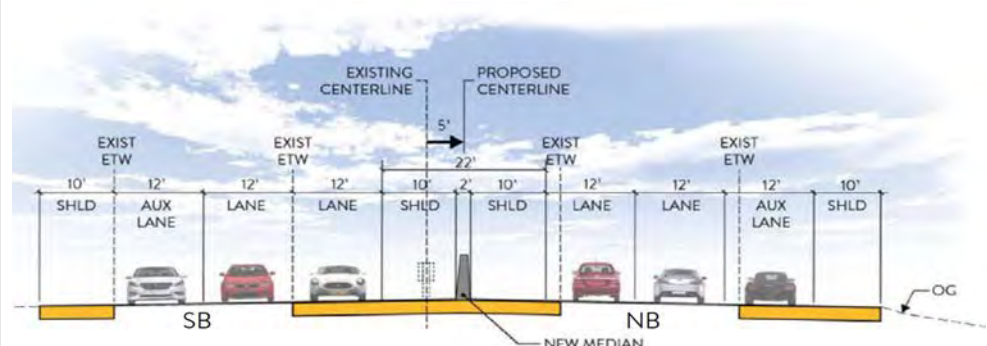
The pedestrian/bicycle overcrossing at Chanticleer Avenue provides an alternative route for bicyclists and pedestrians currently using the Soquel or 41st interchanges to cross over Highway 1. The overcrossing will be lighted, 12 to 14 feet wide, and will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

Voter-approved Measure D transportation funds are being used for this project to allow the project development process to be accelerated. For more information on the Measure D program, see the RTC's website (www.sccrtc.org).



Project Highlights

- Improves traffic operations on Highway 1
- Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users at Chanticleer Avenue
- Measure D funds are being used to accelerate the project development process
- Construction ready in 2020, pending availability of funds





PROJECT FACT SHEET

Updated March 2019

Highway 1 Auxiliary Lanes (41st Avenue to Soquel Drive), and Chanticleer Bike/Ped Overcrossing

Project Costs and Funding (in thousands)

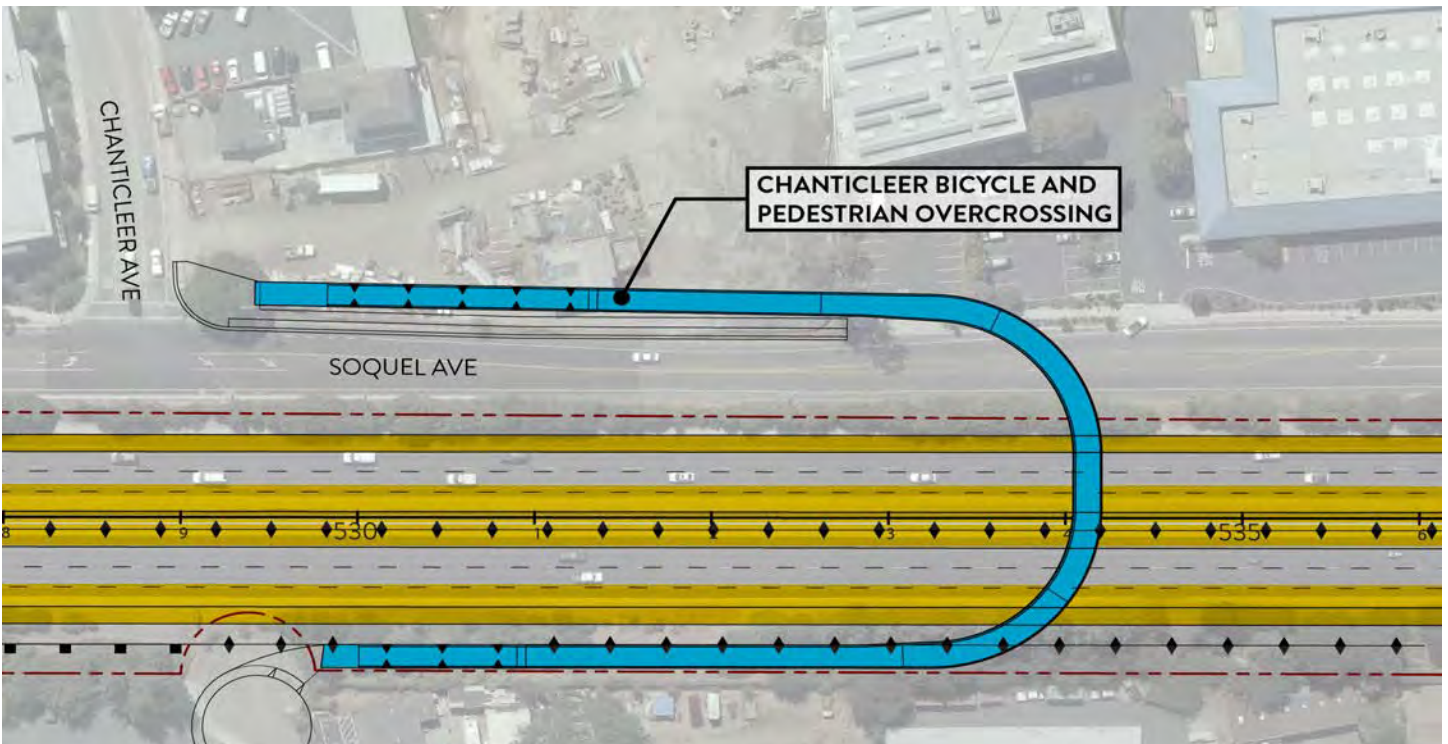
Estimated Project Cost	\$ 34,212
Funding Sources	
Measure D	\$ 1,650
Other Secured	\$ 6,000
Needed	\$ 26,562



Project Schedule

PHASE	2013	2014	2015	2016	2017	2018	2019	2020	2021	2022
PE/Environmental										
Final Design (PS&E)										
Advertisement/Award*										
Construction*										

*Pending Availability of Funds





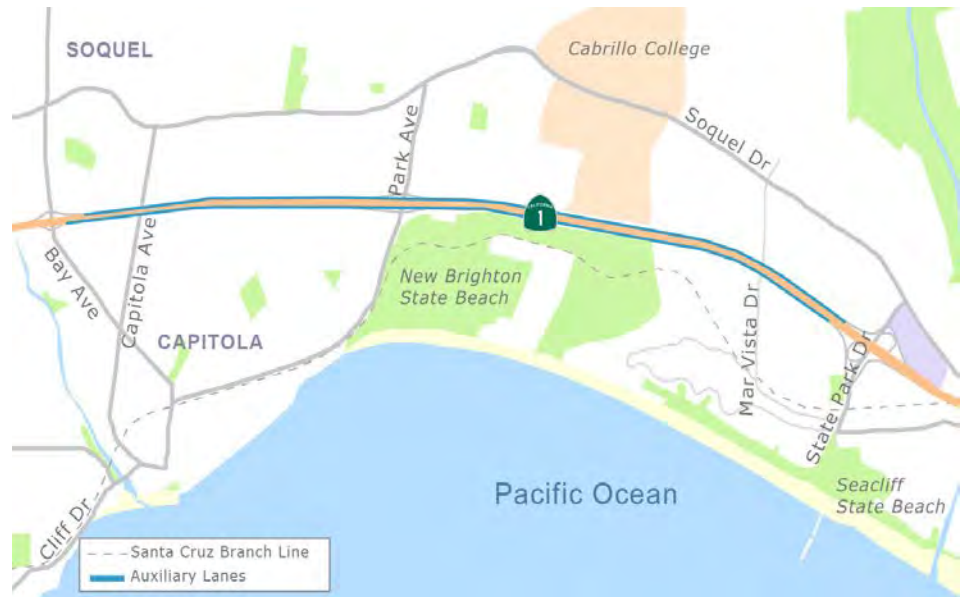
Highway 1 Auxiliary Lanes (Bay Street/Porter Street and State Park Drive)

Project Description

The project will construct northbound and southbound auxiliary lanes between the Bay Street/Porter Street and State Park Drive interchanges and replace the existing Capitola Avenue local roadway overcrossing. This section of Highway 1 is one of the busiest in the county, providing access to the City of Capitola, Soquel and Aptos villages, and Cabrillo College. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The new Capitola Avenue overcrossing will include enhanced bicycle and pedestrian facilities to improve connectivity for bicyclists and pedestrians between Soquel Drive to the north and the future Coastal Rail Trail to the south. The overcrossing, soundwalls and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

Voter-approved Measure D transportation funds are being used for this project to allow the project development process to be accelerated. For more information on the Measure D program, see the RTC's website (www.sccrtc.org).



Project Highlights

- Improves traffic operations on Highway 1
- Improves bicycle and pedestrian connectivity to regional destinations and transit by providing enhanced bicycle and pedestrian facilities for active transportation users at Capitola Avenue
- Measure D funds are being used to accelerate the project development process
- Construction ready in 2022, pending availability of funds

Project Schedule

PHASE	2019	2020	2021	2022	2023	2024
PE/Environmental	■	■	■			
Final Design (PS&E)*		■	■	■		
Advertisement/ Award*				■		
Construction*					■	■

*Pending availability of funds



Highway 1 Auxiliary Lanes (Bay Street/Porter Street and State Park Drive)

Project Costs and Funding

(in thousands)

Estimated Project Cost	\$	83,255
Funding Sources		
Measure D	\$	9,113
Other Secured	\$	1,830
Need	\$	72,312



View of project corridor looking north



Capitola Avenue overcrossing will be replaced and will include bicycle and pedestrian improvements



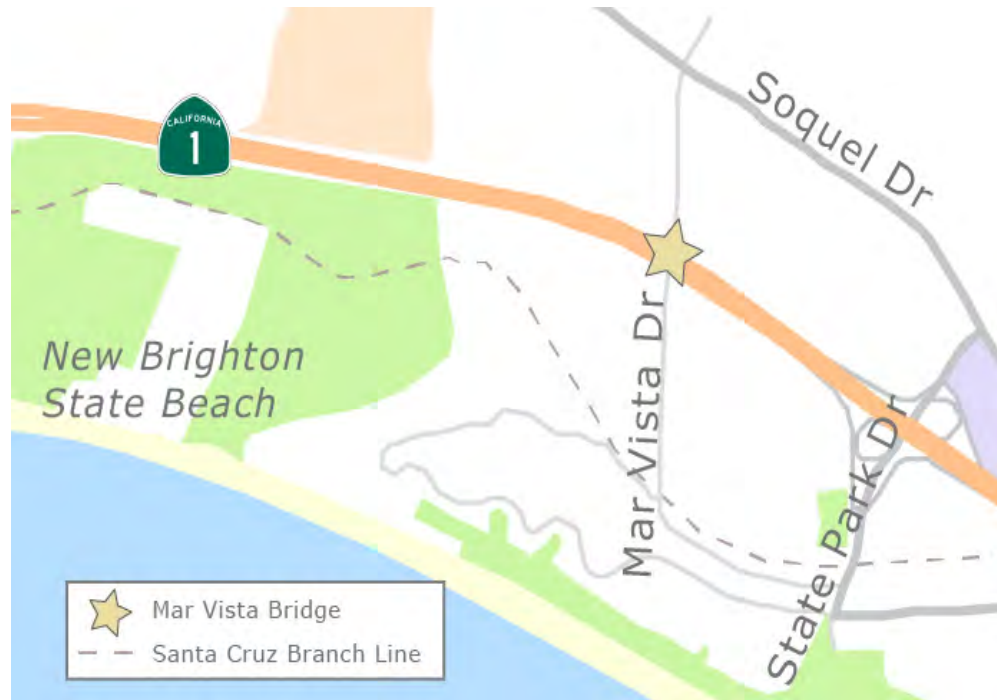
Highway 1 Mar Vista Bicycle and Pedestrian Overcrossing

Project Description

The Highway 1 Mar Vista Bicycle and Pedestrian Overcrossing will provide a safe link between schools, the beach, residential neighborhoods and retain centers on each side of Highway 1. This bicycle and pedestrian overcrossing was one of three bicycle and pedestrian overcrossings identified in the Highway 1 Corridor Investment plan. The proposed crossing locations were chosen with public input to provide community cohesion and improved connectivity to schools and other activity centers.

The Mar Vista crossing will reduce travel distances for bicyclists and pedestrians traveling between Mar Vista Drive at McGregor Drive in Seacliff to Mar Vista Elementary School by up to 1.6 miles and minimize travel through the busy State Park Drive interchange. The bridge will also improve access to residential, educational, recreational, and commercial destinations, including Seacliff State Beach, Cabrillo College, and Aptos/Seacliff villages.

This project is eligible to receive voter-approved Measure D transportation funds. For more information on the Measure D program, visit www.sccrtc.org.



Project Highlights

- Provides new opportunities for safe and convenient travel
- Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users
- Connects neighborhoods, schools, parks/beaches, and commercial centers

Project Schedule

PHASE	2019	2020	2021	2022	2023	2024
PE/Environmental	I →					
Final Design (PS&E)		I →				
Advertisement/ Award*				I →		
Construction*					I →	

*Pending availability of funds



Highway 1 Mar Vista Bicycle and Pedestrian Overcrossing

Project Costs and Funding (in thousands)

Estimated Project Cost	\$ 13,215
Funding Sources	
Measure D	\$ 300
Other Secured	\$ 7,531
Need	\$ 5,384



Project Area with proposed overcrossing shown



Cruz511

Traveler Information for Santa Cruz County

Project Description

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. TDM programs use a multi-pronged approach to incentivize and support mode share changes to non-drive alone methods of transportation.

Cruz511, the RTC's TDM service, provides a comprehensive website of resources for travel options around the county including a trip planner, bicycle maps, accessible travel options, and an interactive traffic map with real-time information on construction, incidents and travel speeds. Knowledgeable travel counselors are also available to help people understand their options for getting around.

The Cruz511 program works with non-profits and community-based organizations to deliver messaging around transportation safety. Staff works closely with agencies implementing Vision Zero plans and campaigns around the county by providing resources and guidance. Cruz511 also provides a hazard reporting system where members of the public can report issues that impede access and mobility on our roadway networks.

In 2019, Cruz511 will develop and deliver an online "trip manager" system that will provide employers, residents and visitors access to rideshare matches, bike resources including bikeshare, transit information that will integrate with Metro's real-time information as well as access to a host of other mobility services such as Scoop, Waze and Uber. This system will provide access to a suite of transportation choices. It will also allow employers to conduct workplace challenges and gamification of sustainable commuting.

Visit **Cruz511.org** for Santa Cruz County traveler information.



Project Highlights

- Provides sustainable commute choices to residents through coordination with major employers in the county
- Developing an online and mobile platform to make sustainable commute choices easier for all people to access
- Coordinating with Metro to promote and encourage transit usage
- Provides education and informational messaging regarding safety and mobility options to the public through online and print media

Project Costs and Funding (18/19)

Estimated Project Cost	\$	380,052
Funding Sources		
Measure D	\$	150,000
Other Secured	\$	230,052



Cruz511

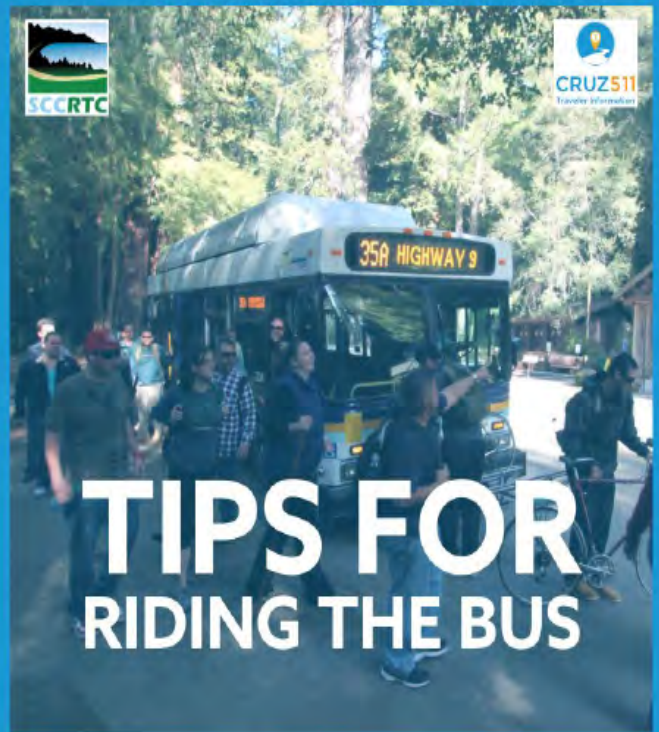
Traveler Information for Santa Cruz County



**CRUZ511
HOW
TO:
USE OUR
TRAFFIC
MAP**



**TIPS FOR
RIDING THE BUS**





Safe on 17 Traffic Operations Systems

Project Description

The Highway 17 corridor was identified as a high collision corridor in 1998 as a result of collision data analysis and recommendations of local, regional, county and state agencies. The Safe on 17 Task Force was formed to develop and implement collision reducing strategies, such as additional CHP enforcement, traffic safety improvements, and public education. These strategies focus on preventing the occurrence of the top five Primary Collision Factors in fatal and injury collisions including driving at unsafe speeds, vehicle right-of-way violations, improper turning and improper lane change.

The Task Force is comprised of representatives from the Santa Cruz County Regional Transportation Commission (SCCRTC) and the San Francisco Bay Area's Metropolitan Transportation Commission (MTC), the California Highway Patrol (CHP), California Department of Transportation (Caltrans), local police and fire departments, legislators' offices and the media. SCCRTC and MTC provide \$50,000 annually for enhanced CHP enforcement using Service Authority for Freeway Emergencies (SAFE) funds. SAFE funds come from a \$1 registration fee on all vehicles in the region and fund the highway call box system, Freeway Service Patrols on Hwy 1 and 17 in addition to extra CHP enforcement on Hwy 17 and other motorist-aid services.



Project Highlights

- ▶ Multi-agency, multi-jurisdictional effort to reduce injury and fatal collisions on Highway 17
- ▶ Encourages safer driving and deters traffic violations with extra CHP enforcement
- ▶ Implements road safety improvements to reduce wet weather and run-off-road collisions through guardrail upgrades, shoulder widening projects, and pavement surface treatments
- ▶ Increases safe driving practices, especially on mountainous highway roads, through education and public outreach

Meeting Schedule

The Safe on 17 Task Force meets twice a year to share information about transportation projects and collisions on Highway 17 and traffic operation systems in Santa Cruz County. Meetings are open to the public and all are welcome to attend.

SAFE ON 17 MEETINGS	LOCATION	ADDRESS
3rd Wednesday in March	CHP San Jose	2020 Junction Ave, San Jose CA
3rd Wednesday in September	SCCRTC office	1523 Pacific Ave, Santa Cruz, CA



Safe on 17 Traffic Operations Systems

Current Highway 17 Projects

PROJECT	COUNTY	LOCATION	TIMELINE
Pavement Restoration	Santa Cruz County – Caltrans D5	Granite Creek Road to Santa Clara/ Santa Cruz County line	March 2019 – October 2019
Wildfire Prevention/ Fuel Reduction	Santa Clara County – SCFD	Bear Creek Road to Santa Clara/ Santa Cruz County line	April/May 2019 – December 2019
Ramp Safety Improvements	Santa Cruz County – Caltrans D5	Fishhook (Hwy 1/Hwy 17) to Pasatiempo overcrossing	Spring 2020
Pavement Restoration & Safety Improvements	Santa Clara County – Caltrans D4	Alma College Road to Santa Clara/ Santa Cruz County line	January 2021 – October 2021





Freeway Service Patrol

Project Description

The Santa Cruz County Regional Transportation Commission (RTC) operates the Freeway Service Patrol (FSP) program in Santa Cruz County in conjunction with the Department of Transportation (Caltrans) and the California Highway Patrol (CHP). This program consists of two tow trucks patrolling Highway 1 from Highway 9 to State Park Drive and Highway 17 from Mount Herman Road to the Santa Clara County Line.

FSP tow trucks remove disabled vehicles from the highway at no cost to the motorists. They reduce the congestion on the highway by quickly clearing accidents, debris and other incidents, and allowing traffic to return to normal conditions. They commonly perform tasks such as changing a flat tire, jump-starting a vehicle, or providing gas. Service is available during weekday commute hours and on a limited schedule on weekends.

The FSP program is designed to reduce congestion, improve safety, and reduce fuel consumption and auto emissions by minimizing the congestion associated with collisions and other incidents. The benefit/cost ratio for the Santa Cruz County FSP program is 4:1.



Project Highlights

- Reduces the number of traffic jams by quickly clearing accidents, debris and other incidents
- Lessens the chain of further accidents and bottlenecks caused by passing drivers
- Saves fuel and cuts air-pollution emissions by reducing stop-and-go traffic
- Helps stranded motorists

Service Schedule

	WEEKDAYS		WEEKENDS	
	AM	PM	Saturday	Sunday
Hwy 1	6:00-9:00 a.m.	3:30-6:30 p.m.	No regular weekend service	
Hwy 17	6:30-9:30 a.m.	3:30-6:30 p.m.	None	1:00-7:00 p.m.

*Special weekend service is provided during Spring Break (3/23/19 – 4/21/19) and Summer (5/25/19 – 9/1/19).



Freeway Service Patrol

Project Costs and Funding

Estimated Project Cost FY18/19

Towing	\$ 325,000
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Funding Sources FY18/19

Caltrans	\$ 248,975
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Measure D	\$ 175,008
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FSP Partners





San Lorenzo Valley Highway 9 Corridor

Project Description

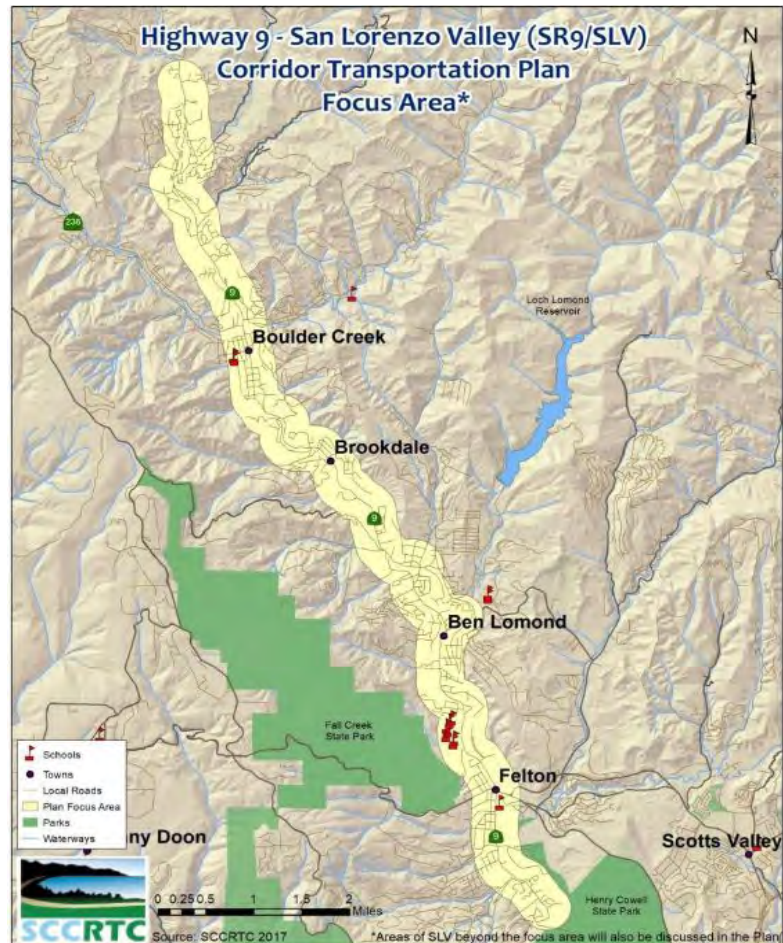
Highway 9 serves as the “Main Street” and economic center for the towns of Felton, Ben Lomond, Brookdale, and Boulder Creek and is an interregional arterial connecting Silicon Valley and Santa Cruz.

Corridor Plan

Measure D designates \$10 million for transportation projects in the Highway 9 corridor that will improve travel for residents of the San Lorenzo Valley (SLV). Since Measure D, state, federal, and other local revenues are limited, a first step in identifying priority projects was development of a comprehensive Highway 9-SLV Complete Streets Corridor Plan. Building on past public input and planning activities, the plan identifies, evaluates, and prioritizes transportation projects on Highway 9 and connecting county roads through SLV that can be implemented in the short and mid-term to address challenges on the corridor. The plan focuses on safety for pedestrians, bicyclists, and motorists; access to schools, businesses, and bus stops; traffic operations, pavement conditions, drainage, and other needs in this travel corridor.

The plan includes conceptual complete street designs and provides a framework for partnering with Caltrans to implement investments that address community concerns, improve multi-modal safety, access, connectivity, economic vitality, and environmental quality, and improve the condition of existing infrastructure (e.g. fill potholes).

The plan is online at www.sccrtc.org/slvplan.



Priority Projects

The Highway 9 Corridor Plan identifies over 30 priority projects for the corridor, including the following:

- ▶ Pedestrian and bicycle paths to SLV schools and modifications to improve traffic flow along the schools' entrances
- ▶ Modifications to Felton, Brookdale, Ben Lomond, and Boulder Creek village cores to create safer pedestrian walking and crossing facilities, reduce speeding, and improve access to businesses
- ▶ Corridor-wide roadway maintenance, storm damage repairs, and emergency preparedness; pedestrian safety and visibility improvements; and shoulder widening for bicycles

The plan will be used to secure grants and facilitate subsequent design, environmental review, and construction of these and other priority projects.



San Lorenzo Valley Highway 9 Corridor

Project Costs and Funding

Estimated Project Cost	Varies	
Funding Sources		
Measure D	\$	10M
Other	\$	TBD
Need	\$	TBD



Highway 9 Pedestrian Crosswalks and Enhancements

A \$250,000 Highway Safety Improvement Program grant and Measure D funds will be used for pedestrian crossing safety enhancements on Highway 9 (State Route 9/SR9) in the San Lorenzo Valley. The project includes upgrades to five intersections and a range of treatments, such as installation of high-visibility striping and signage, advance warning flashing beacons, and Rectangular Rapid Flash Beacons. Five locations with high foot traffic and a history of collisions involving pedestrians were identified as priorities for these funds. Caltrans is reviewing these locations for constructability:

- ▶ SR9/Redwood Drive in Felton
- ▶ SR9 midblock crossing between Graham Hill Road and Kirby Street in Felton
- ▶ SR9/Clear Creek Road in Brookdale
- ▶ SR9/Forest Street in Boulder Creek
- ▶ SR9/Pool Drive in Boulder Creek





Highway 17 Wildlife Habitat Connectivity Project

Project Description

The Highway 17 Wildlife Habitat Connectivity Project is a joint project from Caltrans, the Santa Cruz County Regional Transportation Commission, the Land Trust of Santa Cruz County, and resource agencies to construct a wildlife undercrossing on Highway 17 near Laurel Road in Santa Cruz County.

The Santa Cruz Mountains are home to a variety of wildlife species including endangered and threatened species. The area of Highway 17 at Laurel Road has been identified as a critical linkage for two core wildlife habitat areas on either side of the highway.

Highway 17 is the major freeway connection between the San Francisco Bay Area and the Monterey Bay Region through the Santa Cruz Mountains. More than 65,000 vehicles travel the highway each day (24 million vehicles a year). The dense traffic, concrete median barriers, and lack of culvert undercrossings or bridges make Highway 17 a major barrier for wildlife moving through the Santa Cruz Mountains. Many wildlife (including mountain lions, bobcats and deer) have been hit trying to cross Highway 17 near Laurel Road.

Highway 17 at Laurel Road is built over a natural drainage, an ideal place to install a large culvert to allow animals to travel beneath the highway. At the project location, 460 acres of mostly undeveloped land on both sides of the highway have been preserved in a conservation easement by the Land Trust of Santa Cruz County.

For information, contact Aaron Henkel, Caltrans District 5 Project Manager, 805-549-3084.



Project Highlights

- ▶ Provides safe passage for wildlife to cross under Highway 17 near Laurel Road
- ▶ Bridges two core wildlife habitat areas on each side of Highway 17
- ▶ Highway 17 at Laurel Curve is built over a large natural drainage, an ideal place to install a culvert to allow animals to travel beneath the highway
- ▶ Collaborative project between the Regional Transportation Commission, Land Trust of Santa Cruz County, and Caltrans

Project Costs and Funding

Estimated Project Cost	\$12.4M
Funding Sources	
Measure D	\$5M
State Highway Operation and Protection Program (SHOPP)	\$4.54M
Land Trust of Santa Cruz County	\$3M

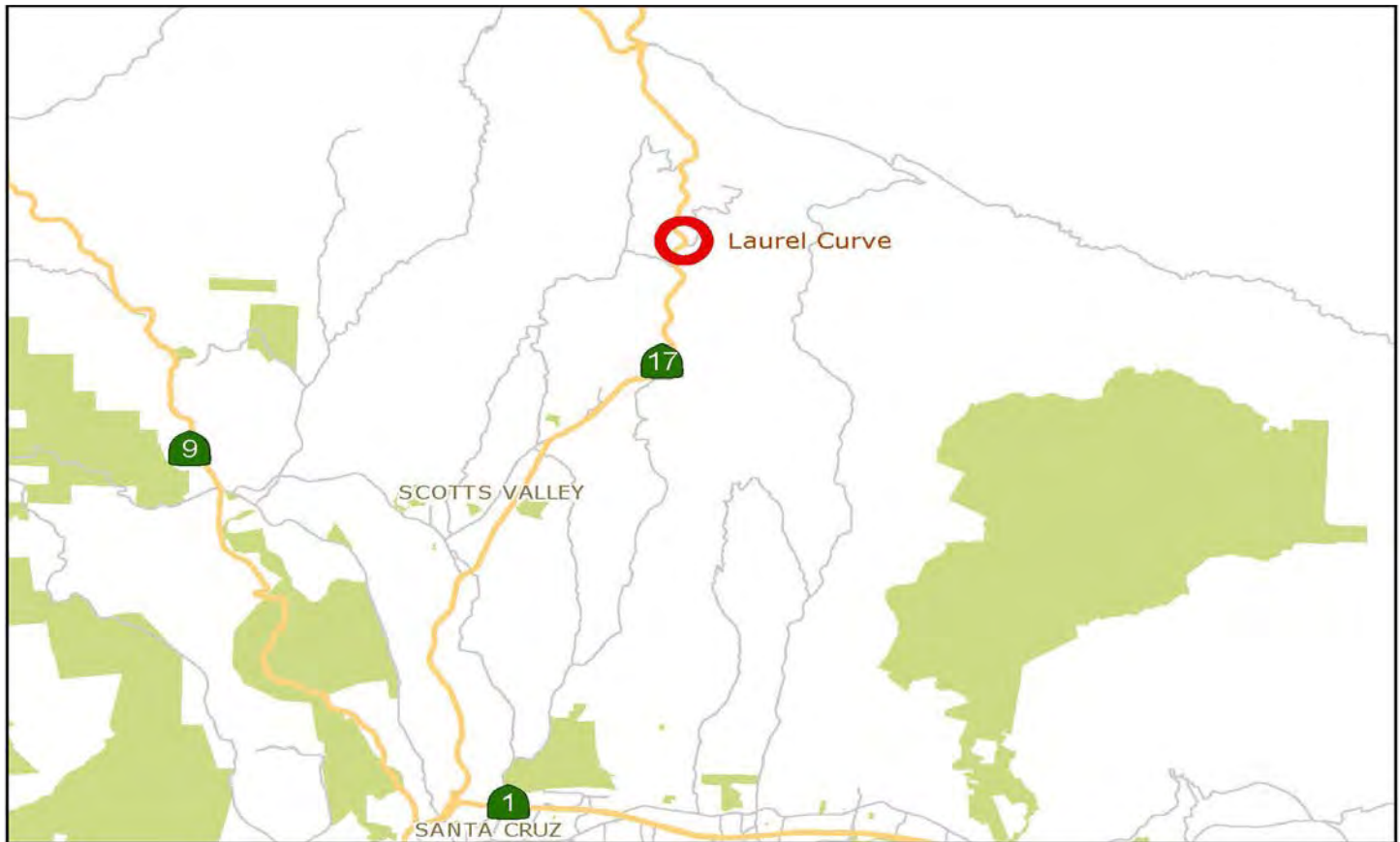


Highway 17 Wildlife Habitat Connectivity Project

Project Schedule

PHASE	2018	2019	2020	2021	2022	2023	2024
Environmental(PA/ED)	DONE						
Final Design (PS&E)	→						
Advertisement/Award				→			
Construction*				→	★		

*Pending availability of financing



Funding Partners





Santa Cruz Branch Rail Line

Project Description

The 32-mile Santa Cruz Branch Rail Line is a continuous transportation corridor offering tremendous potential for new mobility options for residents and visitors alike. In October 2012, the RTC completed acquisition of this 135-year old transportation resource bringing it into public ownership with the objective of increasing transportation options and opportunities. The rail corridor spans the county from Davenport to Watsonville, runs parallel to the Highway 1 corridor, and connects to regional and state rail lines. This important transportation corridor is within one mile of more than 80 parks, 25 schools, approximately half of the county's population, and provides access to the Monterey Bay National Marine Sanctuary at several key locations.

Potential uses include the following:

- ◇ Increased freight rail service
- ◇ Seasonal or recreational passenger rail service
- ◇ High-capacity public transit
- ◇ Bicycle & pedestrian path in conjunction with rail services (see Coastal Rail Trail fact sheet)



Rail Improvement Efforts

As owner of the Santa Cruz Branch Rail Line, the RTC entered into an Administration, Coordination and License Agreement with St. Paul & Pacific Railroad Co. LLC, a subsidiary of Progressive Rail Incorporated, to operate freight service and maintain the rail infrastructure within the railroad easement.

- ▶ **Rail Structure Upgrades & Repairs** - With over \$5 million in State Transportation Improvement Program (STIP) funds, the RTC reconstructed the La Selva Beach trestle and completed improvements to three other bridges in 2015. A new structures assessment is underway to help determine the next phase of structure upgrades. In addition, the RTC is working to repair damages caused by the storms of 2017.
- ▶ **Freight Rail Service** - Freight rail service is currently provided by St. Paul & Pacific Railroad to a number of companies for commodities such as construction materials, agricultural products, beverages, and biofuels. Freight rail service helps to reduce traffic and greenhouse gases as one rail car load generally removes four truck trips from roadways and freeways.
- ▶ **Passenger Operations** - Big Trees Railroad currently operates seasonal and special event recreational rail service on the Santa Cruz Branch Rail Line. St. Paul & Pacific Railroad also plans to operate some recreational rail service. In January 2019, the RTC unanimously approved keeping the track in place and conducting an alternatives analysis for high-capacity public transit that could be implemented in the future. St. Paul & Pacific Railroad is required to submit a plan for recreational rail service by March 15, 2020.



Santa Cruz Branch Rail Line

Infrastructure Preservation and Analysis of Options

Measure D provides 8 percent of its revenue for the rail corridor. The RTC is responsible for maintaining the rail right-of-way. The RTC has a Preventative Maintenance Program that outlines procedures for RTC staff to carry out maintenance operations on the rail line. Regular inspections and repairs to the infrastructure within the rail right-of-way will maintain the corridor for future use and limit impacts to adjacent jurisdictions and private property.



Alternatives Analysis

An outcome of the Final Unified Corridor Investment Study, which was adopted by the RTC in January 2019, was to work with Santa Cruz Metro to perform an alternatives analysis for high-capacity transit options on the rail ROW. RTC and Metro staff are working together to determine the scope of work, schedule, and budget for the project. The tentative project schedule is to release the request for proposals in summer 2019 for consultants to perform this analysis and complete the project by January 2021.

The RTC received a Caltrans State Highway Account Grant for \$100,000 which will go toward the Alternatives Analysis.



Measure D Updates

Spring 2019

In November 2016 Santa Cruz County voters passed Measure D, providing stable, local funds to maintain and improve local roads, highways, bridges, sidewalks, bicycle facilities, and transit. Measure D is helping local agencies address some of the significant backlog of transportation needs in Santa Cruz County. The following highlights a few of the projects Measure D is funding.

Monterey Bay Sanctuary Scenic Trail Network (MBSST) Rail Trail

- The City of Santa Cruz started construction of the new bike/walk bridge at the San Lorenzo River Trestle near the Boardwalk. The project is scheduled to be completed in 2019.
- This spring the City of Santa Cruz will be advertising for construction of the Rail Trail between Natural Bridges Drive and Bay St/California Ave (Phase 1 of Segment 7).
- Santa Cruz is finalizing environmental review, design and permitting this Spring for the section of the Rail Trail between Bay St/California St and the Wharf intersection roundabout (Phase 2 of Segment 7).
- The RTC certified the Final Environmental Impact Report (EIR) for the North Coast Rail Trail project from Davenport to Wilder Ranch State Park (Segment 5) on March 7, 2019. Construction will follow the federal environmental clearance, permitting and final design process, and is expected to occur in 2021.



*SLV River Trestle Construction,
City of Santa Cruz*

Highway 9/SLV Corridor and Highway 17 Wildlife Crossing

- In January the RTC released the draft Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan for public review and is now updating the plan based on input received. Measure D funds are expected to leverage other funds for priority projects identified in the plan.
- Caltrans continues design of the wildlife crossing under Highway 17; construction is funded by a combination of Measure D and Land Trust revenues.

Highway 1 Projects Under Design

- Design work continues for construction of auxiliary lanes between 41st Avenue and Soquel Drive, and a bicycle/pedestrian overcrossing at Chanticleer Avenue. Construction is expected to begin in 2020.

Rail Corridor

- On January 17, 2019, the RTC approved the Unified Corridor Investment Study (UCS) preferred scenario and affirmed the RTC's commitment to include trail and transit, freight and recreational rail uses in the Santa Cruz Branch Rail Line corridor. The RTC will be working with METRO to do more detailed analysis of high-intensity transit options.
- Storm damage repairs and preventative maintenance, including vegetation and drainage work, continues in the rail corridor. Maintenance requests can be directed to info@sccrtc.org.

More Local Road Repairs Coming Soon

City and County public works departments are gearing up for a busy spring and summer, repairing local roads and improving bicycle and pedestrian facilities throughout the county.

- County of Santa Cruz
 - The County plans to resurface 5.75 miles of roads in the Live Oak, Ben Lomond, Rio Del Mar, and Bonny Doon areas starting in June 2019.
- Scotts Valley
 - New sidewalks along Kings Village Road are nearly complete.
 - Construction of new trails through Glenwood Preserve is will begin this spring.
- Santa Cruz
 - Reconstruction of Cedar Street in the downtown area is anticipated to be completed this Spring. The project includes pavement reconstruction, new access ramps, bike lanes and international crosswalk striping.
 - The city is advertising a residential slurry seal project to be constructed this summer, which will improve a number of streets citywide.
 - Design work continues on a paving project for River Street, between Water and Highway 1, that is anticipated to start this fall. It will include new access ramps, bike lane and crosswalk striping.
 - Elementary school bike safety classes are ongoing
- Watsonville
 - Bicycle Safety Improvements – Watsonville contracted with Ecology Action to provide BikeSmart bicycle safety training in schools
 - Bicycle Safety Improvements - Contracted with Bike Santa Cruz County to provide the Earn A Bike Program in Watsonville schools, which includes provides students with safety training and opportunities to receive a bike and bike helmet.
 - Pedestrian Traffic Safety - Contracted with a traffic engineer to analyze collision data to assist with implementing pedestrian safety programs and improvements.
 - Lee Rd Trail - Contracted with consulting engineer to assist with design of the Lee Road Trail project.

*Measure D-funded road resurfacing –
Before & after in Boulder Creek, 2018*



Lift Line – Paratransit Services

- Lift Line continued its expanded services seven days per week utilizing two additional drives. For the first half of FY18/19 Lift Line provided 2,886 additional rides funded through Measure D.
- Two new fully electric 16 passenger paratransit buses, which replace two gas engine buses, have been ordered and are expected to begin service in Spring 2019.
- Lift Line is actively look for a new operating facility/site and is reviewing a possible property in Watsonville.
- Since July 2018 Lift Line, in partnership with the Santa Cruz Downtown Seniors Center, has expanded service to Loudon Nelson Community Center for seniors to take classes and participate in activities.

Implementation and Oversight

- The Measure D Taxpayer Oversight Committee is reviewing FY17/18 audits and expenditure reports to ensure that revenues have been spent in accordance with the Measure D Ordinance.

AGENDA: April 8, 2019

TO: Bicycle Advisory Committee

FROM: Anais Schenk, RTC Transportation Planner

REGARDING: Route Designation Endorsement for U.S. Bicycle Route System

RECOMMENDATIONS

This item is for information only.

BACKGROUND

The National Corridor Plan for the United States Bicycle Route (USBR) System was established by the *American Association of State Highway and Transportation Officials* (AASHTO) in 2008. The USBR system is developing a national network of bicycle routes, connecting urban, suburban, and rural areas using roads, trails, and other facilities appropriate for bicycle travel. The [Adventure Cycling Association \(ACA\)](#) is assisting AASHTO with the USBRS designation process by working with local jurisdictions. Caltrans is the lead for official USBRS route designation in California.

DISCUSSION

The National Corridor Plan proposes various general corridors where a USBR could be developed. One of these, USBR 95, is along coastal California ([Attachment A](#)).

Caltrans has developed a State framework and uniform approach regarding USBR designation ([Attachment B](#)). The process requires involvement of local jurisdictions, including endorsement letters for specific routes, such as USBR 95. Caltrans Headquarters ultimately prepares and submits a USBR designation application to AASHTO.

The ACA currently states that over 13,000 miles of the USBRS have been established in 26 states. Caltrans reports that endorsement letters have been received from numerous communities in California.

Staff recommends participating in the USBR designation process and using the existing state-designated Pacific Coast Route ([Attachment C](#)) for USBR 95. While no additional signage is required for USBR designation, as part of the Countywide Bicycle Signage project, wayfinding will already be in place for the Pacific Coast Route.

RTC staff is seeking input on the recommendation to designate the Pacific Coast Route as the USBR 95 route through Santa Cruz County.

SUMMARY

The nation-wide United States Bicycle Route System has been established in many states and is being planned in California. RTC staff encourages local jurisdictions to coordinate regionally and with the Adventure Cycling Association to endorse a bicycle route through Santa Cruz County that could be designated as part of the system.

Attachments:

- A. Decision Document and Maps
- B. Caltrans USBRS Route Designation Policy
- C. Existing Pacific Coast Route

DECISION DOCUMENT

Endorsement of the United States Bicycle Route System Route Designation in California

Problem Statement. The National Corridor Plan for the United States Bicycle Route System (USBRS) was established by the *American Association of State Highway and Transportation Officials* (AASHTO) in 2008. To date, nearly 12,000 miles of the USBRS have been established in 25 states. Currently, the California Department of Transportation (Caltrans) does not participate in this effort and does not have State framework and uniform approach for designating USBRS routes in California. As the AASHTO-designated lead for the state of California, Caltrans leadership and involvement is necessary for official USBRS route designation in California. With growing interest statewide in USBRS route-designation, endorsement letters for route-designation have been received from a number of California communities interested in having USBRS routes in their communities. In order to effectively represent its interests on this issue, Caltrans needs to develop a State framework and uniform approach regarding USBRS route-designation.

Recommendation. Develop a State framework and uniform approach for designating of USBRS routes in the State of California as part of the USBRS National Corridor Plan.

Fiscal Impact. USBRS route-designation will involve staff time at both Caltrans district and Caltrans Headquarters (Planning, Design, Traffic Operations, Research and System Information, Legal, Local Assistance, and Maintenance). Work in support of route-designation is expected to fit within existing funding programs and duty statements. In addition, there could be a need for additional signage on the routes at the discretion of the participating agency.

Organizational Impact

- **Employee Impact** Employees at the Caltrans district and Headquarters level will be needed to oversee USBRS route designation efforts that include Adventure Cycling Association (ACA) volunteers and submitting paperwork to AASHTO (the ACA is the non-profit organization leading the USBRS effort for AASHTO).
- **Stakeholder Impact.** Designated bicycle routes are a resource for increasing bicycle tourism, which can be expected to provide public health benefits for users and economic benefits for communities.

Policy Impact. Endorsing USBRS route designation in California would strengthen Caltrans' ongoing commitment to integrating the mode of bicycling into the California transportation system. It would also contribute toward meeting the Caltrans Strategic Management 2015–2020 goal of tripling bicycling by 2020 and inspire the confidence of local partners.

Risks. Unknown.

Contact Person. Tracey Frost, Chief
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Division of Transportation Planning
Tracey.frost@dot.ca.gov
(916) 654-8175

APPROVAL RECOMMENDED



COCO BRISEÑO
Deputy Director
Planning and Modal Programs

10-20-17
Date



STEVE TAKIGAWA
Deputy Director
Maintenance and Operations

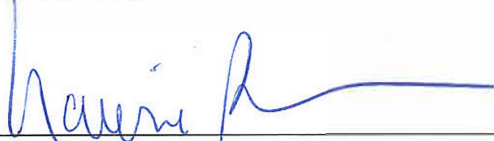
10/23/17
Date



KARLA SUTLIFF
Deputy Director
Project Engineer

10/24/17
Date

APPROVAL



LAURIE BERMAN
Interim Chief Deputy Director

11/1/2017
Date

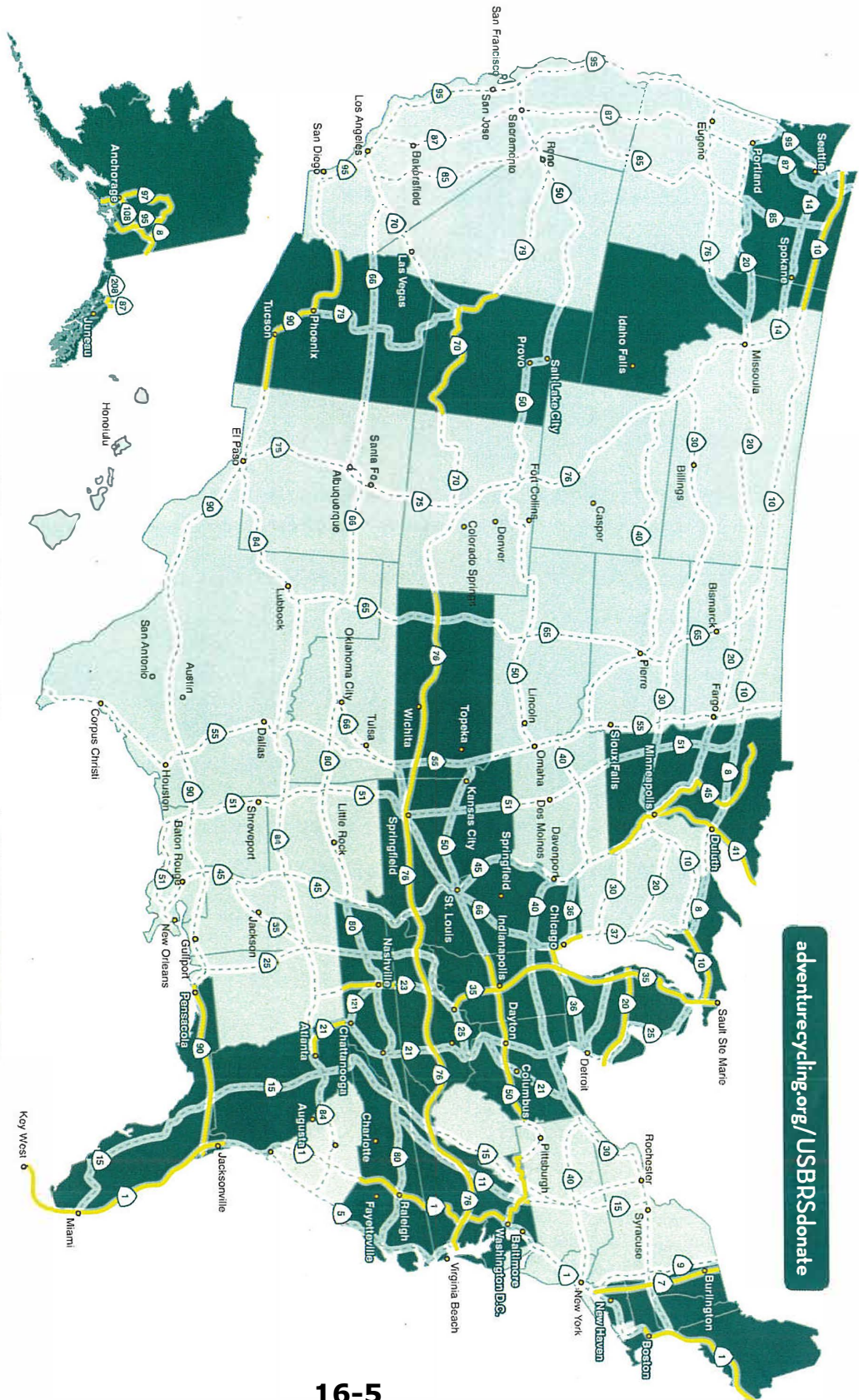
Attachments:

- (1) USBRS Map
- (2) California USBRS Map

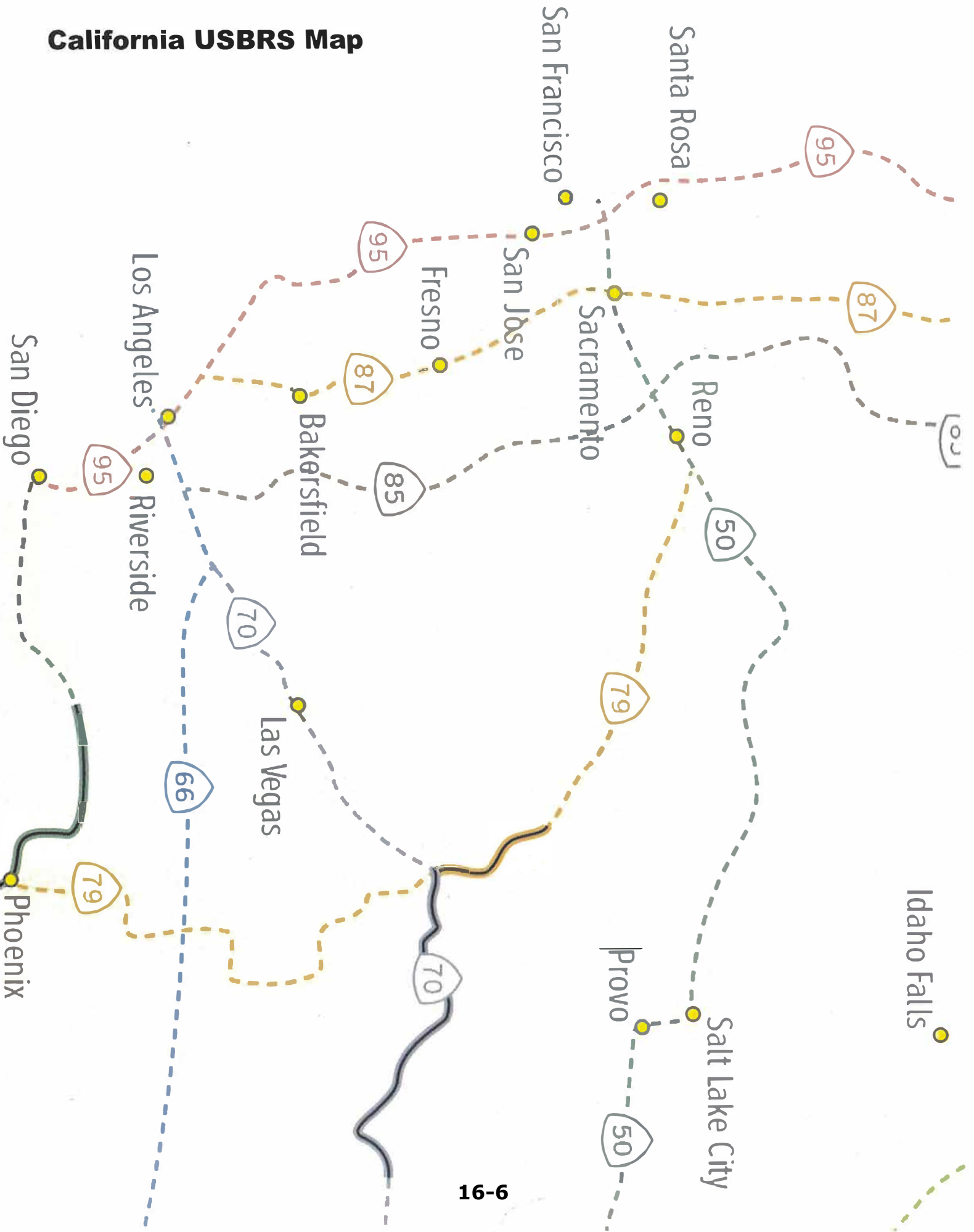


UNITED STATES BICYCLE ROUTE SYSTEM

Connecting America by Bicycle



California USBRS Map



Caltrans USBRS Route Designation Policy

March 16, 2018 FINAL

Background

The National Corridor Plan for the United States Bicycle Route System (USBRS) was established by the *American Association of State Highway and Transportation Officials* (AASHTO) in 2008. The Adventure Cycling Association (ACA) manages the USBRS designation process nationally for AASHTO. To date, nearly 12,000 miles of the USBRS have been established in 25 states. As the AASHTO-designated lead for the state of California, Caltrans leadership and involvement is necessary for official USBRS route designation in California. With growing interest statewide in USBRS route-designation, endorsement letters for route-designation have been received from numerous California communities interested in having USBRS routes in their communities. In order to effectively represent its interests on this issue, Caltrans has developed a State framework and uniform approach regarding USBRS route-designation.

Policy Statement

As an AASHTO-designated lead organization in the USBRS route designation process, Caltrans is committed to actively engaging with the ACA, local communities, and bicycling advocates to establish USBRS routes in the State of California.

USBRS Route Designation Process Steps:

1. Create a turn-by-turn route map.
2. Obtain buy-in from local jurisdictions for their portion of the route.
3. Obtain Caltrans Districts and Caltrans Divisions buy-in to the proposed route.
4. Complete and submit USBRS route designation application to AASHTO

Roles and Responsibilities

The following is a high-level overview of roles and responsibilities as part of the Caltrans USBRS route designation process.

Caltrans Headquarters (HQ)

- Lead AASHTO designation process for USBRS in the State of California.
- Coordinate with Caltrans Districts and Adventure Cycling Association (ACA) volunteers on all USBRS segment designation work.
- Involve local and statewide bicycle advocates in USBRS route designation process.
- Stay in communication with Caltrans Districts on their efforts to work with volunteers, advocates, and local communities along a proposed USBRS route.
- Work with Caltrans functional units (e.g. - legal, Traffic Operations, HQ management, Maintenance) on all issues pertaining to route segment designation.
- Oversee Caltrans District efforts to coordinate with ACA on developing USBRS route cooperative agreements with local communities.
- Collect USBRS community endorsement letters with assistance from Caltrans Districts and ACA.

- Prepare and submit application to AASHTO for USBRS designation including a map, turn-by-turn route instructions, and community endorsement letters. Consultation from Caltrans Districts and the ACA will be obtained prior to submittal of an application to AASHTO.
- Send out periodic Caltrans-wide notices of on-going USBRS efforts.
- Establish and maintain Caltrans website page for on-going USBRS efforts.

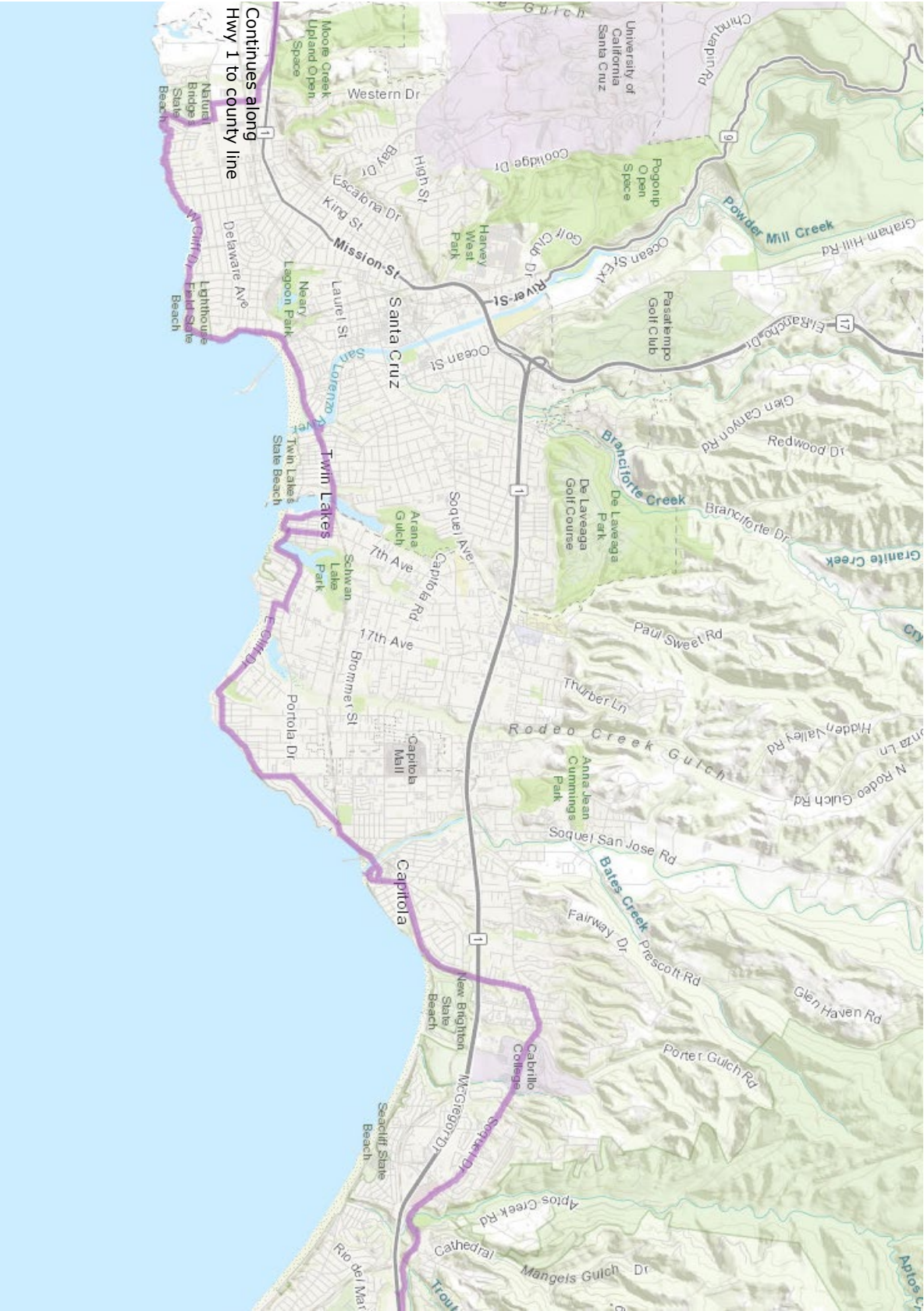
Caltrans Districts

- Work with Caltrans HQ and ACA on development of the USBRS.
- Coordinate with bordering states on cross-over points for proposed USBRS routes.
- Work with Caltrans HQ and ACA to identify USBRS corridors for development in the State of California.
- Coordinate with volunteer, advocates and local communities along proposed route.
- Involve local and statewide bicycle advocates in USBRS route designation process.
- Assist ACA with USBRS route cooperative agreements with local communities, as needed.
- Collect USBRS community endorsement letters with assistance from ACA and send copies to Caltrans HQ and ACA.
- Attend community meetings on USBRS issues, as needed.

Adventure Cycling Association

- Lead USBRS efforts in California and nationwide.
- Lead work with communities along proposed USBRS routes.
- Identify USBRS corridors for development in the State of California.
- Manage, train, and coordinate USBRS volunteers.
- Work with Caltrans HQ and Districts to identify USBRS corridors for development in the State of California.
- Work with Caltrans HQ and Districts on border state cross-over points for proposed USBRS routes.
- Coordinate with Caltrans HQ and Caltrans Districts on all USBRS segment designation work.
- Involve local and statewide bicycle advocates in USBRS route designation process.
- Contact and develop working relationships with all local jurisdiction (road “owners”) along a proposed USBRS route to gain support for route designation.
- Coordinate with Caltrans Districts on developing USBRS route cooperative agreements with local communities.
- Propose specific routes (turn by turn listing of roads, streets, & trails) for USBRS route segments.
- Collect USBRS community endorsement letters and send copies to Caltrans HQ and Districts.
- Communicate with Caltrans HQ and Districts about on-going community engagement efforts.
- Attend community meetings on USBRS issues.

Existing Pacific Coast Route - North Reach



Existing Pacific Coast Route - South Reach

