



Santa Cruz County Regional Transportation Commission's
Elderly & Disabled Transportation Advisory Committee
(Also serves as the Social Service Transportation Advisory Council)

AGENDA

**Tuesday, June 11, 2019
1:30 pm - 3:30 pm**

**NOTE LOCATION THIS MONTH
Old City Council Chambers, Watsonville City Hall,
250 Main Street, Watsonville, CA, 95076**

- 1. 1:30 pm — Call to Order**
- 2. 1:30 pm — Introductions**
- 3. 1:35 pm — Oral communications**
- 4. 1:40 pm — Additions or deletions to the consent or regular agenda**

1:42 pm- 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 E&D TAC or public wishes an item be removed and discussed on the regular agenda. Members of the E&D TAC 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 E&D TAC member objects to the change.

- 5. Approve Minutes from April 9, 2019 — pg. 4**
- 6. Receive Transportation Development Act Revenues Report — pg. 10**
- 7. Receive RTC Meeting Highlights — pg. 11**
- 8. Recommend that the Regional Transportation Commission approve reappointments to the E&D TAC Committee — pg. 13**
- 9. Receive Information Items — pg. 19**
 - a. April 11, 2019 letter from the Campaign for Sustainable Transportation to the Santa Cruz Metropolitan Transit District (METRO) regarding the development of a new medical facility on Soquel Ave. in Live Oak
 - b. Tarmo Hannula, "Agencies near, far team up to tackle National Distracted Driving Awareness Month," Register-Pajaronian, April 19, 2019
 - c. Meghan McCarty Carino, "How will California's aging residents get around? Tackling transit for isolated seniors," Santa Cruz Sentinel, May 15, 2019

- d. Local Government Commission, "Microtransit: Right-sizing transportation to improve community mobility," April 2019 Newsletter
- e. Joshua Sabatini, "Tax on Uber, Lyft rides rolls toward the ballot," The San Francisco Examiner, May 21, 2019
- f. Joshua Sabatini, "Report: Make Muni free to offset ride hail impacts," The San Francisco Examiner, May 19, 2019
- g. Joe Fitzgerald Rodriguez, "Report: Uber and Lyft's rise tanked wheelchair access to taxis," The San Francisco Examiner, May 22, 2019
- h. Erin Baldassari, "The shared bike and scooter industry often leaves out people with disabilities — but Oakland is changing that," East Bay Times, May 15, 2019
- i. David Zipper, "The California Legislature is Getting Played by Micromobility Companies," CityLab, May 17, 2019

10. Accept correspondence from the public — pg. 53

- a. Email regarding construction hazard on Front St., Santa Cruz
- b. Email regarding lack of sidewalks on Blue Bonnet Ln, Scotts Valley

11. Caltrans District 5 Active Transportation Plan — pg. 55

REGULAR AGENDA

12. 1:55 pm — Receive Program Updates — pg. 56

- a. Volunteer Center
- b. Community Bridges
- c. Santa Cruz Metro
- d. SCCRTC
- e. Special Projects — None

13. 2:05 pm — City of Watsonville Traffic Safety Plan, Downtown Complete Streets Plan and Transportation Project Updates — Maria Esther Rodriguez, City of Watsonville — pg. 105

14. 2:20 pm — Scotts Valley, Unincorporated Santa Cruz County, and Watsonville Safe Routes to School Plan Update — pg. 129

15. 2:40 pm — Federal Transit Administration 5310 Grant Cycle & Unmet Paratransit and Transit Needs — pg. 168

16. 2:50 pm — Pedestrian Planning and Projects — pg. 181

17. 3:00 pm — Santa Cruz County Community Safety Net Services — CORE Grant Program Funding Tools — pg. 198

18. 3:10 pm — SB 1376 Transportation Network Company Access for All Act — pg. 200

19. 3:20 pm- Public Participation Plan – Association of Monterey Bay Area Governments — pg. 205

20. 3:30 pm — Adjourn

Next meeting: 1:30 pm, August 13, 2019 @ RTC Office, Santa Cruz

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*

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

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

TITLE VI NOTICE

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



**Santa Cruz County Regional Transportation Commission
Elderly & Disabled Transportation Advisory Committee**

(Also serves as the Social Service Transportation Advisory Council)

DRAFT MINUTES

Tuesday, April 9, 2019

**Santa Cruz County Regional Transportation Commission Office 1523
Pacific Avenue, Santa Cruz, CA 95060**

1. Roll call

The meeting was called to order at 1:31 p.m.

Members present:

Kirk Ance, CTSA – Lift Line
Jon Bailiff, Social Services Provider – Disabled
Lisa Berkowitz, CTSA
John Daugherty, Metro
Veronica Elsea, 3rd District
Tara Ireland, Social Service Provider – Persons of Limited Means
Clay Kempf, Social Service Provider – Seniors
Caroline Lamb, Potential Transit User
Lori Welch-Bettencourt, 4th District

Alternates present:

Daniel Zaragoza, Metro

Excused absences:

Deborah Benham, 5th District

RTC staff present:

Grace Blakeslee
Cory Caletti
Joanna Edmonds
Luis Mendez
Guy Preston

Others present:

Angela Aitken, Metro
Sally Arnold, Friends of the Rail & Trail (FORT)
Jean Brocklebank, Santa Cruz resident
Raymon Cancino, Community Bridges
Barrow Emerson, Metro
Elaine Ingalls, Santa Cruz Sentinel
Michael Lewis, Seniors Commission
Wondimu Mengistu, Metro
Kailash Mozumder, City of Capitola
Pete Rasmussen, Metro
Camilla Shaffer, First Transit
Doug Underhill, Community Bridges

Sean Vienna, AMBAG

2. Introductions

3. Oral communications

Member Lisa Berkowitz announced that there is a new exhibit at the Santa Cruz Museum and Art History called, "We're Still Here," that addresses the issue of social isolation in the senior community.

Member John Daugherty shared a Santa Cruz Sentinel article titled, "Santa Cruz Metro Removes Six Bus Stops."

4. Additions or deletions to consent and regular agendas

Joanna Edmonds, Transportation Planning Technician, noted a correction to the June meeting location listed on the agenda. The committee's next meeting will be held at 1:30 pm on June 11, 2019, at the Old City Council Chambers in Watsonville City Hall at 250 Main Street, Watsonville, CA. Grace Blakeslee, Transportation Planner, announced a correction for Item 18 in the dates listed in the table in Exhibit C-2.

CONSENT AGENDA

5. Approved minutes from February 12, 2019

6. Received Transportation Development Act Revenues Report

7. Received RTC Meeting Highlights

8. Received Information Items

9. Received Pedestrian Hazard Report Summary

10. Recommended that the Regional Transportation Commission approve reappointment to the E&D TAC Committee

11. Accepted correspondence from the public
None

A motion (Daugherty/Berkowitz) was made to approve the consent agenda. The motion passed with members Jon Bailiff, Lisa Berkowitz, John Daugherty, Veronica Elsea, Tara Ireland, Clay Kempf, Caroline Lamb, and Lori Welch-Bettencourt voting in favor. Member Kirk Ance abstained from the vote, as he was not present at the February 12, 2019, meeting.

REGULAR AGENDA

12. Received Program Updates

a. Volunteer Center – FY 18/19 TDA 2nd Quarter Report

- b. Community Bridges – FY 18/19 TDA 1st Quarter Report
- c. Santa Cruz Metro

Barrow Emerson, Metro, announced that Metro's Title VI program has been updated as required by law. Mr. Emerson shared that there were not any substantive changes in the program, only administrative updates. Mr. Emerson shared that Metro is working on a Strategic Plan and provided an overview. Committee members encouraged Metro to include the needs of transportation dependent users in community outreach and requested that Metro provide information about Title VI claims filed against Metro in the last three years.

- d. SCCRTC

Joanna Edmonds, Transportation Planning Technician, provided an update regarding the distribution of the RTC's updated Guide to Specialized Transportation.

No action taken.

- e. Pedestrian Safety Workgroup

Grace Blakeslee, Transportation Planner, provided background information about the Pedestrian Safety Work Group, a subcommittee of the E&D TAC. Ms. Blakeslee shared the staff and Pedestrian Safety Workgroup recommendation that the E&D TAC consider dissolving the Pedestrian Safety Workgroup due to low participation from committee members and consider the need for project specific temporary committees.

Committee members expressed the need for pedestrian issues to be addressed, especially those of the elderly and disabled, strategies for increasing participation by the entire committee in those issues, and the differences between standing committees and temporary adhoc committees.

A motion (Berkowitz/Ance) was made to dissolve the existing Pedestrian Safety Workgroup and to consider establishing an adhoc committee of the Elderly and Disabled Transportation Advisory Committee to address specific pedestrian issues, with the specific project focus of the adhoc committee to be discussed at the committee's June 11th, 2019, meeting. The motion passed with members Jon Bailiff, Lisa Berkowitz, John Daugherty, Tara Ireland, Clay Kempf, Caroline Lamb, and Lori Welch-Bettencourt voting in favor. Chair Veronica Elsea abstained from the vote.

13. Appointment of Chair and Vice Chair

A motion (Berkowitz/Lamb) was made to make Chair and Vice Chair terms two years in length. The motion failed with members Kirk Ance, Jon Bailiff, Lisa Berkowitz, John Daugherty, Veronica Elsea, Tara Ireland, Clay Kempf, and Lori Welch-Bettencourt voting against. Member Caroline Lamb abstained from the vote.

A motion (Bettencourt-Welch/Ireland) was made to elect Veronica Elsea as Chair. The motion passed with members Kirk Ance, Jon Bailiff, Lisa Berkowitz, John Daugherty, Veronica Elsea, Tara Ireland, Clay Kempf, Caroline Lamb, and Lori Welch-Bettencourt voting in favor.

A motion (Ance/Ireland) was made to elect John Daugherty as Vice Chair. The motion passed with members Kirk Ance, Jon Bailiff, Lisa Berkowitz, John Daugherty, Veronica Elsea, Tara Ireland, Clay Kempf, Caroline Lamb, and Lori Welch-Bettencourt voting in favor.

14. Metro FY 19/20 & 20/21 Budget Presentation

Angela Aitken, Metro, presented Metro's FY 19-20 & FY 20-21 preliminary operations and capital budgets. Ms. Aitken informed members that an updated proposed two-year budget will be presented to the Metro Board of Directors in May, which will provide updated revenues and expenses projections.

No action taken.

15. 2019 Unmet Paratransit and Transit Needs List

Grace Blakeslee, Transportation Planner, explained that each year the E&D TAC voluntarily prepares a list of unmet paratransit and transit needs in Santa Cruz County, referred to as the Unmet Needs List. The RTC considers adoption of the final Unmet Needs List at the May RTC meeting.

Committee members discussed revisions to the Unmet Needs List including the need for new medical facilities to be built in areas that are served by the existing public transit system and expanding outreach to service providers about existing paratransit services.

A motion (Kempf/Berkowitz) was made to update the Draft 2019 Unmet Paratransit and Transit Needs List as discussed and recommend that the Regional Transportation Commission adopt the Final 2019 Unmet Paratransit and Transit Needs list following a public hearing on May 2, 2019. The motion passed with members Kirk Ance, Jon Bailiff, Lisa Berkowitz, John Daugherty, Veronica Elsea, Tara Ireland, Clay Kempf, Caroline Lamb, and Lori Welch-Bettencourt voting in favor.

16. City of Capitola – Brommer St. Complete Streets Improvements

Kailash Mozumder, City of Capitola, provided an overview of Brommer Street Complete Street Improvements.

Veronica Elsea, chair, thanked Mr. Mozumder for his presentation. Committee members shared suggestions for audible crossings and improved access around utility poles that would benefit elderly and disabled pedestrians, including those with visual impairments.

No action taken.

17. Transportation Development Act Claim for Volunteer Center

Joanna Edmonds, Transportation Planning Technician, provided background about RTC Article 8 TDA Claims. Tara Ireland, Volunteer Center, provided an overview of the TDA claim for the Volunteer Center.

A motion (Kempf/Lamb) was made to recommend that the Regional Transportation Commission approve the Volunteer Center's TDA claim, contingent upon approval by the City of Santa Cruz to act as the claimant. The motion passed with members Kirk Ance, Lisa Berkowitz, John Daugherty, Veronica Elsea, Clay Kempf, Caroline Lamb, and Lori Welch-Bettencourt voting in favor. Member Tara Ireland abstained from the vote. Member Jon Bailiff was not present for the vote.

18. Transportation Development Act Claim for Community Bridges

Kirk Ance, Community Bridges, provided an overview of the TDA claim for Community Bridges. Committee members discussed the cost and distribution of rides to Elder Day and Meals on Wheels sites.

A motion (Kempf/Bettencourt-Welch) was made to recommend that the Regional Transportation Commission approve Community Bridges' TDA claim, contingent upon approval by the City of Santa Cruz to act as the claimant. The motion passed with members John Daugherty, Veronica Elsea, Tara Ireland, Clay Kempf, Caroline Lamb, and Lori Welch-Bettencourt voting in favor. Members Kirk Ance and Lisa Berkowitz abstained from the vote. Member Jon Bailiff was not present for the vote.

19. Transportation Development Act Claim for Santa Cruz Metropolitan Transit District

Wondimu Mengistu, Metro, provided an overview of the TDA & STA claim for the Santa Cruz Metropolitan Transit District.

Committee members asked questions about Metro ParaCruz's on-time performance and ParaCruz driver recruitment and retention.

A motion (Kempf/Bettencourt-Welch) was made to recommend that the Regional Transportation Commission approve Metro's TDA claim. The motion passed with members Kirk Ance, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Clay Kempf, Caroline Lamb, and Lori Welch-Bettencourt voting in favor. Vice Chair John Daugherty abstained from the vote. Member Jon Bailiff was not present for the vote.

20. Measure D: Direct Allocation to Community Bridges/Lift Line Five-Year Plan

Grace Blakeslee, Transportation Planner, explained that Measure D recipients are required to prepare annual updates to Measure D Five-Year Plans. Kirk Ance,

Community Bridges, provided an overview of the Measure D Community Bridges Lift Line Five-Year Plan (FY 2020-25).

A motion (Kempf/Ireland) was made to recommend that the Regional Transportation Commission approve Community Bridges Lift Line's Measure D Five-Year Plan (FY 20-25). The motion passed with members John Daugherty, Veronica Elsea, Tara Ireland, Clay Kempf, Caroline Lamb, and Lori Welch-Bettencourt voting in favor. Members Kirk Ance and Lisa Berkowitz abstained from the vote.

21. Measure D: Regional Five-Year Plan

Grace Blakeslee, Transportation Planner, introduced Executive Director Guy Preston and Cory Caletti, Senior Transportation Planner, to the committee. Ms. Caletti provided an overview of the Measure D regional investment programs including the Active Transportation, Rail Corridor, Highway 1, Highway 9, and Highway 17 Wildlife Crossing programs. Ms. Caletti provided an overview of the Measure D five-year plan for the Active Transportation Project investment category.

Committee members discussed

No action taken.

Meeting adjourned at approximately 4:37 pm.

The next E&D TAC meeting is scheduled for Tuesday, June 11, 2019 at 1:30 p.m. at the Old City Council Chambers in Watsonville City Hall at 250 Main Street, Watsonville, CA.

Respectfully submitted, Joanna Edmonds, Staff

E&D TAC June 11, 2019 - Item 6

SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION TDA REVENUE REPORT FY 2018-2019

MONTH	FY17 - 18 ACTUAL REVENUE	FY18 - 19 ESTIMATE REVENUE	FY18 - 19 ACTUAL REVENUE	DIFFERENCE	DIFFERENCE AS % OF PROJECTION	CUMULATIVE % OF ACTUAL TO PROJECTION
JULY	583,500	589,335	908,365	319,030	54.13%	154.13%
AUGUST	778,000	785,780	670,376	-115,404	-14.69%	114.81%
SEPTEMBER	1,146,538	1,158,003	886,090	-271,913	-23.48%	97.30%
OCTOBER	665,500	672,155	1,276,595	604,440	89.93%	116.73%
NOVEMBER	887,300	896,173	577,500	-318,673	-35.56%	105.30%
DECEMBER	959,017	968,607	905,920	-62,687	-6.47%	103.05%
JANUARY	655,100	661,651	877,694	216,043	32.65%	106.47%
FEBRUARY	873,500	882,235	816,270	-65,965	-7.48%	104.61%
MARCH	855,723	929,364	861,435	-67,929	-7.31%	103.14%
APRIL	564,300	638,787	847,201	208,414	32.63%	105.44%
MAY	854,103	851,681	607,386	-244,295	-28.68%	102.23%
JUNE	777,152	574,948				
TOTAL	9,599,733	9,608,719	9,234,830	201,059	2.09%	96%

Note:

I:\FISCAL\TDA\MonthlyReceipts\FY2019\[FY2019 TDA Receipts.xlsx]FY2019



*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*

*CONTACTS: Shannon Munz, Communications Specialist (smunz@sccrtc.org)
Guy Preston, Executive Director
Luis Pavel Mendez, Deputy Director*

Santa Cruz County Regional Transportation Commission (RTC) April 04, 2019 Meeting Highlights

City of Watsonville Public Works Update

The RTC received an update on City of Watsonville transportation projects funded by the RTC, Measure D, and other state and federal funding sources.

Fiscal Year 2019-20 Proposed Budget

The RTC approved the proposed FY 2019-20 budget which includes:

- Measure D revenue forecast for FY 19-20 provided by HDL Services;
- 30-year Measure D revenue projection;
- 5-year revenue estimates for Measure D recipients;
- Transportation Development Act (TDA) apportionments;
- Increased funding reflecting Senate Bill 1 allocations; and
- Updated funding to other projects.

May 02, 2019 Meeting Highlights

PUBLIC HEARING: 2019 Unmet Paratransit and Transit Needs

Following consideration of public input, the RTC adopted the 2019 Unmet Paratransit and Transit Needs list. The RTC and transit providers consider the unmet needs list as funding becomes available. The RTC endeavors to solicit regular input on unmet paratransit and transit needs to provide a useful tool to identify needs of transit dependent or disadvantaged persons in the county.

Safe on 17 Safety Corridor Program – 2018 Annual Report

The RTC received the 2018 annual report on the Safe on 17 Safety Corridor Program which reviews the work done by the California Highway Patrol (CHP), Caltrans, RTC, and other stakeholders to continue to improve safety on Highway 17. The RTC also authorized an amendment to the current agreement with CHP to increase annual funding for extra enforcement on Highway 17.

Measure D: Five-Year Program of Projects for Regional Projects

The RTC provided input on the draft Fiscal Year (FY) 2019-20 to 2023-24 “5-Year Program of Projects” for Measure D regional project categories: Active Transportation, Highway Corridors, San Lorenzo Valley Highway 9 Corridor Improvements, Highway 17 Wildlife Crossing, and Rail Corridor. The RTC is scheduled to review and consider approval of the draft plans following a public hearing at its June 6, 2019 meeting.

Measure D: Community Bridges/Lift Line Five-Year Plan

The RTC reviewed and provided input on the draft “5-Year Program of Projects” for Community Bridges/Lift Line for Measure D funds available under the Transit for Seniors and People with Disabilities category. The RTC is scheduled to consider public input for this Measure D allocation during a public hearing at its June 6, 2019 meeting.

2045 Regional Transportation Plan and Environmental Impact Report

The 2045 Regional Transportation Plan (RTP), which is a state-mandated plan that identifies transportation needs in Santa Cruz County over the next twenty-plus years. The RTC authorized staff to coordinate with the Association of Monterey Bay Area Governments (AMBAG), the Transportation Agency of Monterey County (TAMC), and the San Benito Council of Governments (SBCOG) on the 2045 Metropolitan Transportation Plan (MTP)/Sustainable Communities Strategy and Regional Plans.

COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC) Elderly & Disabled Transportation Advisory Committee (E&D TAC)

Meetings are scheduled for the second Tuesday of every other month at 1:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1523 Pacific Avenue in downtown Santa Cruz. At least one meeting each year is scheduled for an alternate location. Please refer to the Committee description, bylaws and recruitment process for more information.

If you are interested in serving on this committee, please complete this application, and return it to the Regional Transportation Commission office.

PLEASE TYPE OR PRINT CLEARLY

Name: Lisa Berkowitz

Home address: [REDACTED]

Mailing address (if different):

Phone: (home) (business/message) [REDACTED]

E-mail: [REDACTED]

Length of residence in Santa Cruz County: 42 Years

Position(s) I am applying for: ☐ Any appropriate position

☒ CTSA Community Bridges ☐

Previous experience on a government commission or committee (please specify):

SCCRTC Elderly and Disabled Transportation Advisory Committee
Area on Aging Advisory Council


Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Community Bridges	519 Main Street Watsonville +	Program Director	7/79-Pres.

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

Since 1976 I have worked in the field of aging and for the past 40 years I have worked for Community Bridges (previously named Food & Nutrition Services) in their senior division of services. The mission of the division of senior service has been to address the challenges faced by adults as we age. Being able to maintain ones independence is significantly effected by health, financial and geographic issues. Transportation services are a key concern and frequently play a pivotal role in determining the success of many other life choices and decisions. I hope to stay involved in the committee's efforts to ensure that transportation services for seniors and adults with disabilities remain an important issue in our community.

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


Signature

6/3/2019

Date

How did you learn about this opportunity?

☐

newspaper

☐

radio

☐

internet

☐

flyer

☐

friend/family member

☒

other

Return Application to:

SCCRTC

Elderly & Disabled Transportation Advisory Committee

1523 Pacific Avenue

Santa Cruz, CA 95060

fax: 460-6178 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200

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COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC) Elderly & Disabled Transportation Advisory Committee (E&D TAC)

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If you are interested in serving on this committee, please complete this application, and return it to the Regional Transportation Commission office.

PLEASE TYPE OR PRINT CLEARLY

Name: Clay Kempf

Home address: [REDACTED]

Mailing address (if different):

Phone: (home) n/a (business/message) [REDACTED]

E-mail: [REDACTED]

Length of residence in Santa Cruz County: 42 years

Position(s) I am applying for: ☐ Any appropriate position

☒ Social Services Provider for the Elderly ☐

Previous experience on a government commission or committee (please specify):





E & D TAC since 1991

SSTAC - San Benito County 2000-present

Aging & Long Term Care Commission - San Benito County 2000-present

Long Term Care Commission - Santa Cruz County - 1991-2011

Relevant Work or Volunteer Experience

Organization	Town or Address	Position	Dates
Seniors Council of	234 Santa Cruz Ave., Aptos, 	Executive Director	2000- pres 
Food & Nutrition Service 	236 Santa Cruz Ave., Aptos	Director of Transportatio 	1990-1998

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

Serving older adults and people with disabilities has been the primary goal of all the position in my chosen career. Today I am both a senior and a person with a disability so the cause is also personal.

Past accomplishments include intensive involvement in the Section 5310 process; as a grant applicant; as a statewide Section 5310 (then UMPTA Section 16(b)(2)) Advisory Committee member; and more recently as part of the SCCRTC review panel. Also contribute to Unmet Needs Priority List; encouraging E&D TAC involvement in local and statewide issues such as the Senior Solutions Summit and transportation-related strategies and legislation, and encouraging all local transportation plans and systems to be age-friendly and PWD-friendly.

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



6/3/19

Date

How did you learn about this opportunity?

☐

newspaper

☐

radio

☐

internet

☐

flyer

☐

friend/family member

☒

other

Return Application to:

SCCRTC

Elderly & Disabled Transportation Advisory Committee

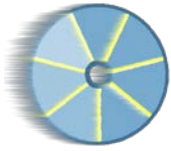
1523 Pacific Avenue

Santa Cruz, CA 95060

fax: 460-6178 email: gblakeslee@sccrtc.org

Questions or Comments: (831) 460-3200

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Campaign for Sustainable Transportation

Rick Longinotti, Co-chair PO Box 7927, Santa Cruz, Ca. 95061

Director of Corporate Real Estate, Kaiser Permanente
Kaiser Plaza, 19th Floor, Oakland, Ca. 94612

cc. Santa Cruz County Board of Supervisors
Santa Cruz County Planning Department
Santa Cruz County METRO Board of Directors
Swift Consulting Services

April 11, 2019

Dear Director,

We welcome the development of new medical facilities in Santa Cruz. However, our organization is concerned about the proposed location of the medical building on Soquel Ave, the frontage road next to Highway 1. This location will not support our County's goal to make important destinations accessible without a trip by car. The closest bus stop is on Capitola Rd, a fifteen minute walk.

The description of the project notes that, "Ride-sharing and mass transit options are also being looked at." Could you please elaborate on your plans for mass transit? We are concerned that adding a bus route detour from Capitola Rd. could increase travel time on that route, at the expense of riders who are not headed to the medical facility. The widely accepted principle of transit planning is to keep bus routes from deviating from linear transit corridors. Development should follow transit routes, rather than transit following development.

The current concept for the project includes 720 parking spaces, a larger parking facility than any in Santa Cruz outside of UCSC. This indicates that a large number of auto trips are expected. Our community is making an effort to reduce vehicle trips and this project would reverse our progress. It would be far more effective to locate your facility on a transit corridor. We suggest that you investigate property on Soquel Dr., already a regional health center on a transit corridor.

We hope you share our concerns about the causal link between auto dependency and rates of obesity, asthma, stress, and traffic injuries and deaths. *Walkable City* author Jeff Speck says, "It is becoming increasingly clear that the American health care crisis is largely an urban design crisis." We hope that Kaiser Permanente will be part of the cure.

For the CFST Working Group,

Agencies near, far team up to tackle National Distracted Driving Awareness Month



Watsonville Police Sgt. Donny Thul is ready to pull over a motorist on Airport Boulevard during a BADGES operation Wednesday, which is part of National Distracted Driving Awareness Month. — Tarmo Hannula/Register-Pajaronian

By: TARMO HANNULA - Updated: 3 days ago Posted Apr 19, 2019

WATSONVILLE — April is National Distracted Driving Awareness Month and in an effort to remind the public of the dangers of inattentive driving, the California Highway Patrol (CHP) is teaming up with its traffic safety partners throughout the state and nation, said CHP officer Jaime Coffee.

California drivers continue to shift their focus away from the road and onto their phones, despite the risks associated with multitasking behind the wheel, Coffee said.

In Watsonville on Wednesday, Watsonville Police worked in concert with four other law

agencies in a program known as BADGES (Before Aggressive Drivers Get Everyone Stopped), said Sgt. Donny Thul. They set up around the city aiming to pull over distracted drivers, with an emphasis on pedestrian and bicycle safety, Thul said.

At the close of the day Thul said the team of officers wrote 91 citations.

The CHP is teaming up with the California Office of Traffic Safety (OTS), and Impact Teen Drivers throughout the month to educate drivers on the importance of traveling free of distractions, as well as cracking down on drivers who violate the state's hands-free cell phone law.

Today, the CHP will be on high alert while conducting Day 2 of its two-day "statewide enforcement effort" — the first was on April 4.

"Through a combination of high visibility enforcement efforts, a focused education campaign, and cooperation from the motoring public, preliminary data shows the number of inattentive drivers involved in crashes is on the decline," said CHP Commissioner Warren Stanley. "Ultimately, the goal is to increase voluntary compliance with the law, while keeping people safe on the road."

According to preliminary data from the CHP, 66 people were killed and more than 6,500 were injured in 2017 from distracted driving related crashes. In 2018, the CHP issued more than 109,000 citations for violations of the hands-free cell phone laws.

"Cell phones are working against us in the fight against distracted driving," OTS Director Rhonda Craft said. "The hope is that a combination of education and enforcement will drive people to change bad behaviors for the better."

A 2018 observational study by the OTS on driver cell phone use found that approximately 4.5 percent of drivers were seen using a cell phone, a nearly 27 percent increase from 2017, but down from 2016, when 7.6 percent of drivers were observed using a cell phone.

"Clearly, there's more work to be done to curb distracted driving," Craft said. "The observational survey gives us an idea on where we stand and that we still have our work cut out for us."

Impact Teen Drivers partners with traffic safety organizations across the state to educate California's newest drivers of the dangers and consequences of reckless and distracted driving. Driver distraction is the primary cause of crashes involving teen drivers.

How will California's aging residents get around? Tackling transit for isolated seniors

With so many seniors priced out of urban living, driving seems the only option



Regina Jones, 71, says Los Angeles area public transit and paratransit services are uncomfortable and inconvenient for senior citizens. She stopped driving while in her 60s because of a back injury and anxiety. (Sean Havey for California Dream)

By **MEGHAN MCCARTY CARINO** | KPCC

May 15, 2019 at 7:00 am

Note: This story is part of the “Graying in California” series from the California Dream Project. To view all of the stories, [click here](#).

The car-centric California Dream lifestyle has defined freedom and opportunity in the Golden State for decades. But it poses challenges for a generation that expects to remain active and independent in retirement.

Innovations in transportation technology such as app-based ride hailing and autonomous vehicles offer great promise. But they leave many questions about how individuals and public agencies can make transportation options more accessible to the state's diverse population of baby boomers.

As this group ages, seniors have become the fastest growing demographic in California. Their numbers will nearly double to about 9 million over the next decade. Many counties that will see the steepest increases in older adults are rural or suburban areas where most rely on cars to get around.



Regina Jones wanted to downsize, but could not find an affordable home in a community “with good walking-distance shopping and a little place to grab a bite to eat,” she said. (Sean Havey for California Dream)

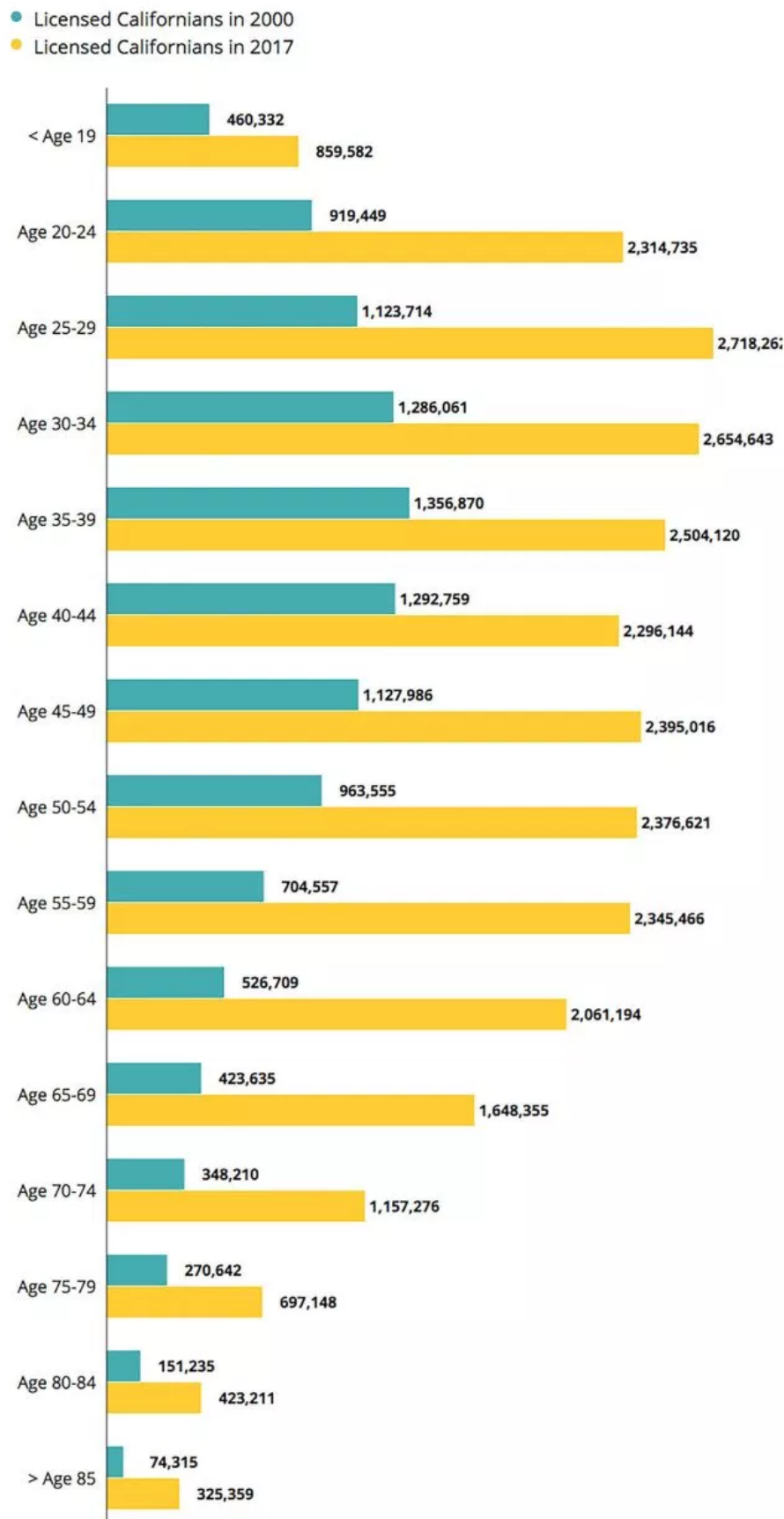
“One of the things we know from prior generations is that cars are one of the last things people stop doing because they’re so useful,” said Lisa Schweitzer, an urban planning professor at the University of Southern California. But fatal crashes increase for every mile driven after the age of 75 and surpass the rate of even teenage drivers after age 85, according to the Insurance Institute for Highway Safety.

Surveys from AARP show more than two-thirds of seniors in America live in car-centric suburban neighborhoods and hope to stay there.

The incentive to age in place is even stronger in California, where Proposition 13 locked in lower property taxes for long-time homeowners. The explosion of real estate prices in the state means moving to denser central neighborhoods more amenable to transit or walking is out of the financial reach of many.

More seniors behind the wheel

From 2000 to 2017, the number of licensed Californians over age 65 increased about 150%. In 2017, there were more than 31 million seniors with driver's licenses, up from about 12.3 million in 2000.



Los Angeles resident Regina Jones had her dream of downsizing to a compact neighborhood dashed by high prices.

“I just wanted someplace with good walking-distance shopping and a little place to grab a bite to eat,” she said.

But when the 77-year old tried to sell her longtime single-family home in central L.A. about 10 years ago, she found she couldn’t afford to move to the neighborhoods she desired, like Culver City or West Hollywood.

Eventually her daughter and son-in-law moved into the large family home with her to help take care of the utility bills and upkeep. But Jones, who stopped driving in her 60s due to a back injury and anxiety, was still left with few good options to get around.

“It just stopped me,” she said. “I just stopped doing things. I was also in a depression, a horrible depression. It was a very low time for a while.”

A growing body of research demonstrates that isolation is one of the biggest threats to the health of older adults, and transportation plays a huge role in the problem.

“The two are interlinked,” said Stephanie Ramirez, associate state director of advocacy with AARP California. “Transportation is a critical need for older adults to be able to access health care and access opportunities to be social in their community.”



It costs Regina Jones about \$300 a month, a third of her income, to use Lyft to get around, including a visit to her ophthalmologist in Beverly Hills. (Sean Havey for California Dream)

A 2017 study by AARP, Stanford and Harvard universities found socially isolated seniors were more likely to die prematurely, require care in a nursing facility, and incur an additional \$1,600 a year in Medicare costs, totalling \$6.7 billion in annual expenses nationwide.

Meanwhile, non-driving seniors in Los Angeles made fewer trips outside the home and endured long, uncomfortable rides on public transit or risked potentially hazardous walks on busy streets, according to a joint study by UCLA and USC supported by AARP in 2018.

While Jones enjoys better access to transit than many suburban neighborhoods in California, she finds walking to bus stops, the lack of seating while waiting, and the often long trips with multiple transfers to be uncomfortable and inconvenient.

Jones also has access to two paratransit services — dial-a-ride programs provided by the city and county — that provide door-to-door rides for seniors and others with disabilities. But those come with their own challenges — the need to plan a day or more in advance, wait up to an hour for pickup, and share the ride with strangers resulting in no predictability about how long a trip will take.

“It just became harder and harder as I healed and started wanting to do more,” Jones said.

Paratransit also faces institutional challenges. The service is mandated under the federal Americans with Disabilities Act but comes with no federal dollars to help local agencies pay for what is a hugely expensive operation. The Brookings Institution found transit agencies lose the most money on dial-a-ride trips. They cost an average of \$23 per ride, while fares are limited to double a regular transit ticket — in Los Angeles that would be \$3.50.

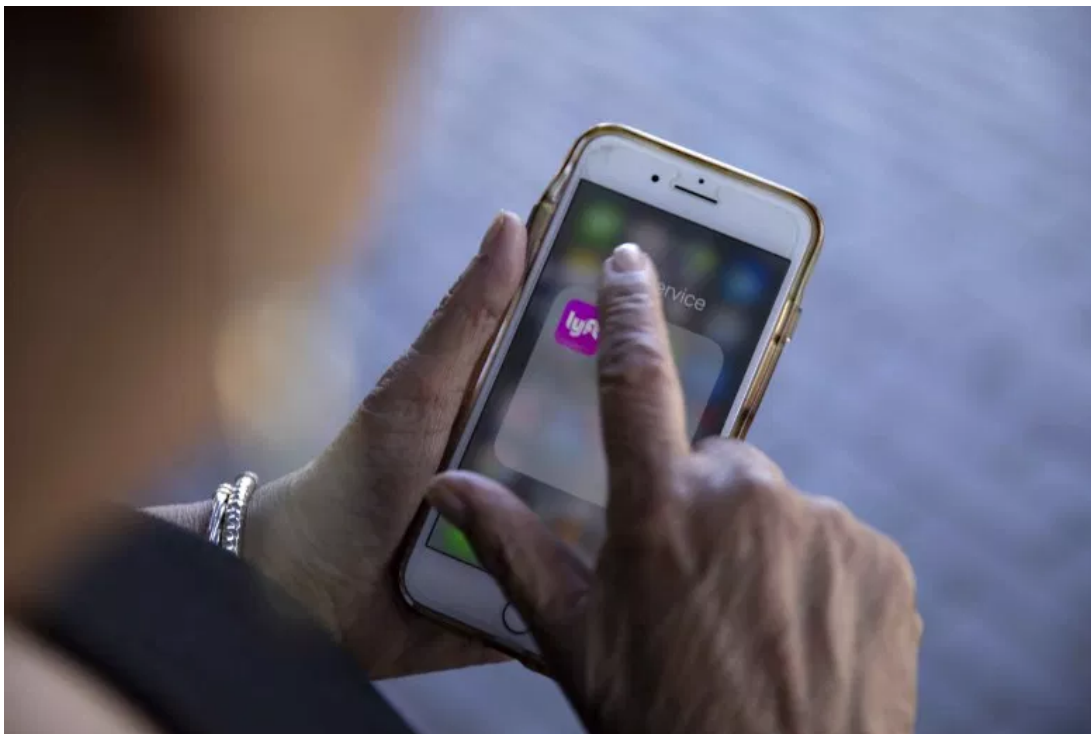
Jones has taken to using the ride-hailing service Lyft for most of her trips as a more convenient, though more expensive alternative.

“It’s freedom for me,” she said. “I just call Lyft freedom.”

But that freedom costs about \$300 per month, about a fifth of her monthly income. Jones can afford the bill now, but she couldn’t if she had to cover the high cost of living in California on her own.

“I think the solution is an economic one,” said Ramirez of AARP.

Many cities in California provide seniors who are unable to drive some form of subsidy for taxis, either through discounted fare coupons or the option to apply a paratransit fare toward the full cost of a private ride.



Ride-hailing service Lyft has become Regina Jones' more convenient, although expensive, transportation alternative. (Sean Havey for California Dream)

Ramirez would like to see more cities expand that subsidy to options outside of traditional taxi services, as is happening in the San Gabriel Valley city of Monrovia.

The city of around 40,000 people had been spending about \$1 million a year in county sales tax revenues on dial-a-ride services, which were not well-used due to long waits and infrequent service. So instead, officials launched a pilot program last year, using the funds to partner with Lyft to provide heavily subsidized rides for a mere 50 cents throughout the service area.

Schweitzer of USC pointed to a similar contract her university has with Uber to provide subsidized rides around campus.

"That's something that cities can also do," she said.

A few localities are experimenting with a hybrid approach, leveraging the technology of ride-hailing apps and applying them to a more traditional public paratransit model known as microtransit.

Pilot programs have launched in West Sacramento and Los Angeles that allow users to hail a shared ride within minutes using an app, avoiding the advanced planning and unpredictable waits of traditional paratransit. They get picked up in shared vanpools, much like paratransit, and can be taken to or close to their destination within a set service area for a subsidized fare that is much lower than private ride-hail.

Schweitzer is also optimistic about the potential for circulating autonomous vehicle fleets to provide convenient service to non-drivers with the touch of a button on an app.

“That would be helpful,” said Schweitzer. “It would probably do a great deal to lessen the isolation that people who are car-dependent feel.”

But she cautions, for these technology solutions to work and to meet the huge demand that’s anticipated, they’ll require big investments by the public, on the order of the massive ones the state made to build the freeways at the dawn of the baby boomer era.

“As a society, we need to realize that things cost money, and that taking care of people in a way that allows them to maintain their health longer is actually a savings,” she said.

Microtransit: Right-sizing transportation to improve community mobility

The technology of transportation is in the midst of a revolution. From route planning to on-demand ride services and everything in between, technological advances are giving rise to a suite of new tools that can help increase transportation access and improve mobility.

One of these emerging tools is “microtransit.” Microtransit is a privately or publicly operated, technology-enabled transit service that typically uses multi-passenger/pooled shuttles and vans to provide on-demand and fixed-schedule services with either dynamic or fixed routing (SEA International, 2018; Cohen & Shaheen, 2016).

Communities are exploring new microtransit pilots to increase mobility in ways that could be more efficient and convenient for riders.



Unlike a standard bus, microtransit vehicles receive real-time requests, and use navigation technology to update routes based on traffic conditions and passenger destinations. Microtransit seeks to generate the most efficient shared trips possible and increase coverage without sacrificing frequency, accessibility or affordability.

The advantages of microtransit

Microtransit can be useful to public transit agencies in a number of different ways, such as replacing existing underperforming bus routes, particularly in lower-density neighborhoods, without sacrificing overall service coverage.

It can also act as a first- and last-mile system, enabling riders to make better use of other high-capacity transit networks around them.

The flexibility of microtransit allows the service to both relieve stress from crowded routes during peak hours and provide efficient demand-responsive late-night service during less-busy hours.

It's also important to note that microtransit can be a cost-effective solution for public agencies to provide paratransit service.

How cities can get involved

Public agencies across the nation are beginning to pursue public-private partnerships with microtransit companies to achieve the region's transit goals to expand coverage or increase efficiency.

In 2016, the Kansas City Area Transportation Authority launched the first private-public partnership between a major U.S. transit authority, an automaker (Ford) and an urban technology company (Bridj, which ceased operations in 2017).

Microtransit takes many forms. Microtransit companies may provide vehicles and software expertise, or operate the entire microtransit service through a turnkey operation. A public agency can also take the main role as operator of the microtransit service, with separate vendors contracted to provide particular components of the service, such as vehicles or software through a technology license.

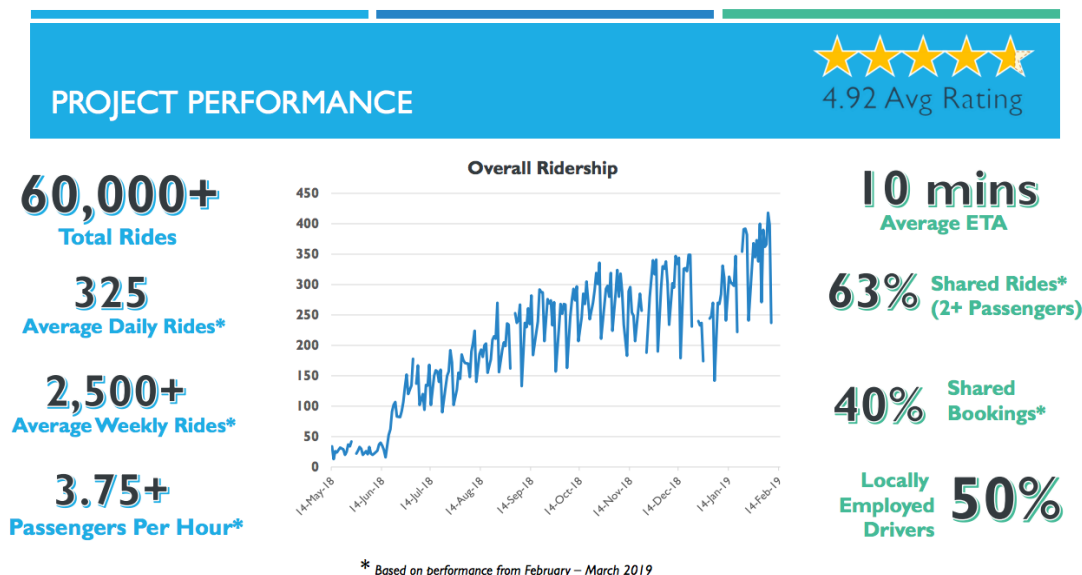
In some cases, microtransit providers are also operating completely independent of the public sector (beyond its initial regulating authority). Jurisdictions can choose to regulate private microtransit services to achieve safety and social equity goals.

Case Studies

West Sacramento: Door-to-door, fixed price

The City of West Sacramento is currently in the midst of a year-long public-private pilot project with microtransit operator Via. Leveraging \$600,000 in Transportation Development Act funds, a \$150,000 grant from the Sacramento Area Council of Governments and \$90,000 in expected fare revenues, the pilot provides door-to-door on-demand service anywhere within the 23 square miles of West Sacramento for a fixed price of \$3.50 per trip.

So far, the ridership has surpassed Via's prelaunch expectations by nearly 50%, nearing an average of 325 rides per day since its launch.



Six months into the pilot, the City conducted a survey to learn more about who's using the service, why they are using it, and how the pilot is influencing mode shift.

The survey found that the people riding the most are:

- Younger riders (under 21)
- Older riders (50+)
- Members of lower-income households (\$15,000-\$35,000)
- Women

Younger riders are mostly commuting to school or work, while older riders are using microtransit to get to medical appointments and the grocery store, and social or recreational trips. Lower-income residents are using the service primarily for commuting and grocery shopping.

The survey also asked about mode shift, "If you had not used rideshare, which other transportation options would you have used instead?"

Results showed microtransit is mostly replacing Uber/Lyft trips (49%), driving alone (34%), or getting a ride from a family member (34%). It's also opening up new opportunities for some community members, with 14% of survey respondents saying before microtransit, they would not take the given trip at all.

Perhaps most importantly, satisfaction and quality of life improved greatly for West Sacramento residents, with 66% of respondents feeling safer, 41% of the survey respondents enjoying improved access to health foods and medical care, and 77% feeling more satisfied with the city's transportation system.

Sac RT: Expanding access to transit

In 2018, the Sacramento Regional Transit District launched SmART Ride in Citrus Heights to help provide convenient and affordable on-demand service and a new source of independence for those who would otherwise not take public transit. The service relies on small, neighborhood-friendly shuttle buses to easily maneuver on residential streets.

Prior to introducing SmaRT Ride in Citrus Heights, an average of 30 riders a day were using Dial-A-Ride service in the city. SmaRT Ride quickly increased its ridership to 250 per day in Citrus Heights and expanded to two more cities, doubling ridership to 500 per day.

To date, SacRT has provided more than 130,000 SmaRT Ride trips and improved mobility access in Sacramento neighborhoods. The program's success was recognized by the Sacramento Transportation Authority, which has awarded SacRT a \$12 million grant to launch nine additional zones in disadvantaged communities over the next two years.

SmaRT Ride has garnered interest from transit agencies all over the country. SmaRT ride has received multiple national recognitions including the Innovative Solutions Award from Metro Magazine.

AC Transit: Fixing transit weak spots

AC Transit in the San Francisco Bay Area ventured into microtransit to help address declining ridership, improve service quality, and reconfigure transit networks for low-demand and low-density communities.

AC Transit Flex was designed to operate in two zones: one zone would fully replace the lowest performing route in the district, and the other zone would complement two existing bus lines.



The pilot was designed to be cost-neutral, with the lower cost of smaller microtransit vehicles compensating for the higher cost of the on-demand service technology.

By 2017, the program had mixed success, with 700 users and 23,000 trips in one year. Riders liked the new service, with 94% of them preferring the Flex route over the traditional route. However, AC Transit's per-rider cost was significantly more expensive on the Flex route than the fixed route (\$72 vs \$25 per passenger).

In 2017, AC Transit recommended the continuation and permanent inclusion of the pilot flex services. Despite lower ridership, transitioning to flex service allowed AC Transit to reinvest some service hours into key high-capacity fixed

routes, while still using the flex zones to provide greater coverage between bus stops.

They determined the flex service is most appropriate when existing ridership is less than 7 passengers per revenue hour. In the future, AC Transit sees the possibility that fixed routes could see two to four times as much ridership when complimented by an expanded flex program.

Transit 2.0

Microtransit has the potential to provide a more efficient and convenient mobility option that can support local environmental, social equity and economic development goals. Implementing a microtransit program, however, can be difficult, and public agencies will face the same challenges that come along with the emergence and adoption of any new technology.

It's important for public agencies to look at existing case studies, successes and lessons learned to help determine if microtransit makes sense for their community – and where and how it can best complement and improve the existing transportation network.

As public awareness grows, microtransit can become an increasingly viable tool that leverages technological advances to get the most out of our transportation investments.

Stay tuned for a new toolkit forthcoming, authored by the UC Berkeley Transportation Sustainability Research Center in partnership with the Local Government Commission on Microtransit and many other shared mobility topics.

Resources

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Local Government Commission Newsletters



A tax on ride hail rides would help fund improvements to street safety and public transit. (Kevin N. Hume/S.F. Examiner)

Tax on Uber, Lyft rides rolls toward the ballot

Measure has support of Mayor London Breed, most of Board of Supervisors

JOSHUA SABATINI / May. 21, 2019 3:30 p.m. / THE CITY

San Francisco voters should get a chance this November to impose a tax on passenger rides by companies like Uber and Lyft to help pay for improvements to street safety and public transit.

Mayor London Breed and Supervisor Aaron Peskin jointly introduced Tuesday a proposed November ballot measure, titled the "Traffic Congestion Mitigation Tax," to impose a surcharge on ride hail rides of 3.25

percent or 1.5 percent, depending on the type of ride.

The measure is expected to raise up to \$35 million annually for transit and street safety projects to help with the city's goal of having no pedestrian deaths by 2024, a campaign known as Vision Zero.

It would go into effect Jan. 1, 2020 and expire November 5, 2045.

ADVERTISEMENT

"This measure will invest in our public transportation, continue to make our streets safer, and reduce congestion so that people can get around easier," Breed said in a statement. "This is a collaborative approach to advance San Francisco's transit-first policy and mitigate the impact of [Transportation Network Company] trips on our streets."

Both Uber and Lyft support the measure.

The 2017 Transportation 2045 task Force identified a \$22 billion revenue gap over the next 27 years for the public transit system. The estimate “encompasses everything from roadway maintenance needs and unfunded bicycle projects, to Muni service and facility challenges and funding gaps for large regional projects like Caltrain’s Downtown Extension,” the task force report said.

“This requires strategic investment from all of us to prioritize solutions that get people out of their cars, onto public transportation and safely walking and biking,” Peskin said.

The same task force report found that “that TNCs accounted for roughly 15 percent of intra-city trips, and an estimated 20-26 percent of vehicle trips Downtown during peak periods.” It also noted that there are an estimated 6,500 TNC vehicles on the street on an average weekday.

The measure would impose a 3.25 percent on all rides carrying a single passenger and 1.5 percent tax on shared rides that originate in San Francisco.

The measure also includes an incentive to drive electric vehicles. Until December 31, 2024, the surcharge for those who drive electric vehicles is 1.5 percent, even for single passenger rides.

Half of the tax revenues would go to the Municipal Transportation Agency to pay for such things as buying Muni buses and infrastructure costs. The other half would go to the San Francisco County Transportation Authority, on whose board the members of Board of Supervisors serve, to pay for pedestrian and bicycle safety infrastructure.

To pass, it would require a two-thirds vote. Uber has said it will help pass the measure.

“Uber is pleased to reach an agreement that will bring dedicated transportation funding to San Francisco,” Uber said in a statement Tuesday. “We look forward to working with city leaders to ensure a successful campaign in 2019.”

Lyft said in a statement that they are “focused on improving transportation in cities and we recognize the importance of reliable transportation in San Francisco.”

Assemblymember Phil Ting introduced legislation last year to authorize the tax measure and it was signed into law by then Governor Jerry Brown.

“San Francisco’s ability to move its people around safely in a growing economy is vital,” Ting said in a statement. “But the city’s current transportation revenue streams can’t keep up with the demand.”

It takes at least six votes of the 11 member board to place the measure on the ballot. Ten supervisors have already signed on in support.



Jose Luis Garcia makes conversation with another patient as he waits for his Paratransit bus to pick him up from Zuckerberg General Hospital on Wednesday, Feb. 20, 2019. (Ellie Doyen/Special to S.F. Examiner)

Report: Uber and Lyft's rise tanked wheelchair access to taxis

A new city report details the devastating drop in on-demand rides for the disability community after the rise of Uber and Lyft.

JOE FITZGERALD RODRIGUEZ / May. 22, 2019 8:00 p.m. / [THE CITY](#)

A new city report details the devastating drop in on-demand rides for the disability community after the rise of Uber and Lyft.

The financial blow to the taxi industry, the report alleges, was also a blow to the availability of on-demand trips for anyone who uses a wheelchair.

The report also points a way forward for the multi-billion dollar ride-hail industry to roll out wheelchair accessible vehicles and inclusive transportation for people with disabilities more broadly.

It's a bit of an uncharacteristic kumbaya moment between old-school taxicab regulators and the tech transportation darlings, but one San Francisco Municipal Transportation Agency Director of Taxi and Accessible Services Kate Toran said is necessary to provide people with disabilities the service they need.

"We take a positive view because we're trying to increase service on the street," Toran told the San Francisco Examiner. "Really, the end goal is to make sure the rider gets the service, that's what we stay focused on."

The report also comes on the heels of recent workshops to implement Senate Bill 1376, authored by State Senator Jerry Hill (D-San Mateo), which implemented a 5-cent per-ride surcharge on ride-hails to set up a fund so Uber and Lyft could finally provide wheelchair accessible vehicles. The bill set up a process for the California Public Utilities Commission, to establish rules requiring ride-hails to provide rides to all Californians regardless of disabilities.

In a letter supportive of SB 1376, which paved the road for newly accessible ride-hails, Uber noted "Uber is committed to advancing this issue and working toward innovative solutions to better serve the disability community."

Lyft, in a statement to the Examiner, said “We are always looking for ways to expand our offerings, and are actively engaging with issue experts, community organizations including disability rights groups and local leadership on how we can improve access across California. We expect to have more to say on this topic in the coming months.”

The SFMTA report recommends Uber and Lyft provide wheelchair accessible services in all California cities in which it operates — a key question state regulators are pondering even now. The report also recommends Uber and Lyft send state regulators data on response times for people with disabilities, versus trips for all users, to ensure equity in service.

State regulators should “increase transparency” and make that data public, so people with disabilities can ensure they have equitable access themselves, SFMTA wrote.

SFMTA also recommends state regulators instate a local “advisory body” to keep a watchful eye on Uber and Lyft’s disability services.

That’s especially key, as without any prompting from state or local lawmakers Uber and Lyft have for years left wheelchair users at the curb.

The report highlights a steep drop-off of ramp-enabled taxi services for people who use wheelchairs during the rise of Uber and Lyft. While wheelchair users can ride Muni buses, and have access to pre-planned trips using San Francisco’s robust paratransit services, impromptu trips are needed by us all, the report notes.

From a scheduling change at the doctor's office to a sudden (and perhaps welcome) romantic date, life happens. But whereas years ago San Francisco's estimated 5,000 people who use wheelchairs could catch a cab, that's less possible now, especially because Uber and Lyft do not widely provide wheelchair accessible vehicles in San Francisco.

While SFMTA cannot track all wheelchair taxi trips, it can measure the riding habits of wheelchair users who partake in city subsidies.

In 2013 there were roughly 1,400 monthly subsidized wheelchair-ramp taxi rides, but by 2018 that number dropped to roughly 500 monthly requests.

That's not because there were fewer wheelchair users, or because those wheelchair users requested fewer rides, according to SFMTA. There simply weren't enough taxi drivers available anymore after the rise of Uber and Lyft, with people left stranded.

Uber riders began to notice a change in that narrative in 2018, the report's authors found. The now more robust "wheelchair accessible vehicle" program, a partnership between Uber and MV Transportation, a national paratransit provider, is "still in its early stages," however, "and it is not yet clear whether availability and response times are consistent enough, and comparable enough to service provided in nonaccessible vehicles, for riders who use wheelchairs to depend on it."

It's a more robust effort than Lyft's wheelchair accessibility program, the SFMTA noted. If you note in Lyft's app that you use a wheelchair, the app will simply link you to a paratransit blog, which ultimately links San Francisco riders to the SFMTA website.

Indeed, Lyft, hasn't updated their California disability accessibility plan since 2013.

The report does lay out some strengths of Uber and Lyft's accessibility programs.

While much of Uber and Lyft's disability service data is with state regulators under lock and key, the ride-hail industry does offer "unprecedented" level of access to people who are visually impaired via their apps, the report's authors found. "In April 2017, Lyft announced a partnership with the National Federation of the Blind to increase driver awareness of blind passengers' rights, implement effective public policies, and expand transportation options for those who are blind or have low vision," the report reads.

And in 2015, Uber rolled out opportunities for people who are deaf or hard-of-hearing.

Wheelchair users, perhaps, will soon see the same opportunities come their way.

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A new report suggests Muni should work to become more cost competitive with ride hail services. (Kevin N. Hume/S.F. Examiner)

Report: Make Muni free to offset ride hail impacts

Study suggests best response to influx of Uber drivers is expanding access to public transit

JOSHUA SABATINI / May. 19, 2019 4:00 p.m. / THE CITY

Got a problem with ride hail companies? Make Muni free.

That is one among many suggestions a team of 22 University of San Francisco graduate students came up with in a three-month study on the impacts of ride hail companies like Uber or Lyft.

“If San Francisco cannot directly regulate [Transportation Network Companies] and is frustrated by its geographical impacts, one of the best strategies to respond that is actually within our powers is to drastically expand and prioritize Muni and regional transit service while freezing, reducing, or eliminating transit fares,” said their report.

The City has explored a free public transit system in the past, but opted instead to make it free only for low and moderate income youth and seniors.

“As it stands right now, Muni is not particularly price (or service) competitive with Uber or Lyft, and in 2018, the Board of Supervisors approved further fare increases for Muni’s 2019-2020 operating budget,” said their report.

“Muni collects \$200 million a year in revenue from fares, and while it is not an insignificant amount, it does not make up the majority of Muni’s funding, and other funding sources (including congestion pricing) should be explored to stabilize or reduce fares while improving service.”

“In short, there would be far less need and temptation for commuters to open a ride-hail app if they could trust in a transportation system that was reliable, expedient, affordable and inviting,” the report said.

The students with the university’s Urban and Public Affairs program conducted a survey of 36 ride hail drivers and held six interviews to produce the report for the Local Agency Formation Commission, on which members of the Board of Supervisors serve.

Through the survey, the students found that drivers are “traveling anywhere from 1 to 383 miles to work in San Francisco” and that “only 26 percent of respondents reported feeling safe driving for Uber/Lyft.”

While drivers liked having a flexible work schedule, many reported they had less time for family and hobbies, and “only 34 percent of drivers report having more income stability since they started driving for Uber and Lyft.”

“This is the tip of the iceberg,” said Supervisor Sandra Fewer, LAFCO chair, after Friday’s hearing on the findings. “I have so many other questions.”

More answers are expected. The commission approved a \$300,000 contract with University of California, Santa Cruz, Jobs with Justice San Francisco and Driver’s Seat Cooperative, to conduct “one of the most comprehensive surveys of on-demand workers in the United States to date.”

Speaking of Muni fares, not everyone is happy about the upcoming increases. For example on July 1, the cash fare for an adult ride will increase to \$3 from the current \$2.75.

In response, the nonprofit South of Market Community Action Network launched a “Bring Down MUNI Fares” campaign Wednesday.

Mary Claire Amable, SOMCAN’s Transit Justice Organizer, said that annual fare increases since 2016 have “really been impacting working class folks.”

The agency has a policy that ties fare increases to inflation, but Amable said that not everyone’s wages keep up with inflation.

The campaign seeks to halt the upcoming increases and then start to reduce existing fares.

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The shared bike and scooter industry often leaves out people with disabilities — but Oakland is changing that

The East Bay city is the first in the Bay Area and among the first in the country to launch an adaptive bike-share program



Bonnie Lewkowicz, front left, rides a tandem bike next to two kids during the launch of adaptive bike pilot for riders with disabilities by Ford GoBike and the Bay Area Outreach and Recreation Program around Lake Merritt in Oakland, Calif., on Saturday, May 11, 2019. (Ray Chavez/Bay Area News Group)

By **ERIN BALDASSARI** | ebaldassari@bayareanewsgroup.com | Bay Area News Group
PUBLISHED: May 15, 2019 at 6:05 am | UPDATED: May 15, 2019 at 7:11 am

OAKLAND — Bonnie Lewkowicz was 15 years old when the all-terrain vehicle she was riding in hit a pothole and flipped over, breaking her neck and paralyzing her from the waist-down. She had been training to be a dancer, and she craved the physicality she once embodied, later steering her life to a career in physical recreation for people with limited mobility. But, it wasn't until eight years ago, when she was in her 50s, that she was able to experience a taste of that physical activity on her terms, with a handcycle, a type of tricycle that allows her to push with her arms, rather than her legs.

"It gave me an outlet to feel free," Lewkowicz said, "and have mobility outside of my wheelchair."

On Saturday, Lewkowicz got a new taste of that freedom with the launch of Oakland's adaptive bike-share program, which offers handcycles, tricycles, tandem tricycles and other devices for people with a limited ability to use their arms or legs. It's the first such program in the Bay Area and one of only a few across the country to include people with disabilities in the short-term rental industry that has exploded in cities around the country over the last several years.



A couple dozen people ride handcycles during the launch of adaptive bike pilot for riders with disabilities by Ford GoBike and the Bay Area Outreach & Recreation Program around Lake Merritt in Oakland, Calif., on Saturday, May 11, 2019. (Ray Chavez/Bay Area News Group)

Bay Area Bike Share, now called Ford GoBike, got its start in 2017 with a smattering of bike share stations in Oakland, Berkeley, Emeryville, San Francisco and San Jose. Since then, though, it's grown to 4,450 bikes across the five cities with plans to grow to 14,200 in the coming years. During the same time period, shared electric scooters and dockless electric bikes have entered the market.

But, what's been missing in the meteoric rise of the shared bike and scooter industry are devices that people with disabilities can use, said Frank Sperling, the vice chairman of Oakland Mayor Libby Schaaf's Commission on Persons with Disabilities. It took complaints from members in the commission to spur regional leaders to include people with disabilities in the Ford GoBike program, a public-private partnership among the participating cities, the Metropolitan Transportation Commission and Lyft, which now owns Motivate, the company that operates the program. In Oakland, Ford GoBike partnered with the Bay Area Outreach and Recreation Program, which has been offering outdoor recreation opportunities for Bay Area residents with disabilities for more than 40 years.

"As we develop new technologies, new ways of commuting, new ways of communicating, people with disabilities can no longer be an afterthought," Sperling said. "They have to be part of the initial planning process."



Nicole Parsons and her dog Russo, of San Francisco, ride a handcycle during the launch of adaptive bike pilot for riders with disabilities by Ford GoBike and the Bay Area Outreach & Recreation Program around Lake Merritt in Oakland, Calif., on Saturday, May 11, 2019. (Ray Chavez/Bay Area News Group)

In some ways, the Bay Area baked inclusivity into its bike-share program from the outset, with a coalition of bicycle advocacy organizations championing a low-income discount as part of the Ford GoBike program, as well as an option to use Clipper cards to rent the bikes, so people who don't have a smart-phone can access the rentals, too, said Ginger Jui, the executive director of Bike East Bay, which was a founding member of the coalition, called Bike Share for All.

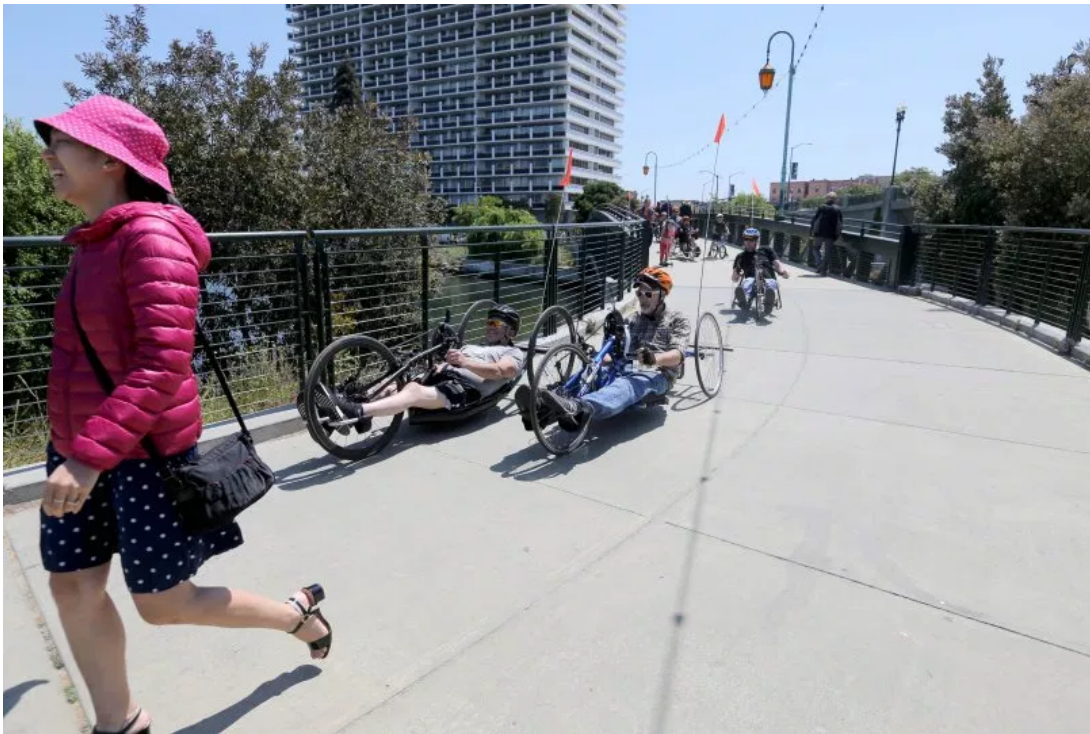
Last year, TransForm, another member of the coalition, released data showing low-income users made up 20 percent of the Bay Area's bike share program, the largest proportion of users of any system in the country, whose customers tend to skew white, affluent and male. But Jui said that doesn't mean the coalition wasn't without its blind spots.

"We were really focused on access for low-income folks," she said. "I had a ton of expertise, but even I missed that signal."

It took nearly two years to get the accessible bike share pilot rolling, Jui said, as a working group studying an existing program in Portland surveyed potential users and tried to think of how best to structure the program. Unlike the traditional model, which focuses on commuters with a point-to-point system, where users check out a bike in one location and drop it off in another, Jui said the accessibility program is focused on recreation. That's because people who use wheelchairs, walkers or other supports may not be able to take the devices with them on the trip.

"And there may be all kinds of other things that come up that we haven't even thought about yet," she said, "because we're still learning."

As part of a six-month pilot, the accessible bike rentals will be available every Saturday and Wednesday at 1335 Lakeshore Avenue in Oakland on Lake Merritt, until the city finishes rehabbing Snow Park. When that happens, users will be able to check out the bikes at Snow Park. Throughout the first six months, officials will evaluate what types of bicycles are the most popular and how often they are used.



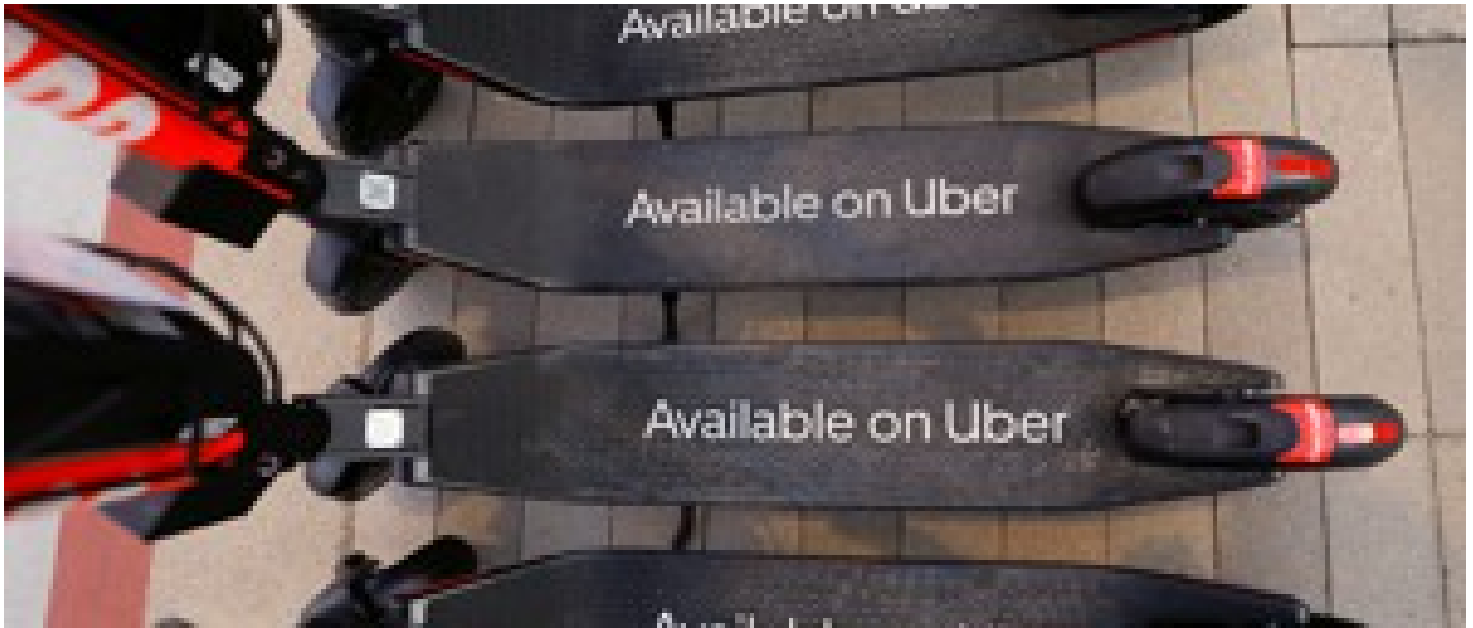
A couple dozen people ride handcycles during the launch of adaptive bike pilot for riders with disabilities by Ford GoBike and the Bay Area Outreach & Recreation Program around Lake Merritt in Oakland, Calif., on Saturday, May 11, 2019. (Ray Chavez/Bay Area News Group)

If it's successful, other cities may look to Oakland as its model for expanding the program, said Kara Oberg, a planner at the MTC. And, already, Lyft is eyeing San Francisco as it's next location to provide adaptive bike-share rentals.

"Our main goal is to get many different users on bicycles as possible," Oberg said. "The more inclusive we can make all of our transportation programs the better experience people will have in the Bay Area."

That's critical, because as Baby Boomers age and the population of seniors grows, they are living longer and wanting to stay active, even as they lose some of the mobility they had in the past, said Lawrence Carter-Long, a spokesman for the Disability Rights Education & Defense Fund.

"People with disabilities are no longer in the background," Carter-long said. "What the culture demands is different now."



Uber's Jump electric scooters in San Diego. Mike Blake/Reuters

PERSPECTIVE

The California Legislature Is Getting Played by Micromobility Companies

If the California legislature passes AB 1112, cities can't require companies like Bird, Lime, and Jump to limit numbers, meet equity goals, or fully share data.

MAY 17, 2019



DAVID ZIPPER

David Zipper is a Fellow at the German Marshall Fund.

If you are a Californian expecting your city's leaders to provide an equitable, safe mix of transportation options, you may soon have a problem. State legislators in Sacramento are debating a bill that would strip away many of the tools cities using to shape policies for micromobility devices (e-scooters, e-bikes, and dockless bikes) offered by companies like Bird, Lime, and Jump.

Should it become law in its current form, Assembly bill 1112 (AB 1112) could curtail cities' ability to: ensure micromobility access in underprivileged communities, establish caps on the total number of vehicles, or collect trip information to improve transportation policy. In a Democratic, urbanized state, it's surprising to see legislators consider such an infringement on local authority.

As approved by the Legislature's Assembly committee on April 30, AB 1112 includes language that would prevent local micromobility regulations "requiring operation below cost." That could block cities from pursuing equity goals, such as Oakland's requirement that half of all shared e-scooters be placed in "communities of concern" as identified by the Bay Area Metropolitan Transportation Commission. Without cities pushing micromobility companies to provide equitable access, it's likely that residents in less affluent neighborhoods would have a tougher time finding a ride.

In a Democratic, urbanized state, it's surprising to see legislators consider such an infringement on local authority.

The bill goes further, banning any "unduly restrictive" local e-scooter regulations. That language could be used to challenge caps on the total number of shared e-scooters permitted in places like San Francisco and Los Angeles. We've already seen in cities like Dallas the chaos that can follow an absence of rules around micromobility deployment.

AB 1112 has national significance, as California has long been ground zero for new mobility technologies. Lyft, Lime, and Uber are all based in San Francisco, and Bird is headquartered in Santa Monica. The first dockless e-scooters launched in Santa Monica in September 2017, and Los Angeles is the largest American city where shared e-scooters are currently legal.

AB 1112 would ban California cities from collecting individual trip data, allowing them to collect only aggregated data from micromobility companies. This would effectively kill Los Angeles's groundbreaking digital tool, the Mobility Data Specification (MDS) that allows cities to monitor individual micromobility trips in real time and issue guidance to the companies providing them. Cities including Santa Monica, Seattle, Providence, and Louisville are currently using MDS to inform their e-scooter policies.

MDS has been controversial, with critics like the Center for Democracy and Technology claiming that the collection of individual trip data by the public sector jeopardizes the privacy of micromobility users. But defenders of MDS tout the data's value to policymakers facing decisions like where to install a bike lane or how to ensure e-scooter availability in low-income communities. Last month Los Angeles began requiring scooter companies to provide data through MDS—over the strong objections of Jump, the micromobility provider owned by Uber.

To be fair, critics of MDS have argued that the use of aggregated trip data—which has fewer privacy risks compared with individual data—could still resolve the specific policy questions city officials face. Mobility data wonks are engaging in robust debates on that complex issue, and it's hard to see why the blunt instrument of a state mandate is the right way to resolve them.

There is a term for this kind of state-based limitation on local power: preemption. In recent years preemption has become a common tool for Republican state legislatures to block policies enacted by Democratic cities, such as Ann Arbor's attempted ban on plastic bags or Charlotte's support for transgender-friendly bathrooms. In the urban mobility world, preemption has allowed Uber and Lyft to overcome local pushback against ride hail services. In Austin, residents voted in 2016 to require ride hail companies to conduct background checks on drivers, only to be forced into a reversal by Texas legislators.

With that history, it's unsurprising that mobility companies would support preemption to block local micromobility policies as well. Uber, Lyft, and Bird have signed a letter of support for AB 1112 and they are seen as its primary advocates. Melanie Ensign, head of security and privacy communications for Uber, says her company backs the bill, especially the ban on cities collecting trip-level data through a tool like MDS: "We're opposed to cities collecting any route information that could identify an individual."

Fair enough, but why are legislators in deep blue, urbanized California inserting themselves into debates between city leaders and mobility companies, especially when we are just starting to understand the impacts of these new technologies on cities? As Kate Fillin-Yeh, director of strategy for the National Association of City Transportation Officials, observes, "there are not yet established best practices that should be codified at the state level."

Micromobility companies have every right to lobby local officials, but it's another matter entirely to do an end run around city hall and take their case straight to Sacramento. As the League of California Cities noted in opposing AB 1112, "shared mobility is a local jurisdictional matter. [C]ities are responsible for managing sidewalks, streets, and public spaces...[and] are responsible for the enforcement of and compliance with local and state laws that govern the public right-of-way."

As much attention as emerging technologies like shared e-scooters and e-bikes attract, they aren't the first new mobility services to affect urban transportation networks, and they won't be the last. From electric unicycles to autonomous shuttles to drones, a number of new technologies are now beginning to appear on city streets—and they will be followed by others that we can't even conceive of yet. How can we expect urban officials to harness the rapid evolution of mobility technology to promote safety and equitable access if those officials are hamstrung by state legislatures?

E&D TAC June 11, 2019 - Item 10a

From: Theresia Rogerson [REDACTED]
Sent: Tuesday, April 30, 2019 10:25 AM
To: James Burr [REDACTED]; Claire Fliesler
[REDACTED]; Grace Blakeslee
[REDACTED]
Cc: Rick Hyman [REDACTED]
Subject: FW: construction detour flaw

Hi all - This is one more construction site I wanted to follow up on that might be difficult for those who are disabled and using mobility devices. It might be under construction for quite some time as well so would be a great place to use best practices in allowing a flow of safe passage for all.

Thank you for looking into this situation.

Theresia

From: [REDACTED]
Sent: Saturday, April 6, 2019 9:41 PM
To: 'Theresia Rogerson' [REDACTED]
Subject: construction detour flaw

Hi: nice that they posted the detour sign for peds, but there is no ramp for the handicapped use to get off of the sidewalk, this is on Front St, just past Third St., Rick



From: DEBORAH BENHAM [REDACTED]
Sent: Saturday, May 11, 2019 6:02 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: non-continuous sidewalk, Blue Bonnet Ln and Bean Creek Rd

Hello to Jack Dilles, Mayor, and Members of the Scotts Valley City Council:

Yesterday I walked down Blue Bonnet Lane from Bean Creek Road. Safety is a real concern.

As you know, there is no continuous sidewalk on one side of Blue Bonnet Lane, right by the Bean Creek Road intersection.

Middle schoolers walk down Blue Bonnet on their way home from school [please see attached photo, taken October 2018]. I also see pedestrians walking along this stretch of "no-sidewalk" at all times of the day, often while walking their dogs. As a concerned senior citizen of Scotts Valley, this is a highly dangerous situation. Blue Bonnet and Bean Creek roads have become more trafficked, both by vehicles and by pedestrians, as Scotts Valley's population has risen. Drawing attention to a lack of a stop sign along the T-intersection of Bean Creek / Blue Bonnet route is a separate topic of conversation.

Thank you for your prompt attention to this dangerous situation.

I'll be attending the 'Safe Routes to Schools' presentation, by Ecology Action, at the Scotts Valley Middle School PTA Meeting, May 23rd. I hope to see you there.

All my best,
Deborah Benham
Hidden Oaks Condo Complex
Scotts Valley, CA



AGENDA: June 11, 2019

TO: Elderly and Disabled Transportation Advisory Committee
FROM: Grace Blakeslee, Senior Transportation Planner
RE: Caltrans District 5 Active Transportation Plan

RECOMMENDATION

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive information about the Caltrans District 5 Active Transportation Plan.

BACKGROUND

Caltrans District 5 is seeking input on their District-level Active Transportation Plan, the first District-level plan in the state. Within District 5, Caltrans owns and maintains Routes 1, 9, 17, 129, 152, and 236. This Plan will establish a District 5-wide vision and goals for a safe active transportation network, including bicycling, walking, and transit facilities, in coordination with its transportation partner agencies. Active transportation needs and existing network gaps that surface from data collection, community input, and existing active transportation efforts will inform priority bicycle and pedestrian improvements and recommendations in the district.

DISCUSSION

Caltrans District 5, which includes Santa Cruz County, is developing an Active Transportation Plan. The Caltrans District 5 Active Transportation Plan will evaluate bicycle and pedestrian facilities on state owned and maintained highways including Routes 1, 9, 17, 129, 152, and 236 in Santa Cruz County. Caltrans District 5 is inviting stakeholders and members of the public to provide input the scope of the District 5 Transportation Plan, including identifying needs and gaps in the active transportation facilities, at <https://bikewalkcentralcoast.mindmixer.com/>. This survey is part of the first phase of outreach for the Plan and will remain open until the end of July 2019. Caltrans will consider this input when developing the draft plan which is expected to be released in 2018. Caltrans will attend the August 13, 2019 meeting of the E&D TAC to provide more information about the plan's develop, including the next phase of outreach that will begin in August 2019.

SUMMARY

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive information about the Caltrans District 5 Active Transportation Plan.

Volunteer Center Transportation Program
Narrative Q3 2018-2019

All of our transportation dispatch volunteers have been completely trained on using our web-based computer application. We are now using the application to coordinate all rides for our program participants. Our volunteer dispatchers love using the new system. Additionally, our "Google Voice" text number is helping drivers to provide the quickest response rate to the needs of our program participants.

The number of overall individuals receiving rides in all three service areas has increased in this quarter. Most of this is due to the new application and improved communication with email and texting use by our dispatchers and drivers.

We are starting to see an increase in the number of rides and clients in San Lorenzo Valley. Outreach efforts are starting to improve in SLV. Drivers have been informing individuals in SLV about our program. In addition, our partnership with the Highlands Senior Center and Scotts Valley Senior Center have led to an increase in our program participants. One of our most recent clients from the Lompico area of SLV is a 70 year old veteran. He reached out to our program for transportation because neither ParaCruz or LiftLine services his area.

Our program has started matching individual's open to ride sharing. This has worked well for shopping and food bank ride requests. We are finding that these individuals are enjoying getting to know one another. Our drivers have also liked offering ride sharing too. We plan to continue offering this as an option for our program participants.

	Total FY18-19	%
<u>Client Jurisdictions</u>		
Santa Cruz City	43	26%
Scotts Valley City	24	14%
San Lorenzo Valley	26	16%
Capitola City	9	5%
Watsonville City	18	11%
Midcounty Unincorporated	32	19%
South County	15	9%
north Couty	0	0%
Unknown		0%
Total Clients (unduplicated)	167	100%

<u>Origin of Ride by Jurisdiction</u>		
Santa Cruz City	255	40%
Scotts Valley City	54	8%
San Lorenzo Valley	48	7%
Capitola City	33	5%
Watsonville City	58	9%
Midcounty Unincorporated	147	23%
South County	47	7%
Out of County	0	0%
Total	642	100%

Volunteer Center of Santa Cruz County
Transportation Program - TDA funding

	<u>Santa Cruz</u>	<u>San Lorenzo Valey</u>	<u>Watsonville</u>	Q3 2018-2019 <u>Totals</u>	Q3 2017-2018 <u>Totals</u>
Volunteers	52	10	18	80	50
Unduplicated Clients	102	42	23	167	160
Total Rides	905	293	182	1380	1094
Ride Requests unable to fill	34	10	10	54	84
Unfilled requests referred other agencies	15	12	10	37	9
Requests cancelled by client	58	10	12	80	79
<u>Trip destinations</u>					
Doctors	184	95	48	327	273
Shopping & bank	210	32	34	276	235
Other	14	6	19	39	8
Total	408	133	101	642	535
<u>Avg ride length (YTD)</u>	29				
<u>Total Miles driven (YTD)</u>	59,075				
<u>Total Reimbursement (YTD)</u>	\$1,720				

E&D TAC June 11, 2019 - Item 12b

Quarterly TDA
Report :

FY 18/19 QUARTER 2

Time Period:

OCT - NOV - DEC 2018

#	Performance Measures to be Included in Quarterly Reports	CC 20,23,26,31,32,36,38					CC 21					CC 29					CC 24,30					CC 36					YTD % of Goals	Qtr Total	YTD Total					
		Medical					YTD % of Goals	Meals on Wheels					YTD % of Goals	Taxi Scrip					YTD % of Goals	Elderday					YTD % of Goals	ISSP								
		Oct	Nov	Dec	Qtr	YTD		Oct	Nov	Dec	Qtr	YTD		Oct	Nov	Dec	Qtr	YTD		Oct	Nov	Dec	Qtr	YTD		Oct				Nov	Dec	Qtr	YTD	
1	Unduplicated Passengers per Month	259	204	189	340	678		40	38	35	45	98		55	58	48	85	167		117	112	112	131	260		0	0	0	0	0		601	1,203	
2	Total Passenger Trips (Units of Service) per Month	1315	940	662	2,917	5,578	87%	654	645	745	2,044	4,614	41%	367	51	85	503	1,005	29%	2,235	1,930	1,898	6,063	13,214	62%	0	0	0	0	0	0%	11,527	24,411	
3	Number of Incidents per Month	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1	1	7		0	0	0	0	0		1	7	
4	Number of Accidents per Month	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
5	Number of Mechanical Failures (including lift failure) per Month	0	0	0	0	0		0	0	0	0	0		n/a	n/a	n/a	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
6	Number of No-Shows per Month	92	39	53	184	184		85	79	52	216	216		n/a	n/a	n/a	0	0		80	68	84	232	232		n/a	n/a	n/a	0	0		632	632	
7	Number of Turndowns or Referrals per Month	0	0	0	0	5		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	5	
8	Number of Cancels per Month	174	157	101	432	864		171	167	110	448	826		n/a	n/a	n/a	0	0		867	962	994	2,823	5,420		n/a	n/a	n/a	0	0		3,703	7,110	
9	Total Donations per Month	\$330	\$34	\$184	\$548	\$1,413		n/a	n/a	n/a	\$0	\$0		n/a	n/a	n/a	\$0	\$0		n/a	n/a	n/a	\$0	\$0		n/a	n/a	n/a	\$0	\$0		\$ 548	\$1,413	
10	Number of Complaints per 1,000 Passenger Trips	1	0	0	1	2		3	0	0	3	3		n/a	n/a	n/a	0	0		0	0	0	0	2		0	0	0	0	0		4	7	
10	Complaints	1	0	0	1	1		2	0	0	2	2		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		3	3	
11	Number of Safety Incidents per 100,000 Vehicle Miles	0				0		0				0		n/a	n/a	n/a	0	0		3.0				11		0				0		3	11	
12	Operating Cost per Passenger Trip				\$29.19						\$13.96						\$9.10						\$17.06						\$0.00					
13	Operating Cost per Vehicle Service Hour				\$54.66						\$59.82											\$60.69						\$0.00						
14	Passengers per Vehicle Service Hour				1.70						4.27											3.56						0.0						
15	Passengers per Vehicle Service Mile				0.10						0.19											0.21						0.00						
16	Van Mileage per Program				25,941						10,680											28,316						0						



DATE: May 17, 2019

TO: Board of Directors

FROM: Daniel Zaragoza, Operations Manager, Paratransit Division

**SUBJECT: ACCEPT AND FILE THE METRO PARACRUZ OPERATIONS STATUS
REPORT FOR JANUARY, FEBRUARY AND MARCH 2019**

I. RECOMMENDED ACTION

That the Board of Directors accept and file the quarterly METRO ParaCruz Operations Status Report for January, February and March 2019

II. SUMMARY

- Summary review of monthly operational statistics for ParaCruz:
Comparing the monthly statistics of FY18 to the monthly statistics of FY19:
 - In January, the number of ParaCruz rides increased by 590
 - In February, the number of ParaCruz rides increased by 247
 - In March, the number of ParaCruz rides increased by 231
- Summary of monthly operational information about ParaCruz:
 - January number of total ParaCruz rides: 5,710
 - February number of total ParaCruz rides: 6,066
 - March number of total ParaCruz rides; 6,472

III. DISCUSSION/BACKGROUND

Comparing December 2018 statistics to January 2019, ParaCruz rides decreased by 38. Comparing January 2019 statistics to February 2019, ParaCruz rides increased by 356. Comparing February 2019 statistics to March 2019, rides increased by 406.

ParaCruz is currently working to improve its time on performance that has been below the desired 90% on time goal, due mostly to low Paratransit Operator staffing levels, hiring challenges and traffic congestion. Improvements on Scheduling and Dispatching methods have been implemented, ParaCruz has recently improved. ParaCruz is currently funded for 30 Paratransit Operators; two of these positions are vacant, three new Operators have been hired that are currently in training and ParaCruz currently has an open recruitment for Paratransit Operators.

METRO ParaCruz is the federally mandated ADA complementary paratransit program of the Santa Cruz Metropolitan Transit District (METRO), providing

shared ride, door-to-door demand-response transportation to customers certified as having disabilities which prevent them from independently using the fixed route bus.

IV. COORDINATION

This staff report has been coordinated with statistics provided by the Finance and Fleet Departments. The Eligibility Coordinator and Candis Almanza, Paratransit Supervisor, provided additional data.

V. FINANCIAL CONSIDERATIONS/IMPACT

There are no financial considerations for this report.

VI. ATTACHMENTS

- Attachment A:** ParaCruz On-time Performance Charts for January, February and March 2019
- Attachment B:** Comparative Operating Statistics Tables for January, February and March 2019
- Attachment C:** Number of Rides Comparison Chart
- Attachment D:** Total Ride vs. Shared Ride Chart
- Attachment E:** Annual Miles Comparison Chart
- Attachment F:** Monthly Assessments

Prepared by: Daniel Zaragoza, Operations Manager, Paratransit Division

Attachment A

ParaCruz On-Time Performance Report

	January 2018	January 2019
Total pick ups	5,120	5,710
Percent in “ready window”	92.64%	87.50%
1 to 5 minutes late	3.71%	4.48%
6 to 10 minutes late	1.58%	2.91%
11 to 15 minutes late	.92%	1.84%
16 to 20 minutes late	.55%	1.26%
21 to 25 minutes late	.21%	.79%
26 to 30 minutes late	.23%	.46%
31 to 35 minutes late	.06%	.25%
36 to 40 minutes late	.10%	.28%
41 or more minutes late (excessively late/missed trips)	.00%	.25%
Total beyond “ready window”	7.36%	12.50%

On-time Performance

During January, ParaCruz’ on time performance decreased 5.14% from last year and is 2.50% below the targeted goal of 90%, the principal causes being low staffing levels and worsening traffic conditions, an increase of 2.76% from last month. Ridership decreased from last month.

ParaCruz hired three new Operators. ParaCruz has one Operator on long-term disability. The total number of available working ParaCruz Operators is 19 per weekday, not including Operators on Annual Leave. ParaCruz is currently funded for 30 Paratransit Operators. In the month of January, five of these position were vacant. ParaCruz has continued to recruit new Operators and to continue improvement on Scheduling and Dispatching methods to improve on time performance.

A Customer Service Report is either a compliment, comment, or a complaint.

During the month of January 2019, ParaCruz received five Customer Service Reports. Three were compliments for ParaCruz Operators; one was a general compliment, a person happy that ParaCruz has purchased new vehicles that provide a comfortable ride; one report was invalid, a person was upset that the Operator was blocking parking spaces while boarding a passenger.

Attachment A

	February 2018	February 2019
Total pick ups	5,819	6,066
Percent in “ready window”	87.18%	82.90%
1 to 5 minutes late	4.55%	5.47%
6 to 10 minutes late	2.77%	4.32%
11 to 15 minutes late	2.02%	2.36%
16 to 20 minutes late	.88%	1.81%
21 to 25 minutes late	.87%	1.34%
26 to 30 minutes late	.35%	.71%
31 to 35 minutes late	.30%	.48%
36 to 40 minutes late	.22%	.33%
41 or more minutes late (excessively late/missed trips)	.05%	.28%
Total beyond “ready window”	12.82%	17.60%

On-time Performance

During November, ParaCruz’ on time performance decreased 4.78% from last year and is 7.10% below the targeted goal of 90%, the principal causes being low staffing levels and worsening traffic conditions, a decrease of 4.60% from last month. Ridership increased from last month.

ParaCruz has three ParaCruz Operators in training. ParaCruz had three Operators on long-term disability. The total number of available working ParaCruz Operators is 18 per weekday, not including Operators on Annual Leave. ParaCruz is currently funded for 30 Paratransit Operators. In the month of January, five of these position were vacant. ParaCruz has continued to recruit new Operators and to continue improvement to Scheduling and Dispatching methods to improve on time performance

A Customer Service Report is either a compliment, comment, or a complaint.

During the month of February 2019, ParaCruz received eight Customer Service Reports. Four were valid: two were Customer Service Representatives booking errors: one was a complaint regarding a person not being to get through to book a ride; and, one was a report of unsafe driving by an Operator. One was a compliment for an Operator. In addition, three reports were not valid: a report of unsafe driving; and, two reports of the driver not showing for a passenger.

Attachment A

	March 2018	March 2019
Total pick ups	6,241	6,472
Percent in “ready window”	88.24%	82.52%
1 to 5 minutes late	5.00%	5.69%
6 to 10 minutes late	2.82%	3.74%
11 to 15 minutes late	1.68%	2.81%
16 to 20 minutes late	.95%	1.96%
21 to 25 minutes late	.74%	1.33%
26 to 30 minutes late	.30%	.83%
31 to 35 minutes late	.18%	.48%
36 to 40 minutes late	.05%	.39%
41 or more minutes late (excessively late/missed trips)	.05%	.25%
Total beyond “ready window”	11.76%	17.48%

On-time Performance

During March 2019, ParaCruz’ on time performance decreased 5.72% from last year and is 7.48% below the targeted goal of 90%, the principal causes being low staffing levels and worsening traffic conditions, a decrease of .38% from last month. Ridership increased from last month.

ParaCruz added three Operators who have begun training. ParaCruz had one Operator resign and has four Operators on long-term disability. The total number of available working ParaCruz Operators is 19 per weekday, not including Operators on Annual Leave. ParaCruz is currently funded for 30 Paratransit Operators. In the month of January, three of these positions are vacant. ParaCruz has continued to recruit new Operators and to continue improvement to Scheduling and Dispatching methods to improve on time performance

A Customer Service Report is either a compliment, comment, or a complaint.

During the month of March 2019, ParaCruz received seven Customer Service Reports: Three were compliments to ParaCruz Operators. Four were valid complaints: two for late rides; one was an error with vehicle capacity for a client and their companion; and, one was a ride booking error.

Attachment B

Comparative Operating Statistics through January 2019.

	January 2018	January 2019	FY 18	FY 19	Performance Averages	Performance Goals
Requested	5,977	6,437	48,036	27,914	6,883	
Performed	5,120	5,710	41,985	24,888	6,043	
Cancel	23.11%	21.94%	21.71%	20.74%	21.88%	
No Shows	3.48%	3.96%	3.62%	3.70%	3.63%	Less than 3%
Total miles	45,811	46,300	355,064	205,554	50,531	
Av trip miles	6.32	5.95	6.23	6.19	6.21	
Within ready window	93.21%	87.50%	84.03%	81.51%	84.31%	90.00% or better
Call center volume	4,553	N/A	N/A	22,252	N/A	New phone system 1/6/18
Hold times less than 2 minutes	93.21%	N/A	N/A	95.36%	N/A	Greater than 90%
Distinct riders	594	663	1,198	1,119	665	
Most frequent rider	45 rides	76 rides	281 rides	171 rides	57 rides	
Shared rides	58.0%	61.0%	55.8%	65.4%	62.86%	Greater than 60%
Passengers per rev hour	1.64	1.92	1.89	1.67	1.89	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	N/A	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	N/A	
Rides < 10 miles	62.91%	62.50%	64.43%	65.11%	63.39%	
Rides > 10 miles	37.09%	37.50%	35.37%	34.89%	36.44%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	7	42	159	70	14	
Excessively Long Trips	1	1	13	12	2	New Stat Jan 2017
# Trips at Base Fare	3,290	3,535	26,461	15,741	3819	
# Trips > Base Fare	947	999	8,180	4,482	1,114	

Attachment B

Comparative Operating Statistics through February 2019.

	February 2018	February 2019	FY 18	FY 19	Performance Averages	Performance Goals
Requested	6,626	7,007	55,662	35,221	6,915	
Performed	5,819	6066	47,804	30,835	6063	
Cancel	20.80%	24.20%	21.60%	21.85%	22.16%	
No Shows	3.20%	3.18%	3.57%	3.83%	3.63%	Less than 3%
Total miles	49,271	47,226	404,358	255,500	50360	
Av trip miles	6.27	5.83	6.24	6.25	6.18	
Within ready window	87.18%	82.90%	87.18%	80.91%	83.95%	90.00% or better
Call center volume	5,820	N/A	N/A	N/A	N/A	information not available
Hold times less than 2 minutes	94.97%	N/A	N/A	94.8%	N/A	information not available
Distinct riders	551	647	1,263	1,204	673	
Most frequent rider	39 rides	70 rides	309 rides	197 rides	59 rides	
Shared rides	52.5%	57.5%	54.4%	66.3%	64.11%	Greater than 60%
Passengers per rev hour	1.83	2.08	1.88	1.96	1.92	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	N/A	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	N/A	
Rides < 10 miles	64.00%	62.83%	64.00%	62.47%	63.29%	
Rides > 10	36.00%	37.17%	36.00%	37.53%	36.71%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	3	17	162	113	15	N/A
Excessively Long Trips	3	4	16	14	2	New Stat Jan 2017
# Trips Base Fare	3,702	3,900	30,163	19,589	3,836	
# Trips > Base Fare	1,186	1,035	9,366	5,543	1,102	

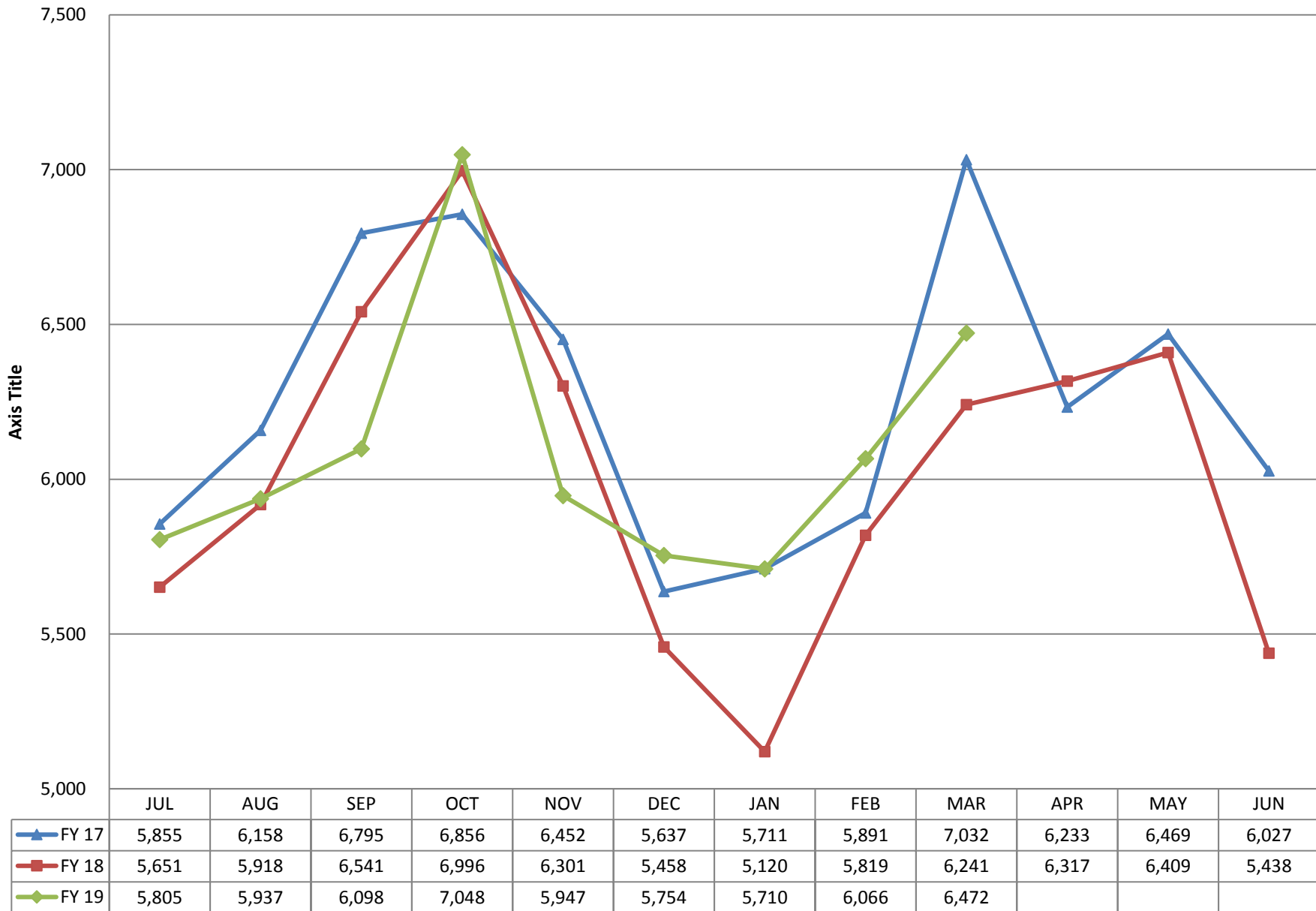
Attachment B

Comparative Operating Statistics through March 2019.

	March 2018	March 2019	FY 18	FY 19	Performance Averages	Performance Goals
Requested	7,340	7,007	62,002	62,805	6,935	
Performed	6,241	6,472	54,045	54,833	6083	
Cancel	23.34%	25.98%	21.81%	22.87%	22.38%	
No Shows	3.31%	3.27%	3.54%	3.73%	3.62%	Less than 3%
Total miles	54,426	49,928	458,751	445,375	49985	
Av trip miles	6.48	5.73	6.27	6.06	6.11	
Within ready window	88.24%	82.52%	84.85%	82.41%	83.47%	90.00% or better
Call center volume	5,481	N/A	25,569	N/A	N/A	information not available
Hold times less than 2 minutes	95.67%	N/A	N/A	N/A	N/A	information not available
Distinct riders	594	703	1,336	1,473	683	
Most frequent rider	55 rides	55 rides	345 rides	336 rides	59 rides	
Shared rides	58.0%	67.5%	55.2%	65.4%	64.90%	Greater than 60%
Passengers per rev hour	1.66	2.05	1.87	1.98	1.95	Greater than 1.6 passengers/hour
Rides by supplemental providers	N/A	N/A	N/A	N/A	N/A	No more than 25%
Vendor cost per ride	N/A	N/A	N/A	N/A	N/A	
Rides < 10 miles	63.07%	62.84%	63.90%	62.45%	63.27%	
Rides > 10 miles	36.93%	37.16%	36.10%	37.55%	36.73%	
Denied Rides	0	0	0	0	0	Zero
Missed Trips	6	16	212	168	16	N/A
Excessively Long Trips	3	2	19	23	2.17	New Stat Jan 2017
# Trips Base Fare	3,950	4,033	34,113	34,689	3,843	
# Trips > Base Fare	1,258	1141	10,624	9,632	1,092	

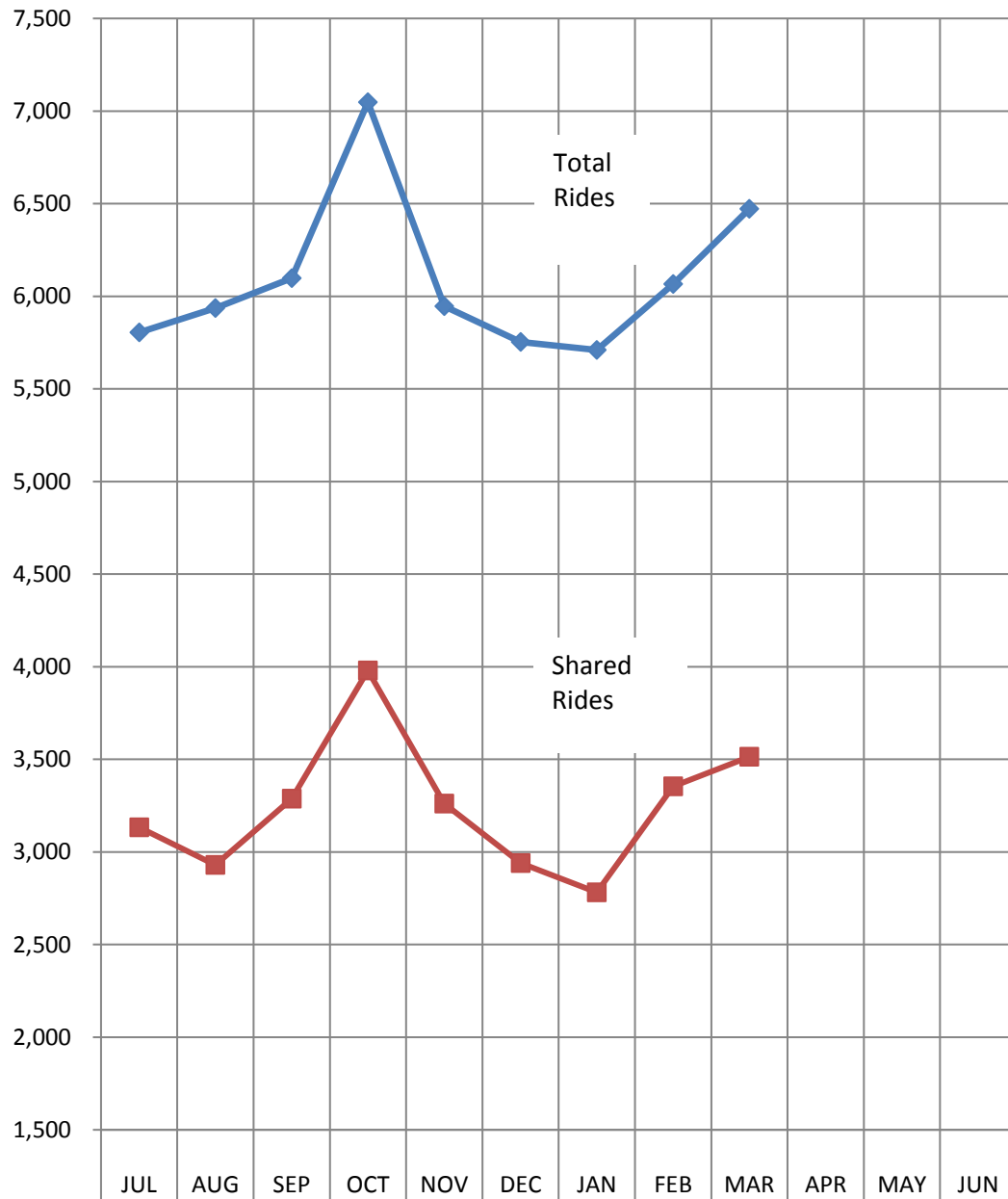
Attachment C

Number of Rides Comparison



Attachment D

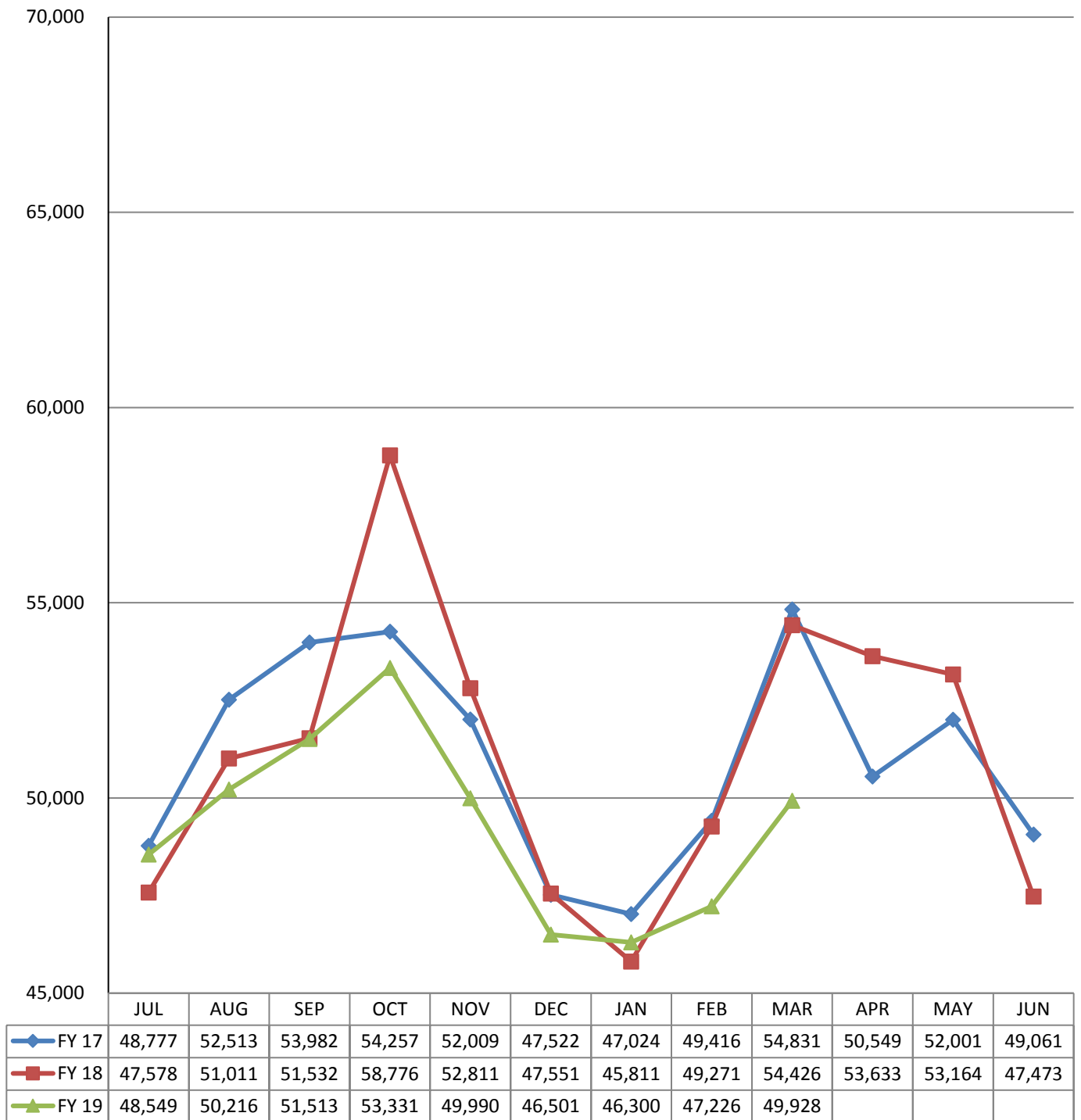
Total Ride vs. Shared Ride Count



Total Rides	5,805	5,937	6,098	7,048	5,947	5,754	5,710	6,066	6,472			
Shared Rides	3,132	2,930	3,287	3,980	3,261	2,939	2,782	3,354	3,513			

Attachment E

Annual Miles Comparison



Attachment F

Monthly Assessments

MONTHLY ASSESSMENTS						
	UNRESTRICTED	RESTRICTED CONDITIONAL	RESTRICTED TRIP BY TRIP	TEMPORARY	DENIED	TOTAL
APRIL 2018	35	0	0	0	0	35
MAY 2018	33	0	0	1	0	34
JUNE 2018	37	0	1	0	0	38
JULY 2018	47	0	0	1	0	48
AUGUST 2018	37	0	3	2	0	42
SEPTEMBER 2018	35	0	0	2	0	37
OCTOBER 2018	36	0	0	0	0	36
NOVEMBER 2018	26	1	0	0	0	27
DECEMBER 2018	17	0	0	0	0	17
JANUARY 2019	21	0	2	0	0	23
FEBRUARY 2019	10	0	0	1	0	11
MARCH 2019	30	0	1	0	0	31

Number of Eligible Riders for the month of January 2019 = 3,713

Number of Eligible Riders for the month of February 2019 = 3,737

Number of Eligible Riders for the month of March 2019 = 3,740



DATE: April 26, 2019

TO: Board of Directors

FROM: Barrow Emerson, Planning & Development Director

SUBJECT: 10-Year (Fiscal Year 2020-29) Strategic Business Plan Update

I. RECOMMENDED ACTION

That the Board receive an update on the 10-Year Strategic Business Plan; and,

- A. Approve modifications to the list of Key Tactical Initiatives in support of the Strategic Priorities**
- B. Approve implementation plans for the Key Tactical Initiatives**
- C. Approve a new Strategic Plan Elements section for all future Standing Committee and Board staff reports**

II. SUMMARY

- At the October 17, 2018 Santa Cruz Metropolitan Transit District (METRO) Board Strategic Business Plan initial work session, the Board and management team established a preliminary set of Strategic Priorities (Attachment A).
- On January 25, 2019, the METRO board adopted the Strategic Priorities and a METRO management team proposal for Key Tactical Initiatives, pending minor modifications to the wording of two initiatives, in support of the Priorities. Attachment B shows modifications to the version presented to the Board on January 25, 2019.
- The Strategic Priorities and Key Tactical Initiatives are intended to prioritize the use of METRO's financial and staff resources in the coming years.
- Following adoption of the Strategic Priorities and Key Tactical Initiatives, at the January 25th Board meeting, the management team has developed a 5-Year Implementation Plan (Attachment C) for the Key Tactical Initiatives within the context of the 5-Year financial outlook, for the Board's consideration.
- On April 19, 2019 the Capital Projects Standing Committee approved forwarding the 10-Year Strategic Business Plan to the Board for its approval.

IV. DISCUSSION/BACKGROUND

At the October 17, 2018 METRO Board Strategic Business Plan initial work session, the Board and management team established a preliminary set of seven strategic priorities (see Attachment A).

These seven Strategic Priorities were developed within the context of the existing METRO Mission Statement:

“To provide a public transportation service that enhances personal mobility and creates a sustainable transportation option in Santa Cruz County through a cost-effective, reliable, accessible, safe, clean and courteous transit service.”

Among issues discussed at the October 17th work session were a number of specific key ongoing tactical initiatives identified by the METRO management team, including timeframes and cost contexts where appropriate. These Key Tactical Initiatives have been assigned to one or more of the seven draft Strategic Priorities (see Attachment B).

A primary theme from the October 17th work session was that, for at least the last four years, METRO has been in a survival mode, staving off a financial structural deficit, which could have undermined its ability to continue to provide public transportation services to the County.

The management team forecasts a period of relative consolidation or maintaining of service levels, while reinvesting in the “bricks of the business”, improving the quality, promotion and public awareness of the current services, prior to growing the system significantly. As METRO hopefully moves beyond this “fix” stage and towards a “build” phase, it is important that it be clear on its mission and focus its limited financial and staff resources on only its core business initiatives.

On January 25th, the METRO Board adopted the seven strategic priorities and a list of key initiatives, pending minor modification to the wording of two initiatives. Attachment B is an updated version of the Key Tactical Initiatives. Following this direction, the METRO management team has developed a 5-Year Implementation Plan (Attachment C) for the Key Initiatives.

Resources needed for the individual Initiatives were identified in two ways:

1. Staff oriented tasks - Staff oriented tasks are shaded blue and assigned to the appropriate department in order to allow managers to understand the extent to which their department is involved in helping METRO achieve its business initiatives over the next 5 years.

2. Projects requiring funding consideration - Projects requiring funding are shaded either orange (Operating) or green (Capital) with the costs being taken from:

- METRO's 10-Year Unfunded Capital Projects List (Attachment D)
- Service expansion priorities taken from the Planning Department Annual Service Planning Update (August 24, 2018 Board Item #12-10 [Attachment E]) .

Dollar values included in Attachment C are not formal estimates and are general order-of-magnitude costs for planning purposes only.

METRO Service Planning Priorities and Standards

Among the Key Initiatives in the Strategic Business Plan is METRO's planning for future system growth when financially feasible (see Initiative 3.a in Attachment C – "Increase Service Levels on Existing Routes"; including Span and Frequency). The August 28, 2018 Annual Service Planning Update to the Board (Attachment E) identified initial priorities for service expansion opportunities:

- Route 35 – Evening frequency improvements in the San Lorenzo Valley.
- Watsonville Circulator implementation, which will operate using METRO's first awarded electric bus.
- Routes 66 and/or 68 - Improved frequency and/or span of service in the Live Oak corridor between Capitola Mall and downtown Santa Cruz, an area with strong transit-oriented demographics.

As part of METRO's ongoing service planning analysis, the Planning Department monitors service levels relative to the 2012-adopted METRO Service Standards, which outline desired levels of service by type of service and time of day (see Attachment F). METRO's Service Standards are reflective of industry standards for similar types of service and urban/rural profiles. Each of our five service categories have their own standards for frequency by time of day.

In most cases, particularly since the 2016 major service reduction, METRO is not able to fully achieve these Service Standards.

- Weekday Peaks – During weekday peaks METRO only achieves its service standards on local routes 4, 55, 75, and 79
- Weekday Base (off-peak) – In the mid-day METRO does somewhat better in meeting its service standards with the 91X and a majority of UCSC and local routes meeting the standard

- Weekday Evenings – This service standard is generally not achieved. In most cases it is that the frequency does not extend long enough into evenings, making it difficult for METRO to meet the wide span of service needs required by the riding public.
- Weekends – With the exception of routes 16, 66, 68, and 71 METRO routes do not meet the service standards

One of the financial difficulties in achieving significant service level increase is the amount of Bus Operator resources required. With any service expansion the amount of Operator resources required must include enough Operators to provide the additional service all week, often more hours than a single Operator can perform in their five-day work week. In addition, for every added Bus Operator an additional 30% of an Operator for “Extra Board” support is required to cover time off and absenteeism. The approximate annual cost for an Operator and operation of their bus is \$130,000.

METRO Committee and Board Staff Report Reformatting

One of the outcomes of METRO’s development of its first Strategic Business Plan is a recommendation that going forward all future METRO Committee and Board staff reports should include a section titled “Strategic Plan Elements” to note the item’s relation to achieving the Strategic Business Plan priorities.

Next Steps

On April 19, 2019 the Capital Projects Standing Committee approved forwarding the 10-Year Strategic Business Plan to the Board for its approval.

The 5-Year Implementation Plan will be used by the management team to organize staff resource allocation and prioritize future budget proposals.

Pending approval, it is the intent of staff to return to the METRO Board annually for review and updates to this rolling 10-Year Strategic Business Plan.

V. FINANCIAL CONSIDERATIONS/IMPACT

Although the 10-Year Strategic Business Plan does not direct specific budget related items in the near term, it does identify key tactical initiatives METRO staff will endeavor to implement within this timeframe. Specific financial considerations/impacts will be identified as individual initiatives move forward.

VI. ALTERNATIVES CONSIDERED

The 10-Year Strategic Business Plan and its Strategic Priorities are intended to provide context and direction to the METRO Board and staff when considering

new initiatives. The clarity and focus provided by the seven Strategic Priorities will support efficient decision making processes at METRO.

Not pursuing development of a Strategic Business Plan is not recommended.

VII. ATTACHMENTS

- Attachment A: Seven Strategic Priorities
- Attachment B: Modified Key Tactical Initiatives (Redline)
- Attachment C: 5-Year Implementation Plan
- Attachment D: Unfunded Capital List
- Attachment E: August 24, 2018 Board Item #12-10
- Attachment F: Service Standards

Prepared by: Barrow Emerson, Planning & Development Director

Draft Santa Cruz METRO
Strategic Business Plan Priorities

1. Safety First Culture
2. Financial Responsibility, Stability, Stewardship, Accountability
3. Service Quality and Delivery
4. Internal and External Technology
5. Employee Engagement; Attract, Retain, Develop
6. State of Good Repair
7. Strategic Alliances and Community Outreach

Key Tactical Initiatives In Support of the METRO 10-Year Strategic Business Plan Priorities

The following Key Tactical Initiatives are assumed as 10-year priorities for implementation and are the primary candidates for commitment of financial and staff resources. These are generally issues with either significant annual operating costs and/or large one-time capital costs.

1. Safety First Culture

- a. Implement policies, procedures, and security and safety training agency wide in order to:
 - i. Reduce workers compensation claims
 - ii. Reduce accidents claims
- b. Secure METRO facilities as required by law
- c. Enhance security force
- d. Continuously monitor workplace injuries and actively engage the Safety & Risk Department in retraining following incidents
- e. Regularly review of all facilities for safe working conditions.
- f. Complete the installation of surveillance equipment on the remainder of the fleet.

2. Financial Responsibility: Stability, stewardship, accountability

- a. Adopt balanced budgets without the use of reserves.
- b. Develop balanced 5-year budget plans.
- c. Enforce the Reserve policy and funding levels of the “buckets” to provide buffer against any impacts of revenue levels in including ebbs and flows of economy or changes in funding levels from revenue providers.
 - €i. Establish a reserve “bucket” for METRO UAL[CalPERS] and OPEB[retiree medical]
- d. Within the context of available budget, reinvest in the “bricks” of the company to support cost-effective, efficient and quality customer service.
- e. Implement a Fare Restructure during 2019 which could increase revenue by \$500,000 - \$1.5 million and provides improved customer fare payment amenities.
- f. Manage future labor costs so as to maintain the capacity to provide at least the current service level while providing employees with a market competitive

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Attachment B - REDLINE

compensation that allows METRO to attract, develop and retain quality employees; while minimizing the impacting on the integrity of long term budgets.

- g. When applicable, use carryover funds from a previous fiscal year only for one-time expenditures rather than for recurring costs.
 - i. Following the annual audit (August – October each year), present to the Board Finance Committee a recommendation for appropriation of any carryover funds, if available, from the previous fiscal year.
 - ii. If recurring surplus revenues are identified, engage the Service Planning Review Committee (SPRC) early to develop a priority list of service needs and then present such service needs to the Board Finance Committee (January - March each year).
- h. Continue to develop strategies to reduce absenteeism and unscheduled overtime.
- i. Complete purchase and installation of a new Financial Information System (FIS) by ~~June~~December 2021.
- j. Strive to leverage local funds with state and federal grants.

3. Service quality and delivery

- a. Within financial capacity, increase service levels on existing routes including daily span of service and frequency.
- b. In the allocation of fixed-route services, over time, increase the percentage of resources committed ridership generating services versus coverage-oriented services
- c. Within financial capacity beyond the current annual cost of \$4 million, increase the Highway 17 Express service level to provide a more attractive alternative to driving alone.
- d.

Maintain appropriate customer service and marketing services to achieve excellence in customer service.~~Within financial capacity, increase the level of Customer Service staffing and marketing services to achieve excellence in Customer Service to attract new riders and meet the needs of exiting ones.~~

- e. Within financial capacity, pursue initiatives which contribute to general community mobility rather than exclusively mass transit solutions.
 - i. Monitor information and, within financial capacity, pursue implementation of alternative service models, such as Transportation Network Companies (TNCs), Microtransit, other on-demand services, and autonomous vehicles; particularly where they may be cost effective.

Attachment B - REDLINE

- f. In order to increase reliability and reduce unscheduled overtime (\$2 million annually), increase the percentage of extra board operators in support of scheduled shift assignments.
- g. In response to Countywide decisions made relative to the Unified Corridor Investment Study, develop implementation plans and operating cost estimates for services in the following corridors; Soquel/Freedom Bus Rapid Transit (BRT) Lite services, Highway 1 Bus On Shoulders service, and mass transit in Rail Corridor.

4. Internal and external technology;

- a. External (Customer facing)
 - i. Automatic Vehicle Location (AVL) is scheduled to be implemented during 2019. AVL is also a valuable internal tool to support efficient bus scheduling by providing comprehensive data about on-time performance and average travel times on all segments of the system.
 - ii. A Highway 17 Express mobile ticketing pilot project will be implemented in 2019 to determine its attractiveness to users of this service. Pending results of this pilot consideration will be given to implementing mobile ticketing system wide.
 - iii. Pending the effectiveness of the mobile ticketing pilot project, implement an account based fare payment system which improves customer convenience by allowing purchasing and reloading of passes on-line.
- b. Internal
 - ~~i.~~ i. Investigate upgrade or replacement of the current fare collection and reporting system as it is not dependable and prone to error, resulting in excessive staff time spent maintaining equipment and reconciling data.
 - ~~ii.~~ ii. Investigate upgrade or replacement of the current scheduling and payroll system as it is not supported by modern operating systems.
 - ~~iii.~~ iii. Automatic Passenger Counting (APC) is ~~an~~ a tool which would allow METRO to have complete system wide data of passenger ons/off by location, which allows for more effective service and stop planning, and removes the need for manual random field surveys which provide less data and are cost-inefficient to conduct.
 - ~~iv.~~ iv. Develop new data tools for Key Performance Indicators (KPI) and Dashboards by continuing progress on creation of the data warehouse
 - ~~v.~~ v. Implement new Financial Information System (FIS).
 - 1. Early CY2019 milestone will be the development of the scope of work for a FIS consultant to be hired to help review the existing

Attachment B - REDLINE

systems and processes and to help develop the specifications and scope of work for a competitive bid for a new FIS system.

5. Employee Engagement; Attract, Retain, Develop

a. Staffing levels

- i. Although the scheduled level of ParaCruz service is appropriate to support the fixed route network, the difficulty in maintaining a full staff of drivers impacts METRO's ability to achieve the on-time performance target of 90% for the ParaCruz system. ~~the effective delivery of this service~~. Continue to identify creative and innovative methods to recruit employees.
- ii. Difficulty in attracting fixed-route operators puts a stress on existing staff and increases operating costs through unscheduled overtime. Continue to identify creative and innovative methods to recruit employees.
- iii. As many support functions at METRO are staffed at minimal levels; investigate typical staffing level ratios for comparable functions at peer agencies

b. Attracting employees is often difficult because of the high local cost of living in Santa Cruz County. Recent Classification and Compensation studies may help address this situation.

c. The ability to retain employees involves the opportunity to enhance one's career path with advancement opportunities which can be difficult at a small agency.

d. Developing employee's skills, knowledge and abilities requires training which can be costly and time consuming, another difficulty at a small and minimally staffed agency.

~~d.e.~~ Maintain appropriate staffing levels relative to technology improvements.

6. State of Good Repair

a. METRO's highest priority is to identify funds to replace the 62 fixed-route buses that have reached or surpassed the end of their useful life.

- i. Bus replacement program is funded to a level of \$3M annually. This will allow METRO to almost eliminate buses beyond their useful life by 2023. However, as existing newer buses start to reach the end of their useful life and California Air Resources Board (CARB) requirements to introduce electric buses begin in 2026, this financial challenge will re-appear and will require ongoing financial resources. The electric bus requirements will also require significant investment in charging infrastructure.

Attachment B - REDLINE

- ii. Integrate Zero Emissions Buses (ZEBs) into the METRO fleet consistent with Board policy and comply with the impending CARB Regulation. Once the Regulation is adopted, return to the METRO Board with appropriate revisions to the METRO ZEB 2040 Plan that will make it compliant with CARB's Regulation
- iii. To the greatest extent possible:
 - 1. Provide METRO sufficient time to test its initial new ZEBs before committing to additional purchases, subject to thresholds in the impending CARB Regulation.
 - 2. Subject to the thresholds in the impending CARB Regulation, avoid purchasing additional ZEBs until battery energy density improves sufficient for the "end of life" range of the ZEB to run on all METRO routes (nearly 300-mile daily range)
- iv. Design and construct the yard ZEB recharging infrastructure before the first ZEBs arrive in the second quarter of 2019
- b. Pacific Station is in need of significant rehabilitation in the near term for which METRO has approximately \$2 million available. Discussions with the City of Santa Cruz about the potential for a major redevelopment have resulted in an estimated \$10 million shortfall to implement. Subject to the results of studies currently underway, the current condition of the structure may require METRO to invest more than \$2 million in the near future toward rehabilitation or a new facility. funds in the near future.
- c. There is a need for a METRO owned ParaCruz facility as the current lease arrangement is financially inefficient (\$180,000 annual lease through 2021) and the landlord may not renew the lease after 2021.
- d. Create a strategy for addressing METRO's 10-year Unfunded Capital Projects List for all equipment and facilities, which currently has a price tag approaching \$200M including buses. Items include;
 - i. capital maintenance and upgrades of our four Transit Centers,
 - ii. operations, maintenance, administrative facilities, and bus stops, and
 - iii. vehicle state-of-good-repair, and technology improvements.Some expenses associated with ongoing maintenance are treated as an operating expense.
- e. In response to Countywide decisions made relative to the Unified Corridor Investment Study, METRO may need to explore funding for facilities and equipment in the Soquel/Freedom (BRT Lite), Highway 1 (Bus On Shoulders), and service to or on the Rail Corridor.
- f. Provide facilities that support METRO operations. [FTA 5339a]

- g. Provide non-revenue vehicles that support METRO operations. [FTA 5339a]
- h. Create a strategy to replace ParaCruz vehicles that have past their useful life.
- e.—

7. Strategic alliances and community outreach

- a. Over half of METRO ridership is UCSC students, faculty, and staff with the University providing METRO almost \$4.5 million annually, which supported the retention of eight operators in 2016. This alliance is an important strategic and financial issue as UCSC continues to grow and draw riders from origins further from the campus than in prior years.
- b. Cabrillo College has been a financial partner for three school years, funding eight operators at an annual cost of approximately \$950,000, as a result of a student approved and funded bus pass program in 2016 and again in 2017, which is always subject to reconsideration by students. METRO will continue to work to meet Cabrillo needs, including improved access to its Watsonville campus.
- c. Maintain and enhance \$500,000 annual partnership with the Santa Clara County Valley Transportation Authority (VTA), AMTRAK, the Capital Corridor Joint Powers Authority (JPA), the San Joaquin JPA, and the San Joaquin Regional Rail commission (ACE) in support of the Highway 17 Express service.
- d. Enhance relationships with the Association of Monterey Bay Area Governments (AMBAG), the Santa Cruz County Regional Transportation Commission (RTC), and Caltrans who are partner transportation planning agencies involved in legislation, policy, and funding advocacy.
- e. Continue to participate in and support the Santa Cruz Chamber of Commerce and the Monterey Bay Economic Partnership (MBEP).
- f. Within the upcoming requirement to have an all electric bus fleet by 2040 METRO will explore a business relationship with Monterey Bay Community Power and PG&E.
- g. With the recent history of strong public support in Santa Cruz County for transportation funding, METRO will analyze the financial capacity and public appetite for revenue enhancing measures to address capital needs and allow for an increased level of transit service, especially focusing on frequency and span of service.
- h. Work with local jurisdictions to influence their land use strategies to encourage more transit oriented development patterns and road networks which can be efficiently serviced by public transit. Densification of nodes along existing bus trunk lines should be encouraged.

Attachment B - REDLINE

- i. Establish a Marketing, Customer Service function to promote services, retain customers and attract new ridership. Once the Marketing Director is aboard, pursue:
 - i. Developing communication tools and social media to educate the public on the benefits of public transportation.
 - ii. Educating the riding and non-riding residents of Santa Cruz County about how METRO uses the resources they have granted METRO and the air quality/sustainability/GHG reductions to the region
 - iii. Promoting, when appropriate, alternative service models as discussed in Items 3.e.
- j. Legislation
 - i. Provide ongoing education via the Headways, media press releases, and other mediums on legislative issues vital to METRO.
 - ii. Support favorable electricity rate legislation/regulation for transit properties operating of ZEBs.
 - iii. Continue ongoing work with the CTA via the Executive and Legislative Committees
 - iv. Continue to assert METRO's legislative agenda through APTA Committees, the Bus Coalition, and the services of the federal advocate to support various initiatives including:
 - 1. Increased federal formula funding including increasing the Small Transit Intensive Cities (STIC) funds to 3%,
 - 2. federal transit reauthorization funded by stable and recurring funding sources and that grow formula funds to transit agencies, and
 - 3. Stabilizing the Highway Trust Fund - e.g. Increase the federal gas tax

Attachment C

Strategic Plan Outlook					
Initiatives	FY 20	FY 21	FY 22	FY 23	FY 24
1. SAFETY FIRST CULTURE					
a. Implement policies, procedures, and security and safety training agency wide.	All Staff	All Staff	All Staff	All Staff	All Staff
b. Secure METRO facilities as required by law.	-	-	\$150,000	-	-
c. Enhance security force.	\$40,000	\$40,000	\$40,000	\$40,000	\$40,000
d. Continuously monitor workplace injuries and actively engage the Safety & Risk Department in retraining following incidents	All Staff	All Staff	All Staff	All Staff	All Staff
e. Regularly review of all facilities for safe working conditions.	Safety/Security	Safety/Security	Safety/Security	Safety/Security	Safety/Security
f. Complete the installation of surveillance equipment on the remainder of the fleet.	\$375,000	-	-	-	-
2. FINANCIAL RESPONSIBILITY: STABILITY, STEWARDSHIP, ACCOUNTABILITY					
a. Adopt balanced budgets without the use of reserves.	Finance	Finance	Finance	Finance	Finance
b. Develop balanced 5-year budget plans.	Finance	Finance	Finance	Finance	Finance
c. Enforce the Reserve policy and funding levels of the "buckets"	Finance	Finance	Finance	Finance	Finance
i. Establish a reserve "bucket" for METRO UAL[CalPERS] and OPEB[Retiree Medical]	Finance	Finance	Finance	Finance	Finance
d. Within the context of available budget, reinvest in the "bricks" of the company to support cost-effective, efficient and quality customer service.	CEO/CFO	CEO/CFO	CEO/CFO	CEO/CFO	CEO/CFO
e. Implement a Fare Restructure during 2019 [Potential Additional Revenue]	-	+\$500K-\$1M	+\$500K-\$1M	+\$500K-\$1M	+\$500K-\$1M
f. Manage future labor costs so as to maintain the capacity to provide at least the current service level while providing employees with a market competitive compensation that allows METRO to attract, develop and retain quality employees; while minimizing the impact on long term budgets.	CEO/CFO	CEO/CFO	CEO/CFO	CEO/CFO	CEO/CFO
g. When applicable, use carryover funds from a previous fiscal year only for one-time expenditures rather than for recurring costs.	Finance	Finance	Finance	Finance	Finance
i. Following the annual audit (August – October each year), present to the Board Finance Committee a recommendation for appropriation of any carryover funds, if available, from the previous fiscal year.	Finance	Finance	Finance	Finance	Finance

Strategic Plan Outlook					
Initiatives	FY 20	FY 21	FY 22	FY 23	FY 24
ii. If recurring surplus revenues are identified, engage the Service Planning Review Committee (SPRC).	Finance	Finance	Finance	Finance	Finance
h. Continue to develop strategies to reduce absenteeism and unscheduled overtime.	HR	HR	HR	HR	HR
i. Complete purchase and installation of a new Financial Information System (FIS) by June 2021.	-	\$125,000	\$125,000	-	-
j. Strive to leverage local funds with state and federal grants.	Grants	Grants	Grants	Grants	Grants
3. SERVICE QUALITY AND DELIVERY					
a. Increase service levels on existing routes including span and frequency.	-	\$125,000	\$250,000	\$375,000	\$375,000
b. In the allocation of fixed-route services, over time, increase resources committed to ridership instead of coverage.	Planning	Planning	Planning	Planning	Planning
c. Increase the Highway 17 Express service level.	-	-	\$125,000	\$125,000	\$125,000
d. Maintain appropriate marketing and customer services to achieve excellence in customer service.	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service
e. Pursue initiatives which contribute to general community mobility rather than exclusively mass transit solutions. i. Monitor information and, pursue implementation of alternative service models, particularly where they may be cost effective.	-	\$200,000	\$200,000	\$200,000	\$200,000
f. Increase the percentage of extra board operators in support of scheduled shift assignments.	-	\$500,000	\$500,000	\$500,000	\$500,000
g. Develop implementation plans and operating cost estimates for services in the following corridors; Soquel/Freedom Bus Rapid Transit (BRT) Lite services, Highway 1 Bus On Shoulders service, and mass transit in Rail Corridor.	Planning	Planning	Planning	Planning	Planning
4. INTERNAL AND EXTERNAL TECHNOLOGY					
a. EXTERNAL (Customer facing)					
i. Automatic Vehicle Location (AVL)	IT	IT	IT	IT	IT
ii. A Highway 17 Express mobile ticketing. Pending results of this pilot consideration will be given to implementing mobile ticketing system wide.	Planning	Planning	-	-	-
iii. Pending the effectiveness of the mobile ticketing pilot project, implement an account based fare payment system.	-	Planning	\$1,500,000	Planning	Planning
b. INTERNAL					

Strategic Plan Outlook					
Initiatives	FY 20	FY 21	FY 22	FY 23	FY 24
i. Investigate upgrade or replacement of the current fare collection and reporting system.	Planning/IT	Planning/IT	\$250,000	-	-
ii. Investigate upgrade or replacement of the scheduling and payroll system.	Planning/IT	Planning/IT	Planning/IT	Planning/IT	Planning/IT
iii. Automatic Passenger Counting (APC)	\$650,000	-	-	-	-
iv. Develop new data tools for Key Performance Indicators (KPI) and Dashboards by continuing progress on creation of the data warehouse	Finance/Planning/IT	Finance/Planning/IT	Finance/Planning/IT	Finance/Planning/IT	Finance/Planning/IT
v. Implement new Financial Information System (FIS).	IT/Finance	IT/Finance	IT/Finance	IT/Finance	IT/Finance
5. EMPLOYEE ENGAGEMENT; ATTRACT, RETAIN, DEVELOP					
a. Staffing levels					
i. Continue to identify creative and innovative methods to recruit Paracruz employees to in order to achieve on-time performance targets.	HR	HR	HR	HR	HR
ii. Continue to identify creative and innovative methods to recruit Fixed Route employees.	HR	HR	HR	HR	HR
iii. Investigate typical staffing level ratios for comparable support functions at peer agencies	HR	HR	HR	HR	HR
b. Attracting employees is often difficult because of the high local cost of living in Santa Cruz County. Recent Classification and Compensation studies may help address this situation.	HR	HR	HR	HR	HR
c. The ability to retain employees involves the opportunity to enhance ones career path with advancement opportunities which can be difficult at a small agency.	HR	HR	HR	HR	HR
d. Developing employee's skills, knowledge and abilities requires training which can be costly and time consuming, another difficulty at a small and minimally staffed agency.	HR	HR	HR	HR	HR
e. Maintain appropriate staffing levels relative to technology improvements.	HR	HR	HR	HR	HR
6. STATE OF GOOD REPAIR					
A. METRO's highest priority is to identify funds to replace the 62 fixed-route buses that have reached or surpassed the end of their useful life.	Grants	Grants	Grants	Grants	Grants
A.i. Bus replacement program is funded to a level of \$3M annually.	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
A.ii. Integrate Zero Emissions Buses (ZEBs) into the METRO fleet consistent with Board policy and comply with CARB Regulations.	Procurement/Planning	Procurement/Planning	Procurement/Planning	Procurement/Planning	Procurement/Planning
A.iii. To the greatest extent possible:					

Strategic Plan Outlook					
Initiatives	FY 20	FY 21	FY 22	FY 23	FY 24
A.iii.a Provide METRO sufficient time to test its initial new ZEBs before committing to additional purchases.	Procurement/Planning	Procurement/Planning	Procurement/Planning	Procurement/Planning	Procurement/Planning
A.iii.b Avoid purchasing additional ZEBs until battery energy density improves sufficient for the “end of life” range of the ZEB to run on all METRO routes.	Procurement/Planning	Procurement/Planning	Procurement/Planning	Procurement/Planning	Procurement/Planning
A.iv. Design and construct the yard ZEB recharging infrastructure before the first ZEBs arrive in the second quarter of 2019	\$1,858,000	TBD	TBD	TBD	TBD
B. Pacific Station is in need of significant rehabilitation or redevelopment in the near term for which METRO has approximately \$2 million available. Discussions with the City of Santa Cruz about the potential for a major redevelopment have resulted in an estimated \$10 million shortfall to implement.	\$2,000,000	\$1,500,000	\$1,500,000	-	-
C. METRO owned ParaCruz facility.	-	\$12,000,000	-	-	-
D. Create a strategy for addressing METRO’s 10-year Unfunded Capital Projects List for all equipment and facilities.	Grants	Grants	Grants	Grants	Grants
E. In response to Countywide decisions made relative to the Unified Corridor Investment Study, METRO may need to explore funding for facilities and equipment in the Soquel/Freedom (BRT Lite), Highway 1 (Bus On Shoulders), and service to or on the Rail Corridor.	Planning	Planning	Planning	Planning	Planning
F. Provide facilities that support METRO operations. [FTA 5339a]	Facilities	Facilities	Facilities	Facilities	Facilities
G. Provide non-revenue vehicles that support METRO operations. [FTA 5339a]	Fleet	Fleet	Fleet	Fleet	Fleet
H. Replace ParaCruz vehicles that have passed useful life.	Grants	Grants	Grants	Grants	Grants
7. STRATEGIC ALLIANCES AND COMMUNITY OUTREACH					
a. Work with UCSC to fund operating cost growth overtime.	Planning	Planning	Planning	Planning	Planning
b. Work with Cabrillo to fund operating cost growth overtime.	Planning (Under Contract)	Planning (Under Contract)	Planning (Extension)	Planning (Extension)	Planning (Extension)
c. Maintain and enhance \$500,000 annual partnership with agencies that are involved in Highway 17 Express service.	Finance	Finance	Finance	Finance	Finance

Strategic Plan Outlook

Initiatives	FY 20	FY 21	FY 22	FY 23	FY 24
d. Enhance relationships with the Association of Monterey Bay Area Governments (AMBAG), the Santa Cruz County Regional Transportation Commission (RTC), and Caltrans who are partner transportation planning agencies involved in legislation, policy, and funding advocacy.	Planning	Planning	Planning	Planning	Planning
e. Continue to participate in and support the Santa Cruz Chamber of Commerce and the Monterey Bay Economic Partnership (MBEP).	Planning	Planning	Planning	Planning	Planning
f. Within the upcoming requirement to have an all electric bus fleet by 2040 METRO will explore a business relationship with Monterey Bay Community Power and PG&E.	Procurement/Grants	Procurement/Grants	Procurement/Grants	Procurement/Grants	Procurement/Grants
g. METRO will analyze the financial capacity and public appetite for revenue enhancing measures to address capital needs and allow for an increased level of transit service, especially focusing on frequency and span of service.	Executive/Planning	Executive/Planning	Executive/Planning	Executive/Planning	Executive/Planning
h. Work with local jurisdictions to influence their land use strategies to encourage more transit oriented development patterns and road networks which can be efficiently serviced by public transit.	Planning	Planning	Planning	Planning	Planning
I. Establish a Marketing/Customer Service function to promote services, retain customers and attract new ridership. Once the Marketing Director is aboard, pursue:	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service
i. Developing communication tools and social media to educate the public on the benefits of public transportation.	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service
ii. Educating the riding and non-riding residents of Santa Cruz County about how METRO uses the resources they have granted METRO along with environmental benefits for the region.	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service
iii. Promoting, when appropriate, alternative service models as discussed in Items 3.e.	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service	Marketing/Customer Service
j. LEGISLATION					
i. Provide ongoing education via the Headways, media press releases, and other mediums on legislative issues vital to METRO.	Marketing/Planning	Marketing/Planning	Marketing/Planning	Marketing/Planning	Marketing/Planning
ii. Support favorable electricity rate legislation/regulation for transit properties operating of ZEBs.	Procurement/Grants	Procurement/Grants	Procurement/Grants	Procurement/Grants	Procurement/Grants
iii. Continue ongoing work with the CTA via the Executive and Legislative Committees	Executive/Grants	Executive/Grants	Executive/Grants	Executive/Grants	Executive/Grants

Strategic Plan Outlook					
Initiatives	FY 20	FY 21	FY 22	FY 23	FY 24
iv. Continue to assert METRO's legislative agenda to support various initiatives including: <ol style="list-style-type: none"> 1. Increased federal formula funding including increasing the Small Transit Intensive Cities (STIC) funds to 3%, 2. Federal transit reauthorization funded by stable and recurring funding sources and that grow formula funds to transit agencies, and 3. Stabilizing the Highway Trust Fund - e.g. Increase the federal gas tax. 	Executive/Grants	Executive/Grants	Executive/Grants	Executive/Grants	Executive/Grants
Total Operating	\$40,000	\$865,000	\$1,115,000	\$1,240,000	\$1,240,000
Total Capital	\$6,025,000	\$16,625,000	\$6,725,000	\$3,200,000	\$3,200,000
Total Revenue	-	\$500,000-\$1M	\$500,000-\$1M	\$500,000-\$1M	\$500,000-\$1M

10 year unfunded capital projects summary
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Category	5-yr need	10-yr need
Construction	\$ 22,708	\$ 152,008
Vehicle State of Good Repair (SGR)	\$ 13,260	\$ 46,235
Facilities Maintenance	\$ 3,980	\$ 6,405
Information Technology (IT)	\$ 4,759	\$ 4,759
Total	\$ 44,707	\$ 209,407

Attachment D

UNFUNDED CAPITAL PROJECTS (000s)													
	Construction			20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
1	ZEB Charging Infrastructure at JKS	JKS yard-charging infrastructure for 10 buses	\$ 858	\$ 858									
2	ZEB Fast-charging Infrastructure at WTC	Fast-charging infrastructure at Watsonville Transit Center	\$ 1,000	\$ 1,000									
3	Roof Reconstruction, Golf Club	Reconstruct built-up roof on first-half of Maintenance Building	\$ 175		\$ 175								
4	ParaCruz Operating Facility (Mobility Management Center)	Property Acquisition, Design, Right-of-Way and construction for new ParaCruz Operating Facility	\$ 12,000		\$ 12,000								
5	Pacific Station Renovation	Renovation or mixed-use project with City	\$ 6,000		\$ 6,000								
6	ADA Access Bus Stops	Remedial ADA Access at all bus stops: pending COA and bus stop audit	\$ -										
7	ADA Access at all Facilities	Remedial ADA Access at all facilities. Needs to be identified in future Accessibility Study	\$ -										
8	Vernon Street Bus Stop	Move (Route 4) bus stop to to lower Admin parking lot. Install base and concrete to bus stop pad and maneuvering apron. Necessary precursor to securing maintenance facility.	\$ 600		\$ 300	\$ 300							
9	Solar Panels	Energy cost reduction through installation of roof-mounted solar panels at the Judy K. Souza Operations Facility, Golf Club, and Vernon	\$ 2,000		\$ 2,000								
10	Cavallaro Transit Center roof replacement and solar panels	Shingle roof and solar panels	\$ 75			\$ 75							
11	Maintenance Facility Wing 2 (to accommodate articulated buses)	Property Acquisition (including 1231 River St), Design, Right-of-Way and Construction for second wing of Maintenance Facility	\$ 15,850						\$ 15,850				
12	Soquel/Freedom Traffic Signal Priority/Pre-Emption for Buses	Enable coach operators to actuate traffic signals to prolong green or change red lights to improve transit running time	\$ 2,000						\$ 2,000				
13	Watsonville Park and Ride Lot	South County P&R to support Hwy 1 commuters (200 spaces)	\$ 10,000						\$ 10,000				
14	Cavallaro Transit Center Parking Structure	3-Story Parking Structure to support Hwy 17 Express commuters and City activities	\$ 26,400						\$ 26,400				

Attachment D

UNFUNDED CAPITAL PROJECTS (000s)													
	Construction			20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
15	Remove Diesel Tank	Remove tank after replacement of last diesel bus fleet. On hold, as more diesel buses may be added to the fleet.	\$ 50									\$ 50	
16	South County Ops. & Maint. Facility	Auxiliary Operating (including ParaCruz) & Maintenance Facility in Watsonville.	\$ 50,000										\$ 50,000
17	New Watsonville Transit Center	Replacement of current transit center	\$ 25,000										\$ 25,000
Unfunded Capital Costs thru 2029			\$152,008	\$ 1,858	\$ 20,475	\$ 375	\$ -	\$ -	\$ 54,250	\$ -	\$ -	\$ 50	\$ 75,000
Unfunded Capital Costs thru 2024			\$ 22,708										

UNFUNDED CAPITAL PROJECTS (000s)													
	Vehicle SGR			20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
1	Bus Replacements 2022	Replace (1) bus	\$ 700			\$ 700							
2	ParaCruz Replacements	3 new vehicles per year FY21-29	\$ 2,635	\$ 340	\$ 255	\$ 255	\$ 255	\$ 255	\$ 255	\$ 255	\$ 255	\$ 255	\$ 255
3	Bus Replacements 2023		\$ -										
4	Bus Replacements 2024	Bus Replacements Replace (16) buses	\$ 11,200				\$ 11,200						
5	Bus Replacements 2025	Bus Replacements Replace (6) buses (incl 4 artics)	\$ 4,200					\$ 4,200					
6	Bus Replacements 2026	Bus Replacements Replace (25) buses (incl 5 ZEB)	\$ 19,000						\$ 19,000				
7	Bus Replacements 2027	Bus Replacements Replace (3) buses (1 ZEB; 2CNG)	\$ 2,400							\$ 2,400			
8	Bus Replacements 2028	Bus Replacements Replace (4) buses (1 ZEB; 3 CNG)	\$ 3,100								\$ 3,100		
9	Bus Replacements 2029	Bus Replacements Replace (3) buses (3 ZEB)	\$ 3,000									\$ 3,000	
10	Non-revenue Vehicle Replacements	Non-revenue trucks and cars	\$ -										
Unfunded Capital Costs thru 2029			\$ 46,235	\$ 340	\$ 255	\$ 955	\$ 255	\$ 11,455	\$ 4,455	\$ 19,255	\$ 2,655	\$ 3,355	\$ 3,255
Rolling Stock Replacements			\$ 46,235	\$ 340	\$ 255	\$ 955	\$ 255	\$ 11,455	\$ 4,455	\$ 19,255	\$ 2,655	\$ 3,355	\$ 3,255
Unfunded Capital Costs thru 2024			\$ 13,260										

UNFUNDED CAPITAL PROJECTS (000s)

Facilities Maintenance				20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
1	Gate Control - bus entries at JKS	Security gates and gate controller for upper entry to bus yard	\$ 100	\$ 100									
2	Scissor Lift		\$ 20	\$ 20									
3	Capital upgrade of existing transit facilities	Capital upgrade of bus stops, parking lots, transit centers, buildings	\$ 750	\$ 75	\$ 75	\$ 75	\$ 75	\$ 75	\$ 75	\$ 75	\$ 75	\$ 75	\$ 75
4	Custodial Equipment Replacement	Vacuums, Buffers, Scrubbers	\$ 200	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20
5	Landscaping/Irrigation	Re-landscape & irrigate all sites	\$ 240	\$ 30	\$ 30	\$ 30	\$ 30	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20	\$ 20
6	Custodial Vehicles	Custodian support vehicle replacement (2 of 2)	\$ 30	\$ 30									
7	Bird Abatement	All Facilities	\$ 10		\$ 10								
8	Maintenance Facility - Replace Roof	Replace entire roof - poor construction and leaks throughout	\$ 353		\$ 353								
9	Furniture	All Facilities	\$ 150		\$ 50	\$ 50	\$ 50						
10	Fueling and Wash Facility - Awning Install	Construction phase - Awning at front of fueling island	\$ 250		\$ 250								
11	Traffic/CHP Monitors at Dispatch		\$ 2		\$ 2								
12	Fuel and Wash Facility - rust removal and repaint	Remove rust and repaint bus fuel and wash facility and equipment	\$ 125		\$ 125								
13	Emergency Operations Centers	Purchase of equipment for EOC at OPS and Admin	\$ -										
14	Bus Washer	Refurb N/S Wash System purchased 2008 & upgrade water recycling system	\$ 100		\$ 100								
15	Maintenance parking lot drainage	French drain or other solution to ensure water doesn't drain to Rayne building	\$ 50		\$ 50								
16	Upgrade HVAC Systems for Vernon	Heating Ventilation Air Conditioning	\$ 50		\$ 50								
17	Administration Remodel	Office remodel of 110 Vernon St.: move/add office space and upgrade HVAC	\$ 1,000			\$ 1,000							
18	Portable Bus Lifts	1 set of 6 artic lifts, \$100k; 2 sets of 4 standard lifts, \$150k. Estimates include labor.	\$ 250	\$ 100	\$ 150								
19	Exterior/Interior Painting	Exterior: Vernon; Interior: Golf Club	\$ 245			\$ 125	\$ 120						
20	Medium Duty Trash Truck	Safer and more efficient bus stop trash cleanup	\$ 150			\$ 150							
21	Shop bay door drainage	French drain or other solution for shop bay door drainage	\$ 200				\$ 200						
22	Parts Washers (3)	Replace the JRI units purchased 2010	\$ 80					\$ 80					

UNFUNDED CAPITAL PROJECTS (000s)

Facilities Maintenance				20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
23	Parallelogram Lift Replacement		\$ 200					\$ 200					
24	Roof Replacement, Fueling Station	Replace Roof (20 yr replacement cycle)	\$ 150								\$ 150		
25	In-ground Bus Lifts	Remove and replace in-ground lifts	\$ 1,700										\$ 1,700
Unfunded Capital Costs thru 2029			\$ 6,405	\$ 375	\$ 1,265	\$ 1,450	\$ 495	\$ 395	\$ 115	\$ 115	\$ 265	\$ 115	\$ 1,815
Unfunded Capital Costs thru 2024			\$ 3,980										

UNFUNDED CAPITAL PROJECTS (000s)

IT				20	21	22	23	24	25	26	27	28	29
#	Project	Description	Cost (000s)										
1	Surveillance systems on buses	Phase 2 (remaining buses). Retrofit 25 buses each in FY20 and FY21	\$ 750	\$ 375	\$ 375								
2	Bus APC	Automatic Passenger Counter (APC) systems on all METRO buses.	\$ 650	\$ 650									
3	Backup (to Kite Hill) Repeater Site	2-way Radio Equipment to allow JKS to function as an emergency radio repeater site	\$ 25	\$ 25									
4	Eligibility Coordinator ID Card Printer		\$ 6	\$ 6									
5	Financial Management Software	Financial, Payroll, Timekeeping Software. \$30k (in FY19) is for consultant to draft scope; \$125k for 1st module in FY21; module 2 in FY22	\$ 250		\$ 125	\$ 125							
6	Backup system	Backup system to meet growing disaster recovery needs	\$ 20			\$ 20							
7	Account-based Fare Collection Upgrade	Account-based fare collection upgrade to replace GFI system (excluding fareboxes and vaults)	\$ 1,500			\$ 1,500							
8	MaintStar Expansion Software and Mobile Equipment	Asset and Maintenance Managing software and equipment with onsite training and installation. Work field orders.	\$ 150			\$ 150							
9	ITS	Public WiFi equipment on all facilities and routes beginning w/UCSCs and Express buses. Bus AVL implementation may negate the need for this.	\$ 1,000			\$ 1,000							
10	Camera security system for ParaCruz facility	Camera security system for ParaCruz facility	\$ 150			\$ 150							
11	ParaCruz MDC replacements	ParaCruz MDC replacements. (may be replaced as part of potential Trapeze > Ecolane replacement	\$ 8			\$ 8							
12	ParaCruz Dispatching and Scheduling Software		\$ -										
13	TVMs - replacements and additional	TVM Upgrades and/or replacements	\$ 250			\$ 250							

Unfunded Capital Costs thru 2029	\$ 4,759	\$ 1,056	\$ 500	\$ 3,203	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Unfunded Capital Costs thru 2024	\$ 4,759												

*Santa Cruz Metropolitan
Transit District*



DATE: April 26, 2019
TO: Board of Directors
FROM: Barrow Emerson, Planning & Development Director
SUBJECT: LONG-RANGE BUS REPLACEMENT PLAN

I. RECOMMENDED ACTION

That the Board receive an update on the Long-Range Bus Replacement Plan

II. SUMMARY

- As a result of years of reduced new bus acquisitions during the great recession, 62 buses, over 50% of Santa Cruz Metropolitan Transit District's (METRO) fixed-route bus fleet, were beyond their useful life and in need of replacement at the start of Fiscal Year 2017-18 (FY18).
- METRO has established a strategy to fund extending the useful life of some buses and to procure new buses over the next 22 years through 2040.
- This plan is projected to reduce the number of buses beyond their useful life to zero by the start of FY24, before the number expands again as existing buses begin to age beyond their 14-year useful life.
- As part of this bus replacement plan (Plan), METRO will meet the California Air Resources Board's (CARB) recently adopted mandate that bus agencies purchase only zero-emissions buses starting in FY2029.
- The primary component of this plan is the recently established \$3 million annual funding commitment to bus replacement in the capital budget.
- This recurring funding is now available to METRO due to the passage of both Measure D and Senate Bill 1, the Road Repair and Accountability Act of 2017.
- On April 19, 2019 the Capital Projects Standing Committee received this update and directed staff to forward it to the full Board for its consideration.

III. DISCUSSION/BACKGROUND

Through the early 2000s, METRO had always been able to acquire new buses to replace buses that had reached their useful life. Due to the extended recession, which limited funding availability and the elimination of the ability to acquire new buses through the federal earmark process, over 50% of METRO's fleet was

beyond its useful life at the start of FY18. Older buses are still operational but have significantly increased maintenance costs.

METRO staff has analyzed the useful life status of the current fixed-route bus fleet, the agency's financial capacity, and the bus manufacturing industry status and has developed a viable plan to reduce the average age of METRO's fixed-route bus fleet while maintaining the number of buses required to meet operational needs over the next 22 years through 2040.

This report does not address the ParaCruz fleet, whose vehicle replacement program requires a much smaller capital investment. Funding for that program will be addressed in a future presentation.

A key parameter of this Plan is the inclusion of the procurement of electric buses as is now required by the CARB, which on December 7, 2018 adopted its Innovative Clean Transit Rule that mandates procurement of electric buses. 100% of METRO's bus purchases will need to be electric starting in 2029, with 25% of all new bus procurements needing to be electric starting in 2026.

The key component of the Plan is the budgetary strategy adopted for the FY18 budget of committing \$3 million annually in capital funding for a Long-range Bus Replacement Program.

With the passage of Measure D in 2016 and Senate Bill 1 (the Road Repair and Accountability Act of 2017), METRO now has recurring revenue sources to fund this \$3 million annual Bus Replacement program to address METRO's critical issue of operating buses beyond their intended useful life.

On April 19, 2019 the Capital Projects Standing Committee received this update and directed staff to forward it to the full Board for its consideration.

Bus Replacement Plan

As shown in Attachment A, the number of buses beyond their useful life can be reduced to a manageable level over the next 22 years through a combination of the following initiatives:

- Refurbishing existing buses to extend their useful life
- New buses funded from grants already won
- Lease-to-purchase agreements
- Purchases of buses with METRO capital funding

To illustrate how the Plan works, Attachment A shows that at the start of FY18, 62 of METRO's 98 fixed-route bus fleet were beyond their 14-year useful life. As a result of completing CNG bus refurbishments and decommissioning older buses,

which were no longer required following the September 2016 service reduction, METRO started FY19 with only 53 buses beyond their useful life.

In FY19, METRO has already procured three buses in a lease-to-buy arrangement, has acquired 14 buses from Santa Clara Valley Transportation Authority, and is refurbishing two older CNG buses, leaving only 34 buses in the fleet beyond their useful life at the start of FY20.

In FY20, METRO will be receiving ten new buses from previously won grants along with refurbishing older buses. In FY21, the strategy will be to continue with the ongoing refurbishment of older CNG buses and to start acquisition of 14 CNG buses over four years through a lease-to-buy agreement. This should momentarily reduce the number of buses beyond their useful life to zero by the start of FY24.

Unfortunately, this number will begin to grow again as additional buses in the METRO fleet begin to reach the end of their useful life.

Grants

This plan is the minimum accomplishment to reducing the number of buses in the METRO fleet beyond their useful life. There are no assumptions for awards of future grants in Attachment A beyond current awards of three CNG buses in FY19, ten buses in FY20, and three electric buses in FY22.

In addition to funding the initiatives in the bullets above, a key strategy of this program is the goal of having up to \$3 million in additional funding available annually for METRO to contribute toward state and federal grant opportunities as our local match. Generally, grant applications that include a significant level of funding through a local match, are more successful than those that don't. Any successful grants in the future would allow for the additional procurement of buses beyond what is currently assumed in this plan; further reducing the number of buses beyond their useful life.

IV. FINANCIAL CONSIDERATIONS/IMPACT

The primary element of the Plan is the \$3 million annual commitment of capital funding to this program. These funds are available as a result of the passage of Measure D and Senate Bill 1.

This annual \$3 million capital funding commitment for bus replacement is assumed in the rolling 5-year Measure D expenditure plan that METRO provides to the Santa Cruz County Regional Transportation Commission (RTC) annually.

V. ALTERNATIVES CONSIDERED

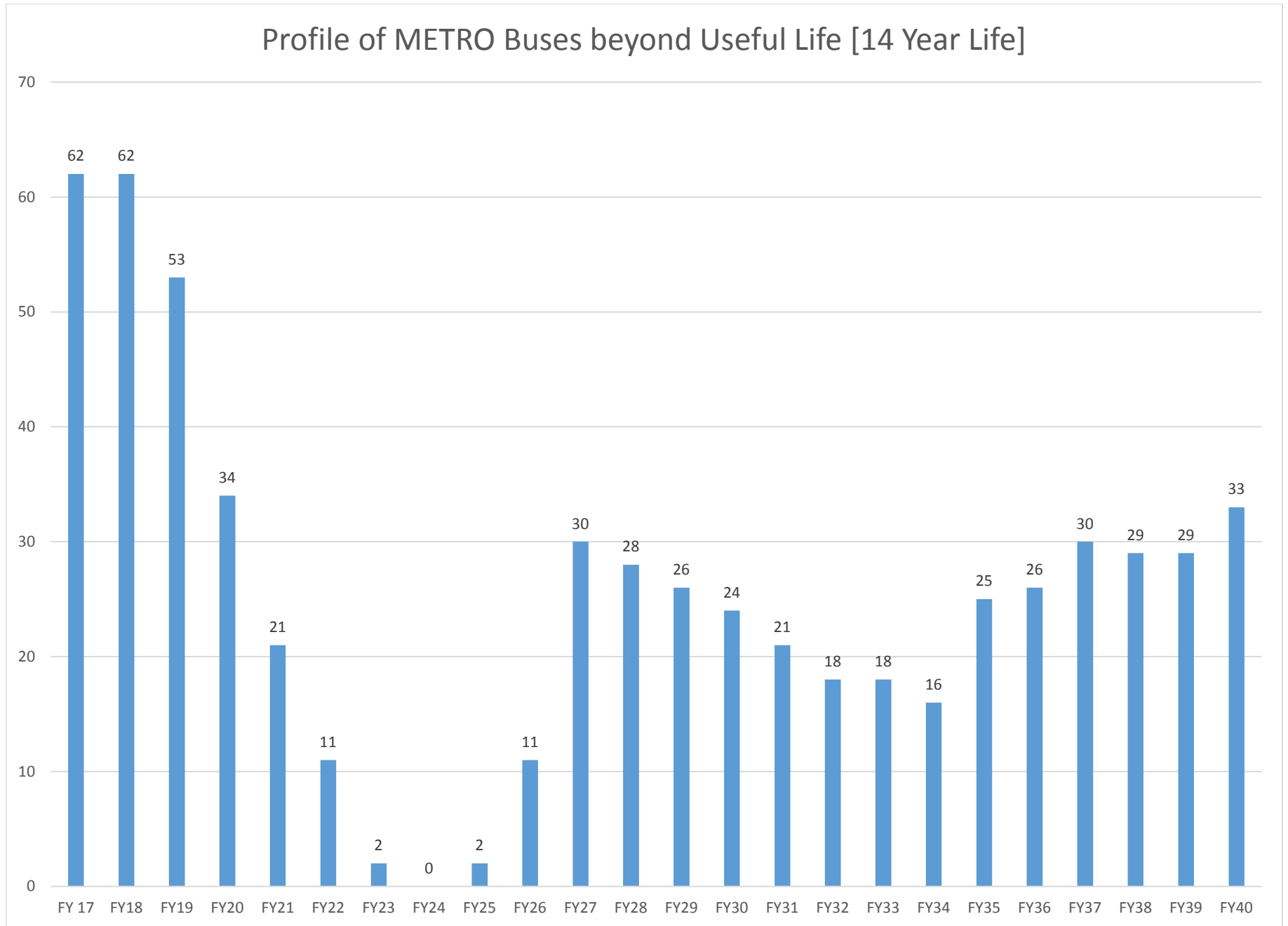
There is no alternative, as it is a Federal Transit Administration (FTA) requirement to have a viable/funded fixed-route bus replacement plan. Not having a plan would ultimately lead to METRO having a reduced bus fleet and not having enough buses to provide the current level of service around the County. In addition, METRO would not be able to successfully implement the CARB mandate to procure only zero-emissions electric buses starting in FY29.

VI. ATTACHMENTS

Attachment A: Plan to Reduce the Number of METRO Buses Beyond Useful Life

Prepared by: Barrow Emerson, Planning & Development Director

Attachment A



Attachment A

Bus Replacment Plan (14 Year Life)																								
4/5/2019	FY 17	FY18	FY19	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40
ZEB %										25% ZEB			100% ZEB											
Decommission	0	0	4	17	9	8	9	2	3	2	2	3	4	2	3	3	3	3	2	7	5	3	3	1
Fleet Size July 1	98	98	94	94	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95	95
July 1: Bus Replacement Needs	62	62	53	34	21	11	2	0	2	11	30	28	26	24	21	18	18	16	25	26	30	29	29	33
Bus Replacements	0	0	3	10	4	3	0	0	1	1	2	4	2	3	3	3	3	2	1	1	1	1	1	3
VTA Hwy 17 Buses	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VTA Artics/ New Artics	0	0	4	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0
NEW BIG Buy-NA	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lease to Buy 14 buses	0	0	0	0	4	6	2	2	0	0	0	0	0	0	0	0	0	0	6	4	2	2	0	0
CNG refurbishments (6 years)	0	5	2	3	2	0	0	0	0	3	1	4	0	0	0	0	3	3	0	0	0	0	0	0
Subtotal replacement needs post additions	62	57	34	21	11	2	0	-3	0	6	26	20	24	21	18	15	12	11	18	21	27	26	28	30
Replacement of 6 year refurbishments due	0	0	0	0	0	0	0	5	2	3	2	0	0	0	0	3	1	4	0	0	0	0	3	3
Additional buses beyond the 62 become obsolete	0	0	0	0	0	0	0	0	5	11	0	6	0	0	0	0	0	0	0	0	0	0	0	0
Buses bought since 2018 start becoming obsolete	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	10	8	9	2	2	1
VTA Hwy 17 Buses Due for Replacement	0	0	0	0	0	0	0	0	0	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VTA/New Artics due for replacement	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
June 30: replacement need balance	62	57	34	21	11	2	0	2	11	30	28	26	24	21	18	18	16	25	26	30	29	29	33	35
Fleet Size June 30	98	98	111	104	103	104	97	98	97	97	98	99	97	98	98	98	98	97	102	100	98	98	96	98

Assumption: Last CNG bus to be bought in 2028 to be all ZEB by 2040

Replacements based on 14 year life

FY18 Refurbs- 9810/9816/9820/9824/9827

FY19 Refurbs- 2601/2602

FY 19 3 bus replacements Paul Reveres

FY20 10 buses - 6 CNG (STBG, 5339 CT Discretion, 4 5339b), 4 ZEB (2 LCTOP, 2 STIP)

FY 20 4 decommissions for VTA artics brings fleet size back down from 98 to 94

FY20 Refurbs- 2215/2222/2224

FY21 decommission 9 buses and not 10 because Watsonville circulator is not 1for1

FY21 Refurbs- 2212/2217/2811/28XX

FY22 Refurbs- 28XX/28XX/28XX

FY22 - 3 Replacements are LoNos

FY23 Refurbs- 28XX/28XX/28XX

FY26, 27, 28 refurbs of VTA buses

When did VTA put buses ins service? VTA buses were assumed to have gone into service in '14

FY32, 33, 34 replacement of refurbed VTA buses needed

FY31 replace Paul Reveres

FY32 replace ten FY20 new buses

FY34 replace 3 FY22 LoNO buses

Attachment A

Bus Replacment Plan (14 Year Life)

Assumption: **\$3M annually** to METRO from STA/SGR.

Scope	FY18	FY19*	FY20	FY21	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	FY31	FY32	FY33	FY34	FY35	FY36	FY37	FY38	FY39	FY40
Balance from Previous FY			\$500,000	\$1,460,000	\$2,165,000	\$3,380,000	\$3,745,000	\$3,410,000	\$3,360,000	\$3,345,000	\$2,990,000	\$2,970,000	\$2,970,000	\$2,970,000	\$2,970,000	\$2,970,000	\$3,205,000	\$2,440,000	\$2,440,000	\$2,440,000	\$2,440,000	\$2,440,000	\$440,000
STA/SGR Allocation			\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000
Paul Revere Lease Payment			\$285,000	\$285,000	\$285,000	\$285,000	\$285,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
New balance		\$3,750,000	\$3,215,000	\$4,175,000	\$4,880,000	\$6,095,000	\$6,460,000	\$6,410,000	\$6,360,000	\$6,345,000	\$5,990,000	\$5,970,000	\$5,970,000	\$5,970,000	\$5,970,000	\$5,970,000	\$6,205,000	\$5,440,000	\$5,440,000	\$5,440,000	\$5,440,000	\$5,440,000	\$3,440,000
Grant request - 7 CNG		\$3,000,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
VTA 3rd five buses		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Gillig 6 CNGs overruns		\$450,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
14 CNG lease/buy		\$0	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$1,500,000	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
2nd 14 bus lease/buy		\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$0
BUY replacement buses**		\$0	\$0	\$0	\$0	\$850,000	\$1,550,000	\$1,550,000	\$2,250,000	\$3,100,000	\$2,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$3,000,000	\$2,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$1,000,000	\$3,000,000	\$0
CNG 6-year Refurbs (\$255K ea.)		\$0	\$255,000	\$510,000	\$0	\$0	\$0	\$0	\$765,000	\$255,000	\$1,020,000	\$0	\$0	\$0	\$0	\$765,000	\$765,000	\$0	\$0	\$0	\$0	\$0	\$0
STA/SGR Money Remaining for Grant Matching		\$500,000	\$1,460,000	\$2,165,000	\$3,380,000	\$3,745,000	\$3,410,000	\$3,360,000	\$3,345,000	\$2,990,000	\$2,970,000	\$2,970,000	\$2,970,000	\$2,970,000	\$2,970,000	\$3,205,000	\$2,440,000	\$2,440,000	\$2,440,000	\$2,440,000	\$2,440,000	\$440,000	\$3,440,000
Buses needed	57	34	21	11	2	0	2	11	30	30	30	30	27	24	24	22	31	30	32	31	31	35	37

This plan assumes no new grant funding and that SB-1 remains in place.

** Assumption for buying buses - spend money in a year, bus is in fleet the next year.(other spreadsheet)

AGENDA: June 11, 2019

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)

FROM: Grace Blakeslee, Senior Transportation Planner, and
Joanna Edmonds Transportation Planning Technician

RE: City of Watsonville Traffic Safety Plan, Downtown Complete Streets Plan,
and Project Updates

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive information about the City of Watsonville Traffic Safety Plan, the City of Watsonville Downtown Complete Streets Plan, and City of Watsonville's transportation projects.

BACKGROUND

In June 2018, the Community Safety Traffic Coalition (CTSC) and the City of Watsonville presented information to the E&D TAC about trends in pedestrian and bicycle collisions in the City of Watsonville and the City of Watsonville's Vision Zero Program ([Attachment 1](#)). The City of Watsonville has also prepared a draft City of Watsonville Downtown Complete Streets Plan for their downtown area. In addition, the City of Watsonville implements transportation projects as funding is available.

DISCUSSION

The E&D TAC advises RTC and local jurisdictions in Santa Cruz County on transportation issues, policies, plans, programs, and projects for elderly, disabled, and persons of limited means. In this role, the E&D TAC reviews and advises implementing agencies on pedestrian planning efforts and projects. The City of Watsonville has several transportation planning efforts that address pedestrian safety and facilities underway including the City of Watsonville Traffic Safety Plan, the City of Watsonville Downtown Complete Streets Plan, and several capital projects. City of Watsonville staff will be present at the E&D TAC June 11, 2019 meeting to provide information about City of Watsonville's current transportation planning efforts and projects.

City of Watsonville Traffic Safety Plan

In January 2019, the City of Watsonville City Council direct staff to: develop a comprehensive pedestrian and driver public safety education campaign; establish pedestrian safety zones along Main Street (between Riverside Drive and Freedom Boulevard), Freedom Boulevard (between Main Street and Airport Boulevard), and on Airport Boulevard; direct the police department to develop a zero tolerance approach for speeding along areas designated as Pedestrian Safety Zones; direct staff to work with state legislators to pursue legislation to allow the City to reduce traffic speeds along high risk corridors; and explore new approaches to infrastructure enhancements, including speed cameras, sidewalk decals, and pedestrian crosswalk flags ([Attachment 2](#)).

City of Watsonville Downtown Complete Streets Plan

The City of Watsonville is preparing a complete streets plan for the downtown area to enable safe access for all users, including pedestrians, bicyclists, transit riders, and motorists of all ages and abilities. The City and their partners have been collecting input from the community since 2018. The City of Watsonville is currently conducting outreach to obtain input on the draft plan concepts. A map of the planning area and transportation concepts are included as Attachment 3.

City of Watsonville Project Updates

The City of Watsonville has several transportation projects underway that address pedestrian safety and other transportation needs including Green Valley Road Reconstruction, Segment 18 of the Monterey Bay Scenic Sanctuary Trail, and developing a plan for future transportation improvements on Freedom Boulevard.

SUMMARY

The City of Watsonville has several plans and projects underway that address pedestrian safety including the City of Watsonville's Traffic Safety Plan, Downtown Complete Streets Plan, and construction of transportation projects. City of Watsonville staff will be present to provide information about City of Watsonville's current transportation planning efforts and projects.

Attachment 1: Traffic Violence in the City of Watsonville

Attachment 2: City of Watsonville January 22, 2019 Staff Report

Attachment 3: City of Watsonville Downtown Complete Streets Planning Effort

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The Impact of Traffic Violence on the City of Watsonville



Primary Collision Factors

Two factors are 3x more likely to cause crashes in the City of Watsonville than any other factor:

- **Unsafe speed**
(26.4% of all crashes)
- **Right of way violations**
(29.5% of all crashes)



What does it take to become a Vision Zero City?

The first step is for a city council or county board of supervisors to make a public commitment to preventing all roadway deaths and life altering injuries.

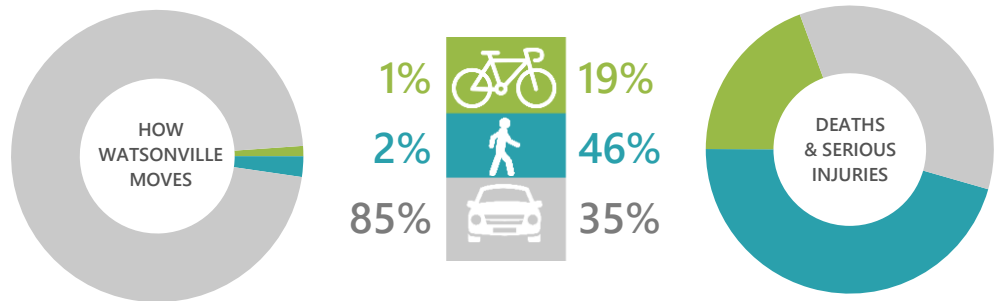
How Watsonville Compares

Watsonville ranks **1st WORST** for injuries and fatalities among pedestrians under the age of 15, and **4th worst** for pedestrians overall.*

*When compared to 105 California cities of similar size, 2014 OTS Rankings

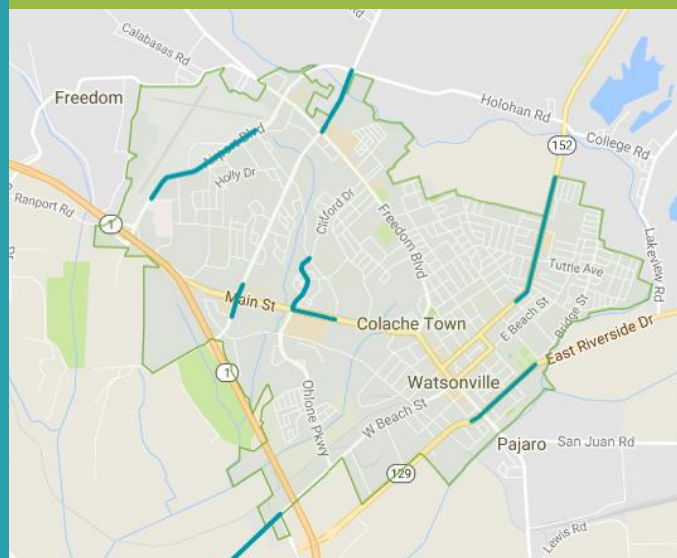


Watsonville Travel Mode vs. Traffic Deaths & Serious Injuries



Source: ACS 5-year estimates, Commute Mode age 16+; CHP SWITRS 2010-2014

High-Injury Corridors



All of these streets are in low-income neighborhoods.

30%
of fatal & serious
injury crashes occur on
2 miles
(2.2%) of city streets.

An additional **25%**
of fatal & serious
injury crashes occur on
1.9 miles
of the State highways
within city limits.

**City of Watsonville
City Manager's Office**

M E M O R A N D U M



DATE: January 15, 2019

TO: City Council

FROM: Matt Huffaker, City Manager
Tamara Vides, Deputy City Manager
Steve Palmisano, Public Works and Utilities Director
David Honda, Chief of Police

SUBJECT: Pedestrian and Traffic Safety Action Plan

AGENDA ITEM: January 22, 2019

RECOMMENDATION:

Staff recommends that the City Council by motion authorize the City Manager to take the following actions aimed at improving overall pedestrian and traffic safety in the City of Watsonville:

1. Develop a comprehensive pedestrian and driver public safety education campaign; and
2. Establish three Pedestrian Safety Zones along Main Street (between Riverside Drive and Freedom Boulevard), Freedom Boulevard (between Main Street and Airport Blvd) and Airport Blvd); and
3. Direct the Police Department to develop a zero tolerance approach for speeding along areas designated as Pedestrian Safety Zones; and
4. Encourage the Mayor to appoint two members to an ad-hoc committee on Traffic Safety; and
5. Direct staff to work with state legislators to pursue legislation to allow City to reduce traffic speeds along high risk corridors; and
6. Explore new approaches to infrastructure enhancements, including speed cameras, sidewalk decals and pedestrian crosswalk flags.

DISCUSSION:

The City of Watsonville is interested in developing new initiatives, and support infrastructure improvements to promote the safety of pedestrians, bikers and drivers that circulate in the City streets.

2018 Traffic Safety Trends

Unfortunately, despite many proactive and focused efforts, our community continues to experience unacceptable rates of pedestrian injuries and fatalities. As illustrated on the attached map (Attachment 2), in 2018 we experienced 5 pedestrian fatalities and 30 pedestrian injury accidents. There are many contributing factors to these incidents, including speeding, pedestrians not using crosswalks or sidewalks, distracted driving, or low visibility and lighting.

However, our work to date has underscored the need to re-establish a shared ownership and responsibility in our community for ensuring our safety and the safety of those around us. To that end, staff from Public Works, Police and the City Manager's Office has developed an action aimed at engagement, enforcement, and continued infrastructure improvements.

Traffic Safety Efforts Underway

Traffic and pedestrian safety have been an area of concern and focus for the City of Watsonville for several years. Dating as far back as 2009, Watsonville has been ranked as one of the worst communities for major injuries and pedestrian fatalities for cities of our size in the State¹, and in 2015 Watsonville was ranked number 1 for pedestrians under the age of 15. Unfortunately, Watsonville is not the only community facing this growing challenge, since 2009, serious and fatal pedestrian accidents have been on the rise and in the last two years, pedestrian fatalities have hit a 25 year high nationwide, with nearly 6,000 pedestrian fatalities each year. That represents a nearly 30% increase since 2007, while all other traffic related deaths decreased by 14% over the same period.

Acknowledging this concerning trend and threat to public safety, earlier this year, the City of Watsonville joined other cities across the nation, establishing a Vision Zero mission, aimed at eliminating all serious and fatal pedestrian and bicycle accidents by 2030.

Focused Enforcement. City departments have been hard at work on a number of fronts to chart a new path for Watsonville, including proactive enforcement, infrastructure improvements, and expanding community partnerships. On the enforcement front, the Police Department completed several focused enforcement operations over the past year, including 2 DUI checkpoints, 11 DUI saturation patrols, 15 general enforcement operations, 4 distracted driving operations, and 11 pedestrian/bicycle enforcement operations, among others. In total there were 45 enforcement driven operations.

Social Media. Many of the operations were highlighted and shared through the department's social media pages and website, through the work of the new Communication Specialist Officer for the Police Department (hired last year). The communication work on social media in particular has developed a large following in the community and is often shared by local news media outlets.

¹ Report by the Community Traffic Safety Coalition and CA OTS. www.sctrfficsafety.org/visionzero

Community Outreach. In addition to the enforcement efforts, through partnership with Ecology Action, the Police Department also conducted numerous bike smart and walk smart presentations (walking field trips, bike rodeos) in local elementary schools. Focused on community outreach through events such as Open Streets, Family Fun Festival, and Farmer's Market. Additionally, staff went into the slough areas and local food banks to pass out education material and talk to the local transient community. Finally, we were able to properly fit and hand out 305 helmets to local youth who did not have adequate safety protection.

Infrastructure Improvements. While enforcement and education are important elements to our efforts in improving pedestrian safety, infrastructure enhancements are also a key ingredient. Over the past year, with the help of SB1 Gas Tax funding and Measure D local transportation funds, the Public Works and Utilities Department were able to complete several pedestrian and traffic safety improvements throughout the City. Projects included installation of flashing beacons at pedestrian crossings at 3 heavily used locations (see Attachment 1), completion of the Main Street Beautification Project including traffic calming medians, installation of upgraded lighting in the Downtown area, traffic safety in neighborhoods through Neighborhood Traffic Plans.

Other ongoing projects with grant funding sources include:

- **Complete Streets Plan Downtown (\$225k grant) and Complete Streets /Safe Routes to Watsonville Schools Plan (\$321k grant).** These ongoing projects involve significant public outreach to involve the community and will result in documents that will guide improvements that will make it easier, safer and more inviting for all users to get to Downtown or to schools. The result will be more vibrant and accessible Watsonville streets for all users. Plans will be completed this year for the Downtown plan and in 2020 for the Schools plan.
- **Lincoln Street Safety Improvements (\$633k grant):** This project will improve lighting, add bicycle sharrows and amenities, and upgrade pedestrian walkways and crossings to increase safety for all users along Lincoln Street from Beach St to Riverside Drive. The project will be designed this year and construction is scheduled for 2020.
- **City Signal Upgrades (\$295K grant):** Project will install upgraded corner ramps, countdown pedestrian crossing signals and new emergency response receivers at City owned signals. Project is scheduled for construction this summer.
- **Bicycle Safety Project (\$325K grant):** Project will install green bicycle lanes on Beach St, Rodriguez St, Bridge St, Green Valley Rd, Walker St/ Harkins Slough Rd to enhance visibility. Project is scheduled to construct this summer.

Proposed Action Plan:

Street Smarts Public Education and Engagement Program

Over the past month, staff has researched several cities across the nation, from Portland to Boston that have implemented comprehensive public education campaigns around traffic safety. Staff are also coordinating with neighboring cities that are working on similar traffic safety campaigns to pool resources and combine efforts on regional radio and television advertisements.

As a result of this research, the City Manager's Office staff has started work on a marketing and public education campaign (see Attachment 3) that will include school presentations, street signs and banners, partnering with local nonprofits, radio and social media marketing. The campaign's goal is to increase the visibility and the community understanding of this growing problem in an effort to change behaviors and create a shared sense of ownership in our community.

It requires a long-term commitment and effort to create changes in behavior. It is important to note that staff expects this to be at least a three year effort. The campaign will be implemented in three phases:

- Year 1: Raise Awareness
- Year 2: Change Attitudes
- Year 3: Change Behaviors

A sustained and consistent messaging strategy is key, and staff is prepared to move forward with this program.

Pedestrian Safety Zones

In determining what areas of the City to focus our efforts, staff are taking a data driven approach to focus on streets and corridors where the most accidents and pedestrian fatalities have occurred. The attached accident 'heat map' prepared by the Police Department (Attachment 4) demonstrates that the corridors with the most accidents include Main Street (between Freedom and Riverside Drive), Freedom Boulevard (between Main Street and Airport Boulevard) and Airport Boulevard (between Green Valley Road and Highway 1).

Based on this data, staff is proposing to designate three corridors as "Pedestrian Safety Zones", including targeted infrastructure enhancements, road and street light signage, focused enforcement efforts, and community events to raise awareness. Watsonville will be the first community to pilot this effort over the next year.

Focused Traffic Enforcement Programs

The Police Department was successful in again securing an Office of Transportation Safety (OTS) grant for traffic safety operations and the Department plans to conduct many of the same types of operations that were conducted in 2018. Just one month into 2019, our officers have already conducted DUI saturation patrols and a

pedestrian enforcement operation (pedestrian decoy on Airport/Holm). The Police Department plans to grow the traffic unit once the department is back to full staffing.

In the meantime, we are shifting resources and utilizing the officers from our Special Investigations Unit (SIU) to conduct additional weekly traffic enforcement operations. On those days, our traffic unit would grow from 3 to 8 officers. We will also be partnering with Ecology Action to continue our education efforts. There are two community presentations already in place directed at our senior population; Pajaro Village HOA meeting and 5th Street Senior Center gathering.

Zero Tolerance

The Police Department will be adopting a Zero Tolerance approach when conducting focused enforcement in the Pedestrian Safety Zones. Officers will issue citations as a matter of course for vehicular and pedestrian violations.

Public Works Infrastructure Projects

In 2018, the City received SB 1 funding. This funding is specific to road maintenance and also requires annual project list approval by Council. This years' \$520 K funding is being utilized on the Airport Blvd Reconstruction project, currently under construction. This project will provide much needed improvements and safety features for all road users that will include constructing pedestrian facilities where none exist, upgrading pavement for cyclists and motorists, and installing pedestrian crossing upgrade at Holm Road and Airport Blvd which includes a flashing beacon, center island and curb ramps.

The City was allocated \$750,000 in Measure D funding in FY 17/18. Projects which utilized this funding included:

- Pedestrian and bicycle safety training at Watsonville Schools
- Installation of flashing beacons at pedestrian crossings at 3 heavily used locations
- Installation of upgraded lighting in the Downtown area
- Traffic safety in neighborhoods through Neighborhood Traffic Plan

Over the next 5 years, approximately \$820K annually in Measure D funds the City will receive is programmed for the following projects (see Attachment 4 for details and locations)

- Bicycle Safety Improvements
- Downtown Revitalization
- Pedestrian and Traffic Safety
- Road and Trails Maintenance
- Road reconstruction on major arterials

VISION ZERO

At its 01/16/18 meeting, the Council approved a resolution adopting the goal of Vision Zero – to eliminate traffic fatalities and serious injuries on streets within the City by

2030 and calling for adoption of a Vision Zero Action Plan within one year. Since that time, staff has done the following:

- Contracted with a traffic consultant to assist with analysis of existing traffic accident data.
- Community outreach during the spring and summer of 2018 and received 241 surveys identifying community concerns and suggestions.
- Accepted a one year Road to Zero program in the fall providing interactive web-based classes with several other agencies across the United States to identify programs, systems and improvements that support Vision Zero.
- Met regularly with community members and other agencies to further develop the Action Plan. These include the Santa Cruz County Health Services Agency staff, the South County Bicycle and Pedestrian Safety Work Group and the Watsonville Traffic Committee to develop the plan.

Staff anticipates presenting a draft Action Plan to Council in the Spring of this year.

Legislative Efforts to Improve Traffic Safety

The issue of Pedestrian Safety is not just a local issue, but one of state and national importance. The City is exploring options, in conjunction with the League of Cities, to develop and advocate for State legislation that would improve traffic and pedestrian safety.

One particular legislative effort in progress is working to improve local ability to lower speed limits. Speed is one of the most important factors related to fatalities in automotive-pedestrian collisions. Last year, the State passed AB 2363, which set up the “Zero Traffic Fatalities Task Force” to develop a structured, coordinated process for developing policies to reduce traffic fatalities to zero. The Task Force will examine the issue of how speed limits are set, and will look to develop methodologies that allow local governments to reduce speed limits based on safety as well as speed data.

This task force will be making recommendations later in 2019 and will likely introduce legislation to give local government more control over setting safer speed limits. Staff will be working closely with the League of Cities as well as our own legislative advocate to advance this important effort.

Speed Cameras. Staff will also be looking to support legislation that will allow speed cameras to be legally enforceable. Currently, they cannot be used to issue citations. Speed cameras would provide efficient and effective speed enforcement in critical pedestrian zones.

Distracted Driving. Staff will be working with our lobbyist and the League to also support AB 47 (Daly). Current law establishes that specified convictions and

violations under the Vehicle Code and traffic-related incidents count as points against a driver's record for purposes of suspension or revocation of the privilege to drive and that certain other violations do not result in a violation point. Current law also generally provides that traffic convictions involving the safe operation of a motor vehicle result in a violation point.

However, current law provides an exemption for the electronic device violations described above from being counted as points against a driver's record. This bill would, commencing January 1, 2021, abolish that exemption and expressly make those electronic device violations subject to a violation point against the driver's record. This bill would bring much needed support to address the issue of distracted driving, a significant factor related to the dramatic increase in pedestrian accidents nationwide.

Exploring New Approaches to Infrastructure Enhancements. Staff will be working with consultants, other agencies, and nonprofits to explore creative and new approaches to infrastructure improvements, including speed cameras, sidewalk signs and pedestrian crosswalk flags. These have been used in other communities with some success.

STRATEGIC PLAN:

Infrastructure and Environment is one of the City Council's Strategic Plan priorities, including the focus area of Road Infrastructure, with the goal of improving safety of our streets for drivers and pedestrians. In addition, Public Safety is also a Council Strategic Plan Priority, including the focus area of Traffic Safety Education.

FINANCIAL IMPACT:

The projects and actions included in this report can be accomplished within the existing budget. Many of the infrastructure projects are already funded through SB1 and Measure D funding plans, while the focused enforcement and public education programs are grant funded.

ATTACHMENTS:

Attachment 1: Recent Traffic Improvement Projects

Attachment 2: Traffic Heat Map






Attachment 3: Street Smarts Public Education and Safety Campaign

Attachment 4: Future Improvement Projects

cc: City Attorney

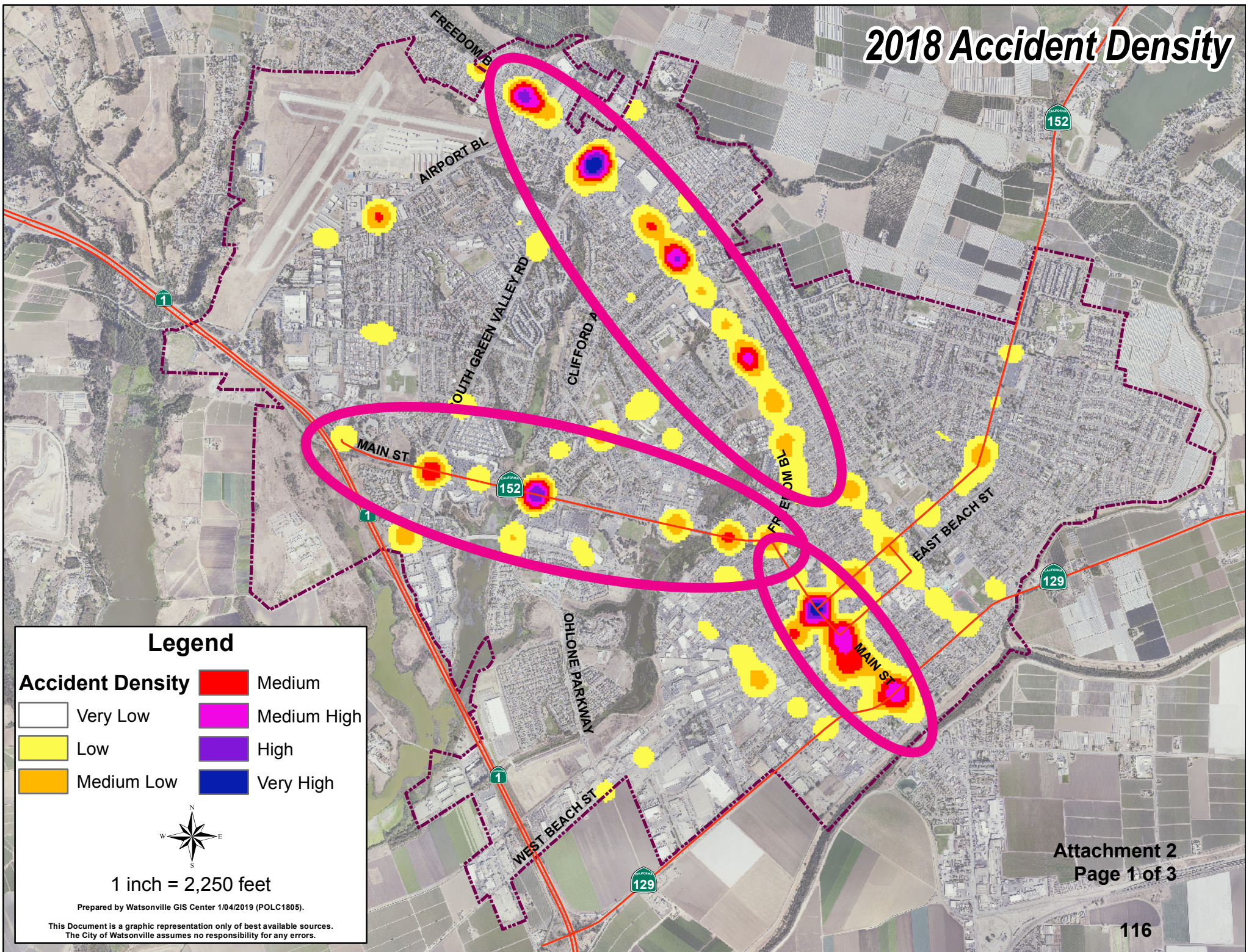


Recent Improvement Projects

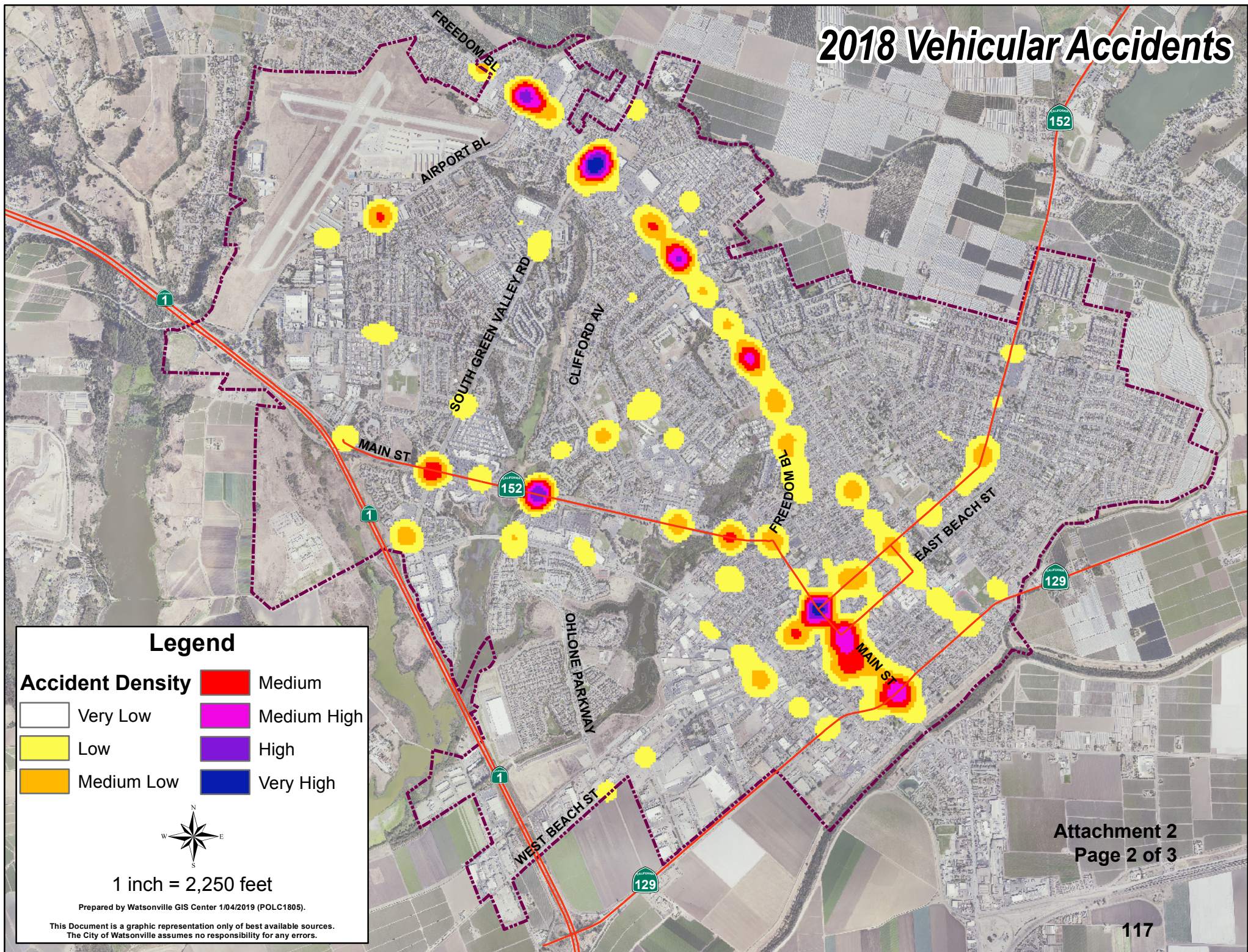
-  NTP Traffic Calming
-  Pedestrian Crossing with Flashing Beacon
-  Safe Routes to School
-  Downtown Revitalization
Updated street lighting
-  Roadway Improvements

Citywide Re-striping (various locations - not indicated on map)

2018 Accident Density






2018 Vehicular Accidents




2018 Pedestrian Accidents

Legend

-  Pedestrian Accident - Non-Injury (2*)
-  Pedestrian Accident - Injury (30)
-  Pedestrian Accident - Fatality (4)

 City Park

 School Property

 Watsonville City Limit

* Reported at Same Location



1 inch = 2,250 feet

Prepared by Watsonville GIS Center 1/08/2019 (POLC1805).

This Document is a graphic representation only of best available sources.
The City of Watsonville assumes no responsibility for any errors.

Attachment 2
Page 3 of 3

STREET SMARTS



Driver & Pedestrian Safety Campaign
Concept Idea

Attachment 3
Page 1 of 3

Campaign Goals

The main goal of this campaign is to increase safety for both pedestrians and motorists by increasing awareness and improving behavior.

Target Behaviors

To begin the campaign planning phase, we identified the full range of problem behaviors seen by drivers pedestrians and cyclists.

Motorist Behaviors

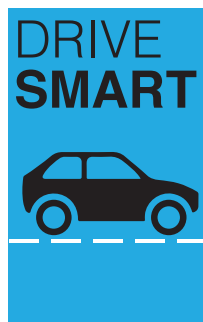
- Not looking for pedestrians when turning
- Distracted driving
- Not yielding to/stopping for pedestrians
- Speeding/reckless driving
- General discourteous behavior

Pedestrian Behaviors

- Not looking for cars when crossing
- Distracted walking
- Not crossing in appropriate locations (Crosswalks/intersections)
- General discourteous behavior

Campaign Elements

This campaign will use a combination of traditional outdoor, print, and web media, combined with community-based outreach. Some possible media include Metro advertising, street and outdoor banners, print and Online advertising, social media, and public service announcements. Other forms of media can be posters in store windows and on community bulletin boards, temporary decals on traffic signal boxes, outreach at community events, and distribution of educational materials at schools and local community partners.



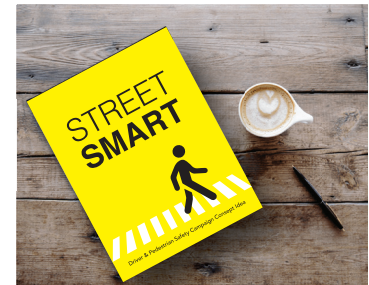
English

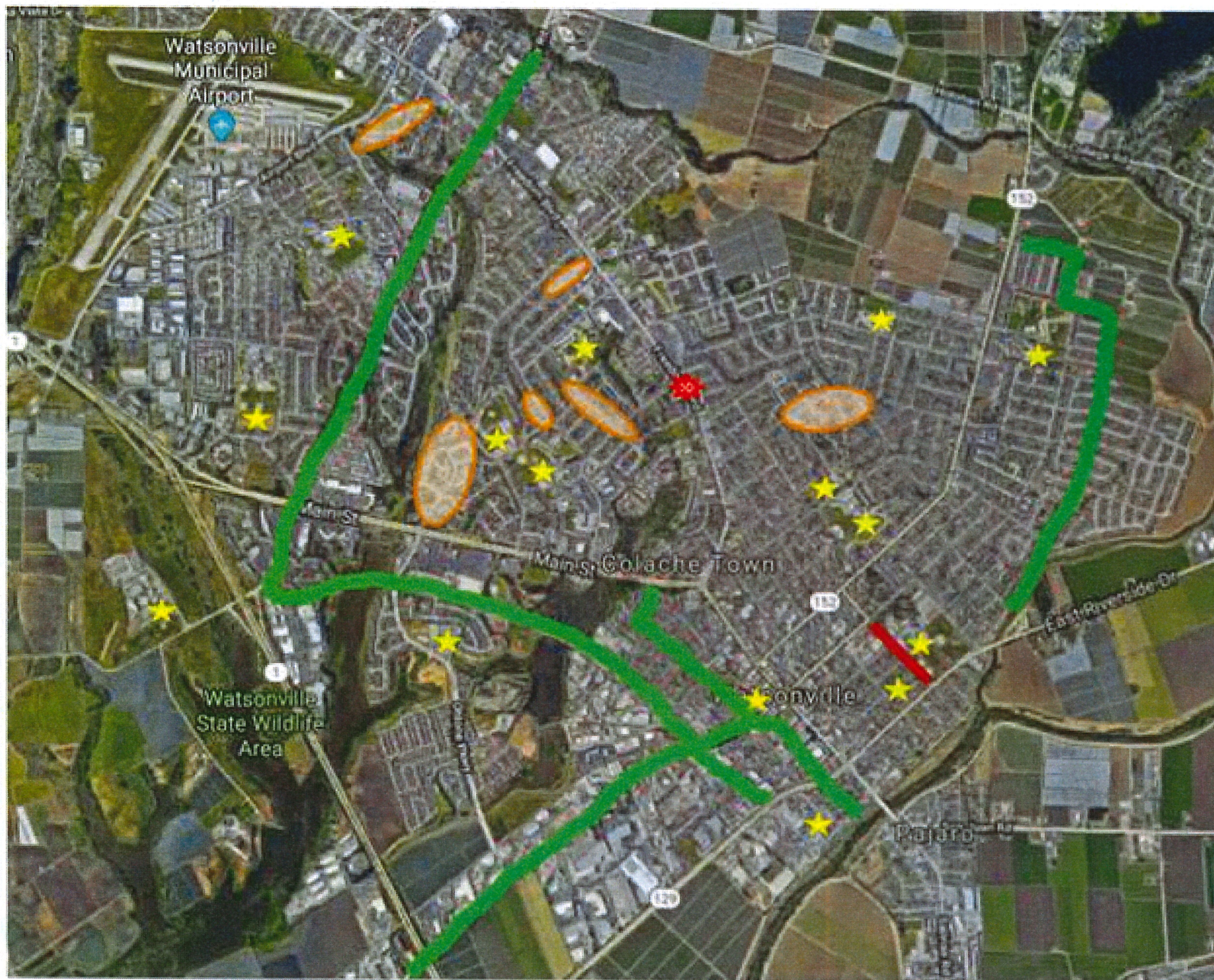


Español



Attachment 3
Page 2 of 3





Future Improvement Projects (PW&U)

- Green Bicycle Lanes and Road Restriping
- NTP Traffic Calming
- ★ Proposed Flashing Beacon
- Lincoln St Safety Improvements
- ★ Safe Routes to School

Curb Ramps (various locations Citywide- not indicated on map)

Citywide Re-striping and signs (various locations Citywide- not indicated on map)

Attachment 4

Page 1 of 1

LEGEND / LEYENDA

- STREET TREE INFILL
REPLANTEO DE ARBOLITOS DE CALLE
- LIGHTING - COMMERCIAL - BRIGHTER
ILUMINACIÓN - COMERCIAL - MÁS BRILLANTE
- LIGHTING - RESIDENTIAL - DIMMER
ILUMINACIÓN - RESIDENCIAL - MÁS OSCURA
- ALLEYWAY
CALLEJÓN
- ◆ ALLEYWAY SIGN
LETrero DE CALLEJÓN
- BUS STOP - SHELTER & BENCH
PARADA DE AUTOBUS - CASITA Y BANCO
- BIKE PARKING
ESTACIONAMIENTO PARA BICICLETAS
- P PARKING SIGNAGE
SEÑALIZACIÓN DE ESTACIONAMIENTO
- LANDSCAPED MEDIAN
MEDIANA AJARDINADA
- S SEATING - BENCHES
ASIENTOS - BANCOS

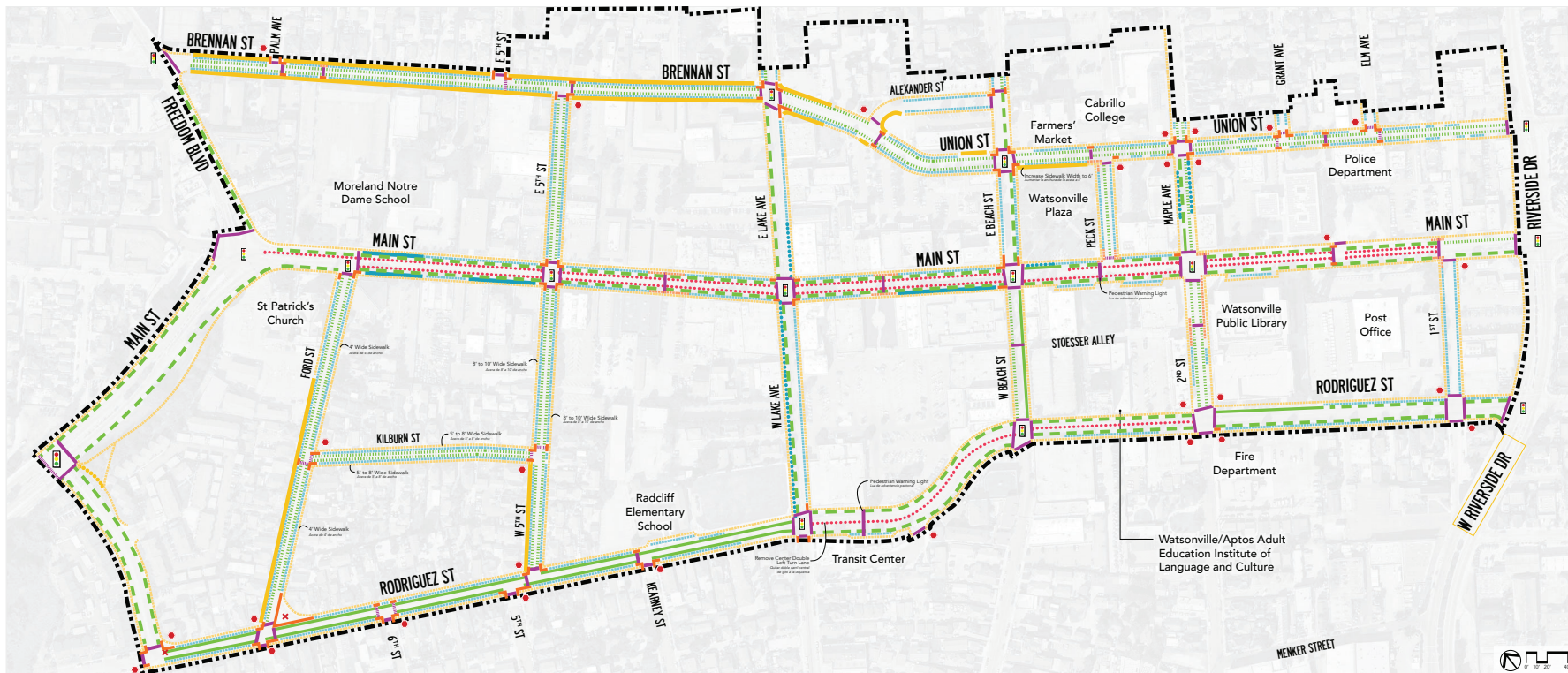


PREFERRED PLAN - AMENITIES / COMODIDADES DEL PLAN PREFERIDO
DOWNTOWN WATSONVILLE COMPLETE STREETS PLAN / PLAN DE CALLES COMPLETAS DE WATSONVILLE



LEGEND / LEYENDA

- SIDEWALK - EXISTING - 8' to 10'
ACERA - EXISTENTE - 8' A 10'
- SIDEWALK - WIDTH INCREASE
ACERA - AUMENTO DE LA ANCHURA
- SIDEWALK - NEW
ACERA - NUEVO
- TRAVEL LANE TO BE REMOVED
CARRIL DE TRÁNSITO QUE SE ELIMINARÁ
- PARKING - EXISTING TO REMAIN
ESTACIONAMIENTO - SE QUEDARÁ EXISTENTE
- PARKING - EXISTING TO BE REMOVED
ESTACIONAMIENTO - EXISTENTE QUE SE ELIMINARÁ
- PARKING - NEW
ESTACIONAMIENTO - NUEVO
- BIKE LANE
CARRIL DE BICICLETA
- BIKE LANE - WITH BUFFER
CARRIL DE BICICLETA - CON PROTECCIÓN
- SHARROWS
"SHARROWS"
- CURB BULB OUT - EXISTING
EXTENSIÓN DE ACERA - EXISTENTE
- CURB BULB OUT - NEW
EXTENSIÓN DE ACERA - NUEVO
- CROSSWALK - HIGH VISIBILITY
CRUCE - DE ALTA VISIBILIDAD
- CROSSWALK - NEW LEG
CRUCE - NUEVA SECCIÓN
- PORKCHOP ISLAND - TO BE REMOVED
ISLA - QUE SE ELIMINARÁ
- STOP SIGN, EXISTING
LETNERO DE ALTO, EXISTENTE
- TRAFFIC LIGHT, EXISTING
SEMAFORO, EXISTENTE



PREFERRED PLAN - CIRCULATION / PLAN DE CIRCULACIÓN PREFERIDO
DOWNTOWN WATSONVILLE COMPLETE STREETS PLAN / PLAN DE CALLES COMPLETAS DE WATSONVILLE



AMENITIES / COMODIDADES



DECORATED ALLEYWAY
Pasillo Decorado



ALLEYWAY SIGN
Cartel de Callejón



PUBLIC ART
Arte Público



DECORATIVE BRICK PAVING
Pavimento de Ladrillos Decorativos



SEATING
Asientos



LANDSCAPED MEDIAN
Mediana A Jardinada



STREET PLANTING
Jardinería en Calles



SHADE TREES
Árboles Sombrosos

LIGHTING / ILUMINACIÓN



INFILL PEDESTRIAN LIGHTS TO MATCH EXISTING
Relleno de luces peatonales como las existentes
luces adicionales como los existentes



ALLEYWAY LIGHTING
Iluminación del Pasillo

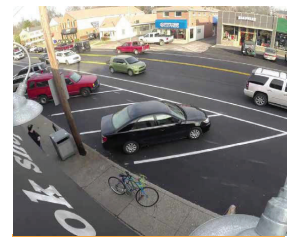


DECORATIVE LIGHTING
Luces decorativas

PARKING / ESTACIONAMIENTO



PARKING LOT SIGNAGE
Señalización de Estacionamiento



BACK-IN ANGLED PARKING
ESTACIONAMIENTO HACIA ATRÁS EN ÁNGULO

PEDESTRIAN IMPROVEMENTS / MEJORAS PEATONALES



PEDESTRIAN REFUGE ISLAND
Isla de Refugio Peatonal



HIGH VISIBILITY CROSSWALK AT SIGNALIZED INTERSECTIONS
Cruce Peatonal de Alta Visibilidad



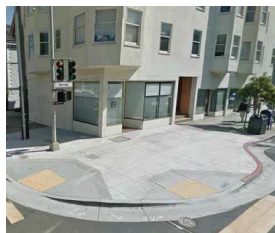
HIGH VISIBILITY CROSSWALK AT UNSIGNALIZED INTERSECTIONS
Cruce Peatonal de Alta Visibilidad



MID-BLOCK CROSSWALK WARNING BEACON
Iluminación de Cruce Peatonal a Medio Bloque



ADVANCED STOP LINES
Parada Avanzada o Líneas Para Ceder



CURB BULBOUT
Extensiones de Acera

BIKE IMPROVEMENTS / MEJORAS PARA BICICLETAS



BIKE PARKING
Estacionamiento para Bicicletas



BIKE BOX / LEFT TURN QUEUE BOX
CAJA PARA BICICLETA/ CAJA DE GIRO A LA IZQUIERDA



BIKE DETECTOR
Detector de Bicicletas



GREEN BIKE LANE
Carril para Bicicletas



BUFFERED BIKE LANE
Carril para Bicicletas con Protección



GREEN-BACKED SHARROW
Sharrow

TRANSIT / TRÁNSITO



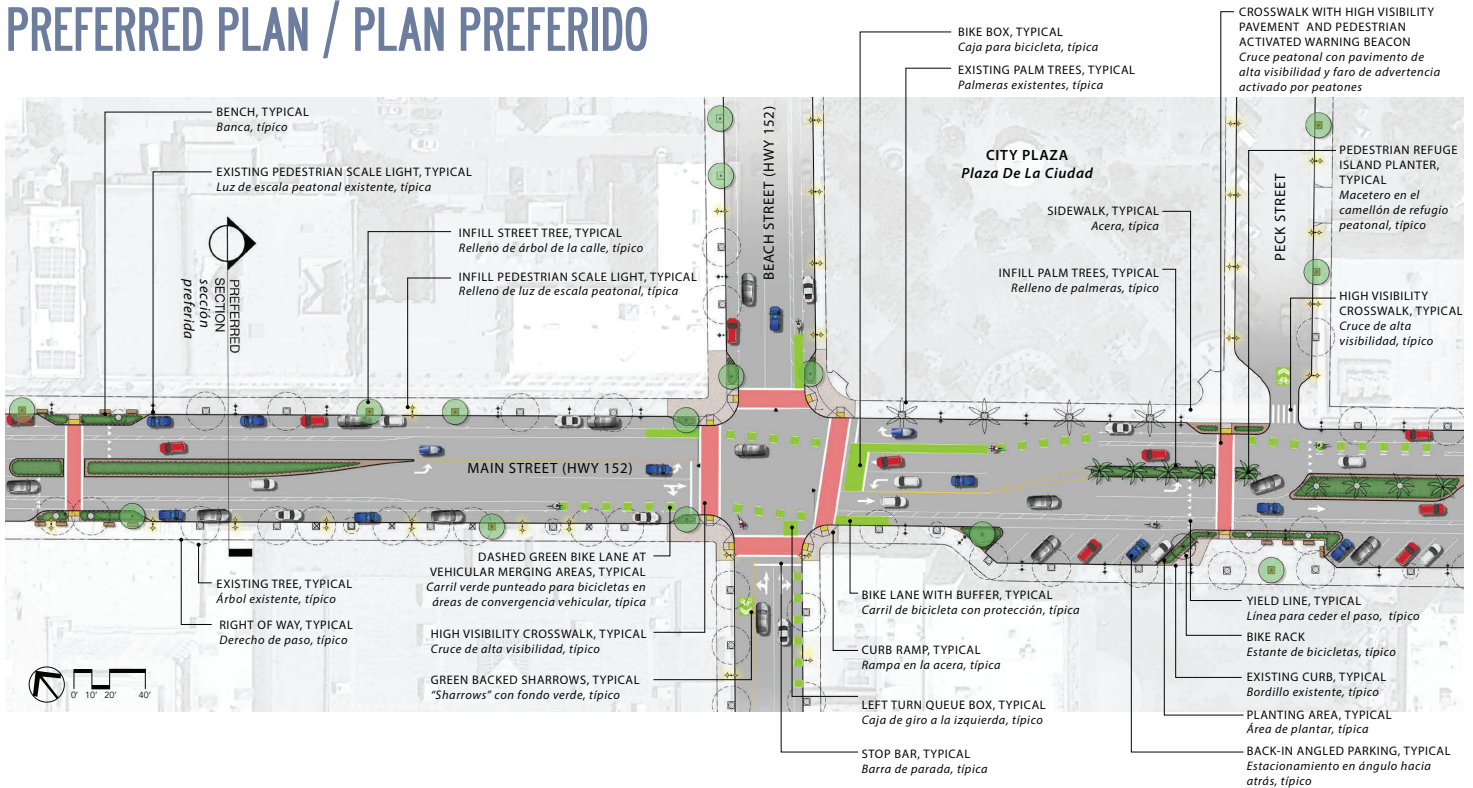
BRANDED BUS STOP SHELTER
Casetas de Autobús



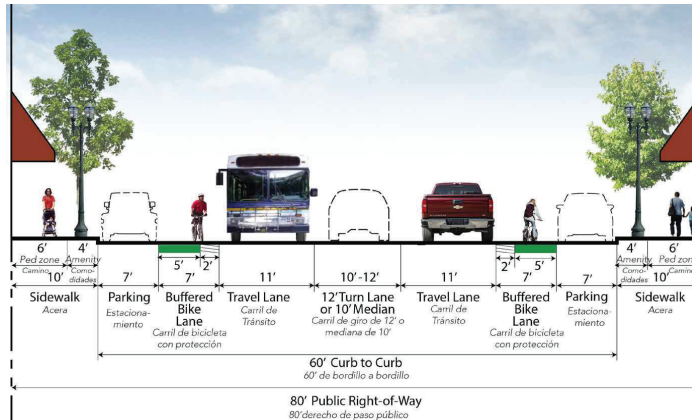
BUS STOP SEATING
Parada de Autobús

MAIN STREET

PREFERRED PLAN / PLAN PREFERIDO

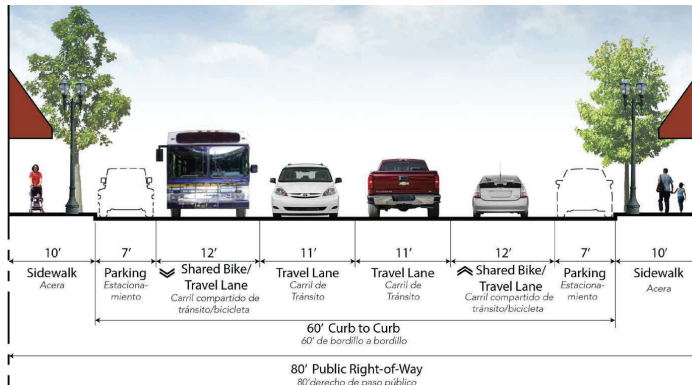


- Bike oriented
- Reduces travel lanes from 4 to 2
- Adds center turn lane
- Adds buffered bike lanes
- Keeps parking
- Orientado hacia bicicletas
- Reduce los carriles de tránsito de 4 a 2
- Agrega carril central de giro
- Agrega carriles para bicicletas
- Mantiene estacionamiento



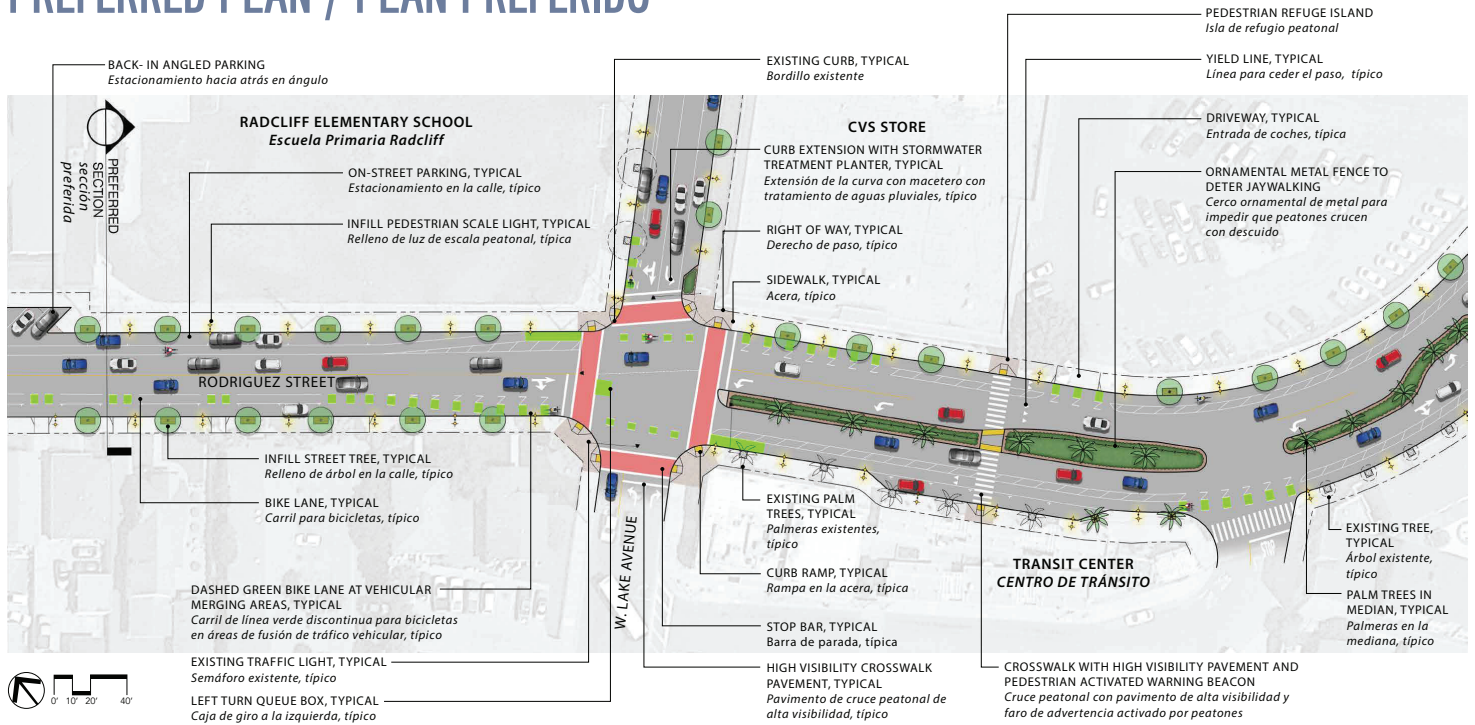
EXISTING / EXISTENTE (PLAN VIEW NOT SHOWN) VISTA DE PLANO NO ES MOSTRADA

- Vehicular oriented
- Keeps 4 travel lanes
- Keeps parking
- Lacks bike lanes
- Orientado hacia vehiculos
- Mantiene 4 carriles de tránsito
- Mantiene estacionamiento
- Falta de carriles para bicicletas

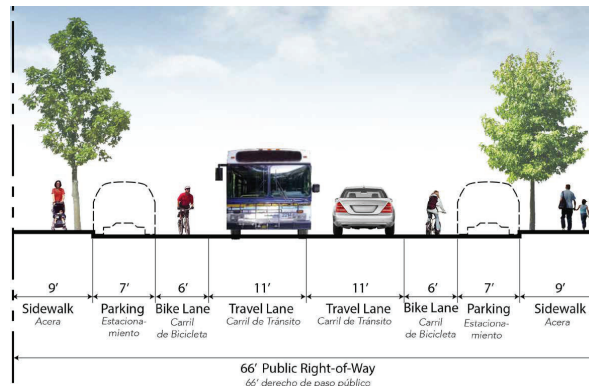


RODRIGUEZ STREET

PREFERRED PLAN / PLAN PREFERIDO

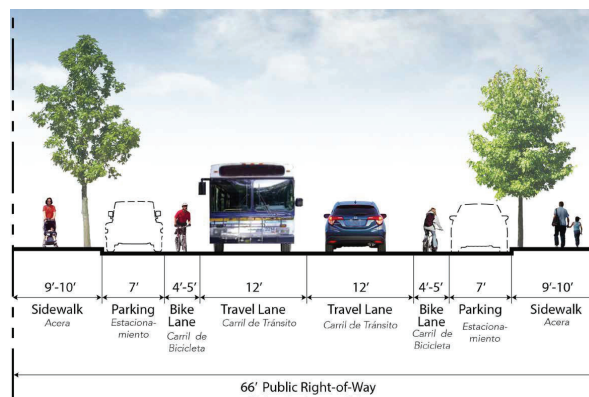


- Reduces length of turn lanes
- Reduces travel lane widths
- Increases width of bike lanes
- Reduce los carriles de giro
- Reduce lo ancho de los carriles de tránsito
- Aumenta lo ancho de los carriles para bicicletas



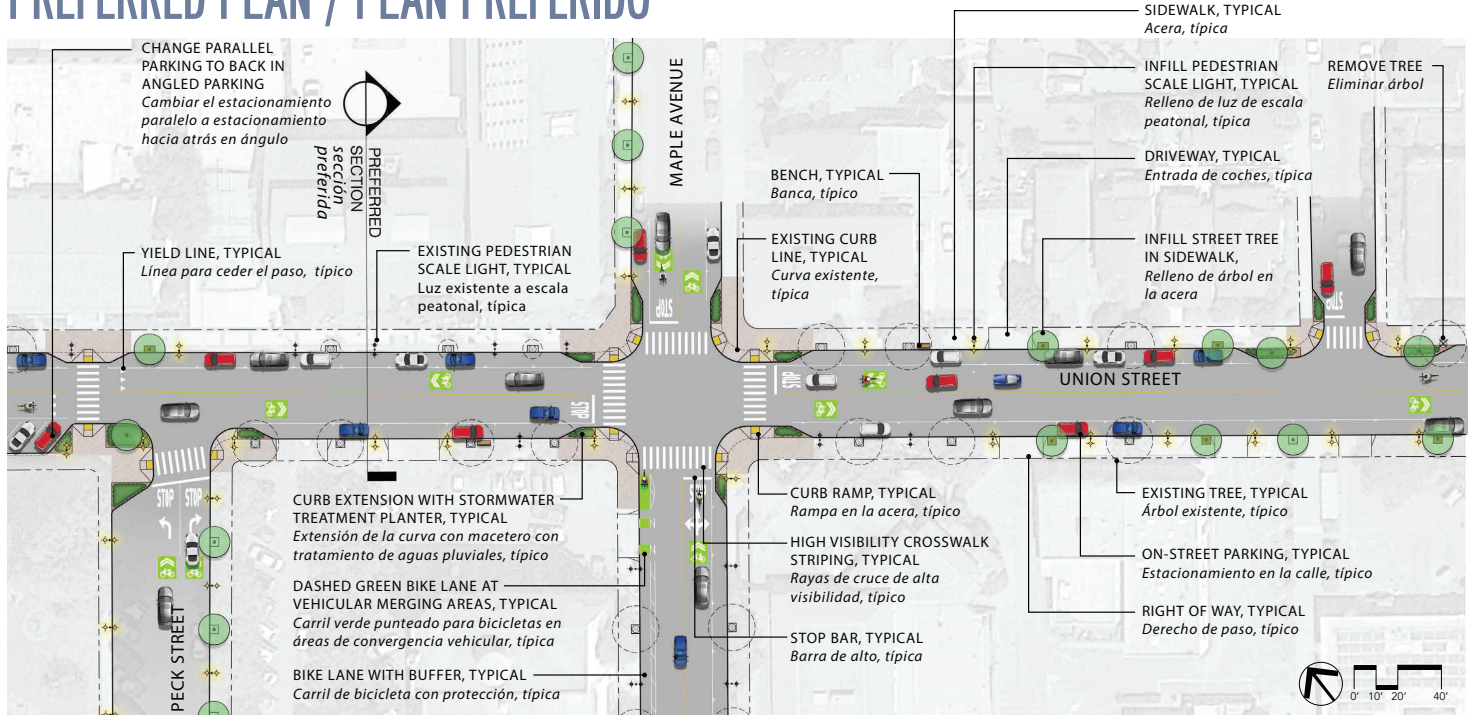
EXISTING / EXISTENTE (PLAN VIEW NOT SHOWN) VISTA DE PLANO NO ES MOSTRADA

- Has substandard bike lane width
- Keeps parking
- Has adequate sidewalk widths
- La anchura del carril de bicicleta es menos que lo estándar
- Mantiene estacionamiento
- Tiene la anchura adecuada para la acera

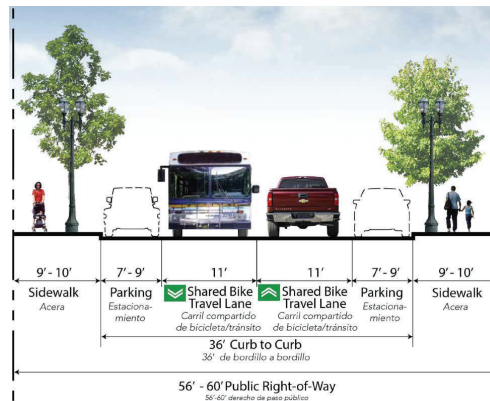


BRENNAN ST / UNION ST

PREFERRED PLAN / PLAN PREFERIDO

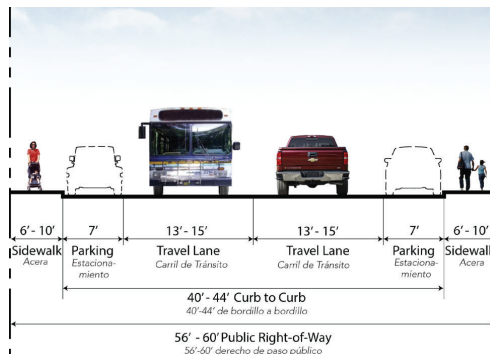


- Pedestrian oriented
- Reduces travel lane widths
- Increases width of sidewalks (where narrow)
- Adds street trees
- Reduces crosswalk distance with addition of curb extensions
- Orientado hacia peatones
- Reduce lo ancho de los carriles de tránsito
- Aumenta la anchura de las aceras (donde este angosto)
- Agrega árboles
- Reduce la distancia de cruce peatonal con la adición de extensiones de bordillo



EXISTING / EXISTENTE (PLAN VIEW NOT SHOWN) VISTA DE PLANO NO ES MOSTRADA

- Vehicular oriented
- Keeps wide travel lanes
- Keeps parking
- Brennan street lacks trees
- Orientado hacia vehiculos
- Mantiene lo ancho de los carriles de tránsito
- Mantiene estacionamiento
- Falta de árboles en la Calle Brennan



AGENDA: June 11, 2019

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)

FROM: Grace Blakeslee, Senior Transportation Planner, and
Joanna Edmonds, Transportation Planning Technician

RE: Scotts Valley, Unincorporated Santa Cruz County, and Watsonville Safe Routes
to School Plans

RECOMMENDATIONS

RTC staff recommends that the Elderly and Disabled Transportation Advisory Committee receive information about the preliminary recommendations resulting from the Scotts Valley, Unincorporated Santa Cruz County, and Watsonville Safe Routes to School planning effort.

BACKGROUND

In the Fall 2018, Ecology Action, in coordination with local jurisdictions, undertook a Safe Routes to School planning effort. As part of this planning effort, partner agencies – County Health Services, public works departments, and nonprofit Ecology Action – engaged in school bike/walk audits and public transit assessments. Because there is often overlap between the needs identified to increase biking, walking, and transit use to schools and the transportation needs of seniors and people living with disabilities, Ecology Action staff attended the September 2018 meeting of the E&D TAC and invited E&D TAC members to participate in this planning effort.

DISCUSSION

Ecology Action is currently working on two Safe Routes to Schools Plans which include 15 schools in the City of Watsonville and 16 schools in unincorporated Santa Cruz County and Scotts Valley. The plans will identify barriers to walking and biking to each of the 31 schools, as well as infrastructure and program recommendations for each school. The goal of the plans is to improve safety for students walking and biking and to encourage more active transportation trips to school.

The process started in fall 2018 with public meetings in Scotts Valley, Live Oak, Aptos, and Watsonville, with the goal of hearing from parents about their transportation ideas and challenges. Next, walking audits were conducted at each school during the morning drop-off period to observe traffic conditions. Public Works staff from Scotts Valley, the County, and Watsonville worked with Ecology Action and Alta Planning + Design to create recommendations lists for each school based on observed conditions and parent comments.

In spring 2019 the planning team gathered parent feedback on the recommendations through presentations at parent meetings. The preliminary recommendations list ([Attachment 1](#)) does not include feedback from parent presentations or from Caltrans, and recommendations are subject to change. The final plan is expected to be completed in late 2019/early 2020. Amelia Conlen, Ecology Action, will provide information about the planning effort.

SUMMARY

Ecology Action is developing Safe Routes to Schools Plans which include 15 schools in the City of Watsonville and 16 schools in unincorporated Santa Cruz County and Scotts Valley. The preliminary recommendations list is available ([Attachment 1](#)). Preliminary recommendations are subject to change based on input from Caltrans, local jurisdictions, and the public. The final plan is expected to be completed in late 2019/early 2020. Amelia Conlen, Ecology Action, will provide information about the planning effort.

[Attachment 1](#): Preliminary Scotts Valley, Unincorporated Santa Cruz County, and Watsonville Safe Routes to School Recommendations List

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SCOTTS VALLEY MIDDLE SCHOOL			
Location	Recommendation	Notes	
Bean Creek Road and Scotts Valley Drive intersection	Install high visibility crosswalks, curb extensions and median refuge islands. Install lead pedestrian interval	Housing development planned across this intersection from school	
Dirt paths at southwest extent of Bean Creek Drive	Pave (asphalt or concrete) existing dirt paths		
Shopping center at Mt Hermon Road and Scotts Valley Drive	Work with business owners to reconfigure parking lot and allow for school drop off	If infeasible, designate library parking lot as drop off/pick up	
Bean Creek Road at school driveway	Realign crossing and rebuild ADA ramp on west side. Upgrade crosswalk to high visibility		
School driveway	Install sidewalk/path on school side of driveway around baseball field to connect Bean Creek Road and school entrance	Need to maintain parking in first portion of driveway. 38' right of way - room for two 12' travel lanes, one lane of parking, and sidewalk	
Bean Creek Road between Scotts Valley Drive and Bluebonnet Lane	Trim vegetation to clear bike lane		
Bluebonnet Lane between Kings Village Road and Bean Creek Road	Close sidewalk gap on south side of the street just west of Bean Creek Road		
		See Citywide recommendations for Scotts Valley Drive and Lockewood Lane	

SCOTTS VALLEY HIGH SCHOOL		
Location	Recommendation	Notes
Main driveway at Meadow View Drive	Construct sidewalk and stripe bike lane on each side of the driveway.	Bike lane could be installed by narrowing existing travel lanes to 10'. Bike lane + sidewalk installation would require either road diet or using landscaped median space.
School parking lot on west side by field entrance between lower parking lot and staff parking/existing drop-off loop	Install pedestrian path in landscaping or widen fence entrance and install more landscaping to discourage pedestrians from walking through dirt	
Drop-off loop	Relocate drop-off loop to just beyond ADA parking area, adjacent to field, at west side of parking lot. Construct sidewalk with awning adjacent to new drop-off area. Consider directing parents to enter from the southern driveway and exit through the northern driveway.	
Secondary driveway at south of campus	Install wide sidewalk or path at sidewalk level on south side of drive aisle, connecting to proposed drop-off loop sidewalk. Upgrade crosswalk to high visibility	Reconstruct median if needed to construct sidewalk and allow entry and exit.
Parking lot	Wayfinding signage for drop-off loop, parking areas, etc	
School bike cage	Move bike cage to more visible location	
Glenwood Drive at Meadow View Drive	Upgrade crosswalks to high visibility. Depending on driveway re-design, install curb extensions to shorten crossing distance	

Glenwood Drive between Meadow View Drive and Scotts Valley Drive	Add buffers and keep bike lanes at 5' by narrowing travel lanes to 11' and/or expanding right of way.	Existing curb to curb width = 34' Proposed Cross Section: 2- 11' Travel Lanes, 2-1' Buffers, 2-5' Bike Lanes
Casa Way at Glenwood Drive	Upgrade crosswalk to high visibility	
Sandraya Heights Road at Glenwood Drive	Install curb extension on northwest corner to shorten crossing. Install high- visibility crosswalk	
Hacienda Way at Glenwood Drive	Install curb extensions to reduce crossing distance. Reduce Hacienda Way to one lane at intersection.	
		See Citywide recommondations for Scotts Valley Drive and five-way intersection

VINE HILL ELEMENTARY			
Location	Recommendation	Notes	
School driveway	Narrow driveway. Construct official ped entrance at west side of driveway entrance with stairs, ramps, and monument signage. Install high-visibility crosswalk across driveway		
School parking lot/loop	Remove bollards from pedestrian path between school and loop. Consider reconfiguring loop to be more efficient after driveway reconfiguration		
Vine Hill Road at Tabor Drive/Scotts Valley Drive	Upgrade crosswalks to high visibility. Install pedestrian/bicycle entrance from intersection or Tabor Drive		
Vine Hill School Road between Glenwood Drive and Tabor Drive	Narrow travel lanes to 11' to widen bike lanes to 6'. Remove signs that indicate bike lanes are dependent on time of day.	Existing Curb to Curb width = 34' Existing Cross Section = 2-12' Travel Lanes, 2-5' Bike Lanes	
Siltanen Community Park	Study options to improve paths to school campus.		
Highway 17	Consider installing bike/ped bridge over highway as a long term project		
		See Citywide recommendations for Scotts Valley Drive and five-way intersection	

CITYWIDE RECOMMENDATIONS			
Location	Recommendation	Notes	
Scotts Valley Drive/Glenwood Drive/Hacienda Drive/Highway 17 on- and off-ramps	Consider roundabout design	Short term: install leading pedestrian interval and curb extension at NE corner of intersection. Upgrade all crosswalks to high visibility.	
Scotts Valley Drive + Whispering Pines Drive between Vine Hill School	Upgrade bike lanes to Class IV separated bikeway and widen sidewalks. Could be accomplished	Short term: Upgrade bike lanes to buffered bike lanes.	
Lockewood Lane	Fill sidewalk gaps on south side of street		

APTOS JUNIOR HIGH		
Location	Recommendation	Notes
Stairway at Polo Drive at Soquel Drive	Widen stairway	
Polo Drive at Soquel Drive/Rio Del Mar Boulevard	Update crosswalks to high-visibility. Install curb extensions on three corners. Install Lead Pedestrian Interval. Long term: consider roundabout	
Rio Del Mar Boulevard overpass over Highway 1	Narrow vehicle lanes to widen bike lanes. Install bicycle conflict markings across on- and off-ramps	
Rio Del Mar Boulevard between Palmer Ave and Highway 1 ramps	On south side of Highway 1, install buffered bike lanes or separated bikeway by narrowing vehicle lanes. On north side of Highway 1, upgrade bike lanes to buffered bike lanes or separated bikeway by narrowing vehicle lanes.	Need to check widths between Murray and Dorsey
Bonita Drive at Rio Del Mar Boulevard/Clubhouse Drive/Loma Prieta Drive	Reconfigure intersection to shorten crossings and install sidewalks on southern side of the intersection to connect to sidewalk on Clubhouse Drive. Improve pedestrian access through intersection. Long term: consider roundabout	
Soquel Drive at Monroe Avenue	Install RRFB at existing crossing	
South side of campus	Study feasibility for an ADA-compliant pathway to connect to Soquel Drive/Monroe Avenue/Huntington Drive	If pathway is not feasible, install bikeable ADA-compliant path on school property between Polo Drive and school campus
Huntington Drive at Wallace Avenue	Install curb extension on northeastern corner. Upgrade crossing to high visibility	
School driveway at Huntington Drive	Reconfigure driveway entrance/exit to better accommodate turning buses	
Drop-off loop at main campus	Add sidewalk or pathway to drop-off loop. Reconfigure to have two drop-off lanes with sidewalk between and high-visibility crosswalk to connect to the school	
		See Countywide recommendations for Soquel Drive

BROOK KNOLL ELEMENTARY		
Location	Recommendation	Notes
Exit driveway	Remove double yellow centerline stripe. Reconfigure exit driveway to T-up driveway with roadway and tighten curb radii	
Drainage culvert near exit driveway	Formalize pedestrian pathway or establish an alternate designated pedestrian route onto school from Brook Knoll Drive. Install crosswalks in parking lot to connect path to school frontage.	
Entry driveway	Narrow driveway entrance. Replace sidewalk/driveway pan	Sidewalk/driveway pan has severe cracking
School parking lot	Consider reversing the flow of travel to increase visibility of drivers exiting. Relocate City Parks and Recreation portable to create more efficient flow in loop.	
Treetop Drive at Oak Knoll Drive	Daylight intersection. Install high-visibility yellow crosswalk across Treetop Drive at Oak Knoll Drive. Install landing on north side of new crosswalk.	
Treetop Drive/Brook Knoll Drive between Graham Hill Road and Sims Road	Install traffic calming measures	
Graham Hill Road at Treetop Drive	Improve connection between west end of crosswalk and hiking trail. Install pedestrian hybrid beacon across Graham Hill Road	
Graham Hill Road south of Treetop Drive	Close sideway gap on east side of Graham Hill Road, connecting to Graham Hill Plaza, Nepenthe Drive and Sims Road	
Oak Knoll Drive or Orchard Drive	Work with property owners to identify and install pedestrian path to connect Sims Road to Treetop Drive	
Brook Knoll Drive	Repair/widen sidewalk on south side of street. Work with property owners to keep sidewalk clear of debris	
Sims Road between Graham Hill Road and La Madrona Drive	Install sidewalk	
Between school and Sims Road, approximately 400 feet south of Brook Knoll Drive (in vacant property)	Work with property owner to install Class I shared-use path	
		See Countywide recommendations for Graham Hill Road

CALABASAS ELEMENTARY		
Location	Recommendation	Notes
Front of school between parking lot and drop-off loop	Install bike parking area	
Drop-off loop	Install sidewalk median to create second drop-off area along center of drive aisle in existing drop-off loop. Allocate one curb frontage to bus, one to parent drop-off. Terminate sidewalk before curves entering and exiting driveway. Stripe exit driveway to	
Staff parking lot, east side, north of crosswalk	Install hatched markings and/or berm to prevent drivers from parking on the crosswalk	
Bradford Road at Calabasas Road	Install curb extensions at all corners. Refresh crosswalks	Narrow intersection sufficiently to
Calabasas Road between Buena Vista Drive and Barbara Way	Install second bike lane stripe to separate parking aisle and bike lane on north side of road. Install "no stopping/bike lanes" signs to south side of road	
Calabasas Road at Barbara Way	Install curb extension at northeast corner	
Buena Vista Drive between Freedom Boulevard and Calabasas Road	Install Class I shared-use path on south side of roadway	
Bowker Road between Calabasas Road and Buena Vista Drive	Install slotted speed humps	
		See Countywide recommendations for Freedom Boulevard

DEL MAR ELEMENTARY		
Location	Recommendation	Notes
17th Street at Merrill Street	Install curb extensions on all corners. Replace stop signs with LED flashing stop signs	
Jami Lane at Alice Street	Upgrade crosswalk to high visibility	
Alice Street at Corcoran Avenue	Upgrade crosswalk to high visibility. Install high-visibility crosswalk across Corcoran Avenue. Install sidewalk/path between apartment complex driveway and new Alice Street intersection crossing. Conduct stop sign warrant in northbound	
Corcoran Avenue at Portola Drive	Install curb extension on northeast corner. Upgrade crosswalk across Corcoran Avenue to high visibility	
Portola Drive at 26th Avenue	Install traffic circle to slow traffic speeds	Short term: install curb extensions on all crosswalk legs
17th Avenue at E Cliff Drive/Portola Drive	Install intersection crossing markings through the intersection. Install curb extensions at northeast and southwest corners and remove slip lanes	
		See Countywide recommendations for 17th Avenue, Felt Street and rail line

GREEN ACRES ELEMENTARY			
Location	Recommendation	Notes	
Bostwick Lane - west	Install slotted speed humps. Remove bollards in pathway entrances to school. Daylight parking lot entrance and exit		
Bostwick Lane - east	Remove contra flow bike lane striping. Install bike lanes	Vehicle lanes would be 10 feet with 4 foot bike lanes	
Paul Minnie Avenue at Bostwick Lane	Conduct stop sign warrant. Daylight intersection		
Paul Minnie Avenue	Install S1-1 with W16-9P School Advance Crossing signs as appropriate		
Rodriguez Street at Paul Minnie Avenue	Daylight intersection. Upgrade stop signs to LED flashing stop signs		
Rodriguez Street between Rodriguez Street path and Paul Minnie Avenue	Fill sidewalk gaps		
Rodriguez Street path and gate to schools	Pave path. Open gate for Tierra Pacifica students		
School grounds	Pave/upgrade path from Rodriguez Street path to bike corral		
Vacant lot between school and Rodriguez Street	Include path from Rodriguez Street to school as part of development		
17th Avenue at Rodriguez Street	Consider neighborhood traffic circle		
Jose Avenue between Rodriguez and Capitola	Fill sidewalk gaps		
		See Countywide recommendations for Rodriguez	

LAKEVIEW MIDDLE SCHOOL		
Location	Recommendation	Notes
Holohan Road at E. Lake Avenue	Install curb extensions to reduce pedestrian crossing distances at all corners. Refresh high visibility crosswalk paint. Install limit lines for all vehicle approaches that are set back from crosswalks. Install button-operated pedestrian countdown timers and push button at each traffic signal with lead pedestrian intervals	
Holohan Road between Green Valley Road and Lake Avenue	Install Class IV separated bikeways or a Class I shared-use path along Holohan Road. Repair speed feedback sign. Install school zone signage and pavement markings as appropriate.	
Holohan Road at Laken Drive	Install curb extension on northwest corner of western intersection. Install sidewalk to on Holohan Road between Laken Drive and E. Lake Avenue. Paint high visibility	There are two intersections of Laken Drive at Holohan Road
E. Lake Avenue between Coleman Avenue and Holohan Road	Install sidewalk along eastern side of E. Lake Avenue north of the Levee Path. Install Class I shared use path along west side of E. Lake Avenue. Install high visibility crosswalks at each street crossing	Caltrans project currently in process
College Road between Lake Avenue and Lakeview Road	Install sidewalk or Class I shared-use path	
E. Lake Avenue between Holohan Road and School driveway	Retrofit eastern sidewalk path to be Class I shared-use path and extend to school driveway entrance. Paint red curb on E. Lake Avenue outside of school driveway. Pave path from Class I shared-use path along E Lake Avenue to sidewalk south of bus loop	

School Driveway/E. Lake Avenue	Install curb extensions with a high visibility crosswalk across the school driveway. Install red curb on East Lake, north of school driveway. Install a high visibility crosswalk across faculty lot driveway with additional staff parking only/no pick up or drop off signs.	
School Dropoff Zone	Paint vehicle lanes directing vehicles through the school loop. Refresh pavement markings along driveway and through loading zone loop. Include directional arrows for the vehicle through lane and a painted curbside loading zone. Install larger 'Do Not Enter' and 'Except Buses' signage at bus driveway. Install crosswalk and ramp to connect ADA parking spaces with school campus. Look at relocating ADA spaces to avoid crossing dropoff loop.	Long term: reconfigure loop to install center median to create two drop-off lanes with high-visibility crosswalk to connect median to school

LIVE OAK ELEMENTARY		
Location	Recommendation	Notes
Capitola Road at Chanticleer Aveunue	Install curb extensions on all corners. Install lead pedestrian interval and No Right on Red LED blank-out signs during school pick-up/drop-off times	
Capitola Road between 17th Avenue and Chanticleer	Repair sidewalk and work with property owners to clear debris. Relocate utility poles/cabinet if possible	
School drop-off loop	Reconfigure loop to have stair parking on the north side of the loop and lot on the east side of the loop adjacent to the school. Install center median to create two drop-off lanes with high-visibility crosswalk to connect median to school. Remove angled parking in school parking lot. Narrow exit driveway	
School parking lot	Widen sidewalk/path on south side of parking lot between Chanticleer Avenue and school	
Harper Street at Chanticleer Avenue	Install curb extensions on all corners to narrow crossing distance across Harper Street	
17th Avenue at Harper Street	Install high-visibility crosswalks on all four legs of intersection. Install curb extensions at southwest and northeast corners to reduce crossing distance on Harper Street	
		See Countywide recommendations for 17th Ave and Capitola Road

MAR VISTA ELEMENTARY		
Location	Recommendation	Notes
School Entrance Driveway	Install a protected shared-use path from driveway to front of school. Move School Speed Limit sign away from vegetation.	Allow bicycles and pedestrians to share a protected path
Main Parking Lot/Loop	Refresh markings and restripe parking lot for better traffic flow. Install high visibility crosswalk across main drive aisle. Install pavement markings to delineate passenger loading lane and through lane. Long-term: reconfigure parking lot and loop to install center median to create two drop-off lanes with high-visibility crosswalk to connect median to school	
School Exit Driveway	Install MUTCD-compliant "No Left Turn" signage. Refresh markings. Install shared-use path from	Allow bicycles and pedestrians to share a
Soquel Drive and Calabria Street	Install high visibility crosswalk across Calabria Street. Install curb extension on eastern corner. Install pedestrian median island that is mountable by fire trucks in crosswalk across Soquel Drive. Install painted bike lane conflict markings at the bus stop and across Calabria Street	
Soquel Drive between Calabria Street and Lomita Court	Move placement of speed feedback sign away from tree blockage	
Soquel Drive at Borregas Drive	Install curb extensions on southern corners of intersection. Upgrade crosswalk to high visibility on Borregas Drive. Refresh STOP pavement marking. Trim vegetation near stop sign. Install painted bike lane conflict markings at the bus stop and across Borregas Drive	
Estates Drive and Borregas Drive	Install Class III bike route road markings and signage. Install chicanes and traffic calming measures.	

Soquel Drive at Mar Vista Drive	Install high-visibility crosswalk across Soquel at Mar Vista. Install RRFB or overhead pedestrian hybrid beacon	Terrace is alternate location
Mar Vista Drive	Explore opportunities to create pedestrian connection between the two sections of Mar Vista Drive north of Soquel Drive, through Water District property	
		See Countywide recommendations for Soquel Drive

RIO DEL MAR ELEMENTARY		
Location	Recommendation	Notes
School grounds, south of drop-off loop	Install pedestrian path between school and path that connects to Pinehurst Drive. Consider incorporating a bioswale into design	
School grounds - fenced path south side of parking lot	Widen path by moving cyclone fence and shifting parking back	
School drop-off loop	Remove "Keep Clear" striping from driveway entrance. Make staff entrance only on north side of loop (new/upgrade signage). Trim vegetation at driveway exit. Reconfigure parking lot if needed to accomodate changes to entrances/exits. Install ADA-compliant ramp at eastern leg of high-visibility crosswalk through parking lot	
Pinehurst Drive at northern school driveway	Install sidewalk between Pinehurst Drive and crosswalk across staff parking entrance. Widen crosswalk and restripe as high visibility.	
Pinehurst Drive at Greenbrier Drive	Install curb extensions on all legs of crosswalks. Install high-visibility crosswalk across Pinehurst Drive on south side of intersection. Install sidewalk using street ROW on east side of Pinehurst Drive between 901 Pinehurst Drive and	
Pinehurst Drive at Pinehurst Way	Remove gate/fencing at pathway entrance to school. Install curb extensions on all legs of crosswalks	
Pinehurst Drive between Pinehurst Way and Clubhouse Drive	Close sidewalk gaps. Install No Stopping Anytime (R26 (S)) signs in red zones	

Dolphin Drive at Pinehurst Drive	Install curb extension on both legs of the existing crosswalk. Remove stop lines on either side of crosswalk and replace with yield lines in appropriate locations	
Sumner Avenue between Dolphin Drive and Clubhouse Drive	Close sidewalk gaps. Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor	Long term: rail trail will be installed adjacent to rail line/Sumner
		See Citywide recommendations for Clubhouse and Rio Del Mar

SHORELINE MIDDLE SCHOOL		
Location	Recommendation	Notes
Brommer Street at Chanticleer Avenue	Install curb extensions on all corners	
Brommer Street between 17th Avenue and Darlene Drive	Remove landscaping in shopping center at 1710 Brommer to install sidewalk on south side of street. Narrow vehicle lanes to widen bike lanes and install line between parking aisle and bike lane on north side of street	
17th Avenue at Brommer Street	Install curb extensions on all corners. Install lead pedestrian intervals	
17th Avenue between Kinsley Street and Brommer Street	Install speed feedback sign	
17th Avenue (east side) in front of auto shop (between Kinsley Street and Simpkins Swim Center driveway)	Raise sidewalk to be even with rest of the sidewalk	
17th Avenue at Ledyard Trucking facility	Restripe crosswalk across driveway	
17th Avenue between Kinsley Street and Felt Street	Relocate fence to widen sidewalk on west side of street	
17th Avenue at Simpkins Swim Center entrance	Install curb extensions to narrow driveway entrance/exit.	Long term: marked crossing at rail trail
El Dorado Avenue at railroad tracks	Long term: Install path and rail crossing between El Dorado Avenue and parking lot	
17th Avenue at pedestrian school entrance	Construct ramp to allow bicyclists to access gate/sidewalk from roadway	
17th Avenue at Felt Street	Install curb extension to provide more sidewalk on northeast corner. Install signage to explain scramble crossing.	

See Countywide recommendations for 17th, Felt, and rail line

ANN SOLDO ELEMENTARY					
Location	Recommendation	Notes			
E Lake Avenue between Wagner Avenue and Holohan Road/College	Install sidewalk/path	Catrans is currently working on a project to install sidewalk on both sides of E Lake, and expand pedestrian infrastructure on the east side of the Corralitos Creek Bridge. Sidewalks should be installed in 2019, with the bridge improvements scheduled for 2022.			
E Lake Avenue	Install SI-1 with W16-9P School Advance Crossing signs as appropriate				
Wagner Avenue at E Lake Avenue	Install curb extensions on eastern corners to shorten crossing distance and discourage parking				
Menasco Drive at Vista Montana Drive	Refresh crosswalks. Install curb extensions on southeast corner.	Short term: maintain at least 20' no parking red curb adjacent to intersection			
School drop-off loop	Consider installing 5 mph stencil. Reconfigure parking lot and drop-off loop to create pedestrian space at the end of each parking aisle (and narrow drop-off loop) and channelize pedestrians into one crossing of drop-off loop. Remove arrows in parking aisles. Install stop sign at end of drop-off loop				
East end of Menasco Drive parking lot	Move school fence south. Install sidewalk or path with pedestrian-scale lighting between school drop off loop and existing path between parking spaces and fence				
Path between school campus and Secoya Street	Install pedestrian-scale lighting				
McKenzie Avenue at Tuttle Avenue	Install high-visibility crosswalks and curb extensions on all four legs of intersection				
McKenzie Avenue at Hushbeck Avenue	Install high visibility crosswalks and curb extensions on all four legs of intersection.				
McKenzie Avenue between Beck and northern end of street	Study feasibility of Safe Routes to Schools corridor treatments, especially near schools				
		See Citywide recommendations for East Lake Avenue			

EA Hall Middle School		
Location	Recommendation	Notes
Brewington Avenue at Orchard Street	Upgrade existing crosswalk to raised crosswalk and install curb extensions. Install high-visibility crosswalk across Orchard Street	
South side of Brewington Avenue, near track	Repair broken sidewalk	
E Lake Avenue at Brewington Avenue	Install curb extension at existing crosswalk or refuge island if curb extension is infeasible. Install Rectangular Rapid Flashing Beacon	
E Lake Avenue at Blackburn Street	Consider re-installing crosswalk across E Lake Avenue on south side of intersection. If crosswalk is re-installed, also install refuge island and/or curb extensions.	
Palm Avenue between Lincoln Street & Hill Avenue	Repair broken sidewalks	
Drop-off loop on Palm Avenue	Move bus drop off to staff parking entrance on Brewington Avenue or on street. Reconfigure loop and parking stalls on east side of loop to create two-lane drop-off area. Convert space on western side of loop to staff parking. Install barrier between parking area and street to create parking lot entrance and allow for parking adjacent to Palm Avenue	Having staff in the dropoff loop assisting with traffic control will help to increase the efficiency of the loop.
Madison Street between Palm Avenue and E Lake Avenue	Install Class III facility. Study feasibility of bicycle boulevard treatment.	
Madison Street	Open school gate on Madison before and after school.	See Citywide recommendation for automated gates.
		See Citywide recommendations for Brewington Avenue, Lincoln and East Lake

FREEDOM ELEMENTARY		
Location	Recommendation	Notes
Airport Road at Holly Drive	Install curb extension on both ends of western crosswalk. Narrow school driveway. Install level sidewalk across driveway	
Airport Road between Airport Boulevard and Holly Drive	Fill sidewalk gaps. Install Class III facility and study feasibility of bicycle boulevard treatments along the corridor.	
Holly Drive at Aspen Way	Install curb extension on southeast corner. Install high-visibility crosswalk	
School drop-off loop	Reconfigure loop to two separate aisles. Upgrade crosswalk to high visibility. Widen sidewalk. Install ADA-compliant path between sidewalk and crosswalk	
Holly Drive at Ross Avenue	Remove bollard from southwest curb ramp. Install curb extension on northwestern corner to align with southwestern corner of intersection. Install western crosswalk to match curb extension. Increase visibility at southeastern corner by relocating utility poles and/or installing curb extension. Install stop lines at all approaches	Long term: curb extensions on east side of intersection
Ross Avenue between Airport Boulevard and Holly Drive	Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor	
Ross Avenue	Work with Sunny Meadows Apartments to open gate between roadway and school campus. Install high-visibility crosswalk across Ross Avenue to connect to gate	See Citywide recommendation for automated gates.
School gate at Hope Drive	Open gate before and after school.	See Citywide recommendation for automated gates.
Holm Road at Chappell Road/Sunnyhills Drive	Reconfigure intersection; consider roundabout	
		See Citywide recommendations for Shady Oaks Drive + Sunnyhills Drive

H.A. HYDE ELEMENTARY		
Location	Recommendation	Notes
Freedom Boulevard at Clifford Drive/Gardner Avenue	Install high-visibility crosswalks. Install Leading Pedestrian Intervals as part of upcoming signal project. Consider no right turn on red on all approaches (could have right turn arrow concurrent with protected left turn phase on Freedom Boulevard). Install advance limit lines on Freedom Boulevard set back from crosswalks	Consider LED timed no right on red signage
Alta Vista Avenue at Marilyn Street	Upgrade crosswalk across Alta Vista Drive to raised crosswalk. Install high-visibility crosswalk across school driveway and curb extensions on either side.	Long term: consider raised crossing across driveway
Front parking lot	Remove parking to create formal loading loop separate from street. Install sidewalk between street and drop-off loop. Expand parking in back of school. Install sign to indicate parents should park in church parking lot	
Staff parking lot driveway	Allow parking and paint parking stalls next to trailers	
Alta Vista Avenue at Santa Clara Street	Install curb extensions on all corners and high-visibility crosswalk across Santa Clara on northwestern leg of intersection	
Santa Clara Street between Arthur Road and Miles Lane	Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor. Widen sidewalk on north side adjacent to school and/or remove utility pole obstructions from sidewalks.	
Santa Clara Street at Manana Lane	Install high-visibility crosswalk across Manana Lane and curb extensions on either side.	
Clifford Drive at Crescent Drive	Conduct stop sign warrant. Install curb extensions and high-visibility crosswalks on all legs	

Arthur Road at Crescent Drive	Move existing crosswalk across Arthur Road to southern side of intersection to avoid driveway and upgrade to high visibility. Install high visibility crosswalk across Crescent. Install curb extensions on both sides of marked crosswalks (three total).	
		See Citywide recommendations for Arthur Road, Clifford Drive

LANDMARK ELEMENTARY		
Location	Recommendation	Notes
Target shopping center	Encourage drop-off in shopping center	
Harkins Slough Road at Sunset Vista Drive	Install curb extension on southeast corner and median refuge island in crosswalk. Consider RRFB	
Monterey Vista Drive at Sunset Vista Drive	Install yellow high-visibility crosswalks. Consider compact roundabout	
Ohlone Parkway at Kingfisher Drive	Refresh crosswalk. Consider RRFB across Ohlone Parkway. Modify crosswalk to create pedestrian refuge island.	Pedestrian island would require reconfiguring merge lane on Ohlone Parkway
Ohlone Parkway between Main Street and Santa Catalina Avenue	Install fog lines to narrow lanes to 11'.	
Ohlone Parkway at Loma Vista	Install roundabout	
School parking lot	Install high-visibility crosswalks through parking lot to connect to existing crosswalks. Install signs to remind drivers not to leave their vehicles	
School parking lot entrance and exit	Install curb extensions across driveways to narrow driveways and reduce turning radii	

LINSCOTT CHARTER			
Location	Recommendation	Notes	
Elm Street crossing in front of school	Upgrade crossing to raised crosswalk. Repair ramp on north side of street		
Elm Street at Lincoln Street	Install curb extensions on both corners and high-visibility crosswalks across Elm Street and Lincoln Street. Paint additional red curb on the south side of Lincoln Street near corners to daylight intersections (ideally 20 feet for the departure and 10 for the arrival)		
Elm Street at Marchant Street	Move S1-1 sign away from light pole on south side of Elm Street to increase visibility. Install yellow high-visibility crosswalk across Elm at western leg of intersection. Install advance yield markings at the Marchant Street crosswalk		
Marchant Street	Repair broken sidewalks		
Marchant Street at alley behind school	Trim vegetation. Install convex mirror for visibility. Work with school to remove/relocate panels on fence to increase visibility.		
Marchant Street at Riverside Drive	Install curb extensions on all corners, considering drainage in design. Move sidewalk obstructions out of right-of-way and trim vegetation		1
Riverside Drive between Lincoln and Blackburn on school side	Widen sidewalk		
		See Citywide recommendations for Lincoln Street and Riverside Drive. Many Watsonville High recommendations also apply to Linscott	

MACQUIDDY ELEMENTARY		
Location	Recommendation	Notes
Martinelli Street between Freedom Boulevard and Lake Avenue	Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near school	
Martinelli Street crossing between Glemar Street and Washington Street	Consider offset crosswalk with pedestrian refuge island. Relocate handicapped parking and extend curb to move crosswalk closer to Glemar Street.	
Martinelli Street at Glemar Street	Install curb extensions to reduce crossing distance across Glemar Street	
Martinelli Street at Washington Street	Install curb extensions at three legs of intersection: both sides of southern Washington Street crosswalk and both sides of Martinelli Street crosswalk.	
409 Martinelli Street	Remove red curb in front of house	
Martinelli Street at Virginia Street	Install curb extensions and upgrade crosswalk to yellow high visibility. Install high-visibility crosswalk across Martinelli Street	
Martinelli Street at Bronson Street	Consider installation of compact roundabout with high visibility crosswalks to improve traffic flow.	Short term: upgrade crosswalks to high visibility.
Parking lot in back of school	Install an additional four parking spaces north of/adjacent to the existing four spaces in the center of the parking lot	Long term: consider moving special education busing to front of school and reconfigure back parking lot to increase capacity.
Dolores Avenue at California Street	Install red curb to daylight intersection	
		See Citywide recommendations for Lake Avenue.

MINTIE WHITE ELEMENTARY		
Location	Recommendation	Notes
Palm Avenue - crosswalk in front of school	Install raised crosswalk. Install pedestrian-scale lighting in front of school.	
Palm Avenue in front of school	Widen sidewalks	
Palm Avenue at Lincoln Street	Install curb extensions on all corners	
Palm Avenue at Madison Street	Daylight intersection	
Brewington Avenue	Install S1-1 with W16-9P School Advance Crossing signs as appropriate	
California Street between Sudden Street and Tuttle Avenue	Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near school	
California Street school frontage	Install advanced yield markings at crosswalks to increase compliance. Refresh high-visibility crosswalks along school frontage. Install pedestrian scale lighting along school frontage	
California Street at Roosevelt Street	Install curb extension on northeast corner	
California Street at Monte Vista Ave	Install curb extension on northeast corner	
California Street at back of school	Consider an attended rolling drop-off on California Street entrance to minimize car traffic on Palm Avenue.	
School campus	Install staff parking lot	
		See Citywide recommendations for Lincoln, East Lake and Brewington. See EA Hall recommendations for dropoff loop

PAJARO VALLEY HIGH		
Location	Recommendation	Notes
Primary School Road	Install speed bumps	
Primary School Road	Install sharrows	
Primary School Road	Build path on east side of street from Harkins Slough Road to existing Main Office crossing. Upgrade crossing to high visibility raised crosswalk.	Path can be DG or other less impactful material. Existing sidewalk on west side can serve those who prefer/need the smoother surface. This could reduce crossings at the Harkins Slough intersection
Primary School Road	Remove right turn lane at end of driveway. Combine right turn lane and existing path on west side of driveway to shared-use path. Expand sidewalk north of intersection by repurposing landscaped area.	Would not be needed if path on east side of driveway was installed.
Primary School Road at Harkins Slough Road	Install curb extensions on both sides of crosswalk	
Harkins Slough Road between school driveway and Silver Leaf Drive	Trim branches that encroach onto narrow sidewalk. Remove bike lane on south side of Harkins Slough Road and install two-way Class IV facility on north side with flexible delimiters. Install pedestrian-scale lighting.	Class IV is contingent on Caltrans project to expand bike/ped space on Hwy 1 overcrossing.
Harkins Slough Road westbound	As the bike lane terminates approaching the school entrance, install green conflict markings in the transition area. Install green-backed sharrows in the right turn lane	
Harkins Slough Road/Silver Leaf Drive/Green Valley Road	Install lead pedestrian interval. Restripe all crosswalks as high visibility and install crossbike treatments at both crossings of Harkins Slough Road. Install signage directing cyclists from Class IV bikeway to eastbound bike lane.	
		See Citywide recommendations for Green Valley Road and Main Street

RADCLIFF ELEMENTARY		
Location	Recommendation	Notes
Rodriguez Street at Kearney Street	Install advance stop markings on Kearney Street and advance yield markings on Rodriguez Street. Install curb extensions on all crosswalk legs	Short term: refresh existing high visibility
Rodriguez Street	Install pedestrian-scale lighting along the school frontage	Lighting on school property will maintain sidewalk width
Rodriguez Street	Restripe the bike lane with two edge lines (currently just the outer line). Install dashed green lane conflict markings in front of the school's angled parking south of Kearney Street	More clearly indicates a bike lane as opposed to a wide parking lane
Rodriguez Street at W Lake Avenue	Repair the sidewalk on the NW corner. Restripe existing crosswalks as high visibility	
Rodriguez Street at 5th Street	Restripe the existing crosswalks as high visibility. Install advance stop markings on W 5th Street and advance yield markings on Rodriguez Street. Install curb extensions across Rodriguez Street	
Rodriguez Street at Ford Street	Close slip lane. Install curb extensions on all corners. Consider installing bus boarding island or bus pullout.	
Ford Street at Kilburn Street	Consider installation of high-visibility crosswalk with curb extensions across Ford Street. Install advance yield markings	
Kilburn Street at W 5th Street	Install high-visibility crosswalk across Kilburn Street.	
		See Citywide recommendations for Lake Avenue, Main Street and Rodriguez

ROLLING HILLS MIDDLE SCHOOL		
Location	Recommendation	Notes
Drop-off Loop	Construct sidewalk along the portions of the drop-off loop where it is currently missing	
Drop-off Loop	Label parking spot closest to office as compact space. Large vehicles restrict visibility.	
Herman between Anna and Kralj	Widen sidewalks to 8 feet, with section between Anna Street and school driveway as highest priority. Formalize pathway (dg is ok) at northwest corner of Herman Avenue and school driveway entrance.	
Anna St/ Herman Ave	Refresh existing high visibility crosswalks and install curb extensions on three crosswalk legs. Install advance stop markings on the approaches with crosswalks	
Herman Ave (2nd house north of Anna)	Work with the property owner to trim bushes that encroach on the sidewalk	
Anna St between Technology and Lawrence	Implement traffic calming along Anna St	
Anna St between Holm/Herman	Widen the sidewalks to 8 feet. Relocate utility poles and signs when necessary	Section near school is highest priority.
Anna St/Shady Oaks Dr	Upgrade to raised crosswalk and install curb extensions (concrete or paint and post). Install advance yield markings. Install a high visibility crosswalk at the Shady Oaks approach. Install advance stop markings.	
Holm Rd/Anna St	Install curb extensions on all four legs of intersection. Use curb extension to straighten crosswalk on the north side of the intersection. Restripe existing three existing crosswalks and consider installing crosswalk on fourth leg. Install advance stop markings.	
Holm Rd/Jeanette Way	Install transverse crosswalks across Jeanette Way with advance stop markings. Install high visibility crosswalks across Holm Rd; install advance yield markings.	
Jeanette Way/San Tomas Way	Install transverse crosswalks across Jeanette Way	

See Citywide recommendations for Anna, Kralj, and Shady Oaks + Sunny Hill Drive

STARLIGHT ELEMENTARY		
Location	Recommendation	Notes
Parking lot/drop-off loop	Reconfigure to combine drop-off loops and consolidate driveways to create two drop-off lanes with central sidewalk and monitored, high-visibility crossing across the loop to the school	
Drop-off Loop Social Trail (by preschool)	Consider formalizing the "shortcut" pedestrian path between the drop-off loop and Hammer Drive. Trim nearby shrubs to increase visibility	
Hammer Drive between Winchester Drive and Pennsylvania Drive	From Pennsylvania Drive, repurpose one westbound lane and center median to create left turn lane into school driveway for east bound traffic. Install red curb/no parking signs along the school frontage of Hammer Drive, east of the driveway	This would eliminate the need for queueing drivers to cut into the opposing travel lane.
Hammer Drive at Pennsylvania Drive	Short term: Install temporary curb extensions at the corners to shorten crossing distances and reduce corner radii. Reduce Hammer Drive and/or Pennsylvania Drive to one lane approaching the intersection.	Long term: install roundabout
Pennsylvania Drive between Hammer Drive and Clifford Avenue	Install bike lane stencils in bike lanes. Remove white curb, install red curb, and install R7-9 "No Parking Bike Lane Signs" and consolidate drop-off activities into the drop-off loop	
Pennsylvania Drive north of Clifford Avenue	Implement traffic calming	
Pennsylvania Drive near Seneca Court (SW side)	Fill sidewalk gaps	
Clifford Avenue	After the completion of the neighborhood traffic calming plan, implement the recommendations	
Clifford Avenue at Pennsylvania Drive	Implement planned roundabout changes including marking sharrows and install Yield to Pedestrian signs at missing approaches	
		See Citywide recommendations for Arthur Road, Clifford Avenue and Pennsylvania Drive. Cesar Chavez recommendations also apply to Starlight.

WATSONVILLE HIGH SCHOOL		
Location	Recommendation	Notes
Blackburn Street at E Riverside Drive/Bridge Street	Reconfiguration of intersection, potential roundabout.	Short-term: refresh all crosswalk markings to high visibility
Blackburn Street at end of Wildcatz Way	Install high visibility crosswalk across Blackburn Street. Install School Assembly B sign at the crossing.	
Beach Street at Blackburn Street	Restripe all crosswalks as high-visibility crosswalks	
Beach St at Lincoln St (SE corner)	Work with property owner to trim hedges near corner of intersection to improve visibility	
Beach St at Lincoln St, Lincoln St between Beach and Maple	Reroute school buses to avoid this intersection to minimize conflicts with pedestrians. Consider closing to ALL traffic during school hours. Discourage through traffic during off hours.	An LPI would provide minimal benefit, as it does not address the false sense of security
Beach St at Marchant Street	Restripe both crosswalks as high visibility crosswalks Install RRFB at crossing across Beach	Per Caltrans project - to be installed in 2019.
Beach Street at Carr Street	Install advance yield markings at the Beach Street crossing and advance stop markings at the Carr Street approach	
E Beach St between Carr & Marchant	Refresh "SLOW SCHOOL XING" pavement markings Install School Assembly D sign at the beginning of the school zone Install School Assembly B sign at the Beach Street crossing of Marchant	
Beach Street	Conduct further study and outreach to determine the feasibility and pros/cons of a one-way to two-way conversion	One-way encourages speeding - less visual distraction, and also has been found to discourage stopping at businesses
Marchant Street	Repair broken sidewalks	
Maple Avenue at Marchant Street	Install curb extensions on all crosswalk legs and restripe existing crosswalks as high-visibility crosswalks. Consider gutter in design.	
Elm Street at Marchant Street	Move SI-1 sign away from light pole on south side of Elm Street to increase visibility. Install yellow high-visibility crosswalk across Elm at western leg of intersection. Install advance yield markings at the Marchant Street crosswalk	

Elm Street at Lincoln Street	Install curb extensions on both corners and high-visibility crosswalks across Elm Street and Lincoln Street. Paint additional red curb on the south side of Lincoln Street near corners to daylight intersections (ideally 20 feet for the departure and 10 for the arrival)	
Lincoln Street at Maple Avenue	Restripe existing crosswalks as high visibility crosswalks. Repair existing speed feedback sign. Install advance stop markings on Maple Avenue and advance yield markings on Lincoln Street	Per City project - to be installed in 2020
Lincoln Street at Bockius Street	Paint additional red curb on the south side of Lincoln Street near corners to daylight intersections (ideally 20 feet for the departure and 10 for the arrival)	
Lincoln Street south side between Beach Street and E Lake Avenue	Consider widening the sidewalks and/or relocating utility poles to provide sufficient sidewalk width	
Lincoln Street between Beach Street and Maple Avenue	Implement traffic calming on Lincoln Street	
Riverside Drive at Lincoln Street	Install curb extensions (all corners - concrete or paint & post) and add pedestrian scale lighting	
Riverside Drive between Lincoln and Blackburn on school side	Widen sidewalk	
East Lake Avenue at Palm Avenue	Relocate existing crosswalk to southern approach. Restripe as high visibility	
Union Street at Beach Street	Upgrade crosswalks to high visibility. Re-time signals to add Leading Pedestrian Interval	
		See Citywide recommendations for 2nd/Maple, Lincoln Street, Riverside Drive, and Main Street

CITYWIDE RECOMMENDATIONS			
Location	Recommendation	Notes	
2nd Street/Maple Avenue	Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near schools		
All schools	Change speed limits to 15 mph around schools		
All schools	Install/upgrade secure bike parking	Bike cages for middle and high schools	
All schools	Install automated gates that allow student access before and after schools, but that lock automatically during school hours.		
All schools	Work with school district to redirect/distribute bus traffic away from schools that they don't serve to reduce congestion		
All schools	Consider adding pedestrian-scale lighting around schools		
Anna Street between Hangar Way and Lawrence Ave	Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near schools		
Arthur Road/Auto Center Drive between Freedom Boulevard and Main Street	Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near schools		
Brewington Avenue between Paloma Way and E Lake Avenue	Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near schools		
Citywide	Roundabout education/signage		
Clifford Drive between Freedom Boulevard and Main Street	Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near schools		
E Lake Avenue between Bridge Street and Fire Lane	Install Class IV separated bikeway	Would require no parking on either side or removal of center turn lane	
E Lake Avenue between Fire Lane and Lincoln Street	Install buffered bike lanes	Remove parking on one side of the street (curb to curb width ~39')	
E Lake Avenue between Lincoln Street and Walker Street	Install 2 way Class IV separated bikeway	Remove parking on one side of the street (curb to curb width ~42'). Maintain one-way vehicular traffic	
Green Valley Road between Silver Leaf Drive and Airport Boulevard/Holohan Road	Reduce vehicle lanes to 10' or 11' and upgrade existing bike lanes to Class IV separated bikeway (buffered bike lanes with flexible delimiters)	Curb to Curb Width ~62'	

Harkins Slough Road between Green Valley and Walker Street	Reduce travel lanes to 10' or 11' to add buffer or protected bikeway between Green Valley Road and Watsonville Slough bridge. Reduce travel lanes to 11' to expand bike lane to 6' across bridge.		
Kralj Drive	Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near schools		
Lincoln Street between Freedom Boulevard and Riverside Drive	Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near schools		
Main Street/SR 152 between Freedom Boulevard and Front Street	Recommendation pending results of downtown Complete Streets Plan		
Main Street/SR 152 between Holm Road and Freedom Boulevard	Upgrade existing bike lanes to Class IV separated bikeway (buffered bike lanes with flexible delimiters), and/or improve existing pathway on south side of Main Street to Class I facility	Would require lane width reduction or removal or median	
Pennsylvania Drive between Green Valley Road and Main Street	Upgrade bike lanes to Class IV separated bikeway		
Rodriguez Street between Rodriguez Way and Front Street	Install traffic calming features. Reduce lane widths to widen bike lane and/or install buffered bike lanes with green lane treatments	Per Downtown Complete Streets Plan	
Shady Oaks Drive + Sunnyhills Drive	Install Class III facility. Study feasibility of bicycle boulevard treatments along the corridor, especially near schools		
W Riverside Drive/SR 129 between Union Street and Industrial Road	Reduce lanes to 10' or 11' or remove median and install Class IV separated bikeway		
W Riverside Drive/SR 129 between Union Street and Loughhead Avenue	Reduce vehicle lanes to 10' or remove parking on one side of the street to install Class II bike lanes		
Freedom Boulevard between Buena Vista Drive and Miles Lane	Remove center turn lane/median and install Class IV separated bikeway (buffered bike lanes with flexible delimiters)		
Freedom Boulevard between Miles Lane and Main Street	Remove center turn lane and install Class IV separated bikeway (buffered bike lanes with flexible delimiters)		

E&D TAC June 11, 2019 - Item 15

AGENDA: June 11, 2019

TO: Elderly & Disabled Transportation Advisory Committee
FROM: Grace Blakeslee, Senior Transportation Planner
RE: FY 18/19 Section 5310 Grant Applications

RECOMMENDATIONS

Staff recommends that the Elderly & Disabled Transportation Advisory Committee:

1. Receive information about the Federal Fiscal Year 2018/19 Section 5310 grant program; and,
 2. Designate a local review committee to score Section 5310 grant applications.
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BACKGROUND

Funding is available from Federal Transit Administration Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program. The program purpose is to improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available. This grant program provides capital grants for the purchase of specialized transportation vehicles and related equipment that meets the transportation needs of elderly persons and persons with disabilities. The FY 18/19 Section 5310 funding also allows for mobility management and operating costs as eligible expenses. These funding sources are administered by Caltrans under the direction of the California Transportation Commission. Santa Cruz County is considered under the small and rural community's portion of this program. Approximately \$14 million is available for small and rural communities this grant cycle. Funding is awarded on a competitive basis.

DISCUSSION

The Section 5310 grant call for projects will be released on July 1, 2019. Applications are expected to be due in early September 2019. Applications are submitted to the Santa Cruz County Regional Transportation Commission (RTC), which serves as the regional transportation planning agency. RTC staff will review and score applications and then request that the RTC approve grant scores at their October 3rd, 2019 meeting. The approved scores will be forwarded to Caltrans for their consideration. A fact sheet for the program and schedule is attached ([Attachment 1](#)).

The Section 5310 grant program is separated into two components referred to as the "Traditional Projects" & the "Expanded Projects". The "Traditional Projects" component of the Section 5310 grant program provides funding for vehicles and equipment. The "Expanded Projects" component provides funding for vehicles, operating assistance, mobility management, and other equipment.

All projects must be derived from a Coordinated Public Transit-Human Services Transportation Plan, adopted in 2018:

https://ambag.org/pdf/2018_CoordinatedPlan_Final.pdf

A local review committee will score projects consistent with Caltrans scoring criteria. RTC staff is seeking volunteers from the E&D TAC to participate in the Section 5310 local review committee. Entities that have assisted in the past include: Santa Cruz Metropolitan Transit District, Seniors Council, and Commission on Disabilities. Project scores will be forwarded to Caltrans staff for consideration for funding amongst all projects submitted by small and rural communities throughout California.

E&D TAC members interested in participating in the FTA Section 5310 local review committee should be aware of the following dates:

- August 2019 - Public Workshops on Section 5310 Application
- August 12, 2019 (*may need to be postponed depending on workshop dates*) - Draft 5310 Applications due to RTC staff only if applicants are requesting input from RTC staff on application
- September 2019 (*exact date to be determined*) - RTPA (RTC) Application deadline and applications distributed to local review committee members
- September 17, 2019 - Local review committee meets to score applications
- October 3, 2019 - RTC considers approval of local review committee scores
- October 8, 2019 - E&D TAC meeting to review application scores
- October 2019 - Locally determined scores submitted to Caltrans

Staff requests that E&D TAC designate a local review committee to score Section 5310 grant applications and make recommendations to the E&D TAC and RTC regarding grant scores.

Unmet paratransit and transit needs are those transportation needs which are not being met by the current public transit system, have community support, and do not duplicate transit services provided publicly or privately. At the RTC's May 2019 meeting, the RTC adopted the 2019 Unmet Paratransit and Transit Needs List. **Staff recommends that the E&D TAC identify which needs and associated projects should be prioritized for in the next two years to inform Section 5310 and other grant applications.**

SUMMARY

Funding is available from Federal Transit Administration Section 5310: Enhanced Mobility of Seniors and Individuals with Disabilities Program. The Section 5310 grant call for projects will be released on July 1, 2019. A local review committee will score projects consistent with Caltrans scoring criteria and scores will be forwarded to Caltrans for consideration. Staff recommends that E&D TAC designate a local review committee to score Section 5310 grant application and identify which unmet paratransit and transit needs should be prioritized to inform grant applications.

Attachment 1: Section 5310 Fact Sheet

Attachment 2: 2019 Unmet Needs List



FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities, Federal Fiscal Years 2018 & 2019

PROGRAM FACT SHEET & TIMELINE

Program Purpose:

- To improve mobility for seniors and individuals with disabilities by removing barriers to transportation services and expanding the transportation mobility options available.

Funding:

- Approximately **\$19 Million** in Federal Grant funds for Large Urbanized Areas and **\$14 Million** for Small Urban and Rural communities.
- This is a competitive grant process.
- The Federal Transit Administration (FTA) mandates that at least 55% of funding is used for Traditional Projects.
- FTA mandates that no more than 45% of funding be used for Expanded Projects.

Eligible Applicants:

- Private non-profit corporations (Traditional and Expanded Projects)
- Public Agencies where no non-profits provide service (Traditional Projects)
- Public Agencies approved by the State to coordinate services (Traditional Projects)
- Public Agencies (Expanded Projects)

Eligible Capital Expenses (Traditional):

- Accessible vans and buses
- Mobile radios and communication equipment
- Computer hardware and software

Vehicle Replacement (Traditional) Projects:

- Vehicle(s) must be in active service
- A replacement bus or van must meet or exceed useful life at the time of application.

Service Expansion Vehicle (Traditional) Projects:

- Services to additional persons; or
- Expanding the service area or hour; or
- Increasing the number and/or frequency of trips

Examples of Eligible Mobility Management (Expanded)

Projects: (but not limited to)

- Planning, development, implementation of coordinated transportation services
- Travel training/trip planning

Examples of Eligible Operating Assistance (Expanded)

Projects: (but not limited to)

- Expansion of hours/service of paratransit service beyond the requirement of the American with Disabilities Act (ADA)
- Enhancement of services (same day; etc.)
- New or expansion of Volunteer Driver Programs

Program Requirements:

- Grantees are responsible for the proper use, operating costs, and maintenance of all project equipment.
- Grantees certify that they will comply with State and Federal requirements.
- Grantees must certify that all projects are ready for implementation at time of application.

Information:

- See Caltrans Division of Rail and Mass Transportation (DRMT) Section 5310 webpage at: www.dot.ca.gov/drmt/fed5310.html
- Applications are submitted through BlackCat at: <http://cadot.blackcatgrants.com>
- Call for projects expected on **July 1 2019.**



5310 PROGRAM TIMELINE

Spring 2019:

- MPO/RTPA/Sub-Recipient Survey
- Townhall Meeting

July/August 2019:

- Call for Projects
- Grant Application Workshops/Webinar

September/October 2019:

- Applications close on BlackCat Electronic Grant Management (EGM) system
- MPO/RTPA score applications
- The State Review Committee (SRC) verifies MPO/RTPA scores

October 2019:

- MPOs/RTPAs verify regional prioritized lists on BlackCat to be submitted to the Federal Transit Administration (FTA) by Caltrans

November 2019:

- Regional scores are merged into a statewide-prioritized list of projects

December 2019:

- Submit draft list to the California Transportation Commission (CTC)
- CTC distributes public draft of the Program of Projects (POP)

January 2020:

- CTC conducts staff level conference for the SRC to hear any filed appeals
- CTC conducts public hearing to adopt final POP
- Final POP distributed publicly
- Projects are programmed in the Federal Transportation Improvement Program (FTIP)

Spring 2020:

- Schedule Successful Applicant Webinar, verify new agency information
- After verification that all projects are programmed, approved POP submitted to FTA for funding approval
- After FTA's final approval, Standard Agreement process initiated
- Procurement process begins

Program Note:

FTA Section 5310 vehicles are purchased by Caltrans using a State procurement process. Upon Caltrans approval, public agencies may follow their own local procurement process. However, the grantee must comply with State and Federal procurement procedures when purchasing with local funds. Upon project completion, the grantee request reimbursement from Caltrans for the Federal Share.

** Timeline dates are subject to change.*

Final

2019 Unmet Paratransit and Transit Needs

Prioritization of Need:

H - High priority items are those items that fill a gap or absence of ongoing of service.

M - Medium priority items that supplement existing service.

L - Low priority items should become more specific and then be planned for, as funds are available.

1-3 Graduated scale indicates to what extent the need, if addressed, would: increase the number of individuals who are within a 30 minute transit trip to key destinations; improve safety; support economic vitality by way of decreasing transportation costs; or, improve cost-effectiveness of transportation services.

Strategies:

- Proposals and suggestions to address need, including programs and projects.

General

1. **H1** - Safe travel paths between senior and/or disabled living areas, medical facilities, educational facilities, employment locations, retail centers, entertainment venues, bus stops, and/or railroad crossings.
 - Improve accessibility at and to bus stops - such as, but not limited to, sidewalk and crosswalk improvements connecting destinations frequented by senior and disabled individuals and transit stops such as, but not limited to, those identified in the RTC Safe Paths of Travel Final Report.
 - Secure funding assistance to make Safe Paths of Travel improvements.
 - Expand publicity regarding sidewalk maintenance.
2. **H1** -Transportation services to areas with high concentrations of seniors, disabled and low income individuals.
 - Support alternative transportation programs, such as vanpool programs, serving low income and senior housing areas outside of the transit service area in south county.
 - Explore pilot projects, such as regularly scheduled paratransit trips two-three times per week, to serve residents.
 - Secure funding for taxi voucher programs for senior and low income individuals.
 - Provide affordable and desirable housing for seniors and low income individuals within the existing transit service area.

- Provide incentives for senior and social services and medical and social services providers to be located in existing transit service areas.
 - Support programs that encourage ridesharing to destinations popular with seniors or high concentrations of seniors.
 - Seek volunteer drivers to provide transportation services.
 - Evaluate on-demand transit services.
3. **H3** - Transportation services for low-income families with children, including transportation for people transitioning from welfare to work.
- Support welfare to work programs and training programs.
 - Support transportation programs dedicated to serving low-income families with children.
 - Seek volunteer drivers for transportation family members to visits at detention facilities.
 - Provide taxi vouchers to low income families.
 - Reinstate ride to work programs.
 - Provide youth bus passes to low income households
4. **H1** - Transportation services for caregivers of senior and disabled clients.
- Support programs providing transportation for caregivers to clients.
 - Provide taxi voucher to caregivers.
 - Reinstate ride to work programs.

Paratransit/Specialized Transportation Services

5. **H1**- Coordinated and seamless-to-the-public system of specialized transportation with a Mobility Management Center (central information point, one stop shop).
- Assess feasibility and seek funds for development/start-up of the center, and assess entities already providing information and referral services).
 - Utilize information technology solutions to provide transit information that is accessible to all users.
6. **M1** - Paratransit service for the people who lost paratransit service due to changes in Santa Cruz Metro ParaCruz program in 2015.
- Support policies that expand ADA mandated paratransit service area.
 - Support programs providing specialized transportation to areas outside the ADA-mandated paratransit service area for a fee or at no cost.
 - Expand taxi voucher program.
7. **M1** – Access to paratransit services on all holidays.

- Extend existing paratransit services to holidays.
 - Support taxi voucher programs.
8. **H2-** Specialized transportation for areas outside the ADA-mandated paratransit service area for medical, non-medical trips.
- Secure funding for taxi voucher programs.
 - Provide affordable and desirable housing for seniors and disabled individuals within ADA paratransit service area.
 - Provide incentives for senior and social services to be located in transit service areas.
 - Support programs providing specialized transportation to areas outside the ADA-mandated paratransit service area for a fee or at no cost.
 - Support continuous funding for transportation to medical services.
 - Seek volunteer drivers to provide transportation services from areas not served by transit or ADA paratransit service.
 - Identify priority origins and destinations outside the ADA service area.
9. **M1-**Free or low cost paratransit options.
- Provide funding for programs that provide discounted and free paratransit rides.
 - Support programs that provide on-demand ADA accessible rides.
10. **H2** - Direct paratransit and accessible transit connections with neighboring counties- including Monterey (Pajaro), San Benito, Santa Clara and other points north.
- Establish direct inter-regional fixed route accessible transit service.
 - Develop plan to coordinate between agencies providing specialized transportation services in neighboring counties.
 - Support programs providing inter-regional specialized transportation for a fee or at no cost.
 - Establish feeder services to inter-regional accessible transit services.
11. **M1** - Affordable transportation for dialysis and other medical appointments, including 'same day' specialized transportation services for medical trips, on a continuous basis.
- Support continuous funding for 'same day' transportation to medical services.
 - Support continuous funding for no or low-cost specialized transportation to medical appointments.
 - Increase capacity of existing programs providing transportation to dialysis and other medical appointments.
 - Secure funding for taxi voucher programs.

12. **M2** - Transportation for programs that promote senior and disabled individuals health, safety and independence including, but not limited to, all senior meal sites in the county, the stroke centers, medical facilities, and senior activity centers.
 - Support continuous funding for transportation services to meal sites.
 - Provide transit and paratransit services to medical service centers.
 - Support volunteer drivers to provide transportation services.
13. **M2** - Conduct targeted outreach to seniors, people living with disabilities, and transportation service providers to provide information about transportation options and safety.
 - Provide safe driving and transit information at locations with concentrations of seniors.
 - Support field trips to events by bus ("Mobility Trainer" and "Bus by Choice" models)
 - Annual updates to transportation service providers including, but not limited to, providers included in the Guide for Specialized Transportation about paratransit service options.
14. **L2** - Publicity about existing specialized transportation services including ADA paratransit, non-ADA paratransit, taxi services, Medi-Cal rides and mobility training for people to use regular fixed route buses.
 - Streamline communication activities by establishing a central point of contact within health providers to disseminate information about specialized transportation services.
 - Support continuous funding for communication and outreach activities.
15. **H2** - Volunteer drivers in Santa Cruz County particularly in south-county and San Lorenzo Valley.
 - Expand outreach efforts to recruit drivers and promote services.
 - Support for the Volunteer Center Transportation Program.
16. **M2** - Affordable special care trips and gurney vehicle for medically fragile individuals and those needing "bed to bed" transportation.
 - Provide vouchers for specialized care trips.
 - Identify a service provider for gurney trips and assist in procurement of a vehicle for services.
 - Partner with assisted living and hospice care to provide services.
 - Publicize availability of services, if available.
17. **M3** - Ongoing provision of ADA Paratransit certification, provided by Santa Cruz Metro, at group facilities.

- Provide on-site services to reach a greater number of individuals.
18. **M3-** Specialized transportation services for people living with a cognitive impairments, dementia or mental health diagnosis.
 - Provide on demand transportation services for people living with a mental health diagnosis.
 - Provide services designated to assisting people with mental illness navigate transit and paratransit eligibility requirements.
 19. **L2 -** Specialized transportation for 'same day' low cost non-medical trips.
 - Expand taxi voucher program.
 - Support "on-call" volunteer drive programs.
 20. **L3 -** Anticipate growing demand for services by projecting funding needs for specialized transportation (including fixed route, ADA and non-ADA Paratransit) to provide transportation services to the senior population expected to increase over the next 15 to 30 years.
 - Identify funding needs for paratransit over a 15-30 year horizon.
 - Designated funding source for paratransit service.

Paratransit/Specialized Transportation Capital

21. **H1-** ParaCruz operating facilities.
 - Acquire and develop permanent operations and maintenance facility for ParaCruz to reduce operating cost.
 - Increase funding opportunities for paratransit capital projects.
22. **H2 -** Consolidated Transportation Services Agency operating facilities.
 - Acquire and develop permanent operation and maintenance facilities for Consolidated Transportation Services Agency.
 - Increase funding opportunities for paratransit capital projects.
23. **H2 -** Paratransit vehicle replacements.
 - Increase funding opportunities for paratransit capital projects including funding for electric vehicles.
24. **M1 –** Electric Vehicle Charging Stations
 - Support funding for electric vehicle charging infrastructure.

Transit Services

25. **H1** – Greater frequency and span of transit service in densely populated areas with a mix of land uses.
- Increase service level between downtown Santa Cruz and Capitola Mall Transit Center through the Live Oak corridor.
 - Enhance service on Mission Street.
 - Extend transit service hours later in the evening and early in the morning serving Cabrillo College and commercial centers of Santa Cruz/Live Oak/ Watsonville.
26. **H1** – Greater evening frequency and span of transit service in coverage oriented areas, in keeping with METRO service standards.
- San Lorenzo Valley Route 35 variants (Mt. Store and Country Club)
 - Local Watsonville services
27. **M1** – More transit service to UCSC.
- Increase weekend and weekday UCSC service.
28. **M1** - More interregional and cross county transit services.
- Increase Hwy 17 weekend service frequency.
 - Provide transit service from Santa Cruz County to Los Gatos.
 - Provide direct transit service to San Jose Airport.
 - Enhance Monterey County to Santa Cruz County service.
 - Support for an integrated transit network, which includes transit services on a dedicated transit facility on the rail right-of-way consistent with the Unified Corridor Investment Study.
29. **M1** – Free and low-cost transportation options, including fixed-route transit services.
- Support programs that provide transportation services, including, but not limited to bus services, for a reduced or no fee.
 - Seek volunteer drivers to provide transportation services.
 - Support programs that allow seniors and disabled individuals to ride free during designated time periods.
30. **M2** – More transit service between primary destinations in Santa Cruz County.
- Provide service between Capitola Mall and Cabrillo.
 - Expand transit service to new residential and commercial areas in Watsonville.
 - Improve north - south transit connections (ex. Soquel Ave/Drive \ to coastal communities).

- Support for an integrated transit network, which includes transit services on a dedicated transit facility on the rail right-of-way consistent with Unified Corridor Investment Study.
31. **M2-** More transit service to facilities providing medical, health and other social services.
 - Provide transit service to medical facilities.
 - Provide medical, health, and social services within the existing transit service area.
 32. **M2-** Access to transportation services on all holidays.
 - Provide regular Santa Cruz Metro service on holidays.
 - Support taxi voucher programs.
 - Support volunteer transportation services.
 33. **M2-** Easier and faster transit trips system wide.
 - Enhance connections through increasing the span and frequency of service.
 34. **M2-** Faster run times on transit routes.
 - Investigate opportunities for transit priority lanes and signal priority.
 - Pursue right turn pockets for bypass lanes for buses service and transit priority on Soquel Ave/Drive and Freedom consistent with the Unified Corridor Investment Study.
 - Consider direct services between more locations, reducing need for transfers.
 35. **M2 -**Intra-community service in Santa Cruz County communities.
 - Develop San Lorenzo Valley circulator.
 - Develop Scotts Valley circulator.
 - Investigate need for intra-community and neighborhood transit services
 - Consider partnerships with ride-hail and/or taxi services for first/last mile connections.
 36. **L2-** Transit service to major tourist destinations.
 - Provide transit service to Waddell Creek and North Coast and Highway 17 direct service to Boardwalk on weekends.
 37. **L2 -** Commuter transit service.
 - Extend Highway 17 service to Watsonville, or improve connections between Watsonville-Santa Cruz service and Highway 17 service.
 - Provide faster commute option for transit riders between SLV and Santa Cruz.

38. **L3-** Special event services.

- Establish program to coordinate with Santa Cruz Visitor Center and partner agencies to provide special event services.

Transit Capital

39. **M1** – ADA accessible bus stops.

- Provide ADA compliant bus stops.
- Prioritize bus stop improvements and shelter replacement based on high usage by seniors and people with disabilities.
- Install braille and raised numbers on bus signage at bus stops indicating which bus routes are being offered at each stop (or a technology-based way finding alternative).

40. **M1** –Maintenance of existing transit facilities.

- Support funding for maintenance of bus stops, parking lots, transit centers, buildings.

41. **H1** –Bus replacement: Replace buses beyond useful life as needed including buses, including buses providing rural service.

- Support funding for transit capital improvements.
- Support funding for electric vehicle bus replacements and electric vehicle charging stations.

42. **H1** - Transit station improvements.

- Investigate options for renovation or redevelopment of Santa Cruz Metro Center.
- Coordinate improvements to Capitola Transit Center with Capitola Mall ownership.

43. **H2** - Faster transit travel times.

- Installation of transponders on all buses for signal priority on major corridors improving traffic flow, reducing travel time, and improving on-time performance.
- Support and seek funding for bus on shoulder on Highway 1.

44. **H1** – Dedicated transit facilities.

- Right-of-way improvements and stations along Santa Cruz Branch Rail Line if a bus rapid transit (BRT) or rail service is developed consistent with the Unified Corridor Investment Study.
- Multimodal transfer facilities at stations along the Santa Cruz Branch Rail Line if BRT or rail service is developed.

45. **H3** - New equipment to assist with real-time operations, security, scheduling and planning.

- Automated Vehicle Location (AVL) System to provide better monitoring of on-time performance and more accurate data reporting.
- Automatic Passenger Counting (APC) system to make mandatory reporting more efficient and improve data for service planning.
- Install audio and video surveillance system for all buses.
- Install audio and video surveillance system for all buses
- Electronic fare payment for more convenient payment options and to speed up boarding.
- Modernize planning and scheduling software for more efficient service planning and better community outreach.

46. **M3** – More multimodal connections to transit.

- Construct park and ride lots in strategic locations along inter-city routes that lack adequate feeder service.
- (MOVED) Bike lockers and/or bike share stations at key locations to facilitate first/last mile of travel.

47. **M3** - Wifi expansion on buses.

- Install wifi equipment at all facilities and on all buses.
- Partner with private companies to provide wifi

AGENDA: June 11, 2019

TO: Elderly & Disabled Transportation Advisory Committee
FROM: Grace Blakeslee, Senior Transportation Planner
RE: Pedestrian Planning and Projects

RECOMMENDATION:

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) receive information about pedestrian planning and projects and consider the need for project specific temporary committees.

BACKGROUND

The E&D TAC advises RTC and local jurisdictions in Santa Cruz County on transportation issues, policies, plans, programs and projects for the elderly, disabled, and persons of limited means. In this role, the E&D TAC reviews and advises implementing agencies on pedestrian planning efforts and projects. Between 2008 to 2019, the Pedestrian Safety Work Group identified pedestrian planning efforts and projects that could address the needs of seniors and people living with disabilities.

DISCUSSION

The E&D TAC provides input on project funding and design as it relates to access for seniors and people living with disabilities, as needed. Regional transportation projects focused on pedestrian and bicycle access include the Monterey Bay Scenic Sanctuary Trail and pedestrian and bicycle Highway 1 overcrossings at Chanticleer Avenue and Mar Vista Drive ([Attachment 1](#)). Other pedestrian planning efforts and projects previously discussed or identified as priorities by the Pedestrian Safety Workgroup included, but were not limited to: pedestrian hazard reports; safe paths of travel; intersection design; sidewalk maintenance; education about sidewalk hazards including scooters and electric bikes on sidewalks; needs of disabled travelers in construction zones; and pedestrian education and outreach included in the Cruz511 Program.

The pedestrian hazard reports for the period covering April and May 2019 are included as [Attachment 2](#). A list of pedestrian hazard reports will be provided in the E&D TAC agendas as a consent item going forward.

Staff recommends that the E&D TAC consider the need for “temporary advisory committees” to address current topics related to pedestrian planning and projects, including topics previously reviewed by the Pedestrian Safety Workgroup. The option for E&D TAC member engagement in a temporary advisory committee is intended to draw more participation from E&D TAC members on timely and relevant projects. The “temporary advisory committee” would be dissolved once its specific task is complete.

SUMMARY

The E&D TAC reviews and advises implementing agencies on pedestrian planning efforts and projects. Staff recommends that the E&D TAC consider the need for “temporary advisory committees” to address current topics related to pedestrian planning and projects.

Attachment 1: Regional Pedestrian Transportation Projects

Attachment 2: Pedestrian Hazard Report Summary

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PROJECT FACT SHEET

Updated May 2019

Coastal Rail Trail

Monterey Bay Sanctuary Scenic Trail Network

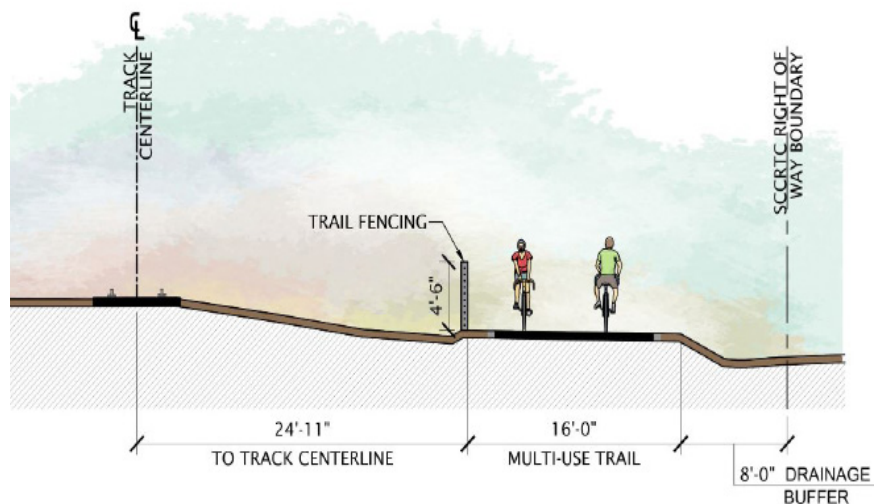
Project Description

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 are under development.
- ▶ Approximately \$24M has been secured from state/federal grants and private donations.
- ▶ Measure D will allocate approximately \$125M 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:** FY2021/22 for 5.4-mile segment; construction TBD for remaining 2.1 miles + amenities based on funding availability.

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 fall of 2019. Phase II TBD based on funding availability.

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 was funded and advanced ahead of trail **Width:** 10 feet **Construction:** Completed May 2019.

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:** First portion - FY2019/20; remainder FY2021/22



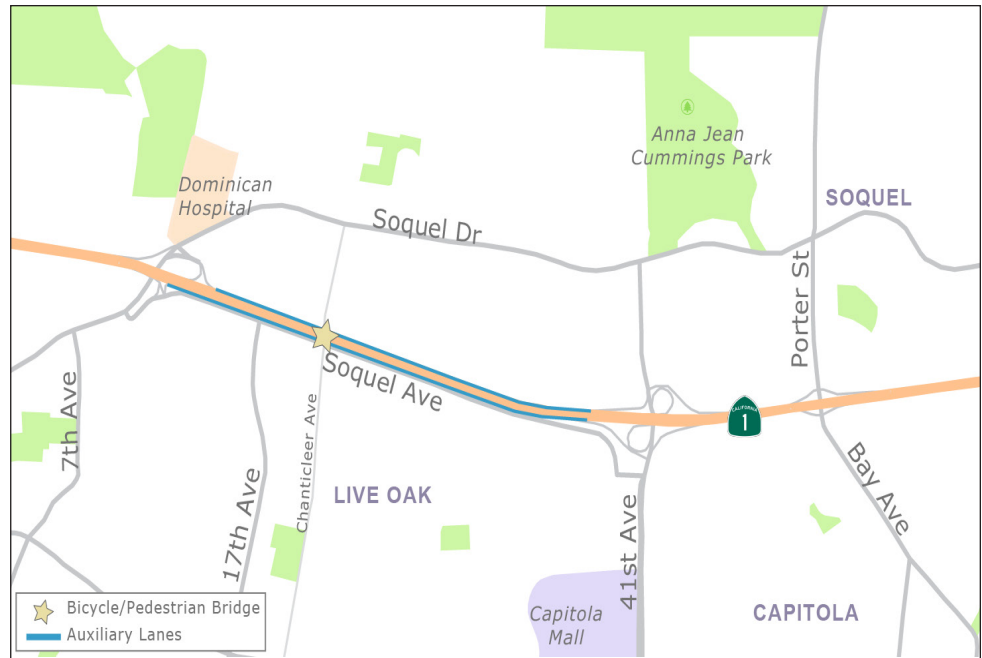
Highway 1 Auxiliary Lanes (41st Avenue to Soquel Drive), and Chanticleer Bike/Ped Overcrossing

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.

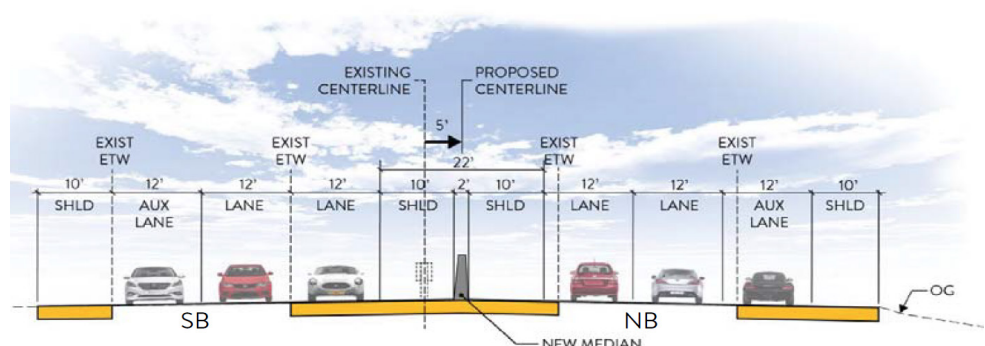
The pedestrian/bicycle overcrossing at Chanticleer Avenue provides an alternative route for bicyclists and pedestrians currently using the Soquel or 41st interchanges to cross over Highway 1. The overcrossing will be lighted, 12 to 14 feet wide, and will incorporate aesthetic treatments consistent with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

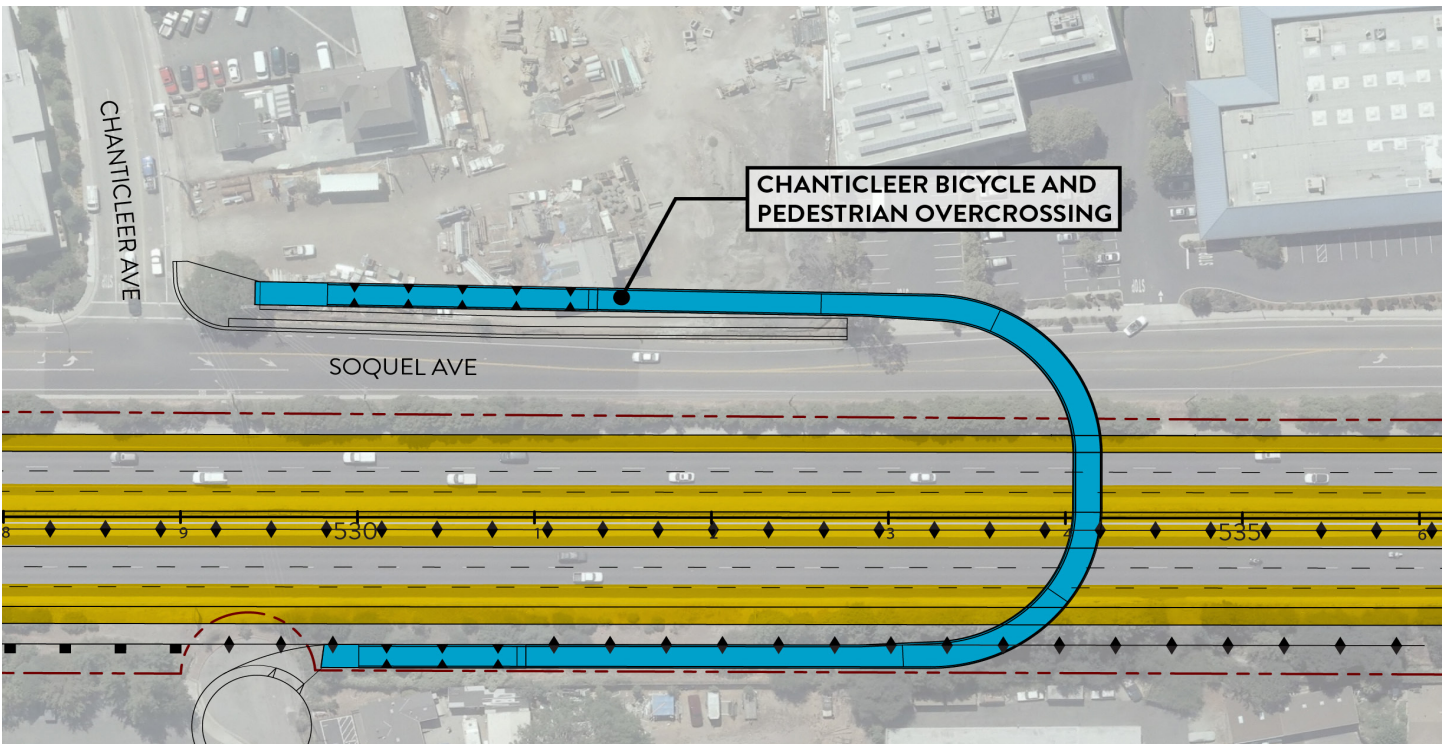
Estimated Project Cost	\$ 34,212M
Funding Sources	
Measure D	\$ 1,650M
Other Secured	\$ 6,000M
Needed	\$ 26,562M

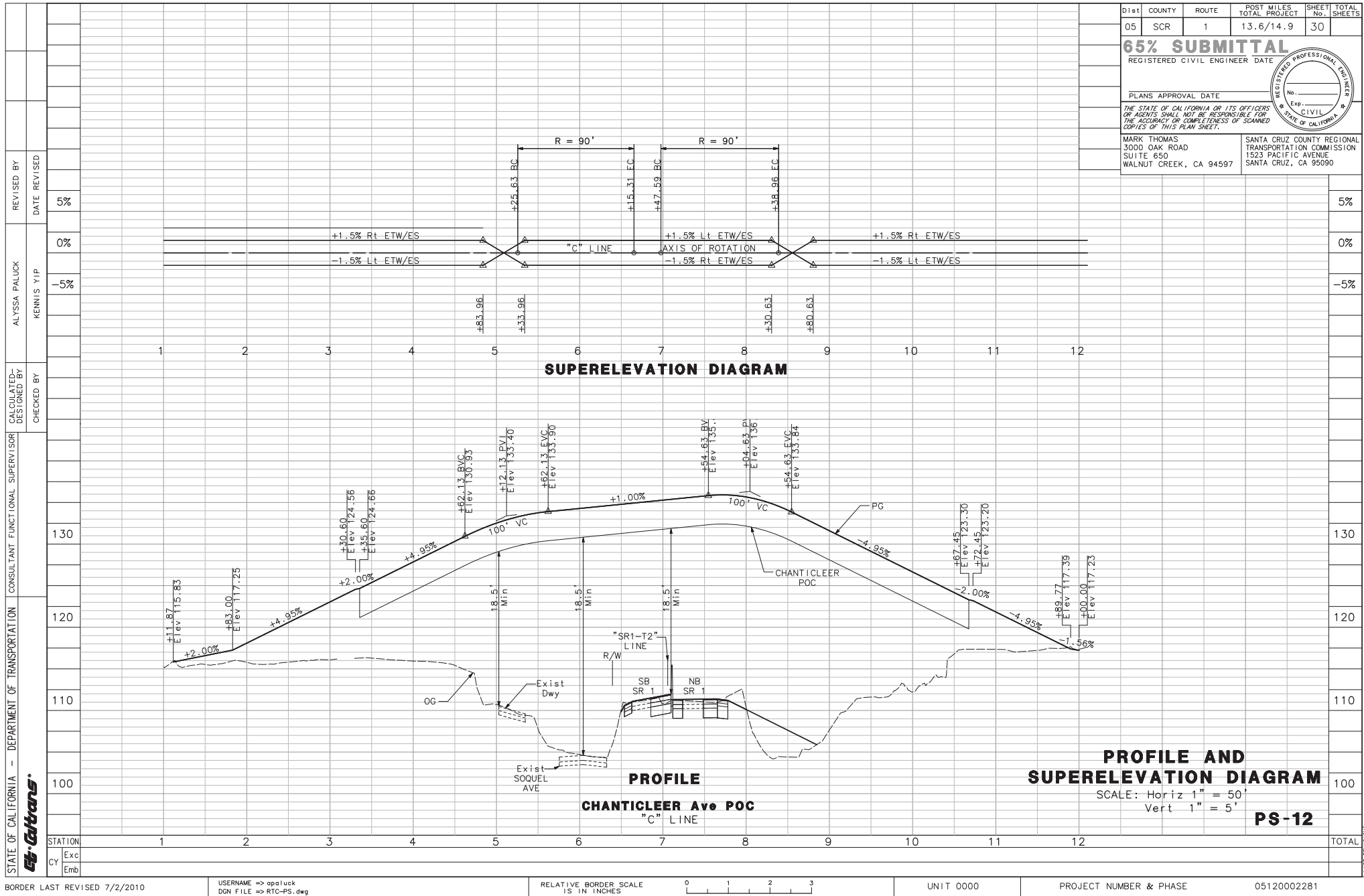


Project Schedule

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

*Pending Availability of Funds





STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CONSULTANT FUNCTIONAL SUPERVISOR
KENNIS YIP
QUYNH NGUYEN
CALCULATED-DESIGNED BY
CHECKED BY
REVISOR
DATE
REVISOR
DATE

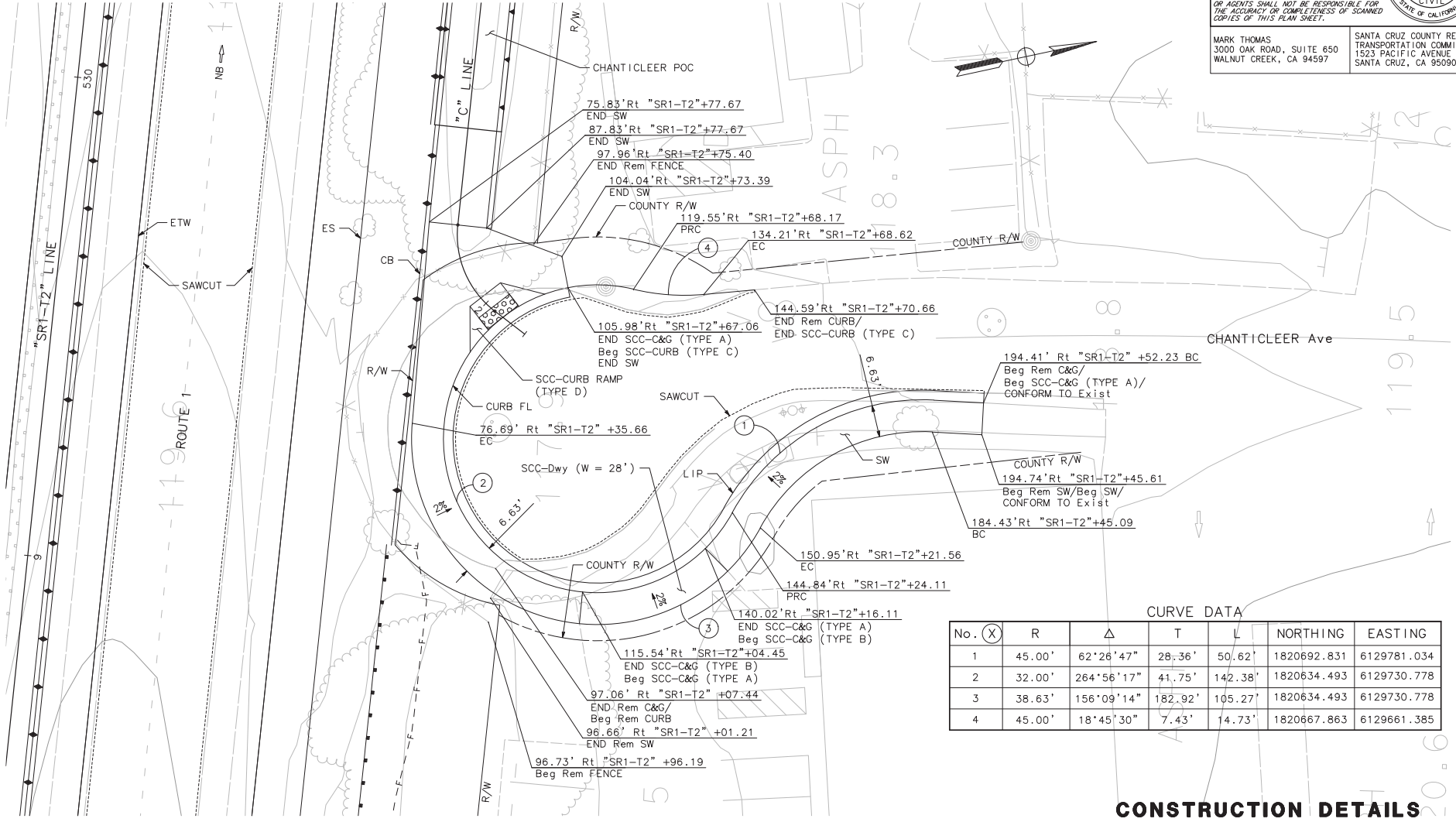
NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY
ENGINEERING AT THE DISTRICT OFFICE.

ABBREVIATION:
C&G CURB AND GUTTER
Rem REMOVE
SCC SANTA CRUZ COUNTY

ABBREVIATION:
ANGLE POINT
CURVE DATA

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	1	13.6/14.9	31	147


65% SUBMITTAL
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
THE STATE OF CALIFORNIA OR ITS OFFICERS
OR AGENTS SHALL NOT BE RESPONSIBLE FOR
THE ACCURACY OR COMPLETENESS OF SCANNED
COPIES OF THIS PLAN SHEET.
MARK THOMAS
3000 OAK ROAD, SUITE 650
WALNUT CREEK, CA 94597
SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION
1523 PACIFIC AVENUE
SANTA CRUZ, CA 95090



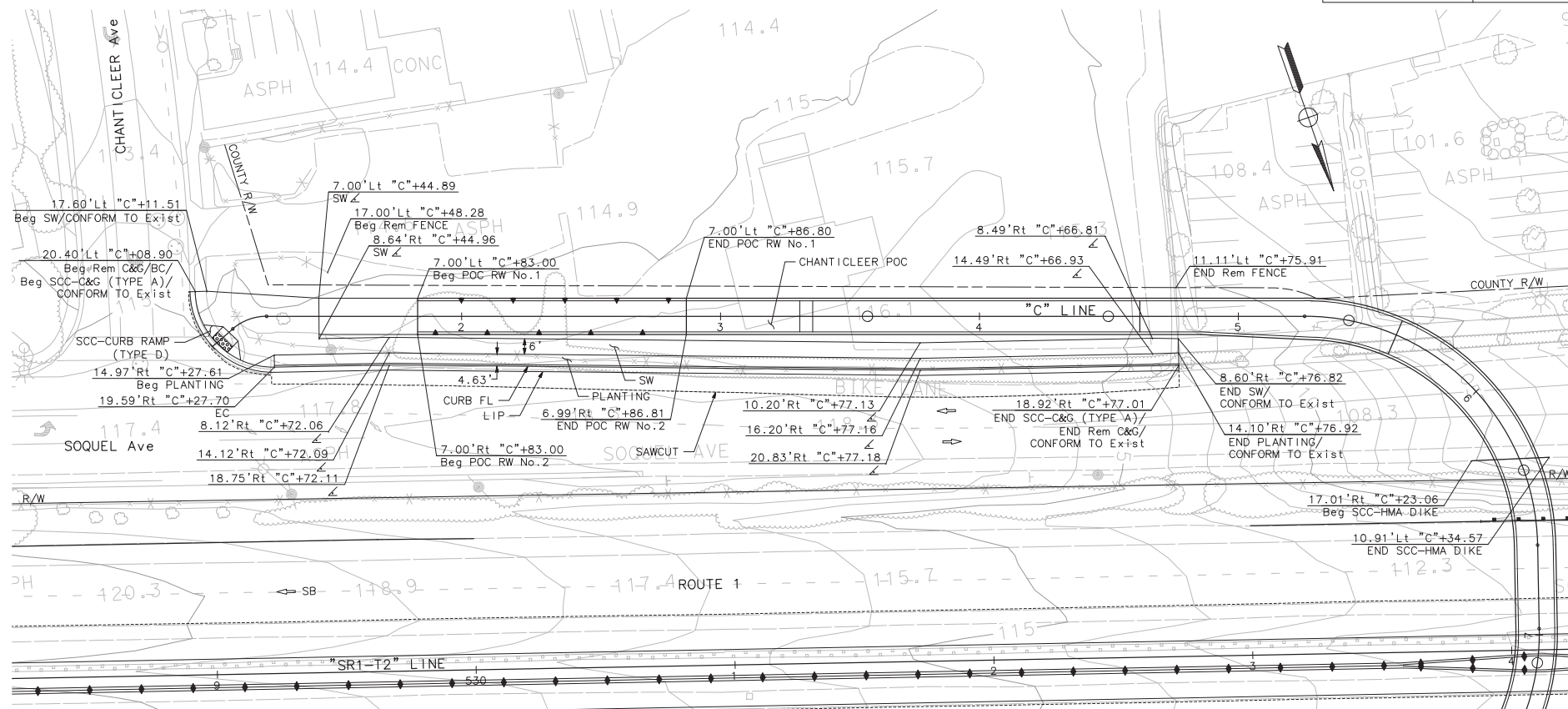
CURVE DATA						
No. X	R	Δ	T	L	NORTHING	EASTING
1	45.00'	62°26'47"	28.36'	50.62'	1820692.831	6129781.034
2	32.00'	264°56'17"	41.75'	142.38'	1820634.493	6129730.778
3	38.63'	156°09'14"	182.92'	105.27'	1820634.493	6129730.778
4	45.00'	18°45'30"	7.43'	14.73'	1820667.863	6129661.385

CONSTRUCTION DETAILS
CHANTICLEER Ave CUL-DE-SAC
SCALE: 1" = 10'

C-1

<h1 style="margin: 0;">65% SUBMITTAL</h1> <p style="margin: 0;">REGISTERED CIVIL ENGINEER DATE _____</p>	
<p>PLANS APPROVAL DATE _____</p> <p><i>THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGRANTED AND BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.</i></p>	
<p>MARK THOMAS 3000 OAK ROAD, SUITE #50 WALNUT CREEK, CA 94597</p>	<p>SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION 1523 PACIFIC AVENUE SANTA CRUZ, CA 95090</p>

1. FOR NOTES, LEGEND AND ABBREVIATIONS, SEE SHEET C-1.
2. FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF WAY ENGINEERING AT THE DISTRICT OFFICE.



SCALE: 1" = 10'

C-2

STATE OF CALIFORNIA	DEPARTMENT OF TRANSPORTATION	CONSULTANT FUNCTIONAL SUPERVISOR	CALCULATED-DESIGNED BY	ALYSSA PALUCK	REVISOR	DATE
			CHECKED BY	KENNIS YIP	DATE	REVISED

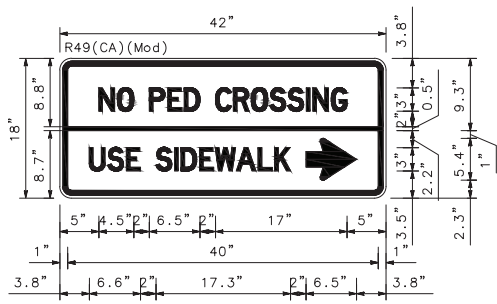
Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	1	13.6/14.9	116	147

65% SUBMITTAL
 REGISTERED CIVIL ENGINEER DATE _____
 PLANS APPROVAL DATE _____

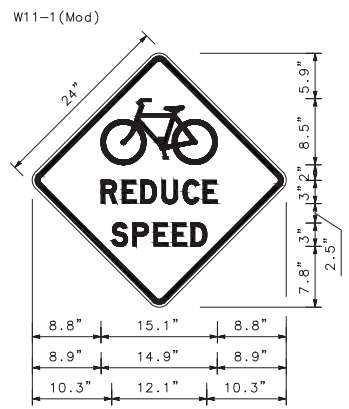
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MARK THOMAS
 3000 OAK ROAD, SUITE 650
 WALNUT CREEK, CA 94597

SANTA CRUZ COUNTY REGIONAL
 TRANSPORTATION COMMISSION
 1523 PACIFIC AVENUE
 SANTA CRUZ, CA 95090



1.5" RADIUS, 0.675" BORDER, 0.375" INDENT, WHITE ON BLACK;
 [NO PED CROSSING] D;
 [USE SIDEWALK] D; ARROW TYPE D 180°;



24.0" ACROSS SIDES, 1.5" RADIUS, 0.675" BORDER, 0.375" INDENT, BLACK ON YELLOW;
 SYMBOL RG025;
 [REDUCE] D;
 [SPEED] D;

SIGN DETAILS

SD-5

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
CONSULTANT SUPERVISOR
CONSULTANT SUPERVISOR
CALCULATED-DESIGNED BY
CHECKED BY
MENG YANG
DAN K. YAU
REVISED BY
DATE REVISED

NOTE:
FOR ACCURATE RIGHT OF WAY DATA, CONTACT RIGHT OF
WAY ENGINEERING AT THE DISTRICT OFFICE.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCr	1	13.6/14.9	137	147

REGISTERED CIVIL ENGINEER DATE

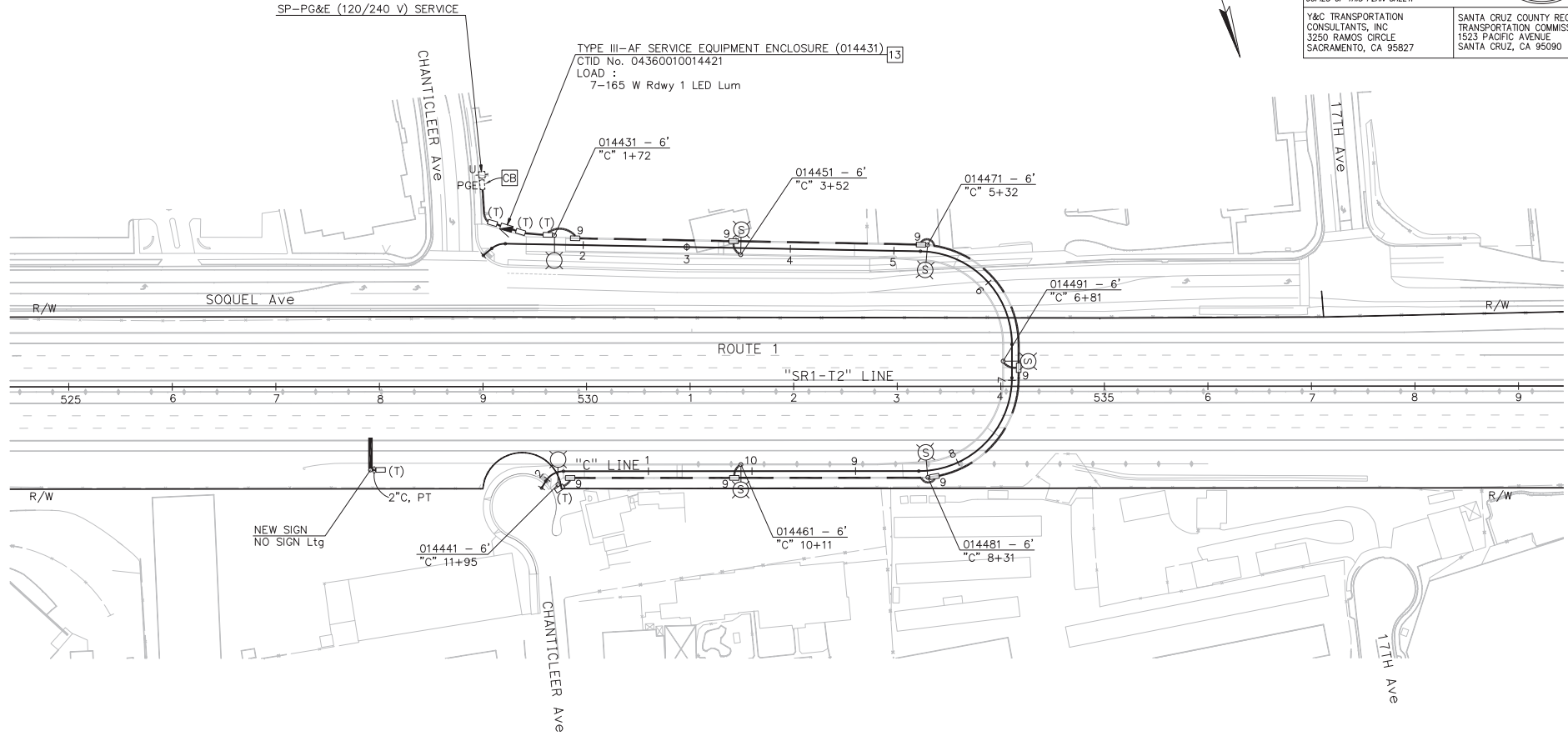
PLANS APPROVAL DATE

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COPIES OF THIS PLAN SHEET.

Y&C TRANSPORTATION
CONSULTANTS, INC
3250 RAMOS CIRCLE
SACRAMENTO, CA 95827

SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION
1523 PACIFIC AVENUE
SANTA CRUZ, CA 95090

REGISTERED PROFESSIONAL ENGINEER
KIN Y. CHAN
No. 55391
Exp. 12/31/20
CIVIL
STATE OF CALIFORNIA



FOR NOTES, ABBREVIATIONS AND
LEGEND, SEE SHEET E-1

LIGHTING SYSTEM
SCALE: 1" = 50'

APPROVED FOR ELECTRICAL WORK ONLY

E - 2

LAST REVISION DATE PLOTTED ==> 25-Mar-19 00-00-00 TIME PLOTTED ==> 15:30



Highway 1

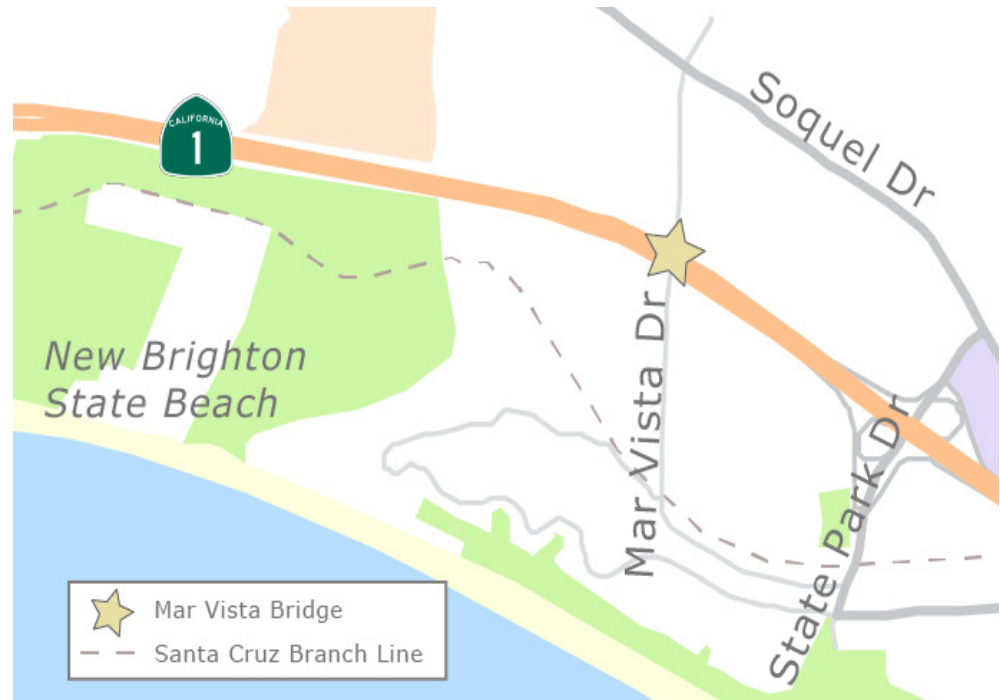
Mar Vista Bicycle and Pedestrian Overcrossing

Project Description

The Highway 1 Mar Vista Bicycle and Pedestrian Overcrossing will provide a safe link between schools, the beach, residential neighborhoods and retail 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

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



Project Area with proposed overcrossing shown

**Pedestrian Hazard Reports
April - May 2019**

Date	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
05/25/19	Mission St	Bay St	Santa Cruz	Ped: Traffic signal problem	Northwest corner of Mission/Bay in Santa Cruz. The walk light pole which was taken out on May 17 has been replaced. However, the locator tone is absolutely inaudible. Also, on the other three corners, a fast clicking sound is emitted. Now on this one we hear, "The walk sign is on to cross." If it speaks, it should say which street we cross. But it should be consistent so blind people can have some idea of what to expect. But there is no point in having locator tones if we can't hear them, and find the walk light button. I doubt anything this inconsistent would be installed for sighted pedestrians.	Nancy Cross (Caltrans)	05/28/19	5/30/19 Nancy Cross: Good Morning Joanna, I've assigned Customer Service Request # 755581 for this concern. I'll let you know when the issue has been resolved. Thank you.
05/23/19	655 High St.	Laurent	Santa Cruz	Ped: Vehicles or objects blocking sidewalk, Sidewalk too narrow	Submitted via email to info@scrtc.org 5/10/19: Yesterday I walked down High Street from Spring Street. Safety is a real concern. As you know there is no sidewalk at all on the north side of the street. The meager foot-and-a-half wide strip of concrete that poses as a sidewalk by 655 High is now blocked by this decaying retaining wall. NOW IS THE TIME to install at minimum a 5-foot dirt path when the residents rebuild this wall. High Street is an arterial. It is very dangerous for pedestrians to step off the curb into a flood of high speed motor vehicles and bicycles whizzing down the hill. I saw several children walking up High on their way home from school. It is not just old folks like me who are at risk. Thank you for your prompt attention to this dangerous situation. Regards, Debbie	Jim Burr, Claire Fleisler	05/20/19	5/23/19 Jim Burr: Debbie, We've already received this request and action is in progress. We will attempt to work with the property owner as this is a private retaining wall.
05/20/19	631 Almar Ave.	Between Hebard and Handley	Santa Cruz	Ped: Plant overgrowth or interference, Vehicles or objects blocking sidewalk	Sidewalk in front of 631 Almar. Bushes have narrowed walkable area on sidewalk. This forces pedestrians out into the street. Wheelchair users cannot access sidewalk.	Jim Burr, Claire Fleisler	05/20/19	5/30/19 Jim Burr: The City will send notice requiring vegetation nuisance abatement. Thanks
05/05/19	765 Brommer Street	7th Ave/Clipp er Cove	Santa Cruz	Ped: Plant overgrowth or interference	This is a major problem throughout Santa Cruz. These flowers attract lots and lots of bees and pedestrians must take care not to inadvertently brush against them. Picture taken April 30, 2019. We walk on this sidewalk several times a week.	DPW (mistakenly sent to City of SC 5/6/19)	5/16/2019 (mistakenly sent to City of SC 5/6/19)	5/16/19 Kristine Conley: Thank you for your report of this pedestrian hazard. I will send the homeowner a letter to cut them back, as this is the homeowners private landscaping. Unfortunately there is nothing we can do about the bees, but hopefully having them back away from the sidewalk will help. As in the detail attached, I will ask them to trim a couple extra feet to prevent future overhang.
05/05/19	530 Ocean View Avenue	Between Soquel and Broadway	Santa Cruz	Ped: Plant overgrowth or interference	This is a major problem throughout Santa Cruz. These flowers attract lots and lots of bees and pedestrians must take care not to inadvertently brush against them. Picture taken April 29, 2019.	Jim Burr, Claire Fleisler	05/06/19	see entry below for 524 Ocean View Avenue
05/05/19	524 Ocean View Avenue	Between Soquel and Broadway	Santa Cruz	Ped: Plant overgrowth or interference	This is not a minor problem, nor is it urgent. Somewhere in between, because these flowers attract bees and pedestrians must take care not to inadvertently brush against them. We walk on this sidewalk at least three times a week.	Jim Burr, Claire Fleisler	05/06/19	
04/21/19	202 Frederick St		Santa Cruz	Ped: Vehicles or objects blocking sidewalk	I know I am supposed to contact CHP, but I want this to be on record with the RTC, because I think the County should establish some kind of ordinance that prohibits cars and trucks from parking on public sidewalks.	Jim Burr, Claire Fleisler	04/22/19	4/22/19 Jim Burr: With this email, Parking Enforcement is made aware of the complaint. Report Complete.

**Pedestrian Hazard Reports
April - May 2019**

Date	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
04/21/19	Ocean St	Soquel	Santa Cruz	Ped: Vehicles or objects blocking sidewalk, JUMP electric bikes	NW corner of Ocean St. and Soquel Ave.	JUMP, Claire Flesler	04/22/19	4/24/19 Fabian Herrera (support@socialbicycles.com): Hi Joanna, Thank you for letting us know, our ground team will be taking care of the bike as soon as possible. Please let us know if you have any questions or additional information. The JUMP Bikes Team
04/19/19	Seabright	Soquel	Santa Cruz	Ped: Other	Seabright Ave. sidewalk adjacent to post office parking lot. Pedestrian signage needs to be remounted.	Jim Burr, Claire Flesler	04/22/19	4/22/19 Jim Burr: With this email, the City sign crew are notified and will respond. Report complete.
04/19/19	Seabright	Effey	Santa Cruz	Ped: Other	Drainage problem at this intersection. How does an un sighted person negotiate standing water in intersections? This picture was taken on April 15 about 1 pm.	Jim Burr, Claire Flesler	04/22/19	
04/19/19	Seabright	Hanover	Santa Cruz	Ped: Vehicles or objects blocking sidewalk, JUMP electric bikes	This was on April 15 about 1 pm.	see entry below for Seabright and Hanover	4/22/2019	see entry below for Seabright and Hanover
04/19/19	Seabright	Hanover	Santa Cruz	Ped: Vehicles or objects blocking sidewalk, JUMP electric bikes	This was on April 15 about 1 pm.	JUMP, Claire Flesler	04/22/19	4/24/19 Fabian Herrera (support@socialbicycles.com): Hi Joanna, Thank you for letting us know, our ground team will be taking care of the bike as soon as possible. Please let us know if you have any questions or additional information. The JUMP Bikes Team
04/19/19	702 Windsor St	Seabright	Santa Cruz	Ped: Vehicles or objects blocking sidewalk, JUMP electric bikes	Two in a row. I have already sent in a report on 704 Windsor St.	see entry below for 704 Windsor St	4/22/2019	see entry below for 704 Windsor St
04/19/19	704 Windsor St	Seabright	Santa Cruz	Ped: Vehicles or objects blocking sidewalk, JUMP electric bikes		JUMP, Claire Flesler	04/22/19	4/24/19 Fabian Herrera (support@socialbicycles.com): Hi Joanna, Thank you for letting us know, our ground team will be taking care of the bike as soon as possible. Please let us know if you have any questions or additional information. The JUMP Bikes Team
04/15/19	1600 Chanticleer Ave.	Capitola Rd	Santa Cruz	Ped: Other	Cars are frequently parked on the sidewalk at 1600 Chanticleer. There is a garage at this home, as well as a driveway. They park two cars in tandem on the driveway, forcing pedestrians into the street. In this case, just after taking the picture, a large truck passed, illustrating what pedestrians (including those in wheelchairs or unsighted) have to face. This also happens at another home in the same block and we'll report it in the same way.	DPW	04/15/19	4/16/19 Susan Leland: Good afternoon, Joanna and Jean: I am in receipt of your email regarding parked vehicles on Chanticleer Avenue. This is subject matter for the Sheriff's Office. You may contact the Sheriff directly by calling (831) 471-1121.

**Pedestrian Hazard Reports
April - May 2019**

Date	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
04/15/19	2160 Portola Drive	Clearwater Ct.	Santa Cruz	Ped: Plant overgrowth or interference, Debris on sidewalk	Almost 100% sidewalk encroachment at 2160 Portola Drive. See attached picture taken on 4/14/19.	DPW	04/15/19	4/16/19 Susan Leland: Good afternoon, Joanna and Jean: I am in receipt of your email regarding an obstructed sidewalk near 2160 Portola Drive and will forward it to our Encroachment team for their review and response. Thank you for contacting us.
04/08/19	River Street and Highway 1		Santa Cruz	Ped: Traffic signal problem	The congestion at this intersection is not right. On River street crossing highway 1 during a regular day vehicles sit through 3 light cycle changes. The green light time allowing vehicles across is too short. And then there is too much congestion on the other side making it impossible to get through. This intersection needs attention and reevaluation.	Nancy Cross, Caltrans, Jim Burr	04/08/19	4/9/19 Jim Burr: This intersection is programed for improvement. The most recent Council action on the project was on March 26 and can be found on the City website. 4/9/19 Caltrans: SR 1265552 Dear Citizen, We have received and appreciate your recent submission to the Customer Service Request System. The area Superintendent and Electrical Supervisor responsible for maintaining this region have been notified and will investigate your concern. Scheduling and completion of the reported issue may be affected by several factors, including available resources, safety issues, and priority level. Thank you for your concern for the California transportation system. Caltrans 4/11/19 Nancy Cross, Caltrans: Hi Virginia, Based on James' response below I'm going to close out the Customer Service Request ticket 748981. Thank you,
04/03/19	204 California Street	Trescony	Santa Cruz	Ped: Plant overgrowth or interference, Sidewalk too narrow	One of many overgrown sidewalks on the Westside. Also California near Laurel. Getting difficult for wheelchairs and strollers.	Jim Burr	04/03/19	4/4/19 Jim Burr: PW will send a vegetation hazard letter to the property owners, and follow up to assure compliance. Thanks

AGENDA: June 11, 2019

TO: Elderly and Disabled Transportation Advisory Committee

FROM: Grace Blakeslee, Senior Transportation Planner

RE: Santa Cruz County Community Safety-Net Services - CORE Grant Program Funding Tools

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee provide input on the tools being developed to evaluate Santa Cruz County community safety-net services grants provided through the Collective of Results and Evidence-based Investments (CORE) program.

BACKGROUND

The County and City of Santa Cruz provide funding for a variety of safety-net services that collectively impact the well-being of the community's most vulnerable populations. In 2017-2018, the County and City of Santa Cruz transitioned from a historical Community Programs funding model for community safety-net services to a Collective of Results and Evidence-based (CORE) Investments, with the intention of: 1) taking a measured and deliberate approach; 2) focusing on community derived results from 9 strategic plans; 3) collaborating with jurisdictional funders, strategic plan representatives and service providers; 4) creating an open and competitive application process that has generated innovative and evidence-based interventions from local community-based non-profits; and 5) openly acknowledging the need to collectively learn and evolve. The CORE Investments program is currently the primary funding stream for safety-net services in Santa Cruz County.

DISCUSSION

The new County and City of Santa Cruz program for distributing funds for community services is developing tools used to evaluate the benefits of community safety-net services. These tools will be utilized to evaluate funding requests through the CORE Investment Program. Current areas of focus for CORE funding include: Health and Wellness, Life Long Learning and Education, Economic Security and Social Mobility, Thriving Families, Community Connectedness, Healthy Environments, Safe and Just Communities, and, Stable, Affordable Housing, and Shelter. The last call for grant applications by the County and City of Santa Cruz for CORE Investment program was in FY 2017-2018 and grant awards expire in FY 2019-2020. The Aging & Disability Service Providers (A&DSP) group was formed to coordinate existing services, identify unmet needs and gaps in services, develop cooperative projects, and advocate for safety-net services for seniors and people

living with disabilities in Santa Cruz County. Members of the A&DSP include, but aren't limited to the Seniors Council, California Grey Bears, Meals on Wheels, Lift Line, Health Project Center, Senior Network Services, Family Service Agency of the Central Coast, Senior Citizens Legal Services, Central Coast Center for Independent Living, Volunteer Center, Advocacy Inc., and Vista Center. Staff recommends that the Elderly and Disabled Transportation Advisory Committee provide input on evaluation criteria for Santa Cruz County community safety-net services grants provided through the CORE Investment program.

SUMMARY

In 2017-18, the County and City of Santa Cruz transitioned from a historical Community Programs funding model to the new model of Collective of Results and Evidence-based (CORE) Investments program. Staff recommends that the Elderly and Disabled Transportation Advisory Committee provide input on evaluation criteria for Santa Cruz County community safety-net services grants provided through the CORE Investment program.

I:\E&DTAC\2019\2019-June-11\StaffReport_CORE.docx

AGENDA: June 11, 2019

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)
FROM: Joanna Edmonds, Transportation Planning Technician
RE: Implementation of SB 1376 – TNC Access for All Act

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) review the California Public Utilities Commission (CPUC) Rulemaking for implementation of SB 1376, the “Transportation Network Company (TNC) Access for All Act.”

BACKGROUND

Transportation Network Companies (TNCs) have provided new mobility options for people; however, according to Disability Rights California, some persons with disabilities, especially those who rely on wheelchair accessible vehicles (WAVs), have largely been excluded from the benefits of TNCs. Existing state law and the Americans with Disabilities Act (ADA) provide that individuals with disabilities are entitled to full and equal access to transportation services, whether public, private, or otherwise provided. Reports from around the country indicate that there has been a decline in wheelchair accessible ramp taxi services – an important mobility option for wheelchair users – as taxi companies struggle to compete with TNCs.

Existing rules of the California Public Utilities Commission (CPUC) require a TNC to allow passengers to indicate whether they require a WAV or a vehicle otherwise accessible to individuals with disabilities. TNCs are also required to submit a specified report to the CPUC detailing the number and percentage of their customers who requested accessible vehicles and how often the TNC was able to comply with requests for accessible vehicles.

DISCUSSION

In September 2018, the Governor signed into state law [Senate Bill \(SB\) 1376](#): TNC Access for All Act (Hill, 2018), which requires the California Public Utilities Commission (CPUC) to establish regulations requiring TNCs (Transportation Network Companies), such as Uber and Lyft, to provide services accessible to persons with disabilities through online-enabled applications or platforms, with a primary focus on wheelchair users who require a wheelchair accessible vehicle. As defined by California law, a TNC is defined as “an organization whether a corporation, partnership, sole proprietor, or other form, operating in California that provides prearranged transportation services for compensation using an online-

enabled application (app) or platform to connect passengers with drivers using their personal vehicles.”

On March 4, 2019, the CPUC opened an Order Instituting Rulemaking to implement SB 1376 and stated that the “Commission is committed to ensuring that the services offered by TNCs are accessible to, and do not discriminate against, persons with disabilities including those who use non-folding motorized wheelchairs.” The CPUC held several workshops regarding implementation of SB 1376 and has received comments from a variety of stakeholders, including the RTC ([Attachment 1](#)). Earlier this year, the CPUC issued a [Scoping Memo](#) establishing three tracks for the following implementation issues for SB 1376:

- Track 1 encompasses the time-sensitive implementation issues associated with per-trip fees and designated geographic areas, and is expected to conclude by the end of June 2019;
- Track 2 encompasses establishing TNC offsets, exemptions, and the process of disbursing access funds, and is expected to conclude early in the 1st quarter of 2020; and
- Track 3 encompasses requirements, establishing intervenor compensation, and addressing additional TNC accessibility issues, and is expected to be concluded in the 2nd quarter of 2020.

On May 24, 2019, the CPUC issued their [proposed decision](#) on Track 1 issues, which may be heard, at the earliest, at the Commission’s June 27, 2019 business meeting. The CPUC’s proposed decision for Track 1 issues regarding the implementation of Senate Bill 1376 establishes the following:

- Beginning July 1, 2019, a \$0.10 per-trip fee (Access Fund fee) will be added to each TNC trip that originates in a designated geographic area;
- If a TNC currently presents similar fees as line item charges, the Access Fund fee shall be identified as the “Access for All Fee”;
- TNCs are required to submit Access Fund fees on a quarterly basis to the CPUC to be deposited in the TNC Access for All Fund; and
- The geographic areas for the implementation of SB 1376 are designated as each county in California.

The commission shall allocate moneys in the Access Fund for use in each county in a manner that is proportional to the percent of the Access Fund fees originating in that county. The CPUC is required to distribute funds from the TNC Access for All Fund on a competitive basis to access providers that establish on-demand transportation programs or partnerships to meet the needs of persons with disabilities in each county. If a TNC meets the WAV service level requirement designated in a county for a particular year, the TNC is exempt from paying the fee for the next year for that county.

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) review the California Public Utilities Commission (CPUC) Rulemaking for implementation of SB 1376, the “Transportation Network Company (TNC) Access for All Act.”

SUMMARY

The California state legislature enacted Senate Bill 1376, the “TNC Access for All Act.” This bill requires the California Public Utilities Commission (CPUC) to establish regulations requiring transportation network companies (TNCs), such as Uber and Lyft, to provide services accessible to persons with disabilities through online-enabled applications or platforms. On March 4, 2019, the CPUC opened an Order Instituting Rulemaking to implement SB 1376. Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) review the California Public Utilities Commission (CPUC) Rulemaking for implementation of SB 1376, the “Transportation Network Company (TNC) Access for All Act.”

Attachment 1: RTC Letter to CPUC regarding SB 1376 Implementation

I:\E&DTAC\2019\2019-June-11\SB1376-TNCaccess.docx


SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

CPUC Public Advisor
 California Public Utilities Commission
 505 Van Ness Avenue
 San Francisco, Ca 94102

May 10th, 2019

Re: Rulemaking 19-02-012 – Order Instituting Rulemaking to Implement Senate Bill 1376
 Requiring Transportation Network Companies to Provide Access for Persons with Disabilities,
 Including Wheelchair Users who need a Wheelchair Accessible Vehicle

To the California Public Utilities Commission:

The Santa Cruz County Regional Transportation Commission (RTC) is the Regional Transportation Planning Agency for Santa Cruz County. The Elderly & Disabled Transportation Advisory Committee (E&D TAC) advises the RTC, the Santa Cruz Metropolitan Transit District (METRO), the Consolidated Transportation Services Agency (CTSA), social service agencies, and the local jurisdictions in Santa Cruz County on transportation issues, policies, plans, programs, and projects for seniors, persons with disabilities (includes physical and mental disabilities), and persons of limited means. The E&D TAC identifies unmet paratransit needs and has discussed opportunities for expanding access for persons with disabilities to on-demand transportation options, commonly referred to as Transportation Network Companies (TNCs).

The RTC has the following comments for the CPUC's consideration to help successfully implement this law to its intended effect.

1. Establishment of the Access Fund: Amount

- a. Care should be taken to understand the adequacy of the fees that are being collected in funding the service level objectives for WAVs. The fee revenues should be sufficient to cover the cost of incentives and training for drivers to provide WAV trips. The fee should be reviewed annually to determine if fee revenues are adequate for addressing WAV demand and service levels.

2. Establishment of Access Fund: Geographic Area

- a. Per-trip fees should be charged for all trips throughout the State. Data should be collected by county to determine supply, demand, and level of service for WAV trips. Wait times, trip origins, time of day, and availability of drivers should be reported for both non-WAV trips and WAV to allow for a comparison. Revenues should be distributed to jurisdictions in a way that considers the amount generated in each county and the demand for WAV rides within that jurisdiction.

3. TNC Investment Offsets and Exemptions

- a. Potential offsets should be carefully reviewed and deferred until a TNC demonstrates for a minimum of one year: the presence and availability of drivers with WAVs on its online-enabled application or platform; improved level of service including reasonable response times; efforts to publicize and promote available WAV services to disability communities; and an accounting of funds expended as required by SB 1376.
- b. TNCs need to demonstrate they are providing equivalent service for WAV and non-WAV customers for a minimum of one-year before an exception is approved. The Commission should use data on total trip requests to fulfilled requests and wait times for both WAV and non-WAV customers.
- c. TNCs should be required to report and make available to the public offset and exemption requests and WAV service data and non-WAV service data including details of investment costs, and how they meet the requirements.

4. Additional considerations and requirements

- a. Ride fees, including cancellation fees, should be the same for WAV and non-WAV rides.
- b. TNCs should provide technical assistance such as assistance reserving a ride over the phone for those with limited technical proficiency or access.
- c. CPUC should leverage the expertise of Santa Cruz County RTC to evaluate applications and performance of TNC service providers in Santa Cruz County.

Thank you for reviewing and considering these comments regarding the implementation of this legislation to ensure that this legislation adequately addresses the on-demand transportation needs of paratransit users.

Sincerely,



Grace Blakeslee
Senior Transportation Planner

AGENDA: June 11, 2019

TO: Santa Cruz County Regional Transportation Commission
FROM: Grace Blakeslee, Senior Transportation Planner
RE: Draft 2019 Monterey Bay Area Public Participation Plan

RECOMMENDATION

Staff recommends that the Elderly and Disabled Transportation Committee review the *Draft 2019 Monterey Bay Area Public Participation Plan* and discuss outreach strategies that are effective for engaging seniors and people living with disabilities.

BACKGROUND

The federally required *Public Participation Plan (PPP)* aims to guide the public participation process for public agencies in the tri-county Monterey Bay Region who either receive federal transportation funds or are subject to a federally required action. The Association of Monterey Bay Area Governments (AMBAG), as the federally designated Metropolitan Planning Organization (MPO) for the Monterey Bay Region, prepares and adopts the PPP at least once every four years in coordination with regional agencies and project sponsors. The *Monterey Bay Area Public Participation Plan* was last adopted in April 2015.

AMBAG is required to use the Public Participation Plan as a guide for all public involvement activities conducted by the MPO. Therefore, the PPP contains the procedures, strategies, and techniques used by AMBAG, RTC, and other entities for public involvement in programs and projects that utilize federal transportation funds. Development of the PPP includes involvement and collaboration with planners and decision makers from all local jurisdictions within the region. Projects utilizing state and federal funds should include public participation components consistent with the Public Participation Plan.

DISCUSSION

The *Draft 2019 Public Participation Plan* covers a four-year period from 2019-2023 and is being updated to comply with the federal transportation act - Federal Surface Transportation Act, Fixing America's Surface Transportation Act (FAST Act). The Draft 2019 Public Participation Plan can be reviewed at <https://ambag.org/programs-services/planning/public-participation-plan>.

Updates from the *2015 Public Participation Plan* include:

- Seven guiding principles expanded to show how we meet each of our goals & foster continued engagement with the public;

- Incorporated Limited-English Proficiency (LEP) Populations into public participation process in coordination with the new *2018 Title VI Plan*;
- Included a detailed timeline of the 2019 PPP process; and,
- Enhanced online and visualization outreach strategies to keep up with current trends.

Below are key dates for developing the 2019 Public Participation Plan:

- **June 12, 2019:** AMBAG Board of Directors is scheduled to release the *Draft 2019 Public Participation Plan* for public comment.
- **August 14, 2019:** Public Hearing on *Draft 2019 Public Participation Plan* scheduled to be held at the AMBAG Board of Directors August Meeting.
- **August 21, 2019:** Close of the public comment period.
- **October 9, 2019:** AMBAG Board of Directors scheduled to adopt the *Final 2019 Public Participation Plan*.

Staff recommends that the Elderly and Disabled Transportation Advisory Committee review the Draft 2019 Public Participation Plan and discuss outreach strategies that are effective for engaging seniors and people living with disabilities.

SUMMARY

The Association of Monterey Bay Area Governments (AMBAG) is required by federal regulations to prepare and maintain a public participation plan for the tri-county region, which describes how public participation will be structured for federally-funded transportation plans, programs and projects in the region.

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