



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

AGENDA - Special Meeting

Monday, November 4, 2019

6:00 pm to 8:30 pm

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

COMMITTEE MEMBERSHIP

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

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

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

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

5. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

6. Approve draft minutes of the June 10, 2019 Bicycle Advisory Committee meeting
7. Approve draft minutes of the October 7, 2019 Bicycle Advisory Committee meeting
8. Accept summary of hazard reports
9. Accept informational items: Correspondence between Committee and Caltrans District 5 regarding District 5 Active Transportation Plan development
10. Accept informational item: Correspondence from Committee to Watsonville regarding Downtown Complete Streets Plan
11. Accept proposed 2020 schedule of Bicycle Advisory Committee meetings

REGULAR AGENDA

12. Caltrans District 5 Active Transportation Plan update and discussion – Ingrid McRoberts and Terri Persons, Caltrans staff
13. Review and recommend programming of regional transportation funds – Rachel Moriconi, RTC Sr. Transportation Planner
14. Chanticleer Ave Bicycle and Pedestrian Overcrossing Project update and discussion – Sarah Christensen, RTC Sr. Transportation Engineer
15. Watsonville Safe Routes to Schools Plan update and discussion – Amelia Conlen, Chair and Murray Fontes, Vice Chair
16. Updates related to Committee functions – Committee members (oral updates)
17. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for December 9, 2019 from 6:00pm to 8:30pm at the RTC Office, 1523 Pacific Ave, Santa Cruz, Calif.

HOW TO REACH US

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

AGENDAS ONLINE

To receive email notification when the Bicycle Committee meeting agenda packets are posted on our website, please call (831) 460-3200 or email info@sccrtc.org to subscribe.

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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.)

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

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

BICYCLE ADVISORY COMMITTEE

DRAFT MINUTES

**Monday, June 10, 2019
6:00 pm to 8:30 pm**

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

1. Call to Order: Chair, Amelia Conlen called the meeting to order at 6:03 pm.
2. Introductions

Members Present:

Amelia Conlen, Bike-to-Work, Chair
Janneke Strause, District 1 (Alt.)
Casey Beyer, District 2 (Alt.)
Theresa Rogerson, District 5 (Alt.)
Matt Farrell, City of Santa Cruz
Richard Masoner, City of Scotts Valley
Murray Fontes, City of Watsonville
Leo Jed, CTSC

Unexcused Absences:

Excused Absences:

Grace Voss, District 1
Shea Johnson, District 2
Peter Scott, District 3
Anna Kammer, District 4
Rick Hyman, District 5
Michael Moore, City of Capitola
Bruce Sawhill, City of Santa Cruz (Alt.)
Drew Rogers, City of Watsonville (Alt.)
Jim Langley, CTSC (Alt.)
Kira Ticus, Bike-to-Work (Alt.)

Vacancies:

District 3 – Alternate
District 4 – Alternate
City of Capitola – Alternate
City of Scotts Valley – Alternate

Staff:

Cory Caletti, Senior Transportation Planner
Tommy Travers, Transportation Planning Technician

Guests:

Gus Alfaro, Caltrans District 5
Doug Hessing, Caltrans District 5
Teresa Buika, UCSC Transportation and Parking Services
Zach Teske, UCSC
Sally Arnold, District 3 applicant
Gina Cole, Bike Santa Cruz County
Becky Steinbruner, member of public

3. Announcements – Staff announced that 1) the proposed final Highway 9 / San Lorenzo Valley Complete Streets Corridor Plan (SLV Plan) will be available online and scheduled to be presented at RTC Commission on June 27th; 2) the Countywide Bicycle Route Signage Project is currently under construction with initial phases of work starting in the City of Santa Cruz; 3) the Santa Cruz City Council will hear an appeal of the City's Planning Commission approval of the Initial Study/Mitigated Negative Declaration and related permits of the Monterey Bay Sanctuary Scenic Trail Segment 7 Phase 2 on June 11, and Segment 7 Phase 1 is scheduled to begin construction in late fall or early winter; and 4) the Committee staff and chair will seek members' input on the content of an upcoming Committee orientation session via a future survey.
4. Oral communications – Amelia Conlen announced that she will organize carpooling for the next Committee meeting. Murray Fontes announced that the City of Watsonville is completing two Complete Streets grants and that Committee members are encouraged to fill out the survey on the City's website for these projects. Becky Steinbruner announced that the Committee should ensure good design and timely construction of the Mar Vista pedestrian/bicycle freeway overcrossing.
5. Additions or deletions to consent and regular agendas – None

CONSENT AGENDA

A motion (Masoner/Jed) was made to approve the consent agenda. The motion passed unanimously with members Conlen, Strause, Beyer, Rogerson, Farrell, Masoner, Fontes, and Jed voting in favor.

6. Approved draft minutes of the April 8, 2019 Bicycle Advisory Committee meeting
7. Approved recommendation for new Bicycle Advisory Committee nomination
8. Accepted summary of hazard reports
9. Accepted informational item: new Bike Santa Cruz County executive director

REGULAR AGENDA

10. Caltrans Highway 9 repairs and shoulder width review and discussion – Gus Alfaro and Doug Hessing, Caltrans District 5 staff, updated the Committee on upcoming Highway 9 storm damage viaduct replacement and the San Lorenzo River and Kings Creek Bridge Restoration project, which will replace two bridges on Highway 9 in the

SLV area. The committee also sought information on how Caltrans might generally incorporate Complete Streets principles into these and similar projects. They stated that Caltrans considers Complete Streets opportunities on all State Highway Operations and Protection Program (SHOPP) projects. Some projects are more able to include Complete Streets features than other projects based on scope of work. The Storm Water Damage Restoration projects and the culvert projects are spot location projects and while they address Complete Streets at those spot locations they are not corridor-wide shoulder-widening nor would they install crosswalks or flashing beacons outside of the project limits (outside of the scope of work). These projects do however provide shoulder widening when appropriate and as needed to address the Purpose and Need of the project. Once the RTC's SLV Plan is assessed by Caltrans and adopted, it will help Caltrans prioritize the community's needs for Complete Streets elements on Highway 9 and guide future project development. Project development on Highway 9 will include coordination and partnering with local agencies in order to fund complete streets needs within the community of SLV. They stated that for the projects currently under discussion, Caltrans would like to widen the shoulder to the 8-foot standard on the side of the road where the repair work will be conducted. For viaduct replacement, the shoulder would be widened to 4 feet. The Committee sought clarification on how Caltrans includes funding for Complete Streets elements for all projects. Caltrans staff also sought Committee input on two Highway 9 bridge replacements north of Boulder Creek. While the Committee was interested in the two bridge replacements mentioned, members asked if Caltrans can instead prioritize replacing Highway 9 bridges in more populated areas such as north of the SLV three-school campus, if possible. The Committee discussed the two proposed bridge designs, and members asked for consideration of grade separation for pedestrians and inexperienced cyclists such as a rounded edge shoulder or a sidewalk. The Committee also expressed concerns with vehicle lane widening causing faster driving and asked for incorporation of signs such as "3 Feet to Pass" and "Bikes May Use Full Lane" if appropriate.

11. Caltrans District 5 Active Transportation Plan – Bicycle Advisory Committee members received fellow member Rick Hyman's list of Santa Cruz County concerns related to Caltrans's Plan. The Committee discussed additional locations needing bicycle improvements, including all of highways 129 and 152 within the City of Watsonville as well as any locations near schools. The Committee also called for consideration of buffered bike lanes wherever possible, improvements to signalized intersections, and reconfiguration of freeway interchanges to improve bicycle safety. The Committee also discussed an idea of designating Airport Boulevard and Holohan Road as State Route 152, rather than the existing Main Street and East Lake Avenue. The Committee asked Caltrans staff to clarify how input from stakeholders such as the Committee will be considered and incorporated into the Active Transportation Plan.
12. Design review for UCSC Great Meadow Bike Path Phase 2 – Teresa Buika and Zach Teske, UCSC staff, presented the project to improve safety of the Great Meadow bike path through widening, reducing grades, and improving drainage. Discussion included the need for greater width for the downhill section of the path for recovery space and concerns about adding pedestrians adjacent to the uphill portion of the path. UCSC staff stated that they are not aware of pedestrian/bike conflict historically on the uphill portion of the path. Committee members asked for improved signage to direct pedestrians to use only the farm road in the southern portion of the project area. The Committee and UCSC staff discussed allowing access of the bike path at night or at least until 10:00 PM for those with night classes, and utilizing green paint

treatments. UCSC staff stated the project should be ready for construction in summer 2020. They also updated the Committee on upcoming bike safety education programs and the possibility of Jump charging stations on campus.

13. Design review of Chanticleer Ave bike/ped bridge – Tommy Travers, RTC Transportation Planner, briefly presented the design plans for the Hwy 1 Chanticleer bicycle and pedestrian overcrossing as a follow-up to the update from staff at the April 2019 Committee meeting. Committee members requested improved access to the southern end of the bridge for northbound bicyclists. Member of the public Becky Steinbruner expressed concerns about the safety of the Chanticleer Ave/Soquel Ave intersection. Committee members and applicant Sally Arnold asked if the project could be separated from the Highway 1 widening so it could be advanced ahead of the highway project and were informed that the overcrossing could not be separated at this point in time. The Committee also discussed access north of the project at Chanticleer Ave and Soquel Drive. The Committee asked staff to take their concerns to the RTC project manager and county staff and return with more information.
14. Bike Secure Program discussion – Cory Caletti, RTC Sr. Transportation Planner, described a past program of the RTC which subsidized thousands of bicycle racks as well as bike lockers and cages. The program was funded through four grants from the Monterey Bay Air Resources District over a period of over 15 years and ended when the grant application criteria no longer favored such programs. The program was costly to administer, particularly to fulfill all the requirements of the grants. Staff stated that the program was highly needed because at the time, bike parking facilities were rare. The Committee discussed supporting local ordinances requiring bike parking be incorporated into new developments, and the potential of local jurisdictions to store and distribute bike racks similar to the City of Santa Cruz program. Member of the public Becky Steinbruner stated that bike parking at schools should be more secure.
15. Updates related to Committee functions – Richard Masoner recommended visiting new bicycle infrastructure examples in downtown San Jose. Theresia Rogerson asked for separate Committee agendas without packet materials. She also asked how members of the public can be more involved with the Committee and staff responded they may join ad-hoc committees. Leo Jed expressed concerns about excessive scooters in some cities and the potential of a similar situation in this county.
16. Adjourn – 8:38 pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for August 12, 2019 from 6:00pm to 8:30pm at the **Cabrillo College Watsonville Center, 318 Union St, Watsonville, CA.**

Minutes respectfully prepared and submitted by:
Tommy Travers, Transportation Planner



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

BICYCLE ADVISORY COMMITTEE

DRAFT MINUTES

Monday, October 7, 2019

5:00 pm to 8:30 pm

"New Member Orientation" Event

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

1. Call to Order: Chair, Amelia Conlen called the meeting to order at 5:05 pm.

2. Introductions

Members Present:

Amelia Conlen, Bike-to-Work, Chair
Shea Johnson, District 2
Peter Scott, District 3
Sally Arnold, District 3 (Alt.)
Anna Kammer, District 4
Rick Hyman, District 5 (Telephone)
Theresa Rogerson, District 5 (Alt.)
Michael Moore, City of Capitola
Matt Farrell, City of Santa Cruz
Murray Fontes, City of Watsonville
Drew Rogers, City of Watsonville (Alt.)
Leo Jed, CTSC
Kira Ticus, Bike-to-Work (Alt.)

Unexcused Absences:

Richard Masoner, City of Scotts Valley

Excused Absences:

Grace Voss, District 1
Janneke Strause, District 1 (Alt.)
Casey Beyer, District 2 (Alt.)
Bruce Sawhill, City of Santa Cruz (Alt.)
Jim Langley, CTSC (Alt.)

Vacancies:

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

Staff:

Tommy Travers, Transportation Planner

Guests:

John Ciccarelli, Bicycle Solutions
Gina Cole, Bike Santa Cruz County
Lauren Freeman, County Public Health

3. Announcements – Staff announced that 1) a special meeting of the Committee has been scheduled for Monday, November 4, 2019 at 6:00 PM at the RTC Office, 2) there will be a public meeting regarding aesthetic treatments for the Chanticleer Ave pedestrian/bicycle bridge in design held Tuesday October 22, 2019 at the Live Oak Grange, 1900 17th Ave, Live Oak, and 3) RTC Senior Planner Cory Caletti, former primary staff for many years to the Committee, is retiring from the RTC.

4. Oral communications – Amelia Conlen announced that there will be a public input meeting for the development of the Scotts Valley Active Transportation Plan on Thursday, October 24, 2019 at 6:30 PM at the Scotts Valley Senior Center, 370 Kings Village Rd, Scotts Valley. She also announced that Adam Millard-Ball of UCSC is seeking bicycle planners interested in working with students of his winter 2020 seminar on new bicycle projects. Gina Cole announced that Open Streets Santa Cruz will take place on Sunday, October 13, 2019 on West Cliff Dr.

CONSENT AGENDA

No items

REGULAR AGENDA

5. Bicycle Advisory Committee Member Orientation Event – John Ciccarelli led a session in order to educate and empower Committee Members about the function of the Committee and fundamentals of bicycle planning. The Chair and Staff also reviewed past and current bicycle-related projects in Santa Cruz County with Committee members. The following list summarizes the key topics of the Orientation presentation, developed primarily by John Ciccarelli with limited input and review from Chair Amelia Conlen, RTC Planner Tommy Travers, and RTC Senior Planner Rachel Moriconi:
 - Committee history and past successes – developed and presented by Member Rick Hyman
 - Committee role and processes
 - Member skills and relationships with other bodies
 - Overview of the work of the Committee
 - Bike facility planning, construction plans, and how to review plans
 - Current planning documents
 - Funding sources
 - Latest manuals and guidebooks
 - Bike facility types and recent trends
 - Current projects with RTC fundingThe Committee discussed these topics briefly and asked questions of the presenter, staff, and chair. Handouts of the presentation are available for download on the RTC website at <https://sccrtc.org/meetings/bike-committee/agendas/> .
6. Adjourn – 8:28 pm

NEXT MEETING: The next Bicycle Committee meeting is a **special meeting scheduled for November 4, 2019** from 6:00pm to 8:30pm at the RTC Office, 1523 Pacific Ave, Santa Cruz.

Minutes respectfully prepared and submitted by:
Tommy Travers, Transportation Planner

Bicycle Hazard Reports

05/31/19 - 10/23/19

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
10/23/19	149 Natural Bridges Dr	Delaware Ave	Santa Cruz	Bike: Debris on shoulder or bikeway, Vehicles or objects blocking sidewalk, Other	Motorhome awnings opening in to the bike lane. I spoke with the residents of the motorhome and kindly asked them to bring in the awnings that are at head level for cyclists. It's the 2nd time I asked and they strongly declined.	Jim Burr, Claire Fleisler	10/23/19	10/23/19 Jim Burr: Sent to SCPD for response.
10/16/19	1522 Pacific Ave (Hazard location is actually Corralitos)	Arnesti Rd	Corralitos	Bike: Rough pavement or potholes, Pavement cracks, Debris on shoulder or bikeway	On this section of Brown's Valley Rd. the road pavement is rutted, full of potholes and cracked. This is a hazard for bicyclists because when a vehicle comes by, bicyclists are obligated to go into the shoulder which is in even worse shape than the road. This stretch of road is frequented by bicyclists, as it is a gateway to some awesome cycling routes. It would be great to have better pavement here, and a smooth shoulder for cyclists!	DPW	10/16/19	10/16/19 Dorothy Morgan: Dear Anna Kammer, Thank you for your email regarding potholes on Browns Valley Road. I have forwarded your request to our Road Maintenance Dispatch (831-477-3999) for review and they will contact you directly. 10/17/19 Santa Cruz County Roads Dispatch: I have entered a service request for our roads crews to check out this area.
10/07/19	2620 Mission Street Ext.	Western Dr	Santa Cruz	Bike: Debris on shoulder or bikeway	Across the street from 2620 Mission Street Extension there is a car-hauling truck parked. It appears that hydraulic fluid is leaking and draining onto the street. This morning there was a pool of oily fluid about 10 feet long collecting along the curb. As the photo shows it is dripping onto the street and flowing over to the curb. All of this could be hazardous to bicyclers and pedestrians. And it will all wash into the Bay if not cleaned-up properly. The name on the truck is: Burning Daylight Transportatpn LLC USDOT# 3145165 CA# 541557 The CA license plate number is 9G04883	Jim Burr, Claire Fleisler	10/07/19	10/11/19 Jim Burr: Thank you for reporting. This report was forwarded to the Santa Cruz Police Department for response, because it is a licensed vehicle in the public right-of-way.
10/02/19	915 Disc Dr	N/A	Scotts Valley	Bike: Plant overgrowth or interference, Debris on shoulder or bikeway	The southbound bike lane is becoming overgrown in many areas forcing bikes into the lane of travel. There is also considerable tree debris down in the bike lane in several sections.	Trish McGrath, Frank Alvarez, Daryl Jordan	10/03/19	
10/02/19	1522 Pacific Ave	Locust St	Santa Cruz	Bike: No crosswalk or striping	Mission Extension and Swift. It's a night mare especially since there is a school the kids need to be able to bike or walk to.	Jim Burr, Claire Fleisler	10/03/19	10/3/2019 Jim Burr: Rene, A crossing improvement project at this location is in the Active Transportation Plan (ATP). Council approved a grant application in 2017 for ATP Cycle 3, but the application was not successful. We applied again in 2018 for ATP Cycle 4, but again were unsuccessful. We will continue to seek funds for this improvement. Thanks for reporting.
10/01/19	4465 Esta Ln	Soquel Wharf Rd	Soquel	Bike: Debris on shoulder or bikeway, Other	Note that I am taking the photo from the opposite direction from the problem I am pointing out. If you look in the photo, you'll see the normal condition of this corner, where it is never cleared of the leaf debris and is very hazardous to cyclists heading down Wharf Road, in the direction from Capitola to Soquel. Even though I am always aware to be prepared for this, I am always concerned that I could easily skid on this corner, and am concerned that some who are not prepared could easily skid and crash. Furthermore, one heading in this direction, and wanting to head straight ahead to continue on Robertson, have really no options, other than to move into the lane of traffic. Multiple dangerous conditions at this corner that need to be addressed.	DPW	10/01/19	10/1/19 Dorothy Morgan: Good Afternoon Scott, Thank you for your email regarding the debris on Soquel Wharf Road/Robertson Street. I have included our Road Maintenance Dispatch (831-477-3999) for review and response.
09/24/19	Bay St	Between Escalona and Mission	Santa Cruz	Bike: Rough pavement or potholes	Southbound bike lane from Bay Street and Escalona to Bay Avenue and Mission. The road work in this section has resulted in improved bike lane markings, which are much appreciated. The pavement in the bike lane is pretty rough, however, with seams and bumps everywhere. It feels precarious on a road bike with properly inflated tires. Thanks, Kim	Jim Burr, Claire Fleisler	09/24/19	10/1/19 James Burr: This report has been forwarded to City crew for field check and action. Thanks

Bicycle Hazard Reports

05/31/19 - 10/23/19

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
09/23/19	Calabasas Rd. Watsonville	Between Rancho Calabasas and Koenig	Corralitos	Bike: Rough pavement or potholes, Pavement cracks, Debris on shoulder or bikeway	On Calabasas Rd. from Rancho Calabasas to Koenig Rd. the pavement is in very bad condition - very rough and broken up with lots of potholes. This is a route used by many cyclists in South Santa Cruz County, and the condition of the pavement means we have to navigate a narrow, bumpy, curvy road to avoid potholes, creating major safety issues especially when there is any traffic. Also, the Calabasas bike lane from Bradford Rd. to Buena Vista has glass and debris. Can this bikeway be cleared regularly?	DPW	09/23/19	9/23/19 Jana Vargas: Good afternoon Ms. Kammer, We are in receipt of your email concerning potholes and unsafe road conditions on Calabasas Road. I will forward your email to our Road Maintenance Department for review and response. Thank you
09/23/19	270 to 320 Hames Rd		Corralitos	Bike: Plant overgrowth or interference, Debris on shoulder or bikeway	Landscape plants are growing over the roadway on Hames Rd. between address #270 and #320 encroaching onto the shoulder (northbound side, as you go up the hill). This blockage of the shoulder forces cyclists to ride out into the vehicle travel lane. As cars often do not heed the "3-foot rule", riding in this section can be very challenging, as well as unsafe.	DPW	09/23/19	9/23/19 Jana Vargas: Good afternoon, We are in receipt of your email concerning landscape plants growing over the roadway on Hames Rd. between address #270 and #320. I will forward your request to our Road Maintenance Department (831-477-3999) for review and response. Thank you
09/17/19	504 Ocean View Ave	Broadway	Santa Cruz	Bike: Rough pavement or potholes	There is a very steep bump running along Ocean View in the middle of the intersection that can easily cause a cyclist traveling west on Broadway to crash, especially because it's often obscured by tree shadows. Cyclists who don't know to watch for it risk jumping their front wheel and crashing in the middle of a busy intersection.	Jim Burr, Claire Fleisler	09/18/19	9/26/19 Jim Burr: Sean, With this email, Streets and Traffic Maintenance will respond. Thanks 9/26/19 Rich Smith: Got it, we will check it out and repair. Rich
09/17/19	407 Broadway	Ocean St	Santa Cruz	Bike: Vehicles or objects blocking sidewalk	Honda Civic fully blocking bike lane with license 8EWC234	Jim Burr, Claire Fleisler	09/18/19	9/26/19 Jim Burr: Sean, With this email, Parking Enforcement will respond. 9/26/19 Ted Connelly (City of SC): Thanks I will have someone continually check the area. Ted
09/10/19	507 Market St	Avalon St	Santa Cruz	Bike: Plant overgrowth or interference	traveling towards town on Market Street the bike lane is fully blocked by vegetation overgrowth. This is a re-occurring problem that really needs a regular -- every 4 months notice to the property to cut back. Please be pro active and get the vegetation cut back on a maintenance schedule so people riding bikes aren't needlessly put in harms way. Especially our most vulnerable people on bikes -- kids biking to and from Delaveaga school.	Jim Burr, Claire Fleisler	09/11/19	Jim Burr 09/13/19: City crew will respond
09/10/19	511 Walnut St	California St	Santa Cruz	Bike: Debris on shoulder or bikeway	lots of glass in the bike lane traveling toward town from Mission Street on Walnut Street right after Mission Street and before CA street.	Jim Burr, Claire Fleisler	09/11/19	Jim Burr 09/13/19: City crew will respond
09/10/19	5610 Scotts Valley Dr	Granite Creek Rd	Scotts Valley	Bike: Bikeway not clearly marked	This is a hazardous area for cycling. The lanes are narrow and motor vehicle traffic can be moving fast if there is a green light. If you are turning right, vehicles also turning right can attempt to squeeze past in the marked turn lane. If you are proceeding straight across and not turning right, then you need to position yourself in the center lane, but again, lane width and absence of any bike lane or road sharing signs makes this hazardous.	Trish McGrath, Frank Alvarez, Daryl Jordan	09/10/19	Daryl Jordan 9/10/19: SCCRTC, We are in the middle of a city wide study of all of our bike and ped routes. This study will identify areas described below and allow the City to apply for funding to mitigate this issue. The particular intersection noted is a location where we have multiple comments on concerning safety. There is a meeting tonight at City hall as outreach to these issues if you would like to attend. Dave Wade 9/11/19: Hi Jason, Thank you for the speedy response, and thank you to the good folks in Scotts Valley for the info. I'm glad this is on their radar, and can certainly understand applying for grants to leverage what they can do. I'll be watching for their website. I also took the time to report this on the currently active Caltrans central coast survey.
09/09/19	25 River St	Front St.	Santa Cruz	Bike: Debris on shoulder or bikeway	2029 Soquel ave	Jim Burr, Claire Fleisler	09/09/19	Jim Burr 9/9/19: Sandrine, Thanks for reporting. Your message is with the correct City crews for response. Guadalupe Sanchez 9/9/19: It got taken care of.
08/22/19	58 Mt Hermon Rd	Flora Ln	Scotts Valley	Bike: Plant overgrowth or interference	There is soil buildup and plant overgrowth that block most of the bike land for a roughly 50 yard section around the noted address. This forces bikes into the lane of travel of fast moving cars.	Trish McGrath, Frank Alvarez, Daryl Jordan	08/22/19	

Bicycle Hazard Reports

05/31/19 - 10/23/19

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
08/20/19	3751 N Main St	Cherryvale Ave	Soquel	Bike: Plant overgrowth or interference	N. Main St. in Soquel just before Cherryvale. Bike lane at guardrail overgrown with poison oak. Bicyclists are forced out of "bike lane" and into path of vehicles on a curve with little visibility.	DPW	08/20/19	DPWWeb 8/21/19: Good morning Janine: We are in receipt of your e-mail regarding the encroachment of poison oak on 3751 N Main St, Soquel. I will forward your message to our Roads crew (831-477-3999) for review and response. Thank you.
08/19/19	296 Swanton Blvd	Quintana Ct	Santa Cruz	Bike: Other	Syringe in bike path, a neighbor came and picked most of the paraphernalia up while I was in the middle of sending this. But there is still a mess there.	Jim Burr, Claire Fleisler	08/19/19	Jim Burr 8/27/19: Haz report has been sent to the appropriate City crew for response. Thanks
08/16/19	320 Soquel Ave.	Between Riverside and Ocean	Santa Cruz	Bike: Debris on shoulder or bikeway	320 Soquel ave. in bike lane eastbound. Broken glass.	Jim Burr, Claire Fleisler	08/16/19	Jim Burr 8/27/19: Hazard Report has been sent to the appropriate City crew for response. Thanks
08/05/19	1025 Broadway	Pennsylvania	Santa Cruz	Bike: Other	North West Corner of Broadway and Pennsylvania Ave. (1025 Broadway) No red curb on Broadway to prevent cars from parking too close to the intersection results in very poor visibility for vehicles traveling from Pennsylvania Ave to Broadway (either direction on Broadway). All other curbs along this stretch of Broadway are either painted, have pedestrian bulb-outs, or have Jump Bike racks. Added visibility issue due to intersection not being a true 90 degree angle. Cars parked on the corner in front of 1025 Broadway make it impossible to see oncoming traffic on Broadway which results in a hazardous situation for motorists, pedestrians, and cyclists alike. This is the only Broadway cross street intersection between Seabright and Branciforte that does not have a red curb to protect intersection visibility sight lines for oncoming traffic. I selected "Bike" under hazard type, but this applies to all (bikes, pedestrians, and motorists).	Jim Burr, Claire Fleisler	08/05/19	Jim Burr 8/13/19: City will perform a site visit and seek to add red curb. Thanks
07/25/19	East Lake Ave.		Watsonville	Bike: Bikeway not clearly marked	East Lake Ave. in Watsonville has no bike lanes indicated.	Watsonville PW, Maria Esther Rodriguez	07/26/19	Maria Esther Rodriguez 8/5/19: Good afternoon Mr. Skeel, Thank you for taking the time to contact us. East Lake Avenue through the City of Watsonville is part of the State Highway system - US SR 152. You are correct: there are currently no bike lanes along East Lake Avenue in the City limits. I will forward your concern to Caltrans planning in case there are any plans to include bicycle lanes or other bike related improvements in this area. Kelly McClendon (Caltrans) 8/6/19: Mr. Skeel, Thank you for your comments. As Maria noted below, East Lake Avenue is a state highway that is owned and operated by Caltrans. Coincidentally, Caltrans District 5 is currently working on a regional Active Transportation Plan that is intended to identify issues or needs similar to the area that you pointed out, and come up with a plan to address priority issues. I have attached a fact sheet for your reference. Please note that the schedule on the fact sheet has been updated, and we are now scheduled to complete the plan next spring. Our vision is for the plan to be guided by local communities. We have established a website to provide a forum for these types of comments and questions (https://bikewalkcentralcoast.mindmixer.com/). I would appreciate it if you would add your comment to our website so we can capture it within our planning effort. Additionally, our team is planning on providing a status update at a future SCCRTC Bicycle Advisory Committee meeting. I'm not certain about the exact scheduling details, but for now I can at least send the link to their page so you can bookmark it and check back as needed for further updates (https://sccrtc.org/meetings/bike-committee/agendas/). Thanks again, please let me know if you have any questions
07/14/19	329 Laurel St	Center St	Santa Cruz	Bike: Traffic signal problem	I was on bike in left turn lane on Laurel westbound trying to turn onto Center Street -- light went through two cycles without giving me a green arrow -- bike failed to trip the light sensor.	Jim Burr, Claire Fleisler	07/15/19	7/15/19 Jim Burr: Rich. Please ask CalWest to increase the sensitivity of the reported (virtual)loop. Thanks

Bicycle Hazard Reports

05/31/19 - 10/23/19

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
07/11/19	4930 Soquel Dr	Bet Main St and Center St	Soquel	Bike: Other	Soquel Village: Eastbound lane of Soquel Drive between Main Street and Center Street. Parked vehicles force cyclists into traffic on an uphill climb. The cars seem to be legally parked, as there is no specifically marked bike lane, but I see the same cars parked in this area almost every day on my commute home from work. The traffic lanes are very narrow here, so going around the parked cars is dangerous. Is there some way of requesting this be changed to a marked bike lane? Ideally, it would be great if this was a no-parking zone, but any progress toward a solution would be helpful. Perhaps 2-hour parking, or even markings showing that it's OK for bikes to take the main lane of traffic for this stretch?	DPW	07/11/19	8/29/2019: Russell Chen: Hi Carolyn, Thank you for your inquiry. We will be installing sharrows and "bikes may use full lane" signage in this area. In the long term, we have an active transportation planning grant that will be looking at improving pedestrian and cycling modes of transportation, and this is one of the areas that we will be looking at for safer cycling. Please let me know if you have any questions. 7/12/19 Susan Leland: Good morning, Carolyn and Joanna: I am in receipt of your e-mail regarding the bike lane on Soquel Drive and will forward your message to traffic engineers for their review and response. Thank you notifying us.
07/02/19	Watsonville Slough Trails	1301 Main St.	Watsonville	Bike: Rough pavement or potholes, Pavement cracks, Plant overgrowth or interference, Debris on shoulder or bikeway, Hazardous drain grate, Bikeway not clearly marked, Damaged bikeway signs, Excessive driveway slope, Pole blocking walkway, No crosswalk or striping, Construction hazard	Watsonville Slough Trails. 6/27/2019 Bike Santa Cruz County and County of Santa Cruz Health Services Agency took FoodWhat! youth on a ride last week using bikes from Trips for Kids. The trails were poorly maintained including low hanging branches, pot holes, over grown weeds, slippery sand, cracks in the pavement, exposed storm drains in the middle of a (dangerous) bike lane intersection, tight and dangerous turns, debris on ground, poorly marked directions, lacked signage, and unmarked/dead-end routes. We started at Harvest Ln and road down W. Beach to Ohlone Pkwy and behind Fed Ex. We then rode along the slough back up the hill to Loma Vista Drive onto the bike lane on Ohlone Pkwy to Landmark Elementary and then to Ramsay Park. There was little to no indication that this bike trail turns into a bike lane that exists on the side walk. From Ramsay Park we went through the trails (I'm not familiar with the streets/trails) back to Ohlone Pkwy back to W. Beach and Harvest Ln. There were no protected bike paths on these major streets. The trails around Ramsay Park and the Slough were disintegrating. They had enormous cracks, potholes, low hanging branches, and weeds. I was afraid that one of our youth were going to seriously injure themselves. It was disappointing to see the condition of the Sloughs and to take these youth there to ride. I had hoped that the trails would have been tended to and safe. One of our riders slipped and fell on one of the flat and curvy turns due to the slippery sand gravel. It was a poor choice to use this gravel on parts of the trail. I'm not sure if the condition of the trails encouraged or discouraged our youth to <u>continue riding bikes in general or to even take their</u>	Watsonville PW, Maria Esther Rodriguez	07/02/19	7/11/19 Maria Esther Rodriguez: Hi Lauren, First, thank you for the support at yesterday's Council meeting! I think our council is very in tune to traffic safety and it is high on their priority list! Also, thanks for taking the time to provide input, specific details and pictures on this hazard report. There are a couple of things in the works that will be addressing items you discussed in your e-mail. Slough Trails: I know the unpaved/ multi use trails around our sloughs are used a lot- many walkers and quite a few cyclists. As you point out - these slough trails are in need of maintenance. Our limited maintenance dollars over the years had been spent on road projects. Thankfully with Measure D, we are now able to do more and very needed projects - such as trail maintenance. We have included in our recently adopted budget significant funding over the next two years for trails maintenance. Ramsay Park: There is currently a Master Plan update happening for Ramsay Park. I think when all is said and done - the park will include improved trails as well. Some of that work will also begin this fiscal year. While it will take a bit to get there, we are working towards improvement and maintaining them in good condition. In the meantime - I will check in with our crews to see if they can take care of the shrubs and low hanging branches. We hope trips through the trails will be more pleasant and safe once they get the repair and attention they need. Please let me know if there are any other areas that are of concern.
07/02/19	105 Bluebonnet Ln.	Bean Creek	Scotts Valley	Bike: Plant overgrowth or interference, Other	Bluebonnet Lane, eastbound, last uphill stretch before intersection with Bean Creek Rd. Vegetation - hedge adjacent to road has completely covered at least two traffic signs and is growing out into bike lane far enough it forces a rider to swerve around it.	Daryl Jordan, Frank Alvarez, Trish McGrath, Kimarie Jones	07/02/19	
07/02/19	270 Glenwood Dr.	Vine Hill	Scotts Valley	Bike: Bikeway not clearly marked	Glenwood Drive, Scotts Valley, between Vine Hill School Road and SV High School. Bike lane needs re-striping in both directions. Markings almost completely gone at some places.	Daryl Jordan, Frank Alvarez, Trish McGrath, Kimarie Jones	07/02/19	7/2/19 Kimarie Jones: Good morning, We have a contract to have portions of Glenwood re-stripped in locations that is needs, won't be happening till later this summer though or early fall due to scheduling. Thanks so much, Kimarie
07/01/19	Laurel St.	Front St.	Santa Cruz	Bike: Other	RE: Bike ramp to facilitate River bike path access, Laurel St and Front St. Please consider installing a small curb access cut to allow access of bicycles to the bike path along the river. There is sometimes heavy traffic at this location, making it hazardous to stop and lift the bike over the curb and keep balance. This is the only curb that I know of over the river that doesn't have such a ramp.	Jim Burr, Claire Fleisler	07/01/19	7/11/19 Jim Burr: Received. RP listed "Do not contact"

Bicycle Hazard Reports

05/31/19 - 10/23/19

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
06/27/19	West Cliff Drive	Woodrow	Santa Cruz	Bike: Rough pavement or potholes, Bikeway not clearly marked, Construction hazard	The extended construction on West Cliff Drive heading west up through Woodrow is creating a dangerous condition for cyclists. There are constantly covered manholes and filled areas to avoid. On a road bike, these areas are difficult to ride over, forcing riders to use the entire lane. There should be a "share the road" sign out because cars try to pass dangerously close. I was swiped by someone's side mirror and it terrified me. It would be best to wrap up this project as quickly as possible--work seems to be intermittent, prolonging the unsafe condition that exists.	Jim Burr, Claire Fleisler	06/26/19	7/8/19 Miguel Lizarraga: Hello All, The contractor has placed "shared the road" signage on both ends of the project. They have also added cold-mix to the trench areas that are low and potentially hazardous to cyclists. Thank you
06/23/19	Highway 1	Western Dr	Santa Cruz	Bike: Traffic signal problem	Highway 1 southbound left turn lane at Western Drive. The left turn lane---from southbound Highway 1 to Western Drive going uphill---signal trigger is not sensitive to my steel frame bicycle.	Nancy Cross, Caltrans	06/24/19	7/22/19 Nancy Cross: Good Morning Joanna, The work order was completed for this request on July, 2, 2019. 7/1/19 Nancy Cross: Hi Joanna, I've created Customer Service Request 759853 and the citizen has received an email. I'll let you know when the work order has been completed.
06/17/19	Carlton Rd	Hwy 129	Watsonville	Bike: Rough pavement or potholes	A pot hole about five feet wide and more than a foot deep is on carlton road off highway 129 (about half a mile or so off 129 on carlton)...it is a hazard to cars and bicyclists, it could swallow a bike's front tire, causing injury to the rider...please fix! thank you! see info box above...highway 129 and carlton but hazard is on carlton going towards scurich road, about half a mile off 129...hope this helps!	DPW	06/17/19	6/18/19 Susan Leland: Good morning, Joanna and Grace: I am in receipt of your e-mail regarding a pothole on Carlton Road. I will forward your message to our Roads team (831-477-3999) for their review and response. Thank you for contacting us.
6//11/19	Glen Arbor Rd	Caledonium	Ben Lomond	Bike: Plant overgrowth or interference	south side of Glen Arbor Road near intersection with Caledonium Ave. in Ben Lomond. Himalayan blackberry and alder branches encroaching on south side of road on outside of tight turn for vehicles. (Probably a hazard to bicyclists as well as pedestrians but this online form only allows picking one or the other.)	DPW	06/12/19	6/13/19 Susan Leland: Good afternoon, Joanna and Laura: I am in receipt of your email regarding vegetation overgrowth on Glen Arbor Road. I will forward your message to our Roads team (831-477-3999) for their review and response. Thank you.
06/11/19	436 Soquel Ave, 113 Laurel St	Two different locations: Soquel is near Ocean, Laurel is near Front	Santa Cruz	Bike: Debris on shoulder or bikeway	Broken glass at 2 locations: 1/ In bike lane on Laurel bridge, direction mid town, across from 113 Laurel St (sorry but Google Maps won't let me get to the side of the bridge where the broken glass is for some reason so I am giving you the address across the other side of the bridge) 2/ in bike lane, by 436 Soquel avenue (Rivera's alterations), same location than a few months ago... strange...	Jim Burr, Claire Fleisler	06/11/19	6/11/19 Jim Burr: This report is forwarded to the appropriate crew for action. Thanks for reporting.
06/09/19	Bay St	Mission St	Santa Cruz	Bike: Rough pavement or potholes	Intersection of Bay and Mission Laurel in the bike lane, on the side outside of Burger Habit. A couple of holes as you go around the corner that are wide enough for a bike tire to stick in	Jim Burr, Claire Fleisler	06/12/19	6/12/19 Jim Burr: Emily, With this email the appropriate City crew is notified for to respond to the issue. Thanks
06/01/19	Scotts Valley Drive	Between Glenwood Dr and Vine Hill School Rd	Scotts Valley	Bike: Plant overgrowth or interference	The upper section of Scotts Valley Drive between the Redwood Vista complex and The Vineyards complex. The plants along the northbound part of the road are overgrowing the bike lane, in spots it forces you into the 35 MPH lane of traffic to avoid them. The shrubs being cut back to the curb would be very helpful.	Daryl Jordan, Frank Alvarez, Trish McGrath, Kimarie Jones	06/03/19	
05/31/19	898 Glenwood Dr	Between Canham and Deerfield	Scotts Valley	Bike: Plant overgrowth or interference	Glenwood Drive, northbound direction, north of Scotts Valley High School. Poison oak growing out into roadway, several locations. Its currently avoidable, but the road is narrow. This should be brushed back soon!	Daryl Jordan, Frank Alvarez, Trish McGrath, Kimarie Jones	05/31/19	

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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

August 27, 2019

Att'n: Ingrid McRoberts, Transportation Planner
Tim Gubbins, Director
Caltrans District 5
50 Higuera Street
San Luis Obispo, CA 93401

Dear Mr. Gubbins,

Thank you for your staff's presentation to the Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee regarding the District 5 Active Transportation Plan (ATP). Santa Cruz County contains many state highways that serve as main streets or recreational bicycling routes and are heavily used by local people riding bicycles. We appreciate the opportunity to offer comments on the ATP. The comments below are divided into physical infrastructure issues and procedural issues. The committee would appreciate a response to let us know whether the issues highlighted below will be included in the ATP or whether other avenues should be pursued to address items identified.

I. Physical Issues

Maintenance of highway shoulders and striping

Bicyclists use many state highways as recreational or longer-distance routes. The shoulder becomes the de facto bike lane in these locations, and a few inches of space can make a big difference in separating people on bicycles from fast-moving, distracted, and/or impatient drivers. Please consider the following improvements to highway shoulders throughout Santa Cruz County:

- Maintain or expand shoulder width of highways, and reduce vehicle lane width, when repaving (e.g., Hwy 1, 9, 152)
- Work to avoid uneven pavement conditions after patching and chip sealing
- Use chip seal treatments that provide as smooth a surface as possible
- Enforce 'No Parking' areas on highway shoulders that bicyclists use (e.g., Hwy 1, 9)
- Avoid drainage grates on highway shoulders used by bicyclists (e.g., Hwy 1 north of Santa Cruz)
- Do not install additional rumble strips in the shoulder, which are hazardous to bicyclists (e.g., Hwy 1 north of Santa Cruz). In the event rumble strips are absolutely needed, place the rumble strip on the outside of the shoulder, minimize depth, and leave frequent gaps
- Install signs /pavement markings (sharrows, "bikes may use full lane" [BMUFL] signs, "3 feet to pass" signs, green lanes at intersections) to alert motorists to bicyclists' presence

Freeway interchanges

Freeway interchanges create barriers for people riding bicycles or walking throughout Santa Cruz County, and are frequently the site of bicycle crashes. The Committee requests that the following treatments be included in the ATP:



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- Green lane treatments to highlight conflict zones at interchanges, similar to what has been installed at the Hwy 1 interchanges at Soquel Drive and Freedom Boulevard
- Install signage and striping to allow continuous, safe and intuitive routes for bicyclists across interchanges (e.g., Scotts Valley Drive & Hwy 17, Hwys 1 & 9, Mt Hermon/El Rancho & Hwy 17, Morrissey Blvd & Hwy 1, State Park Drive & Hwy 1, and Green Valley Road & Hwy 1)
- In the long term, replace interchanges with designs that provide continuous, safe and intuitive routes for bicyclists
- Work to slow traffic speeds for vehicles coming off the freeway, or eliminate conflict points between vehicles and bicyclists (e.g., Hwy 1 at Morrissey Blvd)

Bicycle Facilities in Urban Areas

In several areas of the county, state highways serve as main streets and key routes through town. In these areas, state highways lack bicycle facilities, which creates a barrier to safe bicycling in our communities.

- Please install buffered or protected bike lanes, narrowed vehicle lanes, and related bicycle facilities such as BMUFL or “3 ft to pass” signs within urbanized areas (e.g., Felton, Ben Lomond, Boulder Creek, Mission St. in Santa Cruz, and Main St., Riverside, Lakeview and Beach in Watsonville)
- Where bike lanes are not possible or as an interim measure, install sharrows in the areas listed above
- Invest elevated attention to improvements on state highways near schools (Bayview Elementary, Aptos Junior High, Pajaro Valley High School, EA Hall Middle School, Watsonville High School, Ann Soldo Elementary School)
- Allow bicyclists on limited-access highway sections that would be safe and convenient to ride on (e.g., Hwy 1 between Chestnut and River Streets in Santa Cruz)
- Provide detection for bicycles at all signalized intersections on state highways and on county roads that are within Caltrans right-of-way that are used by bicyclists (e.g., Hwy 9, City of Scotts Valley at Granite Creek Road, City of Watsonville)

Vehicle Speeds

- Work to reduce vehicle speeds on highways where bicyclists are sharing the lane with motor vehicles (e.g. Mission Street, Hwy 9, Hwy 152, Hwy 129)
- Pursue elimination of the 85th percentile protocol, which leads to higher motorist speeds and endangers bicyclists
- Work to reduce speeds for vehicles entering and within populated areas (e.g., Hwy 1 near Santa Cruz western city limits, Hwy 152 near Ann Soldo Elementary)

Other

- Class I facilities are preferable for bicyclists where possible. Please consider options for using Caltrans right-of-way for bike paths (e.g., Hwy 1)



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- Maintain existing Class I facilities to best-practice standards and rehabilitate every 20 years (e.g., Hwy 1 path between Santa Cruz and Wilder Ranch State Park)
- Consider rerouting the Highway 152 designation to Airport Boulevard and Holohan Road, away from downtown Watsonville

II. Procedural Issues

In addition to recommendations for new facilities, the Committee would like to highlight procedural issues that could improve and encourage bicycling throughout Santa Cruz County.

- It would be beneficial to establish a clear process for which agency takes the lead on projects in the state ROW. In many cases, it is unclear whether Caltrans or local governments will/should take the lead, which can delay valuable projects. A specific example is the question of which agency has responsibility for installing bike lanes on freeway overpasses.
- During construction, please mark safe and convenient detour routes for bicyclists when highways, overpasses or underpasses are closed (e.g., Hwy 9, La Fonda Ave bridge over Hwy 1). It is also important to allow enough time for people on bicycles to travel through a 1-lane closure (e.g. current closures on Hwy 9). A policy that includes the considerations above could help ensure bicyclist safety and ease of movement during construction. Please also include signage during construction such as the BMUFL.
- We appreciate the comment from your staff that Caltrans always tries to add shoulder width during maintenance and repair projects. The Committee would appreciate updates on locations where widening can be incorporated, especially on Hwys 9 and 152.

We thank you for the opportunity to provide comments on this important project and look forward to your response. You can contact the RTC's Bicycle Advisory Committee staff person, Tommy Travers, at 831-460-3208 or by email at ttravers@sccrtc.org, for this and any other committee related matters.

Sincerely,

Amelia Conlen
Chair, RTC Bicycle Advisory Committee

DEPARTMENT OF TRANSPORTATION

CALTRANS DISTRICT 5
50 HIGUERA STREET
SAN LUIS OBISPO, CA 93401-5415
PHONE (805) 549-3101
FAX (805) 549-3329
TTY 711
www.dot.ca.gov/dist05/



*Making Conservation
a California Way of Life.*

September 25, 2019

Amelia Conlen, Chair RTC BAC
Santa Cruz County Regional Transportation Commission
1523 Pacific Ave
Santa Cruz, CA 95060-3911

Dear Ms. Conlen:

We would like to express our appreciation for your letter dated August 27, 2019, regarding the Caltrans District 5 Active Transportation Plan (ATP). Your thought-provoking letter has provided us with valuable comments on bicycle and pedestrian needs and opportunities in Santa Cruz County.

Currently, the District 5 ATP team is coordinating with local and regional partners to incorporate elements of local plans and local input, into the ATP. Your comments will help to inform our plan, and ultimately help to improve the bicycle and pedestrian network for all users.

We look forward to continued coordination with the SCCRTC and your participation on the District 5-ATP Partner Team. If you have additional questions or comments, please contact me at (805) 549-3131 or ingrid.mcroberts@dot.ca.gov.

Sincerely,

A handwritten signature in blue ink that reads "Ingrid McRoberts".

Ingrid McRoberts
District 5 Active Transportation Plan
Project Lead



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

June 27th, 2019

Steve Palmisano
Public Works Director
250 Main Street
Watsonville, CA 95076

Dear Mr. Palmisano,

The Bicycle Advisory Committee (Committee) of the Regional Transportation Commission would like to express its strong support for the Preferred Alternative in the Downtown Complete Streets Plan and thank the City of Watsonville for your work to explore downtown bicycle facility improvements.

The Committee strives for easy access for bicyclists to all destinations in Santa Cruz County, and we believe that people on bikes should be able to travel safely to the amenities on downtown corridors, such as Main Street in Watsonville, rather than being inconveniently diverted to side streets. The Preferred Alternative includes new buffered bike lanes on key corridors including Main Street, Lake Avenue, Beach Street and Rodriguez Street. This is a tremendous addition to the City's bicycle network and will allow safe and comfortable access to key destinations such as City Hall, the Watsonville Plaza, Radcliff Elementary, Cabrillo College, Watsonville High and downtown businesses. The Main Street bicycle lanes would also provide a safe route across town and access to the parks, shops and housing in northern Watsonville.

Cities across the county are using Level of Traffic Stress analyses as a way to rank the comfort of their bike and pedestrian networks, and a recent survey of Berkeley residents showed what most of us know intuitively: a two-lane road with buffered bike lanes is much more comfortable for people on bikes than a four-lane road with high traffic volumes and no bike facilities. The facilities outlined in the Preferred Alternative are a huge step towards encouraging more car-free trips in Watsonville.

In addition, the road diet and pedestrian facilities included in the Preferred Alternative will have the added benefit of slowing traffic speeds, which will create a more comfortable atmosphere for people to walk, bike and contribute to downtown Watsonville's vitality.

We thank you for the opportunity to provide comments on this important project. Please keep our Committee informed of the status of this project and whether these changes will be implemented. You can contact the RTC's Bicycle Advisory Committee staff person, Tommy Travers, at 831-460-3208 or by email at ttravers@sccrtc.org, for this and any other committee related matters.

Sincerely,

Amelia Conlen
Chair, RTC Bicycle Advisory Committee

CC:

Murray Fontes, City of Watsonville
City of Watsonville seat of the RTC Bicycle Advisory Committee

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TO: Bicycle Advisory Committee

FROM: Tommy Travers, Transportation Planner

RE: Bicycle Advisory Committee Meeting Schedule for 2020

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee approve the proposed 2020 meeting schedule.

BACKGROUND

Every year the Committee approves the schedule of meetings for the following year. Six meetings are currently scheduled.

DISCUSSION

RTC meetings are generally held on the second Monday of the month. Due to holidays, there is one meeting scheduled for a different time of the month as noted with an asterisk (*).

The proposed Committee meeting schedule for 2020 is as follows:

- February 10
- April 13
- June 8
- August 10
- October 5*
- December 14

All Committee meetings start at 6:00 p.m. and are held at the Santa Cruz County Regional Transportation Commission office, 1523 Pacific Avenue in Santa Cruz unless otherwise noticed. Agenda packets are posted on the RTC website <https://sccrtc.org/meetings/bike-committee/agendas/> five days prior to the meeting.

Staff recommends that the Committee approve the proposed meeting schedule.

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AGENDA: November 4, 2019

TO: Bicycle Advisory Committee

FROM: Tommy Travers, Transportation Planner
The information provided was primarily prepared by Caltrans for your review

RE: Update on Caltrans District 5 Active Transportation Plan

RECOMMENDATIONS

Staff recommends that the Committee receive information about the Caltrans District 5 Active Transportation Plan and provide input during a discussion session with Caltrans District 5 staff.

BACKGROUND

Caltrans District 5 is the first of the 12 Caltrans District offices that is developing an Active Transportation Plan (See Attachment: Fact Sheet). Caltrans District 5 includes the Counties of Santa Cruz, San Benito, Monterey, San Luis Obispo and Santa Barbara. Work on the Active Transportation Plan (AT Plan) started earlier this year, and the Plan is expected to be completed in the Spring of 2020. The plan will identify bicycle and pedestrian needs and improvements on, across and parallel to, the State Transportation System. Toole Design Group, the consulting team, developed an overarching statewide data framework and methodology for using the active transportation data.

The Caltrans AT Plan was discussed at the June Committee meeting. On August 27, 2019 the RTC Committee sent a letter to Caltrans District 5 with comments and recommendations on bicycle and pedestrian physical infrastructure issues and procedural issues.

DISCUSSION

Currently, Caltrans staff are meeting with local agencies and organizations to provide an update on the AT Plan development and discuss opportunities to build and expand partnerships with local agencies, community organizations and other stakeholders.

Caltrans staff's update will cover the Caltrans District 5 AT Plan project timeline, and tasks completed and in development.

- a. Existing conditions of the bicycle and pedestrian facilities on, across and parallel to the State Highway System.
- b. Gaps and Barriers in the pedestrian and bicycle network
- c. Community Engagement efforts
- d. Incorporation of local plans and mapping data.

“Partnership” is one of the 6 goals of the plan, and is defined as *“Strengthen partnerships with state, local and regional partner agencies and community organizations to implement active transportation projects on the State Transportation System.”* Caltrans staff are requesting input from the Committee to discuss strategies and opportunities to improve and strengthen partnerships between agencies and organizations in Santa Cruz County. The August 27th letter from the RTC Committee provides recommendations and issues that can be further discussed at the meeting.

SUMMARY

Staff recommends that members of the Bicycle Advisory Committee participate in the discussion and provide input for the Caltrans District 5 Active Transportation Plan.

Attachment: Caltrans District 5 Active Transportation Plan Fact Sheet

Caltrans District 5 Active Transportation Plan



Bike-Walk Central Coast

About:

The Caltrans District 5 Active Transportation Plan will identify bicycle and pedestrian needs and improvements on, across, and parallel to, the State Transportation System throughout California's Central Coast. Partnership with transportation stakeholders and the public will be critical to supporting a safe transportation network that encourages healthy communities. The six goals of the plan are the following:



Safety: Reduce the number, rate, and severity of bicycle involved collisions, working toward zero deaths.



Equity: Promote active transportation solutions that serve the communities within the District by improving accessibility and healthy transportation options for disadvantaged communities.



Partnerships: Strengthen partnerships with state, local, and regional partner agencies and community organizations to implement active transportation projects on the State Transportation System.



Multi-Modal: Reduce dependency on single occupancy vehicle travel through mode shift to bicycling, walking, and transit.

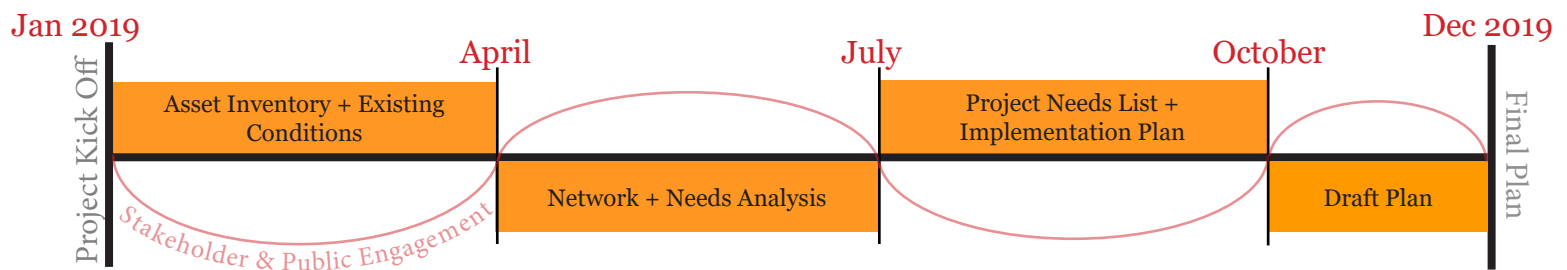


Maintenance: Ensure District active transportation strategies and actions adequately discuss the long-term maintenance needs and resources required to maintain a state of good repair for the State Transportation System.



Corridor Context: Identify needs unique to rural, main street, and trail corridors in the district.

Schedule:



We want your Input!

Please scan the QR code or visit:

<http://bikewalkcentralcoast.mindmixer.com/>



For questions or comments contact:

12-3 Ingrid McRoberts | (805) 549-3131 | Ingrid.McRoberts@dot.ca.gov

Audrey Ogden | (805) 549-3077 | Audrey.Ogden@dot.ca.gov

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TO: RTC Advisory Committees

FROM: Rachel Moriconi, Senior Transportation Planner

RE: Programming Regional Transportation Funds: Preliminary Staff Recommendations

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission's Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) review and recommend that the Regional Transportation Commission (RTC) approve projects to receive Regional Surface Transportation Program Exchange (RSTPX) funds, as summarized in [Attachment 1](#), and approve RTC regional projects to receive other state and federal formula funds, as summarized in this staff report.

BACKGROUND

Transportation projects in Santa Cruz County are funded by a combination of state, federal, and local funds. As outlined in the *Santa Cruz County Regional Transportation Plan* ([RTP](#)), the majority of revenues available for transportation projects are restricted to certain uses (e.g. transit, the State Highway Operation and Protection Program, state gas tax revenues allocated directly to cities and counties, local sales taxes). The Santa Cruz County Regional Transportation Commission (RTC) has discretion over about 5% of funds available to operate, maintain, and improve the transportation network in Santa Cruz County. These discretionary funds include regional shares of Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX), State Transportation Improvement Program (STIP), new SB1 Local Partnership Program-formula (LPP-f), and federal Highway Infrastructure Program (HIP) funds. On average, \$4-5 million per year in RTC-discretionary funds are available for programming.

DISCUSSION

Each funding cycle the RTC establishes a process for programming discretionary funds. In some years the RTC programs the region's discretionary funds through a consolidated competitive process. At its September 5, 2019 meeting, the RTC indicated its intent to program the region's anticipated shares of discretionary funds this cycle as summarized below. Projects sponsors were asked to submit proposals for available funds by October 21, 2019. Projects proposed for funds this cycle preserve existing transportation infrastructure and programs, improve access, traffic flow, and safety, and reduce the number of miles driven and associated air pollution and greenhouse gas emissions.

Regional Surface Transportation Program Exchange (RSTPX)

The RTC has indicated its intent to program the region's shares of RSTPX funds through FY20/21 as follows:

- \$350,000 for non-city, non-county, non-METRO entities through a competitive process
- \$200,000 to Santa Cruz METRO
- Balance of approximately \$10 million to cities and the County of Santa Cruz by population formula, with a minimum of 5% of revenues to each jurisdiction.

RSTPX funds are available for a variety of transportation projects as set forth in federal and/or state guidelines. These include various public street and highway, bicycle and pedestrian, transit, transportation system management, and transportation demand management projects. The RTC received four applications for competitive grant funds from Bike Santa Cruz County, Ecology Action (2 applications), and Trail Now. Additional time is needed for review of applications and staff will return with recommendations at the next committee meeting, with recommendations to the Commission in early 2020.

RSTPX to Local Jurisdictions and METRO

As noted above, the RTC has indicated its intent to program most of the RSTPX funds available through FY20/21 to Santa Cruz Metropolitan Transit District (METRO), Capitola, Santa Cruz, Scotts Valley, Watsonville, and the County of Santa Cruz. Estimated formula shares per agency through FY20/21 are as follows:

Agency	Estimated Share through FY20/21
Capitola	\$505,264
Scotts Valley	\$505,264
Santa Cruz	\$2,369,832
Watsonville	\$1,909,384
County of Santa Cruz	\$4,815,541
METRO	\$200,000
Total Formula RSTPX	\$10,305,285

Local jurisdictions and METRO have proposed to use their targeted shares of RSTPX funds on 17 projects, as summarized in Attachment 1. This includes adding funds to several projects that have been reviewed by RTC committees in past grant cycles. For some jurisdictions, the proposed projects are pending approval by their boards/city councils. While the RTC indicated its intent to allocate certain fund amounts to each jurisdiction, programming to specific projects is subject to RTC approval. **Staff recommends that the RTC advisory committees review and recommend that the RTC approve RSTPX funds for the local jurisdiction projects listed in Attachment 1.**

Regional Funds for Regional Projects: STIP, HIP, & LPP-f

At its September 5, 2019 meeting, the RTC indicated its intent to program regional shares of State Transportation Improvement Program (STIP), federal Highway Infrastructure Program (HIP), and Senate Bill 1 (SB1) Local Partnership Program (LPP-f) funds to Highway 1 auxiliary lane and bus on shoulder projects. Additionally, the STIP includes funding for state and federally-mandated regional planning, programming and monitoring activities (PPM). **Staff recommends that the RTC**

advisory committees recommend that the RTC approve funds for regional projects, as follows:

Project	STIP (FY20/21- 24/25)	LPP- formula (FY19/20)	HIP (FY18/19- 19/20)
Hwy 1 41 st Ave/Soquel Ave Auxiliary Lanes, Bus on Shoulders, & Chanticleer Bike/Ped Bridge: Construction	\$4,914,000		
Hwy 1 Bay/Porter to State Park Auxiliary Lanes & Bus on Shoulders: Design			\$1,639,608
Hwy 1 Freedom Blvd to State Park Auxiliary Lanes & Bus on Shoulders: Environmental		\$302,000	
Regional Planning, Programming, and Monitoring (PPM)	\$169,000		

**Table reflects new funds proposed for these projects; previously programmed funds are not shown in this table.*

Projects the RTC selects for regional shares of STIP and LPP funds are subject to concurrence from the California Transportation Commission (CTC). The RTC's STIP proposals are due to the CTC on December 15, 2019, with CTC action scheduled for March 2020. It is not uncommon for the CTC to program only some projects or to shift projects to later years than requested. While the region's target for the 2020 STIP is \$5,083,000 through FY24/25, the CTC is only required to make \$2,766,000 in STIP funds available for programming in this cycle (the county minimum).

Next Steps

RTC advisory committees are concurrently reviewing proposals for funds at their November 2019 meetings. Staff will consider input from committees when developing final staff recommendations. Committee recommendations and final staff recommendations will be presented at the December 5, 2019 RTC board meeting. The RTC is scheduled to select projects to receive funds following a public hearing at that meeting. By November 1, staff plans to post additional information on all of the projects proposed for these new RSTPX, STIP, HIP, and LPP funds on the RTC website: <https://sccrtc.org/funding-planning/project-funding/>.

In addition to the region's formula shares of RSTPX, STIP, HIP, and LPP funds, the RTC has indicated its intent to program \$100,000 per year of regional shares of State Transit Assistance (STA) funds through FY21/22 to Community Bridges Lift Line for paratransit services, with the balance of the region's share of STA funds (approximately \$4.8 million in FY19/20) and 100% of Senate Bill 1 State of Good Repair funds (approximately \$750,000 in FY19/20) to Santa Cruz METRO. Those allocations are made as part of the Transportation Development Act (TDA) claims process. The RTC also is working with Cruz511-TDM-Ride Amigos implementation workgroup (which includes RTC, Ecology Action, University of California at Santa Cruz (UCSC), METRO, and local jurisdictions staff), to prepare separate recommendations for \$100,000 in Measure D designated for Transportation Demand Management (TDM) programs aimed at reducing vehicle miles traveled and increasing participation and use of the new the trip planner. The RTC will consider those recommendations, as well as recommendations for up to \$350,000 in competitive RSTPX funds, separate from this process.

SUMMARY

The RTC is responsible for selecting projects to receive certain state and federal funds, including Regional Surface Transportation Program Exchange (RSTPX) and State Transportation Improvement Program (STIP). Staff is seeking input from advisory committees on projects proposed to receive these funds. A public hearing is scheduled for the December 5, 2019 RTC meeting, where the RTC will select projects to receive the funds.

Attachment:

1. Proposals for New RSTPX Funds

\\rtcserv2\internal\rtip\2020rtip\2020cycle\staffreports\prelimrecs2020\2020rtipprelimrec-sr-committees.docx

Attachment

Proposals for New RSTPX Funds (2019)

The following reflects requests from local jurisdictions for fund targets set by the RTC 9/5/19. Requests for an additional \$350k in competitive funds for non-city, non-county, non-METRO projects are still under review and will be considered separately.

Implementing Agency	Project Name	RSTPX Requested		Preliminary Staff Recommendation	Total Project Cost	Notes
		19-20	20-21			
Santa Cruz METRO	Santa Cruz METRO ParaCruz Van Replacement	\$200,000		\$200,000	\$222,000	Replace three older paratransit vehicles purchased in 2011 that have driven over 202,000 miles each well over the FTA's useful life thresholds.
City of Capitola	Citywide Pavement Management		\$505,264	\$505,264	\$1,000,000 +	Streets that have been initially identified include 41st Avenue, Clares Street, Bay Avenue, Capitola Road and numerous residential streets including but not limited to 42nd, 47th, 48th, Diamond, and Ruby Court.
City of Santa Cruz	Hwy 1/9 Intersection Modifications		\$2,000,000	\$2,000,000	\$11,846,000	The project has been through multiple public meetings and Council approvals over the last 14 years.
City of Santa Cruz	River Street Pavement Rehabilitation (Water to Potrero Street)	\$369,832		\$369,832	\$2,014,000	Recommended for approval by City Transportation and Public Works Commission.
Scotts Valley	Pavement Management		\$405,264	\$405,264	\$1,000,000 +	Identified streets include but not limited to; Bean Creek Road, Tabor Drive, Janis Way, BlueBonnet Lane, Kings Village Road.
Scotts Valley	Sidewalk Masterplan		\$100,000	\$100,000	\$2,500,000	Various locations throughout the city identified in the City's CIP plan from \$10,000 up to \$400,000 per corridor.
Watsonville	Bicycle Safety Improvements (Green Lanes)	\$179,866		\$179,866	\$654,866	Additional funding for cost increase due to high bids
Watsonville	Watsonville Rail Trail from Watsonville Slough Trailhead to Ohlone Parkway	\$600,000		\$600,000	\$1,600,000	Additional funding for cost increase due to scope change and cost escalation
Watsonville	Road Maintenance (Various Locations)		\$1,129,518	\$1,129,518	\$2,504,518	Project to be added to CIP during budget approval in spring 2020
County of Santa Cruz	Hwy 17 to Soquel Corridor Resurfacing		\$1,348,352	\$1,348,352	\$2,406,931	Additional Funding to Existing Project for funding shortfalls
County of Santa Cruz	Pioneer-Varni Road Resurfacing		\$1,044,662	\$1,044,662	\$1,180,009	New Project
County of Santa Cruz	Aptos Creek Road Traffic Signal, Soquel Drive Sidewalks and Bike Lanes	\$400,000		\$400,000	\$3,762,000	Additional Funding to Existing Project for funding shortfalls. The County has also requested to shift \$587k previously programmed from Seaclyff Village to this project.
County of Santa Cruz	Davenport Highway 1 Crosswalk		\$125,000	\$125,000	\$141,195	New Project
County of Santa Cruz	Empire Grade Resurfacing		\$356,554	\$356,554	\$402,749	New Project
County of Santa Cruz	Hwy 152/Holohan - College Intersection		\$385,243	\$385,243	\$4,295,000	Additional Funding to Existing Project for funding shortfalls
County of Santa Cruz	Scotts Valley Area Routes Resurfacing		\$355,060	\$355,060	\$1,340,838	Additional Funding to Existing Project for funding shortfalls
County of Santa Cruz	Zayante Corridor Resurfacing		\$800,670	\$800,670	\$1,977,488	Additional Funding to Existing Project for funding shortfalls
				\$ 10,305,285		

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AGENDA: November 4, 2019

TO: Bicycle Advisory Committee

FROM: Sarah Christensen, P.E., Senior Transportation Engineer

RE: Highway 1 Chanticleer Ave Bicycle and Pedestrian Overcrossing Update

RECOMMENDATIONS

Staff recommends the Committee receive information about the project and provide comments to staff

BACKGROUND

The RTC, in cooperation with Caltrans and the Federal Highway Administration (FHWA), prepared a combined Environmental Impact Report/Environmental Assessment (EIR/EA) for the Tier I programmatic-level long range vision for the Highway 1 corridor and the Tier II (project level) 41st/Soquel Auxiliary Lanes project which included the Bicycle and Pedestrian Overcrossing at Chanticleer Avenue. The Final EIR/EA was certified in January 2019.

In 2019 the RTC advanced and implemented the final design of the Highway 1 41st/Soquel Auxiliary Lanes and Chanticleer Bicycle and Pedestrian Overcrossing Project to achieve project readiness to compete for funding opportunities.

In April 2019, RTC staff provided an oral update to the Bicycle Advisory Committee regarding the Bicycle and Pedestrian Overcrossing at Chanticleer Avenue. In June 2019, the 65% engineering plans were provided to the Bicycle Advisory Committee for review and Committee input was incorporated into the project.

DISCUSSION

Below is an update on the Highway 1 41st/Soquel Auxiliary Lanes and Chanticleer Bicycle and Pedestrian Overcrossing Project, with the project fact sheet included as Attachment 1. This Overcrossing is part of the Highway 1 Corridor Investment Program of projects which includes auxiliary lanes to improve mainline operations on Highway 1, Bus on Shoulder elements to improve transit travel time and reliability of METRO commuter routes, and new bicycle and pedestrian overcrossings to provide connectivity and access over Highway 1.

The final design and right of way phases are underway for the Highway 1 Auxiliary Lanes Project between the 41st Avenue and Soquel Avenue/Drive interchanges which includes construction of northbound and southbound auxiliary lanes and a

new pedestrian and bicycle overcrossing at Chanticleer Avenue. The 95% Plans, Specifications, and Engineer's Estimate milestone was reached in August of 2019. The right of way needs for this project include partial acquisitions for the construction of the bicycle and pedestrian overcrossing at Chanticleer Avenue, which are being led by the County of Santa Cruz Real Property Division through an agreement with the RTC. A community meeting was held October 22 at the Live Oak Grange Hall to consider the aesthetic treatments for the new bridge.

Measure D and State Transportation Improvement Program (STIP) funds are being used for this project, which is expected to be construction-ready in 2020, pending availability of funds for construction. The current estimate for construction of the entire project is \$34.8 Million (capital and support). Although Measure D funds can be used for the construction phase, additional funding is needed to fully fund the project by 2020. Staff is planning to apply for Senate Bill 1 (SB1) funding programs, including Solutions for Congested Corridors Program (SCCP), Active Transportation Program (ATP) and Local Partnership Competitive Program (LPP-c) to fully fund the project. Cycle 2 of SCCP and LPP-c will have a call for projects early next year and will program a total of \$700M to transportation projects that are environmentally cleared and construction-ready within FY 20/21, 21/22 and 22/23.

A partial set of the 95% engineering plans, showing the Chanticleer Bicycle and Pedestrian Overcrossing improvements, are included as Attachment 2. A visual exhibit showing the proposed enhanced signing and pavement markings at the Soquel Avenue/Chanticleer Avenue intersection near the south approach are included as Attachment 3. Staff seeks the input of the Bicycle Advisory Committee for this important project.

SUMMARY

An update on the Bicycle and Pedestrian Overcrossing at Chanticleer Avenue was provided to seek input from the Bicycle Advisory Committee.

ATTACHMENTS

1. Project Fact Sheet
2. Select pages of 95% engineering plans
3. Visual Exhibit showing enhanced signage and pavement markings at the Soquel Avenue/Chanticleer Avenue intersection near the south approach



PROJECT FACT SHEET

Updated October 2019

Highway 1 Auxiliary Lanes (41st Avenue to Soquel Drive), and Chanticleer Bicycle/Pedestrian 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.

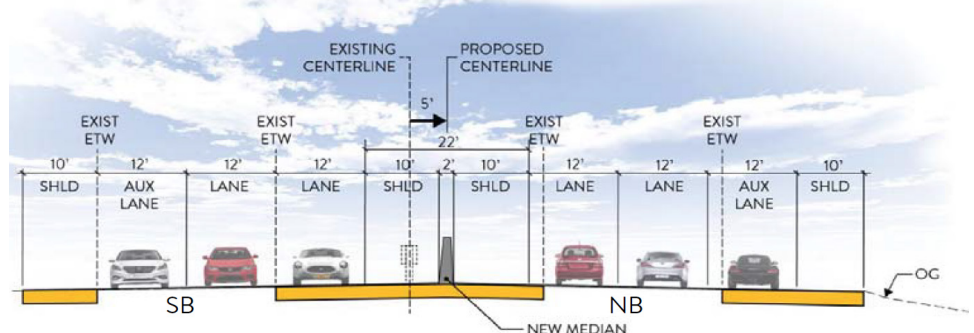
The bicycle/pedestrian overcrossing at Chanticleer Avenue provides an alternative route for bicyclists and pedestrians currently using the Soquel or 41st interchanges to cross over Highway 1. The overcrossing will be lighted, 12 to 14 feet wide, and will incorporate aesthetic treatments consistent with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



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





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

Project Costs and Funding

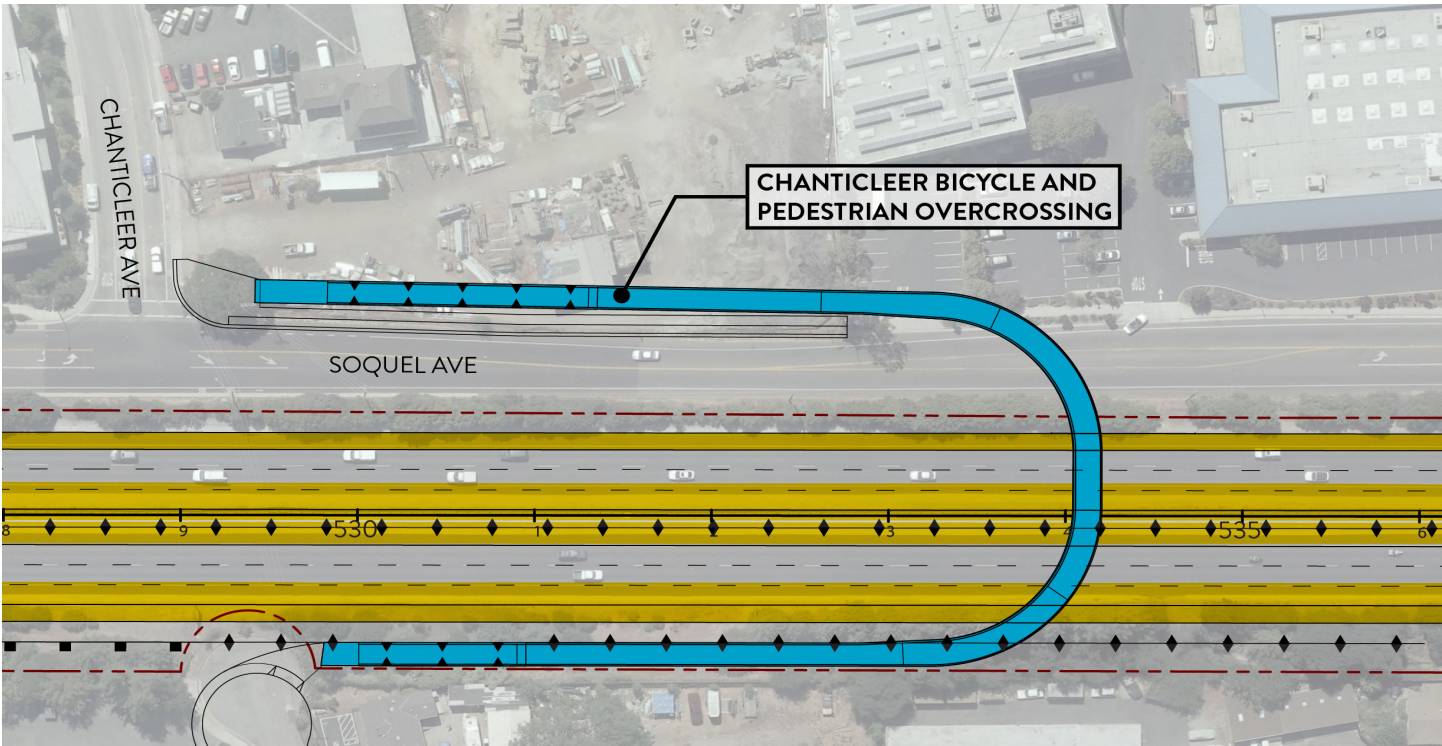
Estimated Project Cost	\$	34,212,000
Funding Sources		
Measure D	\$	1,650,000
Other Secured	\$	6,000,000
Needed	\$	26,562,000




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

CALCULATED-DESIGNED BY

CHECKED BY

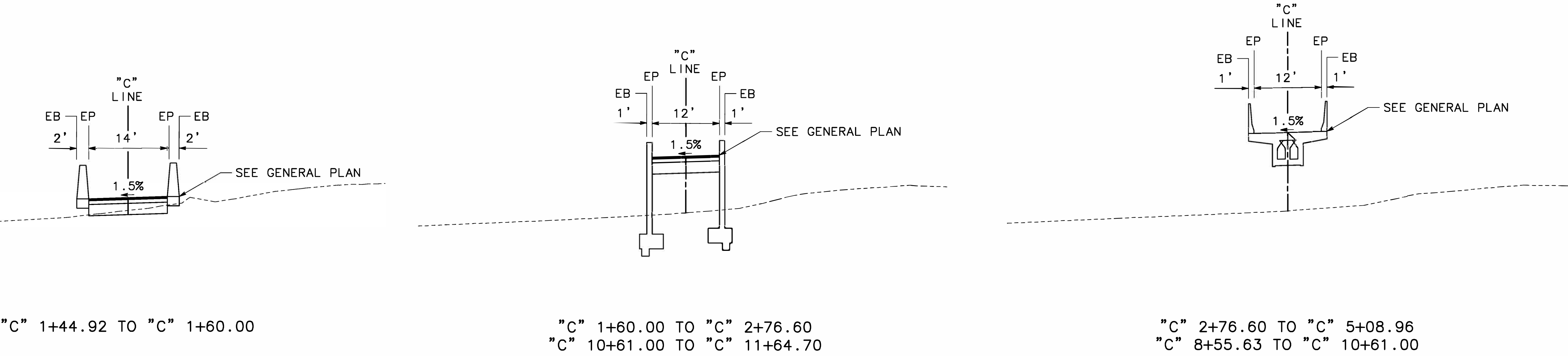
ALYSSA PALUCK

KENNIS YIP

REVISED BY

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CHANTICLEER POC

TYPICAL CROSS SECTIONS
NO SCALE

X-8

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	1	13.4/15.0	9	207

95% SUBMITTAL

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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3000 OAK ROAD, SUITE 650
WALNUT CREEK, CA 94597

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

REGISTERED PROFESSIONAL ENGINEER

No.

Exp.

CIVIL

STATE OF CALIFORNIA

STATE OF CALIFORNIA

DEPARTMENT OF TRANSPORTATION

Caltrans

CONSULTANT

FUNCTIONAL SUPERVISOR

CALCULATED-DESIGNED BY

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ALYSSA PALUCK

KENNIS YIP

REVISED BY

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207

95% SUBMITTAL

REGISTERED CIVIL ENGINEER DATE

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TRANSPORTATION COMMISSION
1523 PACIFIC AVENUE
SANTA CRUZ, CA 95090

EB

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1'

14'

1.5%

SEE GENERAL PLAN

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SEE GENERAL PLAN

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SEE GENERAL PLAN

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UNIT 0000

PROJECT NUMBER & PHASE

05120002281

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TIME PLOTTED => 15:30

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"C" 7+10.00

"C" 11+64.70 TO "C" 11+82.08

CHANTICLEER Ave POC

TYPICAL CROSS SECTIONS
NO SCALE

X-9

[illegible]

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:

Lt Es LEFT EDGE OF SHOULDER ELEVATION
Rt Es RIGHT EDGE OF SHOULDER ELEVATION
TOB TOP OF BARRIER ELEVATION

ABBREVIATION:

ANGLE POINT
CURVE DATA

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	1	13.4/15.0	20	207

95% SUBMITTAL

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

REGISTERED PROFESSIONAL ENGINEER

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Exp.

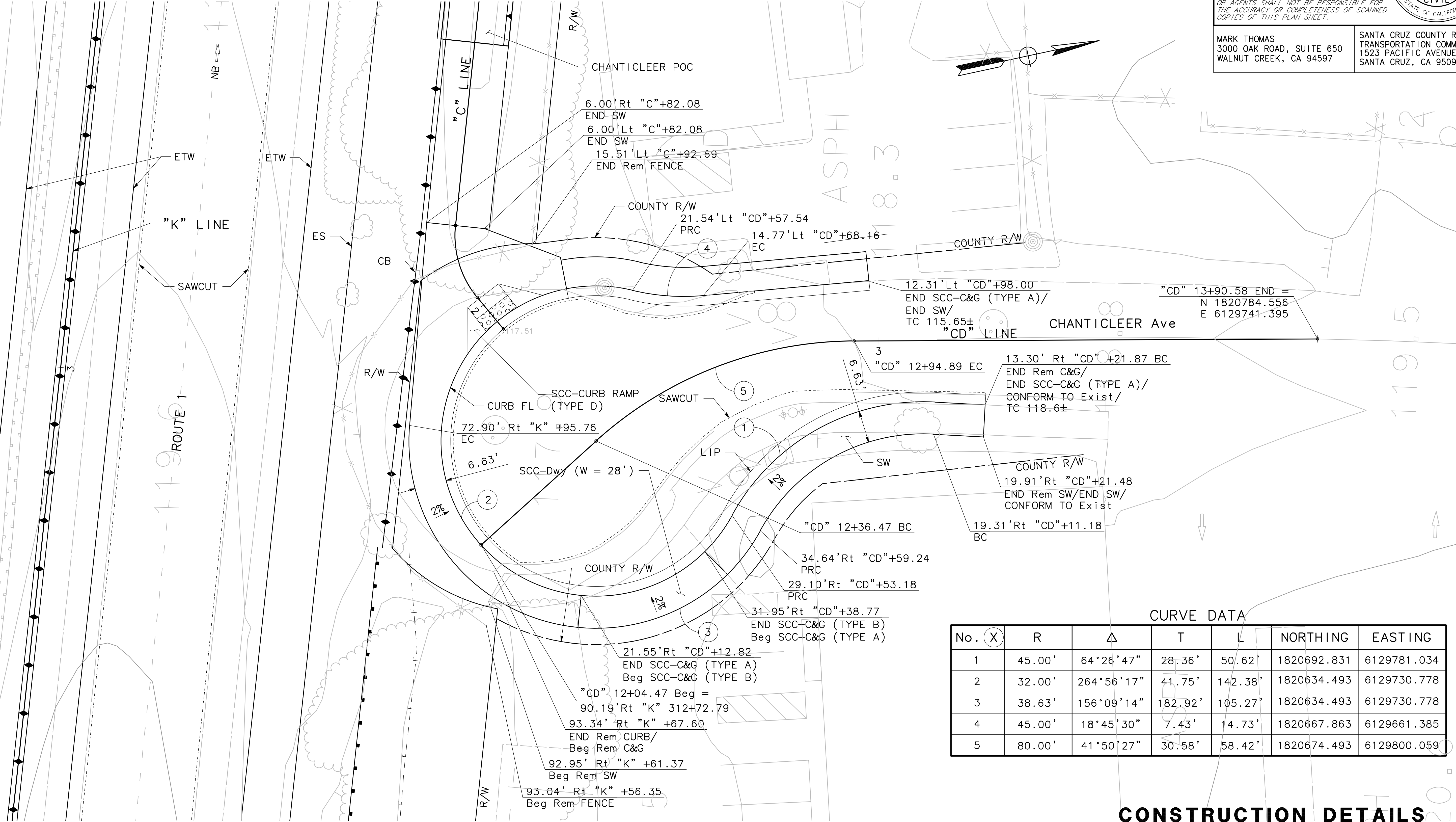
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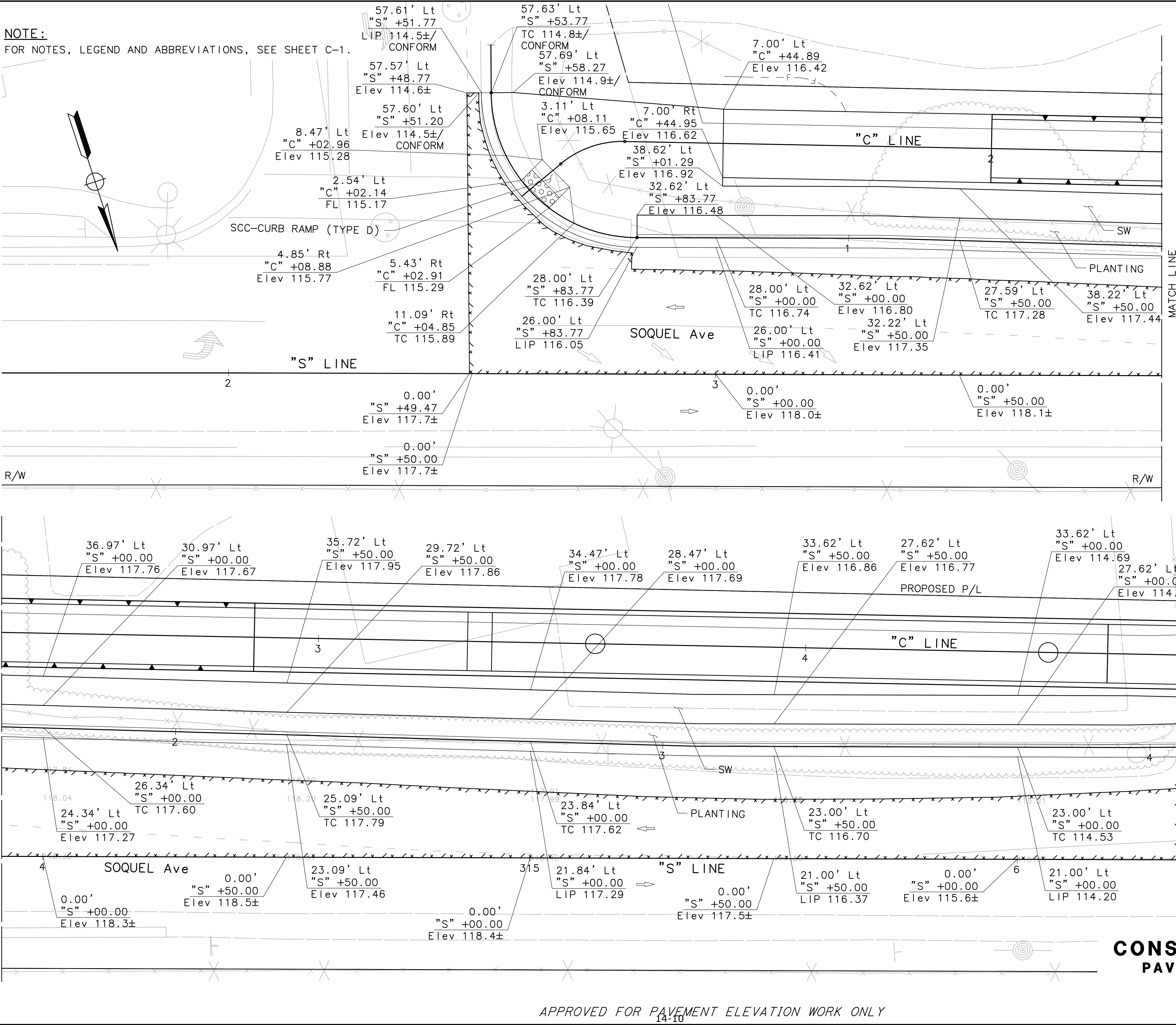
SANTA CRUZ COUNTY REGIONAL
TRANSPORTATION COMMISSION
1523 PACIFIC AVENUE
SANTA CRUZ, CA 95090



CURVE DATA						
No. (X)	R	Δ	T	L	NORTHING	EASTING
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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
5	80.00'	41°50'27"	30.58'	58.42'	1820674.493	6129800.059

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

NOTE:
FOR NOTES, LEGEND AND ABBREVIATIONS, SEE SHEET C-1.



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	1	13.4/15.0	44	207

95% SUBMITTAL
REGISTERED CIVIL ENGINEER DATE
PLANS APPROVAL DATE
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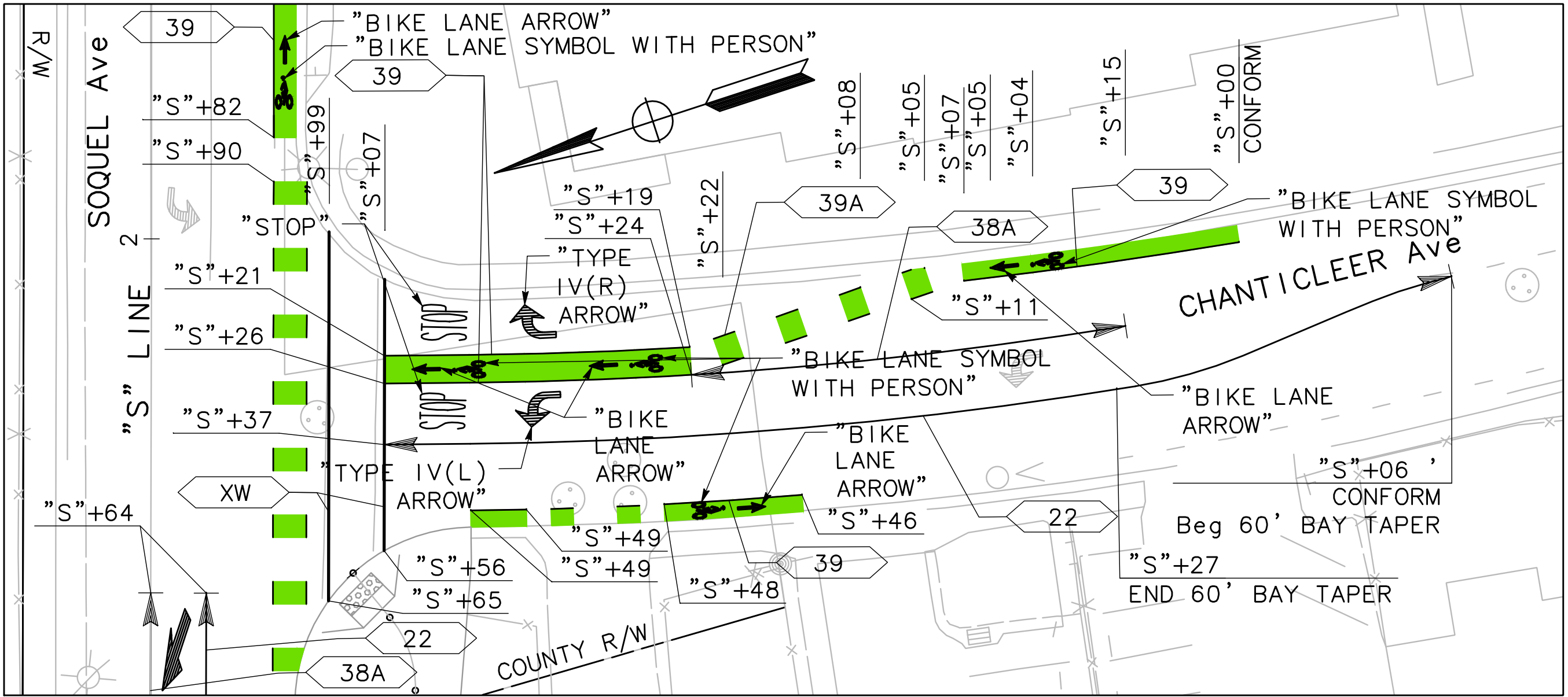
MARK THOMAS
3000 OAK ROAD, SUITE 650
WALNUT CREEK, CA 94597

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

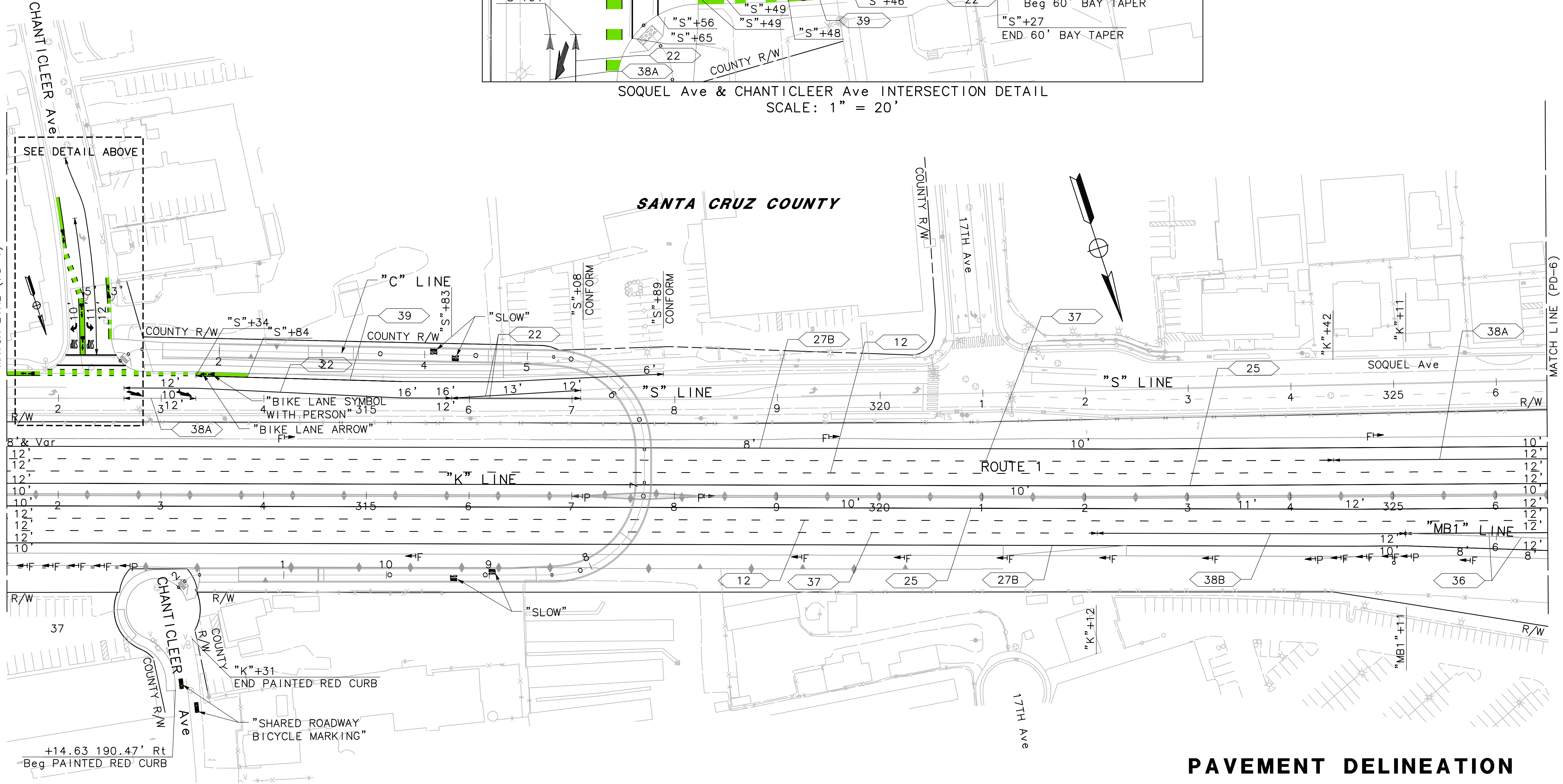
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DATE PLOTTED => 3-Sep-19	TIME PLOTTED => 19:27	CHECKED BY	PAUL MITTICA	DATE REVISED

NOTES:

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



SOQUEL Ave & CHANTICLEER Ave INTERSECTION DETAIL
SCALE: 1" = 20'



PAVEMENT DELINEATION

SCALE: 1" = 50'

PD-5

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	1	13.4/15.0	109	207

95% SUBMITTAL
REGISTERED CADDSDRAWER DATE

PLANS APPROVAL DATE

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WALNUT CREEK, CA 94597

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

REGISTERED PROFESSIONAL ENGINEER
TRAVIS TIMOTHY BOHAN
No. 8965
Exp 09/30/20
CIVIL
STATE OF CALIFORNIA

APPROVED FOR PAVEMENT DELINEATION WORK ONLY

RELATIVE BORDER SCALE
IS IN INCHES



UNIT 0000

PROJECT NUMBER & PHASE

05120002281

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NOTES:
FOR NOTES, LEGEND AND ABBREVIATIONS, SEE SHEET S-1.

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	1	13.4/15.0	118	207

95% SUBMITTAL

REGISTERED CIVIL ENGINEER DATE

PLANS APPROVAL DATE

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TRANSPORTATION COMMISSION
1523 PACIFIC AVENUE
SANTA CRUZ, CA 95090

SIGN PLAN

SCALE: 1" = 50'

S-5

APPROVED FOR SIGN WORK ONLY

14-12

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RELATIVE BORDER SCALE
IS IN INCHES

UNIT 0000

PROJECT NUMBER & PHASE

05120002281

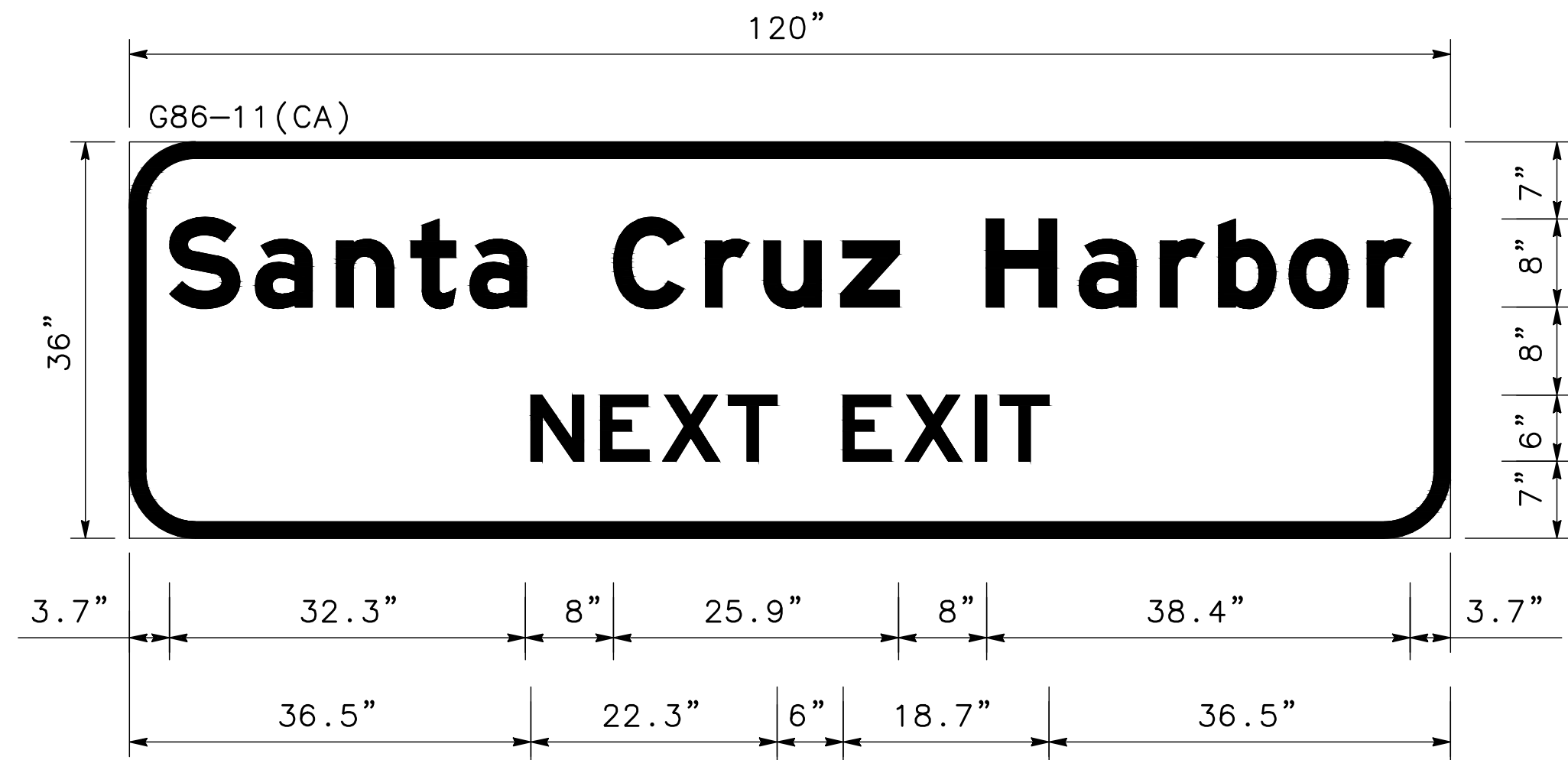
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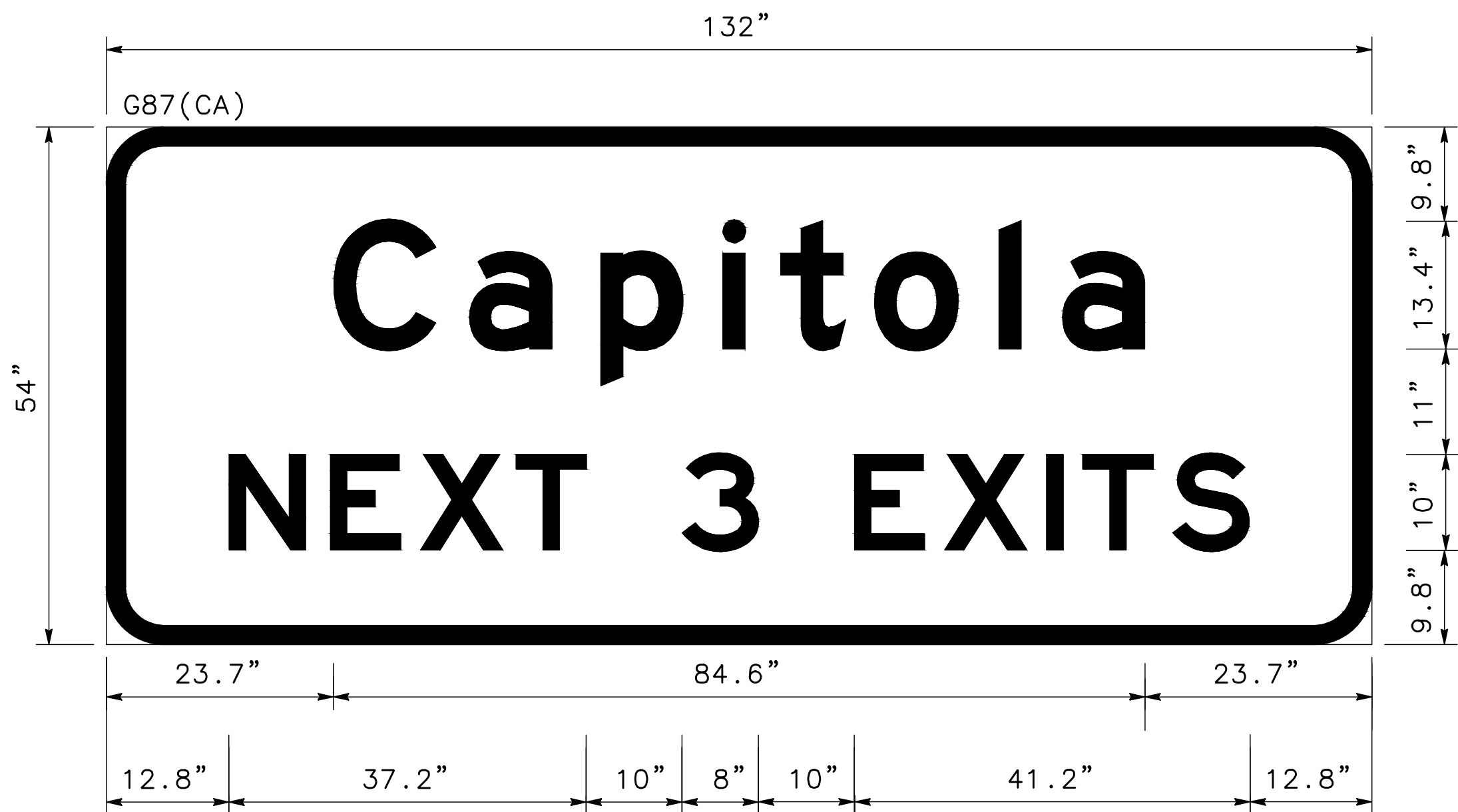
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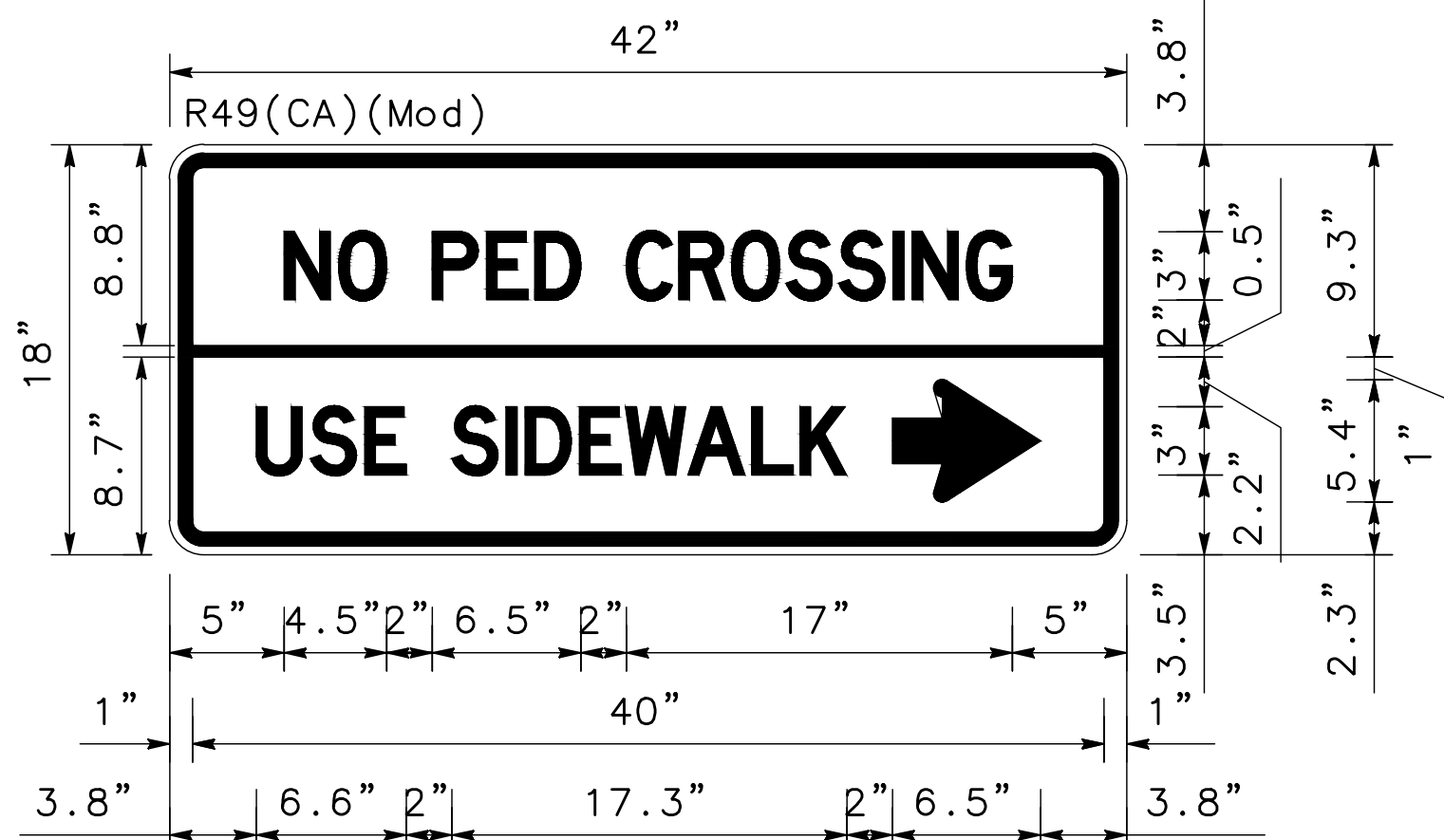
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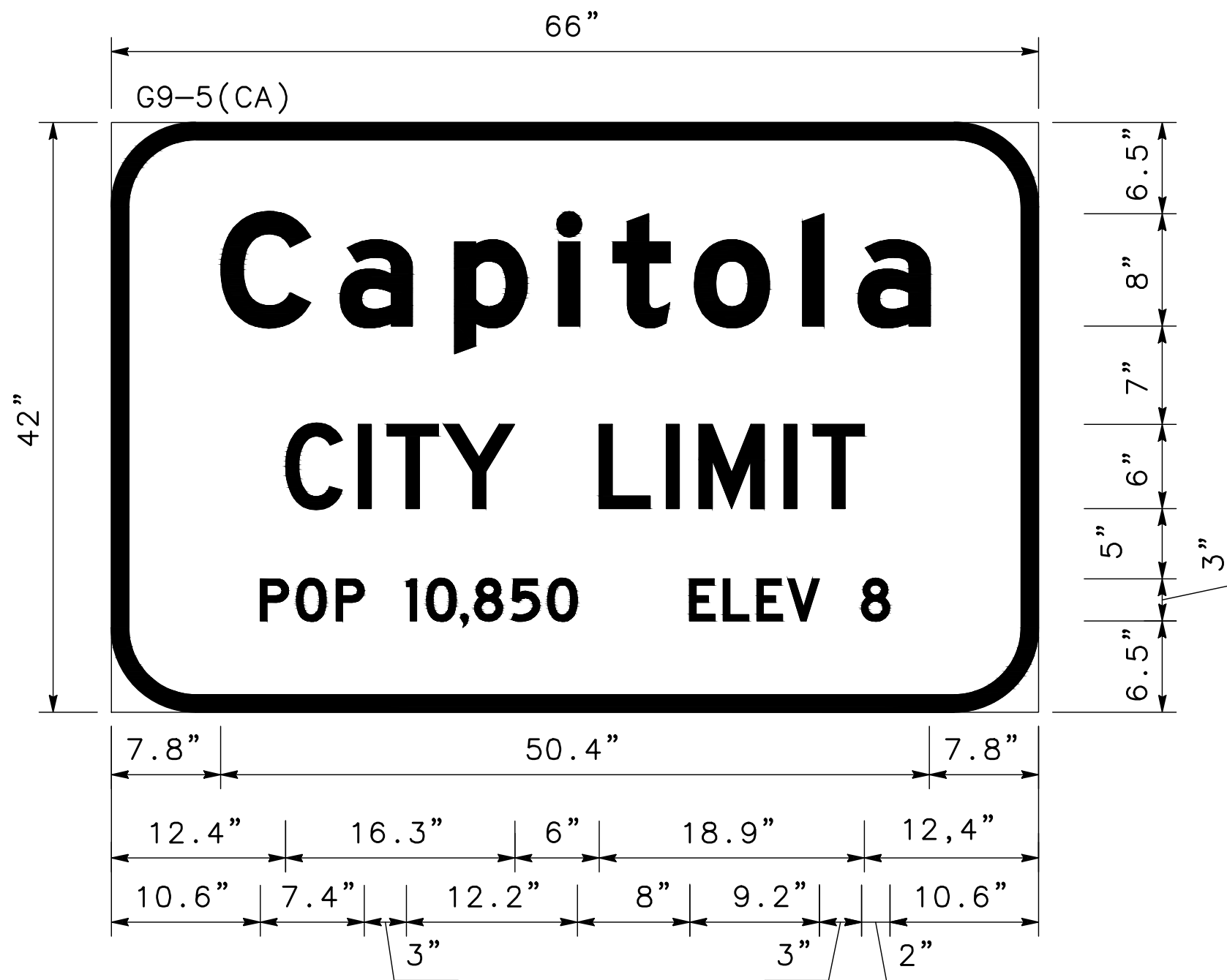
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[NEXT EXIT] E;



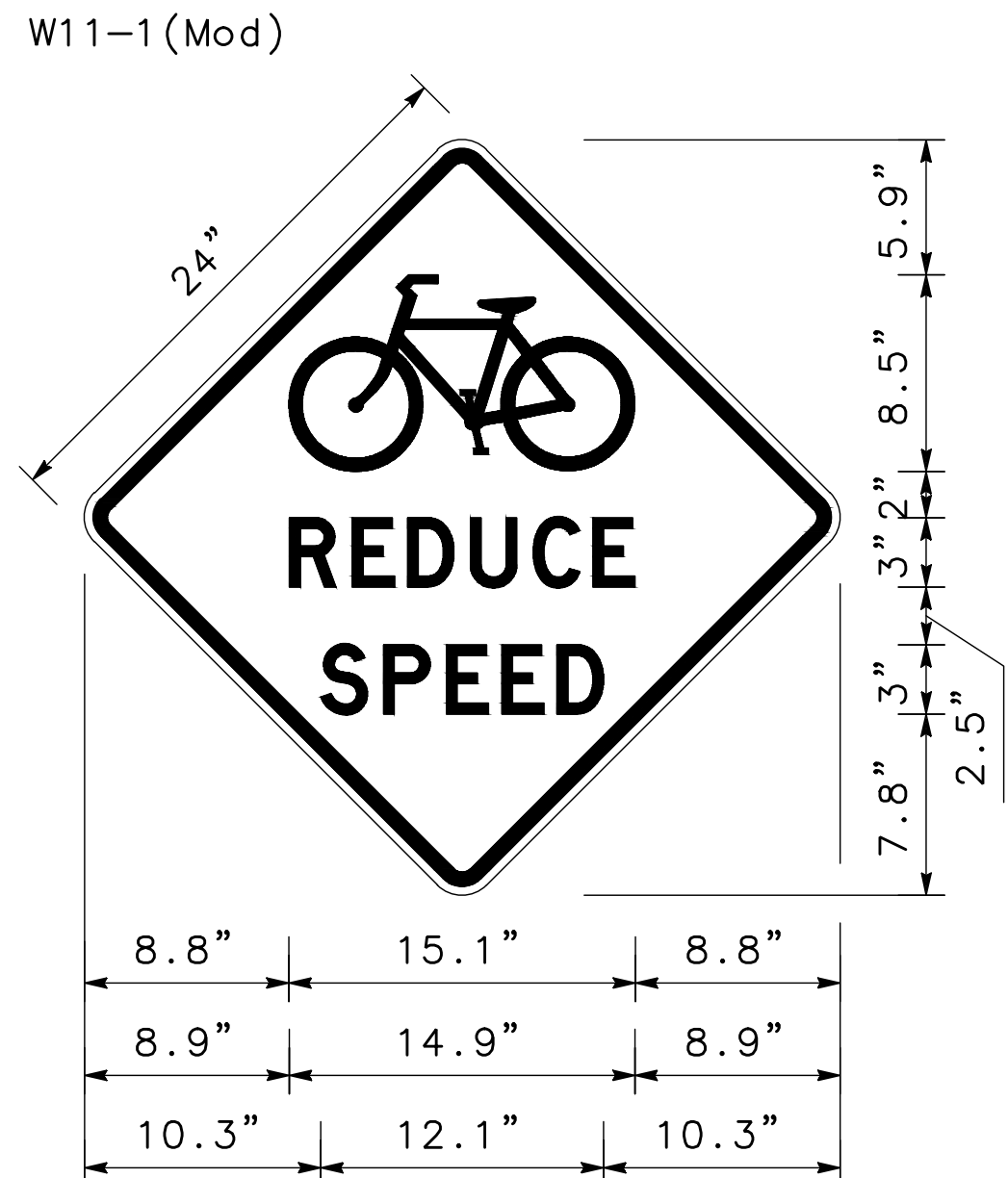
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[Capitola] E;
[NEXT 3 EXITS] E;



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



6.0" RADIUS, 1.3" BORDER, WHITE ON GREEN;
[Capitola] E Mod;
[CITY LIMIT] D;
[POP 10,850] D; [ELEV 8] D;



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

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	1	13.4/15.0	126	207

95% 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.

REGISTERED PROFESSIONAL ENGINEER

No.

Exp.

CIVIL

STATE OF CALIFORNIA

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

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

SIGN DETAILS

SD-6

BORDER LAST REVISED 7/2/2010

USERNAME => ryazawa
DGN FILE => RTC-SD-4_SD-7.dwg

RELATIVE BORDER SCALE
IS IN INCHES

0 1 2 3


UNIT 0000

PROJECT NUMBER & PHASE

05120002281

14-13

STATE OF CALIFORNIA



DEPARTMENT OF TRANSPORTATION

CONSULTANT FUNCTIONAL SUPERVISOR

DAN K. YAU

CALCULATED-DESIGNED BY

CHECKED BY

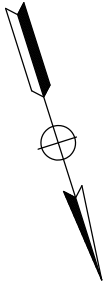
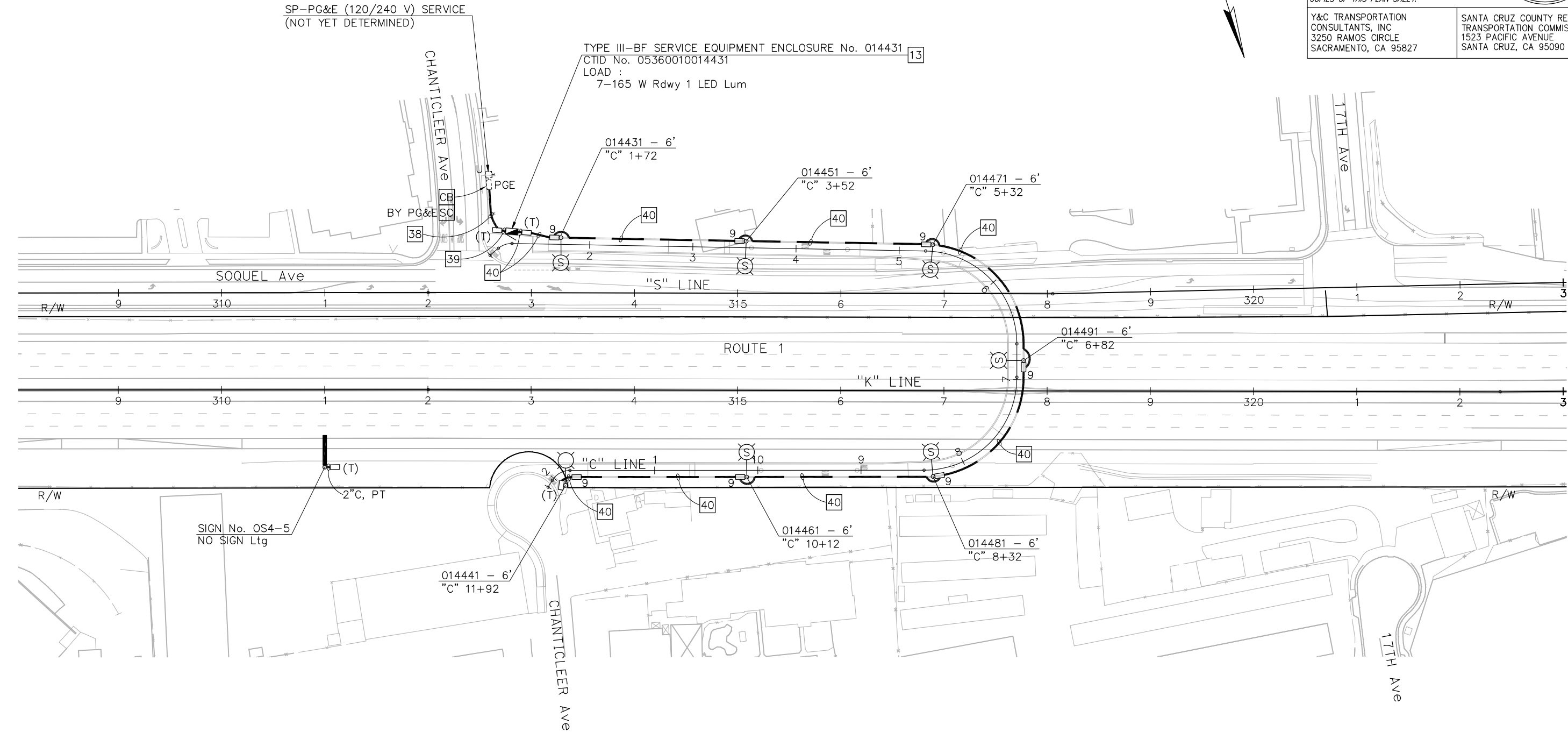
MENG YANG

KIN CHAN

REVISED BY

DATE REVISED

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

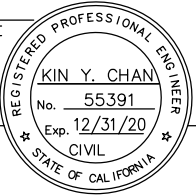


Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCr	1	13.6/14.9	145	207

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE



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

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

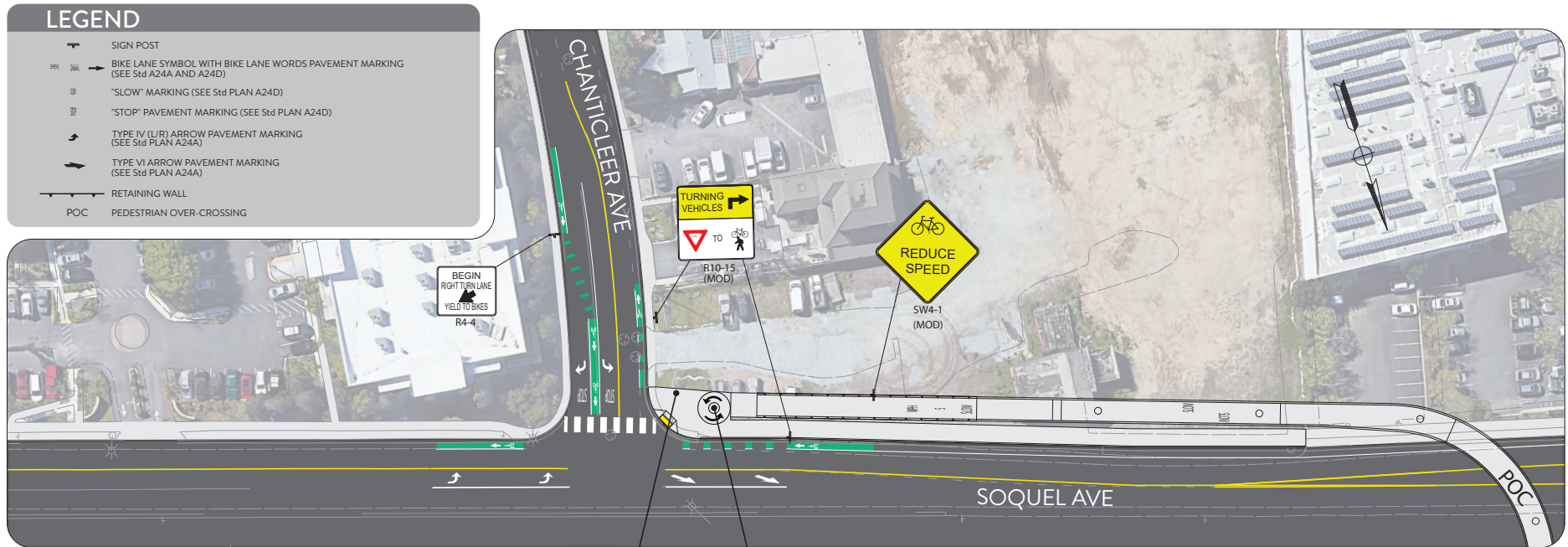
FOR NOTES, ABBREVIATIONS AND
LEGEND, SEE SHEET E-1

14-14
APPROVED FOR ELECTRICAL WORK ONLY

LIGHTING SYSTEM
SCALE: 1" = 50'

E - 2

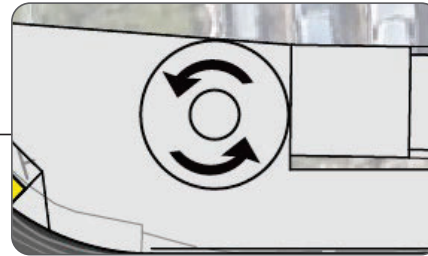
Attachment 3



ADDITIONAL TREATMENTS: BOLLARDS AND BIKE RACK PLACED AT THE BOTTOM OF THE LANDING



POTENTIAL CYCLE CIRCLE AESTHETIC DESIGN



Highway 1 Auxiliary Lanes (41st Avenue to Soquel Drive)
Bicycle And Pedestrian Over-crossing Treatments At South Landing



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TO: Bicycle Advisory Committee

FROM: Tommy Travers, Transportation Planner
The information provided was primarily prepared by Chair Amelia Conlen for your review

RE: Draft Watsonville Safe Routes to Schools Plan Recommendations

RECOMMENDATIONS

Staff recommends that the Committee review and provide comments on project recommendations for 15 Watsonville schools from the draft City of Watsonville Safe Routes to Schools Plan.

BACKGROUND

The City of Watsonville Public Works Department received a Caltrans planning grant to prepare a Safe Routes to Schools Plan for 15 schools within the City. The City of Watsonville Safe Routes to Schools Plan will identify safe access routes to all K-12 public schools in Watsonville and recommend infrastructure and non-infrastructure improvements.

The Plan is funded through a \$321,280 Caltrans Sustainable Transportation Planning Grant and \$41,767 in local matching funds. The planning effort is a partnership between the City of Watsonville, Santa Cruz County Health Department, Pajaro Valley Unified School District (PVUSD), and Ecology Action.

The Plan is based on the goal of ensuring that children across Watsonville have access to safe, healthy and affordable transportation options. Watsonville has been identified as a high priority city due to the high rates of youth biking and walking collisions.

The two-year planning process identified safe routes to all K-12 public schools in Watsonville and recommended infrastructure and non-infrastructure improvements. The planning effort launched in September 2018 with two community workshops, one at Starlight Elementary and one at EA Hall Middle School. In the Fall of 2018, the planning team comprised of City of Watsonville Public Works, the Santa Cruz County Public Health Department, and Ecology Action staff invited school staff and community members to participate in walking audits at each of the 15 schools. The walking audits allowed the team and school community to observe morning drop-off

issues as well as opportunities for infrastructure improvements. The list of recommended infrastructure and non-infrastructure improvements was presented to each school community for review and input in Spring 2019.

DISCUSSION

Analysis: The recommendations included in the Attachment include all 15 schools in the City of Watsonville. Recommendations were established based on community input from the public meeting, walking audits, parent surveys, and comments sent through the project website. The planning team worked with Alta Planning + Design to establish infrastructure recommendations that respond to issues identified through community input.

Recommendations are organized by school. The list of recommendations includes both infrastructure recommendations to improve the physical environment near schools and programmatic recommendations that capture education, encouragement and enforcement activities. Citywide recommendations, located on the last pages of the Attachment, are recommendations that apply to multiple schools or to major corridors within the City of Watsonville.

These recommendations fall under various jurisdictions and may be implemented by the City of Watsonville, Caltrans, or PVUSD. Program recommendations may be implemented by the City of Watsonville, PVUSD, individual school sites, or local non-profits and public agencies.

The goal of the recommendations is to improve the safety and comfort of students and families walking and biking to school and to reduce school congestion by improving the efficiency of school drop-off and pick-up.

Final Plan: The City of Watsonville Safe Routes to Schools Plan (Plan) is a high-level planning document which will allow the City and PVUSD to identify and prioritize future projects and assist with securing project funding. The final Plan will include existing conditions within the City, the list of citywide recommendations, data for each school site and the list of recommendations for each school, programmatic recommendations, and information on Plan implementation and project maintenance. It will not include engineering-level designs for any of the projects contained within the plan. The final Plan will be presented to City Council for approval in early 2020.

SUMMARY

Staff recommends that the Committee review and provide comments on project recommendations for 15 Watsonville schools from the draft City of Watsonville Safe Routes to Schools Plan.

Attachment: Draft Watsonville Safe Routes to Schools Plan Recommendations

Attachment

ANN SOLDI ELEMENTARY		
Location	Recommendation	Notes
E Lake Avenue between Wagner Avenue and Holohan Road/College Road	Install sidewalk/path	Caltrans 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 S1-1 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 and upgrade ramps to current standards.	
Menasco Drive at Vista Montana Drive	Refresh crosswalks. Install curb extensions on southeast corner and upgrade ramps to current standards.	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 or more crossings 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 and upgrade ramps to current standards.	
McKenzie Avenue at Hushbeck Avenue	Install high visibility crosswalks and curb extensions on all four legs of intersection and upgrade ramps to current standards.	
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

CEIBA COLLEGE PREPARATORY		
Location	Recommendation	Notes
Riverside Drive	Install S1-1 with W16-9P School Advance Crossing signs as appropriate	
Riverside Drive at Locust Street	Install high-visibility crosswalk across Locust Street, with curb extensions on both sides of new crosswalk and upgrade ramps to current standards.	
Riverside Drive at Menker Street	Install high-visibility crosswalk across Menker Street, with curb extensions on both sides of new crosswalk and upgrade ramps to current standards.	
Riverside Drive at Walker Street	Install high-visibility crosswalk on northwest leg of intersection	
Locust Street between Beach Street and Riverside Drive	Install sidewalk to close sidewalk gaps. Trim overgrown vegetation. Install pedestrian-scale lighting.	Long term: remove sidewalk obstructions and consolidate/remove driveways where feasible.
School driveway	Widen painted path on north side of driveway to at least eight feet. Trim vegetation to clear pedestrian space.	Long term: install raised sidewalk.
Locust Street	Install S1-1 with W16-9P School Advance Crossing signs as appropriate	
Locust Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions on all corners and upgrade ramps to current standards.	
Walker Street at 2nd Street	Install high-visibility crosswalks on all legs. Install curb extensions to reduce crossing distance across 2nd Street and upgrade ramps to current standards.	Short term: paint red curb 20' from each corner to prevent parking encroachment
2nd Street between Rodriguez Street and Pine Street	Study feasibility of Safe Routes to Schools corridor treatments, especially near school	
Walker Street between Beach Street and Riverside Drive	Refresh yellow center line	
Walker Street between W Lake and Beach Street	Fill sidewalk gaps on west side	
Walker Street at Beach Street	Install ADA-compliant facilities. Reconfigure intersection to shorten both crossings of Walker by installing pedestrian refuge islands and/or curb extensions at SE and NW corner. Add marked crossing on east side of Beach Street and upgrade ramps to current standards.	
		See Citywide recommendations for 2nd/Maple, Rodriguez, and Riverside

CESAR CHAVEZ MIDDLE SCHOOL		
Location	Recommendation	Notes
School drop-off loop on Arthur Road	Remove loop.	Work with school on future plans for loop. If loop is closed, remove crosswalk at Sonoma and replace with raised crosswalk at Napa. Install pathway through landscaping and dropoff loop to connect to new crosswalk, and install traffic calming measures on Napa. This works for Transportation - they do not use the front loop.
Southern school loop and parking lot	Reconfigure loop to have two drop-off aisles with center median. Install sidewalk on north side of driveway entrance (south of trees)	
Auto Center Drive at Marin Street/southern school driveway	Reconfigure/square up intersection to shorten crossing distances across Marin Street and school driveway.	
Arthur Road at Sonoma Street	Upgrade crosswalk to raised crosswalk	
Sonoma Street between Arthur Road and Santa Clara Street	Install slotted speed humps	
Santa Clara Street at Sonoma Street	Install curb extensions and high-visibility crosswalk across Sonoma Street and upgrade ramps to current standards.	
Hammer Drive at Arthur Road	Move crosswalk and curb ramps across Hammer Drive closer to Arthur Road. Study traffic circle	
Hammer Drive between Pennsylvania Drive and Arthur Road	Install high-visibility crosswalk with RRFB and pedestrian refuge island across Hammer Drive at Winchester Drive. Narrow vehicle travel lanes to 10' along the no parking segments	
Hammer Drive at Winchester Drive	Install curb extensions to shorten crossing distance across Winchester Drive and upgrade ramps to current standards.	
Hammer Drive	Implement traffic calming. Explore dropoff in church parking lot - this could open up space for bike lanes on Hammer Drive.	
		See Citywide recommendations for Arthur Road/Auto Center Drive. Starlight recommendations also apply to Cesar Chavez

EA Hall Middle School		
Location	Recommendation	Notes
Brewington Avenue at Orchard Street	Upgrade existing crosswalk to raised crosswalk and install curb extensions and upgrade ramps to current standards. 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 and upgrade ramps to current standards. Install Rectangular Rapid Flashing Beacon	Address question on center turn lane during design
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 and upgrade ramps to current standards.	
Palm Avenue between Lincoln Street & Hill Avenue	Repair broken sidewalks	
Drop-off loop on Palm Avenue	If change in start times does not alleviate congestion in bus loop, consider moving bus drop off to Brewington Avenue in front of school. 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	Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools	
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

MACQUIDDY ELEMENTARY		
Location	Recommendation	Notes
Martinelli Street between Freedom Boulevard and Lake Avenue	Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools	
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 and upgrade ramps to current standards.	
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. Upgrade ramps to current standards.	
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 and upgrade ramps to current standards. 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: reconfigure back parking lot to increase capacity.
Dolores Avenue at California Street	Install red curb to daylight intersection	
		See Citywide recommendations for Lake Avenue.

FREEDOM ELEMENTARY		
Location	Recommendation	Notes
Airport Road at Holly Drive	Install curb extensions on both ends of western crosswalk and upgrade ramps to current standards. Narrow school driveway. Install level sidewalk across driveway	
Airport Road between Airport Boulevard and Holly Drive	Fill sidewalk gaps. Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools	
Holly Drive at Aspen Way	Install curb extension on southeast corner and upgrade ramps to current standards. 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 and upgrade ramps to current standards. 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	Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools	
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. Upgrade ramps to current standards.	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 and upgrade ramps to current standards.	
Santa Clara Street between Arthur Road and Miles Lane	Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools. 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. Upgrade ramps to current standards.	

Clifford Drive at Crescent Drive	Install curb extensions and high-visibility crosswalks on all legs and upgrade ramps to current standards.	
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) and upgrade ramps to current standards.	
		See Citywide recommendations for Arthur Road, Clifford Drive

LANDMARK ELEMENTARY		
Location	Recommendation	Notes
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	
Riverside Drive between Lincoln and Blackburn on school side	Widen sidewalk	Widening into Watsonville High School ROW would not impact Caltrans ROW
		See Citywide recommendations for Lincoln Street and Riverside Drive. Many Watsonville High recommendations also apply to Linscott

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 at Lincoln Street	Install curb extensions on all corners and upgrade crosswalks to high-visibility	
California Street between Sudden Street and Tuttle Avenue	Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools.	
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 at Harkins Slough 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.
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 Main Street	Install curb extensions or tighten curb radius on either side of Rodriguez Street crosswalk	
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 crosswalks.
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	Remove parking spot closest to office. Parked 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 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 bollards). 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	
Green Valley Road at Kralj Drive	Consider installing curb extensions on either side of Kralj Drive crosswalk to increase visibility of pedestrians waiting to cross	
		See Citywide recommendations for Anna, Kralj, and Shady Oaks + Sunny Hills 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 high-visibility crossing across the loop to the school	
Drop-off loop trail (by preschool)	Consider formalizing the "shortcut" pedestrian path between the drop-off loop and Hammer Drive. Trim nearby shrubs to increase visibility	
School campus	Explore options for additional parking near Starlight Elementary, including construction of a new lot between school campus and Winchester Drive, reuse of school property adjacent to Pennsylvania Drive, or expansion of lot north of campus	This would free up space for parent parking in main school lot and reduce need for on-street parking
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	Work with school to install protected bike lanes that accommodate short-term parent parking on eastern side.	
Pennsylvania Drive north of Clifford Avenue	Implement traffic calming	
Pennsylvania Drive near Seneca Court (SW side)	Fill sidewalk gaps	
Clifford Avenue	Implement recommendations of the pending neighborhood traffic calming plan	
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	Enhance crosswalks with RRFB's (Rectangular Rapid Flashing Beacons), FYG signs, high visibility crosswalk markings, and/or yield markings and signs. Additional safety measures include refreshing existing markings, restricting parking adjacent to the crosswalks, trimming vegetation, and upgrading RRFB posts.	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	
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 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	
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 between Beach Street and Riverside Drive	Install pedestrian-scale lighting, bike parking and landscaping. 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	Widening sw onto school property would not impact Caltrans ROW
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	Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools	
All schools	Change speed limits to 15 or 20 mph around schools where feasible.	
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 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	Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools	
Arthur Road/Auto Center Drive between Freedom Boulevard and Main Street	Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools	
Brewington Avenue between Paloma Way and E Lake Avenue	Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools	
Citywide	Roundabout education/signage	
Clifford Drive between Freedom Boulevard and Main Street	Study feasibility of Safe Routes to Schools Corridor treatments, 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.	Short term: install sharrows
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').	Short term: install sharrows

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.	Short term: install sharrows
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 delinators)	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	Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools	
Lincoln Street between Freedom Boulevard and Riverside Drive	Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools	
Loma Prieta Avenue between Airport Boulevard and Green Valley Road	Study feasibility of Safe Routes to Schools Corridor treatments, 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 shoulders to Class IV separated bikeway (buffered bike lanes with flexible delinators), and/or improve existing pathway on south side of Main Street to Class I facility.	Would require lane width reduction or removal or median. Short term: designate existing shoulder as bike lane
Ohlone Parkway between Harkins Slough Road and the Watsonville Slough crossing	Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools	

Pennsylvania Drive between Green Valley Road and Main Street	Upgrade bike lanes to Class IV separated bikeway. Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools	
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	Study feasibility of Safe Routes to Schools Corridor treatments, especially near schools	
W Riverside Drive/SR 129 between Union Street and Industrial Road	Remove median and install Class IV separated bikeway.	Short term: install sharrows
W Riverside Drive/SR 129 between Union Street and Loughhead Avenue	Remove parking on one side of the street to install Class II bike lanes.	Short term: install sharrows
Freedom Boulevard between Buena Vista Drive and Miles Lane	Remove center turn lane/median and install Class IV separated bikeway	
Freedom Boulevard between Miles Lane and Main Street	Remove center turn lane and install Class IV separated bikeway	