Santa Cruz County Regional Transportation Commission’s
BICYCLE ADVISORY COMMITTEE

AGENDA

Monday, December 9, 2019

6:00 pm to 8:30 pm

RTC Office
1523 Pacific Ave
Santa Cruz, CA 95060

COMMITTEE MEMBERSHIP

<table>
<thead>
<tr>
<th>Member</th>
<th>Alternate</th>
<th>Representing</th>
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<tbody>
<tr>
<td>Grace Voss</td>
<td>Janneke Strause</td>
<td>District 1</td>
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<tr>
<td>Shea Johnson</td>
<td>Casey Beyer</td>
<td>District 2</td>
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<tr>
<td>Peter Scott</td>
<td>Sally Arnold</td>
<td>District 3</td>
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<tr>
<td>Anna Kammer</td>
<td>Vacant</td>
<td>District 4</td>
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<tr>
<td>Rick Hyman</td>
<td>Theresia Rogerson</td>
<td>District 5</td>
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<tr>
<td>Mike Moore</td>
<td>Vacant</td>
<td>City of Capitola</td>
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<tr>
<td>Matt Farrell</td>
<td>Bruce Sawhill</td>
<td>City of Santa Cruz</td>
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<tr>
<td>Richard Masoner</td>
<td>Vacant</td>
<td>City of Scotts Valley</td>
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<tr>
<td>Murray Fontes</td>
<td>Drew Rogers  Kira</td>
<td>City of Watsonville</td>
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<tr>
<td>Amelia Conlen, Chair</td>
<td>Matt Miller</td>
<td>Ecology Action</td>
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The majority of the Committee constitutes a quorum for the transaction of business.

1. Call to Order

2. Introductions

3. Announcements – RTC staff

4. Oral communications – members and public

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

5. Additions or deletions to consent and regular agendas
CONSENT AGENDA

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

6. Approve draft minutes of the November 4, 2019 Bicycle Advisory Committee special meeting

7. Accept summary of hazard reports

8. Accept informational item: Bicycle Advisory Committee Roster including Matt Miller as new Alternate for Bike to Work seat

REGULAR AGENDA

9. Aptos Village Project Phase 2B roadway improvements update and review – Tim Nguyen & Russell Chen, County of Santa Cruz staff

10. Rail Trail North Coast project Phase 1 update and review – Grace Blakeslee, RTC Sr. Transportation Planner

11. Competitive Regional Surface Transportation Program Exchange funds review and recommend – Rachel Moriconi, RTC Sr. Transportation Planner

12. Regional Transportation Plan 2045 Goals, Policies, and Targets input and discussion – Ginger Dykaar, RTC Sr. Transportation Planner, and Brianna Goodman, RTC Transportation Planner

13. Regional Transportation Commission 2020 State and Federal Legislative Programs review and provide input - Rachel Moriconi, RTC Sr. Transportation Planner

14. Rail Trail Segment 18 update – Murray Fontes, City of Watsonville staff

15. Watsonville Downtown Complete Streets Plan update – Murray Fontes, City of Watsonville staff

16. Bike lane demarcation adjacent to parking in City of Santa Cruz – Rick Hyman, Committee member

17. Update on Chanticleer Ave bike/ped crossing design review – Ad-hoc committee members (Conlen, Farrell, Hyman, Jed, Masoner) (oral update)

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

19. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for February 10, 2020 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.

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

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

TITLE VI NOTICE
The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA, 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.
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1. Call to Order: Chair, Amelia Conlen called the meeting to order at 6:05 pm.

2. Introductions

**Members Present:**
Amelia Conlen, Bike-to-Work, Chair  
Grace Voss, District 1  
Sally Arnold, District 3 (Alt.)  
Anna Kammer, District 4  
Rick Hyman, District 5  
Theresia Rogerson, District 5 (Alt.)  
Richard Masoner, City of Scotts Valley  
Murray Fontes, City of Watsonville  
Leo Jed, CTSC

**Unexcused Absences:**
Matt Farrell, City of Santa Cruz

**Excused Absences:**
Jannke Strause, District 1 (Alt.)  
Shea Johnson, District 2  
Casey Beyer, District 2 (Alt.)  
Peter Scott, District 3  
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 4 – Alternate  
City of Capitola – Alternate  
City of Scotts Valley – Alternate

**Staff:**
Tommy Travers, Transportation Planner  
Rachel Moriconi, Senior Transportation Planner  
Sarah Christensen, Senior Transportation Engineer

**Guests:**
Terri Persons, Caltrans District 5  
Ingrid McRoberts, Caltrans District 5  
Anais Schenk, County of Santa Cruz  
Gina Cole, Bike Santa Cruz County  
Kathy Jaqqi, member of public
3. Announcements – Staff announced that the next Regional Transportation Commission meeting will be November 7 and the next Interagency Technical Advisory Committee meeting will be November 21.

4. Oral communications – Anna Kammer complimented the Countywide Bicycle Signage Project, and other members noted the decimals used on said project’s signs are too small. Richard Masoner announced there was good turnout to the October public meeting for the development of the Scotts Valley Active Transportation Plan and that bicyclists may request a key for a gate across the Conference Drive publicly-owned right-of-way by contacting the private Mt. Hermon Conference Center, purpose being to be able to travel on the right-of-way between Scotts Valley and Felton and avoid Mt. Hermon Road. Theresia Rogerson announced that the South County Bike/Ped Work Group will meet on November 5 and that the current issue of Growing Up in Santa Cruz has an article about a girls mountain bicycling program called Little Bellas. Grace Voss announced that Open Streets Santa Cruz on October 13 had an estimated 12,000 attendees and that the Santa Cruz County Cycling Club will have its Holiday Party on December 8 in Felton. Gina Cole announced that Bike Santa Cruz County will have its annual dinner on December 8 in Santa Cruz.

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

CONSENT AGENDA

Members requested two meetings in 2020 be held south of Santa Cruz. Members pointed out considering the hazard report about the poor condition of some of the Watsonville slough trails, the Committee should consider bikeway maintenance needs when reviewing local jurisdiction proposals to spend large sums of money on road maintenance. Members also discussed the possibility of scheduling the October 2020 meeting on the third Monday of the month rather than the first. A motion (Hyman/Masoner) was made to approve the consent agenda. The motion passed unanimously with members Arnold, Kammer, Hyman, Masoner, Fontes, Conlen, and Jed voting in favor.

6. Approved draft minutes of the June 10, 2019 Bicycle Advisory Committee meeting

7. Approved draft minutes of the October 7, 2019 Bicycle Advisory Committee meeting

8. Accepted summary of hazard reports

9. Accepted informational items: Correspondence between Committee and Caltrans District 5 regarding District 5 Active Transportation Plan development

10. Accepted informational items: 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, updated the Committee on the development of the plan to address bicycle and pedestrian facilities on, parallel to, and crossing the state highway system in the 5-county District 5. The plan is taking a corridor approach to address connectivity as well as gaps and barriers of existing active transportation networks. The project team is working with the consulting firm Toole Design to incorporate into a GIS the data from all the local jurisdictions and AMBAG as well as public input thus far collected. They are in the Network Analysis phase of the plan development. A Draft Plan is expected in February 2020, and a final Plan is expected by the end of April 2020. Caltrans staff believes that the public at Watsonville Open Streets were the most engaged of all the public events they have attended on the Central Coast. They stated that staff is working with a Partner Team that includes four representatives in Santa Cruz County as well as with Caltrans’ Complete Streets Advisory Committee. They listed all of the multiple local bicycle or active transportation master plans in Santa Cruz County that are being incorporated into the District 5 plan. They emphasized that the plan will focus on bringing attention to needs, such as gaps and barriers for bicyclists and pedestrians, rather than proposing specific projects. Their GIS, when ready, will be shared with the Partner Team and local jurisdictions before the Draft Plan is finished. They announced that the District has a new bicycle and pedestrian coordinator, Audrey Ogden. They announced that while the governor recently vetoed Complete Streets legislation, he referenced his recent executive order, 19-19, which directs the state transportation agency, which includes Caltrans, to address climate change needs including funding transit, walking, biking, and other active modes. They announced that the new Caltrans director has a planning background and is an advocate for active transportation. They stated that the Plan development is prioritizing communication and partnership, and that staff is working closely with many local jurisdictions for input on the Plan. Discussion included: consideration of the Santa Cruz County system of bicycle wayfinding signage in the Plan, as future improvements to gaps and barriers may result in new preferred routes; after the Plan is complete, Caltrans may undertake its own bicycle projects rather than only projects that are primarily vehicle-serving, and in addition may recommend prioritizing maintenance of existing bicycle facilities; in spite of the veto of Complete Streets legislation, Caltrans continues to have design guidelines for pedestrian and bicycle facilities; under SB1 legislation, Caltrans considers bicycle needs in corridors where limited-access highways may prevent bicycle use on the state highway specifically. In addition, members asked if the GIS will allow querying and summarizing for specific counties and cities, and requested a new update of the District-wide bicycle map. Members asked Caltrans staff to consider summarizing in a Plan appendix all of the physical areas of responsibility for maintenance along the state highway system, and to use the development of the Plan as an opportunity to revise or clarify any outdated or inconsistent maintenance agreements.

13. Review and recommend programming of regional transportation funds – Rachel Moriconi, RTC Sr. Transportation Planner, introduced the staff recommendation for programming of upcoming state and federal transportation funds that are directed through the Regional Transportation Commission, in its role as the Regional Transportation Planning Agency for Santa Cruz County, to the local jurisdictions within the county. While the RTC has recently decided to allocate nearly all of the
Regional Surface Transportation Program Exchange (RSTPX) funds (estimated at over $10 million) to the local jurisdictions roughly by population, approval of particular projects and funding levels for particular projects is nevertheless subject to RTC approval. Before the Committee was the projects as requested by the local jurisdictions. Regional funds for regional projects—from the State Transportation Improvement Program, Highway Infrastructure Program, and SB1 Local Partnership Program—are all being recommended to be spent almost entirely on Highway 1 as per RTC direction. She asked for input on the projects from the Committee. Committee members asked clarifying questions regarding details of some of the projects, including the “bus-on-shoulder” element of the Highway 1 Auxiliary Lanes projects. Members discussed the need for increased bicycle storage on buses that use Highway 1, which could be achieved by adding storage racks on board, possibly in newly purchased buses, or by Santa Cruz METRO updating its policy for Highway 1 buses similar to that for routes 17, 40, 41, and 42. Members also discussed a desire for Watsonville to use funding to rehabilitate the Slough Trail system, as well as generally for agencies to use funding for bicycle projects. Members stated an understanding that since RSTPX funds are being allocated roughly proportionately to the local jurisdictions this cycle, rather than through a competitive process, it would be difficult for the committee to recommend alternate projects, but jurisdictions could consider them in future years. Murray Fontes noted that given the short turnaround for programming the funds, the City of Watsonville was focusing the funds on existing projects in its Capital Improvement Program (CIP).

A motion was made (Fontes/Kammer) to recommend that the RTC approve the projects to receive regional shares of state and federal funding, as summarized in the staff report, while also requesting that the responsible agencies:

- Add “sharrows” and “3 Feet to Pass” to any pavement project on streets that do not already include space for bicyclists
- Pursue increased bicycle storage capacity on buses that will operate on Highway 1 auxiliary lanes and shoulders

The motion passed with Voss, Kammer, Masoner, Fontes, and Conlen voting in favor, Jed voting against, and Hyman and Arnold abstaining.

14. **Chanticleer Ave Bicycle and Pedestrian Overcrossing Project update and discussion** – Sarah Christensen, RTC Sr. Transportation Engineer, updated the Committee as a follow-up to the June Committee meeting at which the 65% engineering designs were shared with the Committee. She stated that the project is in the final design phase with expected construction beginning in the fall of 2020, and that staff is seeking additional SB1 grant funding for the project, including possibly for new coaches for the “bus-on-shoulder” element of the project. She focused on the treatments at the south end of the bridge to slow bicyclists exiting the bridge and the crossings and access between northbound Chanticleer and the bridge as well as access between the bridge and the intersection of Soquel Avenue and 17th Avenue. Members brought forth several ideas including

- Mini-“bike circle” treatment should either be completely level with ground, or center should be a small raised feature allowing more than 5 feet on either side, not blocking vision, and not a rounded curb encouraging stunts
- Can a bike box be installed even if the Soquel Ave/Chanticleer intersection does not become signalized
- Can a bicycle be ridden legally in a crosswalk, and is that safe regardless
- Consider eliminating the northbound bike lane on Chanticleer (unless a bike box is added), so that it is more clear that bicyclists should merge into the left turn pocket in order to reach either the Soquel Ave center merge lane
or the pedestrian/bike bridge, and less-experienced bicyclists may cross the entire crosswalk from the right side as a pedestrian

- Add a bicycle crossing or left-turn pocket of Chanticleer Ave farther south of the intersection, along with a two-way path from there to reach the bridge; this was already a recommendation of the Committee in the past to RTC staff
- Consider a “crossbike” (multimodal crossing) across Chanticleer at Soquel, although it may cause confusion
- Consider a signal to assist bicyclists going westbound on Soquel turning left to access the bridge and to better control vehicle movements, or a roundabout if possible
- Consider adding wayfinding signage at both the south and north ends of the crossing project
- Consider adding additional visual warnings for drivers, such as a wide green marked crossing area (crossbike) where bicycles may move in both directions across Chanticleer
- Consider a gate to force bicyclists to dismount
- Consider acquiring adjacent right-of-way, or using part of the Soquel Ave right-of-way, to add a two-way path between this intersection and the Soquel/17th intersection.

A motion (Jed/Arnold) was made for an ad-hoc committee made up of members Hyman, Masoner, Conlen, and Jed to meet with project managers and County Public Works staff to discuss the above concerns further. The motion passed unanimously with members Arnold, Kammer, Hyman, Masoner, Fontes, Conlen, and Jed voting in favor.

15. Watsonville Safe Routes to Schools Plan update and discussion – Amelia Conlen, Chair, updated the Committee on the progress of the Plan, which seeks to identify the barriers to walking and biking to 15 schools in Watsonville and recommend improvements to address them. Public meetings and “walking audits” have been held, and resulting draft recommendations have been shared with each school and parent groups for refinement. She shared visuals and the full list of infrastructure recommendations for every school, most commonly:

- Curb extensions
- Corridor and connector improvements for traffic calming and improved crossings
- Rapid-flashing beacon crosswalks, offset crosswalks, speed humps

The Plan also includes non-infrastructure recommendations including education, encouragement, and enforcement. Some of these include the Street Smarts safety campaign, education on how sharrows and roundabouts work, more crossing guards, and a recommendation for the school district to adopt a policy supporting active transportation. The draft Plan will be presented to the city and the school board in November, and the final Plan is expected in early 2020. Committee members discussed consideration of vehicle traffic diverters near some schools as a traffic-calming measure and lowering speed limits less than 25 MPH. Members also discussed bicycle circulation on campuses, improved access to Pajaro Valley High School, and the need for dedicated parent volunteers to lead “rolling school buses.”

16. Updates related to Committee functions (oral updates) – Murray Fontes reported that green bike lane improvements are nearly complete, that the Watsonville city council approved unanimously the Downtown Complete Streets Plan, and that the first portion of rail trail Segment 18 is out to bid for construction. Rick Hyman reported
that the city of Santa Cruz should mark the outside of bike lanes adjacent to parking with either a solid line or parking stalls, particularly on Ocean Street due to private buses and large trucks parking in the bike lane. Committee members also discussed reporting to the city of Santa Cruz the confusing nature of construction detours for the Beach Street bike path where it enters Boardwalk property at 3rd Street.

17. Adjourn – 8:40 pm

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.

Minutes respectfully prepared and submitted by:
Tommy Travers, Transportation Planner
<table>
<thead>
<tr>
<th>Location</th>
<th>Cross Street</th>
<th>City</th>
<th>Reported Hazards</th>
<th>Additional Comments</th>
<th>Forwarded To</th>
<th>Forwarded Date</th>
<th>Response</th>
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<tbody>
<tr>
<td>1006 Water St</td>
<td>Benito Ave</td>
<td>Santa Cruz</td>
<td>Bike: Rough pavement or potholes, Plant overgrowth or interference, Debris on shoulder or bikeway, Bikeway not clearly marked, Vehicle or objects blocking sidewalk, Lack of sidewalk, Debris on sidewalk, No crosswalk or striping, Other</td>
<td>There is nothing bike-friendly or car-friendly about this street. Benito Street off Water St is heavily trafficked, not marked, and is a designated &quot;school corridor&quot; and used every day by fire trucks, but has only one middle lane due to the over-flow parking by the auto shops (no signs or hour limits) which results in 18 to 20 cars and trucks are parked overnight every night. Most mornings, there are &quot;deliveries of cars on trailers by tow trucks during right during school drop off hours. The city is not able to this section of street (Benito ave) and the last time they cleaned it - it had to be shoveled. Please visit this part of midtown and see that it needs daytime only parking, regular street cleaning, and some fire lanes to keep clear for emergency vehicle movement in addition to bike lanes.</td>
<td>Jim Burr, Claire Fleisler</td>
<td>11/19/19</td>
<td>Jim Burr, Claire Fleisler</td>
</tr>
<tr>
<td>1092 Chanticleer Ave</td>
<td>Kinsley St</td>
<td>Santa Cruz</td>
<td>Bike: Railroad hazard, Bikeway not clearly marked, Lack of sidewalk, No crosswalk or striping, Other</td>
<td>There is no way to cross the county-owned railroad tracks here. The land owners on both sides of the tracks on Chanticleer have blocked access. There is garbage on the tracks. Not being able to cross here means that my kids have to ride their bikes to the nearest crossing at 17th AVE in order to ride to school. That is unnecessarily dangerous for them to do because of the traffic on that road. There are many other children that attend Del Mar Elementary and Shoreline Middle School who live north of the train tracks and are in the same situation. If the County owns the tracks, why is there not an adequate bicycle and pedestrian crossing here? Not having a crossing here is a hazard to bicycle and pedestrian transit.</td>
<td>RTC Rail Team</td>
<td>11/12/19</td>
<td>Forwards as correspondence to RTC and to County staff (Segment 10 lead)</td>
</tr>
<tr>
<td>103 Grant St</td>
<td>Plymouth St</td>
<td>Santa Cruz</td>
<td>Bike: Debris on shoulder or bikeway</td>
<td>Construction fence is blocking the bike lane at Plymouth and Grant st. creating a dangerous situation of bikes and pedestrians</td>
<td>Jim Burr, Claire Fleisler</td>
<td>11/08/19</td>
<td>Jim Burr: City staff responded for resolution. Complete</td>
</tr>
<tr>
<td>75 River St</td>
<td>Water St</td>
<td>Santa Cruz</td>
<td>Bike: Traffic signal problem</td>
<td>Left turn signal did not turn green for my bicycle in left turn lane on Water St eastbound at River</td>
<td>Jim Burr, Claire Fleisler</td>
<td>11/04/19</td>
<td>Jim Burr: Rick, This is a virtual detection loop, drawn onto a video shot of the lane, and it is directional (It is looking for pixel changes approaching the signal in that lane). If you approach from the side it is less likely to pick you up. Did you approach in the left turn lane? And this is EB to NW, correct? 11/12/19 Jim Burr: Resend 11/19/2019 Jim Burr: Complete</td>
</tr>
<tr>
<td>398 Faimount Ave</td>
<td>Morrissey Blvd</td>
<td>Santa Cruz</td>
<td>Bike: Plant overgrowth or interference</td>
<td>Bikes and pedestrians cannot be seen by vehicles turning right from fairmount on to morrissey due to very tall bushes on the corner. Vehicles are prone to not stopping before the crosswalk due to sight visibility issues with tall plants on the other side of the street (the NW corner), so many times we are walking or biking north and have had dangerous close calls because the driver is looking left for cars to turn but cannot see me or my kids crossing the crosswalk. As a very regular pedestrian and (law abiding) bicyclist who commutes multiple times a day from prospect heights to downtown and around town, this fairmount/morrissey intersection is the most dangerous for me. Also, I wanted to note that the north west side of this intersection is not regularly maintained, and my family and neighbors are cutting back the most egregious growth so that pedestrians and bikes are more visible, however the pine needles, weeds and overgrown iceplant that surround both sides of the morrissey bridge create bike and pedestrian hazards. I have witnessed several kids biking to delaveaga slide and fall on the dead pine needles on the sidewalk in the past few years; it would be SO appreciated if this was regularly maintained. Thanks for reading this -mike</td>
<td>Jim Burr, Claire Fleisler</td>
<td>11/04/19</td>
<td>Followed up on 11/25/19</td>
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**Bicycle Hazard Report**


- Followed up on 11/25/19
## Bicycle Hazard Report


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<td>149 Natural Bridges Dr</td>
<td>Delaware Ave</td>
<td>Santa Cruz</td>
<td>Bike: Debris on shoulder or bikeway, Vehicles or objects blocking sidewalk</td>
<td>This is my 2nd report of this hazard. The residents of this motorhome have a complete disregard for cyclists and pedestrian safety. Their awnings are open at head level in the bike lane. They ignored my request to roll them in.</td>
<td>Jim Burr, Claire Fleisler</td>
<td>10/31/19</td>
<td>10/31/19 Jim Burr: Report has been forwarded to the Santa Cruz Police Department for response.</td>
</tr>
<tr>
<td>Ocean St</td>
<td>Felker St</td>
<td>Santa Cruz</td>
<td>Bike: Rough pavement or potholes, Hazardous drain grate, Lack of sidewalk, Construction hazard</td>
<td>The crossings at the on/offramps to Highway 1 off of Ocean St have been dug out for 4 weeks, and no progress has been made on their replacement. In addition to rendering the sidewalk unusable for pedestrians, the craters left behind force bikes out of the bike lane and into vehicle traffic on an already dangerous road. This is a critical hazard for cyclists, and I have been the subject of numerous near misses directly because of this unfinished construction. Though less critical, the neglected construction also forces pedestrians to cross well out of their way, and the dug-out holes are filling with garbage.</td>
<td>Nancy Cross, Caltrans</td>
<td>10/31/19</td>
<td>11/6/19 Nancy Cross: Good Afternoon Mr. Roberts, Thank you for contacting Caltrans with your concerns. This area is under construction and the Resident Engineer in charge of the project provided this statement: The forming of the curb ramps (4 total) began on Nov. 5, 2019. The ramps are expected to be re-opened no later than Friday Nov. 15, 2019. You’ll receive an email that your Customer Service Request ticket 775711 has been closed. Thank you for your patience. 11/19/19 Nancy Cross: Good Afternoon Tom, The Resident Engineer of this construction project reported this following today Nov. 19, 2019: Unfortunately, things did push. The ramps were poured on November 12th but the Contractor has to strip the forms and either pave or place cut back where a 2’ wide portion of pavement was removed adjacent to the new curb and gutter. The Contractor has committed to having it reopened no later than next Tuesday morning (Nov. 26). It may be opened by the end of the week (Nov. 29) as I have asked that they prioritize this work – but it’s too early to say how likely this is.</td>
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<tr>
<td>1340 Hames Rd</td>
<td>Hames Hollow</td>
<td>Corralitos</td>
<td>Bike: Rough pavement or potholes, Pavement cracks, Debris on shoulder or bikeway, Bikeway not clearly marked</td>
<td>The shoulder on Hames Road between Orchard Heights Ln. and address #1340 is in poor condition for riding a bicycle for the following reasons:  *There is debris and sand in the shoulder.  *The pavement is cracked, and the patches that were put in in the summer are very bumpy.  *The cement barriers at the top of the hill extend into the shoulder forcing cyclists to travel in the roadway. The sightline as cars come up the hill is poor, and speeding cars pose a danger to cyclists.  *Much of this section of the shoulder is cracked, and has weeds growing in it making it difficult to ride on the shoulder.</td>
<td>DPW</td>
<td>10/29/19</td>
<td>10/25/19 Jana Vargas: We are in receipt of your email concerning potholes and debris on Hames Road. I will forward your email to our Road Maintenance Department for review and response.</td>
</tr>
<tr>
<td>149 Natural Bridges Dr</td>
<td>Delaware Ave</td>
<td>Santa Cruz</td>
<td>Bike: Debris on shoulder or bikeway, Vehicles or objects blocking sidewalk, Other</td>
<td>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.</td>
<td>Jim Burr, Claire Fleisler</td>
<td>10/23/19</td>
<td>10/23/19 Jim Burr: Sent to SCPD for response.</td>
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<tr>
<td>915 Disc Dr</td>
<td>N/A</td>
<td>Scotts Valley</td>
<td>Bike: Plant overgrowth or interference, Debris on shoulder or bikeway</td>
<td>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.</td>
<td>Trash McGrath, Frank Alvarez, Daryl Jordan</td>
<td>10/03/19</td>
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December 2019 Bicycle Advisory Committee Roster

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<td>Casey Beyer</td>
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<td>Peter Scott</td>
<td>County of Santa Cruz-District 3</td>
<td>Sally Arnold</td>
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<td>Rick Hyman</td>
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<td>Amelia Conlen, Chair</td>
<td>Bike to Work</td>
<td>Matt Miller*</td>
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<tr>
<td>Leo Jed</td>
<td>Community Traffic Safety Coalition</td>
<td>Jim Langley</td>
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* Newly appointed by Bike to Work to replace Kira Ticus
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RECOMMENDATION

Staff recommends that the Bicycle Advisory Committee receive information and review the design plans for Phase 2B of the Aptos Village Improvements Project.

BACKGROUND

The County of Santa Cruz seeks to make improvements to Soquel Drive in Aptos Village, including a new intersection of Soquel Drive and Aptos Creek Road. Funding for the project comes from developer fees of recent nearby development, County funds, and Regional Surface Transportation Program Exchange funds allocated for the project by the Santa Cruz County Regional Transportation Commission.

In November 2017, the Committee requested that County staff present project plans to the Committee for review. Since that time, County staff for the project has changed, and RTC staff requested in the fall of 2019 for County staff to present the project plans for Committee review.

DISCUSSION

This project involves the construction of a new traffic signal at the Soquel Drive and Aptos Creek Road intersection, new Railroad Crossing Warning System, new video detection system at the Spreckels Drive intersection, signal upgrades and new fiber optic improvements along Soquel Drive at the State Park Drive, Aptos Rancho Road, Spreckels Drive, Aptos Creek Road, and Trout Gulch Road intersections, curb, gutter, and sidewalk improvements, new storm drainage facilities, asphalt concrete overlay, thermoplastic striping, and railroad track work. The project also includes new bike lanes on Aptos Creek Road at the intersection, and green paint treatment at the intersection.

The City would like the input of the Committee on Phase 2B of the project before it proceeds to construction in spring 2020.

SUMMARY

The County of Santa Cruz is seeking the input of the Committee prior to construction of Phase 2B of the Aptos Village Improvements Project.
ATTACHMENTS

1. Select sheets of Aptos Village Improvements Project Phase 2B Design Plans

S:\Bike\Committee\Agenda Packets\BC2019\7. December\Aptos Village SR.docx
COUNTY OF SANTA CRUZ
DEPARTMENT OF PUBLIC WORKS
PROJECT PLANS FOR CONSTRUCTION OF
APTOS VILLAGE IMPROVEMENTS
PHASE 2B


VICINITY MAP

APPLICABLE STANDARD PLANS

COUNTY OF SANTA CRUZ DESIGN CRITERIA

FIGURE EF-1  FIGURE ST-46  FIGURE ST-46  FIGURE SWM-13
FIGURE EP-2  FIGURE ST-46  FIGURE ST-46
FIGURE ES-10  FIGURE ST-44
FIGURE ST-44  FIGURE ST-48  FIGURE SWM-13

SOQUEL CREEK WATER DISTRICT STANDARD PLANS

S-3  S-9  S-10
S-4  S-10
S-5  S-10
S-6  S-15

2016 CALTRANS STANDARD PLANS

A1W  A2W  ES-4  ES-8
A1W  A2W  ES-8  ES-4
A2W  A2W  ES-12  ES-12
A2W  A2W  ES-12  ES-12
A2W  A2W  ES-12  ES-12
A2W  A2W  ES-12  ES-12
A2W  A2W  ES-12  ES-12
A2W  A2W  ES-12  ES-12

GENERAL NOTES

1. All Figure references refer to standard drawings in the current edition of the "County of Santa Cruz Design Criteria." (Except as contained herein. (EF-1, EF-2 drawn on plans are more current than Design Criteria)

2. No changes in the approved project plans shall be made without prior approval of the Engineer.

3. All working drawings加盖尔章 are shown based on Interference supplied by the utility companies. The Contractor is to verify any possible conflicts, and notify the Engineer of any conflicts found.

4. All construction activities shall be limited to the hours of 7:30 AM to 5:00 PM, Monday to Friday. Temporary lane and road closures may not be made before 9:30 AM or after 4:30 PM.

5. Exposure of utilities shall be verified and cleared by the Engineer, prior to construction. Exposed utilities shall not be disturbed, and the Engineer shall provide written approval prior to any construction.

6. All references refer to the central line as shown on these plans. Utilities are shown as horizontal. Existing water service boxes, fire hydrants, and other utility connections shall be coordinated with the Soquel Creek Water District and relocated by the contractor.

7. The Contractor is to contact Underground Service Alert (USA) (800)-327-3905 at least 48 hours prior to construction in order to have the existing utilities marked in the field.

8. All construction shall be performed in accordance with this plan. Public traffic in any direction on any streets at all times, except that the contractor may be required to coordinate with the utility companies. Traffic control plans for temporary closures shall be submitted to the Engineer for review and approval.

9. All temporary utility connections shall be made after the Engineer has reviewed and approved the plans.

10. All construction shall be coordinated with the Soquel Creek Water District and the City of Santa Cruz.

11. The Contractor is to contact Underground Service Alert (USA) (800)-327-3905 at least 48 hours prior to construction in order to have the existing utilities marked in the field. Public traffic in any direction on any streets at all times, except that the contractor may be required to coordinate with the utility companies. Traffic control plans for temporary closures shall be submitted to the Engineer for review and approval.

12. All temporary utility connections shall be made after the Engineer has reviewed and approved the plans.

13. The Contractor is to contact Underground Service Alert (USA) (800)-327-3905 at least 48 hours prior to construction in order to have the existing utilities marked in the field. Public traffic in any direction on any streets at all times, except that the contractor may be required to coordinate with the utility companies. Traffic control plans for temporary closures shall be submitted to the Engineer for review and approval.
RECOMMENDATIONS

RTC staff recommends that the Bicycle Advisory Committee receive an update on the North Coast Rail Trail project.

BACKGROUND

The North Coast Rail Trail Project includes construction of 7.5 miles of the Monterey Bay Sanctuary Scenic Trail’s (MBSST) rail trail spine between Wilder Ranch and Davenport. Segment 5 is divided into two phases. Phase I is funded and spans 5.4 miles from Wilder Ranch to Panther/Yellowbank Beach. Phase II spans 2.1 miles from Panther/Yellowbank Beach to Davenport and includes improved parking lots and connections to the trail at Davenport and Panther/Yellowbank Beach, access improvements from the Bonny Doon Beach parking lot to the trail, and a pedestrian crosswalk in Davenport.

DISCUSSION

The RTC certified the Final Environmental Impact Report for the North Coast Rail Trail Project on March 7, 2019. The Federal Highway Administration Central Federal Lands (CFL) division is leading the design and construction of the NCRT project and completed a second field survey in September 2019 at 50% design. The project alignment can be seen on the RTC website at: https://sccrtc.org/wp-content/uploads/2019/03/NCRT/NCRT_FEIR_Proposed_Project_Map.pdf

RTC is working closely with CFL to advance the project design and prepare applications to obtain environmental resource agency permits and approvals from the California Coastal Commission, and the California Public Utilities Commission.

Phase I of the North Coast Rail Trail is scheduled to go to construction in August 2021. Phase II will be built at the same time should funding be secured. Existing funding for design, environmental studies, construction, construction engineering, management and permitting for this project comes from Federal Lands Access Program, the California Coastal Conservancy, Measure D and the Land Trust of Santa Cruz County. RTC recently submitted a grant application to the California Natural Resources Agency for $4.0 million in Proposition 68 funding for construction.
funding for Phase II, with the exception of funding for the Davenport Crossing. RTC staff and the County of Santa Cruz staff are proposing to program funding to the Davenport Crossing to allow for construction of the crossing concurrent with construction of the trail from Yellowbank/Panther to Davenport and the three parking lots, should the Proposition 68 grant be awarded. If funding for Phase II is not secured and cannot be constructed with Phase I, RTC will work with the County of Santa Cruz to explore options for funding the Davenport Parking Lot and Davenport Crossing independent of Segment 5- Phase II.

SUMMARY

The North Coast Rail Trail Project includes construction of 7.5 miles of the Monterey Bay Sanctuary Scenic Trail’s (MBSST) rail trail spine between Wilder Ranch and Davenport. Phase I of the North Coast Rail Trail is scheduled to go to construction in August 2021. Phase II, which includes the Davenport Crossing, will be built at the same time should funding be secured.
RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission’s (RTC) advisory committees review and recommend that the RTC approve projects to receive up to $350,000 in Regional Surface Transportation Program Exchange (RSTPX) funds, as summarized in this staff report.

BACKGROUND

As the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for selecting projects to receive certain state, federal and local funds. These discretionary funds include regional shares of Regional Surface Transportation Program Exchange (RSTPX). 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.

In September 2019, the RTC decided to program all but $350,000 of the region’s shares of RSTPX through FY20/21 by formula to cities, the County of Santa Cruz, and Santa Cruz Metropolitan Transit District (METRO). The RTC set aside $350,000 for non-city, non-county, non-METRO entities, with projects to be selected through a competitive application process.

DISCUSSION

RSTPX Competitive Grants
The RTC received four applications in response to the call for projects for $350,000 in competitive RSTPX funds. Staff considered project deliverability, consistency with the Regional Transportation Plan (RTP) goals, policies, and targets, consistency with RTC adopted plans and federal and state criteria and guidelines when evaluating projects. Staff recommends that the RTC advisory committees review and recommend projects to receive competitive RSTPX grant funds, as summarized below. A summary of the proposals are included as Attachment 1. The applications received are online at:
https://sccrtc.org/funding-planning/project-funding/2020-rstpx-competitive-grants/
The RTC set aside up to $350,000 for competitive grants, but could also decide to not fund some of these projects, fund projects at lower amounts, or only fund some components of projects. Any unprogrammed amounts will be held in reserve and could be used on these or other projects in the future.

Staff does not recommend funding the Trail Now platform on the railroad tracks project at Antonelli Pond at this time. If the RTC were to fund the platform on the railroad tracks project, the RTC or another agency with a Master Agreement with Caltrans would have to agree to serve as the lead agency responsible for ensuring all state and federal mandates are met, significant logistically challenges would need to be resolved with the federal, state, and local railroad agencies and regulators. Due to significant unknowns regarding the cost and feasibility of this type of project, staff determined that time is better spent delivering the existing planned trail project.

**Next Steps**
RTC advisory committees are concurrently reviewing proposals for these funds at their December 2019 meetings. Staff will consider input from committees when developing final staff recommendations expected to be presented to the RTC board at its January 2020 meeting.

**SUMMARY**
The RTC is responsible for selecting projects to receive certain state and federal funds, including state Regional Surface Transportation Program Exchange (RSTPX) funds. Staff is seeking input and recommendations from advisory committees on projects proposed to receive these funds.

**Attachment:**
1. Summary of Proposals for RSTPX Competitive Grants

\rtcserv2\internal\rtip\2020rtip\2020cycle\staffreports\rstpxcompetitiverec-sr-committeesdec2019.docx
Summary of Proposals for RSTPX Competitive Grants

*Excerpts from applications. Full applications are online at:*

[https://sccrtc.org/funding-planning/project-funding/2020-rstpx-competitive-grants/](https://sccrtc.org/funding-planning/project-funding/2020-rstpx-competitive-grants/)

**Project PASEO: Bike Santa Cruz County**

RTC Staff Recommendation: Up to $100,000

1. **Project Title:** Project PASEO (Positive Active Transportation Safety Education Opportunities)  
   Proyecto PASEO (Positivo Transportación Activo Seguridad Educación Oportunidades)

2. **Description: Open Streets, Earn-a-Bike and Pop-Up Bike Lane**

   Open Streets are free annual public events that temporarily transform roadways into parks for people to bike, walk, skate, and play in a safe and festive environment by temporarily diverting automobile traffic.

   The Earn-a-Bike program is a free, seven week educational and recreational program providing bikes, tools, and safety supplies to middle school students, and instructing them in the basics of bike repair, cycling safety, and nutrition education. Teen mentors support program implementation for younger participants, encouraging biking and healthy eating behavior.

   A Pop-Up Bike Lane is a temporary demonstration of a protected bike lane. A temporary demonstration is a pilot project and therefore easier for Public Works staff and the community to support. It also provides an opportunity for the community to experience and provide input as to whether a permanent installation is of interest.

3. **Summary of Project Purpose, Need, Benefits:**

   Santa Cruz County has a disproportionately high rate of bicycle and pedestrian injuries and fatalities, ranking among the worst for all California counties. Bike Santa Cruz County has been supporting efforts to get local governments to adopt Vision Zero policies towards reducing all traffic-related serious injuries and deaths to zero. Providing our community members of all ages with multiple opportunities for learning how to walk and bike safely is a distinct public health and safety need. Open Streets, Earn-A-Bike and Bike Club programs, and Pop-Up/ Demonstration Protected Bike Lanes all benefit active transportation awareness, safety and confidence in communities and for community members.

   **Benefits of comprehensive Project PASEO:** The combined effect of these three different programs, with the common goal of promoting active transportation. By instilling confidence in bike handling and bike maintenance skills, and experiencing cycling in safe locations, Project PASEO programs build structure and reduce barriers to cycling for daily trips, increasing quality of life and supporting positive health outcomes for youth and their families in disadvantaged communities, and creating the next generation of bicycle advocates.

4. **Additional information on components of work plan**

   **Open Streets:**
   - RSTPX requested: $50,000
   - Total cost: $112,079
   - Schedule: 2 events in Watsonville - summer 2020 & spring 2021, 2 events in Santa Cruz - Fall 2020
Project PASEO Description - continued

& 2021, New TBD location - est. Spring 2021

• Estimated users: 30,000 participants over the course of 5 events

• Benefits:
  o promote physical activity and health
  o promote a culture of bicycling and walking
  o foster community, civic pride and quality of live
  o increase safety and access to the roadway for users of all ages, abilities and modes

Earn-A-Bike Programs:

• RSTPX requested: $30,000
• Total cost: $71,470
• Schedule: Feb 2020 Planning - June 2021 last workshop
• Estimated users: 15 middle school students, and 5 high school students each session (3 sessions, 7 weeks each)

• Benefits:
  o Remove barriers to cycling for youth by providing bicycles to youth, teaching bicycle safety practices and basic bicycle mechanic skills
  o Utilize a Peer-Mentor model to build community connectedness, build confidence for high school and middle school youth, build bikes, and build a youth advocacy base in these communities.
  o Youth in Santa Cruz County are disproportionately burdened by, and at risk for, diabetes and obesity, with 49% of Latino youth and 24% percent of white youth in Santa Cruz County outside the California Department of Education’s “healthy fitness zone”
  o Biking can promote healthy lifelong fitness habits and provide a fun and convenient means of meeting recommended physical activity guidelines

Protected Bike Lanes

• RSTPX requested: $20,000
• Total cost: $57,308
• Schedule: February 2020 – June 2021
• Estimated users: Live Oak - up to 150 cyclists per day; Watsonville - up to 100 cyclists per day

• Benefits:
  o Temporarily demonstrate what a protected bike lane is in order to encourage expansion of protected bicycle lanes throughout Santa Cruz County
  o Increase safety due to the physical separation, rather than just paint, between cyclists and motorists.
  o Increase bike ridership
Bike Challenge +: Ecology Action
RTC Staff Recommendation: $200,000

1. **Project Title:** Bike Challenge + - a gateway to increased bike commuting

2. **Description:** The Bike Challenge + is an evolution of the Bike to Work is Every Day pilot program which catalyzed and propelled an increase in frequent bike commuting throughout Santa Cruz County. Based on the pilot success and lessons learned, version 2.0 will utilize an online tracking and encouragement platform (either Love to Ride or Ride Amigos) that leverages regular participant rewards, friendly competition and team support/encouragement. The twice-a-year Monthly Bike Challenge and year-round encouragement tools will target all commuters in Santa Cruz County. The Challenge + also includes bike commuter workshops, a Rail Trail Ride, marketing campaign, incentives and data/survey collection all geared toward increasing daily bike commuting.

3. **Summary of Project Purpose, Need, Benefits:** The Bike Challenge + is designed to shift more people to choose the bike for transportation and to increase the frequency of those who currently bike commute. As local jurisdictions build more and better bike infrastructure—such as the Rail —there is a need to create the bike social infrastructure of support and encouragement to get more people on bikes for every day transportation. Benefits include reduced commute and regular drive alone car trips therefore reducing VMT, GHG emissions & other tailpipe pollution, safer, less congested and more livable streets.

4. **Additional information on components of work plan**
   - **RSTPX requested:** $200,000
   - **Total cost:** $362,000
   - **Schedule:** January 2020-December 2021
   - **Estimated daily users:** 1685

**Project components:**

- **Two Month-long Bike Challenges:** High visibility month-long Bike Challenges in May and September. EA will utilize an online platform that engages, motivates, tracks and rewards bike commuter and transportation trips. EA will engage at least 1,300 participants from 80 work sites throughout the county. EA will target large employers and communities from a variety of locations, from south to north county.

- **12-month Targeted Encouragement:** Ongoing engagement and encouragement using variety of direct channels – including commuter workshops, bike rides and direct one-on-one outreach -- to motivate at least 1,900 Challenge participants to keep bike commuting year-round. EA will provide demographically specific, bike commuter essentials tool kits to prepare participants for commuting throughout the year.

- **10 bike commuter/safety workshops (five per year):** These direct to commuter workshops focus on safety, commuter gear/resources, bike routes and other essential information to give participants the information, skills and confidence to bike in traffic. EA’s League of American Bicyclists certified instructors utilize video, slides, and interactive presentations to educate participants, including best practice skills for operating ebikes, JUMP bikes and for sharing and using the Rail Trail. Targets: new and intermediate cyclists to teach them how to safely and confidentially navigate busy roads and paved trails. Workshops will be split between community events at high-profile sites and include lunch time and evening workshops at geographically diverse locations across the County.
Bike Challenge Description - continued

- **Host Rail Trail Ride (one in 2021):** Community bike ride and pop-up event on the Westside of Santa Cruz to directly promote and engage the community in making the best use of the newly opened section of the Rail Trail.

- **Survey and Data collection (one baseline and least one follow up survey for each participant):** Collection of both baseline and follow-up survey data to measure the impact of the Challenge + and evaluate the impact of new bike infrastructure such as the Westside Rail Trail. EA will work with RTC staff to design survey questions, analysis and timeline.

- **Incentives:** Randomly selected Challenge participants will receive rewards to motivate the greatest number of riders throughout the year.

- **Marketing:** Design and implement a marketing campaign based on a needs assessment of new and intermediate riders. The campaign will use a variety of media channels such as social media, original content, photographs and videos, digital graphics/art, monthly e-newsletters, ads, news stories, and on street promo. This campaign will increase awareness and engagement to maximize the number of Challenge participants and move them to adopting bike commuting as a daily habit.
1. **Project Title:** Bike and WalkSmart: Youth Bike & Walk Safety Education

2. **Description:** Walk Smart and Bike Smart program provides 2nd graders pedestrian safety training and 5th graders bicycling safety training throughout Santa Cruz County. This proposal will allow us to teach bike and walk safety to 860 second and fifth graders at some 22 classrooms over the 2-year grant period.

3. **Summary of Project Purpose, Need, Benefits:** Increase safe and regular biking and walking to school by elementary students. Young students lack the knowledge and skills to safely bike and walk to school and other frequent destinations. This program will provide the training to give these students the tools to be safe and frequent active transportation users.

4. **Additional information on components of work plan**
   - RSTPX requested: $50,000
   - Total cost: $56,000
   - Schedule: February 2020-December 2021
   - Estimated users: 860 2nd and 5th graders

**Project components:**
- **Bike Smart:** 50-minute classroom presentation followed by a separate 50-minute on-bike training session/ bicycle safety obstacle course (aka bike rodeo) with 5th graders. The on-bike session is preceded by an in-class reminder of previous lesson and followed by a lessons-learned summary. Bike Smart classroom presentations use a variety of mediums - live demonstrations, animations, videos and discussion - to teach safety behavior to students. Lessons cover the benefits of bicycling, rules of the road, the importance and correct use of a bicycle helmet, choosing safe routes, safely navigating intersection crossings, being visible, and other safe bike-handling topics. Students are quizzed on their knowledge of bicycle safety both before and after completion of the Bike Smart program, to measure program effectiveness.

- **Walk Smart:** This program is also structured with a classroom and ‘walk around the block’ field session, which requires 2nd graders to walk through a series of exercises including stopping, looking both ways, and crossing the street only when it is free of oncoming vehicles. The training is preceded by either classroom or assembly presentations. The programs utilize bilingual and bicultural staff, coordinate with law enforcement, and provide targeted educational handouts.

   This proposal will move EA closer to reaching every 2nd and 5th grader with essential walk and bike safety education trainings that will help meet RTC’s Safe Routes to School goals while providing our youth with skills for adopting life long active transportation habits.
Platform on railroad tracks to provide a transportation trail - Trail Now
RTC Staff Recommendation: $0
Staff does not recommend RSTPX funds for this project. Using state or federal funds and addressing permit and other challenges would require significant RTC staff time.

5. Project Title: Platform on railroad tracks to provide a transportation trail

6. Description:
   - Design and engineer a platform that is placed on top of the existing railroad tracks to be used as transportation trail
   - Platform designed to be removed to allow use of railroad tracks when required.
   - Fabricate a platform section as a proof of concept for future implementation along corridor
   - Proof of concept platform will allow for cost and regulatory assessments for extended trail platform system
   - Conduct public-outreach with platform
   - Provide cost estimate to build standard platform for expansion across Santa Cruz Coastal Corridor (Railroad)
   - Final permanent location of platform at Antonelli Pond crossing for improved public access
   - Report to RTC on platform

7. Summary of Project Purpose, Need, Benefits:
   - Lower cost approach for narrow sections of coastal corridor
   - Reduce tree and brush cutting requirements
   - Allow for wetlands to remain intact and environmentally-sensitive areas
   - Increase public access to coastal corridor
   - Support long-term trail and transit plans for Santa Cruz County
   - Support Railroad and California Transportation Commission (CTC) requirements
   - Reduce deterioration of transportation resource
   - Enable community to use the coastal corridor for active transportation today

8. Additional information on components of work plan
   - RSTPX requested: $79,087
   - Total cost: Grant application says $89,334
   - Schedule: December/2019 to August/2020
   - Estimated users: Not available
TO: Regional Transportation Commission Advisory Committee

FROM: Brianna Goodman and Ginger Dykaar, Transportation Planners

RE: 2045 Santa Cruz County Regional Transportation Plan - Goals, Policies and Targets

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission Advisory Committee:

1. Receive information on the development of the 2045 Regional Transportation Plan (RTP); and
2. Provide input on the draft goals, policies and targets of the 2045 RTP.

BACKGROUND

As the regional transportation planning agency (RTPA) for Santa Cruz County, the Regional Transportation Commission (RTC) is responsible for developing, implementing and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. The RTP is a state-mandated plan that identifies transportation needs in Santa Cruz County over the next twenty-plus years. It estimates the amount of funding that will be available over this timeframe and identifies a financially constrained priority list of projects. This planning effort is a critical component to project implementation as it provides a forum for setting the direction of transportation in our county over the next 20 plus years, it positions our community to receive federal, state or local funding for projects, and helps facilitate collaboration on projects. Individual projects listed in the RTP can only be implemented as local, state and federal funds become available.

The RTPs adopted by RTPAs in Santa Cruz, Monterey, and San Benito Counties are incorporated into the federally-mandated Metropolitan Transportation Plan/state-mandated Sustainable Communities Strategy (MTP/SCS), which is prepared by the Association of Monterey Bay Area Governments (AMBAG). The current 2040 RTP was adopted by RTC in June 2018 at the same time as the 2040 MTP/SCS was adopted by AMBAG and the 2040 RTPs by Transportation Agency for Monterey County (TAMC) and San Benito Council of Governments (SBCOG).
DISCUSSION

The next Santa Cruz County RTP and AMBAG MTP/SCS are scheduled for adoption in June 2022. These documents will provide transportation plans through 2045 and will be referred to as the 2045 RTP and 2045 MTP/SCS. The RTP and AMBAG MTP/SCS are being updated after four years based on state law requirements to update the RTP every four or five years and SB 375 requirements to sync the adoption of the regional housing element (RHNA) that occurs every 8 years with the adoption of the MTP.

2045 RTP Work Plan

The Santa Cruz County Regional Transportation Plan consists of three main elements; the Policy Element, the Financial Element, and the Action Element.

➢ The Policy Element identifies the goals, policies, and measurable outcomes/targets that guide transportation funding decisions and prioritization.
➢ The Financial Element identifies funds anticipated to be available for transportation projects and the outstanding funding needs over the next 20 plus years.
➢ The Action Element of the RTP identifies specific projects and programs that could be funded within the projected funds identified in the Financial Element (constrained) and which projects/programs would require new revenues above and beyond those anticipated over the next twenty-plus years (unconstrained).

The draft work plan for the 2045 RTP is outlined in Attachment 1 and the schedule in Attachment 2.

Policy Element

The 2045 Santa Cruz County Regional Transportation Plan, through its goals and policies, sets forth a triple-bottom line sustainability framework for expanding options for residents and visitors to access their daily needs in a way that is safe, equitable, protects the natural environment and promotes investment in the local economy. The triple bottom line concept of sustainability starts with the development of the goals and policies which are then used to define the priority list of projects.

The draft goals, policies and targets were slightly revised from the 2040 RTP goals, to shift their function from forecasting based on the constrained project list to monitoring trends in real time in order to measure progress toward the RTP goals. Performance measures were also revised based on Federal requirements from the FAST Act for State Departments of Transportation and Metropolitan Transportation Agencies to report on performance of their transportation systems. Although RTC is not required to report the performance of these measures, the 2045 RTP performance measures and targets were revised to be consistent with this legislation. Several policies were also added to reflect increased focus at the state
level on goods movement, transportation system security, and transportation system resiliency in the face of climate change.

**Staff recommends that the RTC Advisory Committee provide input on the Goals, Policies and Targets of the 2045 RTP.**

**SUMMARY**

The RTC is responsible for developing the Regional Transportation Plan for Santa Cruz County. The next RTP is planned for adoption in June 2022 in coordination with AMBAG and the 2045 MTP/SCS. RTC staff requests input from RTC Advisory Committees on the draft goals, policies and targets for the 2045 RTP.

**Attachments:**
1. 2045 RTP Work Plan
2. 2045 RTP Schedule
3. Draft Goals, Policies and Targets

S:\RTP\2045 RTP (2022)\Staff Reports\Advisory\SR-2045RTP-AdvComm-GPTs.docx
1. **Develop Work Plan and Public Participation Plan (PPP)**
   a. Seek RTC input on work plan for the RTP
   b. Collaborate with AMBAG and the other RTPAs (TAMC, SBCOG) on the 2019 Public Participation Plan that serves as the PPP for the AMBAG region and the PPP for the RTC as well as the other RTPAs in the Monterey Bay region. Assure the PPP meets requirements of the 2017 California Transportation Commission RTP guidelines, SB 375 and MAP-21 requirements for public participation
   c. Seek adoption of the Public Participation Plan by the RTC

2. **Coordination with Partner Agencies**
   a. Meet regularly with Association of Monterey Bay Area Governments (AMBAG), Transportation Agency for Monterey County (TAMC), and San Benito Council of Governments (SBCOG) to discuss development of the 2045 Regional Transportation Plans (RTPs) and 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS)
   b. Provide data to AMBAG as necessary to incorporate Santa Cruz County projects into the AMBAG regional travel demand model (RTDM) and the AMBAG region 2045 MTP/SCS
   c. Review draft 2045 MTP/SCS produced by AMBAG

3. **Public Outreach and Involvement**
   a. Utilize the 2019 Public Participation Plan to guide public and stakeholder participation in development of the 2045 RTP
   b. Develop outreach materials throughout RTP development including fact sheets, web pages, web news, email notices, news releases
   c. Encourage public participation on the main elements of the RTP, includes soliciting input from RTC Advisory Committees, interest groups, and the general public
   d. With AMBAG as the lead, coordinate the consultation with resource agencies as required by the RTP Guidelines
   e. Consult with local jurisdictions public works and planning staff, Caltrans, UCSC transportation staff, METRO staff, and other project sponsors
   f. Assist AMBAG with public workshops regarding investment priorities for 2045 RTP and MTP/SCS
   g. Analyze feedback and update the regional transportation plan where appropriate based on comments received

   a. Update goals, policies, and performance measures to incorporate lessons learned from 2040 RTP and 2017 RTP guidelines as needed
   b. Review and incorporate new transportation act requirements as appropriate
   c. Update performance measures to inform evaluation criteria for funds distributed by RTC (e.g. STIP, STBG, transit, and other funds)
   d. Ensure policies are consistent with SCS
   e. Review goals, policies, and performance measures with RTC, RTC committees, and the public
   f. Recommend changes to goals, policies, and performance measures based on input received
g. Seek RTC approval of draft goals, policies, and performance measures and provide to AMBAG and EIR Consultant

5. **Update Financial Element – Revenue and Cost Projections**
   a. Identify funding sources available (dedicated and discretionary), including sources used by project sponsors to operate, maintain, and construct transportation projects and programs
   b. Identify any new potential funding sources
   c. Coordinate with AMBAG, TAMC and SBCOG to establish assumptions for financial projections and develop projections
   d. Update financial projections through 2045
   e. Escalate project and program costs to expected year of delivery
   f. Review funding projections and assumptions with RTC board
   g. Provide financial projections to EIR consultant
   h. Include updated discussion about state and federal funding trends

6. **Update Action Element – Project List**
   a. Solicit project ideas and costs from local jurisdictions and other project sponsors, public, RTC Advisory Committees
   b. Incorporate projects and policies from regional/corridor/subregional studies into development of the RTP. Studies include, but aren’t limited to:
      i. Unified Corridor Investment Study,
      ii. Measure D Implementation Plan,
      iii. Highway 9 – San Lorenzo Valley Complete Streets Corridor Plan,
      iv. Central Coast Highway 1 Climate Resiliency Study,
      v. Santa Cruz County Strategic Plan
      vi. California Transportation Plan,
      viii. Short Range Transit Plans, Santa Cruz METRO Strategic Business Plan, and Santa Cruz Branch Rail Line Alternatives Analysis,
      ix. Active Transportation Plans/Studies,
      x. Airport Planning Studies,
      xi. Transportation Demand Management Studies
   c. Work with AMBAG to provide input on the database for organizing project lists and update project list database
   d. Develop complete list of projects (both constrained and unconstrained)
   e. Evaluate projects for consistency with goals and policies, SCS, and local plans
   f. Seek approval from RTC on 2045 RTP complete project list
   g. Work with AMBAG on scenario analysis to differentiate financially constrained and unconstrained projects
   h. Create draft Constrained and Unconstrained Project Lists, with input from RTC, RTC Advisory Committees, project sponsors, stakeholders and members of the public.
   i. Assist AMBAG with public workshops for public input on constrained project list
   j. Seek input and approval from RTC on constrained project list
   k. Assign projects to time frames evaluated in plan
7. **Plan Performance**
   a. Plan performance of the AMBAG Metropolitan Transportation Plan/Sustainable Communities Strategy will be evaluated for the tri-county region and this analysis will be referred to in the 2045 Santa Cruz County Regional Transportation Plan
   b. For the 2045 MTP/SCS, VMT and GHG measures will be analyzed by AMBAG using the regional travel demand model (RTDM) to assess ability to meet revised SB 375 targets for the AMBAG region.
   c. Santa Cruz County VMT and GHG reductions will be provided by AMBAG from the RTDM results to assess performance of the 2045 Santa Cruz County Regional Transportation Plan
   d. Baseline performance monitoring will be discussed based on available data
   e. Other RTC specific performance measures will be updated to inform evaluation criteria for funds distributed by RTC (e.g. STIP, STBG, transit, and other funds) but will not be analyzed for plan performance

8. **2045 RTP Document**
   a. Updates and revisions will be made to the 2018 RTP document
   b. Discuss revised California Air Resource Board Targets for AMBAG region
   c. Information from new transportation related studies will be incorporated, where appropriate
   d. Previously collected data will be updated, as needed
   e. Revise text to address new state and federal requirements
   f. Include discussion on Measure D projects being implemented
   g. Release draft for public review
   h. Recommend changes for Final based on input received
   i. Prepare Final RTP

9. **Environmental Impact Report (EIR) Preparation**
   a. Develop Agreement with AMBAG for EIR for the 2045 MTP/SCS and RTPs of Santa Cruz County, Monterey County and San Benito County with approval from the RTC
   b. Meet regularly with AMBAG, TAMC, SBCOG and consultant to discuss development of EIR for 2045 MTP/SCS and RTPs
   c. Address all CEQA updates since 2040 MTP/RTP adopt;
   d. Review notice of preparation (NOP) for EIR
   e. Review draft EIR
   f. Prepare consideration of Final EIR for RTP

10. **RTP and EIR Release and Distribution**
    a. Update distribution lists
    b. Send notice of availability to interested parties
    c. Focus on electronic distribution (web, email)
    d. Provide a 30 day minimum review period
    e. Review draft RTP and EIR with RTC and RTC Committees
    f. Hold public hearing on RTP
    g. Receive and incorporate comments
    h. Present Final RTP/EIR Adoption
    i. Complete Notice of Determination
GOAL 1. Establish livable communities that improve people's access to jobs, schools, recreation, healthy lifestyles and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.

There is a strong relationship between meeting targets and achieving access, health, economic benefit, climate and energy goals. In many cases actions to achieve one goal or target will assist in achieving other goals and targets. For example, providing more carpool, transit and bicycle trips reduces fuel consumption, retains money in the local Santa Cruz County economy and reduces congestion.

**TARGETS:**

Improve people's ability to meet most of their daily needs without having to drive. Improve access and proximity to employment centers.

1Aii. Increase the length of bikeway miles by 18 percent by 2030 and by 36 percent by 2045 (compared to 2020).

1Aii. Increase the transit vehicle revenue miles by 8 percent by 2030 and 20 percent by 2045 (compared to 2020).

Re-invest in the local economy by reducing transportation expenses from vehicle ownership, operation and fuel consumption. Reduce smog-forming pollutants and greenhouse gas emissions.

1Bi. Reduce per capita vehicle miles traveled by 4 percent by 2030 and by 10 percent by 2045 (compared to 2005).

1Bii. Reduce per capita greenhouse gas emissions by 50 percent by 2030 and by 78 percent by 2045 and total greenhouse gas emissions from transportation by 40 percent by 2030 and 70 percent by 2045 \(^1\) (compared to 2005) through electric vehicle use, clean fuels, and other emerging technologies, reduction in vehicle miles traveled and improved speed consistency.

1C. Re-invest in the local economy $8.5 million/year by 2030 and $14 million/year by 2045 (compared to 2005) from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.\(^2\)

Improve the convenience and quality of trips, especially for walk, bicycle, transit, freight and carpool/vanpool trips.

1Di. Improve percentage of reliable person miles traveled by 3% by 2030 and by 8% by 2045 (compared to 2020).

1Dii. Improve multimodal network quality for walk and bicycle trips to and within key destinations by increasing the percentage of buffered/separated bicycle facilities to 26% of bikeway miles by 2030 and by 33% by 2045 (compared to 2020).

Improve health by increasing the percentage of trips made using active transportation options.

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\(^1\) This target is based on the California Executive Order B-16-12 - reduce greenhouse gas emissions from transportation by 80 percent below 1990 levels by 2050, and California Executive Order B-30-15 - reduce greenhouse gas emissions by 40 percent below 1990 levels by 2030.

\(^2\) 10 million per year equates to $100 per household per year. Assumes $4 per gallon.
including bicycling, walking and transit.

1E. Decrease single occupancy commute trip mode share to 6.5 percent by 2030 and by 10 percent by 2045.

1F. Increase the number of active commute trips to 15% of total commute trips by 2030 and to 23% of total commute trips by 2045.³

POLICIES:

1.1 Transportation Demand Management (TDM): Expand demand management programs that decrease the number of vehicle miles traveled and result in mode shift.

1.2 Transportation System Management: Implement Transportation System Management programs and projects on major roadways across Santa Cruz County that increases the efficiency of the existing transportation system.

1.3 Transportation Infrastructure: Improve multimodal access to and within key destinations ⁴ for all ages and abilities.

1.4 Transportation Infrastructure: Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.

1.5 Transportation Infrastructure: Develop dedicated transit facilities that will improve transit access and travel time and promote smart growth and transit oriented development.

1.6 Land Use: Support land use decisions that locate new facilities close to existing services, particularly those that serve transportation disadvantaged populations.

1.7 Goods Movement: Enhance local economic activity through improving freight mobility, reliability, efficiency, and competitiveness

➢ GOAL 2. Reduce transportation related fatalities and injuries for all transportation modes.

Safety is a fundamental outcome from transportation system investments and operations. Across the United States, pedestrians and bicyclists (vulnerable users) are killed and injured at a significantly higher rate than the percentage of trips they take.

TARGETS:

Improve transportation safety, especially for the most vulnerable users.

2A. Reduce fatal collisions by 30% by 2030 and by 75% by 2045 and serious injuries by 15% by 2030 and by 38 percent by 2045 by mode (compared to 2020).

³ The active transportation commute trip mode share for Santa Cruz County estimated from the 2013-2017 American Community Survey is 11% (4.5% walk, 3.7% bike and 2.8% transit). The targets are to increase the total active transportation mode share to 15% by 2030 (6.3% Walk, 5.2% bike and 3.9% transit) and increase the active transportation mode share to 23% by 2045 (9.5% Walk, 7.7% bike and 5.9% transit).

⁴ Key destinations for Santa Cruz County residents may include employment and commercial centers, schools, healthcare, coastal access, and parks.
POLICIES:

2.1 Safety: Prioritize funding for safety projects and programs that will reduce fatal or injury collisions.

2.2 Safety: Encourage projects that improve safety for youth, vulnerable users, and transportation disadvantaged.

2.3 Emergency Services: Support projects that provide access to emergency services.

2.4 System Design: Reduce the potential for conflict between bicyclists, pedestrians and vehicles.

2.5 Security: Incorporate transportation system security and emergency preparedness into transportation planning and project/program implementation.

➢ Goal 3. Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system, and beneficially for the natural environment.

The manner in which access and safety outcomes referenced in Goal 1 and Goal 2 are delivered can impact cost-effectiveness, distribution of benefits amongst population groups, and ecological function.

TARGETS:

Maintain the existing system and improve the condition of transportation facilities.

3A. Increase the percentage of pavement in good condition to 50 percent by 2030 and 80 percent by 2045.

3B. Reduce the number of transit facilities in “distressed” condition to 20 percent by 2030 and to 10 percent by 2045.

Enhance healthy, safe access to key destinations for transportation-disadvantaged populations.

3C. Improve travel options for people who are transportation disadvantaged due to income, age, race, disability or of limited English proficiency by increasing transit vehicle revenue miles (see Target 1Aii) and reducing transit travel times by 15 percent by 2030 and by 30 percent by 2045 (compared to 2020).

3Di. Ensure transportation services are equitably distributed to all segments of the population.

3Dii. Ensure that transportation impacts do not disproportionately affect transportation-disadvantaged populations.

Solicit broad public input.

3E. Maximize participation from diverse members of the public in RTC planning and project implementation activities.

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5 Includes street (pavement, sidewalks, bike lanes, and other road components) and transit facilities.

“Distressed” pavement has a Pavement Condition Index under 50.
Increase transportation revenues.

**3F.** Increase the amount of transportation funding by 20% by 2030 (compared to 2020) from a combination of local, state and federal funds.

**POLICIES:**

3.1 *Cost Effectiveness & System Maintenance:* Maintain and operate the existing transportation system cost-effectively and in a manner that adapts the current transportation system to maximize existing investments.

3.2 *Coordination:* Improve coordination between agencies in a manner that improves efficiencies and reduces duplication (e.g. paratransit and transit; road repairs; signal synchronization; TDM programs).

3.3 *System Financing:* Support new or increased taxes and fees that reflect the cost to operate and maintain the transportation system.

3.4 *Equity:* Demonstrate that planned investments will reduce disparities in safety and access for transportation disadvantaged populations.

3.5 *Ecological Function:* Deliver transportation investments in a way that increases tree canopy, where appropriate, improves habitat and water quality, and enhances sensitive areas.

3.6 *Climate Resiliency:* Adapt the transportation system to reduce impacts from climate change.

3.7 *Public Engagement:* Solicit broad public input on all aspects of regional and local transportation plans, projects and funding actions.

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TO: RTC Advisory Committees
FROM: Rachel Moriconi, Transportation Planner and Fernanda Dias Pini, Planning Technician
REGARDING: Draft 2020 State and Federal Legislative Programs

RECOMMENDATIONS

Staff recommends that Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) members identify State or Federal legislative issues that the Regional Transportation Commission (RTC) should consider, pursue, or monitor in 2020.

BACKGROUND

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

DISCUSSION

Staff is in the process of developing the RTC’s 2020 State and Federal Legislative Programs (Attachment 1). New items that were not included in the 2019 Legislative Programs are shown with an asterisk or underline. **Staff recommends that the RTC’s advisory committees provide input on the draft legislative priorities and identify any additional issues that the RTC should consider, monitor, or pursue in 2020. Committee members can provide suggestions either at this meeting or by emailing rmoriconi@sccrtc.org by January 6, 2020.** The RTC board is expected to approve the State and Federal Legislative Programs at its January or February 2020 meeting.

The RTC legislative program is used to advance key goals and targets in the **2040 Santa Cruz County Regional Transportation Plan**, which focuses on sustainability – improving multimodal access and mobility, safety, maintenance of existing transportation infrastructure and services, cost effectiveness, and equity. The draft 2020 legislative program also focuses on advancing regional projects.
Generally, the RTC’s legislative program covers legislative and administrative actions that:

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

Staff will continue working to ensure that transportation-related statutes and guidelines are structured in a manner that recognizes Santa Cruz County’s significant traffic congestion, maintenance, active transportation, and transit system needs and sustainability goals.

The California Legislature will reconvene from winter recess on January 6, 2020 to begin the second year of a new two-year session. Issues anticipated to be discussed during the 2020 state legislative session include housing and transportation connections, climate change, transit funding eligibility, speed limits and safety, options for streamlining and expediting project delivery, and incentivizing alternative modes of transportation. There are rumors that the legislature may also revisit SB375, which could impact the Monterey Bay Area Metropolitan Transportation Plan (MTP) and Sustainable Communities Strategy (SCS), greenhouse gas emission reduction targets, transportation and land use. Staff will also be monitoring implementation of Governor Newsom’s Executive Order 19-19, which aims to increase efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change, bolster available funding to promote alternative and active modes of transportation, support housing development near job- and transit-centers, and reduce vehicle miles traveled.

The focus on the federal level will be on reauthorization of the multiyear federal transportation act. The current Fixing America’s Surface Transportation (FAST) Act expires in September 2020. Components of the reauthorization bill are working their way through several congressional committees. If approved by Congress, the Senate Environment and Public Works (EPW) Committee’s proposed FAST reauthorization bill, the America’s Transportation Infrastructure Act of 2019, would be the largest highway reauthorization legislation in history - $287 billion from the Highway Trust Fund over five years. In addition to reauthorizing and increasing funding for long-standing programs (including increased set-asides for transportation alternatives), the bill includes new competitive grants for bridges, safety incentive programs, wildlife-vehicle collision reduction grant program, roads and bridges climate resiliency program, and funds to states to support projects aimed at lowering highway-related carbon emissions. A key issue for reauthorization is how the bill will be funded.

SUMMARY

Committee members are encouraged to review and inform staff of any changes the RTC should consider for its 2020 Legislative Program.

Attachment 1: Preliminary Draft 2020 Legislative Program

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Transportation Funding

- **Protect Transportation Funding:** Preserve existing and new funding for transportation projects, maximize funding for Santa Cruz County transportation projects, and preserve regional discretion and priority-setting.
  
  o Stable, formula funding is essential for addressing the backlog of transportation infrastructure repairs and improvements in Santa Cruz County. **Support protection of all current and future taxes and fees and other transportation funds** (including Highway Users Tax Account (HUTA), Transportation Development Act (TDA), State Transportation Improvement Program (STIP), Active Transportation Program (ATP), and other funds) from elimination or diversion to other State programs, General Fund loans, general obligation bond debt service, or to other non-transportation purposes.

  o Seek improvements at the Board of Equalization/California Department of Tax and Fee Administration to ensure that distribution of sales taxes on online sales do not negatively impact TDA-LTF and local sales tax measure revenues.

  o Continue to monitor legislative and regulatory efforts to conform state law to ensure that implementation of the *South Dakota v. Wayfair* ruling increase transportation funding from local-option sales taxes (METRO and Measure D), TDA, other County of Santa Cruz and city resources.

  o Oppose proposals that could tie transportation fund availability to local jurisdictions, to non-transportation and development projects.

  o **Support new funding for transportation agencies to offset the cost of implementing climate change initiatives and ensure that implementation of the Innovative Clean Transit regulation requiring transition to zero-emission bus fleets and accompanying infrastructure does not result in decreased transit service.**

- **Ensure Fair Distribution of Funding:**

  o Ensure state and federal funds are made available for projects in Santa Cruz County, are distributed equitably, and are not disproportionately distributed to large regions. Ensure competitive programs make funding reasonably available for multimodal projects in Santa Cruz County, that address local and regional priorities.

  o **Local Role:** Ensure a strong role for regional and local agencies in planning and determining transportation investment priorities. Support legislation that respects local authority,
protecting or expanding local decision-making in programming expenditures of transportation funds, rather than the State making top-down funding decisions that are not community-based. Project and increase direct funding to regions through both federal and state programs; and reinforce and build upon the structure of SB45 that provides regions a strong voice in the programming of state funds.

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

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

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

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

  - **Expand local revenue-raising opportunities** and innovative financing options to address the significant backlog of transportation needs. Provide locals with the ability to supplement and leverage state funding for investments that protect state and local transportation assets.

    - **Expand the authority of the RTC and local entities to increase taxes and fees** for transportation projects, such as new gas taxes, vehicle registration fees, property-tax financing, and infrastructure financing districts.

    - **Support clarifying amendment to Government Code Section 65089.20** that will give RTPAs equal treatment with Congestion Management Agencies (CMAs) to seek voter approval for a local vehicle registration fee. *(SB83 cleanup)*

    - **Lower Vote Threshold:** Support efforts to amend the California constitution to lower the voter threshold for local transportation and affordable housing funding measures, such as local sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority or 55% vote. **Support actions which would broaden eligibility in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users** (e.g. discounted fares for public transportation or shared mobility service).

  - **Active Transportation Program (ATP):** Increase ATP funding and ensure potential reforms to the Active Transportation Program (ATP) do not reduce the proportion available for Santa Cruz County agencies to compete for, including funds to the competitive statewide, small urban and rural funding pots. Support efforts to simplify the Active Transportation Program (ATP) project delivery, build local capacity to deliver transformative projects, and provide regions greater flexibility to innovate and strategically invest funds to meet local needs.
- **Cap & Trade:**
  - Increase percent of Cap & Trade revenues allocated to transportation projects and programs that help reduce greenhouse gas emissions in Santa Cruz County.
  - Support increases in Low Carbon Transit Operations Program (LCTOP) appropriations
  - Support policy changes to the Affordable Housing and Sustainable Communities program (AHSC) that increase funding opportunities for projects in Santa Cruz County.
  - Ensure continued funding for low and zero emission transit deployment. Ensure regulatory and legislative requirements related to transit electrification provide flexibility, consider cost and available technology, and do not place an undue burden on transit agencies.
  - Support legislation to devote a permanent Cap-and-Trade funding allocation to the Active Transportation Program.

- **Support options to replace the loss of redevelopment funding,** to support economic development and affordable housing consistent with sustainable community strategies.

- **Support legislation to increase the availability of funding at the regional level to help implement sustainable community strategies,** as well as policy tools to reduce single-occupancy vehicle travel in a manner that ensures equitable policy outcomes.

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

- **Transportation Development Act (TDA):**
  - Monitor potential modifications to the TDA, including fare-box recovery requirements, and ensure funding for transit, planning, administrative, and other TDA purposes in Santa Cruz County are not reduced. Oppose efforts that would reduce TDA funds which are essential for RTC administration and planning. Support the development of greater efficiencies within the TDA while streamlining and updating performance metrics relating to farebox recovery. Explore the development of alternative performance measures that are focused on incentivizing transit agency actions that improve transit service and increase ridership, consistent with state and regional climate and equity goals.

**Project Implementation**

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

  - Support the development of greater efficiencies of transportation program implementation, including California Environmental Quality Act (CEQA) reform and stormwater runoff regulations to streamline both project development and delivery for transportation and transit projects, and eliminating any unnecessary, overly burdensome and/or duplicative mandates.

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

- Support delegation of National Environmental Policy Act (NEPA) review and fund allocation responsibilities to Caltrans, environmental streamlining measures for bike, pedestrian, transit, and infrastructure preservation within existing public rights of way, and other measures that expedite project delivery.
- Support efforts that provide for streamlined project delivery for transit projects that fulfill the goals of AB 32 and SB 375, as well as other state and federal air quality mandates and mobility performance measures.

**Advanced Mitigation:** Support implementation of “advanced mitigation” environmental programs, including approving up-front environmental mitigation funding for projects, such as the Highway 17 Wildlife Crossing. Support creation of a low-interest loan program to support advance mitigation and habitat conservation plans that mitigate the impacts of transportation infrastructure and make project implementation more efficient.

**FAST Act Implementation:** Support legislation and administrative strategies to implement the FAST federal authorization bill, in a way that ensures the best possible outcome for transportation projects in Santa Cruz County.

**SHOPP Program:** Support Caltrans’ efforts to provide more outreach regarding State Highway Operation and Protection Program (SHOPP) projects and to include measureable targets for improving the state highway system. Support clarification of existing laws to permit the expenditure of SHOPP funds for operational projects on state highways.

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

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

**Active Transportation Facilities:** Support modification to rules, regulations, and government codes that will make roadways more bicycle and pedestrian-friendly, including: laws associated with sharing the road; ensuring complete streets components (e.g. accessible pedestrian signals) are considered during the design of all projects; increasing funds for pedestrian, bicycle, and new micro-mobility devices and services (e.g. bike share), and safety countermeasures (e.g. buffered or protected bike lanes); increasing funds to provide resources necessary for First/Last Mile improvements; Safe Routes to School Programs; and providing additional direction and consistency for accessible pedestrian design.

**Land Use/Housing/Transportation Coordination:** Encourage new developments to incentivize active transportation and bus use. Ensure SB743 (Steinberg, 2013) implementation supports infill development, promotion of public health through active transportation, and expedites transportation project delivery. Oppose SB50 (Wiener), unless amended, to protect locally-driven land use planning that implements broad policy goals set by the state to provide affordable housing in transit-rich areas.

**Administrative:** Allow advance payment of programmed funds, in order to expedite project delivery and resolve cash flow challenges faced especially by small regional agencies.
• **Support efforts to extend timeframe between required *Regional Transportation Plan* updates.**

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

• **Commuter Programs:** Expand statutory authority for regions statewide to adopt and implement a regional commuter benefits ordinance similar to the successful program in the Bay Area. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.

• **Safety:** Support legislation and programs that improve transportation safety for all users and support programs aimed at eliminating all traffic-related serious injuries and fatalities. Support proposals to increase enforcement and support modification of traffic laws to better protect pedestrians and bicyclists, including proposals to authorize automated speed enforcement on a pilot program basis, proposals that would allow local jurisdictions to reduce speed limits on both local roads and state highways and work with state representatives and the Zero Traffic Fatalities Task Force to modify the California Vehicle Code to allow for prima facie speed limits of 25 mph on state highways that function as main streets, especially in business and school zones, and modifications to vehicle code to allow vehicles to cross a double-yellow line when passing cyclists. Support commercial driver, bus driver, motorist, and bicyclist Safe Routes to Schools training and education programs which reduce collisions.

• **Shared Mobility Systems:** Support policies that enable technological innovations to improve mobility, while protecting the public’s interest. Monitor legislation and regulations related to shared mobility, such as transportation network companies (TNCs) and real-time carpooling, to ensure that mobility benefits are maximized, especially for underserved populations, and access to critical data for transportation and land-use planning and operational purposes is assured. Support measures that allow for local control and regulation of shared mobility systems such as scooters, bikes, and other fleets.

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

• **Electrification** of vehicle fleets: Support funding and coordination, including policy, planning, and infrastructure, for vehicle electrification. Support reduced utility pricing for public transit electric vehicle fleets.

• **Resilience:** Support programs and increased funding necessary for communities to have resilient transportation infrastructure designed with the consequences of climate change and resulting natural disasters in mind. Monitor implementation efforts of Executive Order N-19-19, which directs the California State Transportation Agency (CalSTA) to invest its annual $5 billion portfolio to help reduce transportation-related greenhouse gas emissions, and to ensure that state funds, specifically SB 1 funds, continue to be used for transportation purposes.
Santa Cruz County Regional Transportation Commission
PRELIMINARY DRAFT
2020 FEDERAL Legislative Program

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

• **Stabilize and Increase Funding**
  - **Increase funding levels** for all modes to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County. Support increase and index of federal fuel taxes that are available for projects in Santa Cruz County.
  - **Infrastructure Initiative:** Ensure any new infrastructure funding initiative increases transportation investment opportunities for projects in Santa Cruz County, including funding for the existing Surface Transportation Block Grant Program (STBG) and Highway Safety Improvement Program (HSIP) programs and formula fund programs. Any infrastructure package should adhere to traditional match requirements, so as not to disadvantage projects in Santa Cruz County in accessing those funds. The initiative should include a significant investment of new federal funds for transportation, stabilize the Highway Trust Fund and not be offset by reductions to other federal programs serving Santa Cruz County residents.
  - Support federal grant or pilot programs for comprehensive planning that supports Transit Oriented Development (TOD) opportunities to connect housing, jobs, and mixed-use development with transportation options.
  - **BUILD:** Maintain the Better Utilizing Investments to Leverage Development (BUILD, formerly TIGER) grant program at or above current levels.
  - **Develop new funding mechanisms** that ensure the financial integrity of the Highway Trust Fund (HTF) and Mass Transportation Account. Without any new sources of dedicated revenue, the HTF would need an infusion of over $100 billion from the General Fund simply to fund highway and transit programs at their current levels from 2021 through 2025.
  - **Innovative Financing:** Ensure proposals for public-private partnerships and innovative financing are favorable for project implementation in Santa Cruz County. Support and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program.
  - **Defend Fiscal Year 2019/2020 appropriations.** Ensure that Congress appropriates funding consistent with amounts authorized in the Fixing America’s Surface Transportation (FAST) Act.
  - **Oppose rescissions or arbitrary cuts** that could reduce funding for transportation projects in Santa Cruz County.
  - **Support transparent congressionally-directed spending** (earmarks) to allow for Congressional support of priority projects in Santa Cruz County
  - Oppose efforts to withhold federal funds from jurisdictions not in compliance with federal Immigration and Customs Enforcement law, or from “sanctuary” jurisdictions.

• **Disaster Recovery:** Work with local and state partners to ensure federal government provides sufficient emergency relief appropriations and federal agency resources to support rebuilding and
recovery efforts. Support legislative efforts to extend the timeframe for road projects qualifying for federal disaster reimbursement to move to the construction phase from two years to six years.

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

- **Transportation Act Implementation and Reauthorization**
  - Support legislation and administrative strategies to implement a fully funded federal authorization bill, in a way that ensures the best possible outcome for transportation projects in Santa Cruz County. Ensure that U.S. Department of Transportation (DOT) implementation of MAP-21 and FAST Act rules and regulations do not have a negative impact on local projects and programs.
  - **Reauthorization:** As Congress works on reauthorization of the FAST Act, which expires in September 2020, support a long-term reauthorization of the Act with increases to programs that provide funds for projects in Santa Cruz County.
  - **Active Transportation:** Support continued funding for pedestrian and bicycle projects.
  - **Transit:** Support increased funding for transit, including continued and accelerated growth of the Small Transit Intensive Cities Program (STIC), funding for acquisition of transit capital (Bus and Bus Facilities, and Low and No Emissions Bus Programs), Capital Investment Grants, funding for Americans with Disabilities Act (ADA) implementation, state of good repair, and other transit programs, and support tax credits for the purchase of electric buses.
  - Support a reauthorization bill that includes incentive funding to **reward self-help jurisdictions**.
  - Oppose **unfunded mandates** and support legislation that provides funding for past mandates.

- **Performance Measures:** Support development of appropriate performance measures which are consistent with RTC approved goals, policies, and targets and which recognize data limitations of many regions. Support open collaboration, data sharing and funding to successfully implement state and federal performance-based planning and management requirements.

- **Air Quality and Greenhouse Gas Emissions:** Support development of new funding programs to reduce greenhouse gas emissions from transportation, expand eligibility for CMAQ and other funding programs to Santa Cruz County. Support funding and coordination of vehicle electrification planning and infrastructure. **Defend against rollbacks of California’s air quality and climate change laws and regulation, such as fuel efficiency standards and cap-and-trade programs.**

- **Climate Change and Resiliency:** Strengthen federal partnership to support resiliency and climate change preparedness and efforts that could support local efforts to improve resiliency, respond to new or worsening storm, fire, and other environmental hazards and meet regional climate goals. **Support efforts to increase planning funds that help regional governments address climate change and make regional transportation infrastructure more resilient.**

- **Autonomous Vehicles:** Oppose federal efforts to preempt local authority to regulate the use of autonomous vehicles in their communities.
Streamline Project Delivery: Support regulations to streamline and integrate federal project delivery requirements for project planning, development, review, permitting, and environmental processes in order to reduce project costs and delays.
RECOMMENDATIONS

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

BACKGROUND

In 2012, the Regional Transportation Commission acquired the 32-mile Santa Cruz Branch Rail Line from Union Pacific. In 2016, Santa Cruz County voters approved Measure D, a half-cent sales tax measure which provides funding for, among other things, maintenance of the railroad corridor and for planning and construction of the rail trail.

In April 2016, the Bicycle Advisory Committee reviewed preliminary designs for Segment 18 of the rail trail, which will extend from Lee Road to Walker Street in Watsonville. Funding for Segment 18 has come from many sources, including the RTC, the Land Trust of Santa Cruz County, and the state Active Transportation Program (ATP).

DISCUSSION

Enclosed are plans for the first phase of the Watsonville Rail Trail (Segment 18) project, located adjacent to the railroad tracks and extending from Ohlone Parkway 1600 feet east to the Watsonville Slough Trail trailhead. The scope of the project was recently reduced to accommodate state ATP funding deadlines and to work around the time required to obtain California Public Utilities Commission permits to allow for new or modified rail crossings required for the rest of the project. The project is currently out to bid and bids will be opened on December 17, 2019. Construction is expected to begin in March or April of 2020.

SUMMARY

An update on the project is being provided to the Bicycle Advisory Committee.
ATTACHMENTS

1. Segment 18 Project Fact Sheet
2. Select pages of Segment 18 “Phase 1” engineering plans

S:\Bike\Committee\Agenda Packets\BC2019\7. December\13a. Staff Report Seg 18 Update.docx
Project Description

The Coastal Rail Trail Segment 18 (as defined in the Monterey Bay Sanctuary Scenic Trail {MBSST} Network Master Plan) proposes to construct 1.2 miles of the MBSST’s rail trail spine from Lee Road to Walker Street in the City of Watsonville connecting the downtown to the existing trail network in the Watsonville Slough Wetlands. The existing facility is an unimproved railroad right-of-way in public ownership. Alternate routes have high bicycle and pedestrian crash history, making this project of utmost importance.

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

Segment 18 will be built in two phases in order to accelerate delivery of the construction-ready portion. Phase I from Ohlone Parkway to the Watsonville Slough Trail Network Trailhead will begin construction in 2020. The remainder of Segment 18 will begin construction in 2021/22.

Project Highlights

- Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, residential areas, and employment centers
- 1.2-mile continuous paved bicycle and pedestrian trail connecting the City of Watsonville to the Watsonville Slough Wetlands trail network
- Connects to the Monterey County Monterey Bay Sanctuary Scenic Trail Network
- Over 22,000 residents live within one mile of the trail
- 12 schools and 12 parks are within one mile of the trail

Project Costs and Funding

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<th>Phase II</th>
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## Project Schedules

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*Pending availability of funds
MONTEREY BAY SANCTUARY SCENIC TRAIL
SEGMENT 18 - OHLONE PARKWAY TO WATSONVILLE SLOUGH TRAILHEAD

STRIPING LEGEND:

1. THERMOPLASTIC MARKING DIRECTIONAL ARROW
2. CHANGE OF PAVEMENT DELIMITATION DETAIL
3. PROPOSED SIGN

STRIPING CONSTRUCTION NOTES:

1. LIMIT OF WORK
2. INSTALL PAVEMENT MARKINGS PER 2010 CALTRANS SD&T PLAN. WHITE LINES ONGOING NOTES ON PLANS. WORDS ARE INCLUDED ON PLANS.
3. INSTALL TRAFFIC AND CENTERLINE MARKINGS PER DETAIL SHOWN.
4. INSTALL THERMOPLASTIC DIRECTIONAL ARROWS PER DETAIL SHOWN.
5. INSTALL 12" WHITE LINE (THERMOPLASTIC)
6. NOT USED
7. INSTALL SIGN PER DETAIL
8. INSTALL SIGN BASE AND POST PER DETAIL
9. INSTALL CENTERLINE MARKING PER DETAIL

NOTES:

1. SEE PLAN AND PROFILE SHEETS FOR RETAINING WALLS.
2. SIGN LOCATIONS ARE APPROXIMATE AND TO BE CONFIRMED IN THE FIELD.

GRAPHIC SCALE:
10' = 1'-0"
MONTEREY BAY SANCTUARY SCENIC TRAIL
SEGMENT 18 - OHLONE PARKWAY TO WATSONVILLE SLOUGH TRAILHEAD

STRIPING LEGEND:
- Thermoplastic directional arrow: Indicates the direction of travel.
- Change of pavement delineation: Indicates a change in pavement type.
- Proposed sign: Indicates the location of a proposed sign.

STRIPING CONSTRUCTION NOTES:
1. Line of work.
2. Install pavement markings per 2012 CALTRANS specifications. White paint lines can be seen on the plan panel where it is noted (TYP.).
3. Install thermoplastic directional arrows per detail 3.
4. Install thermoplastic directional arrow per detail 3.
5. Install thermoplastic directional arrow per detail 3.
6. Install thermoplastic directional arrow per detail 3.
7. Install thermoplastic directional arrow per detail 3.
8. Not used.
9. Install sign per detail 3.
10. Install sign per detail 3.
11. Install sign per detail 3.
12. Install centerline stripping per detail 3.

NOTES:
1. See plan and profile sheets for station control.
2. Sign locations are approximate and to be confirmed in the field.

GRAPHIC SCAL:
1" = 5' (20 SCALE)
TO: Bicycle Advisory Committee

FROM: Tommy Travers, RTC Transportation Planner

RE: Downtown Watsonville Complete Streets Plan Update

RECOMMENDATIONS

Staff recommends the Committee receive an update on the project from Watsonville staff.

BACKGROUND

The City of Watsonville is finalizing a Complete Streets Plan for the downtown area to enable safe access for all users, including pedestrians, bicyclists, transit riders, and motorists of all ages and abilities. The City and their partners have been collecting input from the community since 2018 and are continuing to collect input through an extensive outreach process.

In April 2018, Watsonville staff sought participation of members of the Bicycle Advisory Committee in the development of the Plan. At subsequent meetings, staff provided oral updates to the Committee on public outreach efforts for the Plan.

DISCUSSION

At its October 22, 2019 meeting, the Watsonville City Council approved a Downtown Complete Streets Plan (Attachment 1) for 14 blocks of the downtown area along Main Street and between Freedom Boulevard and Riverside Drive. The Plan recommends improvements that will improve pedestrian and bicycle facilities within this area. The City will initially implement the pedestrian safety improvements, such as enhanced street crossings and bulb outs. A traffic study will be done on Main Street in two years to determine the feasibility of a road diet and installation of bike lanes.

SUMMARY

An update on the project is being provided to the Bicycle Advisory Committee.

ATTACHMENTS

1. Draft Downtown Watsonville Complete Streets Plan

S:\Bike\Committee\Agenda Packets\BC2019\7. December\Staff Report Downtown Plan Update.docx
Overview

The Complete Streets Plan retains the Preferred Plan design of a road diet on Main Street and Rodriguez Street, along with some parking removal, and recommendations that further traffic studies be prepared because of the following:

- Pedestrian and bicyclist safety concerns
- Vision Zero policies
- Change in state standard measurement of traffic impact from level of service to vehicle miles traveled
- GHG emissions and climate change considerations
- Overwhelming support from the community during phase 1 and phase 2 outreach for more pedestrian and bike oriented improvements
- Lack of overwhelming opposition to the road diet

In general, the Complete Streets Plan recommends the following:

- Improvements to enhance pedestrian safety and access, bicycle connectivity, and revitalize the Downtown streetscape
- Widen sidewalks up to ten-feet where there is space
- Prioritize bike infrastructure along thoroughfares that connect the Downtown to current and future key City locations and destinations
- Provide bike infrastructure on every Downtown street with a preference for infrastructure that will provide the lowest stress environment for bicyclists
- Bike lanes with buffers, bike lanes, and sharrows should be provided where space allows
- Provide amenities throughout the Downtown to improve the pedestrian experience

This section provides a summary of the main features and recommendations for the Complete Streets Plan. The Complete Streets Plan is composed of four main elements:

- Primary Corridor
- Cross Streets
- General Circulation Improvements
- Streetscape Amenities

Primary Corridors

Below is a summary of the key design features of each primary corridor in the Complete Streets Plan:

Main Street

- Bike oriented
- Reduce number of travel lanes from four to two (contingent on results of future traffic analysis)
- Add center left turn lane or landscaped median
- Add buffered bike lanes
- Add on-street parking where space allows
- Keep on-street parking
- See Figures 20 through 22 and 27
Figure 22 | Main Street Cross Sections

*All improvements shown are conceptual and subject to further study and refinement.*
Brennan Street /Union Street

- Pedestrian oriented
- Reduce travel lane widths from fifteen-feet to thirteen-feet down to ten-feet
- Increase width of sidewalks to as close to ten-feet where narrow
- Reduce crosswalk distance with addition of curb extensions
- See Figures 23 through 25 and 28

Figure 23 | Brennan Street/Union Street Existing Conditions Visual Simulation

Figure 24 | Brennan Street/Union Street Proposed Visual Simulation Example

*All improvements shown are conceptual and subject to further study and refinement.

Figure 25 | Brennan Street/Union Street Cross Sections

*All improvements shown are conceptual and subject to further study and refinement.
Rodriguez Street

- Pedestrian and bike oriented
- Reduce length of some turn lanes
- Reduce travel lane widths from twelve-feet to eleven-feet
- Increase width of bike lanes to up to six-feet and provide striped minimum 2-feet buffer along some segments
- See Figures 26 and 29

**EXISTING**

**PROPOSED - SCHOOL**

Figure 26 | Rodriguez Street Cross Sections

*All improvements shown are conceptual and subject to further study and refinement.*
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All improvements shown are conceptual and subject to further study and refinement.
Figure 28 | Brennan Street / Union Street Enlargement Plan

*All improvements shown are conceptual and subject to further study and refinement.
Figure 29 | Rodriguez Street School Enlargement Plan

*All improvements shown are conceptual and subject to further study and refinement.*
Figure 34 | Circulation Plan

*All improvements shown are conceptual and subject to further study and refinement.*
Figure 35 | Amenities Plan

*All improvements shown are conceptual and subject to further study and refinement.
RECOMMENDATION

Staff recommends that the Bicycle Advisory Committee discuss an issue brought forth by Member Rick Hyman regarding the lack of bike lane demarcation adjacent to parking in Santa Cruz.

BACKGROUND

Most bike lanes in the City of Santa Cruz, as well as in the County of Santa Cruz, City of Watsonville, and City of Capitola, do not include an outer (right side of lane) delimiting line when adjacent to parking. As discussed briefly during the November Committee meeting, the Committee may wish to formally ask local jurisdictions to implement a solution to the problem of vehicles parking in bike lanes.

DISCUSSION

In Santa Cruz, it is common for bike lanes adjacent to on-street parking to lack either an outer delimiting line separating parking from the bike lane or for the parking spaces to be marked. The California MUTCD allows for such a separating line, but indicates that it is optional. Often, the combined parking and bike lane are only 11 or 12 feet, resulting in wide vehicles and others not close to the curb to be parked in the area that bicyclists travel. Solutions with a range of effectiveness may include one or more of the following

- Adopt local policy to mark outer limit of all bike lanes
- Adopt local policy to mark corners of parking stalls wherever there is no bike lane outer line
- Consider local ordinance to ban parking in bike lanes
- Narrow vehicle lanes and widen bike lanes where feasible, including Ocean Street in Santa Cruz
- Enforce CVC requiring parking within 18 inches of curb
- Consider prohibiting parking of certain vehicles such as commercial vehicles in areas where excessive parking of wide vehicles occurs
- Consider “one space parking only” signs, such as used near the Santa Cruz Mission, elsewhere in Santa Cruz where appropriate
The Committee may wish to discuss these or other ideas to reduce the prevalence of adjacent parked vehicles encroaching into bike lanes.

SUMMARY

Staff recommends that the Bicycle Advisory Committee discuss the issue of bike lanes without outer demarcating lines when adjacent to on-street parking.