



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

BICYCLE ADVISORY COMMITTEE

MINUTES – Special Meeting

**Monday, November 4, 2019
6:00 pm to 8:30 pm**

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

1. Call to Order: Chair, Amelia Conlen called the meeting to order at 6:05 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
Theresa 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:

Janneke 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