



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

AGENDA

Monday, June 8, 2020

6:00 pm to 8:30 pm

NOTE: TELECONFERENCE

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/89126441827?pwd=dkZZQ0dHRGN0b3djckFjVGozS2lLdz09>

Online meeting ID: 891 2644 1827

Password: 659176

Dial-in: +1 669 900 9128

Members of the public may not attend this meeting in person. Comments and questions may be shared with the Committee through teleconference audio in real time, or by prior written submission to ttravers@scrtc.org.

This meeting is being held by teleconference in accordance with the Brown Act as currently in effect under the State Emergency Services Act, the Governor's Emergency Declaration related to COVID-19, and the Governor's Executive Order N-29-20, which allow local board and committee members and the public to participate and conduct meetings by teleconference, videoconference, or both. [View full executive order](#).

COMMITTEE MEMBERSHIP

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

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

1. Call to Order

2. Introductions
3. Announcements – RTC staff
4. Oral communications – members and public

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

5. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

6. Approve draft minutes of the April 13, 2020 Bicycle Advisory Committee meeting
7. Accept summary of hazard reports
8. Accept informational item: Mar Vista Drive bike & pedestrian bridge planning and funding – All recommended actions from Staff Report were taken by RTC.

REGULAR AGENDA

9. Holohan Rd & Highway 152 intersection modifications review and provide input – Greg Martin, County of Santa Cruz staff
10. Bike Santa Cruz County programs update & proposals review and provide input – Gina Gallino Cole & Chris Alonso, Bike Santa Cruz County
11. North Coast Rail Trail design review – Grace Blakeslee, RTC Senior Transportation Planner
12. Updates related to Committee functions – Committee members (oral updates)
13. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for August 10, 2020 from 6:00pm to 8:30pm at **location TBD**.

HOW TO REACH US

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

AGENDAS ONLINE

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

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

TITLE VI NOTICE

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

BICYCLE ADVISORY COMMITTEE

DRAFT MINUTES

**Monday, April 13, 2020
6:00 pm to 8:30 pm**

Teleconference

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
Shea Johnson, District 2
Sally Arnold, District 3 (Alt.)
Anna Kammer, District 4
Rick Hyman, District 5
Theresia Rogerson, District 5 (Alt.)
Michael Moore, City of Capitola
Matt Farrell, City of Santa Cruz
Richard Masoner, City of Scotts Valley
Murray Fontes, City of Watsonville
Leo Jed, CTSC

Unexcused Absences:

Excused Absences:

Janneke Strause, District 1 (Alt.)
Casey Beyer, District 2 (Alt.)
Peter Scott, District 3
Bruce Sawhill, City of Santa Cruz (Alt.)
Drew Rogers, City of Watsonville (Alt.)
Jim Langley, CTSC (Alt.)
Matt Miller, Bike-to-Work (Alt.)

Vacancies:

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

Staff:

Tommy Travers, Transportation Planner
Guy Preston, Executive Director
Luis Mendez, Deputy Director
Sarah Christensen, Senior Transportation Engineer
Ginger Dykaar, Senior Transportation Planner
Brianna Goodman, Transportation Planner

Guests:

Nathan Nguyen, City of Santa Cruz
Piet Canin, Ecology Action/Bike-to-Work
Gina Cole, Bike Santa Cruz County
Jacques Bertrand, City of Capitola Commissioner
Lauren Freeman, County Health Services Agency/CTSC
Matt Marquez, Santa Cruz METRO
Pete Rasmussen, Santa Cruz METRO
Ron Goodman, member of public
Brett Garrett, member of public

3. Announcements – Staff announced that the RTC continues to hold its public meetings, using Zoom and being streamed online, as usual, by Community TV
4. Oral communications – Piet Canin announced that Specialized Bicycles has a program to donate bicycles to essential workers.
5. Additions or deletions to consent and regular agendas – Items 8 & 10 moved to the Regular Agenda

CONSENT AGENDA

Members discussed the hazard report responses regarding parking in bike lanes. A motion (Fontes/Masoner) was made to approve the consent agenda excepting items 8 & 10. The motion passed unanimously with members Conlen, Voss, Johnson, Arnold, Kammer, Hyman, Moore, Farrell, Masoner, and Fontes voting in favor.

6. Approved draft minutes of the February 10, 2020 Bicycle Advisory Committee meeting
7. Accepted summary of hazard reports
9. Accepted informational item: Bike to Work update on FY 19/20 TDA-funded program changes due to COVID-19
11. Accepted informational item: Report on Regional Transportation Plan 2045 Goals and Targets from Rick Hyman

REGULAR AGENDA

10. Accepted informational item: Chanticleer/Highway 1 overcrossing design update - Staff provided clarification on the design of Chanticleer Ave at Soquel Ave. Members requested dashed green treatment where the proposed cycle track crosses driveways. Also discussed was a desire for future bicycle and pedestrian improvements to the northern portion of Chanticleer Ave.

A motion (Arnold/Farrell) was made to accept the informational item. The motion passed unanimously with members Conlen, Voss, Johnson, Arnold, Kammer, Hyman, Moore, Farrell, Masoner, and Fontes voting in favor.

Committee member Leo Jed joined the meeting.

12. Committee Chair and Vice Chair elections – Staff asked for nominations for the positions of chair and vice chair of the Bicycle Advisory Committee to serve 2-year terms.

A nomination (Farrell/Arnold) was made of Amelia Conlen for the position of chair. The vote passed unanimously with members Conlen, Voss, Johnson, Arnold, Kammer, Hyman, Moore, Farrell, Masoner, Fontes, and Jed voting in favor.

A nomination (Conlen/Farrell) was made of Murray Fontes for the position of vice chair. The vote passed unanimously with members Conlen, Voss, Johnson, Arnold, Kammer, Hyman, Moore, Farrell, Masoner, Fontes, and Jed voting in favor.

13. Rail Trail Segment 7 Phase 2 design review – Nathan Nguyen, City of Santa Cruz staff, first updated the Committee on progress of Phase 1 and of Segments 8/9. He then presented several renderings and plan sheets of the trail project, including the entrance/exit areas at each end. He reviewed cross sections of the trail, retaining wall details, drainage, and the planned lighting and security cameras. There are areas for public art at a later date. The earliest start of construction would be Spring 2021.

A motion (Hyman/Farrell) was made to approve the final plans for Segment 7 Phase 2. The motion passed unanimously with members Conlen, Voss, Johnson, Arnold, Kammer, Hyman, Moore, Farrell, Masoner, Fontes, and Jed voting in favor.

14. Transit Corridor Alternatives Analysis (TCAA) – Alternatives Screening Results and Short List of Alternatives – Ginger Dykaar, Sr. Transportation Planner, presented the results of the first stage of analysis, which brings the TCAA process to what is called Milestone 2. She presented the full qualitative high-level screening results of the full list of possible transit options for the corridor, which was undertaken using the triple-bottom-line approach of considering equity, the environment, and the economy. The current recommendation is to move four top alternatives to the next more detailed stage of analysis. Ginger provided a description of the benefits of each of the four alternatives. The TCAA project team is seeking input from stakeholder groups and RTC advisory committees at this milestone, and there will be an “online open house” for public input available on the RTC website. Members asked clarifying questions about alternatives utilizing all or part of the corridor, the risk of losing railroad easements for non-rail alternatives, the meaning of temporal separation of light rail vehicles and freight trains, the ability to store bicycles on-board buses, the effects of the alternatives on the quality of and delivery of a multiuse trail in the corridor, and the expected travel time and ridership capacity of the alternatives. Members of the public commented about the ability of smaller vehicles to allow for “social distancing” and have comparable capacity, and of some elevated systems to have level boarding without elevators.

A motion (Farrell/Arnold) was made to express the Committee’s current preference for light rail and commuter rail due to potentially greater bicycle capacity and shorter travel times. The motion passed with members Conlen, Voss, Johnson, Arnold, Kammer, Moore, Farrell, and Masoner voting in favor. Members Hyman, Fontes, and Jed abstained.

8. Approved recommendation to the RTC to approve Ecology Action’s Transportation Development Act (TDA) allocation request for \$60,000 for the Bike to Work/School Program – Piet Canin, Ecology Action staff, informed the Committee that his organization proposes to develop more online encouragement and resources for bicycling as well as highlighting the benefits bicycling provides for mental and physical health during times of “social distancing” and shelter-in-place orders. RTC staff informed the Committee that it is anticipated that TDA funds will decline significantly during the next several months due to COVID-19 shelter-in-place orders. Members requested that if there is a reduction in TDA funding allocation for this project after there is more information about reductions in sales tax revenue,

the project return to the Committee for input on how the funding reduction is accommodated.

A motion (Jed/Fontes) was made to approve the recommendation to the RTC to approve Ecology Action's TDA allocation request. The motion passed unanimously with members Conlen, Voss, Johnson, Arnold, Kammer, Hyman, Moore, Farrell, Masoner, Fontes, and Jed voting in favor.

15. Approved recommendation to the RTC to approve the county Health Services Agency's TDA allocation request for \$130,000 for the Community Traffic Safety Coalition (CTSC) and the Ride N Stride (RnS) Bicycle and Pedestrian Education Programs; review Vision Zero Work Plan – Theresia Rogerson, County Health Services Agency staff, gave an oral presentation providing an overview of the CTSC and RnS programs including other funding sources, in-school RnS education programs offered, plans for increased online education due to COVID-19, and the Vision Zero-focused work of the CTSC. The CTSC has been working closely with Watsonville for their first-in-the-county Vision Zero Action Plan, and they are currently seeking input from stakeholders, including the Committee, on the Vision Zero Work Plan to assist the other jurisdictions of the county. It is planned to incorporate the "safe systems" approach including engineering, policy, and technology proposals, while also including education and equity considerations. RTC staff informed the Committee that it is anticipated that TDA funds will decline significantly during the next several months due to COVID-19 shelter-in-place orders, and also requested Spanish online resources and acknowledgement of the fact that many low-income children don't have very good online access. Members reiterated their support for the education programs of the CTSC and RnS, and stated that the leadership of the CTSC in implementing Vision Zero and other active transportation safety has been very important to South County.

A motion (Hyman/Jed) was made to approve the recommendation to the RTC to approve county Health Services Agency's TDA allocation requests. The motion passed unanimously with members Conlen, Voss, Johnson, Arnold, Kammer, Hyman, Moore, Farrell, Masoner, Fontes, and Jed voting in favor.

16. Updates – Murray Fontes announced that construction of the first phase of the Segment 18 rail trail begins in May.

17. Adjourn – 8:30 pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for June 8, 2020 from 6:00pm to 8:30pm at the **Community Foundation Santa Cruz County, 7807 Soquel Dr, Aptos, Calif.**

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

Bicycle Hazard Reports

4/3/20 - 5/29/20

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
04/29/20	Brad	Cramer	1553 Soquel Dr	Commerical Crossing	Santa Cruz	Bike: Traffic signal problem	The magnetic actuator for the signal leaving Dominican Hospital property doesnt register bikes making it difficult to utilize the left turn lane onto Soquel southbound. This is on my steel frame bike the typically is recognized by actuators. Thanks,	DPW	04/29/20	4/29/20 Dorothy Morgan: Good Afternoon Brad Cramer, Thank you for your email about the signal light on Soquel Drive. I have included our Road Maintenance Dispatch and Traffic Team who will review and respond to you directly.
04/28/20	Dimitry	Struve	CA-1	N/A	Santa Cruz	Bike: Plant overgrowth or interference	Hi, portions of the paved bike path next to Hwy 1 between Shaffer and Wilder are very overgrown, which makes it difficult to maintain "social distancing" when encountering other trail users without getting in the deep grass, with possible safety issues (or ticks). The State Park end seems better but the portion just south or east of the park boundary is particularly overgrown. Thanks.	Nancy Cross, Caltrans	04/28/20	4/28/20 Nancy Cross: Good Afternoon, Customer Service Request ticket 794382 was generated for this concern and a response was emailed to the citizen.
04/07/20	Keith	Bontrager	Soquel Ave	Park Way	Santa Cruz	Bike: Traffic signal problem	The green light is on for a very short time (a few seconds) when there is no pedestrian switch activated. It is unsafe for an average cyclist to cross without the light changing while still in the intersection. An additional difficulty is that the glare of the sun obscures the traffic lights in the late afternoon. Traffic traveling up the hill on Soquel (towards downtown) have to look into the sun to see the traffic lights. It has been my experience that there is a fairly high frequency of cars running that light.	Jim Burr, Claire Fleisler	04/07/20	5/21/20 Jim Burr: Timing has been adjusted to allow for longer crossing.
03/20/20	Brad	Cramer	3475 Glen Canyon Rd	Flora Ln	Scotts Valley	Bike: Debris on shoulder or bikeway	With some moisture back in the soil, and a little more on the way, now might be a good time to scrape the leaves and dirt out of the bike line. There is a curb buried there somewhere. thats a very high speed road and its unsafe to be forced into the vehicle lane.	Trish McGrath, Kimarie Jones	03/26/20	4/2/20 Kimarie Jones: We will be looking into striping crosswalks- it's on the todo list

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TO: Regional Transportation Commission

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

RE: Amendments to the Highway 1 Auxiliary Lanes and Bus on Shoulder Project (State Park Drive to Bay/Porter) Consultant Contract and Caltrans Cooperative Agreement and Senate Bill 1 Solutions to Congested Corridors and Local Partnership Program Matching Funds

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution ([Attachment 1](#)) authorizing the following actions related to the bicycle and pedestrian overcrossing at Mar Vista Drive:

1. Amend the professional engineering services contract with Mark Thomas & Company, Inc. ([Attachment 3](#)) for the environmental component of the Highway 1 Auxiliary Lanes and Bus on Shoulder (Aux/BOS) Project between State Park Drive and Bay/Porter in the amount of \$444,728 for a total amended contract value of \$2,274,638, to add the preliminary engineering and environmental documentation of the bicycle and pedestrian overcrossing at Mar Vista Drive to the project.
2. Amending the Cooperative Agreement with Caltrans ([Attachment 4](#)) for the Project Approval/Environmental Document (PA/ED) component of the Highway 1 Auxiliary Lanes and Bus on Shoulders (Aux/BOS) project between State Park Drive and Bay/Porter interchanges, to add the bicycle and pedestrian overcrossing at Mar Vista Drive to the project.
3. Amending the Regional Transportation Improvement Program (RTIP) and requesting that the California Transportation Commission (CTC) amend the State Transportation Improvement Program (STIP) to reprogram funds previously programmed to Mar Vista into the combined project.
4. Amending the RTC FY 19/20 and 20/21 Budgets accordingly.

Staff recommends that the Regional Transportation Commission (RTC) approve the attached resolution ([Attachment 2](#)) authorizing the amending of the Measure D 5 year program of projects for Highway Corridors to program funds as shown in [Attachment 5](#), which programs Measure D funds as a match for RTC's proposed applications for cycle 2 of the Senate Bill 1 (SB 1) Solutions to Congested Corridors Program (SCCP) and Local Partnership Program (LPP) competitive grants.

BACKGROUND

The Highway 1 Corridor Investment Program was developed to relieve congestion and improve access to/from Highway 1 through Santa Cruz County. The program of projects includes auxiliary lanes, bus on shoulder (BOS) improvements, and bicycle and pedestrian overcrossings. The Highway Corridor Investment Category of Measure D comprises 25% of the funds with an Expenditure Plan that includes auxiliary lanes between Soquel Avenue/Drive and Freedom Boulevard interchanges, bicycle and pedestrian overcrossings, traveler information and transportation demand management, and highway safety and congestion reduction programs.

In 2019 the Commission approved reprogramming the Regional Surface Transportation Program Exchange (RSTPX) funds for the Project Approval/Environmental Document (PA/ED) component of the bicycle and pedestrian overcrossing at Mar Vista Drive to the County of Santa Cruz, with the County designated as the implementing agency.

On February 6, 2020, the Commission also adopted the Measure D Strategic Implementation Plan (SIP) which included a delivery strategy for the Highway 1 Auxiliary Lanes and Bus on Shoulders projects by which Measure D funds and other discretionary funds available to the RTC would be used to fund the pre-construction phases of 3 projects to construct auxiliary lanes and bus on shoulders improvements between Soquel Avenue/Drive and Freedom Boulevard interchanges, which includes replacement of bridges with longer span bridges to accommodate the additional lanes on Highway 1, and pedestrian and bicycle bridges over Highway 1, soundwalls, and retaining walls.

DISCUSSION

Mar Vista Bicycle and Pedestrian Overcrossing

The Project Development Team (PDT) made up of the County of Santa Cruz, RTC, and Caltrans staff recommends combining the bicycle and pedestrian bridge at Mar Vista Drive into the Aux/BOS project on Highway 1 between the Bay/Porter and State Park Drive interchanges. There is substantial overlap in the scope of work between the two projects for the preliminary engineering, environmental analysis and environmental documentation efforts. Combining the two projects has many efficiency benefits, with the main benefit being that environmental clearance for both projects can be obtained in spring of 2021, in comparison to the County's original schedule of spring 2022 for the Mar Vista bridge. The combined project would be eligible for cycle 2 SCCP and LPP competitive grant applications, which could fully fund construction. If the projects remained separate, the bicycle and pedestrian overcrossing at Mar Vista Drive would not be eligible for cycle 2 and is expected to be less competitive for future SB 1 funding cycles of Solutions to Congested Corridors Program.

RTC is the implementing agency for the PA/ED component of the Highway 1 Aux/BOS project. Mark Thomas & Company, Inc. developed a cost proposal of

\$444,728 to add Mar Vista to their scope of work. RTC and the County has reviewed the estimate and consider it to be fair and reasonable.

To pay for the consultant's work, it is proposed to re-program \$445,000 of the RSTPX funds for the environmental phase of the bicycle and pedestrian overcrossing at Mar Vista Drive project to the RTC. The remaining approximately \$115,000 of the project's RSTPX funds will cover the County of Santa Cruz Public Works staff labor for oversight and community outreach efforts. **Therefore, staff recommends the RTC amend the Regional Transportation Improvement Program (RTIP) and request that the California Transportation Commission (CTC) amend the State Transportation Improvement Program (STIP) to modify the scope of the Bay/Porter to State Park project to include Mar Vista and reprogram \$445,000 of the Mar Vista RSTPX funds and all of the STIP funds previously programmed to Mar Vista to the expanded Bay/Porter-State Park project, with the RTC as the implementing agency for the project.** The remaining RTC costs including staff labor, community outreach, and project management consultant support will be funded by Measure D Highway Corridors funds previously programmed to the Mar Vista project.

Amendment to the Consultant Contract

In order to combine the two projects, RTC will need to amend the Mark Thomas contract (Contract No. TP2047-01) to add scope and compensation for the Mar Vista PA/ED work. **Staff recommends the RTC authorize the Executive Director to negotiate and amend the professional engineering services agreement (Contract No. TP2047-01) to add to the scope of services tasks for the bicycle and pedestrian overcrossing at Mar Vista Drive, and increase the compensation by an amount of \$444,728 for a total not to exceed amount of \$2,274,638.** The draft Amendment 1 to Mark Thomas & Company, Inc.'s professional engineering services agreement is included as Attachment 3, which is subject to final negotiation and RTC legal counsel review as to form.

Caltrans Cooperative Agreement Amendment

In order to combine the two projects, RTC will need to amend the Cooperative Agreement with Caltrans (Caltrans Coop No. 05-0350) for the PA/ED component of the Highway 1 Aux/BOS project to add the bicycle and pedestrian overcrossing at Mar Vista Drive to the project description. **Staff recommends the RTC authorize the Executive Director to negotiate and amend the PA/ED Cooperative Agreement with Caltrans (Caltrans Coop No. 05-0350) for the Highway 1 Aux/BOS project between the Bay/Porter and State Park Drive interchanges to include the bicycle and pedestrian overcrossing at Mar Vista Drive.** The draft Amendment 1 to the Cooperative Agreement with Caltrans for the PA/ED component of the Highway 1 Aux/BOS project is included as Attachment 4, which is subject to final negotiation and RTC legal counsel review as to form.

SB 1 SCCP and LPP Applications

The RTC staff is proposing a transformative package of multimodal projects that increase options for travel, reduce congestion, and improve safety for residents and visitors to Santa Cruz County for cycle 2 of competitive SB 1 funding programs. Co-applicants include the Santa Cruz Metropolitan Transit District and the County of Santa Cruz with a key partner being Caltrans. The package of multimodal projects includes the following:

Highway 1, Morrissey Avenue to State Park Drive

- Auxiliary Lanes and Bus on Shoulder improvements resulting in hybrid bus on shoulder auxiliary lane project from Morrissey Boulevard to State Park Drive
- Replacement of the Capitola Avenue overcrossing
- Bicycle and Pedestrian Overcrossings at Chanticleer Avenue in Live Oak and at Mar Vista Drive in Aptos

Soquel Avenue/Drive, La Fonda Drive to State Park Drive

- Adaptive signal control and transit signal priority
- Bicycle and pedestrian improvements at the intersections
- Buffered or protected bike lanes for 90% of the project length

The Unified Corridor Investment Study (UCS) approved by this Commission in 2019 serves as the multimodal corridor plan required to qualify for SCCP funds. The proposed package of multimodal projects for cycle 2 of the SCCP and LPP emphasize improvements on Highway 1 and Soquel Avenue/Drive, as shown in Figure 1:

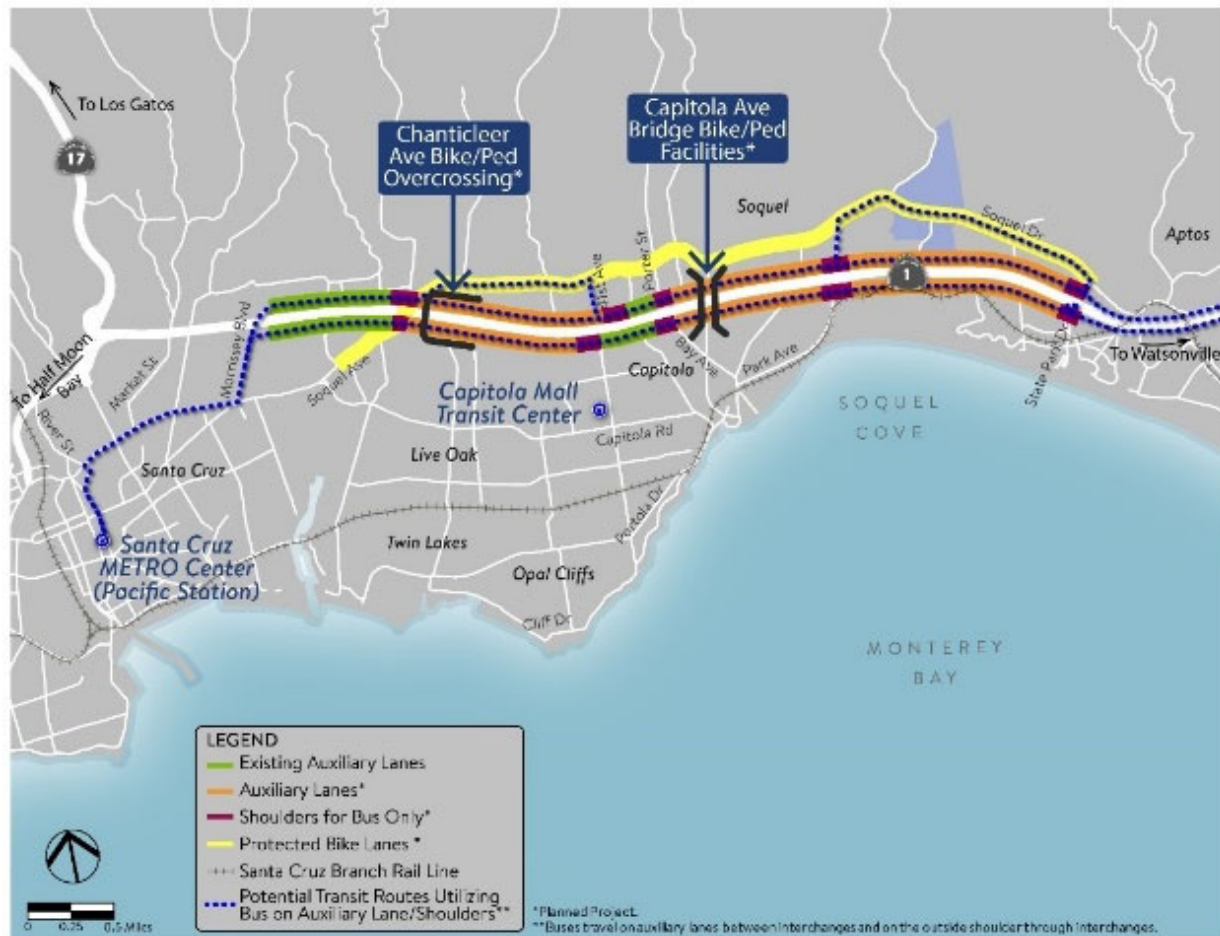


Figure 1 - Proposed package of multimodal projects for cycle 2 of SB 1 SCCP and LPP

Staff proposes to apply for cycle 2 of both the Local Partnership Program and Solutions to Congested Corridors Program, which have \$187M and \$494M available respectively statewide. Staff proposes to apply for both programs in order to maximize the fundability of the projects, and provide the CTC with flexibility to fully fund the projects through both programs. Funding for both programs are limited to construction. Table 1 includes a draft breakdown of the proposed match funds and requested amounts for each program, subject to final cost estimates:

Table 1 – Cycle 2 LPP and SCCP Funding Requests (Construction Components- all figures in \$ thousands (\$1,000))				
Project	Matching Funds	LPP Ask	SCCP Ask*	Total Construction Cost
Highway 1 Aux Lanes & BOS – 41st/Soquel	\$8,475	\$8,475	\$23,507	\$31,982
Highway 1 Aux Lanes & BOS – Bay-Porter/State Park	\$14,929	\$14,929	\$67,231	\$82,160
Soquel Avenue/Drive Signal, Bike/Ped Improvements	\$5,755	\$1,596	\$16,463	\$22,218

* Includes full ask amount if unsuccessful in winning LPP competitive grant funds. If LPP competitive funds are granted, the granted amount for SCCP will be reduced accordingly to fully fund the construction phase of each project. The maximum LPP grant allowed is \$25 million.

The California Transportation Commission (CTC) who administers the LPP and SCCP requires demonstration of a commitment of matching funds. The LPP requires a minimum 1:1 match, whereas the SCCP uses matching funds as a discretionary factor in recommending grant awards. Eligible matching funds can include the RTC's regional share of State Transportation Improvement Program (STIP) funds, federal Highway Infrastructure Program (HIP) funds, Measure D – Highway and other local funds.

The Highway 1 Aux/BOS project between Soquel Avenue/Drive and 41st Avenue has \$8.475M of matching funds programmed for construction, which includes \$6.835M of STIP and \$1.64M of HIP funds. The approved 5-Year Plan for Measure D also included \$4 Million in Measure D programmed for construction, but staff recommends reprogramming those funds to serve as matching funds for the Highway 1 Aux/BOS project between Bay/Porter and State Park Drive for cash flow purposes. The Bay/Porter to State Park project's construction phase is in a later year. The Soquel to 41st Avenue project is scheduled be construction-ready in the fall of this year, and if granted the requested grant funds to fully fund the project in FY 21/22, construction can begin as early as spring 2021.

The Highway 1 Aux/BOS project between the Bay/Porter and State Park Drive interchanges, which will include the Mar Vista bicycle and pedestrian overcrossing, has \$4.9M of STIP funds programmed for construction. Staff recommends programming \$10 Million in Measure D-Highway funds to this project to provide a competitive match. The matching funds will give the project a better opportunity for funding in cycle 2. Even with the current economic impacts, staff estimates that the Measure D funding will be available without the need to issue revenue bonds in

the proposed year of programming. This project is scheduled to obtain environmental clearance in the spring of 2021, with final design completing in the fall of 2022. If granted the requested funds to fully fund the project in FY 22/23, construction can begin as early as 2023.

The Soquel Avenue/Drive signal, bicycle, and pedestrian improvements has \$5.755M of local County of Santa Cruz funds available for construction. The project has preliminary engineering and environmental documentation complete, with final design scheduled for completion in early 2023. If granted the requested SCCP/LPP funds to fully fund the project in FY 22/23, construction will begin as early as 2023.

Staff recommends the RTC approve the attached resolution (Attachment 2) to program matching funds for the Highway 1 projects by amending the 5 year plan for the Highway Corridor Investment Category of Measure D, included as Attachment 5. The County of Santa Cruz Board of Supervisors plan to commit match funds for Soquel Avenue/Drive projects by adopting a resolution at a future board meeting.

FISCAL IMPACT

A commitment of matching funds is required by the CTC as part of the application for SCCP and LPP competitive funds. An amendment to the 5-year plan for the Measure D Highway Corridors program is proposed, which includes adjustments to the Measure D-Highway funds used as a match for construction of the two highway projects included as Attachment 5. The proposed revision to the 5-year plan removes \$4 Million from the Highway 1-Soquel to 41st Avenue project and adds \$10 Million to the Highway 1-Bay/Porter to State Park project. The net \$6 Million in programming represents Highway 1 programming capacity that had not yet been used in previously approved Five-Year Plans. The proposed programming is supported by the RTC's adjusted Cash Flow Model, which considers anticipated reduced revenues to the current economic conditions.

The programming of Measure D funds serves as a commitment of matching funds for the competitive grant application. Once the CTC adopts the program for cycle 2 of SCCP and LPP, if successful in funding the project, staff will return with future cooperative agreements and budget actions as required to deliver the construction components of the projects.

The FY19/20 and 20/21 budgets will need to be amended to account for the programming changes and required changes to combine the Mar Vista bicycle and pedestrian overcrossing into the Highway 1 Aux/BOS project between Bay/Porter and State Park.

SUMMARY

Staff recommends combining the proposed Highway 1 - Mar Vista Bicycle and Pedestrian overcrossing project into the Highway 1 - Bay/Porter to State Park Drive Aux/BOS project to increase efficiencies, speed delivery, and best position the project for grant opportunities. Staff recommends amending the Measure D - Highway Five-Year Plan to account for current economic conditions, while providing

a strategic match to future grant applications for cycle 2 of both the competitive LPP and SCCP for a corridor project that would include a Highway 1 - hybrid bus on shoulder auxiliary lane project from Morrissey Boulevard to State Park Drive, Highway 1 bicycle and pedestrian overcrossings at Chanticleer Avenue and Mar Vista Drive, and transit and bicycle improvements along Soquel Avenue/Drive.

ATTACHMENTS Attachments not included in this BAC agenda packet

1. Resolution – Mar Vista Overcrossing
2. Resolution – SB1 Cycle 2 SCCP & LPP Match
3. Draft Amendment 1 to Professional Engineering Services Agreement with Mark Thomas & Company, Inc., Scope of Services and Cost Proposal
4. Draft Amendment 1 to Caltrans Cooperative Agreement for the Highway 1 Bay-Porter/State Park Aux Lanes and Bus on Shoulder Project PA/ED phase.
5. Revised 5 year Program of Projects - Highway Corridor Investment Category

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Public Comments re: Mar Vista Bike/Ped Overcrossing
Received 4/20/2020 – 6/1/2020

From: bikerick@att.net <bikerick@att.net>

Sent: Wednesday, May 6, 2020 5:11 PM

To: Regional Transportation Commission <info@sccrtc.org>

Cc: zach.friend@santacruzcounty.us

Subject: Mar Vista bike-ped bridge amendments to the Highway 1 Auxiliary Lanes Item 24 RTC May 7, 2020 agenda

Dear Commissioners:

Please ensure that the Mar Vista bike-ped bridge proceeds as quickly as possible, even if that means independently of the Highway One expansion project. This bridge will allow those residents in the vicinity on one side of the freeway, especially children, to safely and conveniently go to school (e.g., Mar Vista Elementary, Cabrillo College) or activities on the opposite side of freeway. This project has been on the books for at least two decades. In retrospect it should have been constructed along with the original freeway construction in the late 1940's that split the neighborhoods.

Members of the Bicycle Committee have periodically requested that this bike-ped bridge move forward. In response we were told that it was dependent on highway planning and environmental review which was taking a long time. At long last, several years ago there was a break-through – the RTC allocated separate funding for the bridge! The second break-through was the completion of the master EIR for Highway One, which had been another factor holding up moving forward with the bridge. And, just recently, there was a third break-through when the County assumed control of the project. Finally, we could see the light of day for the bike-ped bridge getting built!

It is thus very disappointing to read in your packet that the bridge would now be reincorporate into the highway project – and surprising, because the Bike Committee was not apprised of this. The reason stated in the staff report is that this would actually allow the bridge to be built sooner than if it remained a County-led project. However, history has shown that highway project timelines often slip by years due to funding, environmental, logistical, political and other issues. Compared to the highway components, the bridge is less expensive, controversial, complex, and impactful on the environment – it should be ready to go much sooner.

If you do agree to the staff recommendation to recombine the bridge and highway project, please direct staff to periodically report back on the progress towards meeting the timeline stated in the staff report. Also, please direct the consultant to report back in a few months as to whether the bridge project alone would require a full EIR or whether a Negative Declaration (ND) would suffice. If the latter, then please commit to preparing an ND for the bridge and not including it in the Highway EIR. If the former, then please commit to preparing an EIR that clearly distinguishes any adverse impacts from the bridge project and resultant necessary

mitigation measures. Perhaps certain chapters can cover the bridge and others cover the highway, so, if necessary to accelerate bridge construction, an independent EIR for the bridge could be split off from the larger EIR.

Finally, please commit to once again decoupling the bridge from the larger project if the timeline starts to slip due to non-bridge reasons or if and when it becomes apparent that the larger highway project will be delayed.

.

Thank you.

Rick Hyman

Member, RTC Bicycle Committee

From: Gina Cole <director@bikesantacruzcounty.org>

Sent: Thursday, May 7, 2020 7:22 AM

To: Regional Transportation Commission <info@sccrtc.org>

Cc: Zach Friend <zach.friend@santacruzcounty.us>

Subject: Item 24/May 7, 2020 Agenda/Mar Vista Bike-Pedestrian Bridge Concerns

Dear Commissioners,

To connect the residents and students from the South side of Highway 1 to the North side at Mar Vista Drive, has been on the to-do list for longer than many of us can remember. Wouldn't it be amazing to bridge the gap created by the ever widening Highway 1 with a safe and direct route to access both Mar Vista Elementary and Cabrillo College? (And let's not forget, The Farm Bakery!)

The Mar Vista Bike-Pedestrian Bridge Project has also been delayed, postponed, and pushed further down the to-do list for longer than most can remember.

While, in reading the Staff Report, it seems to be an advantage for the Regional Transportation Commission to take the project over from the County of Santa Cruz and to combine this seemingly small to-do with the bigger project of Auxiliary Lanes and Bus On Shoulder along this section of Highway 1. There seems to be both a time and money saving advantage in the "one fell swoop" thinking here.

However, given that the Highway 1 Auxiliary Lanes and Bus On Shoulders from State Park to Bay/Porter Project also seems to be very contentious in the County, and could end up delayed for any number of financial, environmental, political or pandemic issues, coupling the Mar Vista Bike Pedestrian Bridge to the Highway Project may instead, just continue the pattern of moving this safe, and much desired neighborhood/school connector a few more lines/years down the to-do list, taking more time and needing more money, and denying another generation a safe, direct route from home to school.

Bike Santa Cruz County urges you to consider how these projects are linked and to look at how the bike-pedestrian bridge project could be "to-done" in the event that the larger Auxiliary Lanes and Bus On Shoulder project experiences delays. If that means, un-linking them and voting no on the Amendment, please do so.

Respectfully,

Gina Cole

Gina Gallino Cole

Executive Director

Bike Santa Cruz County

333 Soquel Ave.,

Santa Cruz, CA 95062

(831) 425-0665 office

(831) 840-1884 cell

bikesantacruzcounty.org

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TO: Bicycle Advisory Committee

FROM: Tommy Travers, Transportation Planner

RE: Holohan Road & Highway 152 intersection improvements

RECOMMENDATION

Staff recommends that the Bicycle Advisory Committee receive information and provide input regarding design of the Highway 152/Holohan Road Intersection Improvement Project

BACKGROUND

The County of Santa Cruz seeks to make multimodal modifications to the intersection of Holohan Road, College Road, and Highway 152 (East Lake Avenue) just west of Watsonville. Modifications at the intersection include widening of Holohan, bicycle lanes on Holohan and on eastbound 152, and pedestrian improvements. Funding for the project comes from County funds, Caltrans funds, Safe Routes to Schools, and Regional Surface Transportation Program Exchange (RSTPX) funds allocated for the project by the Santa Cruz County Regional Transportation Commission.

Environmental work for the project began in 2017 and the project has seen some delays. The County is in the Right of Way phase of the project and plans to start construction in summer 2021. The County is presently seeking additional funds from the California Transportation Commission (CTC) through the Local Partnership Program (LPP).

DISCUSSION

This project proposes improvements to bicycle and pedestrian facilities and reduction in traffic congestion at an intersection with high vehicle speeds near residential neighborhoods, Lakeview Middle School, and St. Francis High School. Modifications include an additional turn lane and extended turn pockets on Holohan Road, a new merge lane on westbound Highway 152, new bicycle lanes on Holohan and on eastbound 152, a fourth marked crosswalk, and new ADA sidewalk ramps at each corner, and a new sidewalk connecting to Laken Drive. Radar speed signs are also proposed on Highway 152.

The City would like the input of the Committee on this project before it proceeds to construction in 2021.

SUMMARY

The County of Santa Cruz is seeking the input of the Committee prior to construction of the Highway 152/Holohan Road Intersection Improvement Project.

ATTACHMENTS

1. Select sheets of Highway 152/Holohan Road Intersection Project plans

S:\Bike\Committee\Agenda Packets\BC2020\3. June\Holohan\Holohan SR.docx

TYPICAL CROSS SECTION

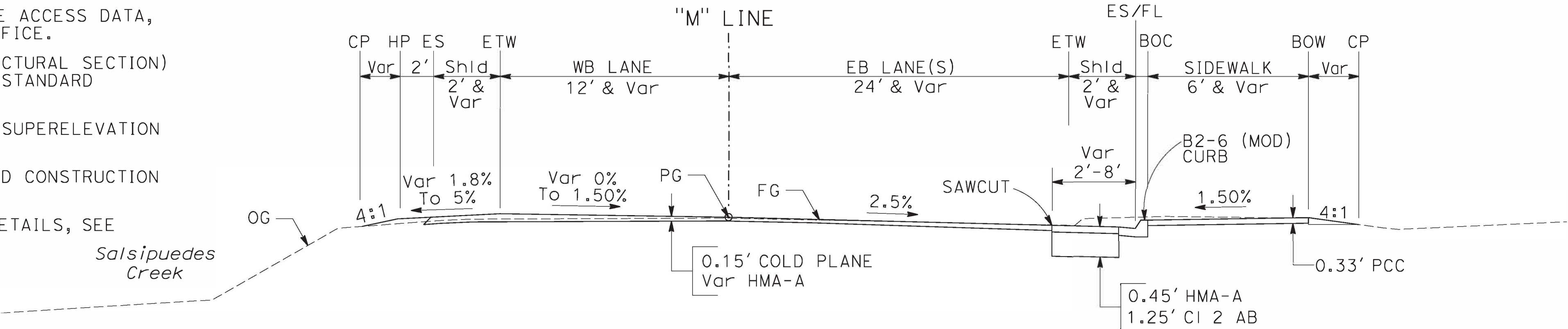
NO SCALE

1. FOR COMPLETE RIGHT OF WAY DATA AND ACCURATE ACCESS DATA, SEE RIGHT OF WAY RECORD MAPS AT DISTRICT OFFICE.
2. DIMENSIONS OF THE PAVEMENT STRUCTURES (STRUCTURAL SECTION) ARE SUBJECT TO TOLERANCES SPECIFIED IN THE STANDARD SPECIFICATIONS.
3. SUPERELEVATION IS SHOWN ON THE PROFILE AND SUPERELEVATION DIAGRAM DRAWINGS.
4. FOR EXACT LOCATION OF SAWCUT, SEE LAYOUT AND CONSTRUCTION DETAIL SHEETS.
5. FOR MODIFIED CURB AND LONGITUDINAL GUTTER DETAILS, SEE CONSTRUCTION DETAIL SHEET C-1.
6. PAVEMENT WIDENING WIDTHS TO BE 2' MINIMUM.

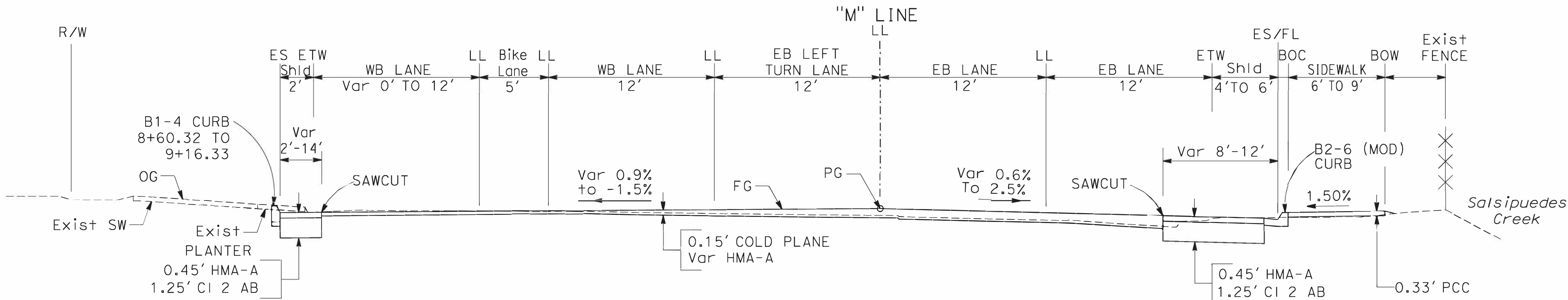


NOTES:

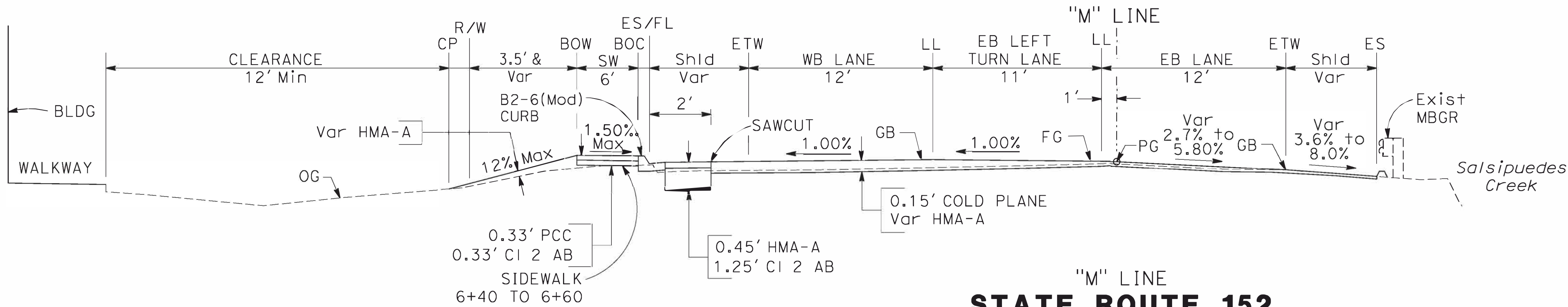
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"M" LINE
STATE ROUTE 152
Sta 10+00 TO Sta 13+60



"M" LINE
STATE ROUTE 152
Sta 8+00 TO Sta 10+00



"M" LINE
STATE ROUTE 152
Sta 5+00 TO Sta 6+60

TYPICAL CROSS SECTION

NO SCALE

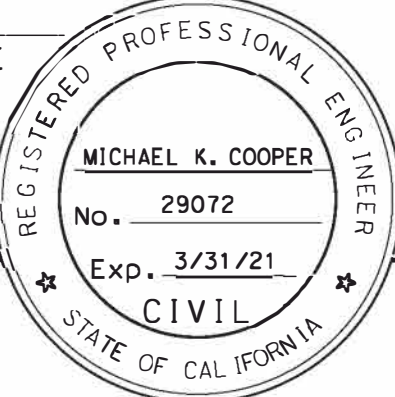
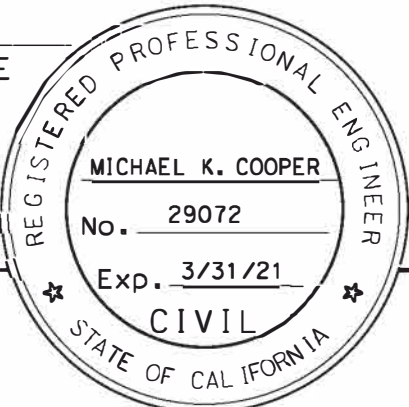
X-2

Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	Scr	152	1.98/2.16	3	30

REGISTERED CIVIL ENGINEER	DATE
PLANS APPROVAL DATE	

THE STATE OF CALIFORNIA OR ITS OFFICERS
OR AGENTS SHALL NOT BE RESPONSIBLE FOR
THE ACCURACY OR COMPLETENESS OF SCANNED
COPIES OF THIS PLAN SHEET.

MARK THOMAS 2833 Junction Ave Suite 110 San Jose, CA 95134	COUNTY OF SANTA CRUZ 701 OCEAN St. SANTA CRUZ, CA 95060
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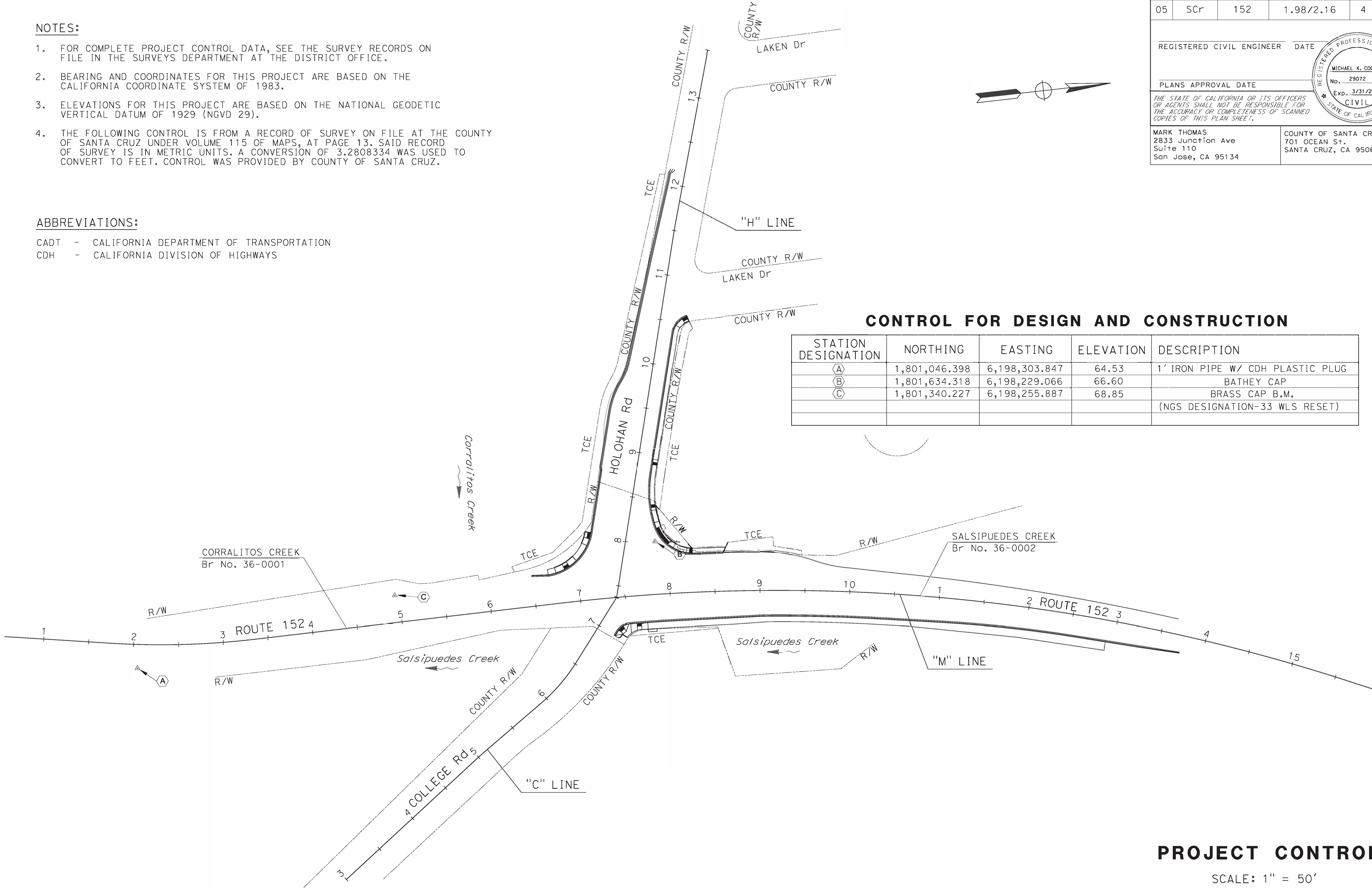
A circular professional engineer seal for the State of California. The outer ring contains the text "REGISTERED PROFESSIONAL ENGINEER" at the top and "STATE OF CALIFORNIA" at the bottom, separated by two stars. The inner circle contains the name "MICHAEL K. COOPER" at the top, the license number "No. 29072" in the middle, and the expiration date "Exp. 3/31/21" below it. At the bottom of the inner circle, the word "CIVIL" is written.

NOTES:

1. FOR COMPLETE PROJECT CONTROL DATA, SEE THE SURVEY RECORDS ON FILE IN THE SURVEYS DEPARTMENT AT THE DISTRICT OFFICE.
2. BEARING AND COORDINATES FOR THIS PROJECT ARE BASED ON THE CALIFORNIA COORDINATE SYSTEM OF 1983.
3. ELEVATIONS FOR THIS PROJECT ARE BASED ON THE NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 29).
4. THE FOLLOWING CONTROL IS FROM A RECORD OF SURVEY ON FILE AT THE COUNTY OF SANTA CRUZ UNDER VOLUME 115 OF MAPS, AT PAGE 13. SAID RECORD OF SURVEY IS IN METRIC UNITS. A CONVERSION OF 3.2808334 WAS USED TO CONVERT TO FEET. CONTROL WAS PROVIDED BY COUNTY OF SANTA CRUZ.

ABBREVIATIONS:

- CADT - CALIFORNIA DEPARTMENT OF TRANSPORTATION
- CDH - CALIFORNIA DIVISION OF HIGHWAYS



Dist

COUNTY

ROUTE

POST MILES
TOTAL PROJECT

SHEET
No.

TOTAL
SHEETS

05

SCR

152

1.98/2.16

4

30

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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MARK THOMAS
2833 Junction Ave
Suite 110
San Jose, CA 95134

COUNTY OF SANTA CRUZ
701 OCEAN St.
SANTA CRUZ, CA 95060

STATION DESIGNATION	NORTHING	EASTING	ELEVATION	DESCRIPTION
(A)	1,801,046.398	6,198,303.847	64.53	1' IRON PIPE W/ CDH PLASTIC PLUG
(B)	1,801,634.318	6,198,229.066	66.60	BATHEY CAP
(C)	1,801,340.227	6,198,255.887	68.85	BRASS CAP B.M.
				(NGS DESIGNATION-33 WLS RESET)

PROJECT CONTROL

SCALE: 1" = 50'

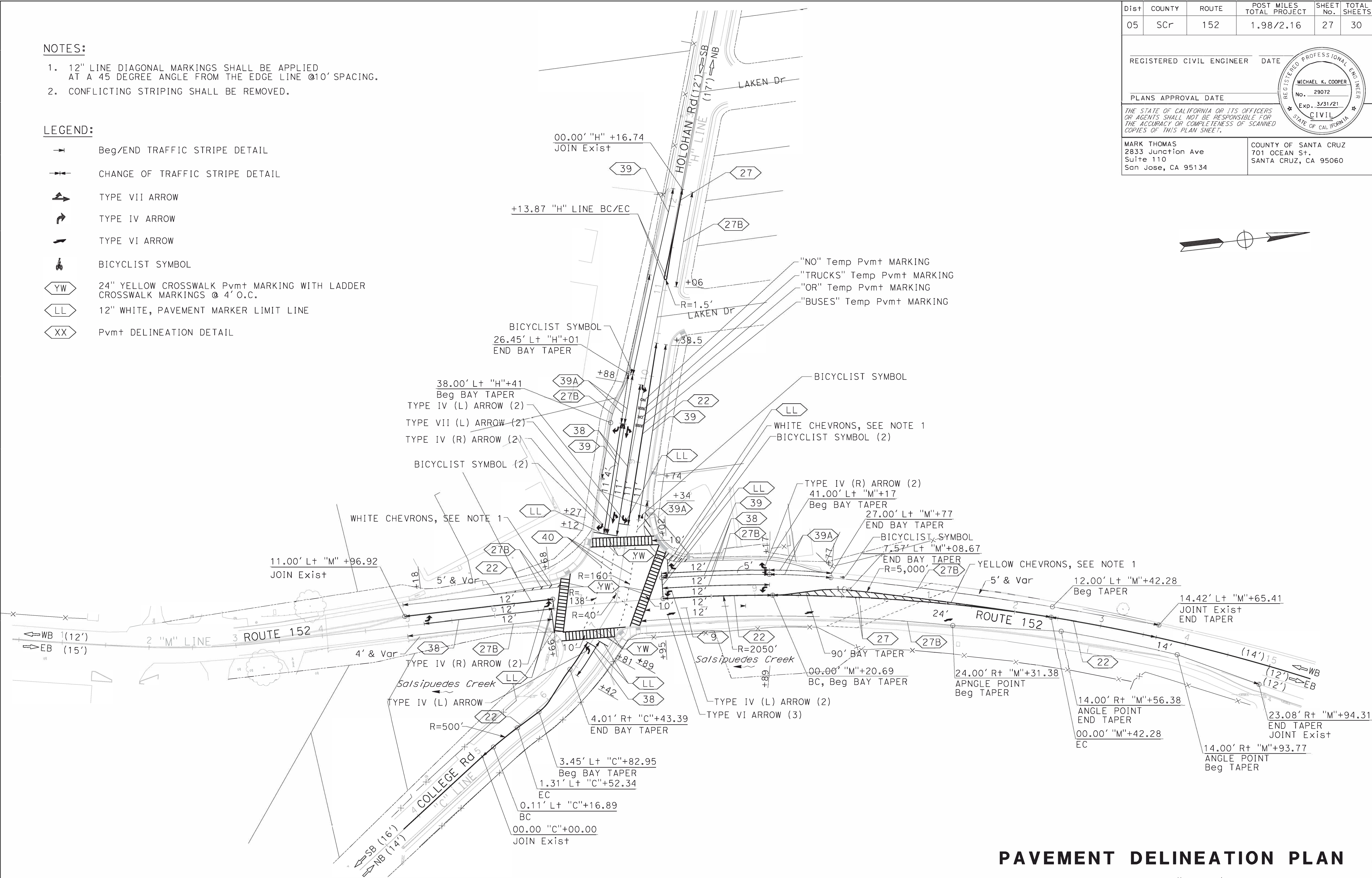
PC-1

NOTES:

- 12" LINE DIAGONAL MARKINGS SHALL BE APPLIED AT A 45 DEGREE ANGLE FROM THE EDGE LINE @10' SPACING.
- CONFLICTING STRIPING SHALL BE REMOVED.

LEGEND:

- Beg/END TRAFFIC STRIPE DETAIL
- CHANGE OF TRAFFIC STRIPE DETAIL
- TYPE VII ARROW
- TYPE IV ARROW
- TYPE VI ARROW
- BICYCLIST SYMBOL
- 24" YELLOW CROSSWALK Pvm+ MARKING WITH LADDER CROSSWALK MARKINGS @ 4' O.C.
- 12" WHITE, PAVEMENT MARKER LIMIT LINE
- Pvm+ DELINEATION DETAIL



Dist	COUNTY	ROUTE	POST MILES TOTAL PROJECT	SHEET No.	TOTAL SHEETS
05	SCR	152	1.98/2.16	27	30

REGISTERED CIVIL ENGINEER

DATE

PLANS APPROVAL DATE

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MARK THOMAS
2833 Junction Ave
Suite 110
San Jose, CA 95134

COUNTY OF SANTA CRUZ
701 OCEAN St.
SANTA CRUZ, CA 95060

REGISTERED PROFESSIONAL ENGINEER

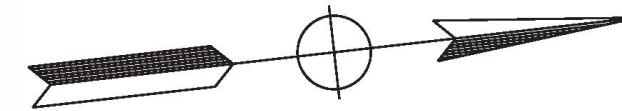
Michael K. Cooper

No. 29072

Exp. 3/31/21

CIVIL

STATE OF CALIFORNIA



PAVEMENT DELINEATION PLAN

SCALE: 1" = 50'

PD-1

AGENDA: June 8, 2020

TO: Bicycle Advisory Committee

FROM: Rachel Moriconi, RTC Transportation Planner

RE: Bike Santa Cruz County – Project PASEO Scope Amendment

RECOMMENDATIONS

Staff recommends the Bicycle Committee provide input on proposed modifications to Bike Santa Cruz County's RSTPX-funded Project PASEO and recommend that the Regional Transportation Commission (RTC) approve proposed changes to the program to shift \$29,700 of funds previously designated for the Open Streets project to the proposed Slow Streets project.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC), as the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for selecting projects to receive certain state and federal funds. On February 6, 2020, the Regional Transportation Commission programmed \$100,000 in Regional Surface Transportation Program Exchange (RSTPX) funds to the Bike Santa Cruz County Project PASEO – Open Streets, Earn-a-Bike and Pop Up Bike Lane programs. The Bicycle Committee reviewed and provided input on the project at its December 2019 meeting.

DISCUSSION

The COVID 19 health crisis has made it difficult for agencies to implement some projects and programs as originally envisioned. The RTC understands that some grant recipients are needing to modify their programs from what was originally approved by the RTC in order to support physical distancing and to reduce the spread of the coronavirus. This includes postponing Open Streets events, modifying the Earn-a-Bike program to be digital until shelter-in-place is lifted and youth are back at schools, and postponing the pop-up-bike lanes on 17th Ave near Shoreline Middle School. The RTC's \$100,000 RSTPX grant funds were originally intended to implement all 3 components over 1.5 years. Attached is a summary of Bike Santa Cruz

County's proposed changes to the programs originally approved for \$100k in RSTPX funds (Attachment 1).

As people have sheltered-in-place, there has been a surge in biking and walking nationwide. In an effort to reduce transmission of the coronavirus and in consideration that some level of social distancing may be needed for one or two years, some entities have taken actions to help essential workers and the general public get around safely and to address longer term changes in travel behaviors. These have included increasing space for walking and biking, modifying street designs and modifying transit operations.

Bike Santa Cruz County has requested to amend the scope of its Project PASEO to add a Slow Streets component (Attachment 2), shifting \$29,700 of funds previously designated for Open Streets to the proposed Slow Streets project.

A representative from Bike Santa Cruz County will be available to discuss the proposed changes to the Project PASEO programs at this meeting. **Staff recommends that the Bicycle Committee provide input on the programs, including proposed changes, and recommend that the RTC approve BSSC's request to use \$29,700 of the funds previously approved for Project PASEO for the Slow Streets program.**

SUMMARY

Bike Santa Cruz County has proposed changes to its RSTPX-funded Project PASEO in response to COVID-19. Staff recommends that the Bicycle Committee provide input on the programs and proposed changes, and recommend that the RTC approve amendments to the program to include a Slow Streets component.

ATTACHMENTS

1. Modifications to Project PASEO Open Streets, Earn-a-Bike and Pop Up Bike Lane programs
2. Slow Streets Proposal

S:\Bike\Committee\Agenda Packets\BC2020\3. June\BikeSCco-ProjectUpdate-SR.docx

2019-2020 Youth Programs Update:
Prepared by Chris Alonso, Youth Programs Director, BSCC

Earn-a-Bike: Earn-a-Bike is a 5 or 7 week after-school program that provides 10-15 middle school students in-need with bikes, safety supplies, training, and social supports to utilize active transportation and become self-sufficient cyclists. Five to eight high school students mentor and assist middle school participants as they refurbish used bicycles, practice bike repairs, and learn bike safety. All participants leave the program with a bike, a properly fitted helmet, front and rear bike lights, a secure bike lock, and a portable bike repair kit. High school mentors include students from Harbor and Watsonville high schools, and receive leadership training, and paid job experience. Earn-a-Bike is held 2-3 times per school year and serves 45 students in Watsonville and 30 students in Live Oak annually.

Bike Club:

Bike Club is a 12 week after-school program that provides continuing education for Earn-a-Bike participants, but is open to all middle school students and serves 12 students per session. Participants learn about bike safety, practice more advanced bike-handling skills, bicycle mechanics, and explore safe routes to get to school and common destinations. By highlighting the bicycle as both a form of recreation and transportation, Bike Club supports youth as they become self-sufficient, peer-focused, and less reliant on their families for transportation. The first two sessions of the program focus on formal bike safety instruction. Thereafter, sessions include an on-bike field trip focused on fun and safe places to ride to, and explore different aspects of cycling culture - transportation cycling, road racing, mountain biking, BMX, and more. Bike Club is held 2-3 times per school year and served a total of 36 in Santa Cruz this school year.

Youth Programming Update:

Supported by Measure D funds from the City of Watsonville, the Fall 2019 Earn A Bike Session in Watsonville was completed with 15 participants from Pajaro Middle Middle School and Cesar Chavez Middle School and seven High School Mentors.

Each week, seven High School Mentors from Pajaro Valley High School's Project Bike Tech program led small groups in team building activities, helped youth participants work on bike repairs, and facilitated nutrition classes in collaboration with Santa Cruz County Public Health. All the participants received the bike they had been working on during the program, a bike helmet which they customized, a bike lock, front and rear bike lights, as well as a multi-tool. Each middle school participant also took home a cookbook.

The 2020 Spring Semester began with outreach and recruiting to Rolling Hills and Cesar Chavez Middle Schools in Watsonville. Cesar Chavez had more students apply for Earn-A-Bike than we could accommodate in the Fall Semester, but we were able to bring them to the Spring Session. BSCC staff brought Bike Blenders to the Middle Schools to engage youth and recruit

participants for the Earn A Bike program. During this time we also engaged with Project Bike Tech students from Pajaro Valley High School to recruit High School mentors. The EAB Program began March 5th, with 14 participants from Cesar Chavez MS and Rolling Hills MS, and 9 High School mentors. Students were given pre/post surveys to assess their biking habits, bike skills, and nutrition habits.

In Live Oak during the Fall of 2019 we had 2 Earn-A-Bike programs housed out of the Boys and Girls Club, each ran for 5 sessions. The first program was from September 24th - October 22nd, and had 7 participants, all the participants received or earned the bike they had been working on during the program, as well as a bike helmet which they customized by stenciling, a bike lock, lights, and a multi-tool. The second program ran from November 12th - December 11th, and had 3 participants, who once the program was completed received their bike, helmet, lock, lights, and a multi-tool.

The 2020 Session began with Bike Blender presentations in late January at Shoreline Middle School during lunch and after school at the Boys and Girls club in Live Oak. We also had our table with Earn-A-Bike info and received interest from students who shared they needed a bike or wanted to learn how to fix their bikes. The EAB program began February 18th at the Boys and Girls Club with 3 participants, who attended 4 sessions we had before sheltering in place began.

Challenges to Success

The Covid-19 Shelter in Place ordinance issued throughout the county, and the subsequent school closures, threw a wrench into our ongoing programming, and the planning of upcoming programs and events. All programs were suddenly placed on hold. With the possibility of a start date of Mid-April re-start date, after students returned from Spring Break, staff modified lessons and shortened the calendar. The school reopening date was then pushed further into the Spring, this meant that we did not begin to plan or develop Virtual programming until we heard that students would not be returning to their schools. BSCC staff worked with our Watsonville Project Bike Tech Instructor to begin transferring the in-person lessons to Google Classroom lessons. Watsonville Mentors vetted the lessons and helped guide and create the content. They contributed lesson ideas and photos. BscC staff has continued weekly Zoom meetings with the mentors and Project Bike Tech Instructors. Similarly, the Live Oak Earn A Bike Program was discontinued. As this program is conducted at the Boys and Girls Club, which changed its care policy to allow only children of essential workers, we were not able to continue EAB on site.

Bike Club was also discontinued at both Mission Hall and Brancifore Middle Schools. After School programs coordinators proved difficult to reach. Staff has continued to check in with Bike Club parents to encourage family rides and a scavenger hunt map activity for families has been created. Virtual content has been created, but not yet deployed.

Bike Santa Cruz County

DRAFT SANTA CRUZ SLOW STREETS PROPOSAL

SUMMARY/ABSTRACT:

The Slow Streets program aims to address public health concerns during the COVID-19 Shelter In Place directive by creating more public space for Santa Cruz County residents to practice social distancing while safely and comfortably biking, walking, and exercising in their community. Incorporating public input, feasibility measures, current traffic levels, and other strategic selection criteria, specific Slow Streets will be designated as “Closed to Through Traffic” so that people can more comfortably use these low-traffic streets for physically-distant walking, biking, wheelchair rolling, and jogging.

Bike Santa Cruz County (BSCC) can serve as a central coordinator of Slow Streets initiatives by utilizing staff, volunteers, and community partners to plan, implement, and manage a Slow Streets program. BSCC is uniquely qualified to play this role given our extensive experience with large-scale community outreach efforts, large community events such as Open Streets Santa Cruz County, and delivery of youth education programs in largely underserved communities of the County. For the Slow Streets initiative, BSCC could play the following key roles:

- Providing outreach and communications for the announcement of the program to the general public via channels listed below (see section 5.I.A)
- Developing and communicating driver/pedestrian protocols for Slow Streets
- Gathering public input for desired Slow Street locations via survey
- Selecting recommended Slow Street locations based on survey input and strategic selection criteria
- Recruiting, training, and coordinating volunteers for installation of barricade materials
- Collecting and reporting public feedback to key partners/stakeholders

1. WHAT:

- The Slow Streets/Shared Streets Movement is a global response to the current global COVID-19 pandemic, which addresses public health concerns by designating specific streets as ‘Slow Streets’ to create more public spaces for residents to safely exercise and travel in their community while adhering to social distancing guidelines.
- Locally, the Slow Streets Campaign addresses the Santa Cruz County Health Officer’s recommendations for reducing the spread of COVID-19, while allowing for increased physical space needed to comfortably walk, jog, pedal or roll in one’s own neighborhood, thus reducing the need to travel to an exercise destination.

2. WHEN:

- Start date: Upon approval by local jurisdictions; will work with each jurisdiction to establish appropriate schedule.
- End date: When social distancing no longer recommended or as otherwise directed by jurisdiction officials.

3. WHERE:

- **Residential streets**, purposefully selected via community input and strategic feasibility criteria (see section 5.1).
- Upon loosening of SIP restrictions, Slow Streets could be adapted to **commercial centers** and business corridors (e.g. Pacific Avenue in Santa Cruz) to accommodate social distancing requirements as customer/pedestrian traffic increases when these shops/businesses reopen.

4. WHY:

- **Shelter In Place directive imposes restrictions on travel:** Local SIP orders continue to be extended, and government transportation agencies are looking for ways to increase public access to open spaces WHILE allowing for increased social distancing.
- **Parks/beaches/public spaces are crowded or closed:** Many open popular local outdoor exercise and recreation destinations are experiencing overcrowding.
- **More people are using streets as shared public spaces:** Our sidewalks and most of our bike lanes are not constructed to accommodate current physical distancing requirements. In order to maintain 6ft distance from others, people are walking from sidewalks into the street or crossing to the other side.
- **Fewer vehicles are on the roads:** Reduced vehicle traffic means more people are using bikes for transportation and exercise.
- **Residential streets are ideal:** The need to travel to an exercise destination is removed, reducing barriers to getting outside and moving for physical and mental health.

5. HOW:

I. Announcement and Slow Streets Selection Process:

A. Slow Streets initiative, street selection survey, and driver/pedestrian protocols can be announced and distributed via:

1. BSCC's social media, email lists
2. Partner networks/communication channels (County, cities and other partner businesses/organizations communication channels)
3. Public social media platforms (Next Door, Facebook)
4. Local media (press releases, letters to editors, radio PSAs)
5. Community organizations (neighborhood organizations, community centers, local churches/faith-based organizations)
6. School communication networks
7. Signs or fliers in neighborhoods

B. Street Selections:

1. Along with the number of votes/public recommendations, Slow Streets should be selected based on feasibility vetting by County/City Transportation & Public Works, Emergency Services, and SCMTD requirements. Slow Street selections should also prioritize:
 - a) Lower-traffic residential streets

- b) Streets that are NOT major traffic corridors or emergency response routes
 - c) Streets in low-income and high population-density areas
 - d) Streets that are already designated bike routes and greenways
- 2. Optional step: find neighborhood champions who are willing to “sponsor” each Slow Street. These champions would be responsible for surveying neighbors to make sure at least 50% support closing the street to through traffic.
- 3. Goal is to create a network of neighborhood routes to avoid creating a “destination” that attracts people from outside the immediate neighborhood/community.

II. **Physical Installation:**

- A. Suggested materials: every Slow Street should have barricade and signage materials placed in the entry lane at each intersecting street. Based on other cities’ Slow Streets initiatives, we have identified two options for barricades:
 - 1. **Option 1:** 2 A-frames (1 A-frame with “ROAD CLOSED TO THROUGH TRAFFIC” sign attached and 1 A-Frame with diamond-shaped pedestrian and/or biker symbol). Can be supplemented with traffic cones.
 - 2. **Option 2:** One Barricade with both “ROAD CLOSED TO THROUGH TRAFFIC” AND pedestrian/biker sign. Can be supplemented with traffic cones.
- B. Additional information/signage: We also recommend attaching an informational poster on the rear of one barricade/A-frame to provide information on physical distancing requirements and contact information for the Slow Streets program.
 - 1. BSCC can develop informational materials with input and public health guidelines from the County Health Services Agency.

III. **Installation personnel/volunteers:** BSCC can lead on recruitment, training, and coordination of volunteers to pick up and install materials at the designated Slow Streets locations.

- A. Public survey to request Slow Street sites can include a field to indicate whether respondent is able to volunteer for pick up and installation of materials
- B. BSCC can also perform outreach to our mailing list and internal volunteer pool.
- C. Partner organizations (County, cities, Ecology Action, etc.) can announce recruitment efforts via their communication networks, directing interested parties to contact BSCC to be assigned pickup/installation roles.
- D. BSCC can collaborate with HSA to develop detailed protocols/instructions for involved parties to adhere to social distancing guidelines and other public health recommendations during installation processes.

IV. **Driver protocols:**

- A. Drivers should avoid these streets unless it is necessary to access their home, make residential deliveries, or in emergency situations

- B. Emergency and municipal vehicles will be allowed through at any time (i.e. police/fire/EMS, garbage collection)
- C. Drivers should drive slowly and expect to encounter people walking/biking
- D. Further protocols can be codified with input from governing officials and police/emergency agencies

V. Community feedback:

- A. Opportunities for community residents to provide feedback on the Slow Streets program will be available via:
 - 1. Submission form on BSCC and/or local jurisdiction websites.
 - a) Links should be posted/shared via physical signage on barricades and via all other communication channels used for program announcement/survey (social media/digital communication channels, local media, PSAs, etc.)
 - 2. Dedicated Slow Streets email address hosted by BSCC and/or local jurisdiction
 - 3. Phone number for BSCC and/or public works offices
- B. BSCC can provide partners with regular reports on community feedback

6. SLOW STREETS EXAMPLE PHOTOS

[Click here for gallery of US and international Slow Streets photos](#)**
(Courtesy of [NACTO](#))**





Quick resources:

COVID Streets International responses:

https://docs.google.com/spreadsheets/d/1tjam1v0NLUWkYedla4dVOL49pyWIPlyGwRB0DOnm3Ls/edit?usp=drive_web&ouid=117234977910944115959

SF Slow Streets: <https://www.sfmta.com/projects/slow-streets-program>

Oakland Slow Streets: <https://www.oaklandca.gov/projects/oakland-slow-streets>

Los Angeles Slow Streets nomination form: <http://ladot.lacity.org/coronavirus/apply-slow-street-your-neighborhood>

NACTO Covid Resources: <https://nacto.org/covid19-nacto-resources/>

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AGENDA: June 8, 2020

TO: Bicycle Committee

FROM: Grace Blakeslee, Senior Transportation Planner

RE: North Coast Rail Trail- 70% Design Plans

RECOMMENDATIONS

RTC staff recommends that the Bicycle Committee review the 70% design plans for 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 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. CFL incorporated revisions from the 50% design field review and prepared 70% design plans in April 2020. CFL is scheduled to conduct a third field review with the 70% design plans in August 2020. The NCRT project 70% design, typical cross sections, and signing and pavement marking plans can be [viewed here](#).

RTC is working closely with CFL to obtain environmental resource agency permits and approvals from the California Coastal Commission, and the California Public Utilities Commission. Final design is scheduled to be completed in February 2021. However, funding for Phase I of the North Coast Rail Trail was recently reprogrammed by CFL from August 2021 to August 2024. RTC will work with CFL to advance these funds to Summer 2021, if possible. Phase II, which includes the Davenport Crossing, will be built at the same time should funding be secured.

RTC staff will be available to address questions at the June 8, 2020 Bicycle Committee Meeting.

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. RTC staff recommends that the Bicycle Committee review the 70% design plans for the North Coast Rail Trail project.

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