



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

AGENDA

1:30pm - 3:30pm

Tuesday, November 17, 2020

NOTE: TELECONFERENCE

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/85885187858>

Online meeting ID: 858 8518 7858

Dial-in number (US): +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 amarino@sccrtc.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](#).

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

1:42pm- CONSENT AGENDA

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

the item from the Consent Agenda as long as no other E&D TAC member objects to the change.

- 5. Approve Minutes from August 11, 2020 — pg. 4**
- 6. Receive RTC Meeting Highlights — pg. 9**
- 7. Receive Information Items — pg. 15**
 - a. Santa Cruz METRO Boosts Safety Measures Amid Pandemic**
 - b. METRO's Commitment to Safety**
 - c. Cleveland #BusStopMoves**
- 8. Pedestrian Hazard Report — pg. 53**
- 9. Receive 2021 State and Federal Legislative Programs — pg. 55**
- 10. Accept correspondence from the public**

REGULAR AGENDA

- 11. 1:55 pm — Receive Program Updates — pg. 66**
 - a. Volunteer Center — FY 20-21 Quarter 1 Report
 - b. Community Bridges
 - c. Santa Cruz Metro
 - d. SCCRTC
 - e. Pedestrian Ad-hoc Subcommittee
- 12. 2:15 pm — City of Santa Cruz Slow Streets — pg. 69**
- 13. 2:30 pm — Transit Corridor Alternatives Analysis and Rail Network Integration Study – Performance Measure Analysis and Proposed Locally Preferred — pg. 74**
- 14. 3:00 pm — Santa Cruz County Active Transportation Plan — pg. 102**
- 15. 3:15 pm — Draft Scotts Valley Active Transportation Plan — pg. 104**
- 16. 3:30 pm — Adjourn**

Next meeting: 1:30 pm, February 9, 2020 via teleconference

HOW TO REACH US

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

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

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

DRAFT MINUTES

1:30pm - 3:30pm

Tuesday, August 11, 2020

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<https://us02web.zoom.us/j/82613239724>

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[View full executive order.](#)

1. Roll call

The meeting was called to order at 1:35 p.m.

Members present:

Kirk Ance, CTSA (Lift Line)

Deborah Benham, 5th District

Janet Edwards, 1st District

Michael Pisano, Potential Transit User (60+)

Patty Talbot, Social Services Provider – Seniors

Lisa Berkowitz, CTSA (Community Bridges)

Veronica Elsea, 3rd District

Tara Ireland, Social Service Provider – Persons of Limited Means

Caroline Lamb, Potential Transit User (Disabled)

John Daugherty, SCMTD (Metro)

Phil Kipnis, 1st District Alternate

Daniel Zaragoza, SCMTD (Metro) Alternate

Unexcused absences:

Martha Rubbo, 4th District
Alex Weske Social Service Provider - Disabled

RTC staff present:

Grace Blakeslee, Senior Transportation Planner
Amanda Marino, Transportation Planner
Amy Naranjo, Transportation Planner
Rachel Moriconi, Senior Transportation Planner

Others present:

Michael Lewis
Murray Fontes, City of Watsonville
Ingrid McRoberts, Caltrans
Audrey Ogden, Caltrans
Terri Persons, Caltrans

2. Introductions
3. Oral communications
4. Additions or deletions to consent and regular agendas

None.

CONSENT AGENDA

5. Approved minutes from April 14th, 2020

A motion (Pisano/Kipnis) was made to approve minutes with the following corrections under Oral Communications: changing "dining site" to "dining sites". The motion passed unanimously, with members Kirk Ance, Deborah Benham, Lisa Berkowitz, Michael Pisano, Janet Edwards, Patty Talbot, Veronica Elsea, Tara Ireland, John Daugherty, Phil Kipnis, Daniel Zaragoza, and Caroline Lamb voting in favor.

6. Received the Triennial Performance Audit of Santa Cruz County Transit Operators
7. Received Final Unmet Paratransit and Transit Needs list
8. Recommended approval of the City of Watsonville Article 8 Transportation Development Act Allocation Request – MBSST Segment 18 Phase 1
9. Received RTC Meeting Highlights

10. Received Information Items

- a. Updated CORE Investments Program
- b. 6 ways to Make City Streets Safer for Pedestrians
- c. Why the 30th Anniversary of Disabilities Act Matters

11. Received Pedestrian Hazard Report

12. Accept Correspondence from the public

A motion (Pisano/Edwards) was made to approve the consent agenda. The motion passed unanimously, with members Kirk Ance, Deborah Benham, Lisa Berkowitz, Michael Pisano, Janet Edwards, Patty Talbot, Veronica Elsea, Tara Ireland, John Daugherty, Phil Kipnis, Daniel Zaragoza, and Caroline Lamb voting in favor.

REGULAR AGENDA

13. Received Program Updates

- a. Volunteer Center – 4th Quarter TDA Report

Committee member Tara Ireland communicated the impacts of COVID-19 on the Volunteer Center's transportation services and provided updates on the development of the Grocery Shopper Program. The Grocery Shopper Program is currently accepting new participants. For more information visit:

<https://scvolunteercenter.org/programs/grocery-shopper-program/>

- b. Community Bridges – 3rd Quarter TDA Report

Committee members Kirk Ance and Lisa Berkowitz communicated the impacts of COVID-19 on Community Bridge's transportation services and the current status of Lift Line's new essential services programs.

- c. Santa Cruz Metro

Committee members John Daugherty and Daniel Zaragoza provided an update on Santa Cruz Metro's level of service, COVID-19 impacts, and communicated the development of the Santa Cruz Metro ParaCruz application.

- d. SCCRTC

Amanda Marino, Transportation Planner, communicated the status of the SCCRTC serving as the Access Fund Administrator for the TNC (Transportation Network Companies) Access for All Program created by the California Public Utilities Commission.

No action taken.

14. Measure D 5-Year Plan for Regional Projects and Direct Allocation to Community Bridges Lift Line

Rachel Moriconi, Senior Transportation Planner, presented the draft Fiscal Year (FY) 2020/2021-2024/2025 five-year programs of projects (5-Year Plans) for Measure D regional investment categories and projects: Highway Corridors, Active Transportation, Rail Corridor, San Lorenzo Valley-Highway 9 Corridor Improvements and the Highway 17 Wildlife Crossing (Attachments 1-5), and for Community Bridges-Lift Line. The committee discussed, provided input, and addressed questions on the draft five-year programs of projects.

A motion (Kipnis/Edwards) was made to recommend approval of the Measure D 5-Year Plan for Regional Projects and Direct Allocation to Community Bridges Lift Line. The motion passed with members Deborah Benham, Michael Pisano, Janet Edwards, Patty Talbot, Veronica Elsea, Tara Ireland, Phil Kipnis, and Caroline Lamb voting in favor. Committee members Lisa Berkowitz, Kirk Ance, and Daniel Zaragoza abstained from the vote and Member John Daugherty was not present for the vote.

15. Preliminary Draft Project List for the 2045 Regional Transportation Plan and 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy

Amy Naranjo, Transportation Planner, communicated the process of approval and development of the preliminary draft project list for the 2045 Regional Transportation Plan and 2045 Metropolitan Transportation Plan/Sustainable Communities Strategy to the committee. The committee can submit any feedback to Amy Naranjo by emailing anaranjo@scctrc.org by Monday, August 24th, 2020.

No action taken.

16. Caltrans District 5 Active Transportation Plan

Caltrans staff members, Ingrid McRoberts, Audrey Ogden, and Terri Persons presented the Caltrans District 5 Active Transportation Plan. Committee

members provided input during the discussion session with Caltrans District 5 staff highlighting the strategies and opportunities to improve accessibility and safety of pedestrian and transit facilities.

No action taken.

17. Pedestrian Projects Ad-hoc Subcommittee Safe Intersection Design Presentation

The Pedestrian Projects Ad-hoc Subcommittee presented to the E&D TAC on Safe Intersection Design within Santa Cruz County. The Pedestrian Projects Ad-hoc Subcommittee would like to engage in a dialog with the Interagency Technical Advisory Committee (ITAC) on behalf of the E&D TAC. Committee members provided feedback on the presentation highlighting the importance of safe pedestrian facilities.

A motion (Kipnis/Edwards) was made to approve the Pedestrian Projects Ad-Hoc Subcommittee to proceed to present to the Interagency Technical Advisory Committee on behalf of the E&D TAC. The motion passed with members, Deborah Benham, Lisa Berkowitz, Michael Pisano, Janet Edwards, Patty Talbot, Veronica Elsea, Tara Ireland, John Daugherty, Phil Kipnis, Daniel Zaragoza, and Caroline Lamb voting in favor. Members Kirk Ance and Tara Ireland were not present for the vote.

Meeting adjourned at approximately 3:51 pm.

The next E&D TAC meeting is scheduled for Tuesday, October 13, 2020 at 1:30 p.m. at the RTC Office, Santa Cruz. NOTE: Teleconference may be necessary due to COVID-19.

Respectfully submitted, Amanda Marino, Staff



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Guy Preston, Executive Director
Luis Pavel Mendez, Deputy Director*

Santa Cruz County Regional Transportation Commission (RTC) August 06, 2020 Meeting Highlights

Santa Cruz Branch Rail Line Ownership and Potential Use

At the special meeting of the RTC on June 29, 2020, a question came up regarding whether the RTC could build a trail on right-of-way that is owned as easements for rail purposes. At the direction of the Commission, RTC staff and legal counsel prepared a report to aid public understanding of the complex historical and legal issues at hand. The report concluded that use of such easements for recreational purposes is not permissible without railbanking but uses for active transportation purposes can be permissible.

The State Transportation Agency's (CalSTA) Strategy for Implementation of the Governor's Executive Order on Climate Change

Executive Director Guy Preston communicated that the action plan outlined by CalSTA as a result of Governor Newsom's recent Executive Order N-19-19 to reduce greenhouse gas emissions provides funding opportunities to advance RTC priorities. During the meeting between CalSTA and the Central Coast Coalition (CCC), Director Preston specifically called out RTC's multi-modal projects, including the hybrid Bus-on-Shoulder/Aux Lane projects with active transportation overcrossings of Highway 1, complete streets on Soquel Drive, the Monterey Bay Sanctuary Scenic Trail (MBSST), and the Transit Corridor Alternatives Analysis (TCAA). Staff was directed to write a letter of support to CalSTA for their plan to address the Governor's Executive Order.

Update on City of Scotts Valley Projects

The Commission received an update from Daryl Jodan, Director of the Scotts Valley Public Works Department, on projects funded and/or partially-funded by the RTC. The City of Scotts Valley thanked Caltrans, Santa Cruz County, and the RTC for their joint efforts and collaboration.

Upcoming RTC and Committee Meetings:

Due to precautions associated with COVID-19 (coronavirus), **all RTC and committee meetings through the stay-at-home order will be held by teleconference only.** Please check the RTC website [<https://sccrtc.org/meetings/calendar/>] or call 460-3200 to confirm meeting and teleconference information. Agendas are posted to the website at least 3 days before the meeting. Meetings may be canceled if there are no action items to be considered by the committee.

The RTC is committed to its compliance with the Americans with Disabilities Act (ADA) during this time of national emergency. Please contact the RTC at least 3 days in advance of a meeting if special accommodations are needed. If any document, webpage, meeting, or recording is inaccessible to you, kindly notify us at info@sccrtc.org or by calling 831-460-3200.

Regional Transportation Commission

Thursday, September 3, 2020, 9:00 a.m.

Bicycle Advisory Committee

Monday, August 10, 2020, 6:00 p.m.

Elderly & Disabled Transportation Advisory Committee

Tuesday, August 11, 2020, 1:30 p.m.

CANCELLED: Budget & Administration/Personnel Committee

~~Thursday, August 13, 2020, 3:00 p.m.~~

Interagency Technical Advisory Committee

Thursday, August 20, 2020, 1:30 p.m.

Public input on transportation issues is welcomed and encouraged. For more information, visit the SCCRTC website at www.sccrtc.org or call 460-3200. Some Regional Transportation Commission meetings are televised countywide by Community TV of Santa Cruz. Consult www.communitytv.org or call 831-425-8848 for schedule and station information.



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Santa Cruz County Regional Transportation Commission (RTC) September 03, 2020 Meeting Highlights

Public Hearing: Measure D: Five-Year Programs of Projects for Regional Projects and Community Bridges Lift Line

The Commission received input from the public on the Fiscal Years (FY) 2020/21-2024/2025 five-year programs of projects throughout the Santa Cruz County region funded by Measure D, and adopted by resolution the updated Measure D 5-year programs of projects for the regional and RTC oversight projects. The categories of funding include Active Transportation, Highway Corridors, Rail Corridor, Highway 17 Wildlife Crossing, San Lorenzo Valley-Highway 9 Corridor Improvements, and Community Bridges-Lift Line. Measure D funds will be leveraged to seek additional grants to deliver the projects listed in the 5-year plan.

TIG/m Rail Vehicle Demonstration

TIG/m presented a video simulation of a planned physical rail vehicle demonstration that was originally scheduled for Fall 2020. The physical demonstration has been tentatively postponed to Spring 2021, provided COVID-19 restrictions are lifted. The video simulation can be viewed at santacruzstreetcar.org.

Project List for the 2045 Santa Cruz County Regional Transportation Plan

The Commission received an update of the list of transportation needs for the 2045 Santa Cruz County Regional Transportation Plan. The RTC is responsible for developing, implementing, and regularly updating the Regional Transportation Plan (RTP) for Santa Cruz County. Commissioners approved adding project descriptions to the list, including the southbound off-ramp to Riverside Drive (Hwy 129) and the Harkin Slough Bridge in Watsonville.

Upcoming RTC and Committee Meetings:

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Regional Transportation Commission

Thursday, October 01, 2020, 9:00 a.m.

Budget & Administration/Personnel Committee

Thursday, September 10, 2020, 3:00 p.m.

Traffic Operations System (TOS)/Safe on 17 Task Force

Wednesday, September 16, 2020, 10:00 a.m.

Interagency Technical Advisory Committee

Thursday, September 17, 2020, 1:30 p.m.

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Santa Cruz County Regional Transportation Commission (RTC) October 1, 2020 Meeting Highlights

Contract Approved for Storm Damage Repair on the Santa Cruz Branch Rail Line

The Regional Transportation Commission (RTC) approved a construction contract with Precision Grade, Inc. in the amount of \$416,333 to repair storm damage from the 2017 storms to sites 4 and 6 on the Santa Cruz Branch Rail Line. Storm Damage Site 4 is in Aptos near 615 Harriet Avenue. The project will repair the drainage ditch on the east side of the rail line that eroded due to the storms. Storm Damage Site 6 is located north of Santa Cruz near Three Mile Beach. The project will repair the damaged slope embankment and regrade the existing ditches north and south of an existing cross culvert which eroded due to the storms. Construction is anticipated to begin in October 2020 and will extend through January of 2021, weather permitting.

Presentation on Santa Cruz County and Monterey County Rail Network Integration Studies

The Regional Transportation Commission (RTC) received a presentation on the Santa Cruz County and Monterey County Rail Network Integration Studies. The RTC received a planning grant from Caltrans in March 2019 to develop a Rail Network Integration Study. The Rail Network Integration Study (RNIS) is a component of the Transit Corridors Alternatives Analysis (TCAA) that is currently underway. The TCAA is evaluating the options for an integrated transit network that connects to a statewide rail network at a new Pajaro Station. The Transportation Agency for Monterey County (TAMC) also received a Rail Network Integration Study grant from Caltrans in 2018. The purpose of the Rail Network Integration Studies is to lay the groundwork for implementing the 2018 California State Rail Plan by determining connectivity, operations, equipment needs, governance, and community benefits. TAMC staff presented on the work they are doing to bring rail service to Monterey County that includes connectivity to the Santa Cruz Branch Rail Line at Pajaro, local commuter service and greater regional access. For more information on the TCAA, visit <https://sccrtc.org/projects/multi-modal/transitcorridoraal/>. For more information on the Monterey County Rail Extension, visit <https://www.tamcmonterey.org/monterey-county-rail-extension>.

North Coast Rail Trail - State of California Department of Parks and Recreation Operating Agreement

The Regional Transportation Commission (RTC) approved an Operating Agreement with the State of California Department of Parks and Recreation (State Parks) that will provide access for the RTC to develop, operate, control and maintain portions of the North Coast Rail Trail through property owned by State Parks. 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. While the term of the operating agreement is 25 years, RTC and State Parks intend to pursue a land transfer to provide RTC an ownership interest in most of the State Parks property

addressed in the Operating Agreement. For more on the North Coast Rail Trail project, visit <https://sccrtc.org/projects/multi-modal/monterey-bay-sanctuary-scenic-trail/>.

Upcoming RTC and Committee Meetings

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Regional Transportation Commission

Thursday, November 5, 2020, 9:00 a.m.

Elderly & Disabled Transportation Advisory Committee

Tuesday, November 17, 2020, 1:30 p.m.

Budget & Administration/Personnel Committee

Thursday, October 8, 2020, 3:00 p.m.

Interagency Technical Advisory Committee

Thursday, October 22, 2020, 1:30 p.m.

Public input on transportation issues is welcomed and encouraged. For more information, visit the SCCRTC website at www.sccrtc.org or call 460-3200. Some Regional Transportation Commission meetings are televised countywide by Community TV of Santa Cruz. Consult www.communitytv.org or call 831-425-8848 for schedule and station information.

By [Tarmo Hannula](#)

Posted on October 22, 2020



SHARE TWEET

In an effort to meet public transit safety standards set during the [Covid-19 pandemic](#), Santa Cruz METRO officials showcased the safety and precautionary measures they have put in place during a Wednesday press conference.

Santa Cruz County Supervisor John Leopold and METRO Board of Directors Chair Mike Rotkin joined METRO officials in the brief ceremony flanked by two buses that were on display to give a first-hand view of how the buses are geared to protect passengers and drivers.

METRO has installed hand sanitizer dispensers, between-row sneeze barriers and clear plastic operator curtains on its busses. It has also posted all preventative guidelines.

METRO CEO and General Manager Alex Clifford welcomed the crowd of around 30 people.

“Today we relaunch our pledge and welcome back our customers in helping them to feel good about the protective measures that we put in place for both our customers and for our employees,” he said.

On Oct. 12 METRO announced that it joined the American Public Transportation Association’s Health and Safety Commitments Program, tabbed as the industry’s pledge to passengers that transit systems are taking the necessary measures to operate safely during the pandemic.

“By signing the pledge we are joining 150 other transit agencies in the country who are actively working to instill confidence in riders by committing to protect their health and safety,” said Leopold, who is also a member of METRO’s Board of Directors.

The pledge was developed after organizers talked to riders across the country to understand what they needed to feel confident while returning to public transit. METRO also conducted a similar survey.

“If we can avoid things like the tragic outbreak that we had at the Watsonville Post Acute Center and continue to practice the simple rules we can keep our community safe and we can think about other things that might be able to reopen,” Leopold said.

James Sandoval, general chairperson for SMART Local 23, the union representing METRO operators, said the agency and the union have only one goal in mind: “to make sure our employees, our operators and our customers are safe while using our services.”

“We want our community and our customers to know that we are taking all necessary steps to safely transport them while using our services and encourage riders to return back to METRO,” Sandoval said.

For information on METRO’s safety guidelines, visit scmtd.com/safety.





TARMO
HANNULA

Blog

Staff photographer

LEAVE A REPLY

Your email address will not be published. Required fields are marked *

Comment

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Website

Save my name, email, and website in this browser for the next time I comment.

Are you an earthling? Prove it with logic: *

9 + = seventeen

Post Comment

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Paratransit

Coronavirus

You are here: [Home](#) > [Coronavirus](#) > Safety Commitment

Coronavirus Advisory (Updated 10/23/2020):

- Customer Service Call Center (831) 425-8600 is open 7 days a week 8am-5pm
- Customer Service Call Kiosk available at Pacific Station & WTC 7 days a week, 8am-5pm
- Pacific Station Customer Service outside window now open Monday-Friday 8am-12pm (Noon)
- WTC Customer Service outside window now open Monday-Friday 8am-12pm (Noon)
- Watsonville & Santa Cruz Transit Center interior lobbies remain closed to the public

Bus Service:

- Mandatory Face Covering: No Mask, No Ride * unless exempt, which a face shield will be required
- Please adhere to all posted protocol while on the bus
- Maximum of 10 – 15 passengers per size of METRO bus:
 - Per the Santa Clara County Public Health Order, Hwy 17 bus capacity is limited to 8 passengers plus 2 ADA seats
- For more details on METRO's Safety Policy visit METRO's Commitment to Safety page

Paratransit Service:

- Mandatory Face Covering: No Mask, No Ride * unless exempt, which a face shield will be required
- To book a ParaCruz ride or apply for eligibility, please call (831) 425-4664 7 days a week, 8am-5pm
- Maximum of 4-5 passengers per METRO ParaCruz Vehicle

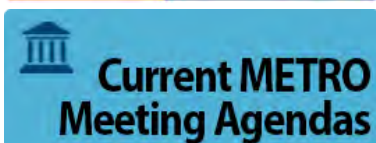
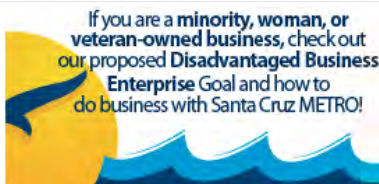
METRO News Bulletins

Service Calendar

Information

Safety Commitment

APTA Pledge



METRO's Commitment to Safety

The health and safety of our customers and employees is a priority for METRO. Since the beginning of the pandemic, METRO has worked tirelessly to keep riders and staff safe from infection from the coronavirus. METRO is actively working to instill confidence in riders by committing to protecting their health and safety.

To do this, METRO conducted a customer survey of our riders and identified four key areas to address to earn riders' confidence:

- Following public health guidelines from official sources such as CDC, State, and local guidance whenever possible
- Cleaning and disinfecting transit vehicles frequently and requiring face coverings and other protections
- Keeping passengers informed and providing resources to support safe travel
- Putting health first by requiring riders and employees to avoid public transit if they have been exposed to COVID-19 or feel ill and installing additional safety measures

METRO has pledged to meet these commitments by enforcing specific policies that are effective for our system, our riders, and our community. A key component to the success of this mission is the shared responsibility of our system and our riders to follow the guidelines. Riders rely on us to follow these commitments, and METRO relies on riders to protect themselves and other customers.

METRO needs your help to protect you and other riders, to do so please adhere to the following rules when using METRO services.

- Stay at home if sick or with COVID-19 symptoms such as fever, cough, or shortness of breath
- Face coverings are mandatory for all customers using METRO services including waiting at a bus stop, boarding the bus, and riding the bus (unless exempt, which a face shield will be required)
- Please adhere to all posted protocols while on the bus including no eating, drinking, smoking, or vaping while riding a bus
- Do not sit in blocked seats; unless travelling with immediate family
- Maintain physical separation with other passengers while waiting at a bus stop/terminal, boarding, and while riding a bus
- For added safety, talking, singing, and yelling are discouraged while on the bus
- Wash your hands with soap and warm water or use hand sanitizer to disinfect your hands before and after riding a bus
- Do not stand near the bus operator or in the restricted ADA securement area
- Limit carry-on items. No personal items are allowed in the aisle, restricted areas, on the wheel well, or empty seats; and all carry-on items must be carried in one's lap
- Always exit through the rear door
- Do not attempt to engage the bus operator in conversation and never dwell near the front of the bus when boarding

METRO is here to make sure you get to your destination as safely as possible, to do so we have implemented new safety measures

- METRO's bus passenger capacity has been reduced to 10 riders for 35' bus and 15 riders for a 40' bus plus 2 ADA seats
 - Per the Santa Clara County Public Health Order, Hwy 17 bus capacity is limited to 8 passengers plus 2 ADA seats
 - If a bus passes you by that either means the bus is at capacity and the driver will flash a sign saying "Sorry Bus Full" or signal you by hand that they are at capacity. The operator will then contact dispatch to send another bus.
- On April 25th, METRO started enforcing the new County Health Agency Order that all customers waiting at a bus stop, boarding a bus, and riding a bus must wear face coverings at all times. METRO is enforcing a "no mask – no ride" policy. [View photo](#)
- Face shields have been issued to all bus operators for use when securing wheelchair passengers
- Complimentary face coverings are available in buses, while supplies last
- Posted COVID-19 prevention measure flyers in our buses and at our transit centers [View photo](#)
- Operators have been trained on how to increase inside/outside air exchange rates and increase airflow in all of our buses
- Some seats have been blocked off to allow separation of riders
- Clear plastic sneeze barriers are in the process of being installed in between rows on all buses
- Clear plastic curtains have been installed at the operator's compartment on all fixed-route buses
- Hired additional cleaning staff and have them stationed at all transit centers to clean high touch surfaces on each bus that goes through a METRO center





- METRO buses are cleaned and disinfected several times per day
- Deployed new electrostatic disinfectant fogger that is used on each of our buses nightly [View photo](#)
- Hand sanitizer dispensers have been installed inside each bus and at our Transit Centers [View photo](#)
- Hand washing stations have been installed at Santa Cruz, Watsonville, and Scotts Valley Transit Centers
- METRO has closed the Santa Cruz and Watsonville Transit Center lobbies and restrooms and have instead installed a customer service window at Santa Cruz Transit Center that can be accessed from the outside of the building. Watsonville Transit Center customer service window to open in October.
- Ticket vending machines (TVMs) have been moved from inside the facility to outside and are available 24-hours a day. [View photo](#)
- Installed two Customer Service Calling Kiosks that provides customers with direct access to a Customer Service Representative to assist with planning a trip or to answer any questions. This allows the same great level of service while practicing social distancing. Available at Santa Cruz and Watsonville Transit Centers. [View photo](#)
- METRO has added ground markers at transit centers denoting where to stand while lining up for a bus to assist with physical distancing
- METRO also daily monitors all COVID-19 prevention information produced by the CDC, California Health Agency, and the Santa Cruz Health Agency along with industrywide transit best practices to stay up to date with prevention measures
- Launched our new Splash Pass App, METRO's new mobile ticketing app, allowing for contactless payment of fares. [View more detail](#). [View photo](#)



METRO is spreading the word to our community about our added safety measures with a full fleet of advertisements on the sides of our buses through King, Queen, and Tail ad placements. This series of ads features three messages: Serious About Safety, Deliberately Disinfecting, and Seriously Sanitizing.



For additional information on how METRO is fully committed to the health and safety of our customers and employees please review the below links:

[METRO Safety Tips for Passengers, Pedestrians, and Cyclists](#)

[Please see our CEO's fall note](#)

[Please see our note to customers on how METRO is keeping our customers and employees safe](#)

[View the latest schedules and safety articles in our Fall Headways Special Safety Edition](#)

[For answers to commonly asked questions on METRO services, policies, and safety measures visit our FAQ page](#)

[For more information on how METRO is keeping our employees and customers safe see our August BOD Presentation](#)





Have a question about METRO services? No problem.

Introducing, METRO's Customer Service Calling Kiosk.

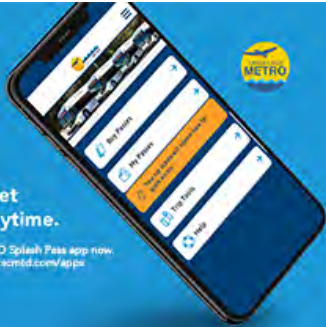

Virtually connect with a Customer Service agent anytime, anywhere via our new calling system. No need to wait in line or visit an office - just dial the number on the kiosk, or scan the QR code to get instant assistance. Right when you need it, wherever you are. It's as simple as pushing a button.

¿Tiene alguna pregunta sobre los servicios de METRO? No hay ningún problema.

Presentamos el quiosco de llamadas "a pedido" de servicio al cliente de METRO.



Conéctese virtualmente con un agente de servicio al cliente de METRO en cualquier momento y lugar a través de nuestro nuevo sistema de llamadas. No necesita esperar en línea o visitar una oficina - solo marque el número en el quiosco o escanee el código QR para obtener asistencia instantánea. Justo cuando la necesita, dondequiera que esté. Es tan fácil como presionar un botón.





Buy your ticket anywhere, anytime.

Download the new METRO Splash Pass app now. For more information visit scmtd.com/apps



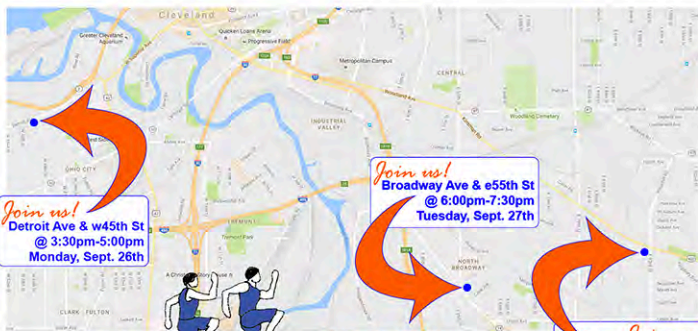


CLEVELAND

#BUS STOP MOVES

exercise while you wait!





Join us!
 Detroit Ave & w45th St
 @ 3:30pm-5:00pm
 Monday, Sept. 26th

Join us!
 Broadway Ave & e55th St
 @ 6:00pm-7:30pm
 Tuesday, Sept. 27th

Join us!
 Kinsman Rd & e93rd St
 @ 6:00pm-7:30pm
 Monday, Sept. 26th

**LET'S MOVE
 HEALTHY...TOGETHER!**



**JOIN US FOR A
 DANCE PARTY
 @ THE BUS SHELTER**



THANKS TO PROJECT PARTNERS:



Bust a move with

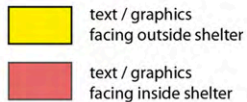
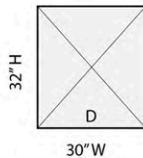
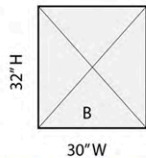
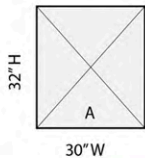


**Look for 10 *new*
 shelter locations
 Fall 2016 and join us
 for free fitness classes
 & fresh, healthy food
 at kick-off events
 at these three bus
 shelters near you!**

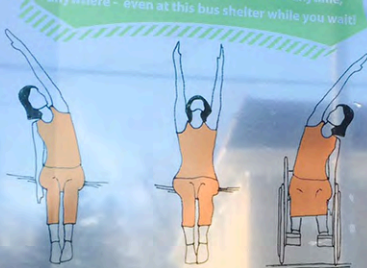
www.facebook.com/BUSSTOPMOVES











PRO TIP: You can do these moves sitting at this shelter, on the bus and at your desk.
Looking for other ways to squeeze fitness into your day?

Take a walk. Ride a bike. Take the stairs.

Dance around your kitchen while you cook.



PRO TIP: Breathe out as you move.

Take five slow breaths as you hold each pose.

Repeat each move on the opposite side to remain balanced!



COLLINWOOD
#BUSSTOPMOVES

IMPROVE YOUR MOOD

28

JOIN THE COMMUNITY

@ facebook.com /BUSSTOPMOVES





COLLINWOOD
#BUSSTOPMOVES



THE
KRESGE
FOUNDATION



Have you heard the phrase "runner's high"? When you exercise, your body releases chemicals called endorphins which interact with receptors in your brain that reduce your perception of pain and lead to positive feelings. Regular exercise is a great way to...

IMPROVE YOUR MOOD

JOIN THE COMMUNITY

@ [facebook.com/BUSSTOPMOVES](https://www.facebook.com/BUSSTOPMOVES)



LEARN MORE

@ www.METROHEALTH.org

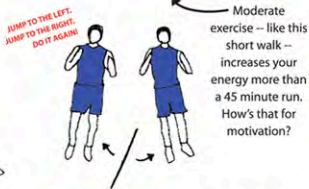
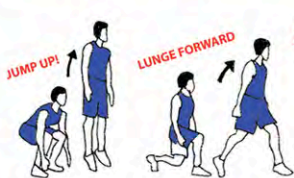


TAKE IT TO THE STREETS!

**The Beachland Ballroom is
3000 steps from here.**

Head south for a brisk 30 minute walk and continue your exercise routine on the dance floor or take a stroll through the Waterloo Arts District and browse the galleries and shops.

**DID YOU
KNOW?**



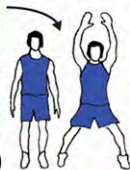
Dehydration is an important cause of fatigue, so to get the most energy out of every workout, be sure to stay hydrated!



USE THE BENCH INSIDE THIS SHELTER TO STRENGTHEN YOUR TRICEPS WITH THESE TRICEP DIPS.

PRO TIP: Get your blood pumping with good ol' jumping jacks. Keep your feet planted on the ground if jumping is too tough on your knees.

30



Squats can improve circulation, posture, digestion and are a low impact exercise that almost anybody can do using the weight of your own body.



Squats are primarily a lower body exercise and works out your quadriceps, glutes, hamstrings, hip adductors, abdominals AND MORE! So why not try a few? Stand tall with your feet hip width apart and your arms extended in front of your body for balance. Start to lower your body back as far as you can by pushing your hips back and bending your knees and pushing your body weight into your heels. Keep a neutral spine at all times and never let your knees go over your toes. Your lower body should be parallel with the floor and your chest lifted, not rounded. Pause then lift back up to the starting position. Repeat 5 to 15 times.



Picturing Collinwood - 2017

Thank you for taking this survey about your experiences in North Collinwood every year in order to make sure that we understand the neighborhood and focus our efforts on the issue areas that people care the most about. Your input will help us to make the neighborhood an even better place for everyone.

Two lucky respondents will also each receive a \$25 gift certificate to the North Shore Collinwood.

* Required

Please enter your participation code. *
If you don't have a code, enter: NES9999



NOW A LITTLE ABOUT YOU

Cuyahoga County? *

Relationship to our neighborhood? *
the following that apply.

... hours or fewer) in North Shore Collinwood.
... North Shore Collinwood.
... visit the neighborhood frequently.

The neighborhood is creative and artistic.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The neighborhood is culturally diverse.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
There's a strong sense of community spirit in the neighborhood.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
I am proud of the neighborhood.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

5. Please tell us what you think life is like in this neighborhood. *

Rate how strongly you agree with each statement.

	strongly agree	agree	neither agree nor disagree	disagree	strongly disagree
The neighborhood is safe.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The neighborhood is a good place to raise kids.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The neighborhood is a healthy place to live.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The neighborhood is generally clean.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
The neighborhood has good access to recreation and parks.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Walking around in the neighborhood is easy.	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

6. Now, tell us what you think about other characteristics of the neighborhood. *

Rate how strongly you agree with each statement.

MOVE HEALTHY
START HERE

READY,
SET...

LUNGE FORWARD



IMPROVE YOUR MOOD



Moderate
exercise -- like this
short walk --
increases your
energy and
decreases stress.
How's that for
motivation?



LET'S DO THIS TOGETHER.

JOIN THE COMMUNITY

@ facebook.com/BUSSTOPMOVES

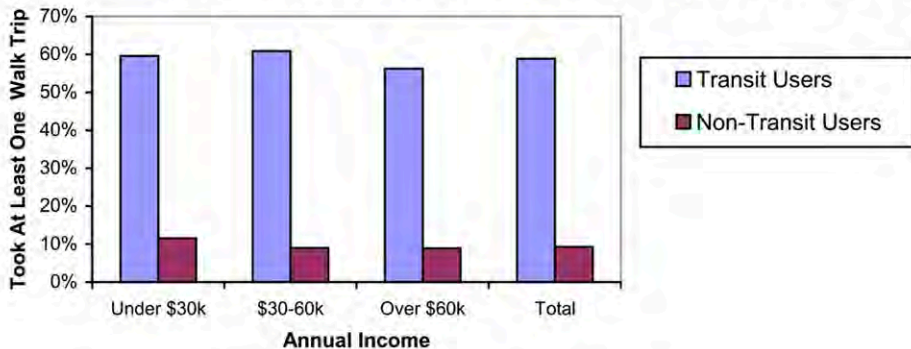


LEARN MORE

@ www.METROHEALTH.org



Figure 11 Daily Walking Trips And Transit Travel (Lachapelle and Frank 2008)



Public transit users walk more than non-transit users, regardless of income.

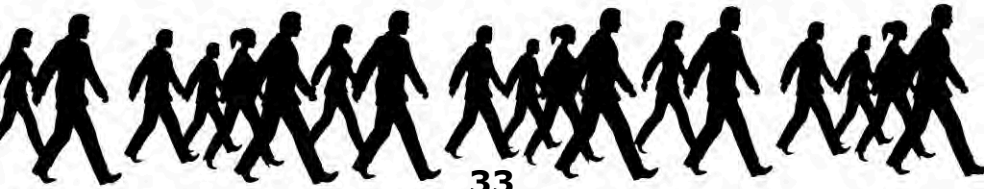


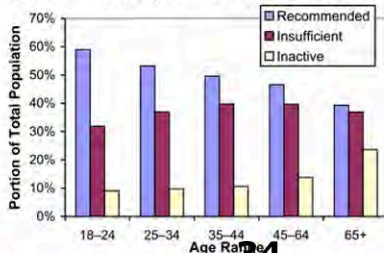
Table 2 **How Much Physical Activity Do Adults Need? (CDC 2008)**

Aerobic Activity	Muscle-Strengthening
2 hours and 30 minutes (150 minutes) of moderate-intensity aerobic activity (i.e., brisk walking) every week.	Muscle-strengthening activities on 2 or more days a week that work all major muscle groups (legs, hips, back, abdomen, chest, shoulders, and arms).
Or	
1 hour and 15 minutes (75 minutes) of vigorous-intensity aerobic activity (i.e., jogging or running) every week.	Muscle-strengthening activities on 2 or more days a week that work all major muscle groups (legs, hips, back, abdomen, chest, shoulders, and arms).
Or	
An equivalent mix of moderate- and vigorous-intensity aerobic activity.	Muscle-strengthening activities on 2 or more days a week that work all major muscle groups (legs, hips, back, abdomen, chest, shoulders, and arms).

10 minutes at a time is fine - 150 weekly minutes may sound like a lot of time, but you needn't do it all at once. Not only is it best to spread your activity out during the week, but you can break it up into smaller chunks of time during the day, as long as you're doing your activity at a moderate or vigorous effort for at least 10 minutes at a time.

This table summarizes the U.S. Center for Disease Control's recommendations for adult physical activity.

Figure 10 **U.S. Physical Activity Statistics (CDC 2007)**



Recommended: 150+ weekly minutes of moderate intensity physical activity.

Insufficient: 10+ weekly minutes of moderate intensity physical activity.

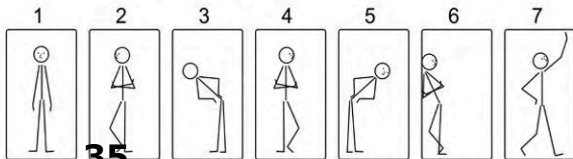
Inactive: less than 10 weekly minutes of moderate intensity activity.

Less than half of U.S. adults achieve recommended physical activity targets, and rates decline with age.





Do the "waiting for the bus" dance













Black-Eyed Pea and Sweet Corn Salsa

Serves: 4-6 portions

Ingredients	Amounts
Black-Eyed Peas, dried or canned, cooked and cooled	8 oz.
Lemon Juice, fresh	1 each
Extra Virgin Olive Oil	4 Tbsp.
Red Bell Pepper, medium sized, cut into ¼-inch dices	1 each
Jalapeno Pepper, seeds removed and deveined, chopped	2 each
Avocado, fresh, small diced	1 each
Sweet corn, Fresh or canned, cooked and cooled	1 ear or 8 oz.
Cilantro, fresh, finely chopped	½ cup
Garlic, fresh, minced	2 cloves
Salt	¼ tsp
Black Pepper, cracked	¼ tsp

Procedures:

1. Combine all ingredients together in a large bowl and mix well.
2. Serve immediately with Tortilla Chips or can be refrigerated for later use.

****OPTIONAL:** Can also be served by itself as a salad.

Provided by The Cutting Board Academy

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Roasted Vegetables

Serves: 5 portions

Ingredients	Amounts
Carrots, peeled, large dice	5 oz.
Onions, peeled, large dice	4 oz.
Potatoes, red or sweet, large dice	6 oz.
Bell Peppers, red/yellow/green, large dice	4 oz.
Tomatoes, cherry	4 oz.
Garlic, chopped	2 Tbsp.
Salt and Pepper	2 tsp.
Olive Oil	2 fl. oz.
Thyme, dried	1 tsp.
Oregano, dried	1 tsp.
Rosemary, fresh, fine chopped	1 ½ tsp

Procedures:

1. Be sure to cut vegetables approximately the same size so they will cook evenly—CUT POTATOES SLIGHTLY SMALLER.
2. Whisk together the oil, garlic, salt, pepper, thyme and oregano in a large steel bowl; add the vegetables and toss together—let stand for at least 30 minutes to 3 hours. Spread the vegetables on a sheet pan and roast at 350°F for 10 minutes.
3. Using a metal spatula, turn the vegetables to promote even browning; Continue roasting for an additional 15 minutes. Serve warm.

Provided by The Cutting Board Academy

All Rights Reserved 2014

Sautéed Collard Greens

Serves: 4-1 cup portions

Ingredients	Amounts
Fresh Collard Greens, cleaned and stemmed	1 lb.
Onions, thinly sliced	1 ½ cups
Cherry Tomatoes, sliced in halves	1½ cups
Garlic, fresh, chopped	4 cloves
Salt	To taste
Black Pepper	To taste
Red Pepper Flakes	2 tsp
Vegetable Oil, preferably Olive Oil	3 Tbsp

Procedures:

1. Heat oil in a large sauté pan.
2. Add garlic, onions and let cook for about 3 minutes; add the tomatoes.
3. Continue to sauté for an additional 3 minutes and add the greens.
4. Mix the greens in well so that they are coated with the oil and the other vegetables are also blended;
5. Season with Red Pepper Flakes, salt and pepper; continue to stir and blend the greens periodically for ~25-30 minutes until green are firm but tender; Serve warm.

Provided by The Cutting Board Academy

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FREE FRESH FRUIT



JOIN THE COMMUNITY

@ facebook.com

/BUSSTOPMOVES



41

Provided by The Cutting Board Academy

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SHOW US YOUR
BEST DANCE MOVE



SUSTAINABLE TRANSPORTATION

20 SLIDES X 20 SECONDS PER SLIDE

Cleveland's identity is historically tied to automobile manufacturing, greater emphasis on the city's current dependence on gasoline-powered vehicles where transportation is sustainable, how can this dream a reality?

Join Sustainable Cleveland as they explore all around the topic of sustainable transportation.

This event is free and open to anyone interested.

Presenters include:

Austin McGuan, Squire Patton Boggs
Allison Lukacsy, Architect and Urban Planner

Partnering Community Health with Public Health
Ja'Ovoni Garrison, Program Coordinator, Public Square Center

Jimmy Smith, Ohio EV Solutions, on Electric Vehicles in Cleveland
Margaret Hewitt, President, The Center for Urban Innovation

Adie Tomer, Fellow, Brookings Institution
Freddy Collier, Jr., Planning Director, City of Cleveland

Calley Mersmann, cCLEVIA, on cCLEVIA
William D. Friedman, President & CEO, cCLEVIA

Cleveland: Green Port on a Great Lake
Brad Masi, Filmmaker, on Moving Places

POWERED BY

PechaKucha
20 X 20



07.06.16





ioby brings neighborhood projects to life, block by block.

[start a project](#)
[find a project >](#)

STATUS: UNDERWAY, ACCEPTING VOLUNTEERS

Bus Stop Moves

Take healthy living to the streets with 'Bus Stop Moves' free fitness classes and fresh, healthy foods at an GCRTA bus shelter near you!

SHARE THIS PROJECT [f](#) [t](#) [g+](#) [+](#)

For every dollar you give to this campaign, TransitCenter will give an additional \$1! The 1:1 match is good on the first \$100 of your gift! Don't wait to support this project!

[More Trick Out My Trip information here!](#)
[OVERVIEW](#)
[BUDGET](#)
[UPDATES](#)
[DONORS](#)
[NEARBY PROJECTS](#)

PROJECT DEADLINE:
August 5, 2016

TOTAL FUNDING NEEDED: \$618

\$1,040

RAISED SO FAR

\$0

STILL NEEDED

[project leader](#)

Allison L

[location](#)

5645 Broadway Avenue
(Cleveland)

[latest update](#) [f](#)

Thank You!



the project

43



funded!

This project has been fully funded and is no longer collecting donations.

There are 13 'Bus Stop Moves' shelters throughout Cleveland as of November 2016

- Detroit Ave and W.45th St (eastbound)
- Detroit Ave and W.45th St (westbound)
- Kinsman Rd and E93rd St (eastbound)
- Kinsman Rd and E93rd St (westbound)
- S.Moreland Ave and Drexmore Ave (southbound)
- Superior Ave and E.105th St (eastbound)
- Superior Ave and E.105th St (westbound)
- Lakeshore Blvd and E.152nd St (southbound)
- Grovewood Ave and E.156th St (westbound)
- Lakeshore Blvd at Dave's Market (Grocery Store)(eastbound)
- Broadway Ave and Foreman Ave (northbound)
- Broadway Ave at E.55th St (northbound)
- Detroit Ave and W.25th St (westbound)

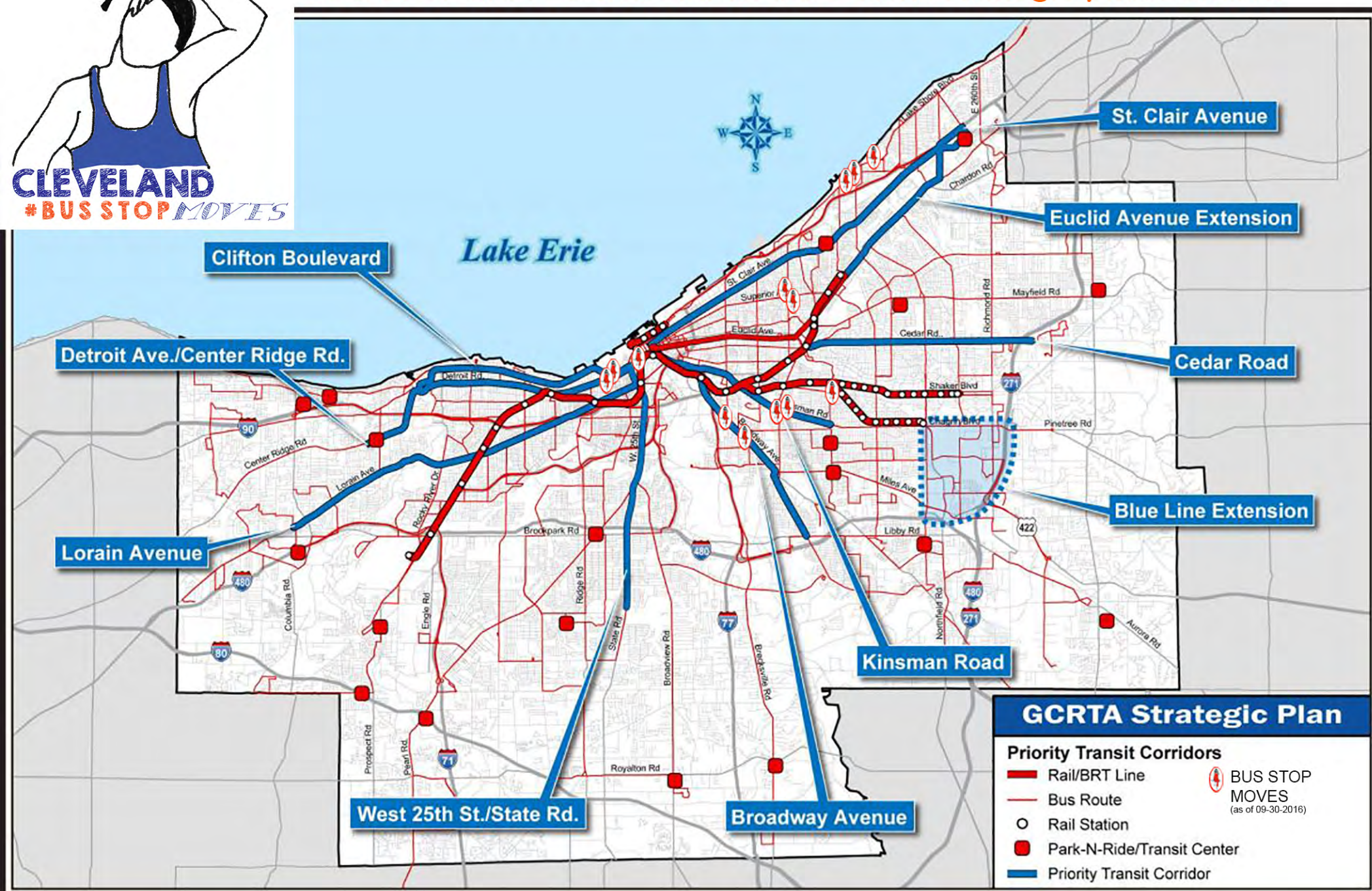


...with 20 more planned

and fully funded in Spring 2017.



BUS STOP MOVES overlaid on the GCRTA strategic plan network



13 'Bus Stop Moves' shelters as of September 2016

Lakeshore Blvd and E.152nd (southbound)
 Grovewood Ave and E.156th (westbound)
 Lakeshore Blvd at Dave's Market (Grocery Store)(eastbound)

Broadway Ave and Foreman Ave (northbound)
 Broadway Ave at E.55th St (northbound)
 Kinsman Rd and E93rd St (eastbound)
 Kinsman Rd and E93rd St (westbound)
 S.Moreland Ave and Drexmore Ave (southbound)

Detroit Ave and W.25th St (westbound)
 Detroit Ave and W.45th St (westbound)
 Detroit Ave and W.45th St (eastbound)
 Superior Ave and E.105th St (eastbound)
 Superior Ave and E.105th St (westbound)

Development News

Two lobby campaigns make waiting for RTA a more productive, enjoyable

[eBay Classifieds](#) | [FACE](#) | [Twitter](#) | [LinkedIn](#)



Waiting for the bus is about to get a little more interactive. [ioby](#) (In Our Own Backyards), the New York-based organization that uses crowd-funding to turn grassroots neighborhood projects into realities, [established Cleveland offices](#) in March

SHARE    

doi:10.1002/for


www.springer.com
 505-1000 505-1000 505-1000

The Collinwood
observer

Get into the Groove with Bus Stop Moves

— **Alison Lukacysz**

...and outside

Next time you are waiting on the Route 30 or the other RTA buses that weave throughout North Collinwood - remember the best way to keep warm is to keep MOVING!

Thanks to funding from The Kresge Foundation's
Cultural Arts and Culture through Northeast Shores
COLLWOOD 2015 grant program, the project "Bus
Stop Moves" launched at three targeted bus shelters
last month. The grant and resulting project were
designed to address health issues identified through the
recent "Picturing Collwood" survey in addition to the

This project endeavors to inject just a few minutes of stretching and strengthening exercises into the commute - while waiting for the bus to arrive - by providing simple feedback was solicited by "Bus Stop Moves" creators.

Stay warm and develop a fitness routine while you wait for the bus at three RTA shelters in Collinwood.



CITYFIXER

Rethinking the Bus Shelter

In a handful of cities, citizen urbanists are crowdfunding projects that make these overlooked stops much more engaging.

JESSICA LEIGH HESTER | [Twitter](#) @jesvacahester | Aug 3, 2016 |

Share on Facebook

Exercise hubs

In Cleveland, the Bus Stop Moves project encourages commuters to get a little exercise into their waiting. The organizers plaster stop with infographics outlining some easy stretching and some tips to make one instance in which the lengthy wait times become a slight advantage, says Allison Lukacsy, one of the project's planners in a nearby city.

The project was inspired by a survey in which more—and more accessible—fitness opportunities recently seen **an uptick** in obesity rates and an increase in diabetes. Of course, a few calisthenics won't really solve a health problem—but they could contribute to fixing it. "If you happen to have just missed the last bus, a little amount of time that health practitioners say is 'just enough' for stretching exercise," Lukacsy adds.

46

STREETSBLOG USA
Podcast | Transit | Bike/Ped | Smart Growth

Podcast | Transit | Bike/Ped | Smart Growth

Monday, August 1, 2016

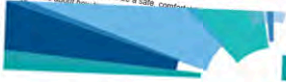
A Better Bus Stop: Big Ideas From Transit Riders for a Better Wait
by Angie Schmitt

Streetsblog has been calling attention to the [America](#) tournament. Transit riders have been sharing their ideas for a better wait.

StreetBorg has been calling attention to the dismal state of transit waiting areas with our [Secretest Bus Stop in America](#) tour. Transit riders have to put up with conditions that no one should stand for — bus stops with nothing to sit on and no shelter, bus stops by dangerous, high-speed roads with no sidewalks, even “secret” bus stops with no visible marker that they exist.

Every bus stop ought to be a safe, comfortable place to wait. Here are some ideas about how to make that happen:

Every bus stop ought to be a safe, comfortable place for people to wait. Here are some ideas about how to make that happen.

 MetroHealth

"Bus Stop Moves" Promotes Exercise Among Collinwood Commuters

If you happen by one of three Greater Cleveland Regional Transit Authority (RTA) bus stops in the Collinwood area these days, you're likely to see something unusual: instead of staring down the street waiting for a bus to arrive, or focusing on their mobile devices, commuters are exercising.

Thanks to Collingwood artist and resident Allison Lukaczy and her collaboration with The MetroHealth System, the Bus Stop Moves project has made waiting for a ride at shelter #27 (on Groveswood and E. 156th), shelter #2225 (on Lakeshore in front of the Olive's Supermarket) and shelter #1344 (on Lakeshore at E. 152nd), a whole lot more interesting. The project, according to Linda Jackson, Director of MetroHealth's Arts in Medicine Department, "is a wonderful example of how the intersection of arts and health can impact the well-being of our community."

Lukacs is an architect as well as artist, and regularly takes the bus to and from her downtown Cleveland job. "It's so painful to wait at a bus stop," she says. "You just stand there, willing the bus to come down the street. I thought we all needed a diversion."

With the idea of inspiring riders to exercise while they wait, Lukacy sought funding from Northeast Shores Development Corporation's Collinwood 2015, a grant program that supports grassroots arts projects designed to improve community health. She needed a healthcare partner, so she approached MetroHealth's community outreach staff, and was introduced to Dr. Eileen Seetolzer, Medical Director of MetroHealth's Obesity and Weight Management Clinic.

Sehloher was immediately intrigued by Lukacs's idea. "Like most people, the residents of Collinwood have limited time, and struggle to find enough minutes in the day to exercise," she says. "The Bus Stop Moves project provides an opportunity—and inspiration—to be active in 'stolen moments'. Being active together in neighborhoods, even informally, creates a culture of playfulness and wellness that can strengthen a community."

GameTime GT Fit equipment

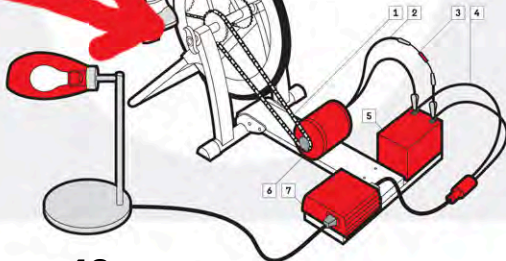


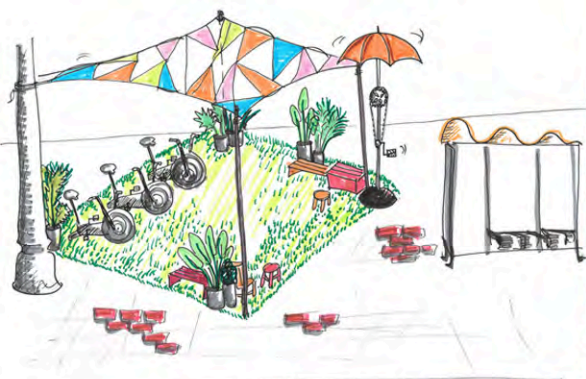


Bus Stop Moves 2.0 = taking it to the streets & challenging notions about the “right” time and place to exercise.

imagine what comes next...

- 1 CHAIN, \$10
- 2 MOTOR LEADS, \$8 EACH
- 3 DIODES, \$2 EACH
- 4 BATTERY LEADS, \$8 EACH
- 5 BATTERY, \$38
- 6 MONSTER SCOOTER PARTS MOTOR (MY1016), \$38
- 7 POWERBRIGHT INVERTER, \$30





**DON'T JUST
STAND
THERE**

DON'T JUST SIT THERE.



**BUST A
MOVE**



Thank you!
facebook.com/BUSSTOPMOVES/

CONTACT:
Allison Lukacsy-Love
856-889-6015
alukacsy.love@gmail.com

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
10/25/20	Jennifer	Weaver	298 McGregor Dr	Perch Way	Aptos	Ped: Rough pavement or potholes, Pavement cracks, Damaged sidewalk	The concrete has been lifted in different sections due to a nearby redwood tree. It is a trip hazard that could cause substantial injury to someone.	DPW	10/30/20	11/2/20 Jana Vargas: Hello, I have forwarded your message to our Road Maintenance Dispatch. 11/2/20 Road Maintenance Dispatch: SERVICE REQUEST ISSUED 20-001592
10/23/20	Paula	Reed	3191 La Madrona Dr	Spiker Ln	Santa Cruz	Ped: Other	Hi, my name is Paula Reed. I'm concerned about a hill coming down between Oak Acres and Spiker Lane and I believe that would be in the Scotts Valley area. It's on La Madrona Frontage Road. I think reported this before, but it is getting worse and it's coming up above and there is a house up there, but there is dirt piling on the southbound lane the hillside on the Frontage Road, and my concern is people are going to start swaying around it and they're going to hit the oncoming traffic. I hope you can address this issue or forward to the right people. Thank you.	DPW	10/30/20	11/2/20 Dorothy Morgan: Hello SCCRTC, I have forwarded your message to our Road Maintenance Dispatch. 11/2/20 Road Maintenance Dispatch: SERVICE REQUEST ISSUED 20-001594
10/12/20	Debbie	Bulger	321 Arroyo Seco	Hope Ln	Santa Cruz	Ped: Plant overgrowth or interference, Debris on sidewalk	I have reported this hazard previously. It is re-occurring.	Jim Burr, Claire Gallogly	10/16/20	10/21/20 Claire Gallogly: Hello, Someone from our staff will go check the location and send a letter to the property owner to abate as needed.
10/02/20	Krista	Corwin	711 Broadway	Ocean Ave	Santa Cruz	Ped: Damaged sidewalk	Big chunk taken out of the curb there. Nearly rolled my ankle on it loading a box into the car tonight. Thank you for addressing!	Jim Burr, Claire Gallogly	10/07/20	10/7/20 Claire Gallogly: Good morning, Someone will go out to check the sidewalk in the coming days.
10/02/20	Lauren	Freeman	498 Water St	May Ave	Santa Cruz	Ped: Plant overgrowth or interference	Hi, On Water St and May Ave there is an island and cross walk. The island contains very tall trees/shrubs that obstruct the view of a pedestrian if they are standing on the island waiting to use the cross walk to cross to the other side of the street. I was driving yesterday and did not see the pedestrian waiting to cross towards Dig Gardens because of the shrub/trees. Scary! :(Thank you	Jim Burr, Claire Gallogly	10/02/20	Sent follow-up email on 10/30/20
09/23/20	Virginia	Vaquero	East Cliff Dr	Blackpoint Ln	Twin Lakes	Ped: Rough pavement or potholes, Pavement cracks, Debris on sidewalk, Damaged sidewalk, Lack of wheelchair access	We had a man in a wheelchair hit this broken portion of sidewalk trying to arrive to board one of our buses. The damaged sidewalk cause the wheel chair to tip over backward and the man fell out of his chair.	DPW	09/23/20	9/23/20 Jana Vargas: Good afternoon, Thank you for your email. I will forward your request to our Road Maintenance Department and Encroachment Inspector for review and response. 9/23/20 Kristine Conley: This is a sidewalk issue per the photo in the link. Sidewalks are responsibility of the property owner to maintain and repair. It appears from the photo that large vehicles have damaged the curb and driveway when either using the driveway or when parking in front of the property. With that being said, I will send a letter to the property owner, East Cliff Village, for request to repair. Thank you for bringing this hazard to our attention.
08/12/20	Virginia	Vaquero	5250 Highway 9	N/A	Felton	Ped: Rough pavement or potholes, Plant overgrowth or interference, Lack of sidewalk, Lack of wheelchair access	There are two sections on Highway 9 between the address I've listed and Henry Cowell that have no foot path due to CalTrans placement of road barriers. There are a lot of people walking, running and bicycling from many residential areas south of Felton village and in this particular stretch it has no place for a pedestrian to get out of the way of vehicles. Not even a ditch to jump into. This road serves the state park which is less than .5 miles away. It is absurd to have it be in this condition. Please pass this on to CalTrans. So they can ignore it like always.	Nancy Cross (CALTRANS)	08/14/20	8/14/20 Nancy Cross: I've created a Customer Service Request (CSR) ticket 807193 for trimming vegetation at this location to improve sight distance.

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
07/26/20	Richard	Stover	1807 Mission St	Balwin St	Santa Cruz	Ped: Vehicles or objects blocking sidewalk	This Epicenter Cycling bicycle shop at Mission and Baldwin in Santa Cruz persists in parting their van across the sidewalk. They have been asked to stop blocking the sidewalk, but they have ignored our requests.	Jim Burr, Claire Gallogly	07/28/20	7/28/20 Jim Burr: Richard, Parking Enforcement has spoken to the owner, obtained compliance, and will continue to monitor. Complete. Thanks
07/01/20	Debbie	Bulger	Baldwin St	Mission St	Santa Cruz	Ped: Vehicles or objects blocking sidewalk, Lack of wheelchair access	The bicycle shop on the corner of Mission and Baldwin Streets continues to block the sidewalk with their van parked in their parking lot. They deliberately roll over the tire stop to extend the back of the vehicle over the sidewalk. I have spoken to them, however they continue to block the sidewalk with their van.	Jim Burr, Claire Gallogly	07/02/20	7/28/20 Jim Burr: Parking Enforcement has spoken to the owner, obtained compliance, and will continue to monitor. Complete. Thanks
06/21/20	Jean	Brocklebank	Brommer St	Captain's Ct	Live Oak	Ped: Plant overgrowth or interference	This hazard is located on Brommer Street where Leona Creek flows under it. See attached picture taken 6/18/20.	DPW	06/23/20	6/22/20 Dorothy Morgan: Hello SCCRTC, Thank you for your email. I have included our Road Maintenance Dispatch who will review (see link below for photo submitted) and respond to you directly. 6/22/20 Road Maintenance Dispatch: 2 SEQUESTS IN ONE SERVICE REQUEST 20-000926

AGENDA: November 17, 2020

TO: Elderly and Disabled Transportation Advisory Committee (E&D TAC)
FROM: Rachel Moriconi, Transportation Planner
REGARDING: 2021 State and Federal Legislative Programs

RECOMMENDATIONS

Staff requests that committee members inform staff by December 17, 2020 of any State or Federal legislative issues that the Regional Transportation Commission (RTC) should consider, pursue, or monitor in 2021.

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 recommends that committee members inform staff of any legislative priorities and/or issues that the RTC should consider, monitor, or pursue in 2021. Committee members can provide suggestions by emailing rmoriconi@sccrtc.org by December 17, 2020. The 2020 Legislative Programs are attached ([Attachment 1](#)). The RTC board is expected to approve the 2021 State and Federal Legislative Programs at its January 2021 meeting.

The RTC legislative program is used to advance regional projects and key goals and targets in the *Santa Cruz County [Regional Transportation Plan](#)*, which focuses on sustainability – improve multimodal access and mobility in ways that improve health, reduce pollution and retain money in the local economy; reduce collisions and improve safety; maintain existing transportation infrastructure and services; and deliver improvements cost effectively, equitably and responsive to the needs of all users of the transportation system and the natural environment.

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 reconvenes for a new two-year session on December 7, 2020. Issues anticipated to be discussed during the 2021 state legislative session include implementation of Governor Newsom's Executive Orders aimed at reducing greenhouse gas emissions and mitigating the impacts of climate change, housing and transportation connections, safety and speed limits, streamlining and expediting project delivery, and implementation of bike, pedestrian, and transit projects.

The focus on the federal level will be on reauthorization of the multiyear federal transportation act (in September Congress approved a one-year extension of the current Fixing America's Surface Transportation (FAST) Act). A key issue for reauthorization is how transportation projects will be funded, given that the federal gas tax has not increased since 1993.

SUMMARY

Committee members are encouraged to review the 2020 Legislative Program and inform staff by December 17, 2020 of any changes the RTC should consider for its 2021 Legislative Program.

Attachment 1: 2020 Legislative Program

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Santa Cruz County Regional Transportation Commission 2020 STATE Legislative Program

Focus Areas in 2020:

- Ensure legislative and administrative actions support implementation of priority transportation projects and programs in Santa Cruz County, including projects included in the Measure D Expenditure Plan. Maintain and increase funding for RTC projects and programs, support streamlining and other actions which could expedite delivery of projects, and oppose efforts which could hinder implementation of RTC priorities.
- Support efforts to reduce greenhouse gas emissions and improve mobility through increased funding for alternative transportation and transit, and support California's passenger vehicle emission standards.
- Support legislative and administrative actions that will improve safety on state highways and local roads, including actions which would allow for reduction of speed limits and integration of bicycle and pedestrian infrastructure, especially where state highways serve as main streets.
- Support Transportation Development Act (TDA) program modifications which reduce the burden of outdated performance measures and eliminate the farebox recovery penalty for public transportation systems.

Ongoing Priorities

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.
 - Stable, formula funding is essential for addressing the backlog of transportation infrastructure repairs and improvements in Santa Cruz County. Protect 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.
 - Ensure that state regulations do not negatively impact implementation of the voter-approved Measure D Expenditure Plan.
 - Online sales taxes: 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. 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.

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

- 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.
- **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

- **Transportation Development Act (TDA):**

- o Monitor potential modifications to the TDA. 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 and eliminating penalties associated with farebox recovery. Support 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, Facilitating Project Delivery:** Support administrative and/or legislative efforts which may be required to implement or expedite delivery of priority projects. Includes actions that streamline funding applications, simplify program administration, efforts that modernize and accelerate project delivery.
 - o Support the development of greater efficiencies of transportation program implementation, including California Environmental Quality Act (CEQA) reform, stormwater runoff regulations, CA Fish and Wildlife, CA Water Quality Control Board and California Public Utilities Commission permit and approval processes, to streamline both project development and delivery for priority transportation and transit projects, and eliminating any unnecessary, overly burdensome and/or duplicative mandates.
 - o Support legislative and administrative actions required to secure permits that may be required to implement priority projects.
 - o 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.
 - o Support 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.
 - o Support delegation of fund allocation responsibilities to Caltrans.
 - o Allow advance payment of programmed funds, in order to expedite project delivery and resolve cash flow challenges faced especially by small agencies.
- **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.
- **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.
 - o Speed limits: Support proposals that would allow local jurisdictions to reduce speed limits on both local roads and state highways and work with state representatives 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 to address findings and to address other recommendations of the AB2363 Zero Traffic Fatalities Task Force report.

- Traffic Laws & Enforcement: Support proposals to increase enforcement and modification of traffic laws to better protect pedestrians and bicyclists, including proposals to authorize automated speed enforcement on a pilot program basis, and modifications to vehicle code to allow vehicles to cross a double-yellow line when passing cyclists.
- Education: Support commercial driver, bus driver, motorist, bicyclist, and Safe Routes to Schools training and education programs which reduce collisions.
- **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**:
 - Support efforts to reduce vehicles miles traveled and promote job-housing balance which also protect locally-driven land use planning that implements broad policy goals set by the state to provide affordable housing in transit-rich areas. Encourage new developments to incentivize active transportation and transit use. Ensure SB743 (Steinberg, 2013) implementation supports infill development, promotion of public health through active transportation, and expedites transportation project delivery. Support innovative measures to mitigate growth in vehicle miles traveled, such as regional mitigation banks.
 - Support state goals to reduce homelessness. Monitor implementation of Governor Newsom's Executive Order N-23-20 which requires Caltrans to develop a model lease template to allow counties and cities to use Caltrans property adjacent to highways or state roads for short-term emergency homelessness shelter; and requests that special districts, cities, counties, and transit agencies, and others to examine their ability to provide shelter and house homeless individuals.
 - Support efforts to streamline SB375 implementation and extend timeframe between required Regional Transportation Plan updates.
- **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.

- **Commuter Programs:** Expand statutory authority for regions statewide to adopt and implement programs aimed at reducing trips and vehicle miles traveled, such as 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.
- **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.
- **Encroachments:** Support legislation that clarifies the authority under which rail property owners may remove, or by notice may require the removal of encroachments.
- **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.

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Santa Cruz County Regional Transportation Commission 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 and make the Railroad Rehabilitation and Improvement Financing (RRIF) program more accessible to smaller public agencies.
 - **Defend Fiscal Year 2020/21 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.** Reinstate 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 California's reauthorization principles, a long-term reauthorization of the Act with increases to programs that provide funds for projects in Santa Cruz County. Support creation of a new, dedicated bridge investment program that makes funds available to local entities to address the backlog of bridges in poor condition nationwide.
 - **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 (similar to those included in the Senate FAST Act reauthorization bill (S. 2302)), expand eligibility for CMAQ and other funding programs to Santa Cruz County. Support federal funding, tax credits, and coordination of vehicle electrification purchase (including buses), 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.

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Grocery Shopper Program Update July 2020-September 2020

The last three months have been particularly challenging, not only due to a national COVID-19 pandemic but because of the devastating fires that struck our county in the middle of August. Our Grocery Shopper volunteers were asked to help with additional fire response needs during the CZU Fire.

During the fire, GSP volunteers continued to assist in meeting the needs of vulnerable community members by shopping for them and making sure they had access to fresh food and timely delivery of medications. Many volunteers also stepped up to assist with the unpredictable needs during the fire response. These volunteers were quick to respond with their availability to help fill in for shifts at the local Emergency Operations Center as well as deliver important medical items needed at the various shelters and donation centers. These dedicated volunteers remained flexible and ready to respond to the ever-changing disaster response needs.

From one of our volunteer GSP dispatchers:

“The GSP volunteer dispatch team organized an effort to contact all clients in the surrounding fire areas and inform them of the situation and the need to prepare for evacuations. Many people were unaware of the fires being in such close proximity to where they lived. We knew of one client in the area of Boulder Creek who was disabled, and after not getting through to her on the phone after several attempts, I looked up her emergency contact information and called the number listed for her father and mother-in-law. Her mother-in-law answered the phone and I explained who I was and that her daughter-in-law was in an area that was in immediate danger and needed to be evacuated. The couple had just returned from out of town and were not even aware of the fires in the area of Boulder Creek. She stated that she would call her daughter-in-law's neighbors and find out what she could. They were able to connect with their daughter and she evacuated to their home for the next two months. We got a thankful follow-up call shortly after informing them of the situation and were updated that her daughter-in-law was safe and would be staying with her father and mother-in-law until further notice. When our GSP client returned home, we were able to resume helping her with groceries because of another amazing volunteer in her area that, despite being evacuated herself, made a point to let us know that she would continue with her clients, as usual, once evacuation orders were lifted.”

Volunteer Center of Santa Cruz County
Transportation Program - TDA funding

Volunteer Center Transportation/Grocery Shopper Program

				Q1 2020-2021	
	<u>Santa Cruz</u>	<u>San Lorenzo Valey</u>	<u>Watsonville</u>	<u>Totals</u>	
Volunteers	72	8	13	93	
Total Participants	132	18	21	171	
Total Shopping Requests	368	187	139	694	
Grocery Reqests unable to fill	16	17	6	39	
Unfilled requests referred other agencies	14	12	8	34	
Requests cancelled by client	28	10	9	47	
<u>Grocery Bags Delivered/Rides to Dialysis</u>	<u>July</u>	<u>August</u>	<u>September</u>		
Physician	0	0	0	0	
Shopping and Medications	989	654	879	2522	
Stroke Center	0	0	0	0	
Hospitals and therapy	0	0	0	0	
Convelescent homes	0	0	0	0	
Low Vision Center	0	0	0	0	
Clinishare Dialysis Rides	4	4	4	12	12 rides have been given to dialysis in Q1
Other	0	0	0	0	
Total Grocery Bags Delivered	993	658	883	2522	
<u>Avg trip length (Q1)</u>	29				
<u>Total Miles driven (Q1)</u>	54,773				
<u>Total Reimbursement (Q1)</u>	\$323				

Volunteer Center Transportation Program

	Total	
	<u>FY20-21</u>	<u>%</u>
<u>Client Jurisdictions</u>	Q1	
Santa Cruz City	63	37%
Scotts Valley City	22	13%
San Lorenzo Valley	18	11%
Capitola City	15	9%
Watsonville City	21	12%
Midcounty Unincorporated	25	15%
South County	7	4%
north Couty	0	0%
Unknown		0%
Total Clients (unduplicated)	171	100%

Origin of Request by Jurisdiction

Santa Cruz City	277	40%
Scotts Valley City	52	7%
San Lorenzo Valley	43	6%
Capitola City	54	8%
Watsonville City	121	17%
Midcounty Unincorporated	128	18%
South County	19	3%
Out of County	0	0%
Total	694	100%

AGENDA: November 17, 2020

TO: Elderly & Disabled Transportation Advisory Committee

FROM: Amanda Marino, Transportation Planner

RE: The City of Santa Cruz Slow Streets Program

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive a presentation on the City of Santa Cruz Slow Streets Program.

BACKGROUND

With more people staying home during the COVID-19 health crisis, many Santa Cruz residents have started walking and biking in their neighborhoods. However, sometimes it is difficult to maintain 6' of social distance. Because of this, many pedestrians are choosing to walk in the street to maintain adequate social distance.

To address this, the City of Santa Cruz launched a Slow Streets program. The City intends to implement Slow Streets throughout the city, making sure that there is a geographic distribution to enable access for all. Their approach is to do this in phases: the first ten streets will be implemented, monitored, refined, and will add additional streets citywide.

DISCUSSION

This program is designed to limit through traffic on certain residential streets and allow them to be used more as a shared space for foot and bicycle traffic. Slow Streets are not closed streets. Those streets designated as Slow Streets will have added signage to help minimize through vehicle traffic and prioritize walking/biking. The goal is to provide more space for social distancing for those walking and biking outside.

The initial application period resulted in 48 applications. After careful review, 11 streets were selected for Phase 1.

The Phase 1 Slow Streets are:

1. Caledonia between Soquel and Broadway
2. Escalona between Bay and Highland
3. Darwin/Owen between Hanover and Hall
4. Getchell between Delaware and West Cliff
5. Modesto/Wanzer between Fair and Swanton
6. Oxford between Woodrow and Almar
7. Trevethan between Eastgate and Roxas
8. Melrose between Trevethan and Stanford
9. May between Coulson and Water

10. Jenne between Blackburn and Chestnut
11. Grandview between Southview Terr and Western

SUMMARY

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive a presentation and provide input on the City of Santa Cruz Slow Streets Program.

Attachments:

1. Slow Streets Santa Cruz FAQ
2. Map of Selected Slow Streets

Slow Streets Santa Cruz



Frequently Asked Questions

Are all streets eligible for a Slow Streets program?

No. Slow Streets are intended for local residential streets to prevent overcrowding on sidewalks and to facilitate physical distancing in line with public health orders. Slow Streets are not permitted on arterial streets and many collectors. The first phase of the program will be limited to ten streets strategically located citywide.

Are these 24/7 or at certain times of the day?

Once established, a Slow Streets area will be in place 24 hours a day, 7 days a week until COVID emergency orders are lifted or until the City decides to end the program.

Are these full street closures or are these streets still open for local pick-up/drop offs?

These are not full street closures. Streets are open for local access, emergency vehicles, delivery and drop-off. Streets are closed to through traffic, while this is will not be enforced or enforceable. We request all vehicles and local traffic voluntarily drive at slow speeds on designated Slow Streets.

How do I apply for a slow street?

Visit www.cityofsantacruz.com/slowstreets to fill out an application form. Each Slow Street must have a primary Point of Contact person who is the responsible for all communications with the City and for monitoring the Slow Street after implementation.

What is the Point of Contact responsible for?

The City of Santa Cruz will deploy equipment and signage that explains the rules of the Slow Street. The Point of Contact is responsible for making sure your neighbors are aware of the street closure and the streets that the closure will impact. The Point of Contact is also responsible for:

- 1. Communicating with the City on a weekly basis about your slow street.*
- 2. Checking in on each street segment to confirm equipment is still intact, signage and messaging materials are in place, and all health guidelines are being followed including social distancing, and active use only.*
- 3. Notifying the City when health guidelines, like social distancing and limits on group gatherings, are not being followed. You will not harass your neighbors if they are exhibiting improper behavior.*
- 4. Making sure equipment doesn't fall over and picking it back up if it does. If it's missing, broken, or tagged equipment or signage, you should notify the city.*
- 5. Notifying the city immediately if you notice crowds building up on the street or people using the street for any activity beyond active use (walking, biking, scooting)*
- 6. Encouraging your neighbors to fill out the City's user survey at cityofsantacruz.com/slowstreets*

Slow Streets Santa Cruz



Is there an actual speed limit change on these streets if so? How is it enforced?

We hope that local access vehicles slow down on these streets. Traveling at slower speeds will help everyone using the streets be safer. However, the City has not adjusted speed limits in these areas.

Where can I see a map of Slow Streets locations?

Slow Streets are not public events. Slow Streets are intended for local residents only. While we have a published map of locations at www.cityofsantacruz.com/slowstreets, In order to prevent outside visits and large gatherings, we request that you do not travel outside of your neighborhood to access a Slow Street. If it requires you to drive to get to a Slow Street, we encourage you to stay closer to home. Signage will indicate to people driving that they are entering a location where they may encounter pedestrians and bicyclists.

How will enforcement over parking and resident access, including disabled parking access, be affected?

There is no change to parking or resident access with these street restrictions. Local vehicle traffic will continue to be accommodated on all Slow Streets, and no changes to disabled parking are proposed. Due to other public safety staffing commitments, these streets are designed to be self-enforcing.

What will Slow Streets look like?

Simple tools such as temporary signs will be used to divert through traffic and slow down overall speeds. The California Vehicle Code states that motor vehicles still have right-of-way in the street, but these simple strategies are designed to improve safety for people who are walking or biking. Access to driveways and deliveries will be maintained. We will also post signs about current health orders like maintaining social distance.

What kind of activity is allowed?

Slow streets are for "active use" like jogging, walking, and biking. Face coverings and social distancing protocols as required by the County Health Officer are to be followed. Group sports, activities requiring physical contact, gatherings of any kind, cookouts, and similar are not allowed. Residents are asked to keep it moving on Slow Streets.

How will activity be monitored?

The City will provide intermittent monitoring at Slow Streets locations; however, the Point of Contact persons are responsible for monitoring risky behavior and ensuring equipment and signage in the street remains in place. Residents are encouraged to report violations and risky behavior to their neighborhood Point of Contact online at cityofsantacruz.com/slowstreets. Locations where repeated violations occur may be revoked as a Slow Street.

What about damaged/missing signage? How will the City of Santa Cruz track?

Neighborhood Point of Contact persons have the responsibility of reporting damaged, vandalized, or stolen signage to the City of Santa Cruz. Residents can also report violations on our survey or on by emailing cgallogly@cityofsantacruz.com










The City of Santa Cruz intends to implement the first phase of up to ten streets distributed across the city in the coming weeks. This initial phase will be monitored and refined prior to adding additional streets.

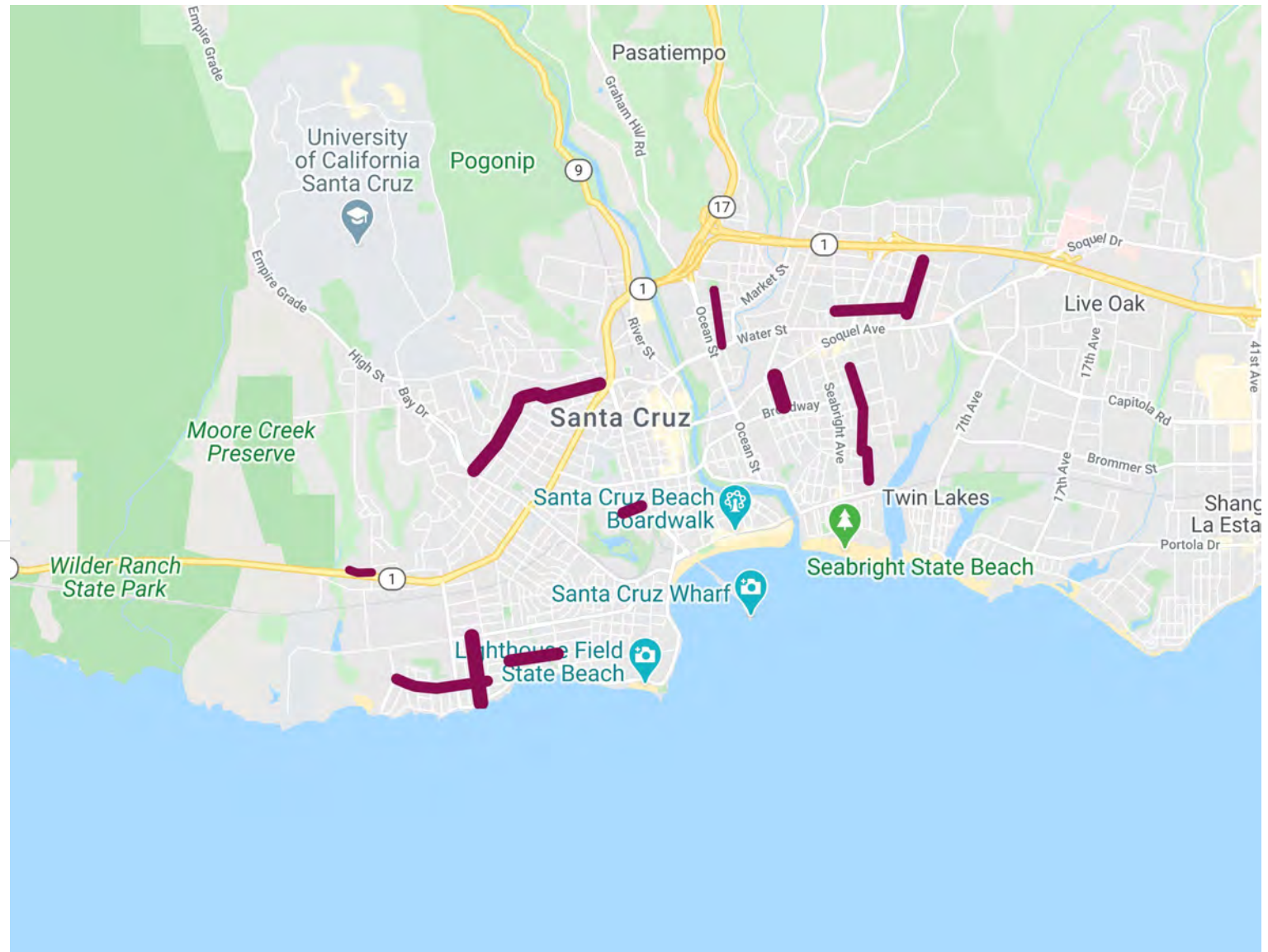
Still have questions?

Visit our website: www.cityofsantacruz.com/slowstreets or email us at cgallogly@cityofsantacruz.com

Selected Slow Streets

Slow Streets

-  #1 Caledonia
-  #4: Grandview
-  #10: Escalona
-  #43: Melrose
-  #27: Modesto/Wanzer
-  #14: Jenne
-  #19: Getchell
-  #29: Oxford
-  #42: Trevethan
-  #45: May
-  #16: Darwin/Owen



AGENDA: November, 2020

TO: Regional Transportation Commission Advisory Committees

FROM: Ginger Dykaar - Sr Transportation Planner, Brianna Goodman - Transportation Planner, Shannon Munz - Communications Specialist, and Luis Mendez - Deputy Director

RE: Transit Corridor Alternatives Analysis and Rail Network Integration Study – Performance Measure Analysis and Proposed Locally Preferred Alternative

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission advisory committees review and provide input on the performance measure analysis and the proposed locally preferred alternative for the Transit Corridor Alternatives Analysis and Rail Network Integration Study of high-capacity public transit for the Santa Cruz Branch Rail Line.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC), in cooperation with METRO, is developing the Transit Corridor Alternatives Analysis and Rail Network Integration Study (TCAA/RNIS) to evaluate transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the Santa Cruz Branch Rail Line as a dedicated transit facility. Transit alternatives are compared to identify a transit alternative that provides the greatest benefit to the Santa Cruz County residents, businesses and visitors in terms of economy equity, and the environment. Proposed future intercounty and interregional connections to the Bay Area, Monterey County, Gilroy, and beyond are considered.

The analysis framework applied in the TCAA/RNIS is based on the Triple Bottom Line Approach (TBLA), a performance-based planning approach utilizing the sustainability principles of economy, equity and environment, to evaluate future investment decisions (**Figure 1**).

Figure 1. Triple Bottom Line Approach to the TCAA/RNIS



DISCUSSION

The focus of the TCAA/RNIS is to identify a preferred transit alternative to serve the most populous and congested sections of Santa Cruz County – from the western edge of the City of Santa Cruz to Watsonville/Pajaro. The primary objectives of the study include:

- Identify, evaluate and compare a range of high-capacity public transit service options for the Santa Cruz Branch Rail Line for a future year of 2040 that can coexist with a bicycle and pedestrian trail along the branch line right-of-way
- Plan an integrated transit network for Santa Cruz County utilizing all or parts of the SCBRL as a dedicated continuous transit facility
- Utilize a performance-based alternatives analysis for identifying various options for achieving a set of goals and objectives to facilitate decision-making
- Involve the community, partner agencies, the RTC and METRO in the decision-making process to identify a preferred alternative and next steps to implement the preferred transit alternative

The key milestones of the project are outlined below.

Milestone 1.

- ✓ Development of Goals, Screening Criteria, and Performance Measures
 - The goals, screening criteria, and performance measures were developed based on a triple bottom line framework of sustainability that recognizes that transportation is intertwined with economic, equity, and environmental concerns.
- ✓ Initial List of Transit Alternatives
 - A full range of high-capacity transit alternatives were identified to utilize all or part of the Santa Cruz Branch Rail Line right-of-way.
- ✓ RTC approval of Milestone 1 was received on March 6, 2020

Milestone 2.

- ✓ Screen the Initial List of Alternatives into a Short List of Alternatives

- High-level screening using screening criteria to narrow the initial list of alternatives to a short list of alternatives for detailed analysis.
- ✓ RTC approval received on June 4, 2020.

Milestone 3.

- ✓ Value Engineering on Short List of Alternatives
 - Determine the project alignment, station locations, and service frequency for each of the alternatives based on cost, ridership and travel time analysis
- ✓ Performance Measure Analysis and Proposed Locally Preferred Alternative
 - Performance measure results on short list of alternatives and seek input on proposed locally preferred alternative.
- Public and Stakeholder input is being solicited in November 2020
- METRO input is scheduled for November 20, 2020
- RTC input is scheduled for January 14, 2021 and RTC approval is scheduled for February 4, 2021

The TCAA/RNIS project team composed of RTC and METRO staff and HDR consultants have worked together on every aspect of the project. Input from the RTC advisory committees is being sought on **Milestone 3** - the draft performance measure results and proposed locally preferred alternative (Attachment 1). Input has been provided by the Alternatives Analysis Ad Hoc Committee.

Milestone 3

The Milestone 2 screening results identified the following four alternatives to move forward into the more detailed performance measure analysis and consideration for the locally preferred alternative.

- Bus Rapid Transit - a fixed-route bus system that could operate on the Santa Cruz Branch Rail Line as a dedicated right-of-way, as well as on Highway 1 bus on shoulders/auxiliary lanes and the local roadway network.
- Commuter Rail Transit - passenger rail service operating on fixed rails with multiple individually propelled cars, typically providing an interurban or regional service. Commuter rail usually has a higher volume ridership capacity and relatively longer distances between stops when compared to light rail.
- Light Rail Transit - passenger rail service operating on fixed rails with single or multiple individually propelled cars, typically providing an urban or interurban service with a lighter volume ridership capacity per consist compared to commuter rail.
- Autonomous Road "Train" - an emerging transit mode that combines the benefits of bus rapid transit and light rail with advanced autonomous driving features, providing an urban or interurban service. The system uses rubber tires running on pavement within a dedicated running way. The vehicles tend to visually resemble light rail vehicles, with a similar passenger capacity.

The first step in Milestone 3 was to perform a value engineering analysis to determine the optimal alignment, station locations and service plan for each of the four alternatives based on cost, ridership, and travel time for moving forward into the more detailed performance measure analysis. The detailed analysis of the performance of each alternative was evaluated and results were used to compare and differentiate the performance benefits of the four alternatives and to identify the proposed Locally Preferred Alternative. The characteristics, advantages and disadvantages of the four alternatives as determined from the performance measure analysis are presented in Attachment 1 and the detailed performance measure results can be found in Attachment 2. The draft TCAA/RNIS report with further details on both the value engineering and the performance measure analysis is provided on the TCAA/RNIS SCCRTC webpage (<https://sccrtc.org/projects/multi-modal/transitcorridoraa/>).

Proposed Locally Preferred Alternative

The proposed Locally Preferred Alternative (LPA) is Electric Passenger Rail. A decision on whether the rail option will be electric commuter rail (CRT) or electric light rail (LRT) is not recommended as part of this planning study. The infrastructure needed for either CRT or LRT is similar. Deferring this decision will maintain flexibility for future decisions on the rail vehicle type, while clean energy rail technologies advance. A decision on different electric rail vehicle types and sizes would therefore be better studied in the preliminary engineering and environmental analysis phase of delivery. The characteristics and benefits of Electric Passenger Rail for the proposed Locally Preferred Alternative are provided in Attachment 3.

The benefits of Electric Passenger Rail as proposed for the Locally Preferred Alternative include:

- Faster, more reliable travel times
- Greater reduction in vehicle miles traveled & greenhouse gas emissions
- 91% of stations are within disadvantaged communities
- Strong transit ridership potential
- Operates with freight and recreational rail in shared-use corridor
- Supports Transit Oriented Development
- Shortest implementation time
- Best existing rail network integration at Pajaro
- Assures continuous transportation corridor
- More funding potential
- Flexible design for seats, bicycles & mobility devices based on need
- Level boarding platforms at all stations
- More energy efficient per passenger mile

Milestone 3 Stakeholder Engagement

Stakeholder engagement for Milestone 3 of the TCAA/RNIS will be extensive. RTC staff encourages participation from a diverse set of transportation interests including members of the public, community organizations, RTC Advisory

committees, and partner agencies. Input will be solicited from the public through an online open house that is designed similar to an in-person open house with a series of four stations that provided background information on the alternatives analysis, the results of the performance measure analysis, the proposed locally preferred alternative, and a survey to solicit input on the information presented (<https://sccrtc-tcaa.com/>). Input through the online open house will be collected from November 6 through November 27, 2020. Notification of the online open house is being promoted through email blasts, mailers, social media, print/radio ads, media coverage, and RTC website news. An online chat room held during two time slots each 1.5 hours long will provide another avenue for real-time dialogue between the public and the project team (see times below). Input is being sought from the RTC Advisory Committees (Bike Committee, Elderly and Disabled Transportation Advisory Committee, and Interagency Technical Advisory Committee), and Partner Agencies through online meetings.

Stakeholder engagement for Milestone 3 includes the following:

- October 14, 2020: Ad Hoc Committee Meeting
- November 6 - 27, 2020: Public Online Open House
- November 12, 2020 (12-1:30PM): Open House Live Chat Room
- November 16, 2020: RTC Bicycle Advisory Committee
- November 17, 2020: RTC Elderly and Disabled Transportation Advisory Committee
- November 18, 2020 (6-7:30PM): Open House Live Chat Room
- November 19, 2020: Partner Agency Meeting
- November 20, 2020: METRO board meeting
- January 14, 2021: Public hearing, RTC Meeting to seek input from Commission
- February 4, 2021: RTC Meeting to seek approval

NEXT STEPS

November 2020: Stakeholder Engagement on Milestone 3 – Analysis Results and Proposed Locally Preferred Alternative

January 14, 2021: Presentation to the RTC on the Analysis Results, Draft Report and Proposed Locally Preferred Alternative

February 4, 2021: Staff Recommendation of Locally Preferred Alternative presented to the RTC for potential approval

April 1, 2021: TCAA/RNIS Business Plan presented to the RTC for potential approval

SUMMARY

The Transit Corridor Alternatives Analysis is using a triple bottom line framework for evaluating transit investment options that provide an integrated transit network for Santa Cruz County utilizing all or part of the length of the Santa Cruz Branch Rail Line as a dedicated transit facility. The TCAA project team requests that the RTC advisory committees review and provide input on Milestone 3 – the performance measure results and proposed locally preferred alternative.

Attachments:

1. TCAA/RNIS Four Alternatives – Characteristics, Advantages & Disadvantages
2. TCAA/RNIS Performance Measure Results
3. Proposed Locally Preferred Alternative

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Arterial & Right-of-Way Bus Rapid Transit (BRT)



CHARACTERISTICS:

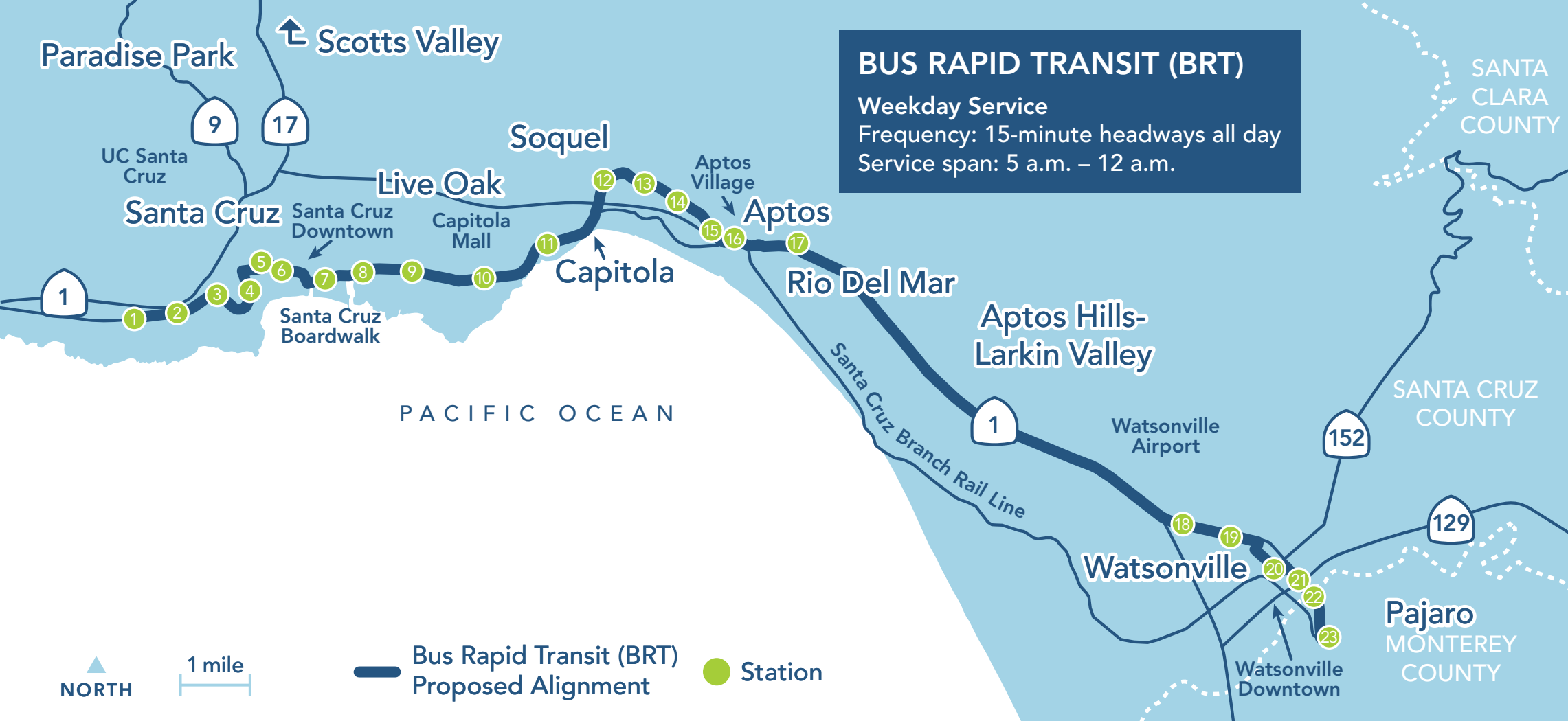
- ❖ Fixed-route bus with propulsion type (electric-hydrogen fuel cell, battery)
- ❖ Operating primarily on:
 - Santa Cruz Branch Line as a dedicated right-of-way (ROW)
 - Highway 1 & local roadway network on shoulders/auxiliary lanes
- ❖ Defined stations with transit signal priority & off-board fare collection to reduce travel times
- ❖ Frequent, bi-directional service for substantial part of weekdays & weekends
- ❖ Operates on Santa Cruz Branch Line up to 65 mph (combination of one & two-way with reverse direction on parallel local streets)

PROS

- ❖ Strong transit ridership potential
- ❖ Integrates easily with overall transportation system
- ❖ Ability to adapt to new technologies
- ❖ Lowest costs (capital, operations & maintenance)
- ❖ No impact to Roaring Camp for access to boardwalk
- ❖ Greater number of stops
- ❖ Greater flexibility/resiliency to climate change

CONS

- ❖ Least reliable & longer travel times
- ❖ Utilizes less than 7 miles of rail ROW
- ❖ Incompatible with freight where BRT is on ROW
- ❖ Eliminates Roaring Camp connection to regional rail network
- ❖ Level boarding platforms less likely for stops on road network
- ❖ Limited capacity for bicycle & mobility devices
- ❖ Requires transfer to regional rail network
- ❖ Limited Transit-oriented Development potential



BUS RAPID TRANSIT (BRT)
Weekday Service
Frequency: 15-minute headways all day
Service span: 5 a.m. – 12 a.m.

Station # Name		Station # Name		Station # Name	
1	Natural Bridges Station	9	17th Station	17	Rio Del Mar/Soquel Station
2	Fair Station	10	41st Station	18	Main/Green Valley Station
3	California Station	11	Monterey Station	19	Ramsay Park Station
4	Pacific Station	12	Soquel/Park Station	20	Watsonville TC Station
5	SC Metro TC Station	13	Cabrillo College Station	21	Main/Riverside Station
6	Riverside/San Lorenzo Station	14	Soquel/Mar Vista Station	22	Porter/San Juan Station
7	Seabright/Murray Station	15	Rancho Del Mar Center Station	23	Pajaro Station
8	7th Station	16	Aptos Village Station		



ALTERNATIVES SHORT LIST

Electric Commuter Rail (CRT)



CHARACTERISTICS:

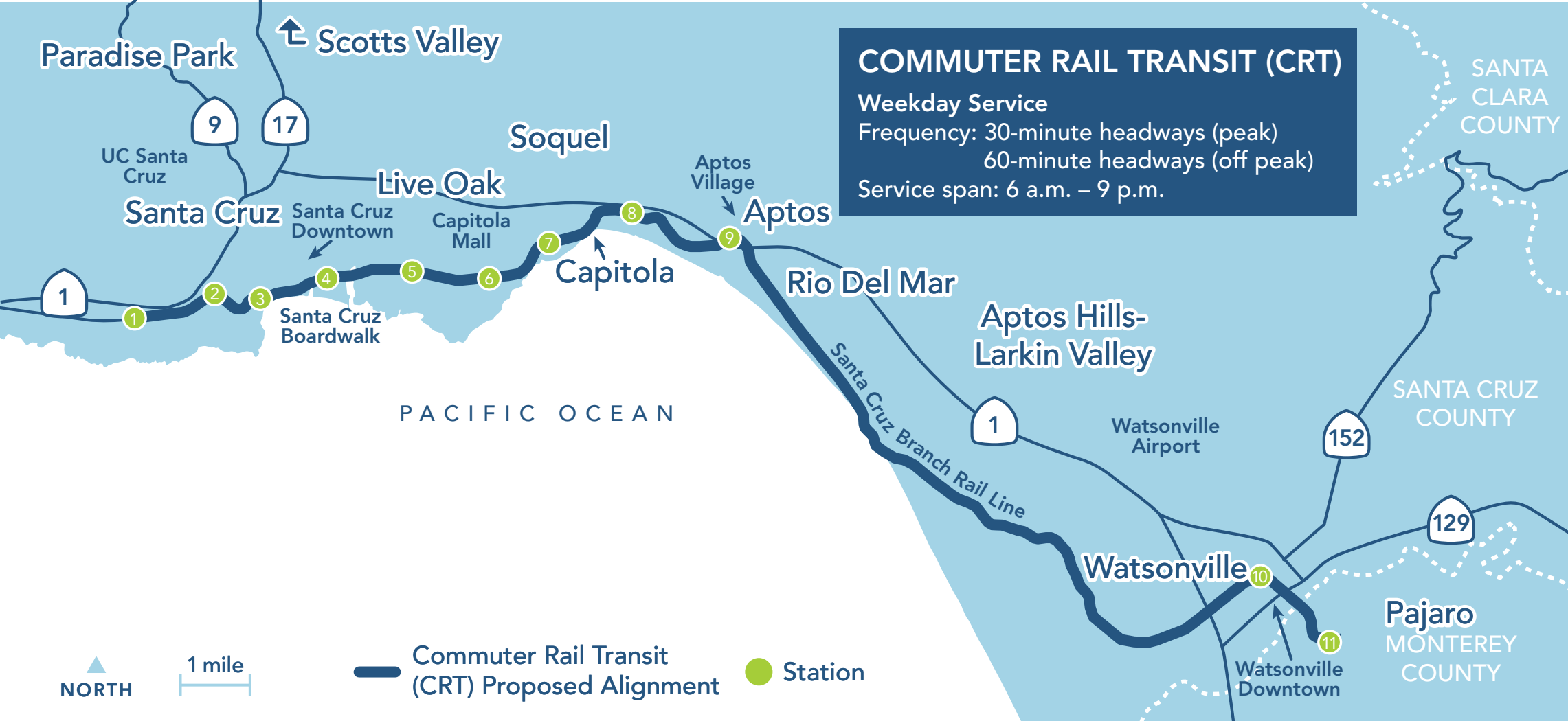
- ❖ Passenger rail service with electric propulsion (hydrogen fuel cell, battery)
- ❖ Operating on fixed rails with multiple individually-propelled cars
- ❖ Higher ridership capacity & longer distance between stops
- ❖ Operates on single track with rail sidings for two-way travel up to 30-60 mph
- ❖ Potential Positive Train Control and Centralized Traffic Control or similar signal system

PROS

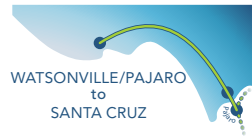
- ❖ Faster, more reliable travel times
- ❖ Greater reduction in vehicle miles traveled & greenhouse gas emissions
- ❖ Strong transit ridership potential
- ❖ Operates with freight and recreational rail in shared-use corridor
- ❖ Supports transit-oriented development
- ❖ Shortest implementation time
- ❖ Best existing rail network integration (potential one-seat ride to Monterey & cross-platform transfers at Pajaro)
- ❖ Assures continuous transportation corridor
- ❖ More funding potential
- ❖ 91% of stations are within disadvantaged communities
- ❖ Flexible designs for seats, bicycles & mobility devices based on need
- ❖ Level boarding platforms at all stations
- ❖ More energy efficient per passenger mile

CONS

- ❖ Higher costs (capital, operations & maintenance)
- ❖ Lower ridership estimates than BRT and LRT
- ❖ Less resilience to climate change impacts



Station # Name		Station # Name	
1	Natural Bridges Station	9	Aptos Station
2	Bay Street Station	10	Downtown Watsonville Station
3	Downtown Santa Cruz/Boardwalk Station	11	Pajaro Station
4	Seabright Station		
5	17th Avenue Station		
6	41st Avenue Station		
7	Capitola Station		
8	Cabrillo Station		



ALTERNATIVES SHORT LIST

Electric Light Rail (LRT)



CHARACTERISTICS:

- ❖ Passenger rail service with electric propulsion (hydrogen fuel cell, battery)
- ❖ Operating on fixed rails with single or multiple individually-propelled cars
- ❖ Less ridership capacity
- ❖ Operates on single track with rail sidings for two-way travel up to 30-60 mph
- ❖ Potential Centralized Traffic Control or similar signal system

PROS

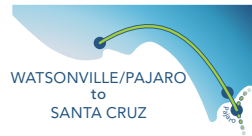
- ❖ Faster, more reliable travel times
- ❖ Greatest reduction in vehicle miles traveled & greenhouse gas emissions
- ❖ Strong transit ridership potential
- ❖ Operates with freight in shared-use corridor (may need temporal separation)
- ❖ Supports transit-oriented development
- ❖ Shortest implementation time
- ❖ Assures continuous transportation corridor
- ❖ 92% of stations are within disadvantaged communities
- ❖ Does not impede other rail use within corridor (current or future)
- ❖ Flexible design for seats, bicycles & mobility devices based on need
- ❖ Level boarding platforms at all stations
- ❖ More energy efficient per passenger mile

CONS

- ❖ Higher costs (capital, operations & maintenance)
- ❖ Lower ridership estimates than BRT
- ❖ Less resilience to climate change impacts
- ❖ May require transfer to connect with regional rail network



Station # Name		Station # Name	
1	Natural Bridges Station	9	Capitola Station
2	Fair /Almar Avenue Station	10	State Beach Station
3	Bay Street Station	11	Aptos Station
4	Downtown Santa Cruz Depot Park Station	12	La Selva Beach Station (seasonal)
5	Boardwalk Station (seasonal)	13	Ohlone Parkway Station
6	Seabright Station	14	Downtown Watsonville Station
7	17th Avenue Station	15	Pajaro Station
8	38th/41st Avenue Station		



Autonomous Road "Train" (ART)



CHARACTERISTICS:

- ❖ Emerging transit mode with electric propulsion (hydrogen fuel cell, battery) combining benefits of BRT & LRT with autonomous driving features
- ❖ Rubber tires within dedicated pavement alignment
- ❖ Resembles LRT vehicles with similar passenger capacity
- ❖ Similar infrastructure to BRT including permanent stations, transit signal priority & frequent service
- ❖ Operates on single lane within Santa Cruz Branch Line ROW up to 40-45 mph (includes sidings for two-way travel)

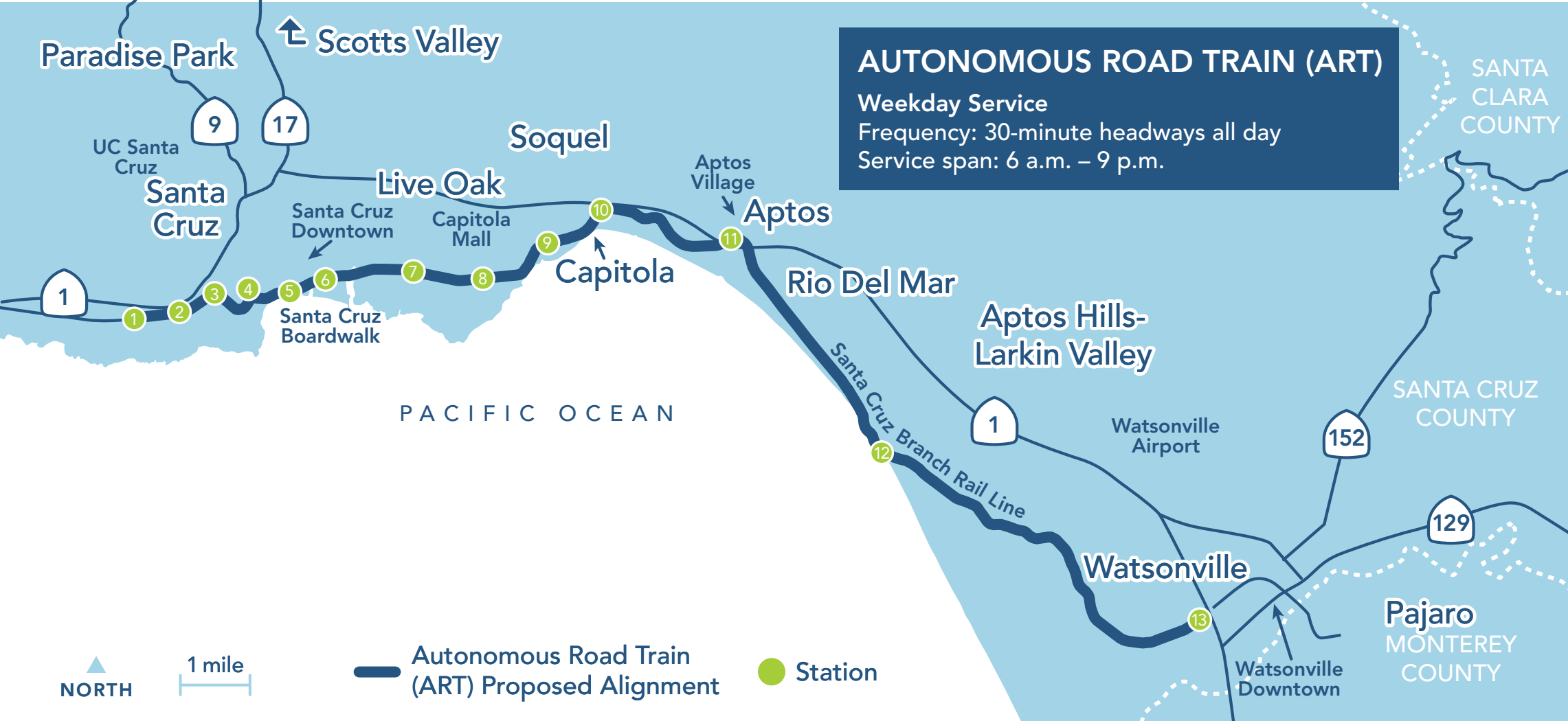
ART system recently deployed in City of Yibin, China

PROS

- ❖ Strong transit ridership potential
- ❖ Supports greenhouse gas emission reduction goals
- ❖ Greater ability to adapt to new technologies
- ❖ Supports transit-oriented development
- ❖ 92% of stations are within disadvantaged communities
- ❖ Flexible design for seats, bicycles & mobility devices based on need
- ❖ Level boarding platforms at all stations

CONS

- ❖ Capital cost is highest – 50% more than rail transit
- ❖ Incompatible with freight rail
- ❖ To preserve freight in Watsonville, must transfer to local bus at Lee Rd. to access downtown Watsonville & Pajaro
- ❖ Longer travel time
- ❖ Less flexibility/resiliency to climate change



Station #	Name	Station #	Name
1	Natural Bridges Station	9	Capitola Station
2	Fair/Almar Avenue Station	10	State Beach Station
3	Bay Street Station	11	Aptos Station
4	Downtown Santa Cruz Depot Park Station	12	La Selva Beach Station (seasonal)
5	Boardwalk Station (seasonal)	13	Lee Road Station
6	Seabright Station		
7	17th Avenue Station		
8	38th/41st Avenue Station		

ATTACHMENT 2

TRANSIT CORRIDOR ALTERNATIVES ANALYSIS



ALTERNATIVE EVALUATION RESULTS



ALTERNATIVE EVALUATION RESULTS: ECONOMY

GOAL: Fiscal Feasibility

METRIC:	BRT	CRT	LRT	ART
CAPITAL COSTS	\$410,000,000	\$478,000,000	\$465,000,000	\$720,000,000
CAPITAL COST/MILE	\$18,000,000	\$22,000,000	\$21,000,000	\$31,000,000
CAPITAL COST/RIDER/30 YEARS	\$6.40	\$9.70	\$8.90	\$14.60
CAPITAL COST/PASSENGER MILE/30 YEARS	\$1.40	\$1.20	\$1.00	\$1.70
OPERATIONS & MAINTENANCE (O&M) COSTS/YEAR	\$19,540,000	\$25,000,000	\$25,000,000	\$28,000,000
O&M COSTS/MILE/YEAR	\$875,000	\$1,126,000	\$1,106,000	\$1,217,000
O&M COST/RIDER	\$9.20	\$15.20	\$14.3	\$17.00
O&M COST/PASSENGER MILE	\$1.20	\$2.10	\$1.90	\$2.20
% FUNDING LIKELY FROM EXISTING SOURCES	64%	59%	61%	36%
FUNDING LIKELY FROM POTENTIAL FUTURE SOURCES	<p>While difficult to predict what future funding sources will be available for each alternative, Governor Newsom's recent Executive Order (EO N-79-20) directs state agencies to "build toward an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all." Future funding is likely to increase for each alternative, but unknown to what extent.</p>			
	\$380M additional funding sources (local or other) needed to provide extra capital and operations & maintenance funds to fully fund project for 25 years	\$530M additional funding sources (local or other) needed to provide extra capital and operations & maintenance funds to fully fund project for 25 years	\$510M additional funding sources (local or other) needed to provide extra capital and operations & maintenance funds to fully fund project for 25 years	\$910M additional funding sources (local or other) needed to provide extra capital and operations & maintenance funds to fully fund project for 25 years

GOAL: Well integrated transportation system that supports economic vitality

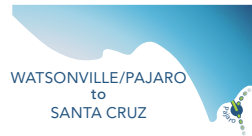
WILL THE PROJECT INCREASE DEVELOPMENT ALONG THE CORRIDOR?	Likely to increase transit-oriented development (TOD) in segments along rail ROW where BRT guideway is built, less likely where BRT runs on roadway network	More likely to generate TOD on entire route	More likely to generate TOD on entire route	More likely to generate TOD on majority of route
TOTAL NUMBER OF JOBS (DIRECT & INDIRECT) GENERATED THROUGH CONSTRUCTION IN THE NEAR TERM	4,100	5,100	4,900	7,400
TOTAL NUMBER OF JOBS (DIRECT & INDIRECT) GENERATED LONGER TERM THROUGH O&M ACTIVITY	210	270	270	300
IMPACTS ON FREIGHT RAIL OPERATIONS	<ul style="list-style-type: none"> Assumes freight rail can only be accommodated between Pajaro up to Park Ave. at Coronado St. in Capitola Converts railway to a paved guideway between Park Ave. in Capitola & Natural Bridges Dr. Freight would need to be abandoned north of Park Ave. 	<ul style="list-style-type: none"> Allows freight & passenger rail to comeingle with positive train control Passenger rail frequency may make it more challenging to run freight at same time as passenger rail, but can be accommodated Freight rail can also run outside of passenger service hours 	<ul style="list-style-type: none"> Can run with or without FRA-compliant vehicle With: freight impact same as CRT Without: freight cannot comeingle with passenger rail & required to be temporally separated 	<ul style="list-style-type: none"> Assumes freight rail can only be accommodated within Watsonville up to Lee Rd. Converts railway to a paved guideway between Lee Rd. in Watsonville & Natural Bridges Dr. in Santa Cruz Freight rail would need to be abandoned north of Lee Rd.



ALTERNATIVE EVALUATION RESULTS: ECONOMY

GOAL: Well integrated transportation system that supports economic vitality

METRIC:	BRT	CRT	LRT	ART
IMPACTS ON SANTA CRUZ BIG TREES & PACIFIC RAILWAY (SCBG)	<ul style="list-style-type: none"> Expected to bypass boardwalk area via San Lorenzo Blvd. & Laurel St. to access Pacific Ave. Metro Transit Center allowing SCBG to continue accessing boardwalk via east leg of the Wye Utilizes west leg of Wye & thus alternatives would be needed for SCBG to turn their trains Eliminates access for SCBG to bring rail cars in/out of greater rail network via Pajaro 	<ul style="list-style-type: none"> Can share same set of tracks with SCBG if scheduling allows, since vehicles are both FRA-compliant <ul style="list-style-type: none"> Siding may be beneficial for SCBG in boardwalk area to allow commuter rail to pass SCBG while boarding/alighting If there are scheduling challenges for SCBG with high frequency commuter rail & freight rail equipment, SCBG could benefit from separate set of tracks from east leg of Wye to boardwalk area although expense & ROW needed to accommodate additional set of tracks along Beach St. may make this infeasible Another option is for SCBG boarding/alighting to occur at Depot Park Station although this is not of interest to SCBG given potential significant impact on their business Allows SCBG & Pacific Railway to bring rail cars in/out via Pajaro as long as there is proper coordination with passenger & freight rail services 	<ul style="list-style-type: none"> With FRA-compliant vehicle has same impact on SCBG as CRT (see explanation under CRT) If not FRA-compliant, SCBG & LRT can share same set of tracks if there's temporal separation between vehicles <ul style="list-style-type: none"> Length of time may be short enough to allow this but needs further investigation Technological changes in rail signaling may also reduce time for temporal separation even further If need for temporal separation is too limiting or there are scheduling challenges between SCBG with high frequency light rail, SCBG could benefit from a separate set of tracks from east leg of Wye to boardwalk area although expense & ROW needed to accommodate additional set of tracks along Beach St. may make this infeasible <ul style="list-style-type: none"> Another potential option is for SCBG boarding/alighting to occur at Depot Park Station although this is not of interest to SCBG given potential significant impact on their business With non-FRA compliant vehicle, allows SCBG to bring rail cars in/out via Pajaro as long as there's proper coordination with passenger and freight rail service. 	<ul style="list-style-type: none"> Requires paved, dedicated guideway through boardwalk area, along Beach St. & up to Depot Park Station SCBG existing route served with a set of tracks parallel to ART guideway from east leg of Wye to boardwalk area <ul style="list-style-type: none"> Beach St. would need to accommodate ART guideway, one set of tracks, a cycle track for bikes, one vehicle lane at minimum, & sidewalks on both sides which may be infeasible A set of tracks & ART guideway crossing through Wharf roundabout will be challenging Another option is for SCBG boarding/alighting to occur at Depot Park Station although this is not of interest to SCBG given potential significant impact on their business Alternative configurations would be needed for SCBG to reverse their trains as they currently use entire Wye Eliminates access for SCBG to bring in/out rail cars or locomotives of greater rail network via Pajaro
IMPACTS ON EXISTING & FUTURE FREIGHT RAIL BUSINESSES & RAIL VOLUMES	<ul style="list-style-type: none"> Not compatible with freight rail north of Park Ave. near Highway 1 Increased freight rail volumes limited between Park Ave. near Highway 1 & Lee Rd. in Watsonville with exception of Buena Vista Landfill that could benefit from freight rail Potential freight customers include Buena Vista Landfill plus existing & future customers in Watsonville including agricultural, fuel, lumber & food products 	<ul style="list-style-type: none"> Freight rail customers could be served along entire length of rail line from Pajaro to Davenport Potential freight customers include construction materials, agricultural, lumber, fuel & food products plus material from Buena Vista Landfill Freight volumes in Watsonville & Pajaro could increase for existing & future customers including additional agricultural, fuel, lumber & food products Transload site for transferring goods to/from rail would increase freight volumes with potential site location in Watsonville 	<ul style="list-style-type: none"> Freight rail customers could be served along entire length of rail line from Pajaro to Davenport Potential freight customers include construction materials, agricultural, lumber, fuel & food products plus material from Buena Vista Landfill Freight volumes in Watsonville & Pajaro could increase for existing & future customers including additional agricultural, fuel, lumber & food products Transload site for transferring goods to/from rail would increase freight volumes with potential site location in Watsonville 	<ul style="list-style-type: none"> Freight Rail would be limited to freight customers between Lee Rd. in Watsonville to Pajaro Freight volumes in Watsonville & Pajaro could increase from existing & future customers including additional agricultural, fuel, lumber & food carloads Transload site for transferring goods to/from rail would increase freight volumes with potential site location in Watsonville
WHAT IS THE LEVEL OF RISK THAT THE CORRIDOR WILL NOT REMAIN CONTINUOUS? WILL ALTERNATIVE BEST UTILIZES RAIL CORRIDOR & PRESERVE FUTURE OPTIONS?	<ul style="list-style-type: none"> Implementation would require petitioning Surface Transportation Board for abandonment of freight rail service north of Park Ave. & to railbank <ul style="list-style-type: none"> There are no guarantees the petition would be granted so there are risks that RTC could lose control of all or portion of Rail ROW 	<ul style="list-style-type: none"> Utilizes 22.2 miles of rail ROW from Pajaro Station to Natural Bridges Dr., thus has no risks of losing rail corridor continuity 	<ul style="list-style-type: none"> Utilizes 22.6 miles of rail ROW from Pajaro Station to Natural Bridges Dr. & if freight rail continues, has no risks of losing rail corridor continuity 	<ul style="list-style-type: none"> Implementation would require petitioning Surface Transportation Board for abandonment of freight rail service north of Lee Rd. & to railbank <ul style="list-style-type: none"> There are no guarantees petition would be granted so there are risks that RTC could lose control of all or portion of Rail ROW



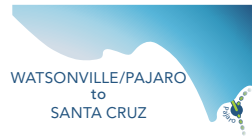
ALTERNATIVE EVALUATION RESULTS: SOCIAL EQUITY

GOAL: Promotes active transportation

METRIC:	BRT	CRT	LRT	ART
BICYCLE CAPACITY ON TRANSIT/EVERY 30 MINUTES DURING PEAK PERIOD	<ul style="list-style-type: none"> Standard storage is 2-4 bicycles per articulated BRT (eight bicycles for two BRT every 30 mins.) Flexible design to include seats, space for bicycles and mobility devices 	<ul style="list-style-type: none"> Standard storage is 2-4 bicycles per car (Marin's SMART has space for 12 bicycles per car. A three car train set could accommodate 36 bicycles every 30 mins.) Flexible design to include seats, space for bicycles and mobility devices 	<ul style="list-style-type: none"> Standard storage is 2-4 bicycles per car (Siemens S70 has 24 bikes for each 3-car trainset every 30 minutes) Flexible design to include seats, space for bicycles and mobility devices 	<ul style="list-style-type: none"> Flexible design to include seats, space for bicycles and mobility devices
LEVEL BOARDING ABILITY FOR BICYCLISTS	<ul style="list-style-type: none"> Able to provide level boarding platforms at all stations along rail ROW Stops along roadway alignment may not accommodate level boarding due to space limitations 	<ul style="list-style-type: none"> Able to provide level boarding platforms at all stations 	<ul style="list-style-type: none"> Able to provide level boarding platforms at all stations 	<ul style="list-style-type: none"> Able to provide level boarding platforms at all stations Connection from ART station at Lee Rd to downtown Watsonville and Pajaro Station are via local bus and would not have level boarding.
EFFECTS ON RAIL TRAIL & CALIFORNIA COASTAL TRAIL	<ul style="list-style-type: none"> No change to coastal rail trail location as planned in Monterey Bay Sanctuary Scenic Trail Master Plan with exception of minor station adjustments where passing sidings may be needed Single guideway in two narrow sections of ROW (California St. to Laurel St. & 30th Ave. to 47th Ave.) with two-way signaled operation so both transit and trail could coexist 	<ul style="list-style-type: none"> No change to coastal rail trail location as planned in Monterey Bay Sanctuary Scenic Trail Master Plan with exception of minor adjustments at siding locations A few potential locations identified for passing sidings where coastal rail trail may need to be shifted to immediately adjacent public way & physically separated from traffic 	<ul style="list-style-type: none"> No change to coastal rail trail location as planned in Monterey Bay Sanctuary Scenic Trail Master Plan with exception of passing sidings and station locations A few potential locations identified for passing sidings where coastal rail trail could be shifted to immediately adjacent public way & physically separated from traffic 	<ul style="list-style-type: none"> No change to coastal rail trail location as planned in Monterey Bay Sanctuary Scenic Trail Master Plan with exception of siding locations A few potential locations identified for passing sidings where coastal rail trail could be shifted to immediately adjacent public way & physically separated from traffic

GOAL: Supports safer transportation for all modes

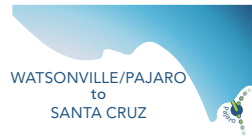
ANNUAL COLLISIONS BY TRANSIT ALTERNATIVE PER YEAR	2.00	0.05	0.91	0.80
CHANGE IN TOTAL ANNUAL FATAL & INJURY COLLISIONS PER YEAR (CONSIDERING REDUCED AUTO TRAVEL)	0.46	-1.89	-1.18	-1.16
ANNUAL CHANGE IN COST OF COLLISIONS	-\$62,700	-\$612,800	-\$52,100	-\$92,600



ALTERNATIVE EVALUATION RESULTS: SOCIAL EQUITY

GOAL: Provides accessible & equitable transportation system that is responsive to the needs of all users

METRIC:	BRT	CRT	LRT	ART
TOTAL NUMBER OF STATIONS/STOPS	23	11	13	11
NUMBER OF STATIONS/STOPS WITHIN DISADVANTAGED CENSUS TRACTS	17	10	12	10
% OF STATIONS/STOPS WITHIN DISADVANTAGED CENSUS TRACTS	74%	91%	92%	91%
NUMBER OF STATIONS/STOPS WITHIN 1/2 MILE OF DISADVANTAGED CENSUS TRACTS	22	11	13	11
% OF STATIONS/STOPS WITHIN 1/2 MILE OF DISADVANTAGED CENSUS TRACTS	96%	100%	100%	100%
TRANSIT FREQUENCY (# PER HOUR) OFF PEAK	4	1	2	2
TRANSIT PASSENGER CAPACITY MILES TRAVELED <i>Based on transit frequency per hour, transit capacity per vehicle (bus/train) & hours of service per day</i>	204,000	209,800	299,000	262,000
TRANSIT FARE <i>Fare range depending on distance traveled</i>	<ul style="list-style-type: none"> • Typical service fare (similar to options evaluated): \$2-5 per one-way trip (based on average of Santa Cruz METRO & five San Francisco Bay Area transit agencies) • Average fare per trip assumed to be \$3.50 for estimating funding revenues 	<ul style="list-style-type: none"> • Typical service fare (similar to options evaluated): \$2.75-5.75 per one-way trip (based on average of seven CA commuter rail systems) • Average fare per trip assumed to be \$4.50 for estimating funding revenues 	<ul style="list-style-type: none"> • Typical service fare (similar to options evaluated): \$1.75-3.25 per one-way trip (based on survey of five CA light rail & two Pacific Northwest systems) • Average fare per trip assumed to be \$4.50 for estimating funding revenues 	<ul style="list-style-type: none"> • No data available for ART system so LRT fares assumed to be representative of an ART fare • Average fare per trip assumed to be \$4.50 for estimating funding revenues
MOBILITY DEVICE CAPACITY ON TRANSIT EVERY 30 MINUTES DURING PEAK PERIOD	<ul style="list-style-type: none"> • Typical capacity is two ADA accessible seats per articulated BRT (four seats for two BRT every 30 mins.) • Flexible design to include seats, space for bicycles & mobility devices 	<ul style="list-style-type: none"> • Typical capacity is two ADA accessible seats per car (six seats for each three car trainset every 30 mins.) • Flexible design to include seats, space for bicycles & mobility devices 	<ul style="list-style-type: none"> • Typical capacity is four ADA accessible seats per car (12 seats for each three car trainset every 30 mins.) • Flexible design to include seats, space for bicycles & mobility devices 	<ul style="list-style-type: none"> • Typical capacity is four ADA accessible seats per car (12 seats for each three car trainset every 30 mins.) • Flexible design to include seats, space for bicycles & mobility devices
INDEPENDENT ACCESSIBILITY FOR ALL AGES & ABILITIES INCLUDING LEVEL BOARDING	<ul style="list-style-type: none"> • Able to provide level boarding platforms at all stations along rail ROW • Stops along roadway alignment may not accommodate level boarding due to space limitations 	<ul style="list-style-type: none"> • Able to provide level boarding platforms at all stations 	<ul style="list-style-type: none"> • Able to provide level boarding platforms at all stations 	<ul style="list-style-type: none"> • Able to provide level boarding platforms at stations between Natural Bridges Dr. & Lee Rd. Station • Local bus connection from Lee Rd. Station to downtown Watsonville & Pajaro Station with no level boarding



ALTERNATIVE EVALUATION RESULTS: SOCIAL EQUITY

GOAL: Offers reliable & efficient transportation choices that serve the most people

METRIC:	BRT	CRT	LRT	ART
TRANSIT TRAVEL TIME DURING PEAK PERIODS <i>Average end-to-end Travel Time in minutes (includes station dwell time)</i>	90	45	55	62
AUTO TRAVEL TIME ON HWY 1 NB A.M. PEAK (MINS)	60	60	60	60
AUTO TRAVEL TIME ON HWY 1 SB A.M. PEAK (MINS)	30	30	30	30
AUTO TRAVEL TIME ON HWY 1 NB P.M. PEAK (MINS)	35	35	35	35
AUTO TRAVEL TIME ON HWY 1 SB P.M. PEAK (MINS)	61	61	61	61
NUMBER OF AT-GRADE CROSSINGS & MITIGATION MEASURES	<ul style="list-style-type: none"> • 34 grade crossings (26 public/8 private) • Assumes appropriate active warning devices, traffic signal interconnects & improved sight distances 	<ul style="list-style-type: none"> • 70 grade crossings (41 public/29 private) • Assumes appropriate active warning devices, traffic signal interconnects, quiet zones & improved sight distances 	<ul style="list-style-type: none"> • 70 grade crossings (41 public/29 private) • Assumes appropriate active warning devices, traffic signal interconnects, quiet zones & improved sight distances 	<ul style="list-style-type: none"> • 62 grade crossings (35 public/27 private) • Assumes an appropriate active warning devices, traffic signal interconnects, quiet zones & improved sight distances
IMPACTS AT GRADE CROSSINGS - ESTIMATED SIGNAL GATE DOWN TIME EACH TIME TRANSIT PASSES GRADE CROSSING (SECONDS)	60	90	75	75
REGIONAL CONNECTIVITY	<ul style="list-style-type: none"> • Would connect with planned regional & intercity rail service at Pajaro Station via a transfer from BRT to rail 	<ul style="list-style-type: none"> • Would connect to proposed intercity rail service at Pajaro via a cross-platform transfer for access to Gilroy, planned High Speed Rail line plus Salinas & destinations south • An FRA-compliant vehicle would allow "one-seat" ride on proposed regional service between Santa Cruz & Monterey 	<ul style="list-style-type: none"> • Would connect to proposed intercity rail service at Pajaro via a cross-platform transfer for access to Gilroy, planned High Speed Rail line plus Salinas & destinations south • A non-FRA-compliant vehicle would require separate set of tracks into Pajaro station & cross platform transfer to regional service to Monterey. • If FRA-compliant vehicle, connection would be same as CRT 	<ul style="list-style-type: none"> • On Santa Cruz Branch Rail Line would need transfer to local bus service at Lee Rd. plus transfer from bus to regional & intercity rail service at Pajaro Station



ALTERNATIVE EVALUATION RESULTS: SOCIAL EQUITY

GOAL: Offers reliable & efficient transportation choices that serve the most people

METRIC:	BRT	CRT	LRT	ART
TRAVEL TIME RELIABILITY DURING PEAK PERIODS <i>The 95th percentile planning reliability time (in mins) in 2040 conditions, estimated using reliability factors presented in Highway Capacity Manual</i>	132	56	69	78
TRAVEL TIME RELIABILITY DURING PEAK PERIODS	<ul style="list-style-type: none"> Lowest travel time reliability due to traveling on mixed traffic roadways 70% of route Utilizes exclusive 6.7 miles guideway on ROW Operates in mixed traffic for 6.6 miles on Highway 1 between Airport & Rio Del Mar Blvds. <ul style="list-style-type: none"> Travels in bus shoulders/auxiliary lane for 1 mile on Highway 1 between Freedom & Rio Del Mar Blvd. Operates in mixed traffic on local roadways in Watsonville, Aptos, Soquel & downtown Santa Cruz <ul style="list-style-type: none"> Could utilize bus priority system designs (i.e. queue jumps & signal priority) at many of the 9 miles of local road intersections to provide travel time reliability benefits 	<ul style="list-style-type: none"> Highest travel time reliability due to traveling nearly exclusively on dedicated facility Delays may occur if not separated into dedicated facility in areas where ROW is shared use with autos such as on Walker St. in Watsonville & Beach St. in Santa Cruz 	<ul style="list-style-type: none"> Highest travel time reliability due to traveling nearly exclusively on dedicated facility Delays may occur if not separated into dedicated facility in areas where ROW is shared use with autos such as on Walker St. in Watsonville & Beach St. in Santa Cruz 	<ul style="list-style-type: none"> Highest travel time reliability due to traveling nearly exclusively on dedicated facility Delays may occur for travelers using bus connector service at Lee Rd. Station to downtown Watsonville & Pajaro Station due to mixed traffic operations <ul style="list-style-type: none"> Could utilize bus priority system designs (i.e. queue jumps & signal priority) at many of the 3.2 miles of local road intersections to provide travel time reliability benefits



ALTERNATIVE EVALUATION RESULTS: ENVIRONMENT

GOAL: Promotes a healthier environment

Will project substantially increase transit ridership?

METRIC:	BRT	CRT	LRT	ART
WEEKDAY TRANSIT RIDERSHIP IN CORRIDOR IN 2040 (DAILY)	6,650	5,150	5,450	5,150
WEEKDAY TRANSIT RIDERSHIP IN CORRIDOR IN 2040 - CONSIDERS FUTURE GENERAL PLAN UPDATES (DAILY)	7,650	7,150	7,300	7,000
WEEKDAY TRANSIT RIDERSHIP IN CORRIDOR IN 2040 - ASSUMES 10% ADDITIONAL RIDERSHIP DUE TO TRANSIT ORIENTED DEVELOPMENTS ONCE TRANSIT FACILITY IS OPERATIONAL (DAILY)	8,400	7,900	8,000	7,700
WEEKEND TRANSIT RIDERSHIP IN CORRIDOR - LOCAL/REGIONAL TRIPS IN 2040 (DAILY)	3,400	2,800	3,000	2,800
COUNTYWIDE TRANSIT RIDERSHIP (DAILY)	37,500	34,500	34,300	34,100
TRANSIT PASSENGER CAPACITY/3-HOUR PEAK PERIOD	1,440	2,700	2,650	2,650

Does project support the goal of minimizing emissions? How long will the project take to implement?

AUTO VEHICLE MILES TRAVELED REDUCED/DAY	-16,280	-20,490	-22,020	-20,650
REDUCTION IN GREENHOUSE GAS EMISSIONS - IN ANNUAL METRIC TONS IN YEAR 2040	3.00	3.78	4.06	3.78
LENGTH OF TIME TO IMPLEMENT (IN YEARS) <i>High level planning estimates without details for the final design, funding plan, construction schedules, etc.</i>	15-17	11-13	11-13	20-24
CRITERIA POLLUTANTS - IN ANNUAL METRIC TONS IN YEAR 2040	0.0070	0.0088	0.0094	0.0088

Will project adapt to climate change?

CLIMATE CHANGE RESILIENCY <i>Length of alignment with potential for coastal erosion impacts due to 88 cm sea level rise with 100 year storm event (miles)</i>	0.57	1.85	1.85	1.85
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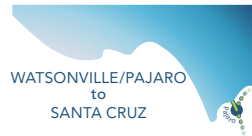


ALTERNATIVE EVALUATION RESULTS: ENVIRONMENT

GOAL: Promotes a healthier environment

Are there effects of the project on biological resources, visual, noise & vibration?

METRIC:	BRT	CRT	LRT	ART
EFFECTS ON BIOLOGICAL RESOURCES, VISUAL, NOISE & VIBRATION	<ul style="list-style-type: none"> • Electric BRT quieter than diesel powered bus • Not visually obstructive & least likely to cause vibration • Least impact on environmentally sensitive areas as it's primarily in vicinity of the sloughs in Watsonville 	<ul style="list-style-type: none"> • Noisier than other alternatives, but quiet zones would eliminate need for sounding horns at roadway crossings & are included in cost estimates • Not visually obstructive & moderate level of vibration • Increased rail service along ROW may impact environmentally sensitive areas including biological resources as it utilizes ROW in vicinity of the sloughs west of Watsonville 	<ul style="list-style-type: none"> • Moderate noise level, but quiet zones would eliminate need for sounding horns at roadway crossings & are included in cost estimates • Not visually obstructive & moderate level of vibration • Increased rail service along ROW may impact environmentally sensitive areas including biological resources as it utilizes ROW in vicinity of the sloughs west of Watsonville 	<ul style="list-style-type: none"> • Noise level unknown, but sounding horns at roadway crossings are not required due to rubber wheel option • Not visually obstructive & least likely to cause vibration • Increased transit service along ROW may impact environmentally sensitive areas including biological resources as it utilizes ROW in vicinity of the sloughs west of Watsonville
	Does project support the goal of reduced energy usage?			
REDUCTION OF ENERGY/FUEL CONSUMPTION BASED ON AUTO MODE SHIFTS TO THE ALTERNATIVES (AVERAGE BTU/PASSENGER MILE)	1,957	1,528	1,500	1,500-1,957



ALTERNATIVE EVALUATION RESULTS: OTHER GOALS

GOAL: Addresses project-specific concerns

METRIC:	BRT	CRT	LRT	ART
IS PROJECT TECHNICALLY FEASIBLE?	Traditional, tested technology & technically feasible	Traditional, tested technology & technically feasible	Traditional, tested technology & technically feasible	Existing, testing infrastructure, but not traditional & introduces new technological risks
IS PROJECT CONSISTENT WITH OTHER LOCAL, STATE & FEDERAL PLANNING EFFORTS?	<ul style="list-style-type: none"> • SCC Regional Transpo Plan • Unified Corridor Study • CA State Rail Plan • MBSST Master Plan 	<ul style="list-style-type: none"> • SCC Regional Transpo Plan • Unified Corridor Study • CA State Rail Plan • MBSST Master Plan 	<ul style="list-style-type: none"> • SCC Regional Transpo Plan • Unified Corridor Study • CA State Rail Plan • MBSST Master Plan 	<ul style="list-style-type: none"> • CA State Rail Plan • MBSST Master Plan
IS PROJECT CONSISTENT WITH LOCAL, STATE AND FEDERAL REGULATORY REQUIREMENTS?	<ul style="list-style-type: none"> • SB375/other GHG regulations • Coastal Commission 	<ul style="list-style-type: none"> • SB375/other GHG regulations • Coastal Commission • Proposition 116 • FAST Act (travel time reliability) 	<ul style="list-style-type: none"> • SB375/other GHG regulations • Coastal Commission • Proposition 116 • FAST Act (travel time reliability) 	<ul style="list-style-type: none"> • SB375/other GHG regulations • Coastal Commission • FAST Act (travel time reliability)
DOES PROJECT INTEGRATE INTO EXISTING TRANSPORTATION INFRASTRUCTURE?	<ul style="list-style-type: none"> • Connects with local bus service at Santa Cruz Metro Center & Watsonville Transit Center • Existing local bus service connects at four future stations • Local bus service could be provided to/from all future stations 	<ul style="list-style-type: none"> • Connects with local bus service at seven future stations (Watsonville Downtown, Aptos Village, 41st Ave., 17th Ave., Seabright Ave., Downtown Boardwalk, Natural Bridges Dr.) • Local bus service could be provided to/from all future stations 	<ul style="list-style-type: none"> • Connects with local bus service at eight future LRT stations (Watsonville Downtown, Ohlone Parkway, Aptos Village, 41st Ave., 17th Ave., Seabright Ave., Downtown Boardwalk, Natural Bridges Dr.) • Local bus service could be provided to/from all future stations 	<ul style="list-style-type: none"> • Connects with local bus service at six future ART stations (Aptos Village, 41st Ave., 17th Ave., Seabright Ave., Downtown Boardwalk, Natural Bridges Dr.) • Local bus service could be provided to/from all future stations • Local bus connector service from Lee Rd. station to Pajaro would also connect to Watsonville Downtown Transit Center
DOES PROJECT HAVE ABILITY TO ADAPT TO FUTURE TECHNOLOGY?	<ul style="list-style-type: none"> • More flexibility adapting to new technologies due to more flexible infrastructure with pavement and lower vehicle costs/shorter useful life 	<ul style="list-style-type: none"> • Less flexibility adapting to new technologies due to less flexible infrastructure due to fixed guideway and higher vehicle cost/longer useful life 	<ul style="list-style-type: none"> • Less flexibility adapting to new technologies due to less flexible infrastructure due to fixed guideway and higher vehicle cost/longer useful life 	<ul style="list-style-type: none"> • Moderate flexibility adapting to new technologies due to more flexible infrastructure due to pavement and higher vehicle costs/longer useful life
HOW EASILY CAN PROJECT BE INTEGRATED INTO EXISTING RIGHT-OF-WAY?	<ul style="list-style-type: none"> • No significant ROW expected to be needed to construct facility on ROW • Additional ROW could be required at larger stations that include parking or other amenities that require more space 	<ul style="list-style-type: none"> • No significant ROW expected to be needed to construct facility on ROW • Additional ROW could be required at larger stations that include parking or other amenities needing more space 	<ul style="list-style-type: none"> • No significant ROW expected to be needed to construct facility on ROW • Additional ROW could be required at larger stations that include parking or other amenities needing more space 	<ul style="list-style-type: none"> • No significant ROW expected to be needed to construct facility on ROW • Additional ROW could be required at larger stations that include parking or other amenities needing more space

ATTACHMENT 3

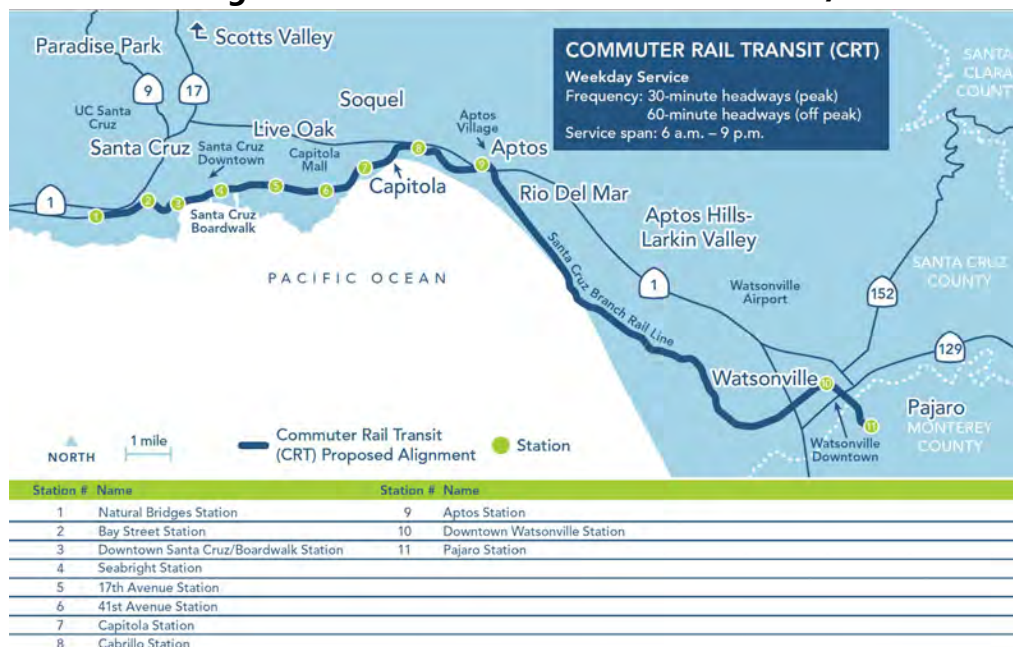
Proposed Locally Preferred Alternative for the Santa Cruz Branch Rail Line Electric Passenger Rail (CRT/LRT)



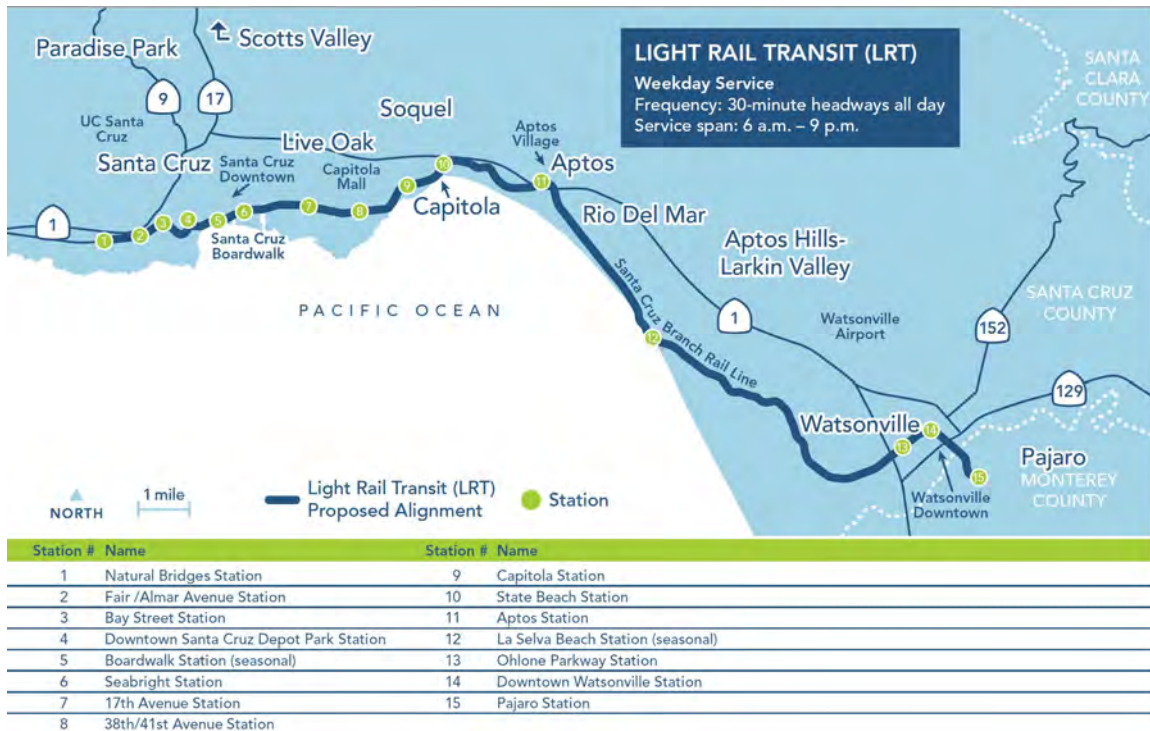
Characteristics:

Rail options can be described as passenger rail service operating on fixed rails with single or multiple individually-propelled cars, providing a local or regional service along an exclusive guideway. Operations will be structured on a single track within the Rail ROW with periodic sidings allowing for two-way travel. A decision on whether the rail option will be commuter rail (CRT) or light rail (LRT) is not recommended as part of this planning study. The infrastructure needed for either CRT or LRT is similar enough as to not impede further preliminary engineering or environmental studies of the corridor for rail transit. Deferring this decision will maintain flexibility for future decisions on the rail vehicle type, while clean energy rail technology advances.

CRT Alignment and Stations Evaluated in TCAA/RNIS



LRT Alignment and Stations Evaluated in TCAA/RNIS



Additional characteristics of the proposed Passenger Rail LPA include:

- **Vehicle Speeds** will be capable of traveling from 30 to 60 mph in the Rail ROW, with both CRT and LRT traveling at similar average and maximum travel speeds in the corridor.
- The number of **Stations** is expected to range from 11 to 13 stations on the Rail ROW, with the CRT configuration having the lower number of stations and LRT having the higher number of stations. This analysis was based on traditional station spacing and interactions for each passenger rail service. Both CRT and LRT could also include seasonal stations in the Rail ROW to better accommodate tourist and seasonal activity in the corridor. Although this study considered the number and location of station alternatives, a more detailed study during preliminary engineering and environmental review may consider different alternatives.
- The use of **FRA compliant or non-FRA compliant vehicles** will be determined in the next phase of the analysis. If non-FRA compliant vehicles are identified for use, then both CRT and LRT could be configured to operate with freight rail in this shared-use corridor only if temporally separated (i.e., freight rail and passenger rail operations will operate at different times of the day). This will require the implementation of Centralized Traffic Control (CTC) or similar signal systems. If FRA compliant vehicles are implemented, then the passenger rail (both CRT and LRT) vehicles can comingle with freight rail in this shared-use corridor and both Centralized Traffic Control (CTC) and Positive Train Control (PTC) would be required.

- **Frequency of service** would be established in a future phase of project development and could increase over time as ridership increases. Headway is the number of minutes between each train. Higher frequency (lower headways) for major stops and lower frequency for minor stops could provide the best tradeoff of travel time versus ridership and is a common practice among rail systems. Both CRT and LRT in the TCAA/RNIS analysis considered 30 minute headways during peak periods. CRT had a 60 minute headway for off-peak and LRT continued with a 30 minute frequency all day. The ridership analysis showed that a higher frequency service of 30 minute headways during mid-day served a demand that is not served by 60 minute headways mid-day.
- **Daily period of service** would be established in a future phase of project development and will likely increase over time as ridership increases. Weekday span evaluated in the TCAA/RNIS was from 6AM to 9PM and 7AM to 10PM for weekend for both CRT and LRT.
- **Level platform boarding** is a common feature in both CRT and LRT services at each station, no matter the station size in order to provide universal access for all ages and abilities and ease of boarding for travelers with bicycles.
- The CRT and LRT alternatives assume **alternative fuel technologies** including hydrogen fuel cell, battery or other future clean, or non-fossil fuel technologies without the need for an overhead catenary system. Alternative fuel technologies are advancing rapidly, along with trainsets. Within the next decade, options for clean fuel trainsets will likely expand significantly compared to what is available today.

BENEFITS OF ELECTRIC PASSENGER RAIL FOR THE LOCALLY PREFERRED ALTERNATIVE

The benefits of electric passenger rail for the locally preferred alternative, considering both CRT and LRT, are provided below.

- **Provides Faster Travel Times and Greater Travel Time Reliability.** Passenger rail with CRT and LRT by utilizing a dedicated guideway for the entire distance between Santa Cruz and Pajaro provides the fastest travel times and greatest level of travel time reliability compared to the other alternatives.
- **Reduces Auto Vehicle Miles Traveled and Greenhouse Gas Emissions.** As transit ridership increases, auto vehicle miles traveled will decrease. Rail ridership combined with the longer average trip distances on rail transit, provide the greatest reduction in vehicle miles traveled and associated greenhouse gas emissions and criteria pollutants.
- **Serves a High Percentage of Disadvantaged Populations in Santa Cruz County.** The passenger rail LPA, with both CRT and LRT, includes 91% of its rail station stops within census tracts identified as transportation disadvantaged populations in the county.
- **Provides Regional Rail Network Compatibility.** The passenger rail LPA is expected to provide the best regional network integration potential and compatibility with the California State Rail Plan and neighboring Monterey County -regional rail project plans connecting at the future Pajaro Station with only a cross platform transfer to the state rail network. An FRA compliant vehicle provides the potential for a one-seat ride between Santa Cruz and Monterey.

- **Provides the Shortest Length of Time to Implement.** The schedule for implementing the passenger rail LPA, for both CRT and LRT, will require less time than the other alternatives.
- **Assures Continuous Corridor for Transit and Trail.** The LPA ensures continuous use of the Rail ROW for its intended purpose, which creates more certainty on preserving the corridor for all uses.
- **Provides Greatest Opportunities for Transit-Oriented Development.** Fixed-guideway passenger rail services such as those provided by CRT and LRT provide the best opportunities for Transit-Oriented Development (TOD) and future demand for transit ridership compared to the other alternatives.
- **Utilizes the Full Rail ROW between Pajaro Station and Westside Santa Cruz.** The LPA utilizes the full length of the Rail ROW as a dedicated transit facility that currently has unused capacity.
- **Provides More Funding Sources Available for Passenger Rail.** As presented in Chapter 5, CRT and LRT offer more opportunities to obtain existing and potential future funding than the other alternatives. The State has established a vision of a major expansion of the rail network throughout California as provided in the 2040 California State Rail Plan. The State has committed to provide funding to implement rail projects. Governor Newsom's recent Executive Order (EO N-79-20) directing state agencies to "Build towards an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all" continues with this commitment.
- **Will not Impede Existing or Potential Future Freight and Recreational Rail from Using the Corridor.** The passenger rail LPA provides the least impact to existing and potential future freight rail operations on the Rail ROW. Freight rail and passenger rail can share the same set of tracks but may require temporal separation if the vehicles are not FRA-compliant. Both CRT and LRT can best accommodate SCBG recreational rail operations to the Boardwalk.
- **Provides Greater Flexibility to Allocate Space for Seats, Bicycles, and Mobility Devices based on Need.** CRT and LRT have greater capacity to tailor the rail vehicles to meet local needs for seating, bicycle storage and mobility devices. Vehicle design that can be flexible to accommodate a range of seating, bicycle capacity and mobility devices will provide the greatest benefit.
- **Provides Ability to Have Level Boarding at all Stations.** Both CRT and LRT can accommodate level boarding at all stations providing universal access for all ages and abilities.
- **Assures Energy Efficiency per Passenger Capacity Mile.** As technology advances for each of the four alternatives, the options for delivering greater energy efficient solutions will be explored and further defined. The passenger rail LPA provides similar energy efficiencies per passenger mile as the other alternatives. As electrification of rail vehicles advance, there will be more options for zero-emission trainsets.

AGENDA: November 17, 2020

TO: Elderly & Disabled Transportation Advisory Committee

FROM: Amanda Marino, Transportation Planner

RE: Santa Cruz County Active Transportation Plan

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive a presentation on the County of Santa Cruz Active Transportation Plan and provide input on locations that are currently challenging to walk and bike in unincorporated Santa Cruz County.

BACKGROUND

The County of Santa Cruz is developing the first Active Transportation Plan (ATP) for unincorporated areas of the county. The ATP will provide a roadmap for future improvements for walking and bicycling with the goal of making it safer, easier, and more comfortable to walk and bike.

The ATP will update the County's 2011 Bicycle Plan and provide the first countywide plan for pedestrian facilities. It will be used to help the County prioritize bicycle and pedestrian projects, and as a tool to secure grant funding for project construction. Within the unincorporated County, the ATP will focus on areas within the Urban Services Boundary, which include the more densely populated communities of Live Oak, Aptos, Rio Del Mar, La Selva Beach, and neighborhoods outside of Watsonville. The ATP will also focus on areas defined by the County as disadvantaged communities, including Davenport and the neighborhoods outside of Watsonville.

The Active Transportation Plan is a partnership between the County of Santa Cruz Public Works and Public Health Departments, Ecology Action, and Bike Santa Cruz County. Copenhagenize Design Company is assisting with the development of project recommendations. The project is funded through a Sustainable Communities Transportation Planning Grant from Caltrans, as well as local matching funds.

DISCUSSION

Outreach is currently underway for the project, with the goal of hearing from the community about ideas for new projects and places that are challenging to walk or bike now. The County hosted three virtual public meetings focused on Live Oak, Aptos + Rio Del Mar, and South County. Outreach is also taking place via a social media campaign and physically distant tabling in County parks.

Public comments will be used to develop a draft list of project recommendations, several of which will be installed as pop-up demonstrations in spring of 2021. Pop-ups are temporary

installations of traffic safety improvements, such as bike lanes or crosswalks, which are used to test how project concepts work in practice and get feedback from the community on whether projects should be installed permanently. The draft Active Transportation Plan will be developed during summer and fall 2021, and the final plan is expected to be completed in early 2022.

SUMMARY

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive a presentation and provide input on the County of Santa Cruz Active Transportation Plan.

TO: Elderly & Disabled Transportation Advisory Committee

FROM: Amanda Marino, Transportation Planner

RE: Draft Scotts Valley Active Transportation Plan

RECOMMENDATIONS

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive a presentation on the draft recommendations from the draft Scotts Valley Active Transportation Plan and provide input.

BACKGROUND

The City of Scotts Valley is developing the first Active Transportation Plan (ATP) for Scotts Valley. The ATP will provide a roadmap for future improvements for walking and bicycling with the goal of making it safer, easier, and more comfortable to walk and bike. The Active Transportation Plan is a partnership between the City of Scotts Valley, Ecology Action, and Bike Santa Cruz County. The project is funded through a Sustainable Communities Transportation Planning Grant from Caltrans as well as local matching funds.

The ATP will update the 2012 Scotts Valley Bicycle Transportation Plan and provide the first citywide plan for pedestrian facilities. It will be used to help the City prioritize bicycle and pedestrian projects and as a tool to secure grant funding for project construction.

DISCUSSION

Process to Develop Recommendations

Project recommendations were developed using the following data sources to identify needed pedestrian and bicycle improvements and develop recommendations. Traffic engineering consultants TJKM assisted with the development of project recommendations.

- **Safety:** Pedestrian and bicycle collisions over the past 10 years were analyzed, and locations with higher numbers of collisions were a focus for the planning team. Most pedestrian and bicycle collisions took place on Scotts Valley Drive and Mount Hermon Road, making those arterials a priority for improvements.
- **Community input:** The planning team received 279 comments through community outreach, a public meeting, and the project website. These comments were reviewed to identify high-priority locations and key gaps in the pedestrian and bicycle network.
- **Access to key destinations:** Routes to community destinations such as schools, parks, shopping centers, and large employers were a priority for the planning team.

Future developments were also considered, with the goal of planning for pedestrian and bike access to new housing and commercial projects.

While a citywide inventory of ADA facilities was beyond the scope of this Active Transportation Plan, the Plan recommends that the City continue to install new curb ramps and other ADA improvements as part of all future roadway projects.

Plan Implementation

The projects included in the ATP will be implemented over time as funding becomes available. Some projects that are low cost and have community support could be installed using existing City funding sources. For larger projects, leveraging local funds with additional grant funding will be critical for implementation. There are also several projects that require either private property acquisition or coordination with Caltrans. Though these are high-cost projects that would take many years to fund, design, and construct, they are included in this Plan as a long-term vision for the future of transportation in Scotts Valley.

SUMMARY

Staff recommends that the Elderly and Disabled Transportation Advisory Committee receive a presentation and provide input on the draft Scotts Valley Active Transportation Plan.