



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

BICYCLE ADVISORY COMMITTEE

MINUTES

**Monday, November 16, 2020
6:00 pm to 8:30 pm**

Teleconference

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

Members Present:

Amelia Conlen, Bike-to-Work, Chair
Grace Voss, District 1
Janneke Strause, District 1 (Alt.)
Shea Johnson, District 2
Sally Arnold, District 3 (Alt.)
Anna Kammer, District 4
Rick Hyman, District 5
Theresia Rogerson, District 5 (Alt.)
Michael Moore, City of Capitola
Matt Farrell, City of Santa Cruz
Richard Masoner, City of Scotts Valley
Murray Fontes, City of Watsonville
Leo Jed, CTSC

Unexcused Absences:

Peter Scott, District 3

Excused Absences:

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

Vacancies:

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

Staff:

Tommy Travers, Transportation Planner
Ginger Dykaar, Senior Transportation Planner
Brianna Goodman, Transportation Planner

Guests:

Matt Marquez, Santa Cruz METRO
Ben Vernazza, member of the public

3. Announcements – Staff announced there was an electronic “handout” posted online
4. Oral communications – Amelia Conlen announced that the Bike Month challenge in October amid the COVID-19 pandemic featured over 800 participants, 92 organizations, 100,000 bicycle miles logged, and nearly 3,000 trips logged. Anna Kammer announced that the last meeting of the Watsonville Vision Zero Taskforce included discussion about sharrows education and public service messaging from Bike

Santa Cruz County about driving safely amidst bicyclists. Murray Fontes announced that construction of Segment 18 Phase 1 will complete in early 2021. Ben Vernazza commented that the committee should consider transportation trends including telecommuting, less need for rail public transit, autonomous vehicles, and project costs.

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

CONSENT AGENDA

A motion (Farrell/Kammer) was made to approve the consent agenda. The motion passed unanimously with members Conlen, Voss, Johnson, Kammer, Hyman, Moore, Farrell, Masoner, Fontes, and Jed voting in favor, and Arnold absent.

6. Approved draft minutes of the August 10, 2020 Bicycle Advisory Committee meeting
7. Accepted summary of hazard reports – Anna Kammer requested either follow-up messages or more concrete messages from the local jurisdictions stating if work will or has been done, or if it was decided not to do work, in response to each hazard report.
8. Accepted Bicycle Route Signage Project update from staff

REGULAR AGENDA

9. Transit Corridor Alternatives Analysis (TCAA) and Rail Network Integration Study performance measure analysis and proposed locally preferred alternative – Ginger Dykaar, RTC Sr. Transportation Planner, and Brianna Goodman, Transportation Planner, presented the results of Milestone 3 of the TCAA analysis and sought the committee’s input. In seeking the best public transit mode to operate between Watsonville/Pajaro and the westside of Santa Cruz, the four alternatives that underwent a quantitative performance measure analysis were bus rapid transit (BRT), commuter rail, light rail, and “autonomous road train” (ART). The alignment and service plans for each alternative were determined based on the ridership, travel time and cost. BRT was evaluated to have more stations and more frequent service and therefore the highest projected ridership but longest travel time of all alternatives. Commuter and light rail were found to have the shortest travel time and better reliability but lower ridership. The ART was found to have comparable outcomes to the rail alternatives but at a much higher cost than the other alternatives. Numerous other measures including impact on air quality and potential for transit-oriented development were also compared. The TCAA team selected both rail alternatives as the locally preferred choice, primarily due to faster travel time, greater reliability, greater reduction in VMT and greenhouse gases, and greater percentage of stations located in disadvantaged communities. Staff presented the timeline and schedule of various public input opportunities for this stage of the analysis.

Committee members discussed and sought clarification on many details of the analysis including: the choice to evaluate BRT operating for a significant distance outside of the railroad corridor, right-of-way needs of BRT, the different service in Watsonville amongst the alternatives, the difference between commuter and light

rail, performance measure weighting of certain priorities, onboard bicycle capacity, accommodation of the bicycle and pedestrian trail in the corridor in terms of trail width and where any detours off corridor are expected, ridership analysis including linked transit trips, the inclusion of new and replaced bridges in expected costs, and the need for a local tax increase to support the project.

A motion (Fontes/Farrell) was made to support the proposed locally preferred alternative while emphasizing priority for adequate usable trail width. An amendment was proposed by Amelia Conlen to include priority for onboard bike capacity and level boarding, which the maker of the motion accepted. An amendment was proposed by Rick Hyman to include priority for building the trail on the corridor where at all possible, which the maker of the motion accepted. An amendment was proposed by Leo Jed to include specific language in the TCAA report on expected funding sources and potential local taxes needed, which the maker of the motion rejected.

The final motion to support the proposed locally-preferred alternative (passenger rail – commuter rail/light rail) was put to a vote with the following priorities accepted as friendly amendments:

- Adequate usable trail width within the Santa Cruz Branch Rail Line right of way
- Adequate onboard bike capacity
- Level boarding
- Building the trail on the corridor where at all possible

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

10. Highway 9 complete streets planning update – staff requested committee members read the report on progress of improvements on Highway 9 in the San Lorenzo Valley to benefit bicyclists. While there will not be opportunities for the committee to meet with Caltrans project managers to conduct design review, committee members are nevertheless encouraged to participate in upcoming public meetings in December and February to reiterate the priorities of the committee. Staff will share with members of the committee designs and other details of the projects once made available by Caltrans.
11. Updates – Sally Arnold reported that there will be a virtual ribbon-cutting for the opening of the MBSST bicycle and pedestrian trail in Segment 7 Phase 1 in early to mid December and Friends of the Rail and Trail will hold a scavenger hunt to promote use. Theresa Rogerson reported that a bike lane repainting on Mt. Hermon Road that was previously discussed by the committee may not have been implemented as planned. She also reported that County Health Services Agency staff has made a presentation to the City of Santa Cruz Transportation and Public Works Commission regarding the Community Traffic Safety Coalition and Vision Zero and highlighted recent pedestrian deaths as well as the need for coordination from Caltrans.
12. Adjourn – 8:05 pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for December 14, 2020 from 6:00pm to 8:30pm. The meeting will be held **via teleconference.**

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