



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

BICYCLE ADVISORY COMMITTEE

MINUTES

**Monday, December 14, 2020
6:00 pm to 8:30 pm**

Teleconference

This meeting was 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. 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.)
Matt Farrell, City of Santa Cruz
Murray Fontes, City of Watsonville
Drew Rogers, City of Watsonville (Alt.)
Leo Jed, CTSC

Unexcused Absences:

Peter Scott, District 3
Richard Masoner, City of Scotts Valley

Excused Absences:

Casey Beyer, District 2 (Alt.)
Michael Moore, City of Capitola
Bruce Sawhill, City of Santa Cruz (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
Rachel Moriconi, Senior Transportation Planner
Sarah Christensen, Senior Transportation Engineer

Guests:

Zach Siviglia, Mark Thomas & Co.
Chris Schneiter, City of Santa Cruz
Rob Tidmore, County of Santa Cruz
Gina Gallino Cole, Bike Santa Cruz County
Kathleen Bortolussi, pending committee nominee
Craig Calfee, member of the public
Michael Pisano, member of the public

3. Announcements – Staff announced the opening of Coastal Rail Trail Segment 7 Phase I, the resignation of Committee member Shea Johnson on December 31, and the presence of electronic “handouts” posted online regarding upcoming public input opportunities for Caltrans projects on highways 1 and 9.
4. Oral communications – Sally Arnold encouraged members and the public to visit the new Rail Trail. Member of the public Craig Calfee presented his idea for the RTC to pursue a shorter-term “bicycle freeway,” which includes seating for passengers in “bicycle surreys,” to utilize the railroad bed while the railroad planning and funding process continues.
5. Additions or deletions to consent and regular agendas – none

CONSENT AGENDA

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

6. Approved draft minutes of the November 16, 2020 Bicycle Advisory Committee special meeting
7. Accepted summary of hazard reports
8. Approved 2021 Bicycle Advisory Committee Schedule
9. Approved recommendation to the RTC of nomination of new Committee member – Kathleen Bortolussi introduced herself as a member of the board of directors of the Santa Cruz Cycling Club.
10. Approved recommendation to the RTC to approve the City of Santa Cruz’s Transportation Development Act (TDA) allocation request for \$40,000 for Bikeway Striping and Minor Improvements

REGULAR AGENDA

11. Mar Vista Bike/Ped Overcrossing review and provide input – Sarah Christensen, the manager of the Highway 1 Bay/Porter to State Park project, presented a background update on the broader project, including the Mar Vista Overcrossing, and announced the project is fully funded. The project is in the environmental phase and early design work is underway. Zach Siviglia, the project manager at the consulting firm Mark Thomas & Co., presented the early design plans for the overcrossing, considering public comment received in fall 2020 via a public meeting and survey, including the alignment, aesthetic treatments, monuments, and modifications to the intersection of Mar Vista Drive and McGregor Drive in Seacliff. Committee members expressed appreciation for the project and requested consideration of stairs or an elevator to shorten the travel distance for pedestrians, inquired about future development of the large empty parcels on the inland side of the freeway, requested that the proposed narrower-than-standard bike lanes on McGregor Drive adjacent to the touchdown of the bridge be at least 5 feet wide, requested consideration of crossbike markings and/or raised crosswalk treatments to slow vehicles at the intersection, requested

consideration of advance signage for bicyclists approaching the bridge, and noted concern about the tight turning radius resulting from the placement of the bridge in between McGregor and the freeway. Members noted the lack of sidewalk on the west side of Mar Vista and requested either utilization of existing right-of-way to provide more space for pedestrians and bicyclists to queue safely at the southwest corner of the intersection, or moving the end of the bridge east so that crossing of McGregor is done on the east side of Mar Vista Drive. Committee members discussed with the project managers the proposal for the bridge not to touch down on the coastal side of McGregor, which would have eliminated the need for users to cross that road, and the response was concern about privacy from the townhouses on Barkentine Court as well as sight distances for drivers on McGregor. Committee members expressed that there would be sufficient right-of-way to shift McGregor closer to the freeway and to address any remaining privacy concerns with fencing. Member of the public Michael Pisano commented the project should consider a constant flashing beacon for the 3-way stop and stairs to shorten the pedestrian travel distance.

A motion (Hyman/Jed) was made to recommend closer study and an engineering design sketch of an alternative design where the overcrossing will extend to the southeast corner of Mar Vista Drive and McGregor Drive, in order to improve bicycle and pedestrian access and safety, and for a report on this alternative before start of the final design phase. The motion passed unanimously with members Conlen, Voss, Johnson, Arnold, Kammer, Hyman, Farrell, Fontes, and Jed voting in favor.

12. RTC 2021 State and Federal Legislative Program review and provide input – Rachel Moriconi presented the RTC’s draft state and federal legislation programs, to guide RTC response to state and federal legislative policies and bills. Key goals are to access funds for priority projects and to deliver projects as quickly as possible. She invited Committee members to review the focus areas and priorities of the draft program and provide comments. Members requested clarification on the definition of disadvantaged communities, and they expressed support for lowering speed limits, support for modification to the Brown Act, and appreciation for the RTC legislative program generally.

A motion (Jed/Farrell) was made to endorse the 2021 Legislative Program as presented in the staff report. The motion passed unanimously with members Conlen, Voss, Johnson, Arnold, Kammer, Hyman, Farrell, Fontes, and Jed voting in favor.

13. Transportation Funding Overview – By previous request from Committee members, Rachel Moriconi presented an overview of the process and sources of transportation funding in Santa Cruz County, covering programs and entities at the local, state, and federal levels. Most funding sources are established at the legislative level while some are at the ballot box, and many in turn are subject to prioritization and other administrative decisions by elected or appointed officials. Many sources vary based on economic activity and may be higher or lower than anticipated during planning. Locally, funding available to agencies in Santa Cruz County amounts to a recent average of about \$170 million annually, with about 80% of this formulated to be used on very specific types of projects, while about 4% of it is up to RTC discretionary programming decisions. The RTC lays out funding under its discretion in its annual budget and/or biennial Regional Transportation Improvement Plan (RTIP). Transportation Development Act (TDA) funds are one state source of funding, with 5% of its funds going to local jurisdictions for bicycle and pedestrian projects; of those, the bicycle projects must be reviewed by the Bicycle Advisory Committee prior

to RTC approval. She described many different programs including where they come from and which governing entity has discretion over disbursement. She also described the county's Measure D sales tax, which allocates locally collected funds by formula to certain types of projects including active transportation in the railroad corridor; coastal rail trail implementation projects are also subject to review by the Bicycle Committee. The largest funding program in the state is the State Highway Operation and Protection Program, which goes to state highway safety and maintenance projects through Caltrans and along which recent reforms have attempted to incorporate complete streets elements.

14. Scotts Valley Active Transportation Plan review and provide input – Amelia Conlen, the manager of the plan team, which consists of Ecology Action, the City of Scotts Valley, Bike Santa Cruz County, and the planning firm TJKM, presented the draft Active Transportation Plan. She described the purpose of the plan, the timeline of the planning process, and the key recommendations. The Plan was funded by an SB1 planning grant. The team met regularly with a stakeholder group, participated in 13 community events, held a public meeting, and met their goal of reaching over 5% of the population of the city. The recommendations were based on collision data, community input, and consideration of future development. More than 1/3 of all comments received concerned issues with the two arterials Mt. Hermon Road and Scotts Valley Drive. Key recommendations serve to improve bicycle and pedestrian safety and usage of those two arterials, including engineering improvements like curb extensions at intersections, pedestrian refuge islands, upgraded crosswalks, buffered or separated bike lanes, narrowed vehicle lanes, and sidewalk improvements. A road diet is also an alternative recommendation for a portion of Scotts Valley Drive. Additional recommendations include short-term bicycle paint improvements along Granite Creek Road where it intersects with Scotts Valley Drive and the Highway 17 freeway and to improve bike parking in public places and private developments. Longer-term ideas include new projects crossing Highway 17, a path along Lockwood Lane and lower Bean Creek Road, and to study a path along Carbonera Creek. Committee members expressed support for quick-build methods to expedite improvements to Mt Hermon Road and Scotts Valley Drive, support for bike parking at private businesses, support for a road diet, and support for continuity of bike facilities beyond city limits.
15. Updates – Tommy Travers shared handouts, a fact sheet for Caltrans maintenance and possible complete streets opportunities on Highway 1 in western Santa Cruz and a public meeting announcement for safety improvements for access between downtown Felton and the San Lorenzo Valley schools campus. He also announced that Caltrans staff will attend the RTC's Interagency Technical Advisory Committee meeting and that Bicycle Committee members are encouraged to attend.

A motion (Hyman/Farrell) was made to write a letter to Caltrans with the following:

- Again invite Caltrans project managers to bring preliminary plans for Highway 1 to the Bicycle Committee for input
- Ask Caltrans to approach this project using their own Complete Streets policy, the Main Street California document, and the Toward an Active California Plan.
- Ask Caltrans to use repaving projects as an opportunity to improve markings to increase safety and convenience for bicyclists and pedestrians

The motion passed unanimously with members Conlen, Voss, Johnson, Arnold, Kammer, Hyman, Farrell, Fontes, and Jed voting in favor.

Rick Hyman invited the committee to discuss opportunities for how to utilize the railroad corridor temporarily for active transportation until construction of long-term projects starts, at a future Committee meeting and after the RTC makes a decision on the TCAA recommendations.

16. Adjourn – 8:40 pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for February 8, 2021 from 6:00pm to 8:30pm. The meeting will be held **via teleconference.**

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