



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

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**MEETING AGENDA**

**Monday, August 9, 2021**

**6:00 pm to 8:30 pm**

**NOTE: TELECONFERENCE**

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/88616855882?pwd=dIRuRThSblRjSEtuemNOckpmT1l1dz09>

Online meeting ID: 819 7075 0348

Password: 667667

Dial-in: +1 669 900 9128

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

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

**COMMITTEE MEMBERSHIP**

Member

Scott Roseman  
Kathleen Bortolussi  
Peter Scott  
Anna Kammer  
Rick Hyman  
Paula Bradley  
Matt Farrell  
Richard Masoner  
Murray Fontes  
Amelia Conlen, Chair  
Leo Jed

Alternate

Corrina McFarlane  
John Hunt  
Sally Arnold  
Liz Hernandez  
Theresia Rogerson  
Mike Moore  
Grace Voss  
Vacant  
Drew Rogers  
Matt Miller  
Vacant

Representing

District 1  
District 2  
District 3  
District 4  
District 5  
City of Capitola  
City of Santa Cruz  
City of Scotts Valley  
City of Watsonville  
Ecology Action/Bike To Work  
Comm. Traffic Safety Coalition

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

1. Call to Order
2. Introductions

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

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

5. Additions or deletions to consent and regular agendas

### **CONSENT AGENDA**

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

6. Approve draft minutes of the June 14, 2021 Bicycle Advisory Committee special meeting
7. Accept summary of hazard reports
8. Accept letter from Committee to Caltrans District 5 and SCCRTC regarding Highway 9 north of Graham Hill Road in Felton
9. Accept response letter and revised project fact sheet from Caltrans District 5 to Committee regarding Highway 1/Mission Street maintenance project in Santa Cruz
10. Accept RTC call for projects for transportation grant funding

### **REGULAR AGENDA**

11. Mar Vista Drive bike/ped overcrossing update – Zach Siviglia, consultant staff, and Sarah Christensen, RTC Sr. Transportation Engineer
12. Santa Cruz METRO Center/Pacific Station redevelopment – David McCormic, City of Santa Cruz staff
13. Soquel Drive bicycle improvement project – Russell Chen, County of Santa Cruz staff, and consultant staff
14. Measure D 5-Year Programs of Projects for Regional Projects – Rachel Moriconi, Sr. Transportation Planner
15. Updates related to Committee functions – Committee members (oral updates)
16. Adjourn

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for October 4, 2021 from 6:00pm to 8:30pm via format TBD based on state guidance.

**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](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)*

**AGENDAS ONLINE**

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

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*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.)*

**TITLE VI NOTICE**

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

**BICYCLE ADVISORY COMMITTEE**

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**MEETING  
DRAFT MINUTES**

**Monday, June 14, 2021  
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 6:00 pm.
2. Introductions

**Members Present:**

Amelia Conlen, Bike-to-Work, Chair  
Kathleen Bortolussi, District 2  
John Hunt, District 2 (Alt.)  
Peter Scott, District 3  
Sally Arnold, District 3 (Alt.)  
Anna Kammer, District 4  
Liz Hernandez, District 4 (Alt.)  
Rick Hyman, District 5  
Theresia Rogerson, District 5 (Alt.)  
Paula Bradley, City of Capitola  
Matt Farrell, City of Santa Cruz  
Grace Voss, City of Santa Cruz (Alt.)  
Richard Masoner, City of Scotts Valley  
Murray Fontes, City of Watsonville  
Leo Jed, CTSC

**Staff:**

Tommy Travers, Transportation Planner  
Guy Preston, Executive Director

**Guests:**

Jim Langley, former committee member  
Alan Romero, Monterey Bay Air Resource District  
Matt Machado, County of Santa Cruz  
Piet Canin, Bike-to-Work/Ecology Action  
Gina Gallino Cole, Bike Santa Cruz County  
Robert Johnson, Kathy Jaggi, Dave Riggs, Joni Steele, Barry Scott, Becky Steinbruner, Ryan Sarnataro, members of the public

**Unexcused Absences:**

**Excused Absences:**

Michael Moore, City of Capitola (Alt.)  
Drew Rogers, City of Watsonville (Alt.)  
Matt Miller, Bike-to-Work (Alt.)

**Vacancies:**

City of Scotts Valley – Alternate  
CTSC – Alternate



3. Staff announcements – none
4. Oral communications – Grace Voss announced a Santa Cruz County Bike Club upcoming mountain challenge with three distances. Murray Fontes announced that the coastal rail trail Segment 18 Phase 1 is open and an opening event is planned for July. Amelia Conlen announced that the next temporary bike/ped improvement installation as part of the unincorporated county Active Transportation Plan update will be installed on Portola Drive next week, with a celebration event on June 25, and she also encouraged the community to take an online survey after experiencing the temporary projects. Leo Jed announced that the state bill AB122 for “stop as yield” is progressing and will likely clear the legislature. Gina Cole announced that the Bicycle Film Festival Santa Cruz is upcoming with tickets available at [bicyclefilmfestival.com](http://bicyclefilmfestival.com), and will fund a bicycle grant program. Matt Machado announced that improving bike lanes and pedestrian facilities are a high priority for the County Department of Public Works but are currently unfunded, that he hopes the Committee can work with the County to find funding solutions, and that the County will bring concepts and designs of the upcoming major complete streets project on Soquel Drive to the Committee. Robert Johnson announced that there should be a better bicycle route between Scotts Valley and Santa Cruz. Becky Steinbruner announced that a recent County project that removed a segment of bike lane on Soquel Drive in Aptos is a problem.
5. Additions or deletions to consent and regular agendas – none

#### **CONSENT AGENDA**

A motion (Roseman/Farrell) was made to approve the consent agenda. The motion passed unanimously with members Conlen, Bortolussi, Roseman, Scott, Kammer, Hyman, Bradley, Farrell, Masoner, Fontes, and Jed voting in favor.

6. Approved draft minutes of the May 10, 2021 Bicycle Advisory Committee special meeting
7. Accepted summary of hazard reports. Members of the Committee requested correction of the last item which appears to have incorrect information. Becky Steinbruner commented that she had not received a satisfactory resolution of a hazard report.
8. Accepted letter from ad-hoc subcommittee providing Committee comments on the Mt. Hermon Road bike lane striping project to County Department of Public Works

#### **REGULAR AGENDA**

9. Recognition of Jim Langley for service on Bicycle Advisory Committee – Tommy Travers, RTC Transportation Planner, presented a certificate of recognition and thanked Jim Langley, who recently ended his service, for his 18 years of volunteer work on the Committee. Several members of the Committee expressed appreciation and related stories.
10. Proposal for e-bike incentive program by the Monterey Bay Air Resources District – Alan Romero, District staff, presented a proposal for a financial incentive program within the three-county Monterey Bay region to encourage purchases of new e-bikes, with the belief, based on studies showing that most younger people who own e-bikes

use them for getting to work, that it will help replace car trips. The program is proposed to offer \$200, or \$400 for low-income persons based on whether they are eligible for utility subsidies. The price of an eligible e-bike would be set at between \$1,000 and \$4,000 and only commuter-style or cargo-style bikes would be eligible. The program has one-time funding but may be renewed in the future if successful. Various committee members offered many ideas for the air district to consider when making their ultimate decision on implementing the project:

- Incentivize regular bikes as well
- \$4,000 limit is too low
- \$4,000 limit is too high
- Provide even more subsidy for low-income and less for wealthy
- Do not incentivize "out of class" e-bikes that may be too fast or illegal
- Include education or a required course on e-bike etiquette/safety for recipients
- Concern that more e-bikes will create conflicts for regular bicyclists
- Limit the incentive to only e-bikes purchased from local businesses
- Seek more input from the low-income community
- Bring back past MBARD funding for secure biking programs
- Include e-bike styles that are similar to commuter, such as road bike and street bike
- Include mountain bikes
- Consider subsidizing utilities for low-income if owning an e-bike increases household utility bill
- Consider public locations to charge e-bikes

Piet Canin commented that the program should include education for safety and e-bike information, that public outreach to lower-income populations should be done in order to make the project successful, that the subsidy should be increased, and encouraged partnering with other existing e-bike incentive programs. Barry Scott commented that the requirement for a purchase to cost at least \$1,000 should be lowered to accommodate e-bikes likely to be purchased by low-income people. Kathy Jaggi commented that class III e-bikes should not be excluded.

11. Highway 1 – State Park to Freedom Auxiliary Lanes and Bus on Shoulder Project & Coastal Rail Trail Segment 12 Professional Engineering Services Contract Award & Addition of Interim Trail Alternative Seg 12 – Guy Preston, RTC Executive Director, spoke in place of Sarah Christensen who was not able to attend. He described the overall Highway 1 project that includes Segment 12 of the Coastal Rail Trail. The branch line includes four railroad bridge crossings. There will be a need to acquire property between at least two of the bridge crossings for the trail adjacent to the rail line alternative. The goal of the project team is to maximize the defensibility of the environmental document, which requires a reasonable range of alternatives to a proposed project that could feasibly attain most of the proposed project's basic objectives and would avoid or substantially lessen any of the proposed project's significant effects. A draft report is expected in summer 2022. Since this is a highway and trail project and not a rail project, the study will not include advanced engineering for future rail service. However, the combined cost of both alternatives would likely approximate the full cost of building the interim trail and then relocating the trail adjacent to the rail line. It is anticipated that the interim trail alternative would remove tracks from the existing rail bridges, so that they could be repurposed for bikes and pedestrians. The project team will consider whether the interim trail alignment should remove the tracks for the remaining limits of Segment 12 or just a portion of it. Committee members requested a trail width sufficient to accommodate separation of pedestrians and bicyclists, an interim trail built at high quality, and that

the design team share preliminary drawings with the Committee once they have interim trail alignment and width. Members expressed concern as to whether there is more risk added by adding the interim trail to the EIR, due to the fact that railbanking is outside RTC and Caltrans control, whether a different alternative such as aligning the trail south of Highway 1 would be considered a more feasible alternative, whether the highway and trail elements being part of one overall project creates more risk of environmental challenges and delays for each, and whether grant funding for construction may be more difficult to secure if the interim trail will not be permanent. In a response to questions, Director Preston clarified that the rail bridges over the highway could not be repurposed. Those bridges would need to be removed regardless of alternative, due to insufficient bridge length to accommodate the highway widening. The alternative for the trail adjacent to rail will propose new crossings to accommodate both rail and the trail, whereas, it is undetermined as to whether the interim trail alternative would propose to replace the rail bridges with active transportation bridges or a rail bridge, as part of this project. The team will consider cost-effective options for the interim trail alternative, as to not preclude future potential rail service.

12. Capitola Trestle Update, Interim Trail Alternative, and Amendment to Professional Engineering Services Agreement with RailPros Inc. – Guy Preston, RTC Executive Director, spoke in place of Sarah Christensen who was not able to attend. He described the current condition of the Capitola trestle. The current scope of the Coastal Rail Trail project for Segments 10 & 11 does not include the center of Capitola due to the Capitola Trestle. In June 2021, RTC authorized a feasibility study of utilizing the structure for an interim trail, so that the County of Santa Cruz may consider an interim trail alternative as part of scoping for their Segments 10 & 11 project. Committee members commented that the need to remove the interim trail for future rail service should be considered in the environmental report, and that the ability to bicycle along the bridge corridor is an important transportation need.
13. Updates related to Committee functions – Anna Kammer reported that the opening event for the temporary protected bike/ped path on Green Valley Road was very well-attended, and Liz Hernandez shared parts of her impactful speech she gave at the event, regarding the importance of bicycle transportation for herself and the community. Rick Hyman reported that as Highway 9 north of Graham Hill Road will soon be repaved, he requests that the Chair write a letter to Caltrans requesting narrowing the vehicle lanes, as has been requested by the Committee and members of the public, in a temporary manner to study its effect and safety.

14. Adjourn – 8:40 pm

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for August 9, 2021 from 6:00pm to 8:30pm. The meeting will be held **via teleconference.**

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

# Bicycle Hazard Reports

## August 2, 2021

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
07/29/21	Brad	Whipp	Capitola Rd	16th Ave	Live Oak	Bike: Construction hazard	As the construction has commenced on the 1500 Capitola Campus, Work crews have been placing signs to warn road users of construction, which one would expect and is probably protocol, but the signs are being placed in locations that are creating potential dangers for cyclists, especially during peak traffic hours. There are three signs that are completely blocking the bike lane in that area, yet I could see how the signs might have been placed so they would have left ample room for bikes to pass without decreasing visibility of the signs. You can see by the attached photo that the sign might have been placed in front of the planter where it would have been out of everyone's way and still alerting drivers.	DPW	07/29/21	<b>7/29/21 Jana Vargas:</b> Good afternoon, Thank you for your email. I will forward to our Road Maintenance Department for review and response. <b>7/29/21 Road Maintenance Dispatch:</b> We are looking into this, no request issued. <b>8/2/21 Kristine Conley:</b> I have spent some significant time out in the field and have worked with the contractor to move 2 of the signs inward, and allowing for less impact on the bike lane. The Road Work Ahead sign closest to the intersection of Capital Rd and 17th Ave is now the only one fully in the bike lane, unfortunately there is no where else to place this, in order to visible to both motorists and bicyclist. Please proceed with caution in this area. Thank you again for your input and suggestions.
07/14/21	Janine	Honey	3751 N Main St	Cherryvale Ave	Soquel	Bike: Plant overgrowth or interference	Poison oak, blackberry, etc. overhangs guardrail and forces cyclists into street on a blind curve.	DPW	07/23/21	<b>7/23/21 Jana Vargas:</b> Good afternoon, Thank you for your email. I will forward your request to our Road Maintenance Department for review and response.
07/05/21	Rick	Hyman	17th Ave	Brommer St	Live Oak	Bike: Traffic signal problem	A bike positioned in the left turn lane on northbound 17th Ave to make a left turn onto westbound Brommer Street does not trigger the green left turn arrow.	DPW	07/23/21	<b>Road Maintenance Dispatch:</b> Cal West lighting notified to inspect.
07/04/21	Jim	Danaher	30th Ave	Capitola Rd	Capitola	Bike: Debris on shoulder or bikeway	There is a ton of broken glass at 30th and Capitola-- on the sidewalk, covering the bike lane, and in the traffic lanes. It goes for about 30 feet. It's a lot of glass, and it's fresh and sharp. Lots of people are going to get flat tires, and anybody walking a dog may find their dog injured.	DPW	07/23/21	<b>7/23/21 Jana Vargas:</b> Good afternoon, We are just receiving this request from a July 4th report. I will submit to our Road Maintenance Department but I am hoping it has been taken care of by now.
06/29/21	Andy	Ritchie	2842-2852 Soquel Ave	Soquel Dr	Santa Cruz	Bike: Rough pavement or potholes, Pavement cracks	The sidewalk in front of the SoCal avenue Auto Center or whatever they're called has a crack in it that is about the perfect size to stop a bicycle rider and send them head first over the handlebars. Something similar happened to me in college when my bike tire found the edge between the sidewalk and the grass when it was freshly edged, and I don't wish that on anyone.	DPW	06/29/21	<b>6/30/21 Dorothy Morgan:</b> Good Morning SCCRTC, Thank you for your email. I have included our Road Maintenance Dispatch and our Encroachment team who will review and respond to you directly. Sidewalks are the responsibility of the adjacent property owner. <b>6/30/21 Road Maintenance Dispatch:</b> SREVICE REQUEST ISSUED 21-001160
06/23/21	Jack	Bowers	Bicycle/Pedestrian path connecting southern end of Branciforte with East Cliff Drive	N/A	Santa Cruz	Bike: Plant overgrowth or interference	Weeds and brush along path impinge on the path. Please cut back brush & weeds along path. We are particularly concerned about ticks and other bugs. Thank you very much!	Claire Gallogly, Nathan Nguyen	06/29/21	<b>6/29/21 Claire Gallogly:</b> Staff will be field checking this location and addressing the concern.
06/21/21	Chris	Waters	122 Palo Verde Terrace	N/A	Santa Cruz	Bike: Damaged sidewalk	at least one spot on the path is too narrow, and pavement is gone. suggest signs be posted warning cyclists	Claire Gallogly, Nathan Nguyen	06/25/21	<b>6/28/21 Claire Gallogly:</b> Good morning, Staff will field check this location and take next step actions.

# Bicycle Hazard Reports

## August 2, 2021

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
06/18/21	Susan	Arnold	Coolidge Dr	Hagar Ct	Santa Cruz	Bike: Rough pavement or potholes	bike lane: northbound Coolidge Drive @Faculty Housing bus stop : Bicycle Lane adjacent to bus stop has cracks large enough to trap a bicycle tire.	DPW	06/21/21	<b>6/21/21 Dorothy Morgan:</b> Good Afternoon, I have forwarded your request to our Road Maintenance Dispatch. They will review and respond to you directly. <b>6/21/21 Road Maintenance Dispatch:</b> Service request issued 21-001100
06/18/21	Susan	Arnold	1726 Bay St	Keneth St	Santa Cruz	Bike: Other	Cars parked in bike lane on Bay Avenue between Mission and Escalona. This happens almost every morning. Attached is one of 2 cars parked in the bike lane. Is this minor or urgent? I would say it is a chronic problem that needs the attention of parking enforcement on a regular basis.	Claire Gallogly, Nathan Nguyen	06/21/21	<b>6/28/21 Claire Gallogly:</b> Good morning, SCPD will conduct additional enforcement in this area during the posted "no parking" times.
06/16/21	Brittany	Cavalett o	Glenwood Dr	Mountain Charlie Rd	Santa Cruz	Bike: Rough pavement or potholes, Pavement cracks, Plant overgrowth or interference, Bikeway not clearly marked	Glenwood drive is commonly traveled by cyclist, mainly recreationally, to ride up if for a work out. The road condition has gotten progressively worse. There are many cracks, broken pavement, uprooting, and damaged areas. Additionally there are no signs to warn drivers about cyclist. In the event that traffic is bad on highway 17 you will see this road basically become a highway. Many cars in both directions, speeding to make up for the time they sat in traffic. It's scary to be a cyclist on the road at this time, blind turns, no shoulder, cars passing unsafely. In addition to being repaved I believe signs for the drivers such as "bicyclists on road" "bicyclists may use full lane" "local traffic only" etc could help cars have better behavior on this road.	DPW	06/21/21	<b>6/21/21 Dorothy Morgan:</b> Good Afternoon, I have forwarded your request to our Road Maintenance Dispatch. They will review and respond to you directly. <b>6/21/21 Road Maintenance Dispatch:</b> Service request issued 21-001101
06/14/21	Gina	Cole	37 Holohan Rd	Laken Dr	Watsonville	Bike: Debris on shoulder or bikeway	The bike lane on Holohan Road, between the Quick Stop Driveway and the second Laken Drive entry, is always full of sand. Please direct crews to sweep this area when it is possible. Thanks for all you do! Gina Cole	DPW	06/21/21	<b>6/21/21 Dorothy Morgan:</b> Good Afternoon, I have forwarded your request to our Road Maintenance Dispatch. They will review and respond to you directly. <b>6/21/21 Road Maintenance Dispatch:</b> Service request issued 21-001099
06/14/21	Becky	Steinbr ner	Soquel Dr	Spreckles Dr	Aptos	Bike: Plant overgrowth or interference, Debris on shoulder or bikeway	The eastbound bike lane on Soquel Drive from Rancho del Mar Center to Spreckles Drive is very overgrown and hazardous for bicyclists. The Himalayan blackberry vines encroach into the bicyclists' areas and cause riders to veer into the lane of traffic to miss being impaled by the thorns. Vehicle traffic is often very fast and drivers are distracted, creating dangerous conditions for bicyclists. i have reported this problem to County Dept. of Public Works over three months ago, whose response was "we'll look into it." No action to improve safety for bicyclsts has occured in the hazard area.	DPW	06/21/21	<b>6/21/21 Dorothy Morgan:</b> Good Afternoon, I have forwarded your request to our Road Maintenance Dispatch regarding the eastbound bike lane on Soquel Drive from Rancho del Mar Center to Spreckles Drive. They will review and respond to you directly. <b>6/21/21 Road Maintenance Dispatch:</b> This has been issued a request , 21-000904
06/10/21	Anna	Kammer	Hames Rd	Corralitos RD	Corralitos	Bike: Rough pavement or potholes, Pavement cracks, Plant overgrowth or interference, Debris on shoulder or bikeway, Bikeway not clearly marked	There is debris (gravel, plant material, and dirt) in the shoulder along Hames Rd. as you go up from the Corralitos Market toward Pleasant Valley Rd. This section has a narrow road and shoulder, and vehicles often squeeze out cyclists, failing to give cyclists the required 3 foot distance. At the top of Hames, along Rodriguez yard, by the cement barriers cyclists are forced to compete with vehicles for road space. These hazards create a safety issue for cyclists. It would be great if Hames Rd. could be swept on a regular basis, and if there were signs asking drivers to ""Share the Road" or to "Maintain a 3 foot Distance".	DPW	06/21/21	<b>6/21/21 Dorothy Morgan:</b> Good Afternoon, I have forwarded your request to our Road Maintenance Dispatch. They will review and respond to you directly. <b>6/21/21 Road Maintenance Dispatch:</b> Service request issued 21-001097
06/10/21	Trician	Comings	89 S Branciforte Ave	N/A	Santa Cruz	Bike: Plant overgrowth or interference	The bike and pedestrian path between S. Branciforte Ave. and East Cliff Dr. is getting overgrown with vegetation - even some blackberry vines growing into the pathway.	Claire Gallogly, Nathan Nguyen	06/21/21	<b>6/28/21 Claire Gallogly:</b> Thank you. Staff will field check and remedy.

# Bicycle Hazard Reports

## August 2, 2021

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
06/09/21	Jonathan	Benko	4665 Soquel Dr	Porter St	Soquel	Bike: Bikeway not clearly marked	Southbound on Porter approaching Soquel, and at the intersection itself (the route a student from Soquel High would use to leave school) there is no bike lane, no bike markings, no signs. It is unclear whether a cyclist should ride in the right turn lane or the center lane. I will be working at Soquel High this coming year and I am curious what you would advise a cyclist to do at this intersection to navigate it as safely as possible while still obeying the law.	DPW	06/21/21	<b>6/21/21 Dorothy Morgan:</b> Good Afternoon, I have forwarded your request to our Road Maintenance Dispatch. They will review and respond to you directly. <b>6/21/21 Road Maintenance Dispatch:</b> Service request issued 21-001098
06/09/21	Jonathan	Benko	2112 Wharf Rd	N/A	Capitola	Bike: Bikeway not clearly marked, Other	Wharf road is marked as a bikeway at both ends. Going under the bridge at Highway 1 the bike lane narrows without notice, probably too narrow to be considered a bike lane, there are no bike signs, and no marking on the road. Additionally, drivers generally seem to drive really fast despite the curves.	Steve Jesberg, Kailash Mozumder, Matt Kotila	06/10/21	<b>Kailash Mozumber:</b> We have ordered two "Bikeway Narrows" signs and will have those installed upon arrival. The other issue noted is that there is debris in the bike path where these delineators are placed. This area is just outside of our City Limits, but it may help to have this area periodically swept. I'll send photos and a response to all when the signs have been installed.
06/08/21	John	Hunt	200 Ventana Way	San Andreas Rd	Aptos	Bike: Plant overgrowth or interference	There is an oak branch widowmaker hanging down into the southbound bike lane on San Andreas Road halfway between Bonita Drive and Seascape Blvd. The limb is slowly breaking and the large branch is now low enough that bike riders need to duck. It extends across the whole bike lane.	DPW	06/10/21	<b>6/10/21 Jana Vargas:</b> Good afternoon, Thank you for your email. I will forward to our Road Maintenance Department for review and response. <b>6/10/21 Road Maintenance Dispatch:</b> Crew in route.
06/01/21	Grace	Voss	Glen Canyon Rd	Branciforte Dr	Santa Cruz	Bike: Rough pavement or potholes	the hole isn't wider than one foot across, but it is deep; today the front wheel of my bicycle almost went into it; i avoided it, fortunately, at the last second!	DPW	06/07/21	<b>6/7/21 Dorothy Morgan:</b> I have forwarded your request to the Road Maintenance Dispatch who will review and respond to you directly. <b>6/7/21 Road Maintenance Dispatch:</b> SERVICE REQUEST ISSUED 21-001013
05/26/21	Lauren	Freeman	551 Coast Rd	N/A	Santa Cruz	Bike: Debris on shoulder or bikeway, Vehicles or objects blocking sidewalk, Debris on sidewalk, Sidewalk too narrow	Wilder bike path over grown tall weeds. 2 ft tall.	Nancy Cross, Caltrans	06/07/21	Follow-up email sent 7/29/2021
05/25/21	Fabrizio	Tani	1324 W Cliff Dr	Getchel St	Santa Cruz	Bike: Other	There is a dangerous piece of metal sticking out from the ground. Near the pole used for the electricity. The place is often crowded by kids who will jump into the ocean.	Claire Gallogly, Nathan Nguyen	06/07/21	<b>Claire Gallogly:</b> Operations went out and removed the hazard. This has been resolved.
05/24/21	Richard	Masoner	220 Cathcart Street	Pacific Ave	Santa Cruz	Bike: Other	People are using the bike lane that is clearly marked "NO PARKING" on Cathcart St in Santa Cruz for free parking on Sunday nights. There's even plenty of parking available in the Cedar Street lot so it's not like they have to walk any further. I posted a photo to <a href="https://twitter.com/cyclelicious/status/1396656970187165705">https://twitter.com/cyclelicious/status/1396656970187165705</a>	Claire Gallogly, Nathan Nguyen	06/07/21	<b>6/8/21 Claire Gallogly:</b> Hi Richard, We'll forward on to the police department to request additional enforcement.
05/06/21	Michael	Rios	Soquel Ave	Robertson St	Soquel	Bike: Debris on shoulder or bikeway	Significant amounts of broken glass forces bicyclists into vehicle lane.	DPW	05/06/21	<b>5/6/21 Dorothy Morgan:</b> Good Afternoon SCCRTC, Thank you for your email about the debris in the bike lane. I have included our Road Maintenance Dispatch who will review your request and respond to you directly. <b>5/6/21 Road Maintenance Dispatch:</b> Service request issued 21-000820

# Bicycle Hazard Reports

## August 2, 2021

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
04/26/21	Laurie	Radovan	2299 Delaware Ave	Natural Bridges Dr	Santa Cruz	Bike: Vehicles or objects blocking sidewalk	There is a motorhome parked with their living room opened up into the bike lane. The pop out is blocking part of the bike lane. Our city streets are not an open campground. And I also don't see a license plate on this trailer.	Officer Garner	04/29/21	Follow-up email sent 7/30/2021.



## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL [info@sccrtc.org](mailto:info@sccrtc.org)

July 19, 2021

Tim Gubbins, Director  
Caltrans District 5  
50 Higuera Street  
San Luis Obispo, CA 93401

Guy Preston, Executive Director  
SCCRTC  
1523 Pacific Ave  
Santa Cruz, CA 95060

Dear Mr. Gubbins and Mr. Preston,

The Santa Cruz RTC Bicycle Committee would like to add its voice to those hoping to see some improvement of the northern leg of the Highway 9/Graham Hill Road intersection as soon as possible. We see the upcoming scheduled repaving as an opportunity to at least test the striping plan contained in the *Highway 9 San Lorenzo Valley Complete Streets Corridor Plan* – i.e., narrowing the Highway 9 travel lanes to accommodate Class II bike lanes. Often, before final striping is installed, interim pavement markings, such as tape or dots, are placed on the roadway. We would suggest that this be done for a slightly longer trial period; hopefully under an authority you have to make temporary accommodations during construction, or to experiment, or to obtain a design standard exemption. This would allow you to more quickly obtain data to use in your longer-term engineering analysis as to whether the striping diagram in the *Corridor Plan* can work as a component of the final intersection design. You are likely aware that such pop-up, quick, temporary installations are becoming more common and popular ways to obtain feedback on alternative transportation projects that would alter roadway configurations. You could install video cameras to observe traffic behavior and request input through local media and organizations.

The Santa Cruz County RTC's Bicycle Advisory Committee has been following progress on the *Highway 9 San Lorenzo Valley Complete Streets Corridor Plan*. We are appreciative of Caltrans' work toward implementing its recommendations, including Project #8, the Graham Hill Road intersection project. We are further encouraged by Caltrans' commitment to study and design how to achieve this project as related in the two recent public meetings. We realize that this is a challenging project due to the presence of a large retaining wall and relatively heavy traffic on the segment of Highway 9 just north of the Graham Hill Road intersection. Thus, we understand that the Caltrans engineering analysis to achieve this project will be deliberate and take time. We also realize that the ultimate design may differ from the figure shown in the *Corridor Plan* and may require a design exception. In addition, continuing the sidewalk would be desirable given the recent pedestrian fatality there, the proximity to three schools that will be back in session soon, and the safety factor of keeping pedestrians off of the roadway, including the bike lane.





## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • [831] 460-3200 FAX [831] 460-3215 EMAIL [info@sccrtc.org](mailto:info@sccrtc.org)

We hope that you use the opportunity to restripe after repaving to do anything you can to accelerate improving this intersection and the segment of Highway 9 just north of the intersection. Thank you for your consideration.

Sincerely,

Amelia Conlen  
Chair, RTC Bicycle Advisory Committee

CC: Bruce McPherson, District 5 Supervisor, Santa Cruz County

**DEPARTMENT OF TRANSPORTATION**

CALTRANS DISTRICT 5

50 HIGUERA STREET

SAN LUIS OBISPO, CA 93401-5415

PHONE (805) 549-3101

FAX (805) 549-3329

TTY 711

www.dot.ca.gov

*Making Conservation  
a California Way of Life.*

July 1, 2021

Ms. Amelia Conlen  
Chair, RTC Bicycle Advisory Committee  
Santa Cruz County Regional Transportation Commission  
1523 Pacific Ave.  
Santa Cruz, CA. 95060

Dear Ms. Conlen:

This letter is in response to your February 17, 2021 inquiry letter on behalf of the Bicycle Advisory Committee. I have been working on this response with my colleagues for a while. We understand the committee members' request, such as curb ramp design, curb radii design, bicycle signage, bicycle detection system, speed limit, and gutter design. These are all design details that will be carefully considered by the project team during the next phases: Project Approval & Environmental Document Phase and Design Phase. I will continue to engage this committee and others as we approach the Design Phase. One such example is to conduct a joint committee meeting to provide updates and answer questions.

Regarding road diets, Caltrans District 5 has communicated to our local partners the importance of local plan development to study the complexities and constraints of Mission Street, perform a deep analysis of the impacts and feasibility of complete streets concepts, and most importantly gather community consensus by conducting public engagement to determine a locally preferred alternative. The locally preferred alternative identified in the Active Transportation Plan (ATP) for bicycle travel is King Street which parallels Mission Street. The District believes in the value of comprehensive public engagement and community supported local plans as the ideal platform to express their concerns and needs for enhancing bicycle and pedestrian mobility for Santa Cruz residents. District staff has explained to local representatives that the road diet proposal is adverse to past local planning efforts (City of Santa Cruz ATP, 2017). Page 98 of the ATP has a map that shows community supported complete streets concepts for long term active transportation investments. The map shows complete streets concepts being identified

Ms. Amelia Conlen  
July 1, 2021  
Page 2

throughout the city but not on Mission Street, Highway 1. We also have concerns that a road diet on Mission Street would significantly increase congestion and negate the benefits from projects currently in development that improve traffic operations on Highway 1. Additionally, Highway 1 serves as an evacuation route for the region. Therefore, this is not a change that Caltrans will be pursuing. Santa Cruz was recently awarded \$107.2 million state grant to build auxiliary lanes, bus on shoulders, and many other improvements to alleviate some of the worst traffic in the District. A road diet on Mission Street will likely further backup congestion onto Highway 1. Having said that, this project continues to seek the incorporation of complete streets elements consistent with the Santa Cruz Complete Streets Planning Study.

The District attaches importance to safe travel for all users. Over the past few months, the District upgraded existing beacon devices with Rectangular Rapid Flashing Beacons (RRFB) at three intersections along Mission Street, which are King Street, Olive Street, and Berkshire Avenue. These beacons also provide audio feedback to pedestrians. These will enhance awareness of pedestrians at midblock crossings.

If you have any questions or concerns, please contact Jackson Ho, Project Manager, by phone at (805) 276-1114 or by e-mail at [Jackson.ho@dot.ca.gov](mailto:Jackson.ho@dot.ca.gov).

Sincerely,

JACKSON HO  
Project Manager, District 5



# SANTA CRUZ CAPM PROJECT FACT SHEET

Santa Cruz County – Route 1 – Post Mile 17.5/20.2

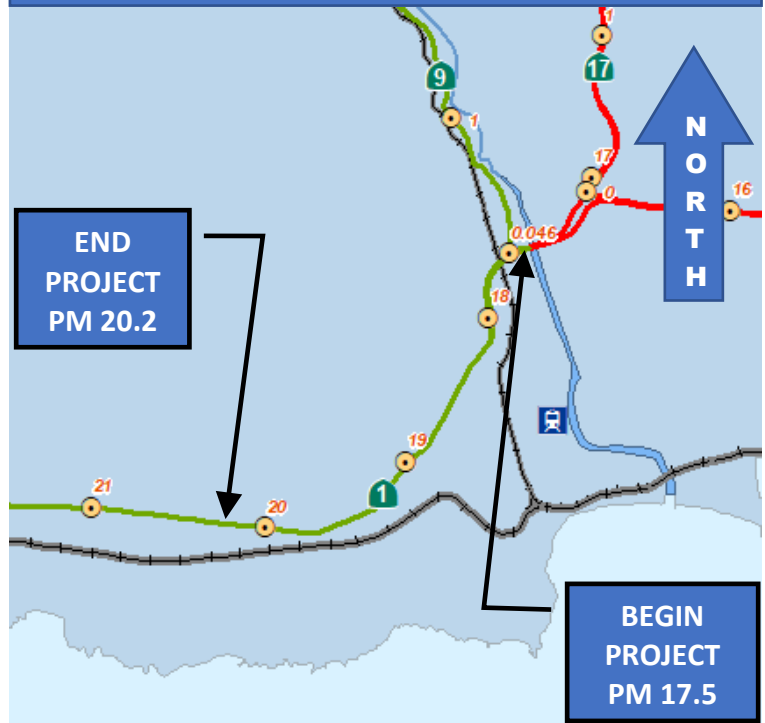
## THE PROJECT [EA: 05-1M110]

The Santa Cruz Capital Preventative Maintenance Project is located on Route 1 (Cabrillo Highway) through the city of Santa Cruz from 0.06 miles south of Route 9 Junction to 0.09 miles north of the Shaffer Road (Mission) intersection. The purpose is to extend the pavement life 10+ years and provide ADA compliant curb ramp access. The work will include grinding and paving 8.3 lane miles of pavement, upgrading up to 91 curb ramps, guard rail upgrade, sign panel upgrade, loop detector replacement, and improvements for bicyclists/ pedestrians, as feasible, in coordination with the City and SCCRTC.



Google 2020

## PROJECT MAP



## COMMUNITY

The project traverses an urban environment. The highway, also known as Mission Street, is a busy corridor that experiences seasonal tourism and has various types of businesses including: hotels, restaurants, government offices, businesses, K-12 schools, and a dense student population at UC Santa Cruz that impacts State Route 1. Local outreach will be conducted to gather input on community needs.

FUNDING	CURRENT SCHEDULE	
<b>Fund Source:</b> SHOPP Pavement Preservation	Identify Need	Jul 2020
	Approve Project Initiation Document	Jun 2021
	Approve Project Report & Environ Document	Sept 2023
<b>Current Construction Capital Estimate:</b> \$8,900,000	100% Design Completion	Jan 2025
<b>Current Right of Way Capital Estimate:</b> \$190,000	Begin Construction	Feb 2026
	End Construction	Feb 2027



## **RTC Accepting Applications for \$11 Million in Transportation Grants**

**Applications Due:** October 5, 2021, at 4:00 p.m. to [rmoriconi@sccrtc.org](mailto:rmoriconi@sccrtc.org)

The Santa Cruz County Regional Transportation Commission (SCCRTC) is accepting applications for approximately \$11 million for transportation projects and programs in Santa Cruz County.

The available transportation funds include regional shares of state and federal funds:

- Surface Transportation Block Grant Program (STBG)/Regional Surface Transportation Program Exchange (RSTPX): Approximately \$3.5 million, available as soon as December 2021.
- State Transportation Improvement Program (STIP): Approximately \$4 million, with most funds anticipated to be available in FY25/26 and FY26/27;
- Federal Highway Infrastructure Program (HIP): Approximately \$500,000, available as soon as February 2022 to June 2024.
- Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA) STIP: Approximately \$1.3 million. Funds available March 2022 to June 2024; and
- CRRSAA-STBG: Approximately \$1.2 million. Funds may be available as soon as February 2022 to June 2024.

**Application materials** and instructions are online at:

<https://sccrtc.org/funding-planning/project-funding/>

**For more information:** Contact Rachel Moriconi, Sr. Transportation Planner at [rmoriconi@sccrtc.org](mailto:rmoriconi@sccrtc.org)

**AGENDA:** August 9, 2021

**TO:** Bicycle Advisory Committee

**FROM:** Sarah Christensen, P.E., Highway 1 Program Manager

**RE:** Highway 1 Mar Vista Drive Bicycle and Pedestrian Overcrossing Update

---

## **RECOMMENDATIONS**

Staff recommends the Committee receive information about the project and provide input to RTC and design consultant staff.

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## **BACKGROUND**

In 2019 the RTC entered into Cooperative Agreement with Caltrans and awarded the consultant contract with Mark Thomas & Company, Inc. for the Project Approval & Environmental Document (PA&ED) component of the Highway 1 Bay/Porter to State Park Auxiliary Lanes and Bus on Shoulder project. The project includes the replacement of the Capitola Avenue Overcrossing and a new Bicycle/Pedestrian Overcrossing (POC) at Mar Vista Drive in Aptos which was added to the project scope in May 2020.

In December 2021, the California Transportation Commission (CTC) awarded \$107 million in grant funding for a package of projects included in the Watsonville-Santa Cruz Multimodal Corridor Program. The grant fully funds this project through construction.

In December 2021, the design team made a presentation and requested feedback from the Bicycle Advisory Committee regarding the Mar Vista Overcrossing. Included were design concepts and a preliminary signage and striping exhibit of the Mar Vista Drive/McGregor Drive intersection. The early design work had incorporated public input received in a fall 2020 virtual public meeting and survey. Committee members 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.

A motion 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.

## **DISCUSSION**

The project fact sheet is included as [Attachment 1](#). This project is part of the Highway 1 Corridor Investment Program of projects which includes auxiliary lanes to improve mainline operations on Highway 1, Bus on Shoulder elements to improve transit travel time and reliability of METRO commuter routes, and new bicycle and pedestrian overcrossings to provide connectivity and access over Highway 1.

The environmental phase was completed in spring 2021 for the Highway 1 Auxiliary Lanes Project between the Bay Avenue/Porter Street and the State Park Drive interchanges which includes construction of northbound and southbound auxiliary lanes, Bus-on-Shoulder operations at interchanges, a new Capitola Avenue bridge with standard sidewalks and bike lanes, and a new pedestrian and bicycle overcrossing at Mar Vista Drive. The draft Environmental Impact Report/Environmental Analysis (EIR/EA) was distributed for public comment in November, with the comment period open through January 11, 2021.

Measure D, Senate Bill 1 (SB1), and State Transportation Improvement Program (STIP), and RSTPX funds are being used for this project, which is expected to be construction-ready in late 2022. The current estimate for construction of the entire project is \$93.4 million (capital and support). Staff successfully secured SB1 funding through the Solutions for Congested Corridors Program (SCCP) and the Local Partnership Competitive Program (LPP-c) to cover \$76.3 million, with Measure D funds used as a match.

The latest Mar Vista bicycle and pedestrian overcrossing design exhibit, showing the proposed layout and aesthetic design, is included as [Attachment 2](#). The design team evaluated the concept of the bridge spanning McGregor Drive and decided it was not feasible.

## **SUMMARY**

An update on the Bicycle and Pedestrian Overcrossing at Mar Vista Drive was provided to seek input from the Bicycle Advisory Committee.

**ATTACHMENTS**

1. Project Fact Sheet
2. Design exhibits

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## PROJECT FACT SHEET

Updated July 2021

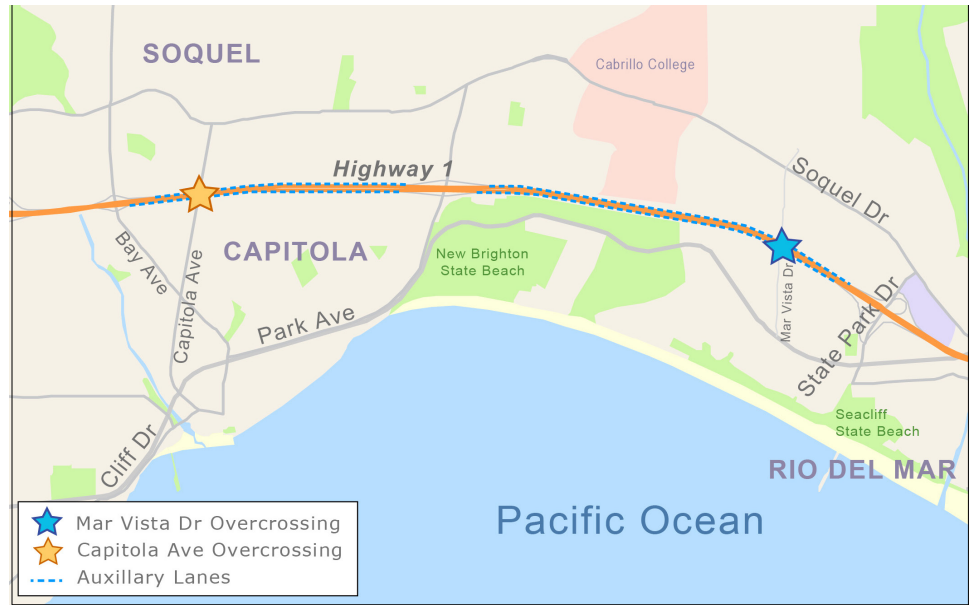
# Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

## Project Description

The project will construct northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the Bay Avenue/Porter Street and State Park Drive interchanges and replace the existing Capitola Avenue local roadway overcrossing. This section of Highway 1 is one of the busiest in the county, providing access to the City of Capitola, Soquel and Aptos villages, and Cabrillo College. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The new Capitola Avenue overcrossing will include enhanced bicycle and pedestrian facilities to improve connectivity for bicyclists and pedestrians between Soquel Drive to the north and the future Coastal Rail Trail to the south. The overcrossing, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

The project also includes a new bicycle and pedestrian overcrossing (POC) at Mar Vista to provide a safe link between schools, the beach, residential neighborhoods and retail centers on each side of Highway 1. This POC was one of three bicycle and pedestrian overcrossings identified in the Highway 1 Corridor Investment Plan.



## Project Highlights

- ▶ Improves traffic and safety operations on Highway 1
- ▶ Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between Bay Avenue/Porter Street and State Park Drive
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing enhanced bicycle and pedestrian facilities for active transportation users at Capitola Avenue
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Improves bicycle and pedestrian connectivity to regional destinations and transit by providing a dedicated crossing for active transportation users
- ▶ Connects neighborhoods, schools, parks/beaches and commercial centers

## Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor funds and other RTC discretionary funds will be used to complete the work necessary to ready the project for construction, and as a match for future SB1 and federal construction grants.



## PROJECT FACT SHEET

Updated July 2021

# Highway Corridor: Highway 1 Aux Lanes, BOS (Bay Avenue/Porter Street to State Park Drive), and Mar Vista Bicycle/Pedestrian Overcrossing

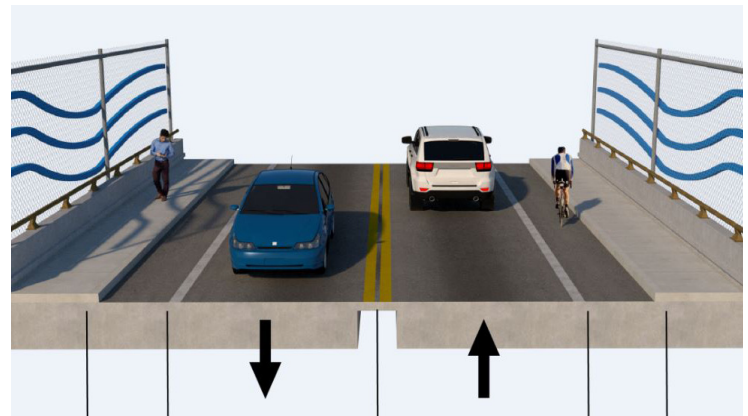
## Project Funding

<b>Estimated Total Cost</b>	<b>\$ 93.4M</b>
<b>Funding Sources</b>	
Measure D (Highway)	\$ 17.1M
Other Secured*	\$ 76.3M

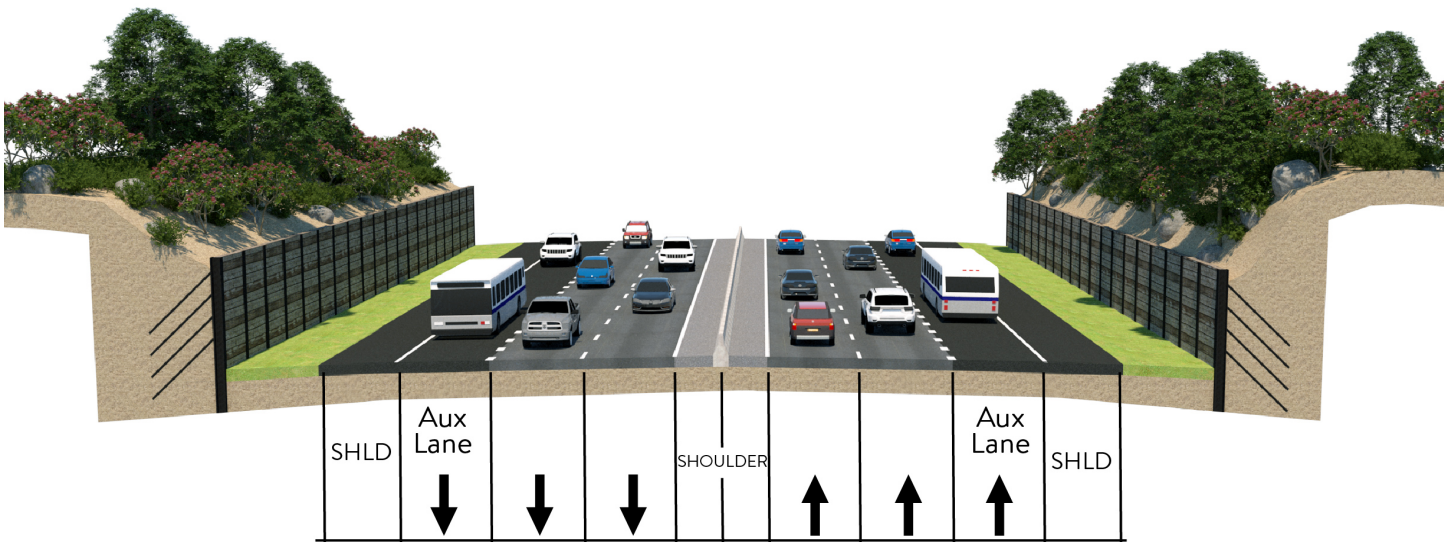
\*Includes STIP and SB1 (SCCP and LPP programs) funds.

## Project Status/Schedule

Environmental review was completed in 2021. Final design is underway and expected to be completed by 2022. The project is expected to be construction-ready at the end of 2022.



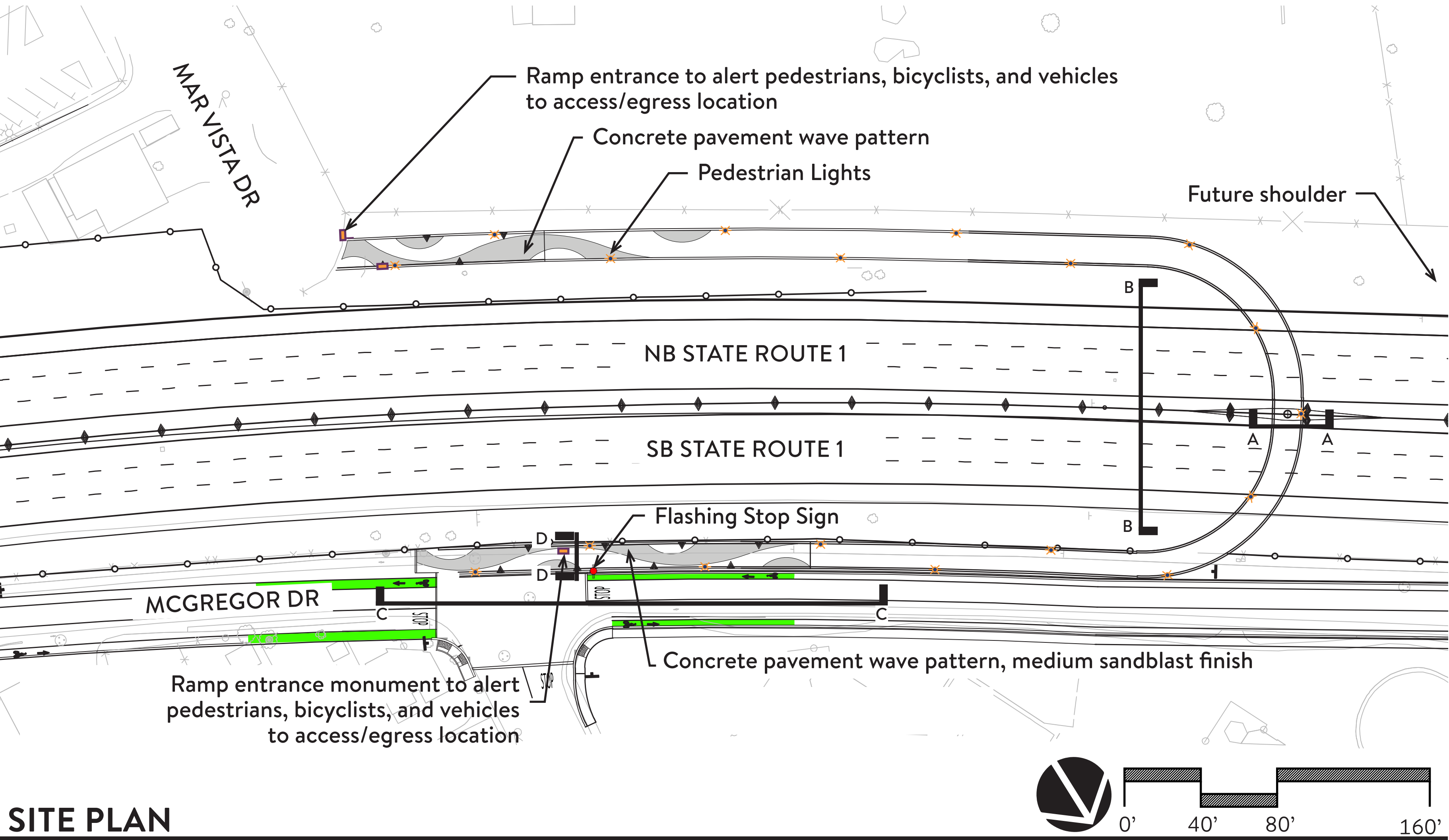
Preliminary rendering of Capitola Avenue Overcrossing



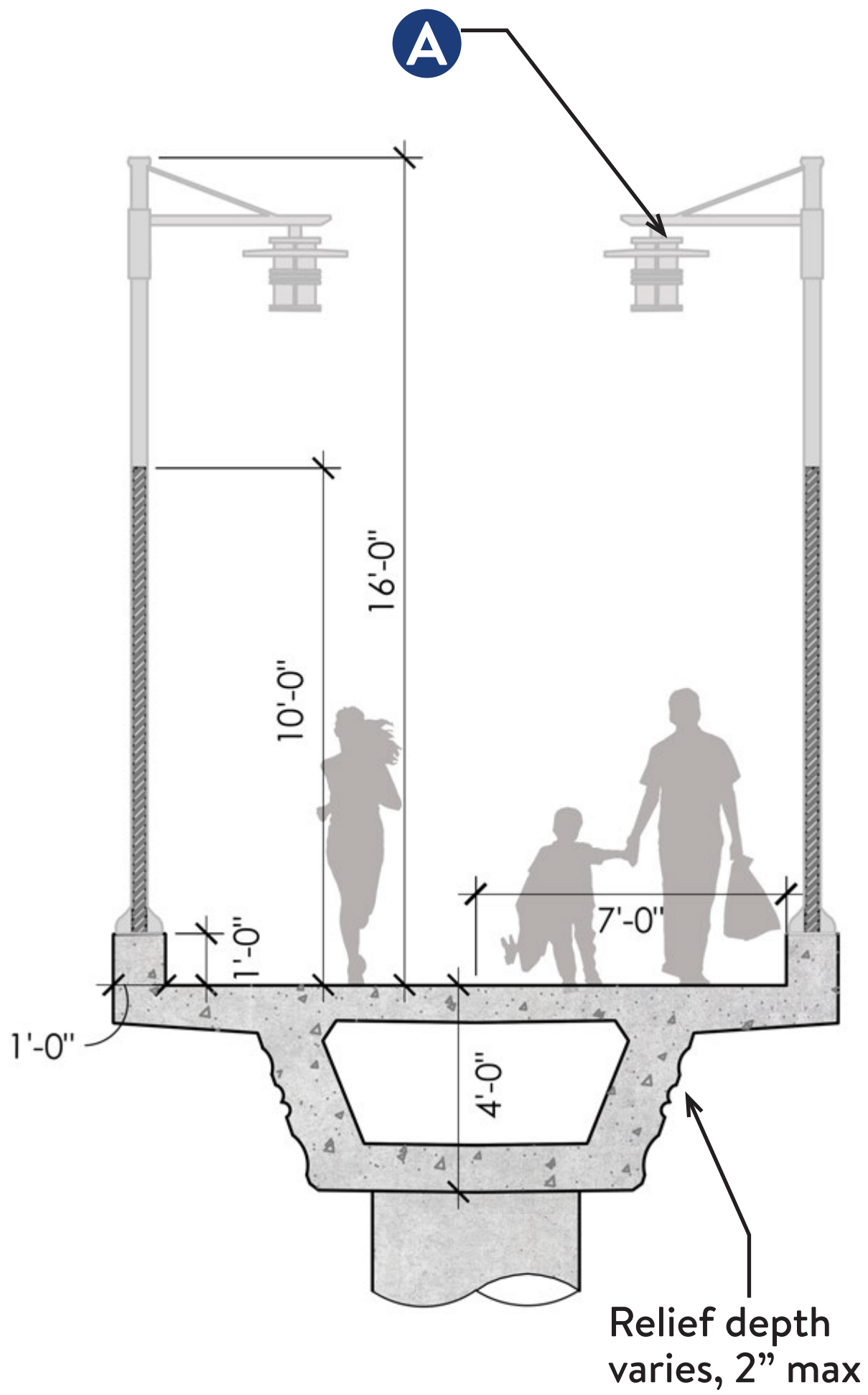
Preliminary rendering of auxiliary lanes



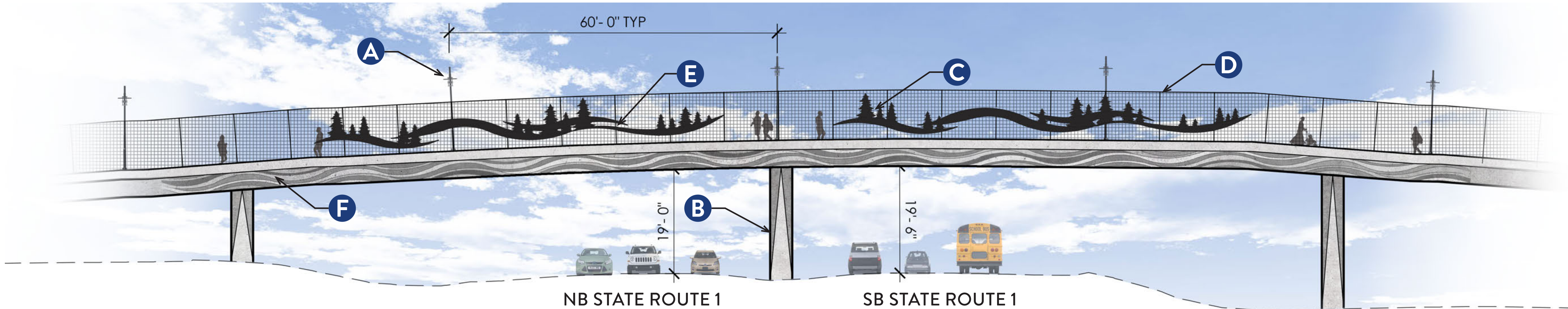
# MISTY REDWOODS PEDESTRIAN OVERCROSSING - BRIDGE AESTHETICS



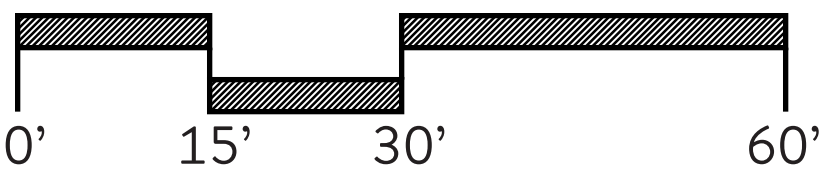
SITE PLAN



CROSS SECTION A



SECTION/ELEVATION B - LOOKING SOUTHBOUND

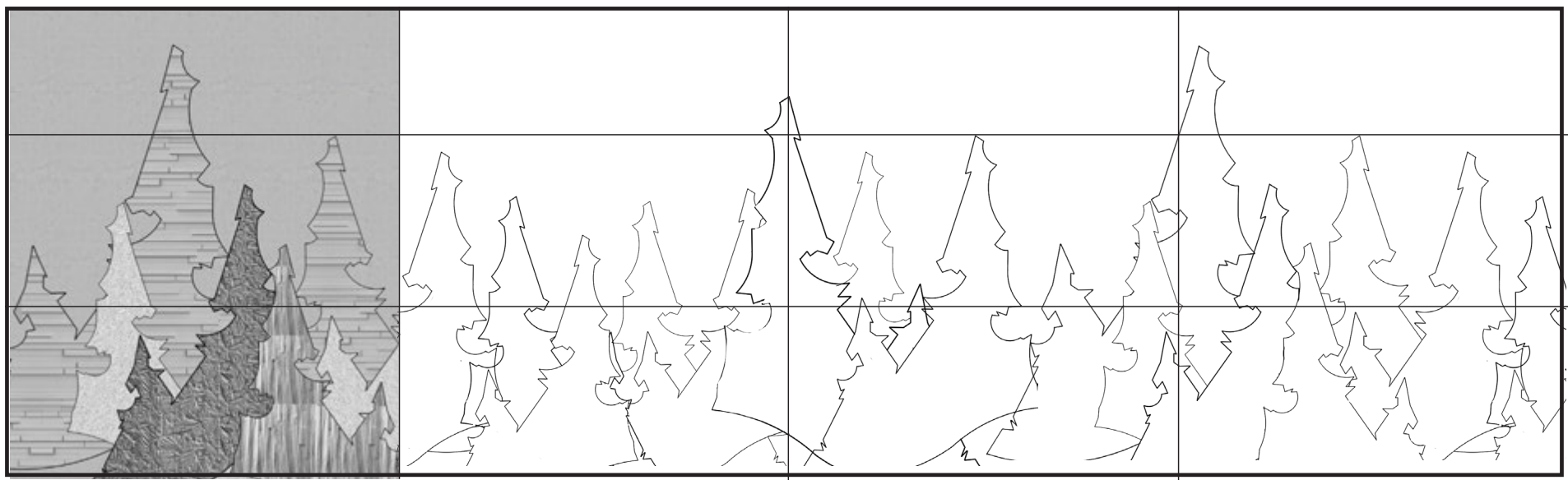
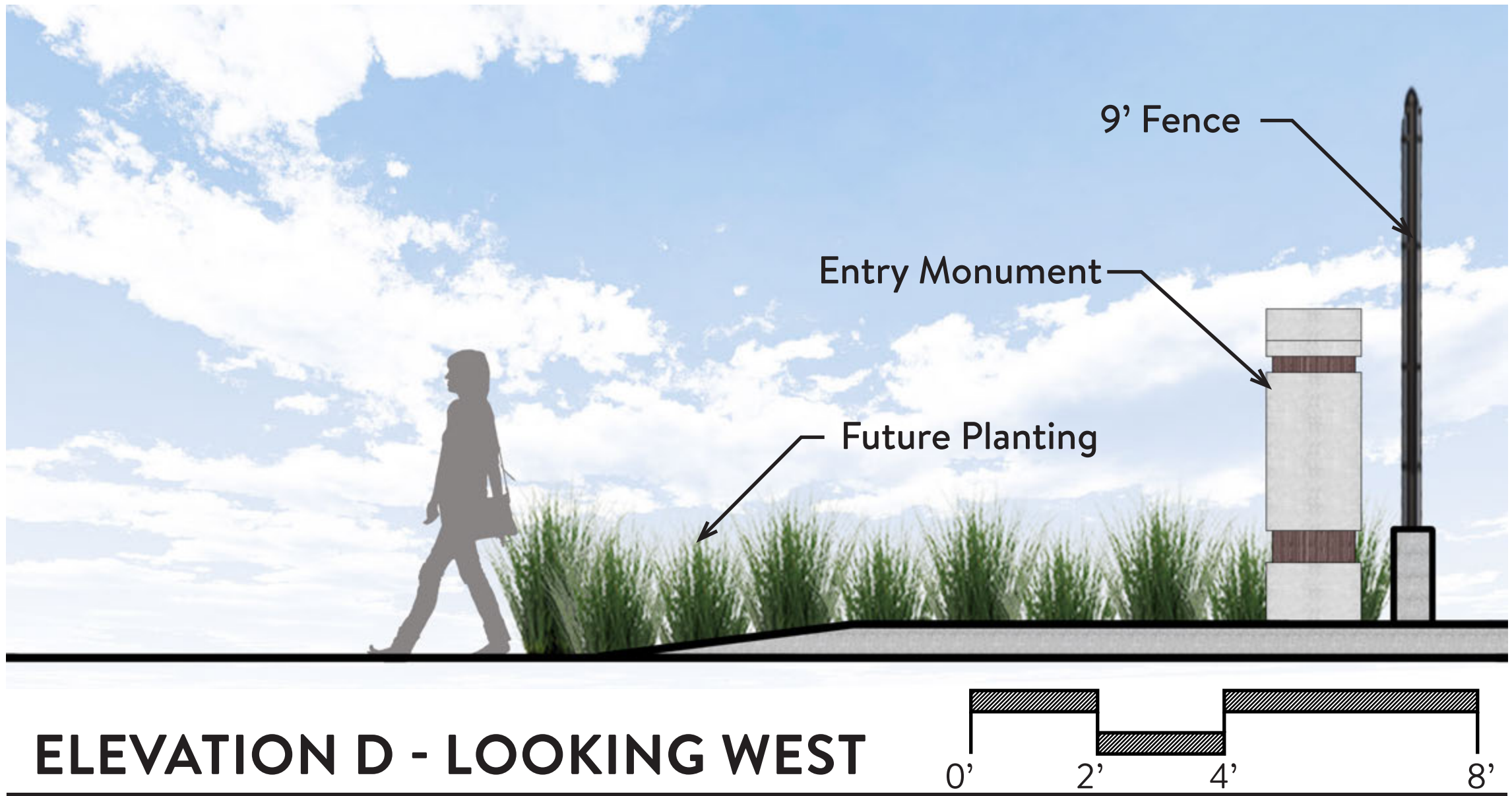
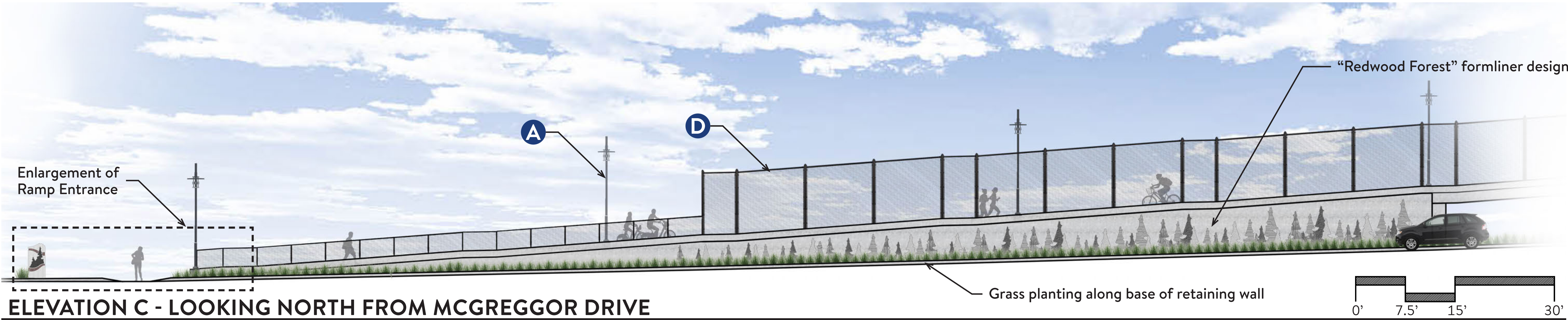


## HWY 1 - MAR VISTA PEDESTRIAN OVERCROSSING

AUGUST 02, 2020

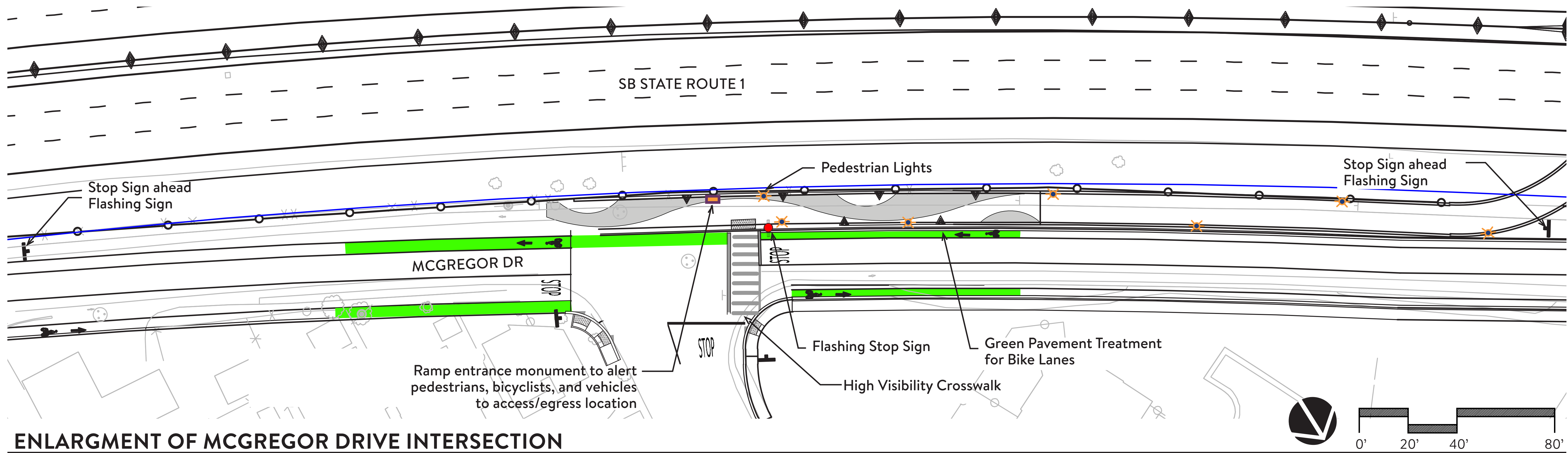


# MISTY REDWOODS PEDESTRIAN OVERCROSSING - BRIDGE AESTHETICS





# MCGREGOR DRIVE - SAFETY IMPROVEMENTS



**FLASHING STOP SIGN**



**STOP SIGN AHEAD  
FLASHING SIGN**



**GREEN PAVEMENT TREATMENT FOR BIKE LANES**



**TO:** Bicycle Advisory Committee

**FROM:** Tommy Travers, RTC Transportation Planner

**RE:** Santa Cruz METRO Center (Pacific Station) redevelopment

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## **RECOMMENDATIONS**

Staff recommends the Committee receive information about the Pacific Station project and provide input to Santa Cruz city staff.

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## **BACKGROUND**

At a series of meetings earlier in 2021, the City of Santa Cruz approved land use changes, rezoning, coastal permits and development permits for redevelopment of the existing Santa Cruz METRO Center, also known as the Pacific Station, located in downtown Santa Cruz. Redevelopment of Pacific Station will proceed in two phases across an approximately 2.1-acre site: Pacific Station North and Pacific Station South. See [Attachment 1](#).

Pacific Station is a public-private partnership between the City of Santa Cruz, Santa Cruz METRO, and First Community Housing that will rebuild the main public transit center in Santa Cruz County. These projects will also join an additional 550 housing units in mixed use projects along Front Street and Pacific Avenue from Soquel Avenue to Laurel Street, that will provide additional connections to the Riverwalk as envisioned in the Santa Cruz Downtown Plan.

In November 2013, Santa Cruz staff presented then-current plans for the redesign of the METRO Center. At the time, the Committee provided comments including that the center include bike route maps and wayfinding signage, provision of racks and lockers throughout, and provision of showers and/or a bike parking station. The project has changed substantially since that time and staff seeks updated feedback from the Committee.

The total project cost is expected to exceed \$120 million, with at least \$52 million of that total currently being sought through energy-efficiency and affordable-housing grants and subsidies offered by the State of California. Additional grant applications, project-based vouchers, and tax credits are also expected to help finance these complex projects.

## DISCUSSION

David McCormic, the City's Asset Manager and Co-project Manager with the Economic Development Department will present plans and context for the project to the committee and seek input on bicycle parking and access elements. Across both phases, the overall project will include approximately 165 units of deeply affordable housing. Pacific Station North is also planned as a net-zero, all-electric, mass timber building, powered by an approximately 720-kw solar bus canopy, the first of its kind for mixed-use housing on the Central Coast. Meanwhile, Pacific Station South is planned to include medical and dental clinics which will co-locate services for disadvantaged populations near transit and in a highly walk/bike accessible area. The project will also include more than 15,000 square feet of ground floor retail and 24,000 square feet of commercial office

The project will expand the approximately 10-foot-wide Maple Alley into a 30- to 50-foot-wide multi-modal paseo connecting Pacific Avenue and Front Street, and will also include a new Elm Street paseo. Both paseos will increase active transportation access in and around Pacific Station and will eventually connect directly to the Santa Cruz Riverwalk.

The project plans a 1,126-square-foot secure indoor bicycle parking facility, whose operational details are still to be determined. In addition, Pacific Station North will include a separate indoor secure bike parking area with an estimated 100 spaces reserved for residents of the housing, and Pacific Station South anticipates an additional 75 spaces for residents of that Project. Outdoor bike racks will also be included, while bike lockers have proven problematic in the past and are not planned in favor of the centralized secure bike parking facility.

## SUMMARY

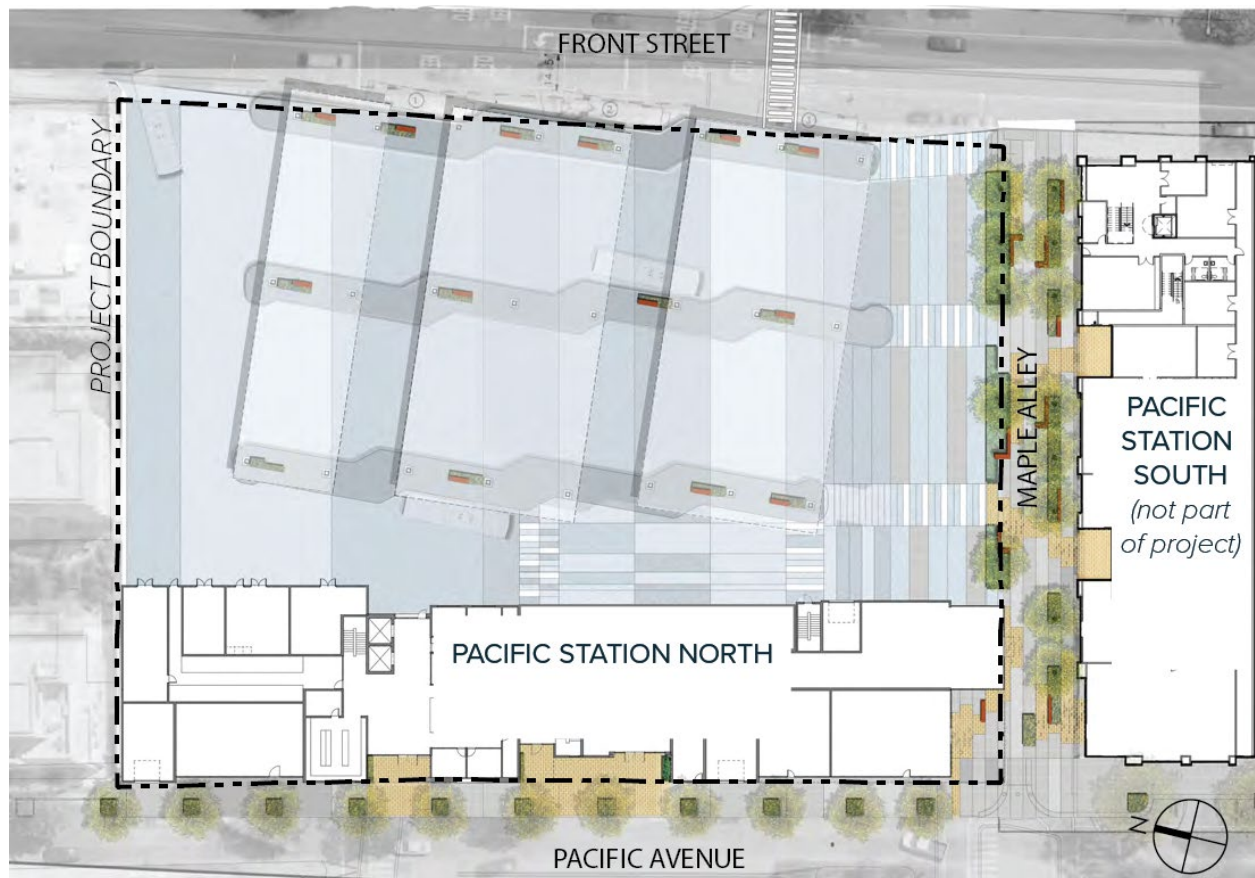
An update on the Pacific Station Project is being provided to the Bicycle Advisory Committee.

Attachments:

1. Project location overview

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Metro Center – Pacific Station project overview





**TO:** Bicycle Advisory Committee

**FROM:** Tommy Travers, RTC Transportation Planner

**RE:** Soquel Drive buffered and separated bike lanes project

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## **RECOMMENDATIONS**

Staff recommends the Committee receive information about the project and provide input to Santa Cruz County and Mark Thomas & Co. staff

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## **BACKGROUND**

The RTC's Unified Corridor Investment Study of 2019, which involved a robust public input process including from the Bicycle Advisory Committee, provided recommendations for transportation improvements on three important coastal corridors in Santa Cruz County: Highway 1, the Santa Cruz Branch rail line, and the Soquel Avenue/Soquel Drive/Freedom Boulevard corridor. Included for the Soquel/Freedom corridor was a project to eliminate gaps in the existing bike lane network and widen bike lanes to 5 feet, and add an additional 2-foot-wide buffer in the form of paint (buffered bike lane) or a physical barrier (separated or protected bike lane). The proposed scope considered modifying roadways by way of restriping, modifying medians, moving parking, or minor widening of roadways, as well as possible bike boxes at signalized intersections.

In 2020, RTC and Santa Cruz County staff recognized an opportunity to apply for substantial grant funding from Cycle 2 of the state's SB1 competitive programs called Solutions for Congested Corridors and the Local Partnership Program, in order to accelerate delivery of a portion of the UCS study area located between the eastern city limits of Santa Cruz and State Park Drive in Aptos. The Watsonville-Santa Cruz Multimodal Corridor Program Cycle 2 Project was formed, comprising of parallel Highway 1 and Soquel Drive projects as envisioned in the UCS. In December 2020, the project team was successfully awarded SB1 funding to cover over half the estimated cost of the project.

As the implementing agency for the Soquel Drive portion of the project, the County of Santa Cruz secured a consultant team to refine project costs, begin design and clear the environmental phase for the project.

## DISCUSSION

The Watsonville-Santa Cruz Multimodal Corridor Program Cycle 2 Project consists of the following already in-progress projects:

- 5.75 miles of the Hwy 1 hybrid bus-on-shoulder/auxiliary lanes including standard shoulders
- Mar Vista Drive bike/ped overcrossing
- Replaced Capitola Avenue bridge with standard sidewalks and bike lanes

As well as the following new projects to implement key parts of the UCS, located on Soquel Drive between La Fonda Avenue and State Park Drive:

- 3.2 miles of physically separated (2-foot buffer with delineators) single-direction bike lanes, 6.8 miles of painted buffered (1- to 2-foot paint buffer) single-direction bike lanes, and 28 bike boxes
- Transit signal priority and adaptive signal control at 23 intersections
- 0.6 mile of sidewalk gap closures, 0.28 mile of sidewalk reconstruction to replace existing cracked and damaged sidewalk, 94 ADA ramps, 70 crosswalk upgrades, 10 mid-block crosswalk beacon devices, and pavement rehabilitation (cape seal)

The Project Fact Sheet is included as [Attachment 1](#).

The project team from the County of Santa Cruz Department of Public Works and engineering consultant Mark Thomas & Co. will present design concepts for the project to the committee and seek input regarding the bike lane and bike box elements. The project is currently in the design phase with construction anticipated to begin in summer 2022. The total project cost estimate for Soquel Drive is \$22.8 million, with \$16.5 million paid for by the SB1 grants.

## SUMMARY

Input on the Soquel Drive bicycle improvement project is being sought from the Bicycle Advisory Committee.



## PROJECT FACT SHEET

Updated July 2021

# Watsonville - Santa Cruz MultiModal Corridor Program Cycle 2 Project



### Project Description

The Watsonville - Santa Cruz Multimodal Corridor Program (WSC-MCP) Cycle 2 Project increases the safety and throughput of a regionally significant and congested corridor with an innovative solution to improve and integrate transit, active transportation, and highway/local roadway modes of travel.

The Corridor is centered on Highway 1 and includes Soquel Avenue/Drive/Freedom Boulevard on the inland side, and the Santa Cruz Branch Rail Line on the coastal side. The Cycle 2 Project includes safety and operational improvements on Highway 1 and bridges over Highway 1 to provide active transportation connections between Soquel Drive and the coastal rail trail [Contracts 1 & 2] as well as complete streets and operational improvements on Soquel Avenue/Drive [Contract 3].

### Transit Modes

#### Highway 1

- 5.75 miles of a 7.5-mile long hybrid bus-on-shoulder/auxiliary lane facility

#### Soquel Ave/Dr

- Transit signal priority at 23 intersections

### Active Transportation Modes

#### Highway 1

- New bike/ped overcrossings at Chanticleer Ave and Mar Vista Dr
- New Capitola Ave overcrossing with sidewalks and bike lanes

#### Soquel Ave/Dr

- Over 5 miles of buffered/protected bike lanes
- 28 green bike boxes for left turn movements
- Sidewalk gap closures
- 94 ADA ramps
- 70 crosswalk upgrades
- Crosswalk warning devices at 10 mid-block locations

### Highway/Local Roadway Modes

#### Highway 1

- 3 new sets of Auxiliary Lanes – from Soquel Dr to State Park Dr
- Remove the bottleneck by replacing Capitola Ave bridge
- Standard and continuous outside shoulders

#### Soquel Ave/Dr

- Adaptive signal control at 23 intersections
- Cape seal of pavement for 5.6-mile project length



### Project Goals & Benefits

- Reduce congestion for all modes of travel
- Improve safety for all modes of travel
- Multimodal options to increase corridor throughput
- Reduce greenhouse gas emissions
- Improve emergency response time
- Improve access to housing, jobs, schools and medical facilities
- Improve active transportation connectivity
- Promote sustainable development and livable communities (complete streets)

### Project Cost and Schedule *as of 2020*

Schedule	2018	2019	2020	2021	2022	2023	2024
Contract 1	Env	Design & ROW		CON			
Contract 2		Env	Design & ROW		CON		
Contract 3		Env	Design & ROW		CON		
Cost	Contract 1		Contract 2		Contract 3		Total
Pre-construction		\$3,970		\$6,795		\$3,443	\$14,208
Construction-Match		\$8,475		\$14,929		\$5,755	\$29,159
Construction: LPP (proposed)		\$8,475		\$14,929		\$1,596	\$25,000
Construction: SCCP (proposed)		\$15,032		\$52,302		\$14,867	\$82,201
<b>Total</b>		<b>\$35,952</b>		<b>\$88,955</b>		<b>\$25,661</b>	<b>\$150,568</b>



## **AGENDA:** August 2021

**TO:** RTC Advisory Committees - Bicycle Advisory Committee, Elderly/Disabled Transportation Advisory Committee (E&DTAC), and Interagency Technical Advisory Committee (ITAC)

**FROM:** Rachel Moriconi, Senior Transportation Planner

**RE:** Measure D: Five-Year Programs of Projects for Regional Projects

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### **RECOMMENDATIONS**

Staff recommends that the Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) provide input on the draft Fiscal Year (FY) 2021/2022-2025/2026 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 1a-e](#)).

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### **BACKGROUND**

In November 2016, Santa Cruz County voters approved Measure D, a ½-cent transaction and use tax (sales tax) for transportation projects and programs. The [Measure D Expenditure Plan](#) provides funding by formula for five categories of projects over 30 years:

- Neighborhood projects: 30% of net measure revenues:
  - \$5 million for the Highway 17 Wildlife Crossing
  - \$10 million for San Lorenzo Valley (SLV)/Highway 9 Corridor
  - Balance (approx. 28%) to cities and County by formula
- Highway Corridors: 25%
- Transportation for Seniors and People with Disabilities: 20% total
  - 16% to Santa Cruz METRO and 4% to Lift Line
- Active transportation/MBSST-Rail Trail: 17%
- Rail Corridor: 8%

Each agency receiving Measure D revenues is required to annually develop, update, hold a public hearing on, and adopt a five-year program of projects. The five-year program of projects (5-Year Plan) identifies how each agency plans to use Measure D funds in the upcoming 5 years. The 5-Year Plans are adjusted annually based on actual expenditures, updated revenue projections, proposed allocations to specific projects and work tasks, and updated project schedule and cost information for previously approved projects.

The Regional Transportation Commission (RTC) is responsible for developing the five-year program of projects for regional Expenditure Plan categories and projects, as described below. Agencies receiving direct formula allocations (cities, the County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO) and Community Bridges/Lift Line) typically develop and update their five-year programs of projects as part of their annual budget and/or capital improvement program. Community members are encouraged to provide input on those plans directly to each recipient agency.

## DISCUSSION

Staff recommendations for Measure D regional programs and projects for FY21/22-FY25/26 are included as [Attachment 1 \(Exhibits A-E\)](#). Fact sheets on major regional projects are included in [Attachment 2 online](#).

**The 5-year Plans for FY21/22-25/26 focus on continued implementation of previously approved projects and do not include any new projects.** The 5-Year Plans have been updated to reflect updated revenue forecasts and anticipated expenditures, including FY20/21 estimated actuals and anticipated expenses in FY25/26, and move some funds between fiscal years based on updated schedules and expenditure rates.

Although Measure D provides significant funding to deliver investments identified in the Measure D Expenditure Plan, it is not intended or necessary to fully fund all investments. Consistent with the long range Measure D Strategic Implementation Plan (SIP), in order to expeditiously deliver regional programs and projects and to competitively position projects to leverage other grants, the 5-year plans set aside some funds to serve as match to other grants and focus funds on pre-construction phases, in order to get projects “shelf-ready” and more competitive for grants.

A summary of the updated 5-year plans is provided below. Unprogrammed balances are anticipated to be programmed in the future.

### Active Transportation/MBSST-Rail Trail

The 5-year plan for the MBSST Network:

- Carries forward previously committed funds for development and/or construction of 18 miles of the rail trail from Davenport to Aptos and in Watsonville;
- Utilizes Measure D revenues to leverage federal, state, and other grants;
- Adds funds for rail trail corridor maintenance, project design, RTC staff oversight, right-of-way surveys and acquisition, and technical assistance.

The focus of the Trail 5-year plan is on implementation of segments of the trail currently under development. In the future, staff may recommend

additional updates based on new information that may become available, maintenance agreements being negotiated with state and local jurisdictions, updates to the Measure D Strategic Implementation Plan, and new leveraging opportunities.

#### Highway 17 Wildlife Crossing

As approved by the RTC last year, the 5-year plan for the Highway 17 Wildlife Crossing includes an inter-program loan from the Highway Corridor category in order to allow the Wildlife Crossing to start construction in FY21/22. Upon completion of the project, the Highway 17 Wildlife Crossing annual Measure D allocations (\$166,667 per year until 2047) will be paid to the Highway Corridors investment category. The Land Trust of Santa Cruz County has also secured funding for project right-of-way and construction. Pre-construction and Caltrans support costs are funded by the State Highway Operation and Protection Program (SHOPP).

#### Highway 9/San Lorenzo Valley (SLV)

- Caltrans is finishing up a corridor-wide Project Initiation Document (PID) for complete streets elements using Measure D funds. The PID will provide the basis for scope, costs, and schedules for bicycle and pedestrian projects along Highway 9 and will facilitate integration of complete streets components into Caltrans maintenance and major capital improvement projects and stand-alone projects.
- Caltrans is also completing its PID-level analysis for building a pathway between the SLV Schools Complex in Felton and Graham Hill Road, which is anticipated to be funded by Caltrans safety funds. Prior to Caltrans making a commitment to fund and implement a safety project, the RTC programmed \$1 million in Measure D to leverage other funds. The RTC can still contribute funds to projects providing access to the school or connecting to this Caltrans safety project, but we need to let the complete streets PID be completed and specific projects to be scoped.
- \$30,000 added in FY21/22-22/23 for ongoing engineering and oversight activities for development and implementation of projects in the corridor.
- Upon completion of the Caltrans Complete Streets and Safety PIDs, staff will return to the RTC to identify specific projects and opportunities to use Highway 9/SLV Measure D funds to leverage other funds and implement projects in the corridor.

#### Highway Corridors

The 5-year plans for the Highway Corridors category includes:

- 3 Highway 1 projects that will construct auxiliary lanes, bus on shoulder facilities, bicycle and pedestrian overcrossings, and 3 replacement bridges between Soquel Avenue/Drive and Freedom Boulevard interchanges.
- Increased funds for anticipated Highway 1 project management, environmental mitigation, updated right-of-way and design costs

- Ongoing traveler information/transportation demand management programs: Cruz511, Freeway Service Patrol, and the Safe on 17 program aimed at reducing collisions on Highway 17 through increased California Highway Patrol (CHP) enforcement.
- Interprogram loan to the Highway 17 Wildlife Crossing.
- Shifting funds between years and additional funding based on current cost estimates and schedules for all projects through FY25/26.

### Rail

The 5-year plans for the Rail category includes funds for the following:

- Development and construction of storm damage repair projects.
- Added funds for ongoing inspections of 37 bridges along branch line through FY25/26;
- Ongoing track infrastructure repairs to address erosion and drainage issues to preserve the railroad infrastructure;
- Updates based on current schedule and costs through FY25/26;
- Added staff and project management costs for bridge and infrastructure repairs through FY25/26;
- Added funds for infrastructure repairs, including Manresa Coastal Erosion phase 2.

Staff may recommend programming additional Measure D funds in the future if new grant funding opportunities arise that require matching funds.

### Recommendation

**Staff recommends that the RTC's Bicycle Advisory Committee, the Elderly & Disabled Transportation Advisory Committees, and Interagency Technical Advisory Committee (ITAC) review and provide input on the proposed Measure D 5-year programs of projects for the regional and RTC oversight projects and programs: Highway Corridor, Active Transportation/Trail Program, Rail Corridor, San Lorenzo Valley/Highway 9 Corridor, and the Highway 17 Wildlife Crossing (Exhibits A-E).**

### Next Steps

The RTC is scheduled to consider committee input and hold a public hearing on the updated 5-year program of projects in September. As project cost estimates and schedules are refined, and if Measure D and other funding assumptions change, amendments to the 5-year plan may be made throughout the year. Any amendments to the 5-year Plans are subject to approval by the RTC board during a public meeting.

As regional projects are implemented, staff periodically provides updates and solicits input on the projects from the Bicycle Committee and E&DTAC.

After the close of each fiscal year, Measure D recipient agencies submit reports to ensure Measure D funds were expended consistently with the requirements of the voter-approved Measure D Ordinance and other agreements and guidelines. The reports describe actual expenditures, progress made to improve the transportation system, how maintenance of effort requirements have been met to ensure Measure D revenues are supplementing (not supplanting) other revenues, and the degree that Measure D funds were used to secure additional funding from other sources (leveraging). Fiscal audits of expenditures are reviewed by the Measure D Taxpayer Oversight Committee (TOC). The TOC's annual reports and recipient agency audits and expenditure reports are posted on the RTC's Measure D website (<https://sccrtc.org/funding-planning/measured/taxpayer-oversight/>).

## SUMMARY

In 2016 Santa Cruz County voters approved Measure D, a 30-year sales tax which provides critical funding to improve local highways, construct new bicycle and pedestrian facilities, repair local roads, maintain and expand transit and paratransit services for seniors and people with disabilities, and maintain other publicly owned transportation facilities. Staff recommends that the RTC's advisory committees review and provide input on how RTC invests Measure D funds over the next 5 years for each of the regional transportation categories -- Highway Corridors, Active Transportation, and the Rail Corridor, as well as San Lorenzo Valley Highway 9 Corridor Improvements, the Highway 17 Wildlife Crossing (Attachment 1: Exhibits A-E). The 5-year Plans for FY21/22-25/26 focus on continued implementation of previously approved projects and do not include any new projects.

### Attachments:

1. Measure D 5-year (FY21/22-25/26) programs of projects - Exhibits:
  - a. Active Transportation/Monterey Bay Sanctuary Scenic Trail Network (MBSST)/Coastal Rail Trail 5-Year Program of Projects
  - b. San Lorenzo Valley Highway 9 Corridor 5-Year Program of Projects
  - c. Highway 17 Wildlife Crossing 5-Year Program of Projects
  - d. Highway Corridors 5-Year Program of Projects
  - e. Rail Corridor 5-Year Program of Projects
2. Regional Project Fact Sheets **available online:**  
[https://sccrtc.org/wp-content/uploads/2021/08/Fact-Sheet\\_MD\\_5yearplanupdates\\_2021.pdf](https://sccrtc.org/wp-content/uploads/2021/08/Fact-Sheet_MD_5yearplanupdates_2021.pdf)

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Measure D: 5-Year Program of Projects (FY21/22-25/26)

Proposed Updates Fall 2021(underlined)

Previously updated 6/6/19, 12/5/19, 5/7/20, 6/29/20, 9/3/20, 5/6/21, 6/3/21, 8/5/21.

Category: **Active Transportation/MBSST-Rail Trail (17% of Measure D Revenues)**

						Planned <sup>1</sup>					Total Measure D	Proposed Updates -Fall 2021
	Rail Trail Project/Program	Description	Schedule	Prior Years Spent	FY20/21 - estimated actuals <sup>2</sup>	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26		
1	North Coast Segment 5	EIR & design consultants, legal, Environmental Health Services & ROW; RTC project mgmt, oversight, outreach and technical assistance	Duration of project delivery	\$1,467,599	<del>\$951,201</del> <del>\$960,774</del>	<del>\$565,000</del> <del>\$258,000</del>	<del>\$50,000</del> <del>\$0</del>	\$0	\$0	\$0	<del>\$3,033,800</del> <del>\$2,686,373</del>	FY20/21 updated to reflect unaudited estimates. Adds \$150k for design, \$100k for staff oversight, and \$106.5k technical assistance. Previously \$2,686,373.
1A	North Coast Segment 5: trail maintenance and operations	Ongoing maintenance of sections of trail once constructed. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	Once constructed	\$0	\$0	\$100,000	\$125,000	\$125,000	\$125,000	<del>\$125,000</del>	<del>\$600,000</del> <del>\$475,000</del>	\$125k added in FY25/26.
1B	North Coast Seg 5: Trail construction and reserve to match grants	Funds to serve as match to grant application(s). Includes \$125k for Davenport Crosswalk.	Pending other funds- construction ready spring 2022	\$0	\$0 <del>\$325,000</del>	<del>\$2,075,000</del> <del>\$1,750,000</del>	\$875,000	\$875,000	\$0	\$0	<del>\$3,825,000</del>	Shift FY20/21 funds to FY21/22
2	Segment 7: Natural Bridges to Bay/California (Phase I), Bay/Californiat to Wharf (Phase II), City of Santa Cruz (SC) lead	Allocation to City of Santa Cruz for Segment 7 rail trail	Phase I: 2020; Phase II: start 2022	---	---> <del>\$1,100,000</del>	<del>\$2,100,000</del> <del>\$1,000,000</del>	\$0	\$0	\$0	\$0	<del>\$2,100,000</del>	No change to total. Shift funds from FY20/21 to FY21/22. Phase 1 -\$1.1M completed, invoiced in FY21/22.
2A	Segment 7: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$173,769	<del>\$43,375</del> <del>\$45,000</del>	<del>\$40,000</del> <del>\$33,203</del>	<del>\$35,000</del> <del>\$0</del>	\$0	\$0	\$0	<del>\$292,144</del> <del>\$251,972</del>	Previously \$252k. Update FY20/21 actuals. Add \$15k in FY21/22 and \$35k in FY22/23 based on updated estimates.
3	Seg 8: San Lorenzo River trestle widening, City of Santa Cruz	Allocation to City of SC for widening of existing walkway on the existing railroad bridge over San Lorenzo River near Boardwalk	Completed June 2019	\$500,000	\$0	\$0	\$0	\$0	\$0	\$0	<del>\$500,000</del>	No change. Project completed.
3A	Segment 8: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	done	\$7,149	\$0	\$0	\$0	\$0	\$0	\$0	<del>\$7,149</del>	No change. Project completed.
4	Seg 8/9: SC Wharf to 17th Ave., City of SC lead (partnership with County)	Allocation to City of SC: \$2M set aside to serve as match for construction grants. Joint project with County.	Est. 2023	\$0	\$0	\$0	-->	\$2,000,000	\$0	\$0	<del>\$2,000,000</del>	No change to total. Shift funds to FY23/24 based on updated construction schedule.
4A	Segment 8/9: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$13,140	<del>\$16,797</del> <del>\$40,000</del>	<del>\$48,685</del> <del>\$40,000</del>	\$40,000	\$40,000	\$26,860	\$0	<del>\$185,481</del> <del>\$200,000</del>	FY20/21 updated to reflect actuals, carryover balances to FY21/22
5	Trail maintenance and operations in Santa Cruz	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	\$0 <del>\$25,000</del>	<del>\$45,000</del> <del>\$50,000</del>	<del>\$60,000</del> <del>\$50,000</del>	<del>\$60,000</del> <del>\$50,000</del>	<del>\$60,000</del> <del>\$50,000</del>	<del>\$60,000</del> <del>\$50,000</del>	<del>\$285,000</del> <del>\$225,000</del>	Funds added in FY25/26. Shift FY20/21 \$25k to FY21/22 and later years. Previously \$225k FY20/21-24/25.

	Rail Trail Project/Program	Description	Schedule	Prior Years Spent	FY20/21 - estimated actuals <sup>2</sup>	FY21/22	FY22/23	FY23/24	FY24/25	FY25/26	Total Measure D	Proposed Updates -Fall 2021
6	Segment 10-11: Segment 10 (17th-47th/Jade St. park), Seg 11 (Monterey to St. Park Dr)	Allocation to County DPW for planning, environmental review, design, and right of way. Joint County-Capitola project, led by County DPW.	PA/ED started 2020	\$0	<del>\$84,417</del> \$1,000,000	<del>\$2,915,583</del> \$2,000,000	\$1,000,000	\$0	\$0	\$0	<del>\$4,000,000</del>	No change to total. FY20/21 updated to reflect actuals, carryover balance to FY21/22.
6A	Segment 10-11 Oversight and technical assistance	RTC project mgmt, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$28,591	<del>\$28,492</del> \$50,000	<del>\$55,000</del> \$50,000	<del>\$55,000</del> \$50,000	<del>\$55,000</del> \$50,000	<del>\$55,000</del> \$50,000	<del>\$35,000</del> \$0	<del>\$312,083</del> \$278,591	FY20/21 updated to reflect actuals, carryover balances to future years. Add funds in FY25/26.
6B	Capitola Trestle Railroad Bridge Interim Trail analysis	Analysis of feasibility for building a trail on the bridge through Capitola Village and over Soquel Creek.	Expect to complete in FY21/22	\$0	---->	\$50,000					<del>\$50,000</del>	Carryover to FY21/22
7	Segment 18: Ohlone to slough trail (Phase I), Remainder Lee to Walker (Phase II), City of Watsonville lead	Allocation to City of Watsonville for trail construction.	Ph. 1 completed 2021; est. Phase 2 start FY22/23	\$0	---->	\$150,000	\$933,333	\$933,333	\$933,333	\$0	<del>\$2,950,000</del>	No change to total. Shift \$150k not yet invoiced for Phase 1 to FY21/22.
7A	Segment 18: Oversight and technical assistance	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Duration of project delivery	\$85,215	<del>\$19,245</del> \$53,672	\$20,000	<del>\$14,000</del> \$0	<del>\$10,425</del> \$0	<del>\$10,000</del> \$0	\$0	<del>\$158,885</del> \$158,887	FY20/21 updated to reflect actuals; carryover balances to future years. Previously \$158,887
8	Trail maintenance and operations in Watsonville	Ongoing maintenance. Includes restriping, sweeping, vegetation management, mitigations, and periodic repaving.	ongoing	\$0	<del>\$0</del> \$4,000	<del>\$10,000</del> \$6,000	\$11,000	\$11,000	\$11,000	<del>\$11,000</del> \$0	<del>\$54,000</del> \$43,000	Funds added in FY25/26; Shift FY20/21 carryover to FY21/22
9	Capitola Trail: City Hall to Monterey Ave	RTC project management, oversight, outreach and technical assistance (consultants, legal, Environmental Health Services & ROW)	Construction timing TBD	\$1,087	<del>\$707</del> \$139,131	<del>\$13,207</del> \$0	\$0	\$0	\$0	\$0	<del>\$15,000</del>	No change to total. Shift unspent FY20/21 balance to FY21/22.
10	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	FY19/20-FY21/22	\$5,533	<del>\$5,849</del>	<del>\$5,958</del>	\$0	\$0	\$0	\$0	<del>\$17,340</del>	No change to total. Shift unspent FY20/21 balance to FY21/22.
11	Ongoing oversight, coordination, and assistance, including on development of future trail sections	Includes RTC staff and consultants work related to overall trail planning, surveys, soil investigations, Environmental Health (EHS), legal, stakeholder coordination, response to public comments, and development of future projects/grant applications	ongoing	\$648,986	<del>\$262,804</del> \$337,500	<del>\$245,000</del> \$260,000	<del>\$220,000</del> \$345,000	<del>\$220,000</del> \$345,000	<del>\$220,000</del> \$345,000	<del>\$220,000</del> \$0	<del>\$2,036,791</del> \$2,281,486	FY20/21 updated to reflect actual. Adjusted to reflect current trends, add FY25/26 estimate. Previously \$2.28M
12	Corridor encroachments & maintenance	Ongoing corridor maintenance, including vegetation, tree removal, trash, graffiti, drainage, encroachments, storm damage repairs outside of what is required for railroad operations. <u>Includes RTC staff time and contracts.</u>	ongoing	\$390,685	<del>\$806,237</del> \$1,313,709	<del>\$1,263,000</del> \$519,250	<del>\$910,000</del> \$519,250	<del>\$605,000</del> \$519,250	<del>\$605,000</del> \$519,250	<del>\$605,000</del> \$519,250	<del>\$5,184,923</del> \$3,781,394	FY20/21 updated to reflect actual, carryover balance to future. Add funds in FY25/26 and update other estimates. Clarify includes staff time on encroachments and maintenance. Previously \$3.78M.
Estimated 5-Year Measure D Expenditures				\$3,321,755	\$2,219,123	\$9,701,432	\$4,328,333	\$4,934,758	\$2,046,193	\$1,056,000	\$27,607,596	

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

2- FY20/21 actuals and carryover to FY21/22+ to be adjusted based on audited actuals. Shown here are preliminary estimates.

**Measure D: 5-Year Program of Projects (FY20/21-FY24/25)**

Proposed Fall 2021

Previously updated 6/6/19, 11/7/19, 9/3/20.

Category: **Neighborhood Projects: San Lorenzo Valley (SLV)/Highway 9 Corridor (\$333,333/year; \$10 million over 30 years)**

	Name/Road/Limits	Description	Schedule	Prior Years	FY20/21 - estimated actuals <sup>2</sup>	Planned <sup>1</sup>					Total Measure D	Proposed Updates -Fall 2021
						FY21/22	FY22/23	FY23/24	FY24/25	FY25/26		
1	San Lorenzo Valley (SLV) Safe Routes to Schools -Preconstruction & grant match	Funding designated for potential match of future grant opportunities.	TBD-FY22/23	\$0	---	---	\$1,000,000				\$1,000,000	Shift funds to FY22/23 based on updated Safety and Complete Streets PID schedule. Options for the area from Graham Hill Road to Glen Arbor, including the school campus are currently under evaluation. Once a funding plan is developed, staff will return with specific recommendations.
2	Preliminary scope and engineering documents for near term projects	Develop engineers estimates, prelim. designs, initial screening and implementation documents needed to secure funds for priority projects; may include engineering needed to integrate complete streets components into SHOPP and local projects. Includes \$150k to Caltrans for complete streets Project Initiation Document (PID) for the corridor.	PID to be completed in 2021	\$25,152	\$56,748 \$125,000	\$98,100 \$0	\$30,000 \$0				\$210,000 \$150,000	Previously \$150k. Carryover FY20/21 balance to FY21/22. Add \$30k/year FY21/22-22/23 for near-term engineering and analysis work which may be needed. Additional future funding needs and projects to be determined once Complete Streets PID is completed.
3	SLV/SR9 Corridor technical assistance, oversight, and community outreach	Includes legal, engineering review, grant preparation, funding agreements, RTC staff coordination with Caltrans, County, schools, and other stakeholders, public outreach, other other planning activities.	Ongoing	\$775	\$99,225						\$100,000	No change. Any unspent FY20/21 funds may be carried over to future years.
<b>COMPLETED PROJECTS</b>												
6	Hwy 9/SLV Corridor Plan	Community-based comprehensive corridor plan, identifying priority transportation projects.	Completed 6/19	\$35,000							\$35,000	No change. Completed
7	Hwy 9 Pedestrian Crosswalks and Enhancements	Stripe new crosswalks and add RRFs, ladder striping, etc to several existing crosswalks	2021	\$11,589	\$9,071						\$20,660 \$30,000	Project completed. FY20/21 updated to reflect estimated actual spent. Previously \$30k.
8	Farmer St. Road Repair (alternate ped/bike route to Hwy 9)	Resurfacing Farmer Street, a pedestrian bypass to access SLV Schools Campus	Completed Fall 2019	\$15,000							\$15,000	No change. Completed
<b>Estimated 5-Year Measure D Expenditures</b>				<b>\$87,516</b>	<b>\$165,044</b>	<b>\$98,100</b>	<b>\$1,030,000</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,380,660</b>	
<b>Balance/Reserve for priorities in Highway 9-SLV Corridor Plan &amp; PID (Exact projects TBD. Expected to be used as match to leverage grants and other funds.)</b>											<b>\$1,741,069</b>	

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

2- FY20/21 actuals and carryover to FY21/22+ to be adjusted based on audited actuals. Shown here are preliminary estimates.

Measure D: 5-Year Program of Projects (FY21/22-FY25/26)

Proposed Fall 2021

Previously updated 6/6/19, 9/3/20

Category: Highway 17 Wildlife Corridor (\$5 million over 30 years)

	Project	Description	Schedule	Anticipated Expenditures								Total Measure D	Proposed Updates - Fall 2021
				Prior Years	FY20/21	FY21/22*	FY22/23*	FY23/24	FY24/25	FY25/26	Future Debt Service*		
1	Highway 17 Wildlife Crossing near Laurel Curve: Construction**	Construct wildlife undercrossing to connect habitat on either side of the highway. Creates a wildlife corridor enabling animals to safely cross the highway.	2021-2023	\$0	\$0	\$1,350,333	\$2,700,667					\$4,051,000	No change. Being advanced through inter-program loan from Measure D Highway Corridor Investment Category.
2	Highway 17 Wildlife Crossing near Laurel Curve: Construction Financing	Financing/debt service on loans or bonds needed advance implementation, since Measure D revenues are allocated over 30 years. RTC anticipates using interprogram loans from other Measure D Regional programs.	NA	\$0				Debt Service payments \$166,667/year				\$914,835	No change. Repayment through 2047
3	Highway 17 Wildlife Crossing near Laurel Curve: Oversight and public outreach	RTC costs associated with oversight, agreements, financing, coordination, and public engagement.	FY19/20-FY22/23	\$1,806	\$2,359 \$15,000	\$15,000	\$15,000					\$34,165 \$46,806	FY20/21 reduced based on estimated expenditures.
<b>Estimated Annual Measure D Expenditures</b>				<b>\$1,806</b>	<b>\$2,359</b>	<b>\$1,365,333</b>	<b>\$2,715,667</b>	<b>\$166,667</b>	<b>\$166,667</b>	<b>\$166,667</b>	<b>\$414,835</b>	<b>\$5,000,000</b>	
Estimated Annual Measure D Allocations+Interest Earnings				\$556,498	\$177,761	\$169,058	\$166,667	\$166,667	\$166,667	\$166,667	\$166,667	\$1,736,650	
Interprogram loan from Measure D - Highway Corridors					\$0	\$466,182	\$2,549,000	\$0	\$0	\$0	\$0	\$3,015,182	

\*Since the full \$5M committed in Measure D for this project will not be available until end of the 30 year measure, consistent with the Measure D Strategic Implementation Plan, the RTC has authorized a loan from the Highway Corridors investment category. Land Trust has committed \$3M to be used to fund some of the initial construction costs, with Measure D interprogram loan starting later.

\*\*Pre-construction and support costs funded through Caltrans SHOPP. Actual cost will depend on final design, bids, any claims, and financing costs.

## Measure D: 5-Year Program of Projects (FY21/22-FY25/26)

Proposed Fall 2021

Previously updated 6/6/19, 6/27/19, 2/6/20, 3/5/20, 5/7/20, 9/3/20, 11/5/20, 12/3/20, 3/4/21.

## Category: Highway Corridors (25% of Measure D Revenues)

	Project	Description	Schedule	Prior Years Spent	Planned <sup>1</sup>						Total Measure D	Proposed Updates -Fall 2021
					FY20/21*	FY21/22*	FY22/23	FY23/24	FY24/25	FY25/26		
1	Highway 1: Auxiliary Lanes and Bus on Shoulder from 41st to Soquel; Chanticleer Bike/Pedestrian Overcrossing	Freeway operational improvement, bus on shoulder improvements, rehab roadway and drainage, improve bicycle/pedestrian access over freeway.	Start Spring 2021	\$1,043,387	\$746,585	<u>\$385,000</u> <u>\$620,000</u>	<u>\$365,000</u> <u>\$200,000</u>	<u>\$350,000</u> <u>\$100,000</u>	<u>\$215,000</u> <u>\$100,000</u>	<u>\$200,000</u> <u>\$0</u>	<b><u>\$3,304,972</u></b> <b><u>\$2,809,872</u></b>	Add funds for anticipated project management and environmental mitigation through FY25/26. Previously \$2,809,872.
2	Highway 1: Auxiliary Lanes & Bus on Shoulder from State Park to Bay-Porter, Reconstruction of Capitola Avenue Overcrossing and Bicycle/Pedestrian Overcrossing at Mar Vista Dr	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct Capitola Ave. overcrossing with sidewalks and bike lanes, new Bike/ped bridge	FY22/23	\$492,007	<u>\$986,134</u> <u>\$1,728,331</u>	<u>\$3,955,000</u> <u>\$4,220,000</u>	<u>\$1,970,000</u> <u>\$2,900,000</u>	<u>\$5,480,000</u> <u>\$5,200,000</u>	<u>\$4,640,000</u> <u>\$2,600,000</u>	<u>\$380,000</u> <u>\$0</u>	<b><u>\$17,903,141</u></b> <b><u>\$17,140,338</u></b>	Add and adjust funds for design and right of way based on current costs and schedule, added project management and environmental mitigation costs through FY25/26. Previously \$17,140,338.
3	Highway 1: Auxiliary Lanes & Bus on Shoulder from Freedom to State Park, and Reconstruction of two SCBRL bridges, widening of the bridge over Aptos Creek/Spreckles Drive, 1.25 miles of multiuse trail	Freeway operational improvement, bus on shoulder improvements, soundwalls and retaining walls, reconstruct SCBRL bridges over Hwy 1 and widen bridge over Aptos Creek/Spreckles Drive, multiuse trail	FY24/25	\$171,771	<u>\$1,775,000</u> <u>\$3,276,229</u>	<u>\$1,385,000</u> <u>\$4,971,500</u>	<u>\$4,700,000</u> <u>\$6,350,000</u>	<u>\$4,245,000</u> <u>\$350,000</u>	<u>\$6,320,000</u> <u>\$250,000</u>	<u>\$580,000</u> <u>\$0</u>	<b><u>\$19,176,771</u></b> <b><u>\$15,370,000</u></b>	Add and adjust funds for environmental, design and right of way based on current costs and schedule, as well as project management and environmental mitigation through FY25/26. Previously \$15,370,000
4	Santa Cruz County Regional Conservation Investment Strategy - Grant match	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	TBD	\$13,605	\$8,922	\$2,974					<b>\$25,500</b>	No change.
5	Cruz 511-Traveler Information and Commute Manager	Ongoing system & demand management (TDM), includes Cruz511.org traveler information, carpool and other TDM programs	Ongoing	\$186,192	\$250,000	\$200,000	\$200,000	\$200,000	\$225,000	<u>\$247,500</u>	<b><u>\$1,508,692</u></b>	Add funds for ongoing work in FY25/26
6	Safe on 17	Ongoing system management program, involves increased CHP enforcement on Highway 17	Ongoing	\$46,505	\$50,000	\$50,000	\$50,000	\$50,000	\$50,000	<u>\$50,000</u>	<b><u>\$346,505</u></b>	Add funds for ongoing work in FY25/26
7	Freeway Service Patrol	Ongoing system management and congestion reducing program. Roving tow trucks removing incidents and obstructions during peak travel periods on Hwy 1 and Hwy 17	Ongoing	\$204,553	\$166,099	\$174,404	\$183,124	\$192,280	\$192,280	<u>\$192,280</u>	<b><u>\$1,305,021</u></b>	Add funds for ongoing work in FY25/26
	Completed Projects	Unified Corridor Investment Study-Analysis of Highway 1 corridor projects	completed Jan 2019	\$199,808	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$199,808</b>	No Change
Estimated Annual Measure D Highway Corridors Expenditures				<b>\$2,357,827</b>	<b>\$3,982,739</b>	<b>\$6,152,378</b>	<b>\$7,468,124</b>	<b>\$10,517,280</b>	<b>\$11,642,280</b>	<b>\$1,649,780</b>	<b>\$43,770,409</b>	
8	Interprogram Loan for Hwy 17 Wildlife Crossing	Interprogram loan to allow Hwy 17 Wildlife Crossing project to proceed without bonding.	Interprogram Loan	\$0	\$0	<u>-\$466,182</u> <u>\$479,999</u>	-\$2,549,000	-\$166,667	-\$166,667	-\$166,667	<b><u>-\$3,515,182</u></b>	Add FY25/26 repayment
Total Expenditures (with loans & repayments)				<b>\$2,357,827</b>	<b>\$3,982,739</b>	<b>\$5,686,196</b>	<b>\$4,919,124</b>	<b>\$10,350,614</b>	<b>\$11,475,614</b>	<b>\$1,483,114</b>	<b>\$40,255,227</b>	

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

\*FY20/21 &amp; FY21/22 amounts will be updated to reflect actual expenditures and carryover unspent funds prior to RTC board review.

**Measure D: 5-Year Program of Projects (FY21/22-FY25/26)**

**Attachment 1-Exhibit E**

*Proposed Updates Fall 2021*

*Previously updated 6/6/19, 6/27/19, 10/3/19, 5/7/20, 9/3/20 and 6/6/21.*

**Category: Rail Corridor (8% of Measure D Revenues)**

	Project	Description	Est. Schedule	Prior Years	FY20/21 - estimated actuals <sup>2</sup>	Planned <sup>1</sup>					Total Measure D	Proposed Updates -Fall 2021
						FY21/22	FY22/23	FY23/24	FY24/25	FY25/26		
1	2017 Storm Damage Repair & Cleanup	Repair and cleanup of damage resulting from the 2017 winter storms including one washout, minor slides and various downed or compromised trees	Spring 2020-2022	\$548,043	\$101,957						<b>\$650,000</b>	No change, however Measure D may be needed to cover additional costs if not reimbursed by FEMA.
2	Railroad Bridge Inspections & Analysis	Railroad Bridges are required to be inspected and load rated every 540 days per Federal Railroad Administration (FRA) requirements.	Ongoing	\$435,981	<u>\$273,450</u> <u>\$200,000</u>	<u>\$690,000</u> <u>\$480,000</u>	<u>\$371,000</u> <u>\$30,000</u>	<u>\$882,550</u> <u>\$520,000</u>	<u>\$419,678</u> <u>\$35,000</u>	<u>\$882,411</u> <u>\$0</u>	<b>\$3,955,070</b> <u>\$1,700,981</u>	Previously \$1.7M. FY20/21 updated based on actuals. Added funds for on-going inspections through FY25/26.
3	Railroad Bridge Rehabilitation	Rehabilitation of railroad bridges consistent with inspections and analyses, including Pajaro River Bridge grant match in FY21/22	Ongoing	\$562,323	\$0	<u>\$620,000</u> <u>\$0</u>	<u>\$25,000</u> <u>\$0</u>	<u>\$30,000</u> <u>\$0</u>	<u>\$35,000</u> <u>\$0</u>	<u>\$40,000</u> <u>\$0</u>	<b>\$1,312,323</b> <u>\$562,323</u>	Previously \$562,323. Funds in FY21/22 include Pajaro River Bridge Rehabilitation. Adds some funds for ongoing repairs to bridge walkways and handrails through FY25/26.
4	Track infrastructure, signage, maintenance and repairs	On-going maintenance, repair and rehabilitation of railroad track infrastructure and signage	Ongoing	\$932,709	<u>\$1,121,277</u> <u>\$1,246,841</u>	<u>\$1,441,000</u> <u>\$169,010</u>	<u>\$1,642,210</u> <u>\$171,207</u>	<u>\$442,550</u> <u>\$173,433</u>	<u>\$454,678</u> <u>\$173,433</u>	<u>\$467,411</u> <u>\$0</u>	<b>\$6,501,835</b> <u>\$2,866,633</u>	Previously \$2,866,633. FY20/21 updated to reflect actuals and adds funds based on repair needs, including Manresa coastal erosion phase 1 & 2
5	Placeholder: Preliminary Engineering and Environmental Analysis for Transit	Preparation of environmental documents for transit project on the rail corridor resulting from the Transit Corridor Alternatives Analysis (TCAA) locally-preferred alternative	TBD	\$0	\$0	\$0	\$0	\$0	\$0	\$0	<b>\$0</b>	Placeholder - Funds may be for environmental and prelim. design at a later date pending RTC direction and grant opportunities.
6	Santa Cruz County Regional Conservation Investment Strategy	Match to Wildlife Conservation Board grant for early mitigation planning for transportation projects.	FY19/20-20/21	\$4,353	<u>\$1,910</u> <u>\$3,807</u>	<u>\$1,896</u> <u>\$0</u>					<b>\$8,160</b>	No change to total. FY20/21 updated to reflect actuals, balance carried over to FY21/22.
<b>Completed Projects</b>												
7	Alternatives Analysis	Analysis of high-capacity transit uses on rail corridor.	2019-Spring 2021	\$622,396	<u>\$388,400</u> <u>\$345,604</u>	\$0	\$0	\$0	\$0	\$0	<b>\$1,010,796</b> <u>\$968,000</u>	Completed. FY20/21 updated to reflect actuals.
8	Completed Projects	Completed work, includes UCS and lawsuit	2018-2019	\$887,596							<b>\$887,596</b>	No change
Total Measure D Expenditures				<b>\$3,993,402</b>	<b>\$1,886,995</b>	<b>\$2,752,896</b>	<b>\$2,038,210</b>	<b>\$1,355,100</b>	<b>\$909,355</b>	<b>\$1,389,823</b>	<b>\$14,325,781</b>	

1- Funds may be shifted between years based on actual expenditures/use rates when sufficient cash capacity exists.

2- FY20/21 actuals and carryover to FY21/22+ to be adjusted based on audited actuals. Shown here are preliminary estimates.