



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

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**AGENDA**

**1:30pm - 3:30pm**

**Tuesday, November 16, 2021**

**NOTE: TELECONFERENCE**

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/84066151589>

Meeting ID: 840 6615 1589

Dial by your location: +1 669 900 9128 US (San Jose)

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

Due to precautions associated with COVID-19, and following current state law (AB 361) regarding the Brown Act, all RTC and committee meetings until further notice will be held by teleconference only. Members of the public can listen and participate in meetings over the phone and through the internet.

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

**1:42pm- CONSENT AGENDA**

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

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

- 5. Approve Minutes from October 12, 2021 — pg. 4**
- 6. Receive RTC Meeting Highlights — pg. 9**
- 7. Receive Information Items — pg. 11**
  - a) Letter from E&D TAC to RTC Staff for Selecting District Representatives on RTC Advisory Bodies.

### **REGULAR AGENDA**

- 8. 1:55 pm — Receive Program Updates — pg. 13**
  - a. Volunteer Center
  - b. Community Bridges
    - i. TDA 4<sup>th</sup> Quarter & Annual Summary Report FY 2020-21
  - c. Santa Cruz Metro
  - d. SCCRTC
  - e. Pedestrian Ad-hoc Subcommittee
    - i. Pedestrian Hazard Report
    - ii. Letter to the Santa Cruz County Department of Public Works
- 9. 2:30 pm — 2021 Consolidated Grants and Regional Transportation Improvement Program Preliminary Recommendations — pg. 19**
- 10. 3:00 pm — Santa Cruz County Active Transportation Plan – Draft Recommendations — pg. 26**
- 11. 3:30 pm — Adjourn**

**Next meeting: 1:30 pm, February 8, 2022 via teleconference.**

### **HOW TO REACH US**

*Santa Cruz County Regional Transportation  
Commission  
1101 Pacific Avenue. Suite 250,*

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)

## **ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

*The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three 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**

*The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA, 95060 or online at [www.sccrtc.org](http://www.sccrtc.org). A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.*

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

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**Draft MINUTES**

**1:30pm - 3:30pm**

**Tuesday, October 12, 2021**

**NOTE: TELECONFERENCE**

1. Roll call

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

***Members present:***

Clay Kempf, Social Services Provider — Seniors  
Jesus Bojorquez, CTSA (Lift Line)  
Deborah Benham, 5th District  
Janet Edwards, 1st District  
Lisa Berkowitz, CTSA (Community Bridges)  
Veronica Elsea, 3<sup>rd</sup> District  
Tara Ireland, Social Service Provider – Persons of Limited Means  
Caroline Lamb, Potential Transit User (Disabled)  
Eileen Wagley, SCMTD (Metro)

***Unexcused absences:***

Alex Weske, Social Service Provider – Disabled  
Paul Elerick, 2<sup>nd</sup> District

***RTC staff present:***

Amanda Marino, Transportation Planner  
Luis Mendez, Deputy Director  
Sarah Christensen, Principal Engineer

***Others present:***

Becky Steinbruner, Cabrillo Host Lions Club  
Brad Cramer, EMS  
Russell Chen, Santa Cruz County Public Works  
Tim Nguyen, Santa Cruz County Public Works  
Shawn O'Keefe, Consultant Project Manager- Mark Thomas  
Daniel Young, Live Oak Resident  
Barbara Chamberlin, Cabrillo Host Lions Club President



2. Introductions
3. Oral communications

Committee member Caroline Lamb commented on the Santa Cruz METRO Route 18 bus, allowing easy access to downtown Santa Cruz.

Luis Mendez, RTC Deputy Director, addressed a motion made at the September RTC Budget and Administration/Personnel (B&A/P) Committee to consider the process for advisory committee member appointments outlined in the RTC's Rules and Regulations allowing individual appointments. Mr. Mendez also spoke to the current state law (AB 361) regarding the Brown Act allowing for the possibility of government bodies to continue to allow virtual public meetings. The RTC is interested in conducting hybrid meetings both in person and online at this time. Committee meetings will continue to be virtual under the following circumstances; that the state is in a declaration of emergency, requirements from state/health officials recommending measures that promote social distancing, and if there are additional findings that risk health and safety for meetings held in person.

Daniel Young, Live Oak resident, requested information about the E&D TAC and the process of becoming a committee member.

Committee member Michael Pisano asked if it would be possible for the E&D TAC to express overall support for projects that address climate change. Chair Veronica Elsea recognized the opportunity for this item to be added to a future meeting.

Becky Steinbruner, member of the Cabrillo Host Lions Club provided presentation on the Lions and International White Can safety Day on October 15<sup>th</sup>. Barbara Chamberlin, President of Cabrillo Host Lions Club, communicated for her support of the E&D TAC.

4. Additions or deletions to consent and regular agendas

*Move Item 8. the Draft Santa Cruz County Regional Transportation Commission 2021 Title VI Civil Rights Program & Language Assistance Plan to the Regular Agenda.*

### **CONSENT AGENDA**

5. Approved minutes from August 10, 2021

*A motion (Pisano/Berkowitz) was made to approve the minutes with changes to the unexcused absences, remove Janet Edwards, 8c. program updates. The motion passed with members Clay Kempf,*

*Jesus Bojorquez, Deborah Benham, Lisa Berkowitz, Veronica Elsea Tara Ireland, Caroline Lamb, Eileen Wagley, voting in favor. Janet Edwards abstained.*

6. Received RTC Meeting Highlights
7. Received Information Items
  - a. Scotts Valley residents renew pleas for traffic safety after injury crash
  - b. Blindness and Guide Dog Etiquette

*A motion (Edwards/ Ireland) was made to approve the consent agenda. The motion passed unanimously, with members Clay Kempf, Janet Edwards, Jesus Bojorquez, Deborah Benham, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, Eileen Wagley, voting in favor.*

### **REGULAR AGENDA**

8. Receive the Draft Santa Cruz County Regional Transportation Commission 2021 Title VI Civil Rights Program & Language Assistance Plan

Amanda Marino, Transportation Planner, provided an overview of the development process of the Draft Santa Cruz County Regional Transportation Commission 2021 Title VI Civil Rights Program & Language Assistance Plan.

Committee members discussed ways a person with disabilities can use the Title VI procedures and forms. Many members recommended providing more information on the RTC website to access supplementary resources for filing accessibility complaints for people with disabilities. Suggestions will be solicited to E&D TAC members for additional accessibility information provided on the RTC website. The committee additionally voiced the goal to increase racial diversity among members who serve on the E&D TAC with new member recruitment strategies.

*A motion (Edwards/Ireland) was made to approve the Draft Santa Cruz County Regional Transportation Commission 2021 Title VI Civil Rights Program & Language Assistance Plan. The motion passed, with members Janet Edwards, Jesus Bojorquez, Deborah Benham, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Eileen Wagley, voting in favor. Clay Kempf and Caroline Lamb abstained.*

9. Received Program Updates
  - a. Volunteer Center
    - i. Grocery Shopper/Transportation Program Final Report for FY

20/21

Tara Ireland provided an overview of the information provided in the FY 20/21 Final Report.

b. Community Bridges

Lisa Berkowitz announced that dining sites are anticipated to open on November 2<sup>nd</sup> with Covid-19 safety protocols.

c. Santa Cruz Metro

Eileen Wagley communicated that the number of paratransit rides are increasing as the Covid-19 vaccination rates are high and businesses are opening. METRO is holding a job fair at the Coconut Grove on Wednesday, October 13<sup>th</sup>. Available positions are posted on the Santa Cruz METRO website. The committee also discussed the need of brail installed at bus stops. Committee member Michael Pisano discussed the need for a bus stop at the Enterprise Technology Center in Scotts Valley.

d. SCCRTC

Chair Veronica Elsea and the committee discussed concerns with the RTC Budget and Administration/Personnel (B&A/P) Committee to consider the process for district representative individual advisory committee member appointments.

*A motion (Lamb/Edwards) was made to send a letter to the RTC from the E&D TAC to oppose changing the committee appointment selection process for district representatives. The motion passed unanimously, with members Clay Kempf, Janet Edwards, Jesus Bojorquez, Deborah Benham, Lisa Berkowitz, Veronica Elsea, Tara Ireland, Caroline Lamb, Eileen Wagley, voting in favor.*

e. Pedestrian Ad-Hoc Subcommittee

- i. Pedestrian Hazard Report
- ii. Letter to the City of Santa Cruz Public Works Department

Chair Veronica Elsea provided a report of the current work the Pedestrian Ad-hoc Subcommittee is conducting including reviewing the pedestrian hazard reports and the findings from the appointed liaisons in each jurisdiction through out Santa Cruz County.

10. Watsonville – Santa Cruz Multimodal Corridor Program

Russel Chen, Santa Cruz County Public Works, and Shawn

O'Keefe, Consultant Project Manager, presented the Soquel Drive Buffered Bike Lanes and Congestion Mitigation Project to the committee. The presentation included showing the existing conditions, project goals, project overview, project features, and schedule. Members of the committee provided input on topics that include pedestrian infrastructure connectivity, accessibility, and transit facilities.

*No action Taken*

11. Lights and Siren Use by Emergency Medical Services (EMS):  
Above All Do No Harm

Brad Cramer, American Medical Response Clinical Manager, discussed the primary role of Emergency Medical Services (EMS) providers and agencies. Mr. Cramer requested input from a pedestrian perspective of lights and siren use and effectiveness in Santa Cruz County. The committee discussed their experiences with lights and sirens, and ways it can be more effective to achieve the goal of emergency medical services.

*No action taken.*

Meeting adjourned at approximately 4:02 pm.

The next E&D TAC meeting is scheduled for Tuesday, November 16<sup>th</sup>, 2021 at 1:30 p.m. NOTE: Teleconference may be necessary due to COVID-19.

Respectfully submitted, Amanda Marino, Staff



*Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue, Santa Cruz, CA 95060  
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email: [info@sccrtc.org](mailto:info@sccrtc.org); website: [www.sccrtc.org](http://www.sccrtc.org)*

*CONTACTS: Shannon Munz, Communications Specialist ([smunz@sccrtc.org](mailto:smunz@sccrtc.org))  
Guy Preston, Executive Director  
Luis Pavel Mendez, Deputy Director*

## **Santa Cruz County Regional Transportation Commission (RTC) November 4, 2021 Meeting Highlights**

### **Highway 1 41st Avenue to Soquel Drive Auxiliary Lanes and Bus-on-Shoulder Project Amendment to the Professional Engineering Services Agreement for Design Support During Construction**

The Commission approved a resolution authorizing an amendment to the Professional Engineering Services Agreement for design services during construction of the Highway 1 Auxiliary Lanes and Bus-on-Shoulder Project between 41st Avenue to Soquel Drive interchanges which includes a new bicycle/pedestrian overcrossing at Chanticleer Avenue. It will be necessary for the professional engineering consultant who prepared the design of the project (also known as the Engineer of Record) to continue to provide services during the advertisement of the project for construction bids to answer questions from the potential bidders, issue addendums, and update the plans, specifications and quantities as needed.

### **Assembly Bill (AB) 361 Findings for Virtual and Hybrid Meetings**

On October 1, 2021, AB 361 was signed into law to allow the continuation of virtual and/or hybrid meetings as long as the state of emergency still exists and public agencies make appropriate findings. The Commission made findings required by AB 361 to allow the continuation of virtual and/or hybrid (virtual and in-person) meetings of itself and its committees. After reconsidering the circumstances of the current COVID-19 state of emergency and how it continues to directly impact the ability of the members of the RTC, its committees, its staff and the public to meet safely in person, the RTC decided to have hybrid RTC meetings (some commissioners and public in-person and others virtually) beginning with its December 2021 meeting. Committee meetings will continue as virtual meetings. Currently, only the County Board of Supervisors chambers is equipped for hybrid meetings; therefore, Commissioners and members of the public participating in person will do so at the County Board of Supervisors chambers at 701 Ocean Street, Santa Cruz.

### **Unsolicited Rail Proposal TIG/m and Roaring Camp**

The Commission received a report from Executive Director Guy Preston on the unsolicited passenger rail proposal by TIG/m and Roaring Camp. Director Preston recommended not pursuing this unsolicited Public Private Partnership (P3) proposal or any other potential P3 proposal for passenger rail service at this time. On September 1, 2021, TIG/m and Roaring Camp submitted an unsolicited concept proposal to form a P3 relationship for freight service on the entire 32-mile branch line and recreational rail service between Capitola and Davenport. Due to funding constraints and potential conflicts with trail project schedules, Director Preston reported that the RTC should not consider any P3 passenger rail proposals at this time. No action was requested or taken by the Commission on this item, and Director Preston stated that staff will continue its focus

on the rail trail construction projects west of the Boardwalk and environmental studies for additional trail projects east to Rio del Mar.

### **Upcoming RTC and Committee Meetings**

Due to precautions associated with COVID-19 (coronavirus), **all RTC and committee meetings have been held by video conference**. On September 16, 2021, Governor Newsom signed AB 361 which continues the Brown Act waivers and allows the RTC to continue Commission and committee meetings in a virtual format. Beginning in December, the RTC will hold its commission meetings in a hybrid (virtual and in-person) format. Please check the RTC website [<https://sccrtc.org/meetings/calendar/>] or call 460-3200 to confirm meeting and video conference information for future meetings. Agendas are posted to the website at least 3 days before the meeting and will also include attendance information. Meetings may be canceled if there are no action items to be considered by the committee.

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

### **Regional Transportation Commission Meeting**

Thursday, December 2, 2021, 9:00 a.m.

### **Bicycle Advisory Committee**

Monday, November 8, 2021, 6:00 p.m. (Special Meeting)

### **Budget & Administration/Personnel Committee**

Thursday, November 11, 2021, 1:30 p.m.

### **Elderly & Disabled Transportation Advisory Committee**

Tuesday, November 16, 2021, 1:30 p.m. (Special Meeting)

### **Interagency Technical Advisory Committee**

Thursday, November 18, 2021, 1:30 p.m.

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



## **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)

10/22/2021

Re: Drafting new proposal for selecting district representatives on RTC advisory bodies

Dear RTC Staff,

At its meeting on October 12, 2021, the Elderly and Disabled Transportation Advisory Committee received information from Luis Mendez regarding the B&A/P committee's desire to change the manner in which district representatives to advisory bodies are appointed. The committee chair attended the September 9 B&A/P meeting and reported on her impressions, comments and concerns.

After much discussion and deliberation, the committee passed a motion to write a letter to oppose changing the selection method for the 5 members whose service on the E&D TAC would be impacted by potential changes in the selection process.

First, the committee expressed dismay at the notion that individual members would be chosen by supervisors so that the supervisors could have a member with whom they already had rapport, allowing the committee member to more easily talk with the supervisor as to how to vote on a particular item. Committee members worried that this would interfere with the successful functioning of the E&D TAC, as members reach conclusions by sharing knowledge from different areas of expertise. It was emphasized that any recommendation or motion that reaches the RTC comes from the consensus of the committee, not from competing individual points of view.

Second, the committee expressed concern that a representative will be or feel obligated to bring only their supervisor's agenda or viewpoint to the committee. Members stated that they did not want to have new appointees possibly be afraid to speak out for fear of losing their appointments. It was stressed that this committee advises the supervisors as commission members, not the other way around.

Third, this committee advises the RTC on services which affect a valuable and vulnerable population, with which individual supervisors may not have knowledge or contact. The committee worried that by allowing what could be construed as political appointments, because remaining commissioners would not vote on the applications, new appointees could be serving on the committee for the wrong reasons. It was expressed that turning these appointments into what could feel like a political perk would not truly value and respect the hard work and dedication shown by the volunteer members who represent their districts.

Fourth, committee members discussed the effect of this change on possible recruitment of new members by narrowing the field of potential applicants and tying their term lengths to the terms of their appointing supervisors. Committee members pointed out how long it takes to learn all of the acronyms, agencies and policies encountered on a regular basis and how much stability

really matters. The committee wondered if having one term length for some members and another for others would cause unnecessary disruption to the vital work done by this advisory body.

In conclusion, the E&D TAC asks you to consider the importance of the valuable work done within this advisory body, what the actual benefit would be from changing the selection process and to create a process which would not diminish the quality or type of discourse currently experienced by those who currently serve on the E&D TAC.

We look forward to continuing to work with you and to focus our attention and effort on the vulnerable members of our community whose needs we champion.

Thank you for hearing our concerns and taking them in to account.

Sincerely,

A handwritten signature in black ink, appearing to read "Veronica Elsea", written in a cursive style.

Veronica Elsea, Chair  
Elderly and Disabled Transportation Advisory Committee



Via Email

November 8, 2021

Ms. Kim Krause  
Finance Director  
City of Santa Cruz  
333 Front Street, Suite 200  
Santa Cruz, CA 95060

Re: **Transportation Development Act – 4<sup>th</sup> Quarter & Annual Summary Report FY 2020-2021**  
(Contract between "City of Santa Cruz and Community Bridges/Consolidated Transportation Services Agency")

Dear Ms. Krause:

Enclosed, please find the Transportation Development Act Quarterly Report for the period beginning April 1, 2021 and ending June 30<sup>th</sup> 2021, as well as the fiscal year 2020-2021 Year End Summary Report.

If you would like additional information or have any questions, please feel free to contact me.

Thank you for your attention to this matter.

Sincerely,



Douglas Underhill  
Chief Financial Officer  
831-688-8840 ext. 276  
[douglasu@cbridges.org](mailto:douglasu@cbridges.org)

Encl.

cc: G. Blakeslee, Senior Transportation Planner, SCCRTC  
T. New, Director of Finance and Budget, SCCRTC  
N. Duarte, Accounting Technician, City of Santa Cruz  
S. Buie, Admin Assistant III, City of Santa Cruz  
R. Iskandarova, Grants Analyst, Community Bridges  
R. Cancino, CEO, Community Bridges  
S. McGibben, CAO, Community Bridges  
J. Bojorquez, Interim Program Director, CTSA: List Line

Quarterly TDA Report :  
Time Period:

FY 20/21 QUARTER 4  
APR - MAY - JUN 2021

		CC 20,23,26,31,32,38,39						CC 21					CC 29					CC 24,30									
#	Performance Measures to be Included in Quarterly Reports	Medical					YTD % of Goals	Meals on Wheels					YTD % of Goals	Taxi Scrip					YTD % of Goals	Elderday					YTD % of Goals	Qtr Total	YTD Total
		Apr	May	Jun	Qtr	YTD		Apr	May	Jun	Qtr	YTD		Apr	May	Jun	Qtr	YTD		Apr	May	Jun	Qtr	YTD			
1	Unduplicated Passengers per Month	215	206	209	290	1,225		149	107	108	156	621		24	25	22	36	158		0	0	45	45	53		527	2,057
2	Total Passenger Trips (Units of Service) per Month	1142	1161	819	3,122	11,965	138%	494	336	397	1,227	6,141	66%	159	141	117	417	1,740	54%	0	0	861	861	1,124	5%	5,627	20,970
3	Number of Incidents per Month	0	0	0	0	3		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	3
4	Number of Accidents per Month	0	0	0	0	0		0	0	0	0	1		0	0	0	0	0		0	0	0	0	0		0	1
5	Number of Mechanical Failures (including lift failure) per Month	0	0	0	0	0		0	0	0	0	0		n/a	n/a	n/a	0	0		0	0	0	0	0		0	0
6	Number of No-Shows per Month	80	65	46	191	688		28	1	1	30	266		n/a	n/a	n/a	0	0		7	16	44	67	79		288	1,033
7	Number of Turndowns or Referrals per Month	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
8	Number of Cancels per Month	244	1157	1238	2,639	4,390		3	90	226	319	378		n/a	n/a	n/a	0	0		6	517	1471	1,994	1,998		4,952	6,766
9	Total Donations per Month	\$30	\$1,088	\$200	\$1,319	2,144		n/a	n/a	n/a	\$0	\$0		n/a	n/a	n/a	\$0	\$0					\$0	\$0		\$ 1,319	\$ 2,144
10	Number of Complaints per 1,000 Passenger Trips	0	0	1	1	4		0	0	0	0	1		n/a	n/a	n/a	0	0		0	1	0	1	1		2	6
10	Complaints	0	0	0	0	3		0	0	0	0	1		0	0	0	0	0		0	1	0	1	1		1	2
11	Number of Safety Incidents per 100,000 Vehicle Miles	0				4		0				0		n/a	n/a	n/a	0	0		0				14		0	0
12	Operating Cost per Passenger Trip				\$34.24						\$21.97						\$19.89						\$20.91				
13	Operating Cost per Vehicle Service Hour				\$67.35						\$64.39												\$56.74				
14	Passengers per Vehicle Service Hour				1.95						2.93												2.71				
15	Passengers per Vehicle Service Mile				0.14						0.11												0.13				
16	Van Mileage per Program				19,270						10,694												6,382				

Quarterly TDA  
Report :

FY 20/21 ANNUAL

Time Period:

JULY 2020 - JUNE 2021

CC 20,23,26,31,32,38,39							CC 21					CC 29					CC 24,30									
#	Performance Measures to be Included in	Medical					YTD % of Goals	Meals on Wheels					YTD % of Goals	Taxi Scrip					YTD % of Goals	Elderday					YTD % of TOTAL	YTD Total
		Q1	Q2	Q3	Q4	TOTAL		Q1	Q2	Q3	Q4	TOTAL		Q1	Q2	Q3	Q4	TOTAL		Q1	Q2	Q3	Q4	YTD		
1	Unduplicated Passengers per Month	348	276	311	290	1,225		235	187	43	156	621		27	38	57	36	158		8	0	0	45	53		2,057
2	Total Passenger Trips (Units of Service) per Month	3123	2581	3139	3122	11,965	138%	2152	1724	1038	1227	6,141	66%	222	573	528	417	1,740	54%	263	0	0	861	1,124	5%	20,970
3	Number of Incidents per Month	1	1	1	0	3		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		3
4	Number of Accidents per Month	1	0	0	0	1		1	0	0	0	1		0	0	0	0	0		0	0	0	0	0		2
5	Number of Mechanical Failures (including lift failure) per Month	0	0	0	0	0		0	0	0	0	0		N/A	N/A	N/A	0	0		0	0	0	0	0		0
6	Number of No-Shows per Month	143	170	184	191	688		103	110	23	30	266		N/A	N/A	N/A	0	0		12	0	0	67	79		1,033
7	Number of Turndowns or Referrals per Month	0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0
8	Number of Cancels per Month	591	508	652	2639	4,390		16	20	23	319	378		N/A	N/A	N/A	0	0		4	0	0	1994	1,998		6,766
9	Total Donations per Month	\$336	\$489	\$0	\$1,319	\$2,144		N/A	N/A	N/A	\$0	0		N/A	N/A	N/A	\$0	0		N/A	N/A	N/A	\$0	0		\$2,144
10	Operating Cost per Passenger Trip				\$33.77						\$16.16						\$18.32						\$19.72			
11	Operating Cost per Vehicle Service Hour				\$55.30						\$64.95												\$57.35			
12	Passengers per Vehicle Service Hour				1.63						3.97												2.91			
13	Passengers per Vehicle Service Mile				0.10						0.14												0.13			
14	Van Mileage per Program				107,118						43,247												8,754			

# E & D TAC Pedestrian Hazard Reports

11/12

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
10/19/21	Jean	Brocklebank	1905 7th Ave	N/A	Santa Cruz	Ped: Damaged sidewalk	Closest house number for raised (and painted fluorescent pink) sidewalk is 1905 7th Avenue on the west side of the street (see annotated attached picture from 2017, when the sidewalk was not buckled).	DPW	10/25/21	<b>10/25/21 DPW:</b> Good morning, Thank you for your email. I will forward your request to our Encroachment Inspector for review and response. <b>10/25/21 Kristine Conley:</b> This is a CSA 9E tree and has been reported in the past. Encroachments has sent this to the division in charge of these street trees. I believe this department is looking into repairs, but it is good to bring it back to their attention.
10/19/21	Jean	Brocklebank	2011 7th Ave	Rodriguez St	Santa Cruz	Ped: Plant overgrowth or interference	This street tree's branches are hanging down so that both of us had to bend over in order to pass beneath them on the sidewalk. We chose not to go around the branches by entering the bike lane.	DPW	10/25/21	<b>10/25/21 Jana Vargas:</b> Good morning, Thank you for your email. I will forward to our Encroachment Inspector for review and response. <b>10/25/21 Kristine Conley:</b> The tree in the photo is a CSA 9E street tree, trimming of this tree should be looked at by your staff.
10/19/21	Jean	Brocklebank	Soquel Dr near Rodeo Creek	N/A	Santa Cruz	Ped: Pavement cracks, Damaged sidewalk	The location of the pedestrian hazard is on Soquel Drive between Rodeo Creek and the bus stop on the north side of the street. Attached is a picture of the location of the sidewalk that has been raised to an incline (just like many portions of 7th Avenue). Unfortunately, this screen shot is from 2017 (4 years ago) via Google Maps.	DPW	10/25/21	<b>10/25/21 Jana Vargas:</b> Good morning, Thank you for your email. I will forward to our Road Maintenance Department for review and response. <b>10/26/21 Kristine Conley:</b> Hi Jean, I just got this complaint from our dispatch, the person who called you was correct, the damage you pointed out is the responsibility of the adjacent property owner. As you can see from this screenshot, the adjacent property is not the county, and that there is actually 2 property owners in this location, the county does not own either parcels. Thank you for bringing this hazard to our attention. We will send a letter to the appropriate property owner to fix. Again typically sidewalks are the responsibility of the adjacent property owners, but each individual property is and frontage is different, this is why these complaints take investigation and research on the part of the county.
10/14/21	Mike	Waller	820 Swift St	Rail Trail	Santa Cruz	Ped: Traffic signal problem	The activation button at Swift and the rail trail is non-operational and has been for 4-5 days.	Claire Gallogly, Nathan Nguyen, Dan Estranero	10/18/21	follow up email sent 11/12/21

# E & D TAC Pedestrian Hazard Reports

11/12

Date	First Name	Last Name	Location	Cross Street	City	Category	Additional Comments	Forwarded to	Forwarded Date	Response
09/24/21	Ilo	Nilson	360 Bluebonnet Ln	Kings Village Rd	Scotts Valley	Ped: Other	4 local neighborhoods and 81 middle school students have been advocating for over 2 years for structural changes to calm traffic effectively on this one-block (0.2 mile) residential street dense with children, young families and seniors. It is used as a work around by speeders and inattentive drivers. Structural plans of narrowing the car lanes, class IV bike lanes and an additional crosswalk are in the Scotts Valley ATP. Please have the City implement them.	Trish McGrath, Kimarie Jones	09/27/21	follow up email sent 10/25/21
09/23/21	Ryn	Stein	101 Water St	Pacific Ave	Santa Cruz	Ped: Rough pavement or potholes, Pavement cracks	In the crosswalk from the post office heading to the clock tower, there's a large hole that I just stepped in and twisted my ankle pretty bad	Claire Gallogly, Nathan Nguyen, Dan Estranero	09/27/21	<b>9/28/21 Dan Estranero:</b> Good Afternoon Jason. Our Streets Maintenance Crew will repair the pothole.



## 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)

10/18/2021

Re: Intersection of Soquel Drive and 41st AVE, Southwest Corner

Dear Russel Chen, Santa Cruz County Department of Public Works,

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) advises the Santa Cruz County Regional Transportation Commission (RTC), the Santa Cruz Metropolitan Transit District (Metro), and other service providers on transportation needs for people with disabilities, seniors and persons with limited means. The pedestrian ad-hoc subcommittee is charged with tasks which the committee deems important to research, currently focusing on intersection design. The subcommittee also reviews the RTC hazard reports which are sent in by pedestrians in order to study any patterns or topics which may need addressing.

Thank you so much for attending the E&D TAC meeting on October 12, 2021 and presenting the Watsonville – Santa Cruz Multimodal Corridor Program. Your enthusiasm and excitement was refreshing and quite contagious. The pedestrian ad-hoc subcommittee wanted to particularly call your attention to the lack of sidewalk leading to the southwest corner of Soquel DR and 41st AVE. This horrible gap in the sidewalk has been discussed as a major safety hazard for many years. Pedestrian committees have contacted the district supervisor and other agencies seeking solutions to the problems caused by this dangerous path. In recent months, "pedestrian hazard reports" filed with the RTC have been increasingly referencing the difficulties and dangers faced by pedestrians as they must traverse this area in the street. It is very exciting to discover the closing of this gap included in this project. As there is a PAMF medical facility located at Research Park Drive, it has been very scary for pedestrians to walk to the bus stops at 41st AVE or Rodeo Gulch Road from that location, especially those using mobility devices who are lower to the ground, and those using guide dogs who are forced out into the heavy traffic.

First, thank you for remedying this long-standing pedestrian hazard. Second, if there is any flexibility in the order in which road rehabilitation is accomplished, many pedestrians would rejoice if this item were addressed early in the process. But most importantly, thank you for addressing this issue as part of this program. Please feel free to keep the ad-hoc pedestrian subcommittee or the E&D TAC updated on the progress of your program and in particular, the dispatching of this problem area by attending any of our meetings or contacting our staff, Amanda Marino at: [amarino@sccrtc.org](mailto:amarino@sccrtc.org).

We look forward to learning of your progress and celebrating completion of this program.

Sincerely,

Veronica Elsea, Chair  
Elderly and Disabled Transportation Advisory Committee

**TO:** RTC Advisory Committees

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

**RE:** *2021 Consolidated Grants and Regional Transportation Improvement Program Preliminary Recommendations*

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## **RECOMMENDATIONS**

Staff recommends that the Regional Transportation Commission's Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) review and provide input on preliminary staff recommendations for programming approximately \$11 million in funds from various state and federal funding programs ([Attachment 1](#)) and make Committee recommendations to the Regional Transportation Commission (RTC).

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## **BACKGROUND**

As the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for selecting projects to receive certain state and federal funds.

This summer the RTC issued a consolidated call for projects for the region's anticipated shares of funds including:

- State Transportation Improvement Program (STIP): \$4.5 million
- Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX): \$3.7 million
- Coronavirus Response and Relief Supplemental Appropriations Act (CRRSAA) highway funds: \$2.6 million
- Highway Infrastructure Program (HIP): \$0.5 million

In total, approximately \$11 million is available for programming this cycle. Applications were due on October 5, 2021.

Collectively these funds can be used on a wide range of highway, local road, bridge, transit, rail, bicycle, and pedestrian transportation projects and programs that advance regional, state, and federal priorities and performance metrics. While RSTPX, CRRSAA, and HIP funds are available for use this fiscal year (FY2021/22), STIP funds are programmed over 5 years and might not be available until FY25/26-26/27, since most of the new statewide capacity is in

the last two years of the 2022 STIP. Depending on the results of federal negotiations on an infrastructure package and subsequent federal and state guidelines, additional funds may be available for programming sometime in 2022.

## **DISCUSSION**

Project sponsors submitted 19 applications requesting over \$26 million. Attachment 1 summarizes the projects and preliminary staff recommendations for anticipated funds. Project applications are posted on the RTC website <https://sccrtc.org/funding-planning/project-funding/2021-2022-rtip/>.

### Project Evaluation

While the RTC programmed a portion of the region's STBG/RSTPX funds on a formula basis to local jurisdictions in 2019, earlier this year FHWA and Caltrans clarified that STBG, CRRSAA, and other funds cannot be sub-allocated to individual jurisdictions or specific transportation modes by pre-determined percentages or formulas. FHWA further emphasized that regions should follow a performance-based planning and programming process, with projects evaluated based on how well they advance performance metrics. A performance-based approach to transportation planning and programming aims to ensure the most efficient investment of transportation funds, support improved decision-making and increase accountability and transparency.

Applications were evaluated based on how well they advance one or more measures, goals or targets identified in the *Regional Transportation Plan (RTP)*, *Metropolitan Transportation Plan (MTP)*, *California Transportation Asset Management Plan (TAMP)*, federal MAP-21 and FAST Act, State Transportation Improvement Program (STIP) Guidelines, and other state and local plans. These include metrics related to safety, infrastructure condition, system performance, and reliability, sustainability, access for all, and/or health and equity. All of the projects proposed for funding address at least one or more of the evaluation criteria and are not required to address all of them.

### Recommendations

Given that available funding is insufficient to fully fund all of the proposed projects, staff recommends partial funding for many of the projects. The staff recommendation focuses funds on projects that are critical to maintain existing facilities, services and access; fill gaps in the existing bicycle and pedestrian network; or serve the greatest number of people. For projects recommended for partial funding, agencies may reduce the project scope and implement a portion of the project, increase Measure D, local or other funds committed to the project, or work to secure other grants for the project.



**Staff recommends that RTC advisory committees provide input on preliminary staff recommendations and make recommendations to the RTC on which projects to fund with anticipated state and federal funds (Attachment 1).**

#### Transit Funds

In addition to the funds currently available for programming, in 2022 the RTC also will consider proposals for State Transit Assistance (STA), SB1 Transit State of Good Repair (SGR), Low Carbon Transit Operations Program (LCTOP), and possibly Transportation Network Company-Access for All (AFA) funds available for transit and paratransit community transportation services and projects. The amount of funding available for these programs fluctuates from year-to-year based on revenues collected by the state, but RTC's discretionary shares of these transit funds are about \$3 million per year, based on recent history. Santa Cruz METRO and Lift Line have proposed that, for the next three years, the RTC commit to programming 8.4% of regional shares (Section 99313) of STA to Lift Line (estimated \$185,000 per year) and the balance of STA funds and 100% of SGR funds to METRO (estimated \$2.4 million per year), rather than soliciting applications for a portion of the funds. Staff will consider the METRO and Lift Line proposal and priorities for these funds during the 2022 Unmet Transit Needs and annual TDA claims process.

#### Next Steps

RTC advisory committees are concurrently reviewing proposals for funds at their November 2021 meetings. Staff will consider input from committees when developing final staff recommendations. The RTC board is scheduled to consider final staff recommendations, committee recommendations, and public input at its December 2, 2021 meeting.

As has historically been done, staff will work with project sponsors to determine the best funding source for each project, taking into consideration project schedules, potential risks to delivery, and the ability and capacity of agencies to meet requirements for each source.

Approved projects are programmed in the RTC's *Regional Transportation Improvement Program* (RTIP) and/or RTC budget. If projects add travel lanes, might impact air quality conformity, or are programmed to receive federal funds, they are also amended into the *Federal/Metropolitan Transportation Improvement Program* (MTIP) (prepared by the Association of Monterey Bay Area Governments (AMBAG)). Projects approved by the RTC for State Transportation Improvement Program (STIP) and CRRSAA funds are subject to concurrence from the California Transportation Commission (CTC). The RTC's recommendations for STIP funds are due to the CTC on December 15, 2021,

with CTC action on the STIP scheduled for March 2021. The majority of new programming capacity for STIP funds is in FY25/26 and FY26/27.

## **SUMMARY**

The RTC is responsible for selecting projects to receive certain state, federal, regional and local funds. Approximately \$11 million in State Transportation Improvement Program (STIP), Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX), Coronavirus Response and Relief Supplemental Appropriations Act of 2021 (CRRSAA), and federal Highway Infrastructure Program (HIP) funds are currently available for programming to projects in Santa Cruz County. Staff is seeking input from advisory committees on projects proposed to receive these limited funds. A public hearing is scheduled for the December 2021 RTC meeting, where the RTC will select projects to receive the funds.

### Attachment:

1. Summary of Applications Received and Preliminary Staff Recommendations

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## 2021 Consolidated Grant Applications Received and Preliminary Recommendations: Approx. \$11 million available

Agency	Project Name	Preliminary Staff Recommendation	Funds Requested	Total Cost	Description <i>(for projects recommended for partial funding, scope may be reduced)</i>	Primary Benefits & Notes - <i>Staff recommends about half of requests for most road repair projects.</i>	Anticipated users
Capitola	41st Ave Intersection and Roadway Rehabilitation Project	\$492,000	\$985,729	\$1,435,729	Reconstruct pavement on three sections of 41st Ave including 1) the intersection of Capitola Road and 41st Ave, 2) the intersection of Clares Street and 41st Ave, and 3) Reconstruction of all six lanes of 41st Ave from Clares Street north to the City Limit at Cory Street and 41st Ave.	<b>System Preservation.</b> Regionally significant road, high traffic volumes. If only \$492k approved, Capitola would use funds on intersections; would wait to reconstruct 41st Ave. <i>Bike Committee recommends making funding contingent on making intersections and 41st Ave more bike friendly.</i>	40,800/day
Capitola	Kennedy Drive Sidewalk	\$197,000	\$197,891	\$222,891	Construct approximately 550 feet of sidewalk along Kennedy Drive. Includes curb and gutter, retaining walls, and ADA curb ramps.	<b>Pedestrian Safety &amp; Access.</b> Fills gap in sidewalks next to school	50/day
County of SC	Emergency Routes Resurfacing Project: Alba & Jamison Creek Roads	\$900,000	\$1,870,000	\$2,084,489	Pavement maintenance of approximately 7.08 miles of roadway including all of Alba Road (Empire Grade to State Highway 9=3.91miles) and Jamison Creek Rd (Empire Grade to State Highway 236 = 3.17 miles). Isolated sections of digout and asphalt replacement where rutting has occurred & isolated asphalt leveling courses, followed by resurfacing of the entire roadway, restriping. Covers existing roadway edge to existing roadway edge.	<b>System Preservation.</b> Roads are in terrible shape. Recommendation: Jamison Creek	600/day
County of SC	Soquel Drive Buffered Bike Lanes & Congestion Mitigation Project	\$1,000,000	\$5,500,000	\$27,074,359	Improvements for bus transit, active transportation, and intersections on 5.6 miles of Soquel Ave/Soquel Drive (La Fonda to State Park Dr), including: buffered/protected bike lanes, green bike boxes, sidewalk gap closures, ADA ramps, crosswalk upgrades, adaptive signal control, transit signal priority, and pavement rehabilitation.	<b>Safety, system preservation, bike, transit access.</b> Well rounded, high priority project. \$1M recommended due to pavement priorities. County committed to fund balance.	23,618/day
County of SC	San Andreas Road Resurfacing Project	\$825,000	\$1,650,000	\$1,839,255	Pavement maintenance of approximately 3.01 miles of San Andreas Rd, from 365' S/O Manresa State Beach to Sunset Beach Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge.	<b>System Preservation.</b> Serves state parks and agricultural traffic. Popular with cyclists. <i>Bike Committee recommends increasing funds to project.</i>	2667/day
County of SC	Soquel San Jose Rd/ Porter St - Road Resurfacing & Multimodal Improvements	\$750,000	\$1,540,000	\$1,716,638	Pavement maintenance of approximately 3.15 miles of Soquel San Jose Road and 0.18 miles of Porter Street, forming a continuous section from Soquel Drive to Laurel Glen Rd. Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge.	<b>System Preservation.</b> Regionally significant route. <i>Bike Committee recommends increasing funds to project; county staff notified Bike Committee they will consider adding green or buffered bike lanes and improved ped crossings.</i>	15,380/day

Agency	Project Name	Preliminary Staff Recommendation	Funds Requested	Total Cost	Description (for projects recommended for partial funding, scope may be reduced)	Primary Benefits & Notes - Staff recommends about half of requests for most road repair projects.	Anticipated users
County of SC	Holohan Road Resurfacing Project	\$440,000	\$440,000	\$490,468	Pavement maintenance of approximately 1.42 miles of Holohan Rd, from Green Valley Rd to 420' W/O State Hwy 152 (the project limit of the planned Holohan/152 intersection improvements). Isolated sections of digout and asphalt replacement where rutting has occurred, followed by resurfacing of the entire roadway surface and restriping. Work extends from existing roadway edge to existing roadway edge.	<b>System Preservation.</b> Regionally significant truck and commute route, serves DAC, PVUSD Bus Fleet year.	16,704/day
Ecology Action	Santa Cruz County Bike Challenge ++	\$0	\$270,000	\$306,750	Continuation of Ecology Action's digital (online) bike encouragement initiative. Includes two annual online Bike Month Challenges, multi-channel marketing, education and engagement campaign, incentives for participation, and conduct participant surveys.	<b>Reduce emissions.</b> Encourage safe biking. Lower use. <i>Bike Committee recommends partially funding. EA indicated could continue and scale program with min. \$156k grant.</i>	2000 unique users past cycle
Ecology Action	Youth SRTS Bike/Pedestrian Education	\$59,000	\$59,113	\$65,893	Hands-on school-based bicycle and pedestrian safety education through the Walk Smart and Bike Smart programs, which provide 2nd graders pedestrian safety training and 5th graders bicycling safety training throughout Santa Cruz County, including Watsonville, Live Oak, San Lorenzo Valley and Scotts Valley.	<b>Safety.</b> Recommend focus on schools with higher proportion of low income students, SLV, and areas with high youth ped/bike use.	750 total
Lift Line	Lift Line's EV Modernization Project	\$325,000	\$495,903	\$560,154	Replace gas-powered vehicles with electric vehicles. <i>Requested funding for 3 vehicles.</i>	<b>System preservation, reduce emissions and operating costs, transit service.</b> Consider balance for other transit funds/grants in future. Recommend funding for 2 vehicles	10,000 rides/yr
SCMTD	Santa Cruz METRO CNG Articulated Bus Replacements	\$1,000,000	\$1,770,600	\$2,013,000	Replace 2002 diesel-fueled articulated buses with new 60' Compressed natural gas (CNG) articulated buses to increase service on Bus Routes 15, 19, and 22 and maintain current service on Routes 10, 18 and 20. <i>Request is for funding for 2 buses.</i>	<b>System preservation, reduce emissions and operating costs, transit service.</b> Partial funding would cover cost of 1 vehicle. Consider balance for other transit funds/grants in future.	798/day
SCMTD	ParaCruz Operation Facility	\$0	\$2,273,595	\$6,103,161	Convert Soquel Dr Park and Ride lot (3003 Paul Sweet Rd, Santa Cruz) to permanent ParaCruz facility-Paratransit vehicle parking, admin offices, operations, Mobility Services Center (MSC), dispatch, customer service, admin facilities	<b>Transit- mobility for seniors and persons with disabilities via MSC, expand future capacity.</b> Consider for other transit funds/grants	250/day
Scotts Valley	Granite Creek Rd Overcrossing	\$500,000	\$538,800	\$608,800	Repaving of asphalt surface and restriping on Granite Creek Rd from Scotts Valley Dr to the intersection at Santas Village Rd and SV Dr/Santas Village Rd intersection. Widening bike lanes-narrowing travel lanes, adding green treatment to bike lanes, adding a bike box. Adds retaining wall to shore up sloughing under sidewalks. Repaving of AC sidewalks to meet ADA grades. Addition of truncated domes where they are missing at the two intersections.	<b>System Preservation, Bike, Pedestrian Access.</b> Regionally significant roadway	10K-25K/day
Santa Cruz, city	Chestnut Street St Storm Drain and Paving Rehab and Safety Improvements	\$1,000,000	\$1,100,000	\$2,150,226	Rehab pavement, install bike/ped improvements including new curb ramps and crossings from Laurel Street to Mission Street (Rte 1). <i>Other funds being used to replace the storm drain system.</i>	<b>System Preservation &amp; Bike, Pedestrian, School Access.</b> City's #1 priority	5500/day

Agency	Project Name	Preliminary Staff Recommendation	Funds Requested	Total Cost	Description (for projects recommended for partial funding, scope may be reduced)	Primary Benefits & Notes - Staff recommends about half of requests for most road repair projects.	Anticipated users
Santa Cruz, city	Ocean Street Pavement Rehab and Bike/Ped Upgrades	\$600,000	\$1,200,000	\$1,500,000	Ocean Street pavement rehabilitation and bike and pedestrian upgrades between Felker St and Water Street	System Preservation & Bike, Pedestrian, Transit Access. Regionally significant road.	18K-28K/day
Santa Cruz, city	Swanton Boulevard Multiuse Path	\$0	\$592,000	\$792,000	12' wide multiuse path on the west side of Swanton Blvd. between West Cliff Dr and Delaware; connect to existing West Cliff Dr multiuse trail.	Safety & Access. City's 3rd priority, lower use, opportunities to fund with other grants	unknown
Watsonville	Complete Streets Downtown	\$1,248,000	\$1,248,000	\$1,410,000	Pedestrian and bicycle improvements, including curb ramps, bulbouts, pavement markings and signage. Rodriguez St from 550 feet south of Main St to Second St; Brennan St from Palm St to 5th St and Union St from Alexander St to Elm St	Safety, Active Transportation, Equity. Watsonville's only application, fills gaps in ped network, high collision rates.	2146/day
SCCRTC	SLV Schools Complex Circulation and Access Study	\$105,000	\$210,000	\$300,000	Gather data, preliminary engineering, traffic analysis, and feasibility and needs assessment for Hwy 9 in Felton and within the SLV Schools Complex (SLV High, Middle, and Elementary Schools). Includes bicycle and walking facilities providing access to SLV Schools Complex from Felton neighborhoods and Glen Arbor Rd.	Study options. System performance, bike, ped access. Use \$105k Measure D. Partnership \$ with School District.	19,000/day
SCCRTC	State Route 1 - Freedom to State Park Auxiliary Lanes, Bus on Shoulder, and Coastal Rail Trail Segment 12 (Design Phase)	\$1,000,000	\$4,000,000	\$135,201,328	Construct auxiliary lanes on State Route 1 between Freedom Boulevard and State Park Drive Interchanges, construct bus on shoulder facility, construct soundwalls and retaining walls, and 1.25 mile segment of the coastal rail trail.	System Performance, bike/ped, transit access to schools. Consider using Measure D for balance of design.	94,800/day
SCCRTC	Planning, programming, and monitoring (PPM) - 5% of STIP-Covid & 2022 STIP	\$290,000	\$290,650	\$500,000	Funding for programming and monitoring use of funds per state and federal mandates, including staff time associated with this grant cycle	Required to meet state and federal mandates.	countywide
Total Funding Requested				\$26,232,281			
Preliminary Staff Recommendation				\$10,731,000			



**TO:** Elderly and Disabled Transportation Advisory Committee

**FROM:** Amanda Marino, Transportation Planner

**RE:** County Active Transportation Plan – Draft Recommendations

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## **RECOMMENDATIONS**

Staff recommends that the E&D TAC receive a presentation and provide input to Ecology Action staff on the Santa Cruz County Active Transportation Plan draft infrastructure recommendations for unincorporated Santa Cruz County.

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## **BACKGROUND**

The County of Santa Cruz started work on an Active Transportation Plan in January 2020. The Santa Cruz County Active Transportation Plan will update the 2011 Bicycle Plan, create the first comprehensive plan for new pedestrian facilities, and provide a roadmap for future improvements for walking and bicycling in unincorporated Santa Cruz County. The project is a partnership between the County of Santa Cruz Public Works Department, County Public Health, Ecology Action, and Bike Santa Cruz County, and is funded through a Caltrans Sustainable Communities Transportation Planning Grant as well as local matching funds.

The Active Transportation Plan covers unincorporated Santa Cruz County and does not include the cities of Santa Cruz, Watsonville, Capitola or Scotts Valley. Some unincorporated areas use a nearby city as their mailing address, but are not within that city (see ATTACHMENT 2). Recommendations for Highway 9 are not included in the plan because of the recently completed Highway 9/San Lorenzo Valley Complete Streets Corridor Plan.

Public input was the foundation of the planning process and was gathered through a social media campaign, project website, in-person outreach, and virtual public meetings held in fall 2020. Community outreach resulted in 342 comments in the Street Story interactive map, 600 survey responses, and 291 comments from public meetings and in-person public outreach. Nearly half of public comments received came from Live Oak, so focus group meetings were held with representatives from Davenport, Boulder Creek, Ben Lomond, Brookdale, Felton, Santa Cruz Gardens, Amesti, and the College Road neighborhood in order to collect feedback from residents throughout the county. The designation of “Live Oak” in this plan also includes Pleasure Point/Opal Cliffs and Twin Lakes. The plan was intended to focus on places within the urban service area in order to serve the most people where walking and biking for transportation has potential due to land use patterns. Public comments from the recent Scotts Valley Active Transportation Plan and County of Santa Cruz Complete Streets to Schools Plan that pertain to unincorporated Santa Cruz County were also reviewed.

Public comments were reviewed by the planning team and resulted in the draft Sidewalk/Intersection/Spot treatment recommendations list. Copenhagenize Design Co.,

an urban design and planning firm based in Montreal, also supported the project as a consultant and developed recommendations for high-priority corridors and intersections. High-priority corridors were selected through an analysis of nearby trip generators, bicycle and pedestrian collisions, slope, disadvantaged communities, average daily vehicle trips, sidewalk data, and the number of public comments received. Each street was scored using these criteria, and streets above a certain threshold were selected for development of corridor recommendations. Streets identified in the upcoming County of Santa Cruz General Plan update as Active Connectors, Main Streets, and Multi-modal Corridors were also added to the corridor recommendations list.

## **DISCUSSION**

The recommendations fall into two categories - corridor recommendations and Sidewalk/Intersection/Spot treatment recommendations. Corridor recommendations are for roadways and are primarily for bicycle facilities—though traffic calming and multi-use paths also benefit people walking—and are divided into short- and long-term recommendations. Corridor recommendations fall within seven street typologies, which are described in the *Corridor Typologies* document. See ATTACHMENTS 1 & 2.

Sidewalk/Intersection/Spot treatment recommendations include recommendations for sidewalks and intersection improvements, and in some cases are divided between short- and long-term recommendations. Many of these recommendations describe corridor sidewalks or multiuse connector paths outside of roadways, rather than single spot locations. See ATTACHMENT 3.

Sidewalk/Intersection/Spot treatment and corridor recommendations are grouped alphabetically into the following areas of the county: Aptos, Ben Lomond, Boulder Creek, Brookdale, Corralitos, Davenport, Felton, Live Oak, Rio Del Mar, Scotts Valley (which refers to corridors that connect Santa Cruz and Scotts Valley), Soquel, South County, and UCSC.

### Next Steps

The draft Active Transportation Plan will be released to the general public in early 2022 for a 1-month public comment period. The final plan is expected to be completed in March 2022 and will be used to guide future improvements and to help the County secure grant funding for project construction.













## **SUMMARY**

The draft infrastructure recommendations of the County Active Transportation Plan were provided to seek input from the E&D TAC.

## **ATTACHMENTS**

1. Draft Roadway Corridor Recommendations - Typologies and List
2. Draft Roadway Corridor Recommendations – Short-term and long-term maps
3. Draft Sidewalk/Intersection/Spot Treatment Recommendations



CORRIDOR TYPOLOGY					Example Images	
Type	Facility Type	Context	Description			
1	Traffic-calmed residential streets	Class III	Low-volume, low-speed residential streets	Chicanes/lateral shifts, speed humps, chokers, landscaping, and other physical elements to ensure vehicle speeds do not exceed 20 mph. May include sharrows.		
2	Long-distance rural routes	Class III	Long distance rural roads that are too narrow for other types of bicycle infrastructure	Sharrows and signage indicating presence of bicyclists. Install advisory shoulder and/or traffic calming measures where feasible.		
3	Bicycle lanes	Class II	Rural roads without a large number of destinations of presumed bicycle demand	Painted lines along shoulders on each side of a roadway offering 5+ feet of cycling space. Road width can be reassigned to shoulders from car lanes if possible. Install traffic calming measures where feasible.		
4	Enhanced bicycle lanes	Class II	Residential/commercial streets with pre-existing facilities that have the potential to become more comfortable cycling corridors	Enhances pre-existing bike facilities with intersection protection, striped buffers, green lane treatments, and traffic calming where feasible		
5	Multi-use paths	Class I	Rural roads that connect important destinations	Shared pedestrian/cyclist path with some level of protection		
6	Bidirectional separated bikeway	Class IV	Roads parallel to highways	Varying degrees of protection depending on car traffic, terrain. (On occasion applied to streets with more than 2 lanes)		
7	Separated bikeways	Class IV	Medium-high volume/speed urban streets	Unidirectional bicycle in-road paths, protected with parking, bollards, vegetation, etc. For higher volume/speed corridors, consider a higher level of separation from vehicle traffic.		



Street name	Project Limits (if null, data is for the entire street)	Area	Street score	Existing Bike Infrastructure	Short-term Recommendation	Long-term Recommendation	Notes
Cabrillo College Dr 1 (east)	Soquel Dr - Twin Lakes Church	Aptos		Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
Cabrillo College Dr 2 (west)	Twin Lakes Church- Park Ave	Aptos			Class IV bidirectional separated bikeway	Class IV bidirectional separated bikeway	
Center Av		Aptos			Traffic-calmed residential streets	Traffic-calmed residential streets	
Mar Vista Dr		Aptos			Traffic-calmed residential streets	Traffic-calmed residential streets	
Park Av (south)	Capitola City Limits - Soquel Dr	Aptos			Class II enhanced bicycle lanes	Class IV separated bikeway	
Sea Cliff Dr / Broadway		Aptos			Traffic-calmed residential streets	Traffic-calmed residential streets	
Soquel Dr 3	Atherton Dr - State Park Dr	Aptos	14	Class II bike lanes	Class II buffered or Class IV separated bikeway	Upgrade sections of buffered bike lane to raised separated bikeway	Recommendations for each segment pending results of Soquel Drive protected bikeway/congestion mitigation study.
Soquel Dr 4	State Park Dr - Spreckels Dr	Aptos	14	Class II bike lanes	Class II buffered or Class IV separated bikeway	Upgrade sections of buffered bike lane to raised separated bikeway	Recommendations for each segment pending results of Soquel Drive protected bikeway/congestion mitigation study.
Soquel Dr 5 (east)	Spreckels Dr - Freedom Blvd	Aptos	14	Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
Spreckels Dr		Aptos			Class III long distance rural route	Class III long distance rural route	
State Park Dr 1 (north)	Soquel Dr- Hwy Slip lanes (north)	Aptos	9.5	Class II bike lanes	Class II enhanced bicycle lanes	Class IV separated bikeway	Include dashed green lanes at on-ramps
State Park Dr 2	Hwy slip lanes (north)- Slip lane from overpass to Cabrillo Hwy	Aptos	9.5	Class II bike lanes	Class II enhanced bicycle lanes	Class IV separated bikeway	Include dashed green lanes at on-ramps
State Park Dr 3	Slip lane from overpass to Cabrillo Hwy- Hwy slip lanes (south)	Aptos	9.5	Class II bike lanes	Class II enhanced bicycle lanes	Class IV separated bikeway	Include dashed green lanes at on-ramps
State Park Dr 4 (south)	Hwy slip lanes (south) to Center Ave	Aptos	9.5	Class II bike lanes	Class II enhanced bicycle lanes	Class IV separated bikeway	
Trout Gulch Rd	Soquel Drive to Valencia Rd	Aptos			Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
Valencia Rd		Aptos			Class III Class III long distance rural route	Class III Class III long distance rural route	
Cement Plant Rd		Davenport			Conduct feasibility study to install Class I multi-use path	Conduct feasibility study to install Class I multi-use path	
Mar Monte		La Selva Beach			Class III Class III long distance rural route	Class III Class III long distance rural route	
Playa Bl		La Selva Beach			Traffic-calmed residential streets	Traffic-calmed residential streets	
17th Av 1 (north)	Soquel Av-Capitola Rd	Live Oak	13.5	Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
17th Av 2 (south)	Capitola Rd- Portola Dr	Live Oak	13.5	Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
26th Ave		Live Oak			Traffic-calmed residential streets	Traffic-calmed residential streets	
30th Av 1 (south)	Portola to East Cliff	Live Oak	11		Traffic-calmed residential streets	Traffic-calmed residential streets	
30th Av 2 (north)	Capitola Rd to Portola	Live Oak	11	Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
38 th Av		Live Oak	8	Class II bike lane only on north side of Brommer st	Traffic-calmed residential streets	Class II enhanced bicycle lanes	
41st Av 1 (north)	Soquel Dr- Capitola City Limits (near Hwy 1)	Live Oak	12	Class II bike lanes	Class IV separated bikeway	Class IV separated bikeway	
41st Av 2 (south)	Melton St- East Cliff Dr	Live Oak	12	Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
7th Av		Live Oak	11.5	Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
Brommer St	Arana Gulch - Capitola city limits	Live Oak	12	Class II bike lanes	Class II enhanced bicycle lanes	Class IV separated bikeway	
Capitola Rd		Live Oak	12	Class II bike lanes	Class II buffered or Class IV separated bikeway	Class II buffered or Class IV separated bikeway	
Chanticleer Av		Live Oak	10.5	Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
Corcoran Av		Live Oak			Traffic-calmed residential streets	Traffic-calmed residential streets	
East Cliff Dr 1 (west)	7th Av-12th Av	Live Oak	11	Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
East Cliff Dr 2	12th Av- Portola Dr	Live Oak	11	Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
East Cliff Dr 3 (east)	Portola Dr-41st Ave	Live Oak	11	Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
Eaton Street	Murray St bridge to 7th Ave	Live Oak		Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
El Dorado Av 1 (north)	Capitola Rd-Harper St	Live Oak	7.5		Traffic-calmed residential streets	Traffic-calmed residential streets	
El Dorado Av 2	Harper St- Brommer St	Live Oak	7.5		Traffic-calmed residential streets	Traffic-calmed residential streets	
El Dorado Av 3 (south)	Brommer Street - Edmar Ln	Live Oak	7.5		Traffic-calmed residential streets	Traffic-calmed residential streets	
Harper St		Live Oak	8.5		Traffic-calmed residential streets	Traffic-calmed residential streets	
Jose Av		Live Oak			Traffic-calmed residential streets	Traffic-calmed residential streets	
Lake Av/5th Ave		Live Oak		Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
Maciel Av 1 (south)	Capitola Rd- Encina Dr	Live Oak	7.5		Traffic-calmed residential streets	Traffic-calmed residential streets	
Maciel Av 2 (north)	Encina Dr- Mattison Ln	Live Oak	7.5		Traffic-calmed residential streets	Traffic-calmed residential streets	
Mattison Ln		Live Oak	8	Traffic calming	Traffic-calmed residential streets	Traffic-calmed residential streets	
North Rodeo Gulch		Live Oak			Class III Class III long distance rural route	Class III Class III long distance rural route	
Opal Cliff Dr		Live Oak	8		Traffic-calmed residential streets	Traffic-calmed residential streets	
Portola Dr 1 (west)	East Cliff Dr-26th Ave	Live Oak	12	Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
Portola Dr 2 (east)	26th Av- Cliff Dr	Live Oak	12	Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
Rodriguez St		Live Oak	9.5	Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
Soquel Av 1 (west)	Santa Cruz city limits (near La Fonda Ave) - Soquel Drive	Live Oak	14	Class II bike lanes	Class II buffered or Class IV separated bikeway	Class II buffered or Class IV separated bikeway	Recommendations for each segment pending results of Soquel Drive protected bikeway/congestion mitigation study.
Soquel Av 2 (east)	Soquel Dr.. -Gross Rd	Live Oak	14	Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
Soquel Dr 1 (west)	7th Av - 41st Ave	Live Oak	14	Class II bike lanes	Class II buffered or Class IV separated bikeway	Upgrade sections of buffered bike lane to raised separated bikeway	Recommendations for each segment pending results of Soquel Drive protected bikeway/congestion mitigation study.
Soquel Dr 2	41st Av - Atherton Ave	Live Oak	14	Class II bike lanes	Class II buffered or Class IV separated bikeway	Upgrade sections of buffered bike lane to raised separated bikeway	Recommendations for each segment pending results of Soquel Drive protected bikeway/congestion mitigation study.
Thurber Ln	Soquel to Helen Ave	Live Oak		Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
Thurber Ln	Helen Ave to Kenny Ave	Live Oak			Class II bike lanes	Class II bike lanes	
Thurber Ln	Kenny Ave to Winkle Ave	Live Oak			Class III Class III long distance rural route	Class III Class III long distance rural route	
Club House Dr		Rio Del Mar			Class III Class III long distance rural route	Class III Class III long distance rural route	
Las Olas Dr	State Park Drive to Rio Del Mar	Rio Del Mar			Class I multi-use path	Class I multi-use path	State Park property
Rio del Mar Blvd 1 (south)	Aptos Beach Dr- Murray Ave	Rio Del Mar			Class III long distance rural route	Class III long distance rural route	
Rio del Mar Blvd 2 (north)	Murray Av - Soquel Dr	Rio Del Mar			Class IV separated bikeway	Class IV separated bikeway	
Summer Av		Rio Del Mar			Traffic-calmed residential streets	Traffic-calmed residential streets	
Branciforte Dr		Scotts Valley			Class III Class III long distance rural route	Class III Class III long distance rural route	
El Rancho Dr		Scotts Valley			Class III long distance rural route	Class III long distance rural route	
Glen Canyon		Scotts Valley			Class III Class III long distance rural route	Class III Class III long distance rural route	
La Madrona Drive		Scotts Valley			Class III Class III long distance rural route	Class III Class III long distance rural route	

North Plymouth St		Scotts Valley			Class III Class III long distance rural route	Class III Class III long distance rural route	
Bear Creek Rd		SLV			Class III Class III long distance rural route	Class III Class III long distance rural route	
Conference Dr		SLV			Class III Class III long distance rural route	Class III Class III long distance rural route	
East Zayante		SLV			Class III Class III long distance rural route	Class III Class III long distance rural route	
Empire Grade		SLV			Class III Class III long distance rural route	Class III Class III long distance rural route	
Felton Empire		SLV			Class III Class III long distance rural route	Class III Class III long distance rural route	
Glen Arbor Rd		SLV			Class III Class III long distance rural route	Class III Class III long distance rural route	
Graham Hill Rd		SLV			Class III Class III long distance rural route	Class III Class III long distance rural route	
Graham Hill Rd 1 (south)	Santa Cruz city limits - Park Ave	SLV			None	Class I multi-use path	
Graham Hill Rd 2 (north - Felton)	Park Av- Hwy 9	SLV			Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
Lakeview Dr		SLV			Class III Class III long distance rural route	Class III Class III long distance rural route	
Mt Hermon Rd 1 (south)	Scotts Valley city limits - Conference Dr.	SLV			Class II bike lanes	Class IV separated bikeway or Class I multi-use path	
Mt Hermon Rd 2 (north)	Conference Dr- Graham Hill Rd	SLV			Class II bike lanes	Class IV separated bikeway or Class I multi-use path	
Quail Hollow		SLV			Class III Class III long distance rural route	Class III Class III long distance rural route	
Redwood Dr		SLV			Class III Class III long distance rural route	Class III Class III long distance rural route	
San Lorenzo Ave		SLV			Class III Class III long distance rural route	Class III Class III long distance rural route	
Sims Rd		SLV			Class III Class III long distance rural route	Class III Class III long distance rural route	
Main St		Soquel			Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
Porter St (north)	Soquel Drive to Paper Mill Drive	Soquel			None	Class IV separated bikeway	
Porter St (south)	Capitola City limits to Soquel Drive	Soquel			Class II enhanced bicycle lanes	Class IV separated bikeway	
Soquel San Jose Rd 1 (south)	Paper Mill Rd- Dawn Ln	Soquel	7.5	painted bike lane ends	Class IV separated bikeway	Class IV separated bikeway	
Soquel San Jose Rd 2	Dawn Ln- Rancho Soquel Dr	Soquel	7.5		Class II bike lanes	Class II bike lanes	
Airport Blvd	Watsonville city limits - Holohan Rd	South County	7.5	painted bike lane on southeast side	Class II enhanced bicycle lanes	Class IV separated bikeway	Coordinate improvements with City of Watsonville
Amesti Rd		South County			Class III long distance rural route	Class I multi-use path	
Bonita Dr (east)	San Andreas Rd- Freedom Blvd	South County			Traffic-calmed residential streets	Install Class II bike lanes in uphill direction and sharrows on downhill	
Buena Vista Dr		South County			Class III long distance rural route	Class III long distance rural route	
Carlton		South County			Class III Class III long distance rural route	Class III Class III long distance rural route	
Casserly		South County			Class III Class III long distance rural route	Class III Class III long distance rural route	
College Rd		South County	7.5		Class III long distance rural route	Class II bike lanes	
Corralitos Rd		South County	8.5	Class II bike lanes	Class II bike lanes	Class I multi-use path	
East Lake Ave (Hwy 152)		South County			Class II buffered or Class IV separated bikeway	Class II buffered or Class IV separated bikeway	Watsonville city limits to St Francis High School is highest priority segment
Eureka Canyon		South County			Class III Class III long distance rural route	Class III Class III long distance rural route	
Freedom Blvd 1 (west)	Bonita Dr to Mariner	South County	12	Class II bike lanes	Class II enhanced bicycle lanes	Class II enhanced bicycle lanes	
Freedom Blvd 2 (west)	Sabina Way to Valencia	South County	12	Class I path	Maintain and expand existing Class I Class I multi-use path	Maintain and expand existing Class I Class I multi-use path	
Freedom Blvd 3 (east)	Valencia Rd to Watsonville City limits	South County	12	Class II bike lanes	Class II bike lanes	Class I multi-use path	
Green Valley Rd 1 (south)	Watsonville city limits - Behler Road	South County	14	No bike lane but wide shoulder	Class I multi-use path	Class I multi-use path	
Green Valley Rd 2 (north)	Behler Rd - Pioneer Road	South County	14	Class I multi-use path	Class I multi-use path	Class I multi-use path	Segment between Amesti Rd and Pinto Lake Rd is highest priority for school community
Hames Rd		South County			Class III Class III long distance rural route	Class III Class III long distance rural route	
Hazel Dell Road		South County			Class III Class III long distance rural route	Class III Class III long distance rural route	
Holohan Rd		South County	10	occasional Class II lanes	Class II bike lanes	Class I multi-use path	
Lakeview Rd		South County			Class III Class III long distance rural route	Class III Class III long distance rural route	
Larkin Valley Rd	Watsonville city limits - San Andreas Road	South County			Class III long distance rural route	Class III long distance rural route	
Pajaro River Levee Path		South County	7.5	Class I multi-use path	Class I multi-use path	Class I multi-use path	Explore options to install Class I multi-use path as outlined in Watsonville Trails & Greenway
Paulsen Rd		South County			Class III Class III long distance rural route	Class III Class III long distance rural route	
Pioneer Rd		South County			Class III Class III long distance rural route	Class III Class III long distance rural route	
San Andreas Rd 1 (north)	Larkin Valley- Seawind Rd	South County	7.5	Class II bike lane on north/east side	Class II bike lanes	Class II bike lanes	
San Andreas Rd 2 (south)	Seawind Rd- West Beach St	South County	7.5	Class II bike lane on north/east side	Class II bike lanes	Class II bike lanes	
Varni Rd		South County			Class III Class III long distance rural route	Class III Class III long distance rural route	
West Beach Rd	Watsonville city limits - Rio Boca Rd	South County			Class II bike lanes	Class I multi-use path	
Whiting Rd		South County			Class III Class III long distance rural route	Class III Class III long distance rural route	
Coolidge Dr		UCSC			Class IV separated bikeway	Class IV separated bikeway	Consider physical separation in uphill direction
Empire Grade	Heller to Highview	UCSC			Class IV separated bikeway or Class I multi-use path	Class IV separated bikeway or Class I multi-use path	Consider physical separation in uphill direction only.



# County of Santa Cruz ATP DRAFT Long-Term Corridor Recommendations

## Legend

— Santa Cruz Branch Rail Line

■ City Limits

## Bicycle Facility Recommendations

— Class I multi-use path

— Class II bicycle lane

— Class II bicycle lanes in uphill direction

— Class II buffered/Class IV separated bikeway

— Class II enhanced bicycle lanes

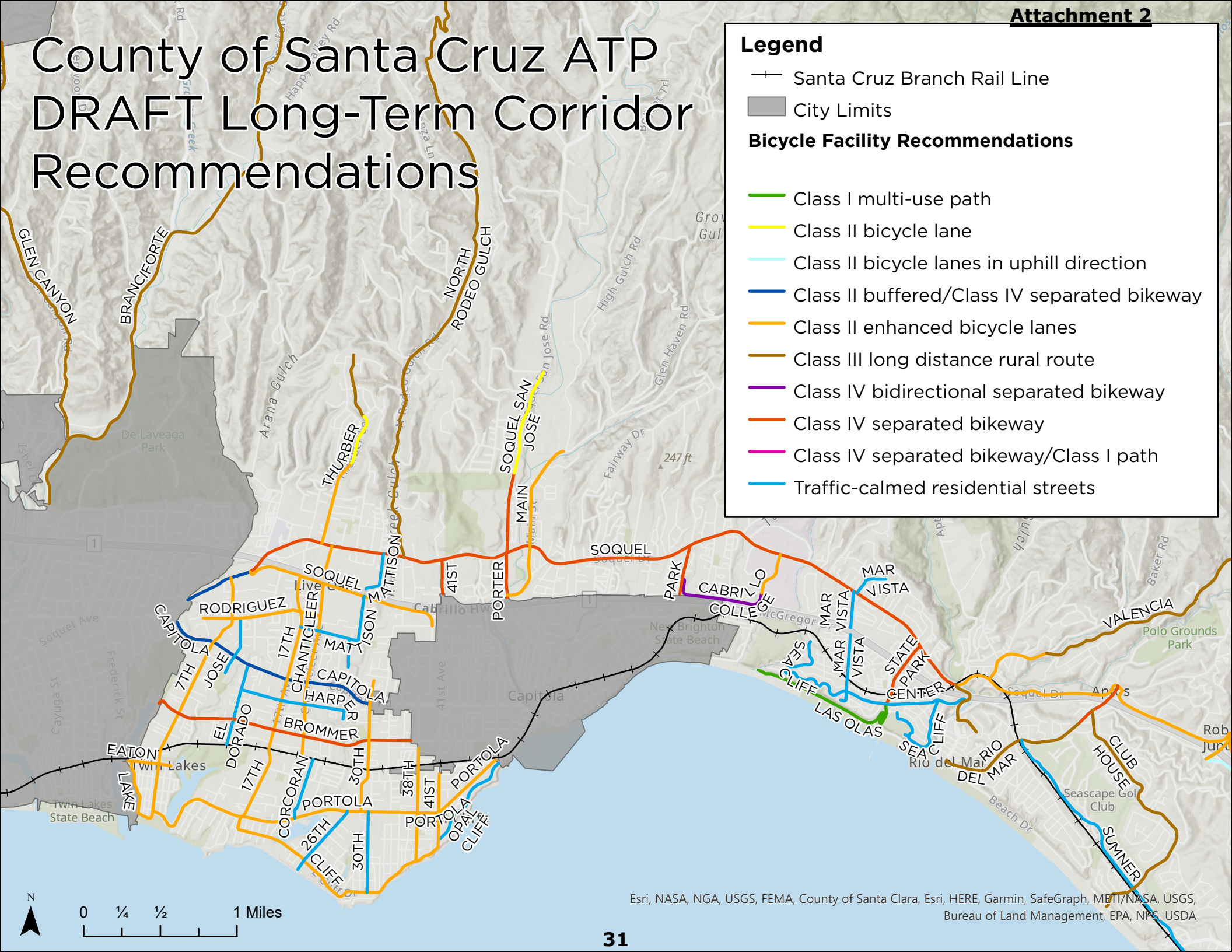
— Class III long distance rural route

— Class IV bidirectional separated bikeway

— Class IV separated bikeway

— Class IV separated bikeway/Class I path

— Traffic-calmed residential streets





# County of Santa Cruz ATP DRAFT Short-Term Corridor Recommendations

## Legend

— Santa Cruz Branch Rail Line

■ City Limits

### ShortTerm

— Class I multi-use path

— Class II bicycle lane

— Class II buffered/Class IV separated bikeway

— Class II enhanced bicycle lanes

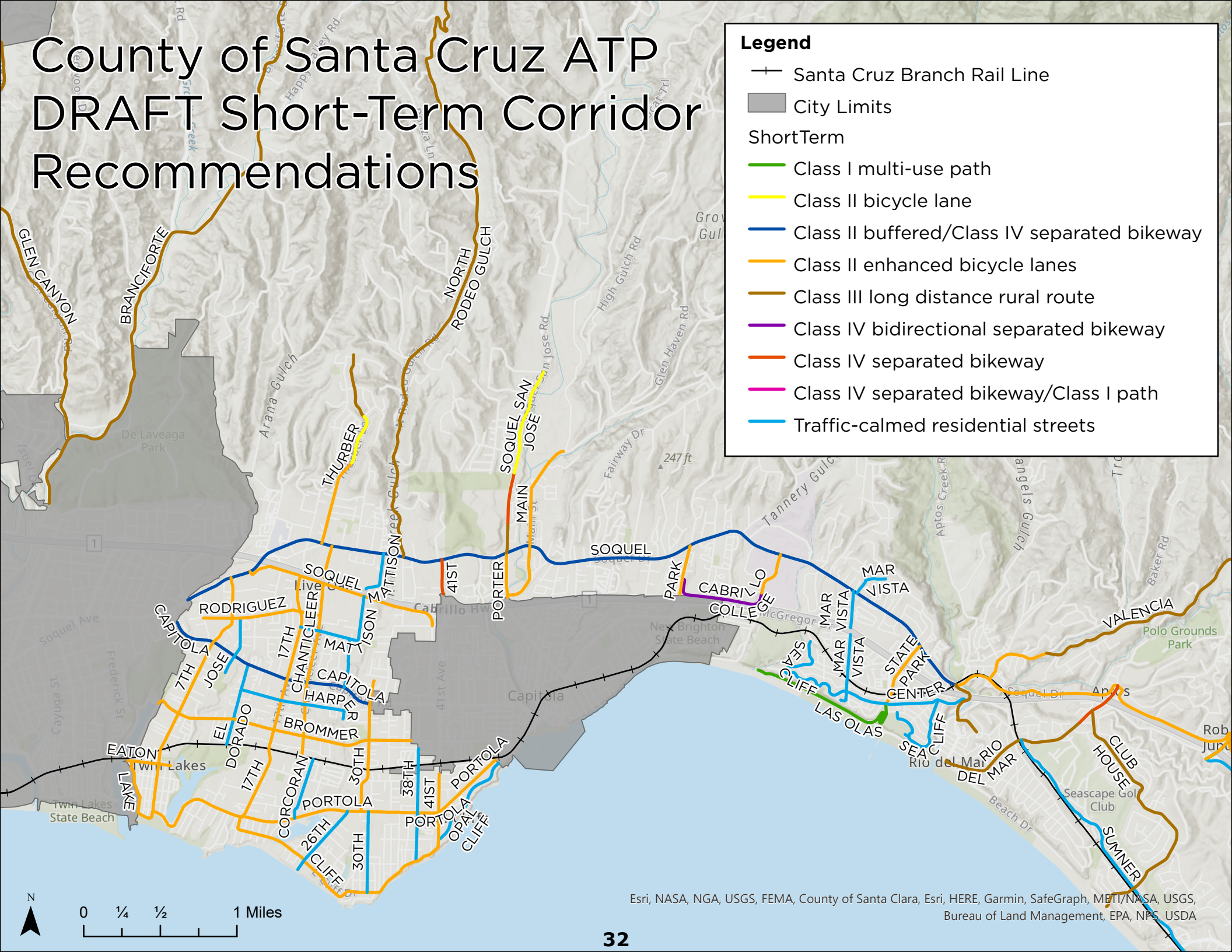
— Class III long distance rural route

— Class IV bidirectional separated bikeway

— Class IV separated bikeway

— Class IV separated bikeway/Class I path

— Traffic-calmed residential streets





# County of Santa Cruz ATP DRAFT Long-Term Corridor Recommendations

## Legend

—+— Santa Cruz Branch Rail Line

■ City Limits

### Bicycle Facility Recommendations

— Class I multi-use path

— Class II bicycle lane

— Class II bicycle lanes in uphill direction

— Class II buffered/Class IV separated bikeway

— Class II enhanced bicycle lanes

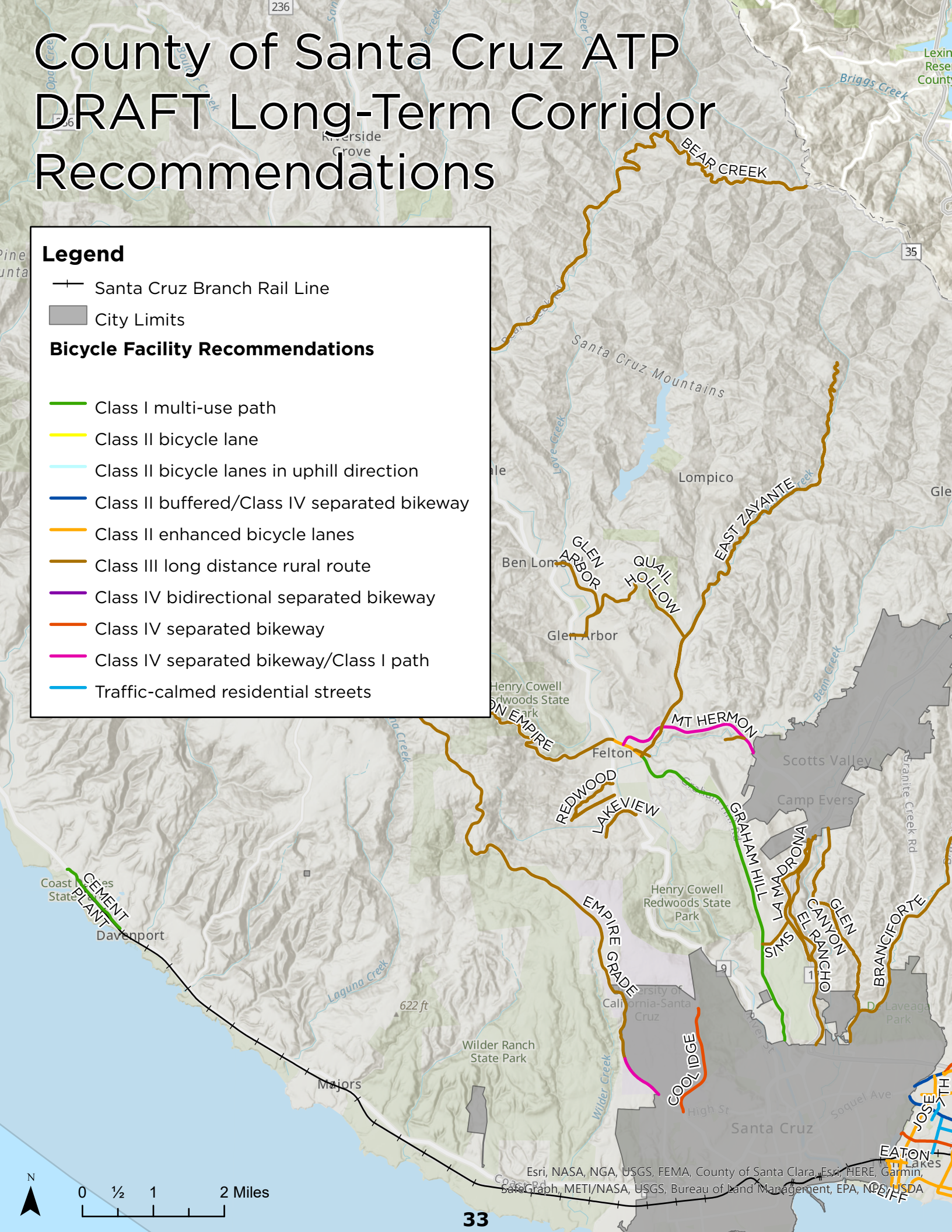
— Class III long distance rural route

— Class IV bidirectional separated bikeway

— Class IV separated bikeway

— Class IV separated bikeway/Class I path

— Traffic-calmed residential streets





# County of Santa Cruz ATP DRAFT Short-Term Corridor Recommendations

## Legend

- Santa Cruz Branch Rail Line
- City Limits
- ShortTerm
  - Class I multi-use path
  - Class II bicycle lane
  - Class II buffered/Class IV separated bikeway
  - Class II enhanced bicycle lanes
  - Class III long distance rural route
  - Class IV bidirectional separated bikeway
  - Class IV separated bikeway
  - Class IV separated bikeway/Class I path
  - Traffic-calmed residential streets





# County of Santa Cruz ATP DRAFT Long-Term Corridor Recommendations

## Legend

— Santa Cruz Branch Rail Line

■ City Limits

## Bicycle Facility Recommendations

— Class I multi-use path

— Class II bicycle lane

— Class II bicycle lanes in uphill direction

— Class II buffered/Class IV separated bikeway

— Class II enhanced bicycle lanes

— Class III long distance rural route

— Class IV bidirectional separated bikeway

— Class IV separated bikeway

— Class IV separated bikeway/Class I path

— Traffic-calmed residential streets



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




Esri, NASA, NGA, USGS, FEMA, County of Santa Clara, Esri, HERE, Garmin, SafeGraph, METI/NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

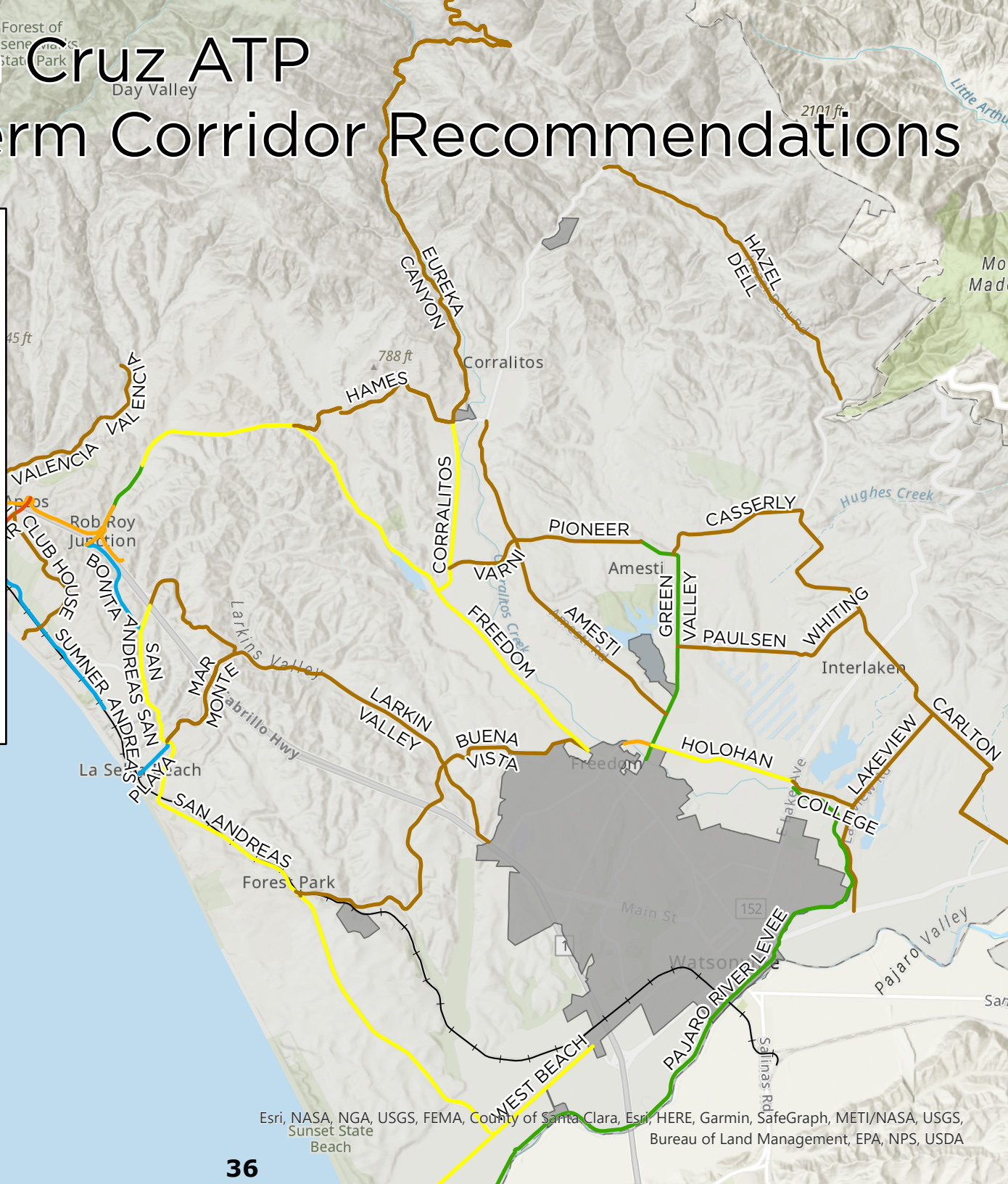


# County of Santa Cruz ATP

## DRAFT Short-Term Corridor Recommendations

### Legend

-  Santa Cruz Branch Rail Line
-  City Limits
- Short-Term**
-  Class I multi-use path
-  Class II bicycle lane
-  Class II buffered/Class IV separated bikeway
-  Class II enhanced bicycle lanes
-  Class III long distance rural route
-  Class IV bidirectional separated bikeway
-  Class IV separated bikeway
-  Class IV separated bikeway/Class I path
-  Traffic-calmed residential streets





LOCATION	AREA	DRAFT REC	NOTES	SOURCE
1.General Recommendation	All	Remove or relocate sidewalk obstructions (lampposts, utility boxes, etc.) or expand sidewalk widths		Public comment
1.General Recommendation	All	Install sidewalk on residential streets as needed based on slope, nearby destinations, vulnerable populations, and location on active connectors.		Public comment
Center Ave at North Ave	Aptos	Install high-visibility bicycle and pedestrian crossings.	Connection to future MBSST spur	Copenhaganize intersection recommendations
Freedom Blvd at Bonita Dr	Aptos	Consider slip lane removal. Install high-visibility pedestrian crossing.		Copenhaganize intersection recommendations
Freedom Blvd at Soquel Dr	Aptos	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island. Modify slip lane to improve pedestrian visibility.		Copenhaganize intersection recommendations
Freedom Boulevard	Aptos	Install sidewalk on south side of Freedom between Bonita Drive and Soquel Drive	Caltrans ROW. Route for Aptos High students.	ATP partner meetings
Hidden Beach County Park	Aptos	Study options to construct formal bicycle and pedestrian connection between Hidden Beach parking lot and Sumner Drive		Public comment
Mar Vista Drive	Aptos	Install continuous sidewalk on one or both sides of street between Hwy 1 and Soquel Drive	Connection to Mar Vista Bridge	ATP partner meetings
McGregor	Aptos	Coordinate with City of Capitola and Caltrans to install multi-use path on one side of street between Park Ave and McGregor skate park.	Caltrans ROW	Public comment
Park Ave	Aptos	Install curb extension at north side of crosswalk across freeway offramp on the east side of Park Ave.	Caltrans ROW	Public comment
Park Ave	Aptos	Install green conflict markings to connect bike lane segments at Cabrillo College Drive and Soquel Drive intersections		Public comment
Soquel Dr at Park Ave	Aptos	Install bicycle signals, no right on red signage, and high-visibility bicycle crossings. Consider removing slip lanes and installing intersection protection, curb extensions, or pedestrian refuge island.		Copenhaganize intersection recommendations
Soquel Dr at Perimeter Rd	Aptos	Install bicycle signals, no right on red signage, and high-visibility bicycle crossing. Consider intersection protection, curb extensions, or pedestrian refuge island.		Copenhaganize intersection recommendations

Soquel Dr at State Park Dr	Aptos	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider removing slip lanes and installing intersection protection, curb extensions, or pedestrian refuge island. Add marked crosswalk on 4th leg of intersection.	Priority intersection for protected intersection treatments	Copenhaganize intersection recommendations
Soquel Drive/Aptos Creek Bridge	Aptos	Short term: study options to remove sidewalk on south side of bridge and expand sidewalk on north side. Long term: replace bridge with design that includes bike lanes and sidewalk on north side.		Public comment
Spreckels	Aptos	Install sidewalk on one side of the street between Soquel Drive and Moosehead Drive. When sidewalk is installed, install marked crosswalk at intersection of Spreckels/Seacliff Drive.		Public comment
Spreckels at Seacliff	Aptos	Install curb extension to slow traffic turning from Seacliff to Spreckels		Public comment
State Park Drive at Hwy 1	Aptos	Install dashed green conflict markings and 'yield to bikes' signage at freeway on/off-ramps	Caltrans ROW	ATP partner meetings
State Park Drive at Center St	Aptos	Install high-visibility bicycle and pedestrian crossings. Consider roundabout.		Copenhaganize intersection recommendations
Valencia Street/Bernal Drive/Aptos Street	Aptos	Install sidewalk on one side of Aptos Street, Valencia Street, and Bernal Drive to provide pedestrian route between Soquel Drive and Aptos Village		Public comment
Vienna Drive	Aptos	Upgrade to formal sidewalk on west side of Vienna Drive		Public comment
Central Ave	Ben Lomond	Install sidewalk on one side of street between Fillmore Ave and Love Creek Road	Hwy 9 Corridor Plan recommends sidewalk on one side of the street on Main between Sunnyside Ave and Mill St. Completes loop of downtown ped	Ben Lomond neighborhood meeting
Fillmore Ave	Ben Lomond	Install sidewalk on east side of the street	Hwy 9 Corridor Plan recommends sidewalk on one side of the street on Main between Sunnyside Ave and Mill St.	Ben Lomond neighborhood meeting
Glen Arbor Rd	Ben Lomond	Install sidewalk between Pine and Newell Creek. Explore feasibility of extending sidewalk south of Newell Creek.	Hwy 9 Corridor Plan calls for multi-use path on Glen Arbor from Mill to Pine	Ben Lomond neighborhood meeting
Glen Arbor Rd between Mill St and Pine St	Ben Lomond	Install multi-use path on north side of the street		Hwy 9 corridor plan
Love Creek Rd	Ben Lomond	Install sidewalk on one side of street between Hwy 9 and Central Ave		ATP partner meetings
Mill St and Main St (downtown Ben Lomond)	Ben Lomond	Upgrade curb ramps	Sidewalks recommended for Mill St/Main St in Hwy 9 Corridor Plan	Ben Lomond neighborhood meeting

Downtown Boulder Creek	Boulder Creek	Install alternate signed bike route w/ sharrows on E Lomond/Railroad/Middleton for northbound traffic and Pine/Boulder St/Grove St for southbound traffic	No bicycle facilities planned for Hwy 9 through Boulder Creek	Boulder Creek neighborhood meeting
Middleton Ave	Boulder Creek	Install sidewalk on one side of the street between Hwy 9 and Junction Park		Boulder Creek neighborhood meeting
Pacific Street	Brookdale	Install sidewalk on both sides of the street between Hwy 9 and 121 Pacific Ave. Consider marked crosswalk across Pacific at Hwy 9.		Brookdale neighborhood meeting
Amesti Road	Corralitos	Maintain closed area as multi-use path and consider pedestrian-scale lighting. Install traffic calming measures on segment between Browns Valley and road closure.	May be challenges to improvements due to geological hazard area status.	Public comment
Corralitos Rd at Hames/Browns Valley/Eureka Canyon	Corralitos	Install high-visibility bicycle and pedestrian crossings and ADA upgrades		Copenhaganize intersection recommendations
Corralitos Rd at Freedom Blvd	Corralitos	Upgrade crosswalk to high-visibility		Public comment
Hames Rd	Corralitos	Install sidewalk between Corralitos Rd and Rancho Corralitos mobile home park. Corralitos to Blake is also a high-priority segment.		ATP partner meetings
Hames at Pleasant Valley	Corralitos	Install bollards at intersection of Hames/Pleasant Valley to prevent left-turning vehicles from cutting the turn		Public comment
Varni Rd at Corralitos Rd	Corralitos	Evaluate for intersection improvements		Public comment
CEMEX property	Davenport	Study options to construct multi-use path through CEMEX property to connect New Town with Marine View Ave, as outlined in CEMEX reuse plan	Included in 2019 CEMEX reuse plan. <a href="http://www.co.santa-cruz.ca.us/DavenportCementPlant.aspx">http://www.co.santa-cruz.ca.us/DavenportCementPlant.aspx</a>	Davenport neighborhood meeting
Hwy 1	Davenport	Install standard sidewalk or multi-use path on north side of Highway 1 between Cement Plant Road and Marine View Ave. Install 'No Parking' signage	Caltrans ROW. Connection between MBSST & San Vicente. <a href="https://eplanning.blm.gov/eplanning-">https://eplanning.blm.gov/eplanning-</a>	Davenport neighborhood meeting
Ocean Street	Davenport	Install sidewalk between bus stop and school entrance (adjacent to existing crosswalk)		Davenport neighborhood meeting
Felton Empire	Felton	Install sidewalk/path between Hwy 9 and Fall Creek trail entrance		Felton neighborhood meeting
Felton Empire at Gushee St/Cooper St	Felton	Install curb extensions to shorten crossing distance on Felton Empire. Analyze dome rumble strips to slow eastbound traffic speeds on Felton Empire before the curve		Hwy 9 corridor plan

Graham Hill Road	Felton	Install sidewalk on south side of the street between Hwy 9 and Roaring Camp Railroad.		Felton neighborhood meeting
Gushee St at Kirby St	Felton	Install marked crosswalks. Evaluate for rectangular rapid flashing beacon	Sidewalks/bike lanes recommended in Hwy 9 Corridors Plan.	Felton neighborhood meeting
Gushee/Laurel/Valley /Redwood/	Felton	Long-distance rural route. Include 'Alternate Route' signage	Alternate route from Felton to Henry Cowell State Park	RTC staff
Hacienda Way	Felton	Replace pedestrian bridge between Hacienda Way and elementary school campus, as identified in Hwy 9 Corridor Plan		Felton neighborhood meeting
17th at Capitola Rd	Live Oak	Install bicycle signals, no right on red signage, and high-visibility bicycle crossings. Consider intersection protection, curb extensions, or pedestrian refuge island.	Priority intersection for protected intersection treatments	Copenhaganize intersection recommendations
17th at East Cliff Dr/Portola Dr	Live Oak	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider removing slip lanes and installing intersection protection, curb extensions, or pedestrian refuge island.		Copenhaganize intersection recommendations
17th at Harper St	Live Oak	Install high-visibility bicycle crossings.		Copenhaganize intersection recommendations
17th at Soquel Ave	Live Oak	Install bicycle signals and high visibility bicycle crossing. Install bike box at Soquel Ave westbound approach. Consider removing marked crosswalk across Soquel Ave (there is no sidewalk on north side).		Copenhaganize intersection recommendations
30th Ave	Live Oak	Install sidewalks on both sides of street between Capitola and East Cliff Drive.		Public comment
38th Ave	Live Oak	Install sidewalk on one side of the street between East Cliff and Garden Street		Public comment
41st Ave	Live Oak	Install sidewalk on east side of 41st between Portola and Opal Cliffs Drive		Public comment
41st Ave	Live Oak	Install sidewalk on west side of 41st between Soquel Drive and Hwy 1		Public comment
5th Ave + 6th Ave	Live Oak	Consider future traffic calming study for neighborhood between Lake Ave and 7th Ave		Public comment
7th at Capitola Rd	Live Oak	Install bicycle signals, no right on red signage, and high-visibility bicycle crossings. Consider intersection protection, curb extensions, or pedestrian refuge island.		Copenhaganize intersection recommendations

7th Ave at Brommer St	Live Oak	Install green sharrows through 7th Ave intersection to direct cyclists to enter path from Brommer Street west of 7th Ave. Coordinate with Harbor on striping west of 7th Ave and City of Santa Cruz to update signage. Consider location for bicycle counter.		Public comment
7th Ave at East Cliff Dr	Live Oak	Install green lane treatments at East Cliff turning onto 7th Ave		Copenhagenize intersection recommendations
7th Ave at Eaton	Live Oak	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Upgrade curb ramps to current ADA standards.		Copenhagenize intersection recommendations
7th Ave at Soquel Ave	Live Oak	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Add additional marked crosswalk and remove pedestrian barriers		Copenhagenize intersection recommendations
Brommer St at 30th	Live Oak	Install high-visibility bicycle and pedestrian crossings.		Copenhagenize intersection recommendations
Brommer Street	Live Oak	Fill sidewalk gaps to ensure complete sidewalk on both sides of the street.		Public comment
Brommer Street	Live Oak	Consider marked crosswalk at Lisa Lane or Darlene Drive		Public comment
Brommer St at El Dorado	Live Oak	Redesign southeast corner of intersection to increase pedestrian visibility and straighten crosswalk. Install pedestrian scale lighting and rectangular rapid flashing beacon.		Public comment
Capitola Rd at 30th Ave	Live Oak	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island		Copenhagenize intersection recommendations
Capitola Rd at Jose Ave	Live Oak	Install pedestrian median island		Public comment
Capitola Road	Live Oak	Consider marked crosswalk with pedestrian median island and rectangular rapid flashing beacon across Capitola at Maciel Ave or Hawthorne Way	No marked crosswalks between Chanticleer and 30th - 2,300'	Public comment
Capitola Road Extension	Live Oak	Install sidewalk on both sides of the street.		Public comment
Chanticleer Ave at Santa Cruz Branch Rail Line	Live Oak	Consider at-grade trail crossing at Chanticleer	Not included in MBSST Master Plan. Discuss feasibility with RTC	Public comment

Chanticleer Ave between Soquel Dr and Hwy 1	Live Oak	Fill sidewalk gaps to ensure complete sidewalk on one or both sides of the street	Connection to Chanticleer Bridge	Public comment
Commercial Way	Live Oak	Fill sidewalk gaps on north side of the street		Public comment
Corcoran Ave	Live Oak	Install sidewalk on both sides of the street		Public comment
Dover Dr	Live Oak	Install sidewalk on one side of the street	County maintained Soquel - Howe. Route to Winkle Farm Park	Public comment
East Cliff Drive	Live Oak	Install sidewalk on one side of the street between 7th Ave to 32nd Ave		Public comment
East Cliff Drive	Live Oak	Install rectangular rapid flashing beacons at all uncontrolled crosswalks		Stakeholder committee
East Cliff Drive between 32nd to 41st	Live Oak	Re-evaluate path of travel for westbound cyclists on East Cliff Drive bike path		Public comment
East Cliff Drive at Moran Lake	Live Oak	Install wayfinding signage to direct cyclists to multi-use path. Install sharrows between Moran Lake and Palisades		ATP partner meetings
Eaton at Lake Ave	Live Oak	Study options to install connections between MBSST, Harbor, and Eaton Street		Public comment
Eaton St	Live Oak	Study options to install sidewalk on north side of street between Lake Ave-7th Ave.		Public comment
Eaton St	Live Oak	Add segment of buffered/protected bike lane at the curve in the westbound bike lane between Lake Ave and Murray St. Could use space from existing striped median.	Walnut Ave near Santa Cruz High has a similar treatment	Public comment
El Dorado	Live Oak	Fill sidewalk gaps to install complete sidewalk on one side of the street	Future connection to MBSST.	Public comment
Harper Court	Live Oak	Study options to construct multi-use path over Rodeo Gulch to connect Harper Street and Childers Lane.		Public comment

Howe St	Live Oak	Fill sidewalk gap to ensure complete sidewalk on north side of Howe Ave		Public comment
Lotman Drive	Live Oak	Install 'Bikes Ok' signage and bollard to prevent parking at path entrance.		Public comment
Maciel Ave	Live Oak	Fill sidewalk gaps to ensure complete sidewalk on one side of Maciel Ave.		Public comment
Mattison Lane	Live Oak	Study options to construct multi-use path over Rodeo Gulch to connect Mattison Lane and Coffee Lane.		Public comment
Mattison Lane	Live Oak	Install sidewalk on one side of Mattison Lane between Rodeo Gulch and Chanticleer, and between Soquel Drive and Good Shephard School.		Public comment
Mattison Lane	Live Oak	Study options to create connection between Mattison Lane and Chanticleer Ave on the north side of Hwy 1.		Public comment
Moran Lake Park Multi-Use Path	Live Oak	Study options to improve multi-use path, including improved access to path entrance for people on bikes.		ATP partner meetings
Opal Cliffs Drive	Live Oak	Install sidewalk on one or both sides of the street		Public comment
Pleasure Point/Opal Cliffs	Live Oak	Consider future traffic calming study for neighborhoods between Moran Lake and Capitola city limits		Public comment
Portola at 26th Ave	Live Oak	Consider roundabout		Rec from SRTS plan
Portola at Clearwater Court	Live Oak	Consider relocated crosswalk at 21st Ave to Clearwater Court		Public comment
Portola Drive	Live Oak	Install rectangular rapid flashing beacons on Portola at 26th and 24th Avenues. Install pedestrian median island or curb extensions at 24th St crossing		Public comment
Portola Drive	Live Oak	Install sidewalk on one or both sides of the street between 41st - 47th Ave.		Public comment
Portola Drive at 41st	Live Oak	Conduct intersection analysis for options including traffic signal and roundabout. Consider slip lane removal. Install high-visibility bicycle and pedestrian crossings.		Public comment
Soquel Ave between 17th Ave and Capitola City limits	Live Oak	Fill sidewalk gaps to ensure complete sidewalk on south side of Soquel Ave		Public comment



Soquel Dr at 41st Ave	Soquel	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island.		Copenhaganize intersection recommendations
Soquel Dr at Paul Sweet Rd	Live Oak	Install bicycle signals, no right on red signage, and high-visibility pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island. Consider redesign of intersection to remove two slip lanes on south side of Soquel Drive (Hwy 1 on-ramp and right turn lane from Commercial Way).		Copenhaganize intersection recommendations
Soquel Dr at Rio Del Mar Blvd	Aptos	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island. Consider redesign of intersection to remove slip lane from Rio Del Mar Boulevard to eastbound Soquel Drive.		Copenhaganize intersection recommendations
Soquel Dr at Soquel Av	Live Oak	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider removing slip lane and installing intersection protection, curb extensions, or pedestrian		Copenhaganize intersection recommendations
Soquel Drive at Hwy 1	Live Oak	Install sidewalk on both sides of Hwy 1 bridge.		Public comment
Thompson Ave	Live Oak	Construct sidewalk on one or both sides of the street on Thompson Ave	Connection to MBSST	Public comment
Thurber Lane	Live Oak	Install speed feedback sign		SC Gardens neighborhood meeting
Soquel Drive	Live Oak/ Soquel/Aptos	Fill sidewalk gaps to ensure complete sidewalk on one or both sides of the street between Soquel Ave and Freedom Boulevard		Public comment
Soquel Drive	Live Oak/ Soquel/Aptos	Install rectangular rapid flashing beacons at all uncontrolled crosswalks	Included in Soquel Drive protected bikeway/congestion mitigation project.	Public comment
Clubhouse Dr	Rio Del Mar	Install standard sidewalk on one side of the street.		ATP partner meetings
Rio Del Mar Blvd	Rio Del Mar	Install sidewalk on one or both sides of the street		Public comment
Seascape Blvd	Rio Del Mar	Fill sidewalk gap on south side of Seascape Blvd near Racquet Landing		Public comment
Sumner Ave	Rio Del Mar	Install sidewalk on one side of the street		Public comment



Pasatiempo Drive	Scotts Valley	Construct sidewalk and install marked crosswalks to create pedestrian path of travel between park and ride lot and Hwy 17 bus stop near Plymouth/El Rancho		ATP partner meetings
Plymouth St	Scotts Valley	Install sidewalk between Emeline St. and bus stop at Pasatiempo overpass.		Public comment
Heart of Soquel Park Trails	Soquel	Study options to install multi-use path between Bargetto Winery and Heart of Soquel Park, as identified in Soquel Village Plan		County Parks
Main Street	Soquel	Study options to install mid-block crosswalk near commercial businesses on south side of Main St. Consider curb extensions and rectangular rapid flashing beacon. Consider extending sidewalk on east side of street between Porter St and Walnut Ave		ATP partner meetings
Main Street	Soquel	Install sidewalk on west side of the street between current sidewalk terminus at 3465 Main and Bargetto Winery		Public comment
Soquel Dr at Porter St	Soquel	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island. Study options to reconfigure slip lane to increase pedestrian visibility.		Copenhagenize intersection recommendations
Soquel Dr at Robertson	Soquel	Install high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island.		Copenhagenize intersection recommendations
Arroyo Drive/Mark Ave/Hathaway Ave	South County	Install neighborhood traffic calming measures. Work with neighborhood to determine exact locations		Amesti neighborhood meeting
College Road	South County	Install sidewalk on one side of the street		ATP partner mtg + College Road neighborhood meeting
Freedom Blvd at Buena Vista	South County	Consider intersection protection, curb extensions, or pedestrian refuge island.		Copenhagenize intersection recommendations
Green Valley Road at Amesti	South County	Install high-visibility bicycle crossings. Consider slip lane removal.		Copenhagenize intersection recommendations
Green Valley Road at Arroyo Drive	South County	Shift crosswalk at Dalton Lane to Arroyo Drive to provide access to County park. Install rectangular rapid flashing beacon.		Amesti neighborhood meeting
Green Valley Road at Hathaway	South County	Install curb extensions to shorten crossing distance on Hathaway.		Public comment
Green Valley Road at Minto Road	South County	Install high-visibility bicycle crossing.		Copenhagenize intersection recommendations
Green Valley Road at Pioneer	South County	Install green back sharrows on Green Valley through intersection. Consider reconfiguring intersection to reduce turning speed from Green Valley to Pioneer and increase visibility for drivers turning from Pioneer onto Green Valley.		Copenhagenize intersection recommendations

Green Valley Road from Holohan to Mesa Verde Dr	South County	Install rectangular rapid flashing beacons at uncontrolled crossings. Study installation of new marked crosswalks between Behler Road and Mesa Verde. Include rectangular rapid flashing beacon at any new marked crosswalks.	Uncontrolled crossing locations: Sherrif's Center, Dalton Lane/Arroyo, & Pinto Lake Rd.	Public comment
Holohan Rd at Airport Bl	South County	Install bicycle signals, no right on red signage, and high-visibility bicycle crossings. Consider intersection protection, curb extensions, or pedestrian refuge island		Copenhaganize intersection recommendations
Holohan Rd at East Lake Ave	South County	Install bicycle signals, no right on red signage, and high-visibility bicycle crossings. Consider intersection protection, curb extensions, or pedestrian refuge island		Copenhaganize intersection recommendations
Paulsen Road	South County	Study options for sidewalk or multi-use path between 162 Paulsen Road and Green Valley Road		ATP partner mtgs + Amesti neighborhood mtg
Paulsen Road at Trembley Lane	South County	Conduct crosswalk warrant. If warranted, install marked crosswalk with curb extensions		Amesti neighborhood meeting
San Andreas Road at Bonita Drive	South County	Study options to facilitate left turn movements for cyclists from San Andreas to Bonita Drive		Public comment
San Andreas Road at Playa Blvd	South County	Study options to reconfigure intersection. Install high-visibility crosswalks on all legs		Public comment
Coolidge Dr	UCSC	Install sidewalk on both sides of the street or other safe pedestrian access between High Street and Hagar Drive.		Public comment
Coolidge Drive at Hagar Drive	UCSC	Install protected roundabout/protected intersection or other improvements which prioritize transit access and bike/pedestrian safety.	Transit accessibility + bike/ped access are key to any intersection improvements.	Stakeholder committee
Coolidge Drive at Ranch View Way	UCSC	Install protected roundabout/protected intersection or other improvements which prioritize transit access and bike/pedestrian safety.	Transit accessibility + bike/ped access are key to any intersection improvements.	Stakeholder committee
Empire Grade	UCSC	Install sidewalk or multi-use path on east side of street between Heller and Highview		Public comment