



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

MEETING AGENDA

Monday, November 8, 2021

6:00 pm to 8:30 pm

NOTE: TELECONFERENCE

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/84426647543?pwd=MldPYTJLOUx2aUhxcWtxMHIPQU8zUT09>

Online meeting ID: 844 2664 7543

Password: 834239

Dial-in: +1 669 900 9128

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

This meeting is being held by teleconference in accordance with the Brown Act as currently in effect under the State Emergency Services Act, the Governor's Emergency Declaration related to COVID-19, the Governor's Executive Order N-29-20, and AB 361, which allow local board and committee members and the public to participate and conduct meetings by teleconference, videoconference, or both. [View full executive order.](#) [View AB 361.](#)

COMMITTEE MEMBERSHIP

Member

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

Alternate

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

Representing

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

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

1. Call to Order
2. Introductions

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

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

5. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

6. Approve draft minutes of the August 9, 2021 Bicycle Advisory Committee meeting
7. Accept summary of hazard reports
8. Accept Committee roster November 2021
9. Approve 2022 Committee calendar of meetings
10. Recommend approval of the Draft 2021 Title VI Civil Rights Program and Language Assistance Plan
11. Accept letter from Committee to Santa Cruz in support of grant application for Active Transportation Plan
12. Accept response letters from RTC and Caltrans District 5 to Committee regarding Highway 9/Graham Hill Rd intersection

REGULAR AGENDA

13. Regional Transportation Improvement Plan (RTIP) – Rachel Moriconi, Sr. Transportation Planner
14. Draft Santa Cruz County Active Transportation Plan – Amelia Conlen, Ecology Action
15. Watsonville code change regarding bicycling on sidewalks – Murray Fontes, City of Watsonville
16. Soquel Drive bicycle improvement project – Ad-hoc subcommittee members (oral update)
17. Updates related to Committee functions – Committee members (oral updates)
18. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for December 13, 2021 from 6:00pm to 8:30pm via teleconference.

HOW TO REACH US

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

AGENDAS ONLINE

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

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements at least three days in advance by calling (831) 460-3200.)

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. 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.



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

BICYCLE ADVISORY COMMITTEE

**MEETING
DRAFT MINUTES**

**Monday, August 9, 2021
6:00 pm to 8:30 pm**

Teleconference

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

1. Call to Order: Vice Chair Murray Fontes called the meeting to order at 6:00 pm.
2. Introductions

Members Present:

Scott Roseman, District 1
Kathleen Bortolussi, District 2
John Hunt, District 2 (Alt.)
Peter Scott, District 3
Sally Arnold, District 3 (Alt.)
Anna Kammer, District 4
Liz Hernandez, District 4 (Alt.)
Rick Hyman, District 5
Theresia Rogerson, District 5 (Alt.)
Paula Bradley, City of Capitola
Matt Farrell, City of Santa Cruz (late)
Grace Voss, City of Santa Cruz (Alt.)
Richard Masoner, City of Scotts Valley
Murray Fontes, City of Watsonville
Drew Rogers, City of Watsonville (Alt.)
Leo Jed, CTSC
Arnold Shir, CTSC (Alt.)

Staff:

Tommy Travers, Transportation Planner
Guy Preston, Executive Director
Sarah Christensen, Sr. Transportation Engineer
Rachel Moriconi, Sr. Transportation Planner

Unexcused Absences:

Excused Absences:

Amelia Conlen, Bike-to-Work, Chair
Corrina McFarlane, District 1 (Alt.)
Michael Moore, City of Capitola (Alt.)
Matt Miller, Bike-to-Work (Alt.)

Vacancies:

City of Scotts Valley – Alternate

Guests:

Zach Siviglia, project consultant
David McCormic, City of Santa Cruz
Russell Chen, County of Santa Cruz
Shawn O'Keefe, project consultant
Piet Canin, Bike-to-Work/Ecology Action
Craig Calfee, member of the public

3. Staff announcements – digital handouts pertaining to the meeting are posted on the BAC webpage
4. Oral communications – Scott Roseman encouraged members of the committee to express publicly their support for the County Department of Public Works's recent removal of the curb parking spaces on the 4900 block of Soquel Drive that were blocking the bike lane and creating a safety problem. Theresia Rogerson announced that Arnold Shir is the new Health Educator for the County Health Services Agency and Public Health who will be staffing the Community Traffic Safety Coalition and will be the CTSC's alternate on the Committee. Craig Calfee announced that an informal bicycle industry group met recently with RTC Executive Director Guy Preston and encouraged the Committee to unite on the issue of the rail trail.
5. Additions or deletions to consent and regular agendas – none

CONSENT AGENDA

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

6. Approved draft minutes of the June 14, 2021 Bicycle Advisory Committee meeting
7. Accepted summary of hazard reports. Members of the Committee requested directing a report intended for UCSC to that entity, that County staff provide more helpful information for reports of lack of adequate infrastructure, and that reporting hazards directly to the County may get more helpful responses.
8. Accepted letter from Committee to Caltrans District 5 and RTC regarding Highway 9 north of Graham Hill Road in Felton
9. Accepted response letter and revised project fact sheet from Caltrans District 5 to Committee regarding Highway 1/Mission Street maintenance project in Santa Cruz
10. Accepted RTC call for projects for transportation grant funding

REGULAR AGENDA

11. Mar Vista Drive bike/ped overcrossing update – Sarah Christensen, RTC Sr. Transportation Engineer, provided an overview of the Highway 1 project to build auxiliary lanes and bus-on-shoulder operations between the Bay Avenue and the State Park Drive interchanges, including a bike/ped overcrossing at Mar Vista Drive and a new Capitola Avenue bridge with standard sidewalks and bike lanes. Zach Siviglia, the project manager with consultant Mark Thomas and Company, presented details of the Mar Vista overcrossing, including the exact placement, retaining walls,

aesthetics, entry points with directional information, and travel movements at the intersection of Mar Vista Drive and McGregor Drive. He explained that the reason why a proposal for the bridge to continue over McGregor was rejected was because of property and visual impacts. An idea to add a staircase to shorten the pedestrian travel time was rejected because of the desire to also add signals for the necessary new mid-block crossing to serve the stairs. In response to input from sources including the Committee, the project will now align with a primary marked crosswalk continuing from the east side of Mar Vista, and additional warning lighting and streetlighting will be added for the 4-way stop. There will be a level connection for bicyclists to continue from the bridge to westbound McGregor Drive without a sharp turn. Committee members requested consideration of further aesthetic improvements to the railing along the ramps, brought attention to needed bicycle safety improvements at the State Park Drive interchange even after construction of the new overcrossing nearby, and repeated a request to consider a minimum standard of 5-foot-wide bike lanes on McGregor. A request from several members was made either to add additional new marked crosswalks across all three legs of the Mar Vista/McGregor intersection, or add enhanced pavement treatment to treat the entire intersection as a “scramble” crossing for bicyclists and pedestrians.

Matt Farrell joined the meeting

12. Santa Cruz METRO Center/Pacific Station redevelopment – David McCormic, City of Santa Cruz staff, gave a detailed presentation of the planned project to improve the METRO transit center, build affordable housing, and improve pedestrian and bicycle connectivity. He showed several concepts to visualize the project, reviewed pedestrian and bicycle circulation maps, and described the planned indoor bicycle parking station (or bike hub) for 53 bikes, which is intended to be staffed and include bike repair services. The housing will include its own indoor bike parking, provide free bus passes, include no parking, and will use sustainable construction materials. The Maple Alley paseo will emphasize that bicycle riding is allowed, but will encourage slow speeds due to proximity of pedestrians. Committee members requested consideration of Bike Link to operate the bike hub, space for bike trailers in the bike hub, allowance to ride a bicycle all the way to the bike hub, allowance to ride a bicycle on the ramps to the Riverwalk, allowance to walk your bike inside the bus ticket office and up to an outdoor window selling coffee and food for commuters and visitors, more width for bicycles on Maple paseo, enhanced bike lanes on Front Street due to bus turning movements, and consideration of subsidization of bicycle ownership for the affordable housing residents. Piet Canin commented that connections to the Riverwalk need improvement and that shared bikes and other shared micro-mobility should be incorporated into the bike hub.
13. Soquel Drive bicycle improvement project – Sarah Christensen, Sr. Transportation Engineer, introduced the Watsonville-Santa Cruz Multimodal Corridor Program, which originates from the RTC’s Unified Corridor Investment Study and includes multimodal improvements to Soquel Drive. Russell Chen, County of Santa Cruz staff, and Shawn O’Keefe, staff with consultant Mark Thomas and Company, presented the project seeking to improve congestion, improve bus travel times, and promote bicycling and walking, along a 5.5-mile length of Soquel Avenue/Drive between La Fonda Avenue and State Park Drive. They presented the project goals, schedule, and budget constraints, and provided concepts showing expected improvement locations as well as typical treatments for accommodating buffered or separated bike lanes. They described proposed bike boxes including two-stage bike boxes to assist less-

experienced bicyclists in making left turns across the arterial. Committee members requested a future update from staff on plans for bicycle improvements for Soquel Avenue west of this project. Members requested of the presenters attention specific to the striping at the Soquel/Highway 1 interchange and the need for bicycle-friendly design at the upcoming rebuild of the Soquel/41st Avenue intersection, wider bike lanes where adjacent to on-street parking in Soquel Village so that bicycles are not at risk of collisions with car doors, consideration of bike detection in two-stage bike boxes, that gutters can be hazardous and therefore should not be described as part of the width of the bike lane, and that parking-protected bike lanes should be considered. Piet Canin commented that the proposed project to implement 3.2 one-way miles of separated bike lanes over a total of 11 miles will not significantly encourage bicycle ridership, requested that fixed infrastructure be used rather than plastic delineators, and stated that the public input process of the Unified Corridor Investment Study led participants to believe that a greater portion of Soquel Drive would have separated bike lanes. The Committee Chair appointed an ad-hoc subcommittee of Kathleen Bortolussi, John Hunt, and Scott Roseman to meet with the design team during the design process of this project, and requested the team return to the Committee.

14. Measure D 5-Year Programs of Projects for Regional Projects – Rachel Moriconi, Sr. Transportation Planner, provided a brief overview of the Measure D countywide half-cent sales tax and its funding categories. Every year, the RTC must hold a public hearing and approve detailed funding plans for each category under its jurisdiction, showing how it will spend the sales tax revenue, and staff seeks input from the Committee on the plan.
15. Updates related to Committee functions – none
16. Adjourn – 8:35 pm

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

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

Bicycle Hazard Reports

October 27, 2021

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
10/02/21	Piet	Canin	Bonny Doon Rd	Pine Flat Rd	Santa Cruz	Bike: Plant overgrowth or interference	N/A	DPW	10/04/21	10/4/2021 Dorothy Morgan: Good Morning SCCRTC, I have included our Road Maintenance Dispatch who will review your request. 10/4/2021 Road Maintenance Dispatch: SR 21-001677
09/21/21	Gina	Cole	49 Buena Vista Dr	Monument Dr	Fredom/Watsonville	Bike: Rough pavement or potholes, Debris on shoulder or bikeway, Bikeway not clearly marked	Southeast Bound lane of Buena Vista Drive, between the intersections of Miller Road and Monument Ave. The newly paved bike/ped multi use path is GREAT! But...There is a right hand turn in the roadway as you pass Miller, approaching Monument, at roughly 49 Buena Vista Drive. The paving upgrades on Buena Vista in that section are great. There isn't a standard bike lane there, although there is a semi-decent sized paved shoulder until a cyclist gets to that turn. Suddenly, the smooth pavement ends in the tightest point of that right handed turn. I found myself traveling at a fast rate of speed, (approx 15mph) unexpectedly running out of pavement and navigating in the dirt. While I was able to avoid a crash, it was not without a few "Oh S#!%" moments of terror. Please remedy this hazard. Gina Cole, Watsonville Resident.	DPW	09/21/21	9/21/21 Dorothy Morgan: Good Afternoon SCCRTC, I have included our Road Maintenance Dispatch who will review the bike lanes on Buena Vista Drive. 9/21/21 Road Maintenance Dispatch: SR TO CHECK BIKE LANE MARKINGS 21-001612
09/10/21	Jonathan	Benko	Soquel Ave	7th Ave	Live Oak	Bike: Traffic signal problem, Bikeway not clearly marked	Cars heading EB on Soquel turning right on to 7th seem to have little idea that there is a bike lane on the side of the road. Recently multiple times a car turned right in front of me, nearly hitting me, even though I have full lights and reflectors. There is no sign that indicates that turning cars must yield to bikes. I also noticed that along this section there is no protected bike lane, as there likely should be given that Soquel is the optimal route to travel between Santa Cruz and Aptos by bicycle.	DPW	09/10/21	9/10/21 Jana Vargas: Good afternoon, Thank you for your email. I will forward to our Traffic Engineering Division for review and response. 9/10/21 Russell Chen: Hi Jonathan, Thank you for your inquiry. As we discussed over the phone, the County's Soquel Dr Buffered Bike Lane and Congestion Mitigation project will help to address some of the conflicts along Soquel Dr between cars and bikes with green bike lane treatments at the intersections and buffered/protected bike lanes where space is available. The project is scheduled to go into construction in 2022.
09/03/21	Leanard	Moore	150 Pebble Beach Way	N/A	Aptos	Bike: Debris on shoulder or bikeway, Construction hazard	Construction debris in roadway: material used for compaction under retaining wall on the corner lot, now completed, still in roadway. Has been there 2 weeks. Needs to be on lot or removed, cars, pedestrians, bikes must avoid, cars have run over and any water run-off from yards will deposit in nearby drain.	DPW	09/03/21	9/7/21 Jana Vargas: Good Morning SCCRTC, Thank you for your email. This may be an encroachment issue. I have included our Road Maintenance Dispatch and Encroachment Inspector who will review and respond to you directly. 9/10/21 Road Maintenance Dispatch: REQUEST RE ISSUED 21-001520
08/04/21	Maria	Isabel Hernandez	212 Morrissey Blvd	Melrose Ave	Santa Cruz	Bike: Debris on shoulder or bikeway	Trash cans are chronically left in the bike line and I have a hard time biking past safely due to the hazardous obstruction.	Claire Gallogly, Nathan Nguyen, Dan Estranero	08/13/21	Follow up email sent 9/7/21

Bicycle Hazard Reports

October 27, 2021

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
07/31/21	Rick	Hyman	Market St	Avalon St	Santa Cruz	Bike: Rough pavement or potholes, Pavement cracks, Other	This stretch of Market Street was recently overlayed with new pavement. But the new pavement does not extend to the edge of the existing roadway paved shoulder. This creates two hazards. First, riding in this part of the shoulder exposes the cyclist to uneven, bumpy pavement. Second, an edge between the new and old pavement now exists, which is hazardous to cyclists who might move between where the old and new pavement is. This is not allowed by the City's Active Transportation Plan which states on p 106, "For cyclists, pavement overlays represent good opportunities to improve conditions for cyclists if done carefully. A ridge should not be left in the area where cyclists ride (this occurs where an overlay extends part-way into a shoulder bikeway or bike lane)." This is urgent because it needs to be remedied before the City Council signs off the work as being complete.	Claire Gallogly, Nathan Nguyen, Dan Estranero	08/13/21	8/13/21 Nathan Nguyen: Hi Rick, Thanks for the notification. The paving ended where it did for several reasons. First and foremost, the northbound shoulder is tough to maintain. The existing leaves and branches commonly end up in the shoulder; see image below. And due to the narrow work area, limited sightlines, extensive traffic control, and understaffed Street Maintenance and Parks and Rec crews, it does not get cleared very often as it did just before the overlay. Additionally, the grinding and paving machines got as close as they could. The good news is that the City will be encouraging more cyclists and notifying cars that bikes may take the full lane. Greenback sharrows and BIKES MAY USE FULL LANE signs will be installed soon.
07/31/21	Rick	Hyman	1555 Soquel Dr	Capitol rd	Santa Cruz	Bike: Traffic signal problem	the traffic signal coming out of the hospital doesn't sense bikes and hence doesn't turn green; this is the third time that I have reported this.	DPW	08/13/21	8/16/21 Dorothy Morgan: Good Morning SCCRTC, I have included our Road Maintenance Dispatch who will review and respond to you directly. 8/16/21 Road Maintenance Dispatch: Cal West lighting notified and in route, no request issued.
07/31/21	Connie	Wilson	144 Stoney Creek Rd	N/A	Santa Cruz	Bike: Rough pavement or potholes, Pavement cracks	broken asphalt along shoulder hazard for cyclists especially with traffic speed	Claire Gallogly, Nathan Nguyen, Dan Estranero	08/13/21	8/14/21 Nathan Nguyen: Hi Connie, Thanks for the notification about the northbound Market shoulder. The grinding and paving machines got as close as they could but in the future projects additional handwork will be done to extend paving where existing leaves and branches commonly end up; see image below. Due to the narrow work area, limited sightlines, extensive traffic control, and understaffed Street Maintenance and Parks and Rec crews, it does not get cleared very often as it did just before the overlay. The good news is that the City will be encouraging more cyclists and notifying cars that bikes may take the full lane. Greenback sharrows and BIKES MAY USE FULL LANE signs will be installed soon.

November 2021 Bicycle Advisory Committee Roster

Member	Representing	Alternate
Scott Roseman	County of Santa Cruz-District 1	Corrina McFarlane
Kathleen Bortolussi	County of Santa Cruz-District 2	John Hunt
Peter Scott	County of Santa Cruz-District 3	Sally Arnold
Anna Kammer	County of Santa Cruz-District 4	Elizabeth Hernandez
Rick Hyman	County of Santa Cruz-District 5	Theresia Rogerson
Paula Bradley	City of Capitola	Michael Moore
Matt Farrell	City of Santa Cruz	Grace Voss
Richard Masoner	City of Scotts Valley	Vacant
Murray Fontes	City of Watsonville	Drew Rogers
Amelia Conlen, Chair	Bike to Work	Matt Miller
Leo Jed	Community Traffic Safety Coalition	Arnold Shir*

* New appointment by CTSC

The roster is always available at:

<https://sccrtc.org/about/committee-rosters/bicycle-committee/>

TO: Bicycle Advisory Committee

FROM: Tommy Travers, Transportation Planner

RE: Bicycle Advisory Committee Meeting Schedule for 2022

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee approve the proposed 2022 meeting schedule.

BACKGROUND

Every year the Committee approves the schedule of meetings for the following year. Six meetings have been scheduled.

DISCUSSION

RTC meetings are generally held on the second Monday of even months. Due to holidays, there are two meetings scheduled for a different Monday as noted with an asterisk (*).

The proposed Committee meeting schedule for 2022 is as follows:

- February 7*
- April 11
- June 13
- August 8
- October 3*
- December 12

All Committee meetings take place from 6:00 p.m. to 8:30 p.m. and are held via online teleconference, due to COVID-19, until further notice. Ordinarily, meetings are held at the RTC Offices, except for one meeting held in mid or south County, per the rules and regulations. **Note that the RTC Offices have moved to 1101 Pacific Ave Suite 250, Santa Cruz.** Agenda packets are posted on the RTC website <https://sccrtc.org/meetings/bike-committee/agendas/> at least 3 days and usually 5 days prior to the meeting.

Staff recommends that the Committee approve the proposed meeting schedule.

AGENDA: November 8, 2021

TO: Bicycle Advisory Committee

FROM: Amanda Marino, Transportation Planner

RE: Title VI Civil Rights Program & Language Assistance Plan

RECOMMENDATIONS

Staff recommends that committee recommend approval of the draft Santa Cruz County Regional Transportation Commission 2021 Title VI Civil Rights Program and Language Assistance Plan ([Attachment 1](#)) to the RTC.

BACKGROUND

The Regional Transportation Commission (RTC) receives funds from the federal government to perform federal and state required planning functions. The Civil Rights Act of 1964 states, "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance." In order to better ensure and document compliance with the Civil Rights Act, the Federal Transit Administration (FTA) requires transportation planning agencies to produce a civil rights program and language assistance plan and to update that plan every three years.

DISCUSSION

In 2015, the RTC worked with Caltrans to produce its first civil rights program and language assistance plan. In accordance with federal regulations, that plan now requires update which was last updated in 2018. The attached 2021 draft civil rights program and language assistance plan includes all of the components required by the FTA such as:

- Title VI Assurances
- Notification to beneficiaries
- Complaint procedures and forms
- Recording and reporting investigations, complaints and lawsuits
- Promotion of inclusive public participation
- Meaningful access to people with limited English proficiency
- Efforts to include minority representation in advisory bodies

Staff recommends that the committee recommend approval the draft Santa Cruz County Regional Transportation Commission 2021 Title VI Civil Rights Program and Language Assistance Plan (Attachment 1) to the RTC.

SUMMARY

To better ensure and document compliance with the Civil Rights Act, the Federal Transit Administration requires transportation planning agencies to produce a civil rights program and language assistance plan and to update it every three years. With the assistance of Caltrans the RTC produced its first Title VI Civil Rights Program in 2015 and the last update in 2018, staff recommends that the committee approve the 2021 Civil Rights program for the RTC.

Attachments:

1. Draft Santa Cruz County Regional Transportation Commission 2021 Title VI Civil Rights Program and Language Assistance Plan



Santa Cruz County Regional Transportation Commission 2021 Title VI Civil Rights Program & Language Assistance Plan

Revised Draft October, 2021

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RTC Title VI Civil Rights Program

Plan Statement:

The following Title VI Civil Rights Program was developed to guide the Santa Cruz County Regional Transportation Commission (RTC) in its administration and management of Title VI-related activities, and details how RTC meets the requirements as set forth in FTA Circular 4702.1B.

Section 601 under Title VI of the Civil Rights Act of 1964 states the following:

“No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance.”

Policy:

RTC is committed to ensuring that no person on the basis of race, color, or national origin will be excluded from participation or subjected to discrimination with regard to the transportation planning and programming activities conducted by RTC’s employees, affiliates, and contractors.

Governing Board:

The governing board for RTC is made up of twelve members. The five members of the Santa Cruz County Board of Supervisors, one representative appointed by each of the four incorporated cities, and three appointed by the Santa Cruz Metropolitan Transit District. In addition, there is one ex-officio member representing Caltrans District 5.

General Reporting Requirements:

Chapter III of FTA Circular 4702.1B addresses the general reporting requirements for recipients and sub-recipients of Federal Transit Administration (FTA) funding to ensure that their activities comply with Department of Transportation (DOT) Title VI regulations. Below are summaries of each requirement and how RTC’s Title VI Program fulfills that requirement.

1. REQUIREMENT TO PROVIDE TITLE VI ASSURANCES

In accordance with 49 CFR Section 21.7(a), every application for financial assistance from FTA must be accompanied by an assurance that the applicant will carry out the program in compliance with DOT’s Title VI regulations. This requirement shall be fulfilled when the applicant/recipient submits its annual certifications and assurances to FTA.

RTC annually submits its Certifications and Assurances to the California Department of Transportation on the Caltrans required form for the specific fiscal year. Category 01 of the Caltrans certifications and assurances form includes nondiscrimination assurance in accordance with Title VI of the Civil Rights Act.

2. REQUIREMENT TO PREPARE AND SUBMIT A TITLE VI PROGRAM

Sub-recipients shall submit Title VI Programs to the primary recipient from whom they receive funding in order to assist the primary recipient in its compliance efforts.

RTC developed its Title VI Civil Rights Program, and was approved by resolution on June 25, 2015 and submitted to the California Department of Transportation. The RTC has prepared this revision to its Title VI Civil Rights Program and will be effective on the date of the new resolution,.

3. REQUIREMENT TO NOTIFY BENEFICIARIES OF PROTECTION UNDER TITLE VI

The Title VI Program shall include recipient's Title VI notice to the public that indicates the recipient complies with Title VI, informs members of the public of the protections against discrimination afforded to them by Title VI, and includes a list of locations where the notice is posted.

Appendix 1 of this RTC Title VI Program is the public Title VI Notice to Beneficiaries consistent with the guidelines of Circular FTA C 4702.1B, Appendix B.

4. REQUIREMENT TO HAVE TITLE VI COMPLAINT PROCEDURES AND A COMPLAINT FORM

All recipients shall develop procedures for investigating and tracking Title VI complaints filed against them and make their procedures for filing a complaint available to members of the public. Recipients must also develop a Title VI complaint form, and the form and procedure for filing a complaint shall be available on the recipient's website.

Appendix 2 of this RTC Title VI Program is the RTC's Title VI Complaint Procedures, and Appendix 3 is a copy of RTC's Title VI Complaint form.

The complaint procedures and form will be available in English and Spanish on RTC's website, www.sccrtc.org. Individuals who do not have access to the internet may request that the RTC mail them a paper copy of the complaint procedures and form.

5. REQUIREMENT TO RECORD AND REPORT TRANSPORTATION-RELATED TITLE VI INVESTIGATIONS, COMPLAINTS, AND LAWSUITS

In order to comply with the reporting requirements of 49 CFR Section 21.9(b), FTA requires all recipients to prepare and maintain a list of any of the following that allege discrimination on the basis of race, color, or national origin: active investigations conducted by entities other than FTA; lawsuits; and complaints naming the recipient. This list shall include the date that the investigation, lawsuit, or complaint was filed; a summary of the allegation(s); the status of the investigation, lawsuit, or complaint; and actions taken by the recipient in response, or final findings related to the investigation, lawsuit, or complaint.

RTC will maintain a list of all investigations, lawsuits and complaints naming RTC consistent with the guidelines of Circular FTA C 4702.1B, Appendix E. A copy of this list is provided in Appendix 4 of this RTC Title VI Program. In addition, RTC will maintain permanent records of all related documents. RTC has not received any Title VI complaints of discrimination and therefore does not have any investigations or lawsuits to report.

6. REQUIREMENT TO PROMOTE INCLUSIVE PUBLIC PARTICIPATION

The content and considerations of Title VI, the Executive Order on Limited English Proficiency (LEP), and the DOT LEP Guidance shall be integrated into each recipient's established public participation plan or process (i.e., the document that explicitly describes the proactive strategies, procedures, and desired outcomes that underpin the recipient's public participation activities).

The RTC is a member of the Association of Monterey Bay Area Governments (AMBAG). AMBAG is the metropolitan planning organization covering Santa Cruz County. The RTC participates in the development and implementation of the public participation plan for the AMBAG region. The RTC's public participation plan activities included in the AMBAG public participation plan are shown in Appendix 5 of this RTC Title VI Program. RTC ensures that minority and LEP populations, as with all members of the public, will be empowered to participate in decisions involved with RTC's transportation planning and programming activities.

7. REQUIREMENT TO PROVIDE MEANINGFUL ACCESS TO LEP PERSONS

Consistent with Title VI of the Civil Rights Act of 1964, DOT's implementing regulations, and Executive Order 13166, "Improving Access to Services for Persons with Limited English Proficiency" (65 FR 50121, Aug. 11, 2000), recipients shall take reasonable steps to ensure meaningful access to benefits, services, information, and other important portions of their programs and activities for individuals who are limited-English proficient (LEP).

Please see RTC Language Assistance Plan attached to this Title VI Program. RTC's Four Factor Analysis and Action Plan are contained therein.

8. MINORITY REPRESENTATION ON PLANNING AND ADVISORY BODIES

Title 49 CFR Section 21.5(b)(1)(vii) states that a recipient may not, on the grounds of race, color, or national origin, "deny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program." Recipients that have transportation-related, non-elected planning boards, advisory councils or committees, or similar committees, the membership of which is selected by the recipient, must provide a table depicting the racial breakdown of the membership of those committees, and a description of efforts made to encourage the participation of minorities on such committees.

Appendix 6 shows RTC's Table Depicting Minority Representation on Committees and Councils Selected by RTC.

9. REQUIREMENT TO PROVIDE ADDITIONAL INFORMATION UPON REQUEST

FTA may request, at its discretion, information other than that required by this Circular from a recipient in order for FTA to investigate complaints of discrimination or to resolve concerns about possible noncompliance with DOT's Title VI regulations.

RTC will fully cooperate with any FTA investigation of discrimination complaints as required by Title VI regulations.

Appendix 1: Title VI Notice to Beneficiaries

The Santa Cruz County Regional Transportation Commission (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 who believes she or he has been aggrieved by any unlawful discriminatory practice under Title VI may file a complaint with RTC.

For more information on RTC's Civil Rights Program and the procedures to file a complaint, contact (831)460-3200; go online at www.sccrtc.org; or visit our administrative office at 1523 Pacific Avenue, Santa Cruz, CA 95060.

A complainant may file a complaint directly with the Federal Transit Administration by filing a complaint with the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

This notice is posted in the RTC office, 1523 Pacific Avenue, Santa Cruz, CA and on the RTC website: www.sccrtc.org. In addition, a summarized version of this notice will be included in agendas for meetings of the RTC as follows:

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 95112 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

Appendix 2: Title VI Complaint Procedures

Any person who believes she or he has been discriminated against on the basis of race, color, or national origin by the Santa Cruz County Regional Transportation Commission (hereinafter referred to as "RTC") may file a Title VI complaint by completing and submitting the agency's Title VI Complaint Form. RTC investigates complaints received no more than 180 days after the alleged incident. RTC will process complaints that are complete.

Complaints must be in writing and signed by the complainant on the form provided. Complaints must include the complainant's name, address, and phone number and be detailed to specify all issues and circumstances of the alleged discrimination. Allegations must be based on issues involving race, color or national origin. Title VI Complaints of Discrimination may be filed with:

RTC
Attn: Title VI Coordinator
1523 Pacific Avenue
Santa Cruz, CA 95060

Once the complaint is received, RTC will review it to determine if its office has jurisdiction. The complainant will receive an acknowledgement letter informing her/him whether the complaint will be investigated by RTC.

RTC has 30 days to investigate the complaint. If more information is needed to resolve the case, RTC may contact the complainant. The complainant has 15 business days from the date of the letter to send requested information to RTC. If RTC is not contacted by the complainant or does not receive the additional information within 15 business days, RTC can administratively close the case. A case can be administratively closed also if the complainant no longer wishes to pursue their case.

After RTC reviews the complaint, it will issue one of two letters to the complainant: a closure letter or a Letter of Finding (LOF). A closure letter summarizes the allegations and states that there was not a Title VI violation and that the case will be closed. An LOF summarizes the allegations and the interviews regarding the alleged incident and explains whether any disciplinary action, additional training of the staff member, or other action will occur. If the complainant wishes to appeal the decision, she/he has 30 days after the date of the letter or the LOF to do so.

A person may also file a complaint directly with the Federal Transit Administration, at FTA Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Avenue SE, Washington, DC 20590.

Appendix 3: Title VI Complaint Form

Section 601, under Title VI of the Civil Rights Act of 1964 states, that "No person in the United States shall, on the ground of race, color, or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving Federal financial assistance." **If you feel you have been discriminated against, please provide the following information in order to assist RTC in processing your complaint.**

SECTION 1 (Please print clearly):

Name: _____
Address: _____
City, State, Zip Code: _____
Telephone Number: _____ (Home) _____ (Work)
Accessible format requirements? ____ (Large print) ____ (Audiotape) ____ (TDD) ____ (Other)

SECTION 2

Are you filing this complaint on your own behalf? ____ (Yes) ____ (No)

If you answered yes to this question, go to Section 3.

If not, please supply the name and relationship of the person for whom you are complaining:

Name: _____ Relationship: _____

Please explain why you have filed for a third party: _____

Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of the third party. ____ (Yes) ____ (No)

SECTION 3

I believe the discrimination I experienced was based on (check all that apply):

____ Race ____ Color ____ National Origin

Date and Place of Occurrence: _____

Name (s) and Title(s) of the person (s) who I believe discriminated against me:

The action or decision which caused me to believe I was discriminated against is as follows:
(Please include a description of what happened and how your benefits were denied, delayed or affected):

Please list any and all witnesses' names and phone numbers:

What type of corrective action would you like to see taken?

SECTION 4

Have you previously filed a Title VI complaint with this agency? ____ (Yes) ____ (No)

SECTION 5

Have you filed this complaint with any other Federal, State, or local agency, or with any Federal or State Court? ____ (Yes) ____ (No)

If yes, check all that apply:

Federal Agency ____ Federal Court ____ State Agency ____ State Court ____ Local Agency ____

Please provide information about a contact person at the agency/court where the complaint was filed.

Name: _____ Title: _____

Agency: _____

Address: _____

Telephone Number: _____

You may attach any written materials or other information that you think is relevant to your complaint.

I believe the above information is true and correct to the best of my knowledge.

Signature and date required below:

Signature

Printed Name

Date

Please submit this form in person at the address below or mail this form to:

RTC Title VI Coordinator
1523 Pacific Avenue
Santa Cruz, CA 95060

Appendix 4: List of Transit-Related Title VI Investigations, Complaints, and Lawsuits

Per FTA Circular 4702.1B, “all recipients are required to prepare and maintain a list of any of the following that allege discrimination on the basis of race, color, or national origin”:

- Active investigations conducted by FTA and entities other than FTA
- Lawsuits; and
- Complaints naming the recipient

Thus far, RTC has not received Title VI Investigations, Complaints or Lawsuits. Below is the list that will be used for tracking these incidents:

Investigations, Lawsuits and Complaints

	Date (Month, Day, Year)	Summary (Include basis of complaint: race, color, or national origin)	Status	Action(s) Taken
Investigations				
1.				
2.				
Lawsuits				
1.				
2.				
Complaints				
1.				
2.				

Appendix 5: Public Participation Plan Activities

Public involvement is a major component of the transportation planning and programming processes. RTC makes a concerted effort to solicit public input from all Santa Cruz County residents, including under-represented groups, in many aspects of transportation planning within Santa Cruz County. The following table provides a list of the activities that the RTC undertakes to try to ensure the participation of the entire Santa Cruz County community in the work of the RTC.

Item	Frequency	Web	Email	Mail	Media	Other
SCCRTC Meetings/ Agenda Packets	1-2 times per month, second meeting in a workshop format	Posted 3-6 days prior to meeting	Notification sent to distribution list and interested parties (e-news) when packet posted on web	Packet mailed to Commissioners and major libraries.	Main meeting is televised and rebroadcast on Community TV, media notified by email when packet is posted on web	Meetings are held throughout the County; hard copy of packet available in agency office, major libraries and some partner agency offices
SCCRTC Actions	As needed for high profile program/project decisions	Press release and/or news feed posted	Notification to interested parties (e-news), if appropriate	None generally	Press release distributed before and/or after key SCCRTC actions (meeting)	Notification included in committee packets as appropriate
SCCRTC Highlights	Following main monthly meeting	Posted day or two following meeting	Notification sent to city council members, transit district board members, media, chambers of commerce and SCCRTC committee members	None	(see email)	--
Public Hearings	As needed for high profile program/project decisions	Notice posted 10 days or more prior to hearing, materials posted	Notification to interested parties (e-news) and those who receive the	(see SCCRTC packets)	Press release sent 1-2 weeks in advance, media advisory sent the	Notification included in committee packets as appropriate, signs may also be placed on

		with packet (at least 4 days prior)	SCCRTC packets		day before if a public event, paid ads may also be placed 1-2 weeks in advance	A-frame barricades on major thoroughfares.
Correspondence from the Public	Varies	Entry included in correspondence log posted with packets	If correspondence is received via email, it is acknowledged via email.	None	None	Correspondence addressing specific SCCRTC projects may be included with that item in the SCCRTC meeting packets.
SCCRTC Committees	Every 1-2 months	Packets posted on web	Packets emailed, notification about packet availability emailed to interested parties (e-news)	Packets mailed to committee members that request it, fees may apply per SCCRTC Rules and Regulations	None, unless included in an important recommendation to the SCCRTC	--
Approved SCCRTC plans, documents and/or project information	As available (examples would be completed environmental analyses, RTPs, feasibility analyses, Traffic Monitoring Reports, Regional Transportation Improvement Program (RTIP), etc.)	Plans, documents, info posted on the web	Link to posted document emailed to interested parties (e-news)	Documents mailed to major libraries, if public comment is solicited	Press release sent out when document available with information about the public hearing, if one planned	Hard copies available in RTC offices and public libraries, as appropriate.
Social Media	Several times per month	Post Facebook, Twitter, events, and videos, as available	None	None	None	--

Language Assistance	Alternate formats (Spanish, hearing or sight impaired, etc) of various documents and materials are available as appropriate	The RTC website has Spanish translation options and will be fully accessible for disabled users.	Currently limited	Currently limited	Coordinate with, submit media releases to, and include ads and announcements in Spanish language media, as appropriate	Agendas for public include notice in Spanish of availability of interpreter for those who require Spanish language assistance to participate
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Website: www.sccrtc.org Phone: 831 460-3200 Fax: 831 460-3215 E-mail: info@sccrtc.org

Appendix 6: Table Depicting Minority Representation on Committees and Councils Selected by RTC

This is a required table depicting racial breakdown of transit-related, non-elected planning boards, advisory councils or committees. Also a description of efforts made to encourage minority participation. The RTC has two citizens advisory committees. These are the Bicycle Transportation Advisory (Bike) Committee and the Elderly and disabled Transportation Advisory Committee (E&D TAC). The E&D TAC also serves as the local Social Services Transportation Advisory Council.

Body	Caucasian	Hawaiian/ Pacific Islander	African American	Asian American	Native American	Other
Population	87%	0.2%	1.5%	5.3%	1.8%	4.2%
E&D TAC	100%					
Bike Comm	79%			16%		5%

Language Group	English	Spanish	Other Indo European	Asian & Pacific Is	Other
Population	67.9%	26%	2.8%	2.9%	0.5%
E&D TAC	88%	2%			
Bike Comm	100%				

The RTC's Elderly and Disabled Transportation Advisory Committee is composed of 15 membership positions as follows:

<u>Representatives of:</u>	<u># of members</u>
potential transit users who are 60 years of age or older*	1
potential users who have a disability*	1
local social service providers for seniors*, potentially including one representative of the Santa Cruz County Seniors Commission	2

local social service providers for people with disabilities*, potentially including one representative of the Santa Cruz County Commission on Disabilities	2
local social service provider for persons of limited means*	1
for each of the five supervisorial districts, the elderly, persons with disabilities and/or persons of limited means	5
Santa Cruz County Consolidated Transportation Service Agency (CTSA)	2
Santa Cruz Metropolitan Transit District (Metro)	1

The Bicycle Transportation Advisory Committee is composed of 11 membership positions as follows:

One person representing each of the five supervisorial districts	5
One person representing each of the four cities	4
A representative of Bike to Work	1
A representative of the Community Traffic Safety Coalition	1

The RTC periodically recruits for participation in its advisory committees in effort to keep membership positions filled and encourage participation from all segments of the Santa Cruz County community. Recruitment efforts include outreach materials and ads in English and Spanish.

Appendix 7: Employee Education Form

Title VI Policy

No person shall, on the grounds of race, color or national origin, be excluded from participation in, be denied the benefits of, or be subjected to discrimination under any program or activity receiving federal financial assistance.

All employees of RTC and its affiliates are expected to consider, respect, and observe this policy. Citizen questions or complaints shall be directed to the RTC Title VI Coordinator.

Appendix 8: Acknowledgement of Receipt of Title VI Plan

I hereby acknowledge receipt of RTC's Title VI Plan. I have read the plan and am committed to ensuring that no person is excluded from participation in, or denied the benefits or services delivered by the RTC on the basis of race, color, or national origin, as protected by Title VI.

Your signature

Print your name

Date

Appendix 9: Letter Acknowledging Receipt of Title VI Complaint

Today's Date

Ms. Jane Smith
1234 Main St.
Capitola, CA 95060

Dear Ms. Smith:

This letter is to acknowledge receipt of your complaint against RTC alleging

An investigation will begin shortly. If you have additional information you wish to convey or questions concerning this matter, please feel free to contact this office by telephoning (831) 460-3200, or write to:

Santa Cruz County Regional Transportation Commission
Attn: Title VI Coordinator
1523 Pacific Avenue
Santa Cruz, CA 95060

Sincerely,

RTC Title VI Coordinator

Appendix 10: Letter of Finding (Notifying Complainant that Complaint Is Substantiated)

Today's Date

Ms. Jane Smith
1234 Main St.
Capitola, CA 95060

Dear Ms. Smith:

The matter referenced in your letter of _____ (date) against RTC alleging a Title VI violation has been investigated.

(An/Several) apparent violation(s) of Title VI of the Civil Rights Act of 1964, including those mentioned in your letter (was/were) identified. Efforts are underway to correct these deficiencies.

Thank you for bringing this important matter to our attention. Your input was helpful during our review of this matter. ***(If a hearing is requested, the following sentence may be appropriate.)*** You may be hearing from this office, or from Federal authorities, if your services should be needed during the administrative hearing process.

Sincerely,

RTC Title VI Coordinator

Appendix 11: Closure Letter (Notifying Complainant that the Complaint Is Not Substantiated)

Today's Date

Ms. Jane Smith
1234 Main St.
Capitola, CA 95060

Dear Ms. Smith:

The matter referenced in your complaint of _____ (date) against the Santa Cruz County Regional Transportation Commission (RTC), alleging _____ has been investigated.

The results of the investigation did not indicate that the provisions of Title VI of the Civil Rights Act of 1964, have in fact been violated. As you know, Title VI prohibits discrimination based on race, color, or national origin in any program receiving Federal financial assistance.

RTC has analyzed the materials and facts pertaining to your case for evidence of RTC's failure to comply with any of the civil rights laws. There was no evidence found that any of these laws have been violated.

I therefore advise you that your complaint has not been substantiated, and that I am closing this matter in our files.

You have the right to appeal this decision within thirty calendar days of receipt of this final written decision from RTC.

Thank you for taking the time to contact us. If I can be of assistance to you in the future, do not hesitate to contact me.

Sincerely,

RTC Title VI Coordinator

RTC Language Assistance Plan

Background

The purpose of this Language Assistance Plan is to clarify the responsibilities of RTC, as a recipient of federal financial assistance from the U.S. Department of Transportation (DOT), to persons with Limited English Proficiency (LEP), pursuant to Title VI of the Civil Rights Act of 1964 and implementing regulations. It was prepared in accordance with Title VI of the Civil Rights Act of 1964, 42 U.S.C. 2000d, et seq., and its implementing regulations provide that no person shall be subjected to discrimination on the basis of race, color, or national origin under any program or activity that receives federal financial assistance.

Executive Order 13166

Executive Order 13166 "Improving Access to Services for Persons With Limited English Proficiency," reprinted at 65 FR 50121 (August 11, 2000), directs each Federal agency that is subject to the requirements of Title VI to publish guidance for its respective recipients clarifying that obligation. Executive Order 13166 further directs that all such guidance documents be consistent with the compliance standards and framework detailed in the Department of Justice's (DOJ's) Policy Guidance entitled "Enforcement of Title VI of the Civil Rights Act of 1964--National Origin Discrimination Against Persons With Limited English Proficiency." (See 65 FR 50123, August 16, 2000 DOJ's General LEP Guidance.) Different treatment based upon a person's inability to speak, read, write, or understand English may be a type of national origin discrimination.

Executive Order 13166 applies to all federal agencies and all programs and operations of entities that receive funding from the federal government, including state agencies, local agencies and governments (such as RTC), private and non-profit entities, and sub-recipients.

Plan Summary

RTC has developed this Language Assistance Plan (LAP) to help identify reasonable steps to provide language assistance for LEP persons who seek meaningful access to RTC services as required by Executive Order 13166. As defined by this order, a person with Limited English Proficiency is one who does not speak English as their primary language and who has a limited ability to read, write, speak, or understand English.

This plan details procedures for identifying a person who may need language assistance, the ways in which assistance may be provided, staff training, how to notify LEP persons that assistance is available, and potential future updates to the plan.

Four Factor Analysis

The U. S. Department of Transportation (DOT) issued its Policy Guidance Concerning Recipient's Responsibilities to Limited English Proficient (LEP) Persons [Federal Register: December 14, 2005 (Volume 70, Number 239)]. This policy states that DOT recipients are required to take reasonable steps to ensure meaningful access to programs by LEP persons. This coverage extends to the recipient's entire program.

There are four factors for agencies to consider when assessing language needs and determining what steps they should take to ensure access for LEP persons, regardless of whether or not the agency chooses not to prepare a written LEP plan. A brief description of the self-assessment undertaken in each of these areas follows.

In developing the plan, RTC undertook a four factor analysis as required by U.S. DOT. This considers the following factors:

- 1) The number or proportion of LEP persons eligible to be served or likely to be encountered by RTC.
- 2) The frequency with which LEP persons come into contact with RTC programs, activities, or services;
- 3) The nature and importance of the programs, activities or services provided by RTC to the population; and
- 4) The resources available to RTC for LEP outreach, as well as the costs associated with that outreach.

A summation of these considerations is provided in the following section.

1. The number or proportion of LEP persons eligible to be served or likely to be encountered by RTC.

In order to understand the proportion of LEP persons eligible to be served or likely to be encountered by RTC, RTC examined the 2019 American Community Survey Estimates: Language Spoken at Home by Ability to Speak English for the Population 5 years and Over; State & County Quick Facts for Santa Cruz County, California.

The 2015-2019 American Community Survey 5-Year Estimates for Santa Cruz County, show a population of 259,770 for individuals 5 years and over.

Using the percentages in “Languages Spoken At Home” from the *2015-2019 American Community Survey 5-Year Estimates*, RTC has determined the following about Santa Cruz County’s population over age 5 in the service area:

- 67.9% or 176,312 people speak English only.
- Approximately 32.1% or 83,458 people speak a language other than English, of whom 12.7% or an estimated 32,869 people speak English less than “very well”.
- The largest proportion of non-English speaking language groups is Spanish with 26% or an estimated 67,419 people, of whom 11.2% or 29,156 of speak English less than “very well”.
- 2.8% or an estimated 7,294 people speak Other Indo-European languages, of whom 0.3% or 909 people speak English less than “very well”.
- 2.9% or an estimated 7,472 people speak Asian and Pacific Island languages, of whom 1.0% or 2,560 people speak English less than “very well”.

DOT has adopted Department of Justice’s Safe Harbor Provision, which outlines circumstances that can provide a “safe harbor” for recipients regarding translation of written materials for LEP populations.

“The ‘Safe Harbor Provision’, as defined by Department of Justice, stipulates that if a recipient provides written translation of vital documents for each eligible LEP language group that constitutes five percent

(5%) or 1,000 persons, whichever is less, of the total population of persons eligible to be served or likely to be encountered, then such action will be considered strong evidence of compliance with the recipient's written translation obligations."

RTC further examined specific languages using the 2015-2019 American Community Survey 5-Year Estimates: Language Spoken at Home by Ability to Speak English for the Population 5 Years and Over. This data allowed RTC to determine whether those speaking languages other than Spanish fall under the 'Safe Harbor Provision.' All language groups other than Spanish have estimated populations of less than 1,000 persons and less than 5% of the total population. The language groupings "Other Indo European" and "Asian and Pacific Island" each include many languages. Speakers of individual languages within each group who speak English less than "very well" fall below the thresholds in the "Safe Harbor Provision." RTC will further examine providing services to these language groups in future reviews of the Title VI Program.

2. The frequency with which LEP persons come into contact with RTC programs, activities, or services.

RTC regularly assesses the frequency at which staff have, or could possibly have contact with LEP persons. RTC staff has some interactions with Spanish speakers during the planning and programming processes.

3. The nature and importance of the programs, activities or services provided by RTC to the population.

Access to the transportation planning and programming processes are essential service for RTC's residents. RTC's 'transit-dependent' population includes elderly persons, people with disabilities, youth, and individuals below the poverty line and without vehicles.

According to the 2015-2019 American Community Survey 5-Year Estimates: Selected Social Characteristics in the United States, the largest geographic concentration of LEP individuals in RTC's service area is Spanish-speaking.

4. The resources available to RTC for LEP outreach, as well as the costs associated with that outreach.

RTC has assessed its available resources that could be used for providing LEP assistance. RTC makes provision to have translators available at public meetings when such services are requested. When advertised public hearings or workshops are held RTC hires translators to be available in case anyone attends who needs Spanish language assistance to fully participate. RTC has staff members who are very proficient in Spanish language and can perform as translators when hired translators are not available.

Language Assistance Plan Outline

After analyzing the four factors, RTC developed the following Language Assistance Plan to assist persons of Limited English Proficiency.

How RTC staff may identify an LEP person who needs language assistance:

- Examine records of requests for language assistance from past meetings and events to determine

the possible need for assistance at future events;

- Agendas for RTC meetings provide a notice that translation services will be provided if requested;
- For advertised public hearings and workshops, RTC hires Spanish translators to be present at the events and announces their presence at the beginning of the event;
- Survey staff, on an annual basis at the beginning of each fiscal year regarding their experience on having any direct or indirect contact with LEP individuals.

Language Assistance Measures

RTC will continue to include a notice in its meeting agendas stating that Spanish interpreter services will be provided upon request.

RTC will continue to provide Spanish interpreters for advertised public hearings and workshops and include a notification in the outreach materials and agendas for those events that such services will be available.

RTC staff, who are fluent in Spanish, will continue to be available for Spanish language communication with the community as needed.

When an interpreter is needed, in person or on the telephone, RTC staff will first attempt to determine what language is required, and then seek services of a staff interpreter, or authorized interpreter for hire or utilize the telephone interpreter service - Language Line Services at <http://www.language.com/>.

RTC Staff Training

All RTC staff will be provided with the LAP Plan and will be educated on the following procedures. This information will also be part of the staff orientation process for new hires. Training topics are listed below:

- Understanding the Title VI policy and LEP responsibilities;
- Language assistance services RTC offers;
- Who the Spanish speaking staff members are and how to contact them when needed;
- Who the authorized translators and interpreters for hire are and how to enlist their services when needed;
- How to use the "Language Line" interpretation and translation services;
- Documentation of language assistance requests;
- How to handle a Title VI and/or LEP complaint.

Outreach Techniques

RTC will use the following outreach techniques:

- When staff will be hosting a meeting or workshop or will be presenting a pertinent topic, all meeting notices and flyers and agendas will give notice that interpretation services can be provided.
- RTC will continue to send notices of meetings, public hearings, workshops and other events to Spanish media outlets.
- RTC will continue to place ads and public service announcements in Spanish media outlets as necessary for RTC programs and projects.
- When running a general public meeting notice, staff will state that a translator will be available in Spanish, or in another language as determined to be necessary.

Monitoring and Updating the Language Assistance Plan

RTC's Language Assistance Plan is designed to be easily updated. At a minimum, RTC will follow the Title VI Program update schedule of submission every three years.

Each update of the LEP Plan will examine plan components including:

- How many LEP persons were encountered annually?
- Were the needs of these LEP persons met?
- What is the current LEP population in RTC's service area?
- Is a change needed in the types of language translation services provided?
- Is there still a need for continued language assistance for previously identified RTC programs? Are there other programs that should be included?
- Have RTC's available resources, such as technology, staff, and financial costs changed?
- Has RTC fulfilled the goals of the LAP Plan?
- Were any complaints received?

Dissemination of RTC Language Assistance Plan

RTC will include the Language Assistance Plan along with the Title VI Program on the RTC website (www.sccrtc.org). Any person, including social service, non-profit, and law enforcement agencies and other community partners with internet access, will be able to access the plan. Copies of the Language Assistance Plan will be provided, on request, to any person(s) requesting the document via phone, in person, by mail or email. LEP persons may obtain copies/translations of the plan upon request.

Any questions regarding this plan should be directed to RTC Title VI Coordinator:

RTC Title VI Coordinator
1523 Pacific Avenue
Santa Cruz, CA 95060
Phone: (831) 460-3200



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

State of California
Department of Transportation
Division of Local Assistance
P.O. Box 942874, MS-1
Sacramento, CA 94274-0001

October 20, 2021

Dear Caltrans Planning Grant selection committee

I am writing to express support from the Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee for the City of Santa Cruz's applications for an Active Transportation Plan update. This planning process will update the 2017 Active Transportation Plan, with a specific focus on deeply engaging with the community to develop a plan for active transportation investments in our community. In particular, this planning process will conduct innovative outreach with traditionally disadvantaged communities, ensuring that a wider diversity of voices are heard. Completion of this Plan update will further our shared goal to increase active transportation use in our community.

As partners, we are invested in seeing innovative and progressive active transportation infrastructure in our communities. This Plan update will allow our community to revisit the prior work and provide needed updates, including using a Vision Zero lens, including policy and programming changes, ensuring that equity is a key driver of the overall process.

The SCCRTC Bicycle Advisory Committee looks forward to a process that engages deeply with the community to prioritize local needs to increase safe bicycling and walking on all streets within Santa Cruz.

I urge you to support this valuable application. The *Santa Cruz Active Transportation Plan Update* is an important next step to achieve a shared vision of a Santa Cruz community accessible to people of all ages and abilities by active modes. The SCCRTC Bicycle Advisory Committee strongly supports funding this project to improve active transportation in the City of Santa Cruz.

Amelia Conlen, Chair
SCCRTC Bicycle Advisory Committee



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

August 27, 2021

Amelia Conlen
Chair, RTC Bicycle Advisory Committee
c/o Ecology Action
877 Cedar St Unit 240
Santa Cruz, Ca 95018

Dear Ms. Conlen,

Thank you for your work promoting active transportation chairing the RTC Bicycle Committee. Your efforts are essential in assuring a voice for bicyclists in local transportation improvements.

SCCRTC is collaborating with Caltrans in an advisory role, encouraging Caltrans to include complete street elements in all their projects, where possible. Projects include a recently programmed project to provide improvements between the SLV School Campus, as well as projects for on-going maintenance of Highway 9. While this partnership has been extremely valuable, Caltrans has final determination over improvements on Highway 9. As noted in the attached response from Caltrans, while many complete street features have been added to their CAPM project, the project cannot accommodate the additional items noted in your letter.

SCCRTC appreciates you reaching out on this issue, as well as your continued advocacy for cyclists throughout Santa Cruz County. If you have any additional questions regarding the projects underway on Highway 9, please contact Brianna Goodman of my staff, at bgoodman@sccrtc.org, or 831-460-3200.

Sincerely,

Guy Preston
Executive Director

ATTACHMENT (Caltrans Letter of August 25, 2021)

cc: Tim Gubbins

DEPARTMENT OF TRANSPORTATION

CALTRANS DISTRICT 5
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*Making Conservation
a California Way of Life.*

August 25, 2021

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

Dear Ms. Conlen:

Thank you for your recent letter expressing interest in the Capital Preventative Maintenance project (CAPM) on Highway 9 between Irwin Way and El Solyo Heights Drive in the community of Felton. The CAPM is anticipated for construction in 2027/2028 and is funded by the State Highway Operation and Protection Program (SHOPP). The primary purpose of this project is to preserve and extend the life of the existing pavement, restore drainage facilities that are in poor condition, enhance the functionality of the culverts, and maintain an efficient transportation information system.

CAPM projects can include additional features beyond the intended primary scope of work, including facilities that benefit non-motorized travel where safe and cost-effective opportunities exist. Caltrans also welcomes partnering opportunities to fund additional features that are beyond the scope of a specific project.

The Highway 9 CAPM incorporated many additional non-motorized features consistent with the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan. For bicyclists, the CAPM includes Class II bike lanes between Laurel Street and Graham Hill Road. These improvements will help facilitate active transportation within the heart of the community.

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The project is not able, however, to accommodate the additional proposed items noted in your letter such as narrowing lane widths and installing temporary striping features between Graham Hill Road and the schools complex. Each has been considered and determined not feasible due to design constraints or negative operational impacts.

Caltrans appreciates your letter and the Bicycle Advisory Committee's continued advocacy for facilities that improve conditions for walking and bicycling in the San Lorenzo Valley. If you have any questions related to this or other projects on Highway 9 in Santa Cruz County, please contact Public Information Officer Kevin Drabinski at (805) 549-3138.

Sincerely,



TIMOTHY M. GUBBINS
District Director

c: Guy Preston, Executive Director, Santa Cruz County Regional Transportation
Commission (SCCRTC)
Bruce McPherson, District 5 Supervisor, Santa Cruz County

TO: RTC Advisory Committees

FROM: Rachel Moriconi, Senior Transportation Planner

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

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).

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 and Notes on Recommendation	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.	System Preservation. Regionally significant road, large traffic volumes. Capitola able to scale project to funding. <i>Generally, staff recommending about half of requests for road repair projects.</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.	Pedestrian Safety & Access. 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.	System Preservation. 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.	Safety, system preservation, bike, transit access. Well rounded, high priority project, however, only \$1M recommended due to pavement priorities and possible STIP timing restrictions that could put \$16M SCCP at risk	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.	System Preservation. Serves state parks and agricultural traffic. Popular with cyclists.	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.	System Preservation. Regionally significant route.	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 and Notes on Recommendation	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.	System Preservation. 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.	Reduce emissions. Encourage safe biking. Lower use	1000 total
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.	Safety. 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>	System preservation, reduce emissions and operating costs, transit service. 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>	System preservation, reduce emissions and operating costs, transit service. 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	Transit- mobility for seniors and persons with disabilities via MSC, expand future capacity. 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.	System Preservation, Bike, Pedestrian Access. 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>	System Preservation & Bike, Pedestrian, School Access. City's #1 priority	5500/day

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 and Notes on Recommendation	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: Bicycle Advisory Committee

FROM: Tommy Travers, Transportation Planner
The information provided was primarily prepared by Chair Amelia Conlen for your review

RE: County Active Transportation Plan – Draft Recommendations

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee 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.

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 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 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.

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.

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.








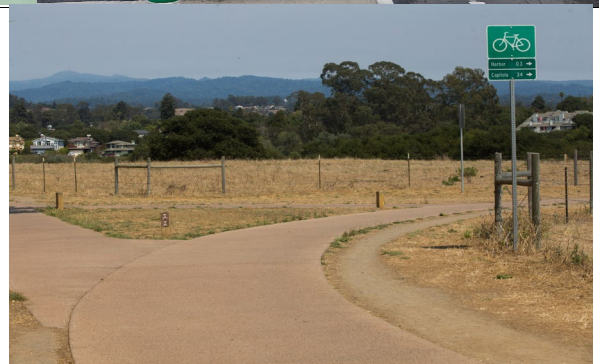




SUMMARY

The draft infrastructure recommendations of the County Active Transportation Plan were provided to seek input from the Bicycle Advisory Committee.

ATTACHMENTS

1. Draft Roadway Corridor Recommendations - Typologies and List
2. Draft Roadway Corridor Recommendations – Short-term and long-term maps

3. Draft 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

Attachment 2

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

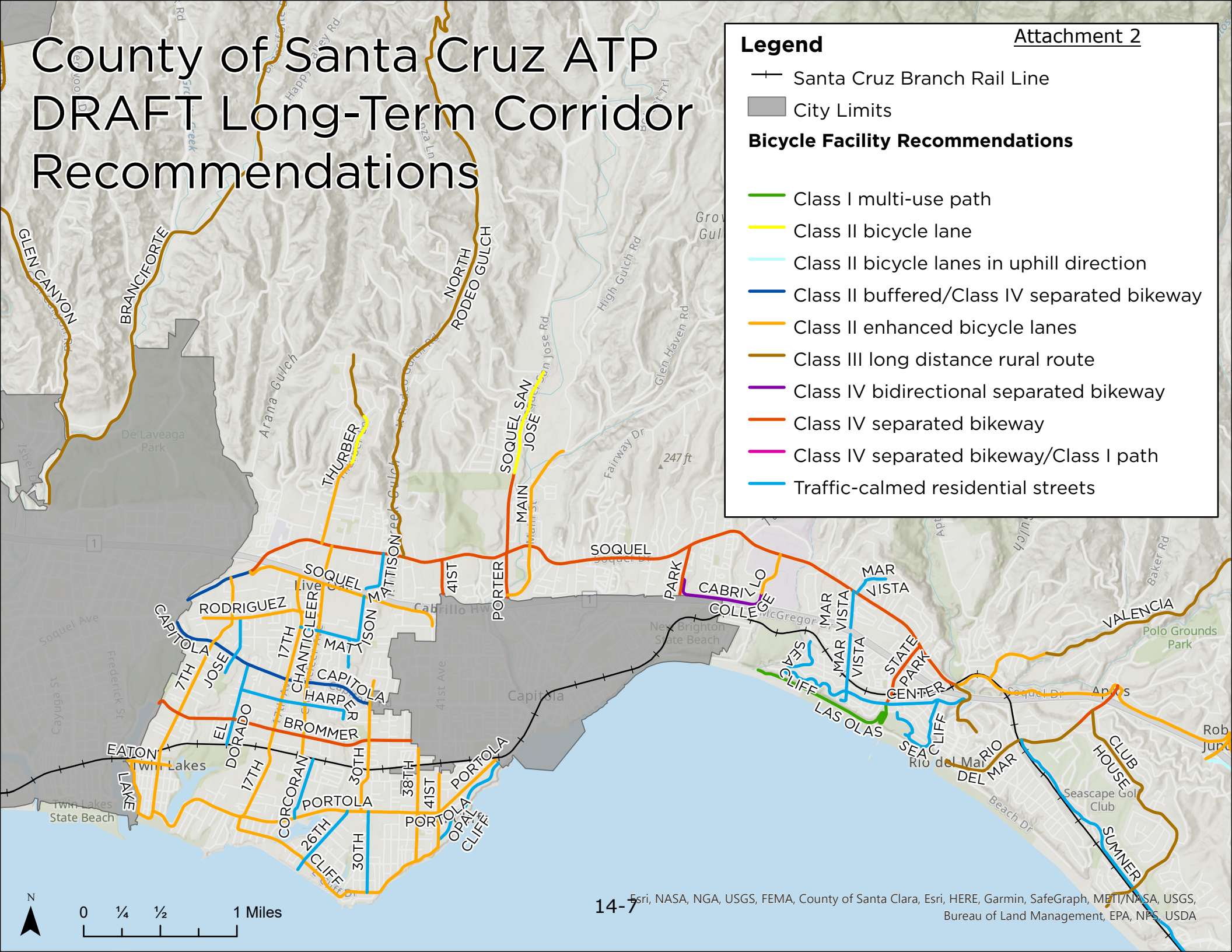
— Class III long distance rural route

— 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

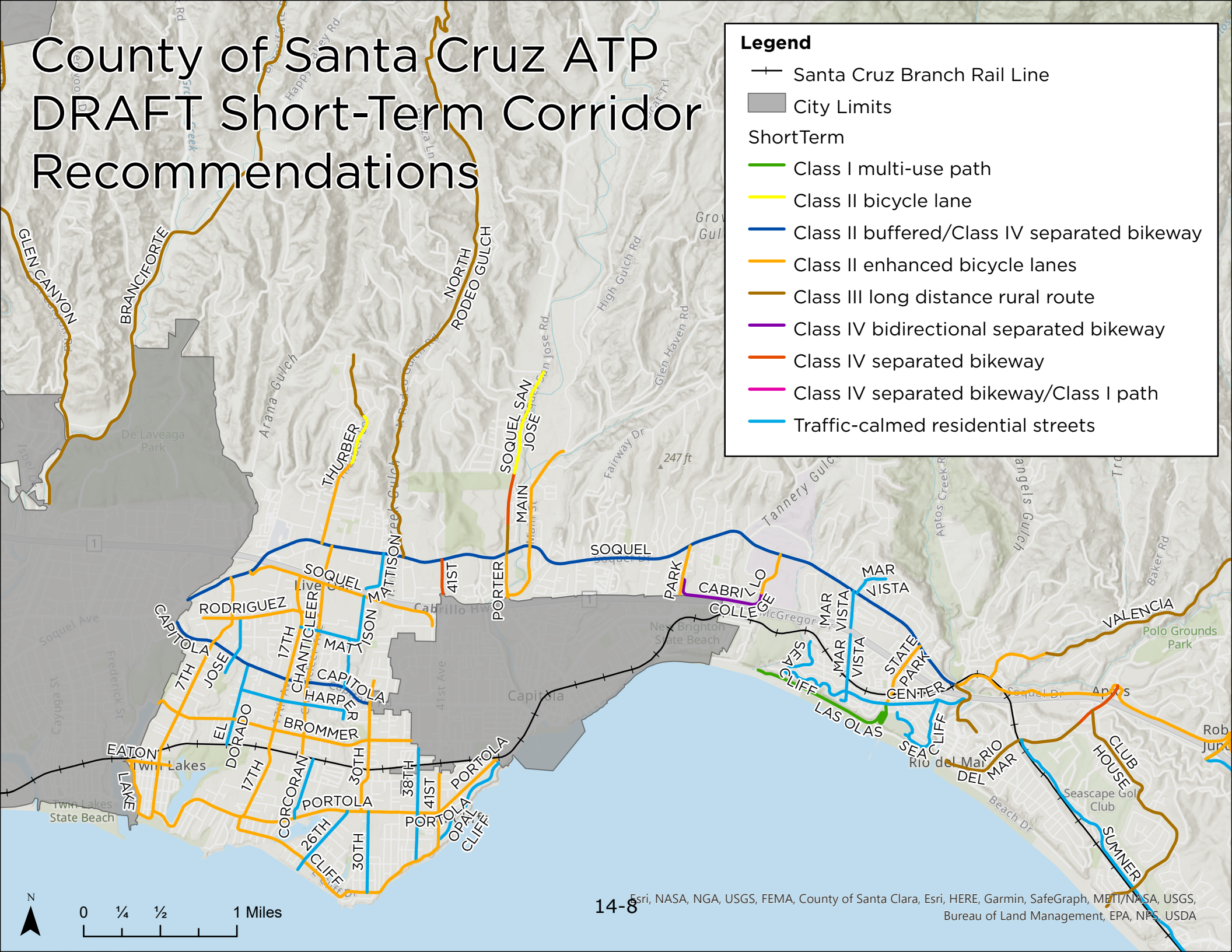
— Class III long distance rural route

— Class IV bidirectional separated bikeway

— Class IV separated bikeway

— Class IV separated bikeway/Class I path

— Traffic-calmed residential streets



0 1/4 1/2 1 Miles

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

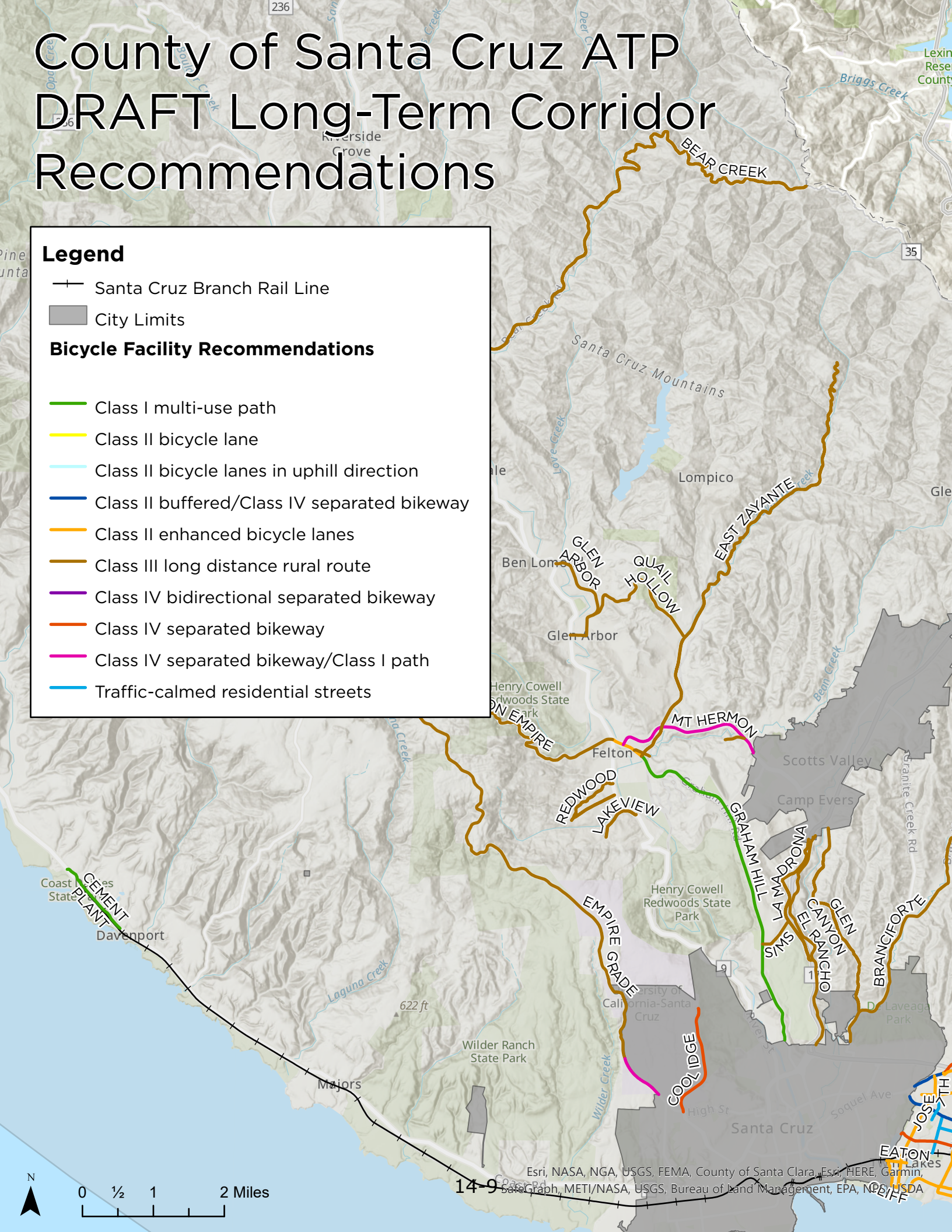
- Class III long distance rural route

- Class IV bidirectional separated bikeway

- Class IV separated bikeway

- Class IV separated bikeway/Class I path

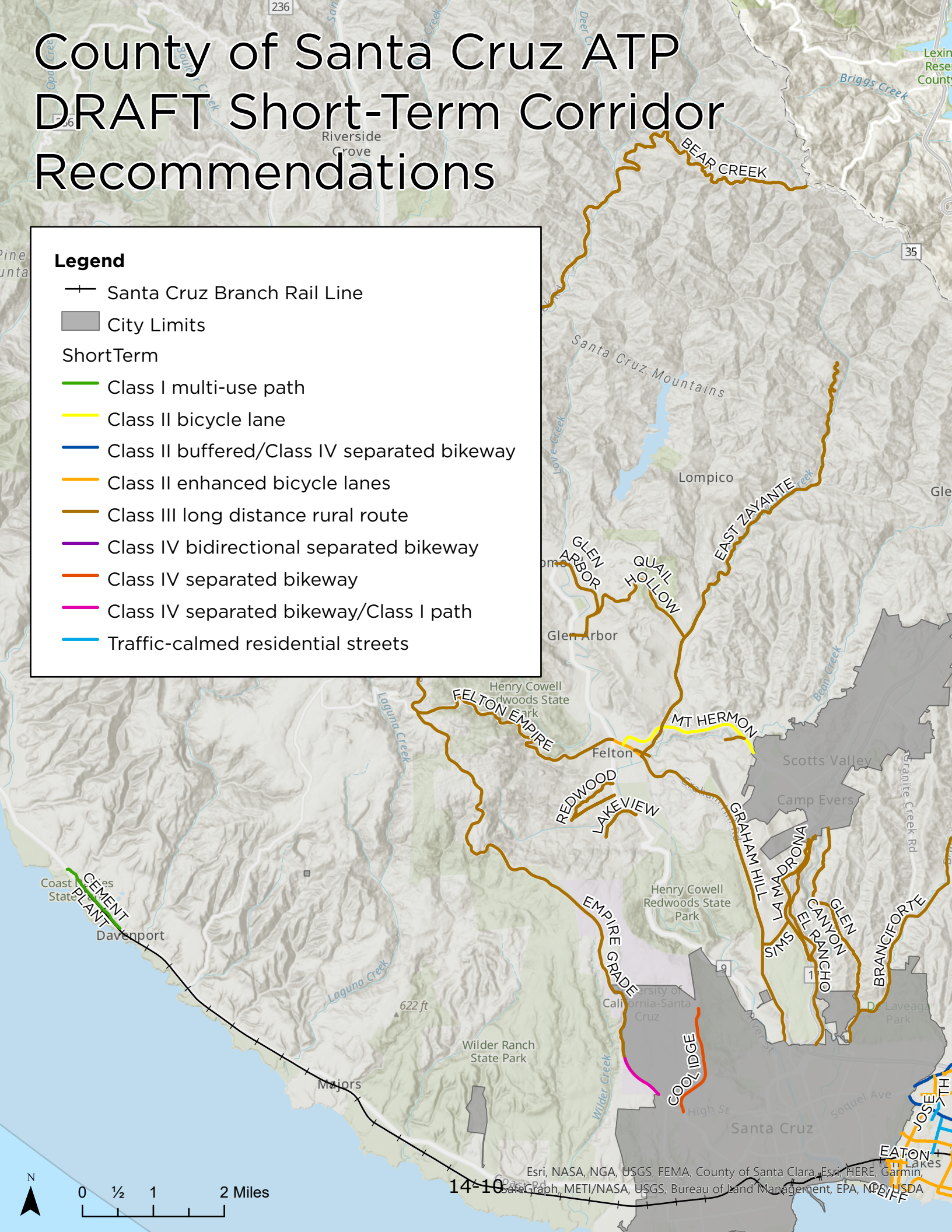
- Traffic-calmed residential streets



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



0 1/2 1 2 Miles







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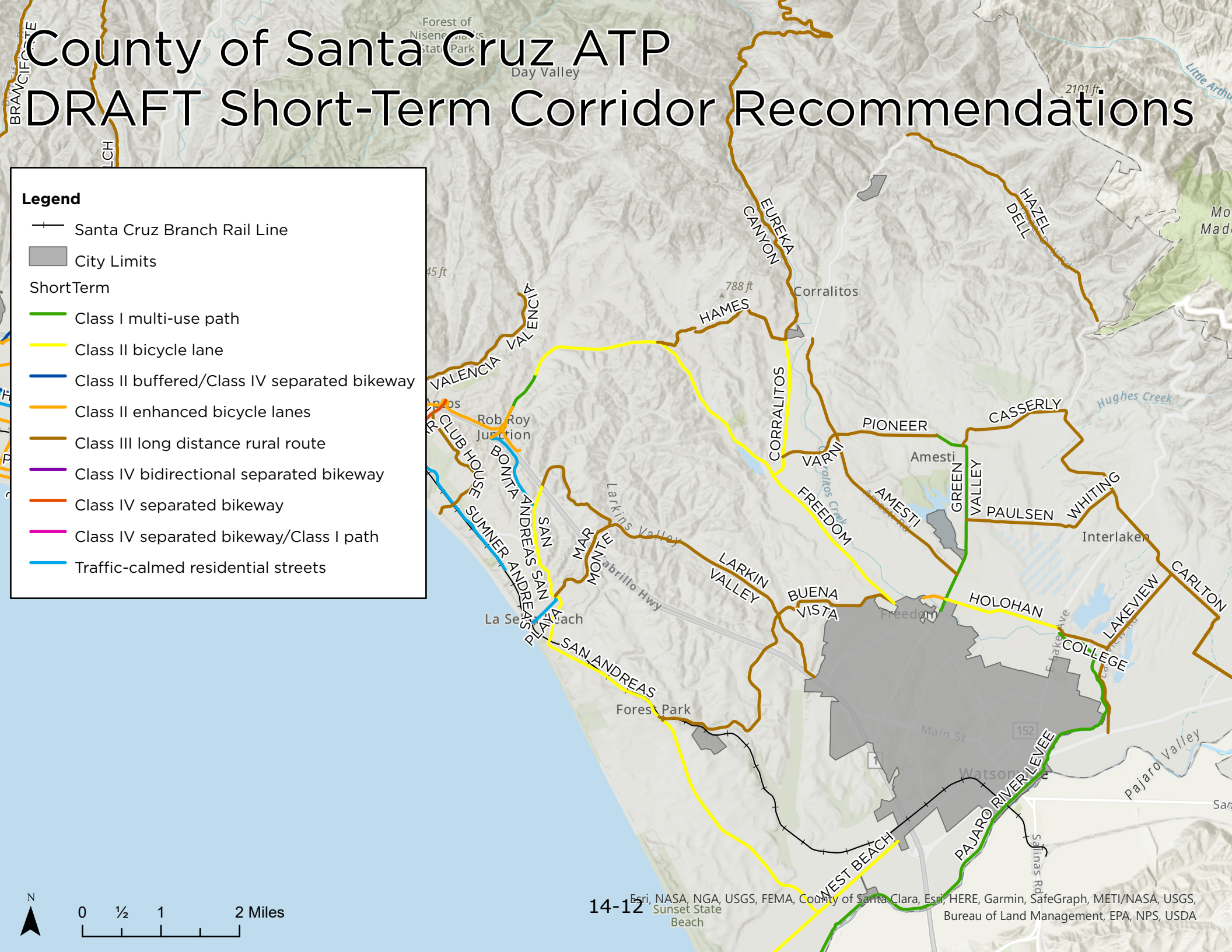
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County of Santa Cruz ATP

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



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. http://www.co.santa-cruz.ca.us/DavenportCementPlant.aspx	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. https://eplanning.blm.gov/eplanning-	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

TO: Bicycle Advisory Committee

FROM: Tommy Travers, Transportation Planner
The information provided was primarily prepared by Vice Chair Murray Fontes for your review

RE: Proposed Watsonville Change Regarding Bicycle Riding on Sidewalks

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee provide input to Watsonville staff on a proposed change to the City Municipal Code that would allow riding bicycles on sidewalks with some restrictions.

BACKGROUND

The City of Watsonville currently prohibits riding bicycles on sidewalks. The California Vehicle Code allows local authorities to adopt their own regulations. The City of Capitola prohibits riding bikes on sidewalks. The City of Santa Cruz prohibits riding bikes in front of business or commercial establishments. The City of Scotts Valley and the County of Santa Cruz (all other parts of the county outside city limits) do not have prohibitions. A summary is included as ATTACHMENT 1.

DISCUSSION

The Watsonville Vision Zero Task Force is considering changes to the City Municipal Code to allow riding bicycles on sidewalks. The Task Force, formerly called the South County Bike and Ped Working Group and administered with funding by the RTC, has an informal membership and features participation by County Health Services, city public works, police, planning, and councilmembers, the school district, community-based organizations, and members of the public. The League of California Cyclists recommends reforming anti-bicycle codes in order to increase bicycle riding. The changes are also being proposed to address concerns about safety due to a perceived shortage of bicycle facilities.

Bicycle regulations are described in Title 4 Public Safety, Chapter 1 Bicycles of the Code. The prohibition against riding bicycles on the sidewalk is found in Section 4-1.02 (ATTACHMENT 2). The proposed Code sets guidelines for all so-called mobility devices, including bicycles, using sidewalks and allows for restrictions on certain streets if posted (ATTACHMENT 3). Some cities in Monterey and Santa

Clara counties have codes allowing for such restriction on certain posted streets while allowing riding on sidewalks elsewhere.

SUMMARY

A proposed revision to the City of Watsonville Municipal Code to allow bicycle riding on sidewalks was provided to seek input from the Bicycle Advisory Committee.

ATTACHMENTS

1. Local ordinances regulating bicycle riding on sidewalks
2. Watsonville Municipal Code Title 4 Public Safety
3. Proposed new WMC Title 4 Chapter



**Santa Cruz County Regional
Transportation Commission**

Ordinances Regulating Bicycle Riding on Sidewalks

	Code	Text	Link to Website
California Vehicle Code	21100 (h)	21100. Local authorities may adopt rules and regulations by ordinance or resolution regarding the following matters: (h) Operation of bicycles, and, as specified in Section 21114.5, electric carts by physically disabled persons, or persons 50 years of age or older, on the public sidewalks.	http://www.leginfo.ca.gov/cgi-bin/waisgate?WAISdocID=8189566914+0+0+0&WAISection=retrieve
City of Capitola	10.04.070 Bicycles prohibited on sidewalks	A. No one may operate a bicycle upon a <i>sidewalk</i> .	http://gcode.us/codes/capitola/
City of Santa Cruz	10.68.030 OPERATION UPON SIDEWALKS PROHIBITED	No person shall ride a bicycle or electric bicycle upon sidewalks fronting and adjacent to commercial establishments, stores, or buildings used for business or commercial purposes. Every person operating a bicycle or electric bicycle upon a sidewalk where permitted shall yield the right-of-way to any pedestrians on such sidewalk.	http://nt2.scbbs.com/cgi-bin/om_isapi.dll?clientID=397985229&infobase=procode-1&softpage=Browse_Frame_Pg
County of Santa Cruz	No prohibition		http://www.codepublishing.com/ca/santacruzcounty/
City of Scotts Valley	No prohibition		http://www.municode.com/resources/gateway.asp?pid=13736&sid=5
City of Watsonville	4-1.02 Bicycles prohibited on sidewalks.	It shall be unlawful to ride a <i>bicycle</i> upon any sidewalk. The rider of a <i>bicycle</i> upon a public street shall ride as nearly as practicable within five (5') feet of the right-hand curb or edge of the street, except when passing a standing or other vehicle or making a left-hand turn at an intersection.	http://www.ordlink.com/codes/watsonville/

HOW TO REACH US

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

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Title 4

PUBLIC SAFETY

Chapters:

- 1 Bicycles**
- 2 Emergency and Emergency Services**
- 3 Fire Prevention**
- 4 Off-Street Parking**
- 5 Traffic**
- 6 Vehicle Off-Street Parking Districts**
- 7 Weapons**
- 8 Police Reserve**
- 9 Security Alarm Systems**
- 10 Interstate Trucks**
- 11 Vehicle Towing Services**
- 12 Enforcement of Public Health Orders**

Chapter 1

BICYCLES*

Sections:

- 4-1.01 Bicycle defined.
- 4-1.02 Bicycles prohibited on sidewalks.
- 4-1.03 Riding prohibited on handlebars and tanks of bicycles.
- 4-1.04 Placing of bicycle racks.
- 4-1.05 Bicycle licenses required.
- 4-1.06 Official licensing agents.
- 4-1.07 Bicycle registration certificates.
- 4-1.08 Sales or transfers of bicycles.
- 4-1.09 Lost or stolen licenses: Replacement.
- 4-1.10 Fees.
- 4-1.11 Tampering.
- 4-1.12 Bicycle dealers: Weekly bicycle sales reports required.
- 4-1.13 Bicycles in violation of chapter provisions: Impounding.
- 4-1.14 Bicycle Fund.
- 4-1.15 Authority to number bicycle frames.
- 4-1.16 Rental agencies.
- 4-1.17 Use of coasters, skateboards, and similar devices restricted.

* Chapter 1 entitled "Bicycles, Motorcycles, and Toy Vehicles", consisting of Sections 4-1.01 through 4-1.11, codified from Ordinance No. 486 N.C.S., as amended by Ordinance No. 543 N.C.S., repealed by Ordinance No. 371 C-M, effective December 25, 1975.

4-1.01 Bicycle defined.

For the purposes of this chapter, "bicycle" shall mean any device upon which a person may ride, propelled by human power through a belt, chain, or gears, and having either two (2) or three (3) wheels in tandem or tricycle arrangement, and which has wheels at least twenty (20") inches in diameter and a frame of at least fourteen (14") inches.

(§ 1, Ord. 371 C-M, eff. December 25, 1975)

4-1.02 Bicycles prohibited on sidewalks.

It shall be unlawful to ride a bicycle upon any sidewalk. The rider of a bicycle upon a public street shall ride as nearly as practicable within five (5') feet of the right-hand curb or edge of the street, except when passing a standing or other vehicle or making a left-hand turn at an intersection.

(§ 1, Ord. 371 C-M, eff. December 25, 1975)

4-1.03 Riding prohibited on handlebars and tanks of bicycles.

It shall be unlawful for the operator of any bicycle to carry any other person upon the bar, handle, or tank of any such vehicle or for any person to so ride upon any such vehicle.

(§ 1, Ord. 371 C-M, eff. December 25, 1975)

4-1.04 Placing of bicycle racks.

It shall be unlawful for any person to place or maintain on the sidewalk of any street a bicycle rack or contrivance used for the holding or parking of bicycles without first being issued a permit therefor by the Director of Public Works.

(§ 1, Ord. 371 C-M, eff. December 25, 1975)

4-1.05 Bicycle licenses required.

No person residing in the City shall operate a bicycle on any public street or sidewalk, or upon any public path set aside for the exclusive or semiexclusive use of bicycles, unless such bicycle has been licensed under the provisions of this chapter.

(§ 1, Ord. 371 C-M, eff. December 25, 1975)

4-1.06 Official licensing agents.

The Chief of Police and his representatives shall be designated as the official licensing agents. The Chief of Police is hereby authorized to appoint any person or persons to assist in the capacity of bicycle licensing agencies. Each licensing agency shall license bicycles for persons residing in the City only; all other bicycle license applicants shall be referred to their respective city or jurisdiction of residency. Licensing agencies shall submit monthly reports to the licensing agent indicating both a monthly and year-to-date summary of all licensing activities and fees collected.

(§ 1, Ord. 371 C-M, eff. December 25, 1975)

4-1.07 Bicycle registration certificates.

At the time any person licenses a bicycle and pays the established license fee in accordance with the provisions of this chapter, the licensing agency shall provide such person with a registration certificate bearing the date, owner's name, address, telephone number, bicycle license number, bicycle manufacturer, type, and frame number, and any other descriptive material concerning the bicycle deemed necessary by the licensing agent, and provisions for the transfer of ownership of such bicycle. In addition, at the time of licensing, the bicycle owner shall be issued his permanent bicycle license bearing the unique number reflecting the proper indicia procured from the Director of Motor Vehicles of the State pursuant to Section 39001 of the Vehicle Code of the State. The bicycle license shall remain in effect for a period of three (3) years.

(§ 1, Ord. 371 C-M, eff. December 25, 1975)

4-1.08 Sales or transfers of bicycles.

Whenever any person sells, trades, disposes of, or transfers any bicycle licensed pursuant to the provisions of this chapter, he shall endorse upon the registration certificate previously issued for such bicycle a written transfer of the same, setting forth the name, address, and telephone number of the transferee, the date of transfer, and the signature of the transferer, and shall deliver such registration certificate, so endorsed, to the licensing agency at the time of transfer. The transferee shall, within ten (10) days after such transfer, apply to the licensing agency for a transfer of the registration certificate. A fee shall be charged for such transfer of ownership.

(§ 1, Ord. 371 C-M, eff. December 25, 1975)

4-1.09 Lost or stolen licenses: Replacement.

In the event any registration certificate issued pursuant to the provisions of this chapter shall be lost or stolen, the licensee of such bicycle shall immediately notify the licensing agency and, within ten (10) days after such notification, shall apply to the licensing agency for a duplicate registration certificate; whereupon the licensing agency shall issue to such licensee a duplicate registration certificate upon the payment to the licensing agency of a fee.

In the event any bicycle license issued pursuant to the provisions of this chapter shall be lost or stolen, the licensee shall immediately notify the licensing agency of such loss and shall, within ten (10) days, apply to the licensing agency for a new bicycle license; whereupon the licensing agency shall issue to such licensee a new bicycle license upon the payment to the licensing agency of a fee.

(§ 1, Ord. 371 C-M, eff. December 25, 1975)

4-1.10 Fees.

The fees required to be paid pursuant to the provisions of this chapter shall be those fees established by resolution of the Council.

(§ 1, Ord. 371 C-M, eff. December 25, 1975)

4-1.11 Tampering.

It shall be unlawful for any person to tamper with, destroy, mutilate, or alter any registration certificate issued pursuant to the provisions of this chapter.

It shall be unlawful for any person to remove, destroy, mutilate, or in any way alter or tamper with any bicycle license issued pursuant to the provisions of this chapter.

It shall be unlawful for any person to remove, alter, or mutilate the serial number of any bicycle frame licensed pursuant to the provisions of this chapter.

(§ 1, Ord. 371 C-M, eff. December 25, 1975)

4-1.12 Bicycle dealers: Weekly bicycle sales reports required.

Any person engaged in the business of buying, selling, or trading new or used bicycles within the City is hereby required to make a weekly report to the licensing agent giving the name, address, and telephone number of all persons either buying, selling, or trading new or used bicycles and the bicycle manufacturer, type, frame number, and bicycle license number, if any.

(§ 1, Ord. 371 C-M, eff. December 25, 1975)

4-1.13 Bicycles in violation of chapter provisions: Impounding.

The licensing agency shall have the right to impound and retain the possession of any bicycle in violation of the provisions of this chapter and may retain the possession of such bicycle until the provisions of this chapter are complied with.

(§ 1, Ord. 371 C-M, eff. December 25, 1975)

4-1.14 Bicycle Fund.

All amounts collected in excess of the costs of conducting and administering the bicycle licensing program, including reasonable cost reimbursements to licensing agencies, shall be placed in a special Bicycle Fund. The Bicycle Fund shall be used to improve bicycle safety programs and to establish and maintain bicycle facilities, including, but not limited to, bicycle paths and lanes.

(§ 1, Ord. 371 C-M, eff. December 25, 1975)

4-1.15 Authority to number bicycle frames.

All bicycles sold shall have, as a means of identification, serial numbers stamped on the frame of the bicycle in a manner determined by the Director of Motor Vehicles. The Police Department or other appropriate agency may stamp numbers on the left rear fork ends of such bicycles not bearing manufacturers' serial numbers.

(§ 1, Ord. 371 C-M, eff. December 25, 1975)

4-1.16 Rental agencies.

Rental agencies operating within the City shall not rent or offer any bicycle for rent unless such bicycle is licensed as provided in this chapter.

(§ 1, Ord. 371 C-M, eff. December 25, 1975)

4-1.17 Use of coasters, skateboards, and similar devices restricted.

No person shall ride, operate, or use any coaster, skateboard, toy vehicle, roller skates, or similar devices upon any public street, nor shall any person ride, operate, or use any coaster, skateboard, toy vehicle, roller skates, or similar devices upon any sidewalk within a business or commercial district.

(§ 1, Ord. 387 C-M, eff. August 26, 1976)

Proposed new WMC Title 4 Chapter 1

Chapter 1 REGULATION OF MOBILITY DEVICES - SKATEBOARDS, ROLLER SKATES, BICYCLES, ELECTRIC PERSONAL MOBILITY DEVICES, AND SIMILAR DEVICES.

Sections:

4-1.01 Mobility Devices Defined

(a) For the purposes of this chapter “mobility device” shall mean any device upon which a person may ride, propelled by human or electric power that typically includes bicycles, kick scooters, skateboards, roller skates, roller blades, hoverboards, micromobility vehicles, personal transporters, self-balancing one wheeled devices, or any device that can reasonably be included in this category.

(b) Typically a mobility device will have a top speed under 20 mph and be designed for use by one person.

(c) Wheelchairs, assistive devices, and other devices specifically designed for and used by individuals with a mobility-related disability in lieu of walking are not considered “mobility devices” and are excluded from the provisions of this Chapter.

4 -1.02 Operation of mobility device

(a) A person shall not operate a mobility device on a sidewalk, bike path, pathway, trail, bike lane, street, road, or highway at a speed greater than is reasonable and prudent having due regard for weather, visibility, pedestrians, and other conveyance traffic on, and the surface, width, and condition of, the sidewalk, bike path, pathway, trail, bike lane, street, road, or highway.

(b) A person shall not operate a mobility device at a speed that endangers the safety of other persons or property.

(c) A person shall not operate a mobility device on a sidewalk at a speed greater than 10 mph

(d) A person shall not operate a mobility device on a sidewalk, bike path, pathway, trail, bike lane, street, road, or highway with willful or wanton disregard for the safety of persons or property.

(e) A person operating a mobility device on a sidewalk, bike path, pathway, trail, or shoulder shall yield the right-of-way to all pedestrians on foot, including persons with disabilities using assistive devices and service animals that are close enough to constitute a hazard. A person operating a mobility device as a vehicle within the roadway, including bicycle lanes, must follow the California Vehicle Code

4-1.03 Mobility devices prohibited in certain areas.

In any area where official signs are posted prohibiting such acts, it is unlawful for any person to operate a mobility device on the public sidewalk or other public place.

4-1.04 Posting of signs prohibiting mobility devices

The city manager is authorized to post or cause to be posted signs prohibiting mobility devices on public sidewalks or streets or in other public places.

4-1.05- Exceptions—Police officers.

It shall not be unlawful for a person engaged in the course and scope of employment as a police officer for the city, to operate a mobility device on a public sidewalk or in a public place in an area posted with a sign prohibiting such acts.