



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

MEETING AGENDA

Monday, February 7, 2022

6:00 pm to 8:30 pm

NOTE: TELECONFERENCE

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/89522078269?pwd=N2liaWVPam1ZL1hUdWFkbkVlcHNzUT09>

Online meeting ID: 895 2207 8269

Password: 993143

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 December 13, 2021 Bicycle Advisory Committee meeting
7. Accept summary of hazard reports
8. Accept update on expiring Committee seats
9. Accept correspondence between Committee and County staff regarding Soquel Drive multimodal project
10. Accept e-bike subsidy flyer

REGULAR AGENDA

11. Clares Street Traffic Calming Improvements – provide input – Kailash Mozumder, City of Capitola engineer
12. Chestnut Street Storm Drain Replacement and Pavement Rehab Project – provide input – Joshua Spangrud, City of Santa Cruz engineer
13. RTC 2022 State and Federal Legislative Program – review and provide input – Rachel Moriconi, Sr. Transportation Planner
14. County Draft Active Transportation Plan – update – Amelia Conlen, Ecology Action planner
15. Updates related to Committee functions – Committee members (oral updates)
16. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for April 11, 2022 from 6:00pm to 8:30pm via teleconference.

HOW TO REACH US

*Santa Cruz County Regional Transportation Commission
1101 Pacific Avenue Ste. 250, 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 1101 Pacific Avenue Ste. 250, 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, December 13, 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, the Governor's Executive Order N-29-20, and AB361, 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.](#)

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

Members Present:

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

Staff:

Tommy Travers, Transportation Planner
Sarah Christensen, Sr. Transportation Engineer
Amy Naranjo, Transportation Planner

Unexcused Absences:

Excused Absences:

Liz Hernandez, District 4 (Alt.)
Michael Moore, City of Capitola (Alt.)
Matt Miller, Bike-to-Work (Alt.)

Vacancies:

City of Scotts Valley – Alternate

Guests:

Zach Siviglia, Mark Thomas & Co
Matt Machado, County of Santa Cruz
Tom Kellogg, member of the public

3. Staff announcements – Staff announced an update on the design work for the Soquel Drive multimodal project, and update on the RTC's actions regarding discretionary funding allocations, and follow-up responses on hazard reports in the current agenda.
4. Oral communications – John Hunt asked that there be communication with Farm Bakery on Soquel Drive regarding possible loss of street parking for separated bike lanes. Murray Fontes announced that Watsonville was again awarded the Bicycle-Friendly City Bronze Level,
5. Additions or deletions to consent and regular agendas – digital handouts pertaining to the meeting are posted on the Committee webpage

CONSENT AGENDA

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

6. Approved draft minutes of the November 8, 2021 Bicycle Advisory Committee meeting
7. Accepted summary of hazard reports.

Member Richard Masoner joined the meeting.

REGULAR AGENDA

8. Mar Vista Overcrossing final design and aesthetics – Sarah Christensen, Sr. Transportation Engineer, provided an overview of the project including the design progress and the timeline. Zach Siviglia, project manager with Mark Thomas & Company, presented the map, design, and aesthetics exhibits. He presented options for bike lane width and the adjacent wall of the overcrossing along McGregor Dr. Committee members requested a widened entrance to the southern end of the bike/ped bridge, expressed appreciation for the location of the bridge on the inland side of McGregor, requested design improvements to direct bicyclists across the McGregor/Mar Vista Dr intersection, such as with "crossbike" markings, and requested consideration of buffered or separated bike lanes on the new Capitola Ave bridge as standard. After much discussion about tradeoffs between bike lane width and the special aesthetic treatment of the bike/ped bridge wall along McGregor, a general consensus was reached to support 5-foot bike lanes as well as the aesthetics located above the level of potential vehicle crash impact. Members also brought attention to the time needed for the Capitola Avenue bridge to be out of service, and Mr. Siviglia responded that while these kinds of projects can't build public review of detour plans into their schedule, the team expects to limit the detour period to 14 months, which would be less impact than attempting to replace the bridge in phases.

9. Draft 2045 Regional Transportation Plan (RTP) – Amy Naranjo, Transportation Planner, came to the Committee for the fourth time during the process of developing the new update to the RTP. An overview of the draft 2045 RTP was presented, including descriptions of the Policy Element, the Financial Element, and the Action Element, as well as the EIR for the plan. The draft plan is a culmination of several stages of public outreach and RTC meetings as the elements of the plan were developed. There will be public workshops and a hearing in January, with comments due January 31. She described the Executive Summary and several of the chapters in case individual Committee members are interested in focusing their review manageably. Committee members expressed desire to discuss the plan as a committee and to have more time to read the document, a need for the plan to prioritize clearly a greater shift to bicycling in the county, and for more attention by the committee to the Project List the next time an RTP update is underway.

A motion was made (Farrell/Bradley) to create an ad-hoc subcommittee of Matt Farrell, Grace Voss, Paula Bradley, and Sally Arnold tasked with reading the draft 2045 RTP and drafting a comment letter to send to staff.

A substitute motion was made (Hyman/Bradley) to create the same ad-hoc subcommittee tasked with reading the draft 2045 RTP and drafting a comment letter to send to staff related to opportunities to emphasize the more urgent need to increase bicycling, look for omissions where bicycling can be mentioned, and opportunities to mention promotion of bicycling.

The substitute motion was accepted and passed unanimously with members Bortolussi, Scott, Kammer, Hyman, Bradley, Farrell, Masoner, Fontes, Conlen, and Jed voting in favor.

10. Updates related to Committee functions – Grace Voss announced a recent program called Be Safe, Be Seen wherein the city of Santa Cruz and Bike Santa Cruz County gave away nearly 1,000 front and rear bike lights. Amelia Conlen invited new members of the ad-hoc subcommittee reviewing the plans for the Soquel Drive multimodal project, and Grace Voss and Rick Hyman volunteered. Arnold Shir announced that the Community Traffic Safety Coalition (CSTC) continues to develop its next work plan, to support the Watsonville Vision Zero Taskforce in such projects as applying for Walk-Friendly status for Watsonville and recently holding a World Day of Remembrance event for victims of traffic violence, to implement the Ride N Stride program which has involved 5 schools thus far this fiscal year, and to meet with community members of Scotts Valley regarding traffic safety.

11. Adjourn – 7:50 pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for February 7, 2022 from 6:00pm to 8:30pm. The meeting will be held **via teleconference**.

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

Bicycle Hazard Reports

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
01/23/22			2180 Felt St	Paget Ave	Santa Cruz	Bike: Vehicles or objects blocking sidewalk, Other	As can be seen in the attached photo, in front of 2180 Felt St. someone parks his large pickup truck in the bike lane. Sometimes he parks the passenger side tires up on the sidewalk to fit the truck within the bike lane strip. We experience this once a week. The license plate is 6L16937. Please do not tell me to contact the CHP. If necessary, instead please have RTC staff contact the CHP and include the photo and license plate number. Thank you.	CHP	01/24/22	1/24/22 CHP: We will send an officer to this location
01/10/22	Rick	Hyman	915 River St	Encinal St	Santa Cruz	Bike: Traffic signal problem	Traffic signal does not turn green for eastbound cyclists crossing Encinal Street. I placed my bike over the bike marking on the pavement two different days and neither time did it trip the signal.	Katherine Roberts (Caltrans)	01/25/22	1/25/22 Katie Osekowsky: I have created CSR# 879834 for this and it will be assigned to our North Electrical Maintenance crew.
01/02/22	Peter	Flanders	Highway 129	Lakeview	Watsonville	Bike: Debris on shoulder or bikeway	Broken glass	Katherine Roberts (Caltrans)	01/07/22	1/10/22 Katie Osekowsky: I have created CSR ticket# 877201 and have assigned it to the Santa Cruz North Maintenance crew.
12/26/21	Carolyn	Parks	4151 Soquel Dr	41st Ave	Santa Cruz	Bike: Debris on shoulder or bikeway	Large chunk of concrete partially blocking eastbound bike lane.	DPW	12/27/21	12/27/21 Dorothy Morgan: Good Morning SCCRTC, I have included our Road Maintenance Dispatch who will review your request and contact you directly. 12/27/21 Road Maintenance Dispatch: SR 21-002195
12/20/21	Rick	Hyman	Water St	North Branciforte Ave	Santa Cruz	Bike: Traffic signal problem	If one is on a bike in the bike lane to the right of the southbound North Branciforte Ave. travel lanes, the signal does not change to green absent motorists in the other lanes.	Claire Gallogly, Nathan Nguyen, Dan Estranero	12/20/21	1/10/21 Dan Estranero: We will take a look into the detection system at the intersection of Branciforte and Water.

Bicycle Hazard Reports

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
11/30/21	Cindy	Pierce	13th & East Cliff	East Cliff Dr	Santa Cruz	Bike: Debris on shoulder or bikeway	<p>Why are public works allowed to block the bike lane with warning signs? The signs are often more hazardous than the situation that's being warned. These signed were on a blind curve, surprising me and sending me into traffic.</p> <p>Can you please tell me what the protocol is for this? I often come face on into warning signs forcing me into traffic, which is much more hazardous.</p> <p>Thank you I can only seem to upload 1 photo but I have a 2nd one</p>	DPW	12/02/21	<p>12/20/21 Dorothy Morgan: Good afternoon SCCRTC, I have included our Road Maintenance Dispatch and our Encroachment Inspector who will review your request. You can follow up with them directly at 831-477-3999. 12/2/21: Kristine Conley: Hi Cindy, Thank you for reporting the hazard. The sign you are complaining about has removed and the new PG&E gas line work is complete, except for the final restoration which I am trying to get to complete ASAP. FYI – Share the road signs were created and are mandatory to warn bicycles and vehicles to be cautious of up coming bike lane disturbance. This is standard and this is why the signs are so big. I understand there was a blind curve, however this was not the first warning sign, as there was 2' more about 100' apart ahead of this stating ROAD WORK AHEAD. Please see standard traffic control plan attached. We often have them add secondary share the road signs, just to help people slow down. We are also in receipt of your complaint regarding the temporary paving and it being very rough to ride on, we have asked the contractor to get out there ASAP to fix the pavement and are working on a permanent fix very soon. Thank you again for submitting your issue, as public safety is very important to us.</p>
11/30/21	Cindy	Pierce	Bay Avenue from Mission to Lennox	Mission St	Santa Cruz	Bike: Rough pavement or potholes	<p>This section of road was under construction for underground pipe work for several months. The result of the finished product is a horribly replaced road. It was done in bumpy patchwork sections, creating a very unpleasant surface for bikes. One section is so bad I almost lost grip of my handlebars. I usually take the whole lane to avoid the rough bike lane. Which of course cars understandably don't like. I find this to often be the case- after public works, the roads are put back in much worse condition. I wish it were a requirement for areas of work to be replaced to at least the condition they were prior to works.</p>	Claire Gallogly, Nathan Nguyen, Dan Estranero	12/02/21	<p>12/3/21 Dan Estranero: Good Morning, The roadway section on Bay St. (btwn. Mission and Lennox) will be repaved after the holidays. In the meantime, we will have PG&E address the bike lane so that it is in rideable condition.</p>
11/30/21	Cindy	Pierce	435 13th Ave	East Cliff Dr	Santa Cruz	Bike: Rough pavement or potholes	<p>The Road was recently torn up for public works on underground pipes. The re-paving was not done well, patchy and bumpy in both the bike lane and road lane, both sides of the road but the north side is the worst.</p> <p>Recent works were done on pipes</p>	DPW	12/02/21	<p>12/2/21 Dorothy Morgan: Good afternoon SCCRTC, I have included our Road Maintenance Dispatch who will review your request. You can follow up with them directly at 831-477-3999. 12/20/21 Road Maintenance Dispatch: Crew has been notified. This area is under construction and has many temporary repairs.</p>

TO: Bicycle Advisory Committee
FROM: Tommy Travers, Transportation Planner
RE: Bicycle Advisory Committee term expirations

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee receive information about Committee seat expirations, and that interested members of the public submit applications.

BACKGROUND

Representation on the RTC's Bicycle Advisory Committee (Committee) corresponds to Supervisorial District and City seats on the RTC. Each corresponding Commissioner nominates individuals to represent their respective jurisdiction for Committee consideration and RTC approval. Two additional seats for Bike to Work and the Community Traffic Safety Coalition also exist; appointments are made by the respective agency for these seats. Every seat on the Committee is a three-year term, and 5 of the 11 seats' term will end soon. The Bicycle Advisory Committee's description, role and membership are in the 2017 RTC Rules and Regulations available on the RTC website: <https://sccrtc.org/meetings/bike-committee/>.

DISCUSSION

The current roster is available at <https://sccrtc.org/about/committee-rosters/bicycle-committee/> and there is a current vacancy for Scotts Valley – alternate. In addition, the Committee member for Watsonville – primary has informed staff that he will not seek re-nomination for another term.

The three-year term for the District 1, District 3, District 5, Watsonville, and Bike to Work/Ecology Action primary and alternate seats will expire on March 31, 2022, and new or re-nominations should occur prior. Staff will notify RTC Commissioners of interest in their Committee seats.

Members wishing to serve another term do not need to submit new applications. Applications from interested members of the public are always accepted; however it is recommended that those now interested in the above seats submit an application by Thursday, February 10. The application can be found under the Join the Bike Committee section on the Committee webpage: <https://sccrtc.org/meetings/bike-committee/>.

SUMMARY

The primary and alternate seats for several positions on the Committee will expire soon. Staff recommends the Committee members receive this information, and for interested members of the public to submit applications by Thursday, February 10.



December 22, 2021

Russell Chen
Tim Nguyen
County of Santa Cruz
Department of Public Works
701 Ocean Street, Room 410
Santa Cruz, CA 95060

Dear Public Works staff,

Thank you for sharing the 60% striping plans for the Soquel Drive Buffered Bike Lane and Congestion Mitigation project. The Bicycle Advisory Committee ad-hoc subcommittee reviewed the plans and would like to offer the following questions and suggestions. Comments are organized from west to east on Soquel Drive.

- Add a bicycle box on Soquel Drive at 7th Ave. to facilitate left turns from Soquel onto 7th.
- Add a Right Turn Yield to Bikes sign on the south side of Soquel Dr. before the Hwy 1 off-ramp (sheet 85)
- As we talked about in our last meeting, the Soquel Drive/Hwy 1 interchange is difficult to navigate, especially for westbound cyclists. Is there anything else that can be done here to reduce conflicts between cyclists going straight over the bridge and drivers turning right to get on the freeway? We talked about a bike box to put cyclists ahead of cars, and/or ensuring that the signal be compatible with a future bicycle signal (knowing that this requires lengthy Caltrans approval).
- A turn queue box would also be helpful at the SW corner of Soquel Drive at Commercial Way/Dominican Hospital
- Add a 2nd marked crosswalk across Soquel at 41st. Current design is not friendly to pedestrians (including cyclists who walk their bikes through the intersection).
- Install green-backed sharrows in all lanes on Porter Street north of Soquel. Currently there is no accommodation for bikes on this section of Porter.
- Biking through Soquel Village is one of the most challenging sections. If its not possible to remove on-street parking, would it be possible to stripe the bike lanes green from Daubenbiss to Main Street?
- Is it possible to add a crosswalk at Porter Gulch? Several committee members attend the temple there and making a left is challenging.
- There is currently an overhead flashing beacon at the crosswalk at Heather Terrace, and an RRFB planned for crosswalk at Mar Vista Drive. Is it possible to upgrade to an overhead beacon at Mar



Vista (or relocate it from Heather Terrace)? Mar Vista will be a much busier crosswalk once the bridge is installed.

- Add a 2nd marked crosswalk across Soquel at State Park Drive. Current design is not friendly to pedestrians (including cyclists who walk their bikes through the intersection).

Finally, we have a few global comments/questions:

- Will the updated signals include video detection for cyclists?
- How big are the turn queue boxes? They seem too small for cyclists to be able to maneuver in. The NACTO guidance says that “Bicycle Hook Turn Storage Areas should be up to 3.0 metres long and at least 1.0 metre wide.”
- Add green lane treatments or white stripe to mark cyclists path of travel through high-volume intersections or locations where sight distance may be challenging. Some locations we flagged are Capitola Rd Ext., Soquel Avenue, and Research Park Drive.
- There may be opportunities to reduce speed limits on Soquel under AB 43. There are many segments of Soquel that would benefit from reduced speeds, but Soquel Village and Cabrillo College may be a good fit under AB 43 requirements. Reducing speeds through Cabrillo would be especially beneficial because students cross Soquel outside of marked crosswalks at many different locations in front of the campus.

Thanks for the opportunity to review and for considering our comments.

Best,

Amelia Conlen, Chair
Bicycle Advisory Committee
Santa Cruz County Regional Transportation Commission

MEMORANDUM

To: Tommy Travers (BAC)

Project No.: 21-00038

Cc: Tim Nguyen (County of Santa Cruz)

From: Mark Thomas

Date: 1/19/2022

RE: 60% Soquel Drive Buffered Bike Lane and Congestion Mitigation – BAC Comments

The purpose of this memo is to provide responses to BAC's comments on the 60% Striping plans for the Soquel Drive Buffered Bike Lane and Congestion Mitigation project. The comments from Bicycle Advisory Committee (BAC) are organized from west to east on Soquel Drive.

1. **BAC Comment:** Add a bicycle box on Soquel Drive at 7th Ave. to facilitate left turns from Soquel onto 7th.

Mark Thomas Response: Bike boxes are not recommended as a safe application with travel speeds over 35 MPH and to cross over multiple lanes.

2. **BAC Comment:** Add a Right Turn Yield to Bikes sign on the south side of Soquel Dr. before the Hwy 1 off-ramp (sheet 85)

Mark Thomas Response: Mark Thomas will add right turn yield to bike signs on the approaches for Commercial Way and Soquel Avenue to Soquel Drive.

3. **BAC Comment:** As we talked about in our last meeting, the Soquel Drive/Hwy 1 interchange is difficult to navigate, especially for westbound cyclists. Is there anything else that can be done here to reduce conflicts between cyclists going straight over the bridge and drivers turning right to get on the freeway? We talked about a bike box to put cyclists ahead of cars, and/or ensuring that the signal be compatible with a future bicycle signal (knowing that this requires lengthy Caltrans approval).

Mark Thomas Response: It is not feasible to make modifications to the roadway geometrics and traffic signals with the schedule requirements for the project due to the lengthy study and coordination needed with Caltrans to make these changes. A future project may consider additional geometric and traffic signal operations changes at the Hwy. 1 interchange.

4. **BAC Comment:** A turn queue box would also be helpful at the SW corner of Soquel Drive at Commercial Way/Dominican Hospital

Mark Thomas Response: Mark Thomas will investigate adding a bike box to the SW corner of the intersection. Looking for 10' x 4' minimum dimensions for the queue boxes.

5. **BAC Comment:** Add a 2nd marked crosswalk across Soquel at 41st. Current design is not friendly to pedestrians (including cyclists who walk their bikes through the intersection).

Mark Thomas Response: Addition of the crosswalk is planned to be addressed as part of a future project to modify the intersection for a proposed redevelopment of the adjacent property.

6. **BAC Comment:** Install green-backed sharrows in all lanes on Porter Street north of Soquel. Currently there is no accommodation for bikes on this section of Porter.

Mark Thomas Response: Mark Thomas will add sharrows from the end of the existing bike lane on Porter.

7. **BAC Comment:** Biking through Soquel Village is one of the most challenging sections. If its not possible to remove on-street parking, would it be possible to stripe the bike lanes green from Daubenbiss to Main Street?

Mark Thomas Response: Mark Thomas will add solid green bike paint will be added to bike lanes from Daubenbiss to Main St.

8. **BAC Comment:** Is it possible to add a crosswalk at Porter Gulch? Several committee members attend the temple there and making a left is challenging.

Mark Thomas Response: There is insufficient sight distance to add a crosswalk at Porter Gulch due to the horizontal curvature of the roadway.

9. **BAC Comment:** There is currently an overhead flashing beacon at the crosswalk at Heather Terrace, and an RRFB planned for crosswalk at Mar Vista Drive. Is it possible to upgrade to an overhead beacon at Mar Vista (or relocate it from Heather Terrace)? Mar Vista will be a much busier crosswalk once the bridge is installed.

Mark Thomas Response: Kimley-Horn and Mark Thomas will investigate adding overhead flashing beacons at the new crosswalks at Mar Vista and Perimeter Rd. (East).

10. **BAC Comment:** Add a 2nd marked crosswalk across Soquel at State Park Drive. Current design is not friendly to pedestrians (including cyclists who walk their bikes through the intersection).

Mark Thomas Response: The proposed crosswalk would require modifications to intersection geometry and traffic signals and is not feasible with the project. The proposed new crosswalk may be considered with a future project.

11. **BAC Comment:** Will the updated signals include video detection for cyclists?

The project will include video detection for cyclists with updated signals.

12. **BAC Comment:** How big are the turn queue boxes? They seem too small for cyclists to be able to maneuver in. The NACTO guidance says that "Bicycle Hook Turn Storage Areas should be up to 3.0 metres. long and at least 1.0 metre wide."

Mark Thomas Response: Mark Thomas will investigate and revise proposed queue boxes meet minimum dimensions.

13. **BAC Comment:** Add green lane treatments or white stripe to mark cyclists path of travel through high-volume intersections or locations where sight distance may be challenging. Some locations we flagged are Capitola Rd Ext., Soquel Avenue, and Research Park Drive.

Mark Thomas Response: Mark Thomas will investigate including dashed white stripes for bike travel through major road intersections at Soquel Ave, Commercial Way, 41st Ave, Porter St, Park Ave, and State Park Dr.

14. **BAC Comment:** There may be opportunities to reduce speed limits on Soquel under AB 43. There are many segments of Soquel that would benefit from reduced speeds, but Soquel Village and Cabrillo College may be a good fit under AB 43 requirements. Reducing speeds through Cabrillo would be especially beneficial because students cross Soquel outside of marked crosswalks at many different locations in front of the campus.

Mark Thomas Response: County needs to review policies related to setting new speed limits under AB 43. Speed limit reductions on Soquel Drive may be considered as part of a future project.

Save on buying an e-bike with new rebates!

Since September 2021, three new e-bike rebate programs have launched in Santa Cruz County, and you could save thousands of dollars on an e-bike!



Program: [Go Santa Cruz](#)

Location: Downtown Santa Cruz

Rebate Amounts: \$200-\$400

Notes: Point of purchase voucher. View 45-minute bike webinar. Santa Cruz County participating bike shops only. Class 1, 2 & 3 e-bikes accepted.



Program: [Central Coast Community Energy \(CCCE\)](#)

Location: CCCE residential customers in Santa Cruz, Monterey, San Benito, San Luis Obispo, and Santa Barbara counties

Rebate Amounts: \$500-\$1,100

Notes: Redeem rebate after purchase. Online and physical bike shops OK. Class 1, 2 & 3 e-bikes accepted.



Program: [Monterey Bay Air Resource District](#)

Location: Santa Cruz, Monterey, and San Benito County residents

Rebate Amounts: \$1,000

Notes: **Low income residents only.** Redeem rebate after purchase. Must be purchased from a bike shop (no box-stores) within Monterey, San Benito, and Santa Cruz Counties. Class 1, 2 & 3 e-bikes accepted.

Income-based rebates

Tiered rebates available based on income level, check each program criteria

Bonuses for buying local

Receive more money, support local business, enjoy expert shop support

Up to \$2,500 in savings possible

Multiple rebates can be stacked for more money toward buying an e-bike

AGENDA: February 7, 2022

TO: Bicycle Advisory Committee
FROM: Amanda Marino, Transportation Planner
RE: Clares Street Traffic Calming Improvements

RECOMMENDATION

Staff recommends that the Bicycle Advisory Committee provide input on the design for the Clares Street Traffic Calming Improvement Project

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) has discretion over about 5% of funds available to operate, maintain, and improve the transportation network in Santa Cruz County. One of the discretionary funding sources is the Surface Transportation Block Grant Program/Regional Surface Transportation Program Exchange (STBG/RSTPX) funds.

The City of Capitola is designing a “complete streets” project on the eastern portion of Clares Street to improve pedestrian and bicycle mobility. The Clares Street Traffic Calming Improvement Project is being funded primarily by the City, with an additional \$100,000 of STBG/RSTPX funds allocated by the RTC and a portion of funds allocated by the RTC for the 41st Ave repaving project to cover the intersection of Clares and 41st. The City is bringing the design plans to the Committee for review.

DISCUSSION

The Clares Street Traffic Calming Improvement Project involves measures to reduce vehicle speeds and improve safety for vehicles, pedestrians, and bicyclists. The project is located between 41st Avenue and Wharf Road (see ATTACHMENTS 1 & 2). The project will focus on adding traffic calming measures to improve pedestrian accessibility along Clares Street with the improvement of marked crosswalks. These crosswalks will include rapid-rectangular flashing beacons (RRFB) systems to improve pedestrian visibility. This project will focus on traffic calming features to improve bicycle accessibility along Clares St. and consists of narrowed vehicle lanes and new buffered bike lanes along the corridor. Completed final design is scheduled for Spring 2022, and construction is planned for Summer/Fall 2022.

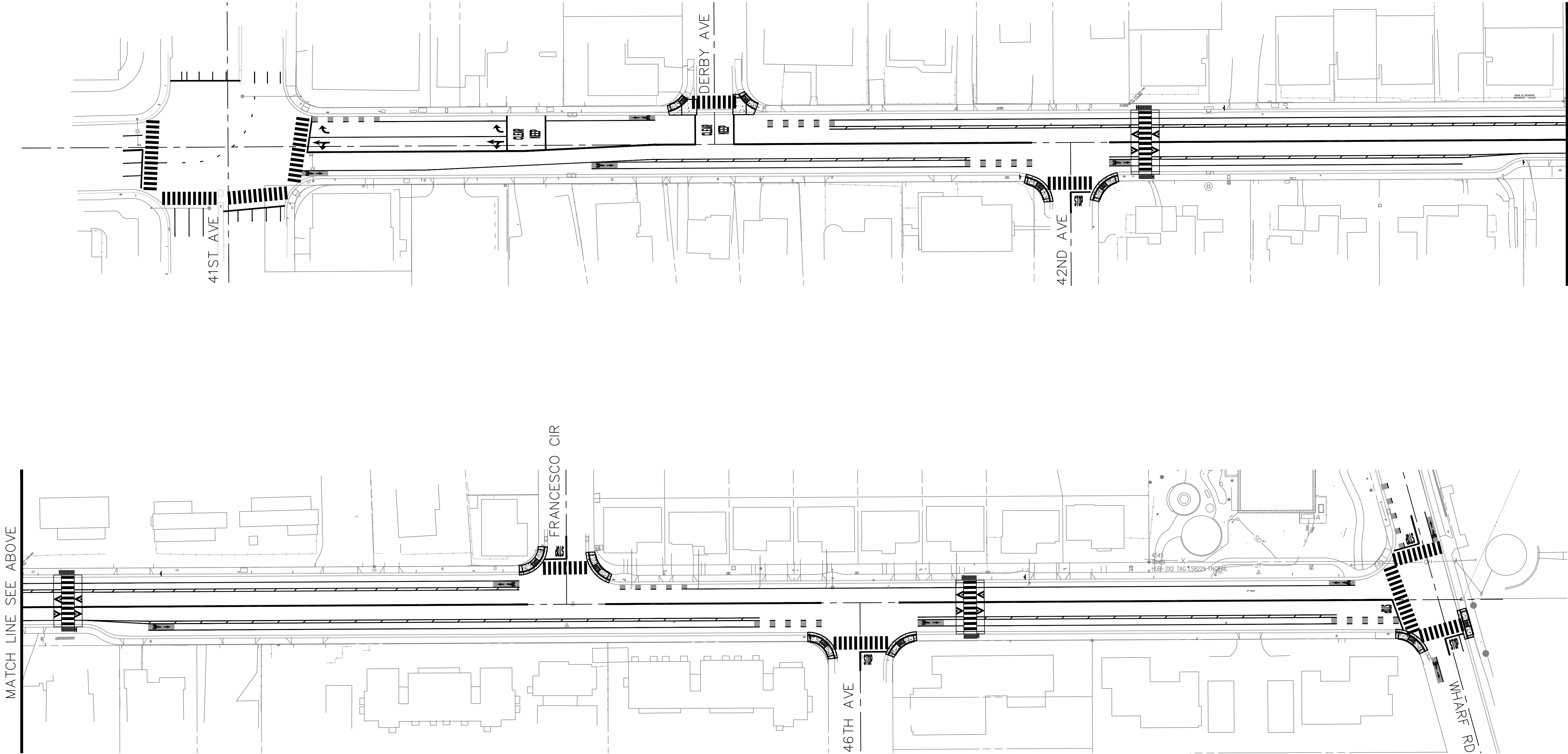
SUMMARY

The City of Capitola is seeking the input of the Committee prior to construction of the Clares Street Traffic Calming Project.

ATTACHMENTS

1. Clares Street Traffic Calming Improvements Overview Map
2. Clares Street Traffic Calming Signing and Striping Plan

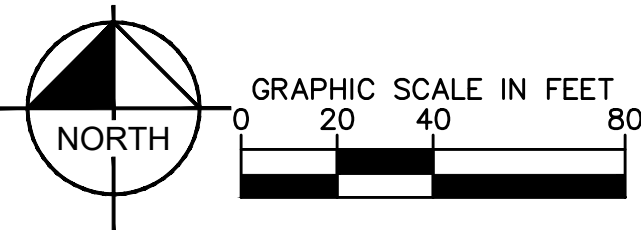
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KHA PROJECT
097763133
DATE
1/31/2022
SCALE AS SHOWN
DESIGNED BY DW
DRAWN BY DW
CHECKED BY KM

CLARES STREET TRAFFIC CALMING IMPROVEMENTS

PREPARED FOR
CITY OF CAPITOLA

SANTA CRUZ COUNTY

CA

OVERVIEW MAP

SHEET NO. _____
OF 14 SHEETS

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GENERAL SIGNING AND STRIPING NOTES

1. ALL EXISTING SIGNS SHALL BE PROTECTED IN PLACE UNLESS SPECIFIED FOR REMOVAL OR RELOCATION.
2. ALL EXISTING SIGNS SPECIFIED FOR REMOVAL SHALL NOT BE REMOVED UNTIL NO LONGER PERTINENT TO TRAFFIC CONTROL.
3. ALL EXISTING PAVEMENT DELINEATION CONFLICTING WITH PROPOSED STRIPING SHALL BE REMOVED PRIOR TO NEW STRIPING INSTALLATION.
4. ALL PAVEMENT DELINEATION MUST BE IN ACCORDANCE WITH THE CURRENT VERSION OF THE CALIFORNIA MUTCD AND CALTRANS STANDARD PLANS.
5. ALL STRIPING DIMENSIONS SHOWN ARE MEASURED FROM STRIPE TO STRIPE OR TO TOP OF CURB TO STRIPE WHICHEVER SCENARIO IS CLOSER.

SIGNING AND STRIPING NOTES

- 1 FURNISH AND INSTALL POLE MOUNTED RECTANGULAR RAPID FLASHING BEACON (RRFB) ASSEMBLY PER VENDOR RECOMMENDATIONS (SEE DETAIL D)
- 2 SEE CONSTRUCTION DETAILS FOR SPEED TABLE WITH CROSSWALK PAVEMENT MARKINGS AND SIGNS PER CAPITOLA STANDARD DRAWINGS

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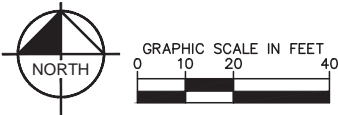
LEGEND

- EXISTING SIGN
- PROPOSED SIGN
- EXISTING STRIPING DETAIL
- PROPOSED STRIPING DETAIL
- STRIPING CHANGE
- STRIPING LIMIT
- ANGLE POINT
- PAVEMENT MARKING

SIGN TABLE		
DETAIL	DESCRIPTION	EA
W11-2	PEDESTRIAN CROSSING	12
W13-1P	20 MPH	6
W16-7P	DIAGONAL LEFT ARROW	6
W16-7P (R)	DIAGONAL RIGHT ARROW	6
W17-1 (MOD)	SPEED TABLE	6
TOTAL		36

STRIPING AND MARKING TABLE BASE BID			
DETAIL	PATTERN OR LEGEND	LF	SQFT
9	LANE LINE	0	-
22	CENTERLINE	1899	-
38	CHANNELIZING LINE	154	-
39	BIKE LANE LINE (INCLUDES BUFFER)	8050	-
39A	INTERSECTION LINE (BIKE LANE)	528	-
40	INTERSECTION LINE (DASHED)	0	-
PM	"STOP" MARKING	-	132
PM	"KEEP CLEAR" MARKING	-	102
PM	STOP BAR MARKING	-	377
PM	CONTINENTAL CROSSWALK MARKING	-	2080
PM	BIKE SYMBOL/ARROW MARKING	-	105
PM	CHEVRON ARROW (SPEED TABLE)	-	144
PM	TYPE IV ARROW	-	30
PM	TYPE VII ARROW	-	54
PM	GREEN PAINT FOR BIKE LANE	-	1700
TOTAL		10631	4724

STRIPING AND MARKING TABLE ADD ALTERNATIVE 1			
DETAIL	PATTERN OR LEGEND	LF	SQFT
9	LANE LINE	186	-
22	CENTERLINE	12	-
38	CHANNELIZING LINE	30	-
39	BIKE LANE LINE (INCLUDES BUFFER)	12	-
39A	INTERSECTION LINE (BIKE LANE)	0	-
40	INTERSECTION LINE (DASHED)	120	-
PM	"STOP" MARKING	-	0
PM	"KEEP CLEAR" MARKING	-	0
PM	STOP BAR MARKING	-	133
PM	CONTINENTAL CROSSWALK MARKING	-	1000
PM	BIKE SYMBOL/ARROW MARKING	-	0
PM	CHEVRON ARROW (SPEED TABLE)	-	0
PM	TYPE IV ARROW	-	0
PM	TYPE VII ARROW	-	0
PM	GREEN PAINT FOR BIKE LANE	-	0
TOTAL		360	1133



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DATE
1/31/2022
SCALE AS SHOWN
DESIGNED BY DW
DRAWN BY DW
CHECKED BY KM

CLARES STREET TRAFFIC CALMING IMPROVEMENTS

PREPARED FOR
CITY OF CAPITOLA

11-4

SANTA CRUZ COUNTY CA

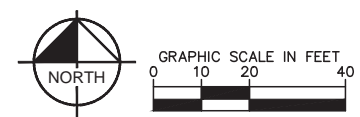
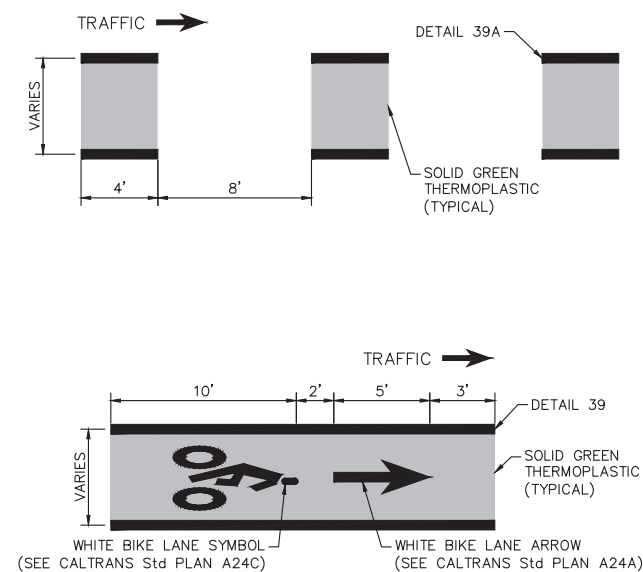
SIGNING AND STRIPING PLAN

SHEET NO. 9
OF 14 SHEETS

SS-1

MATCH LINE 33+00 SEE SHEET SS-2

MATCH LINE 33+00 SEE SHEET SS-1

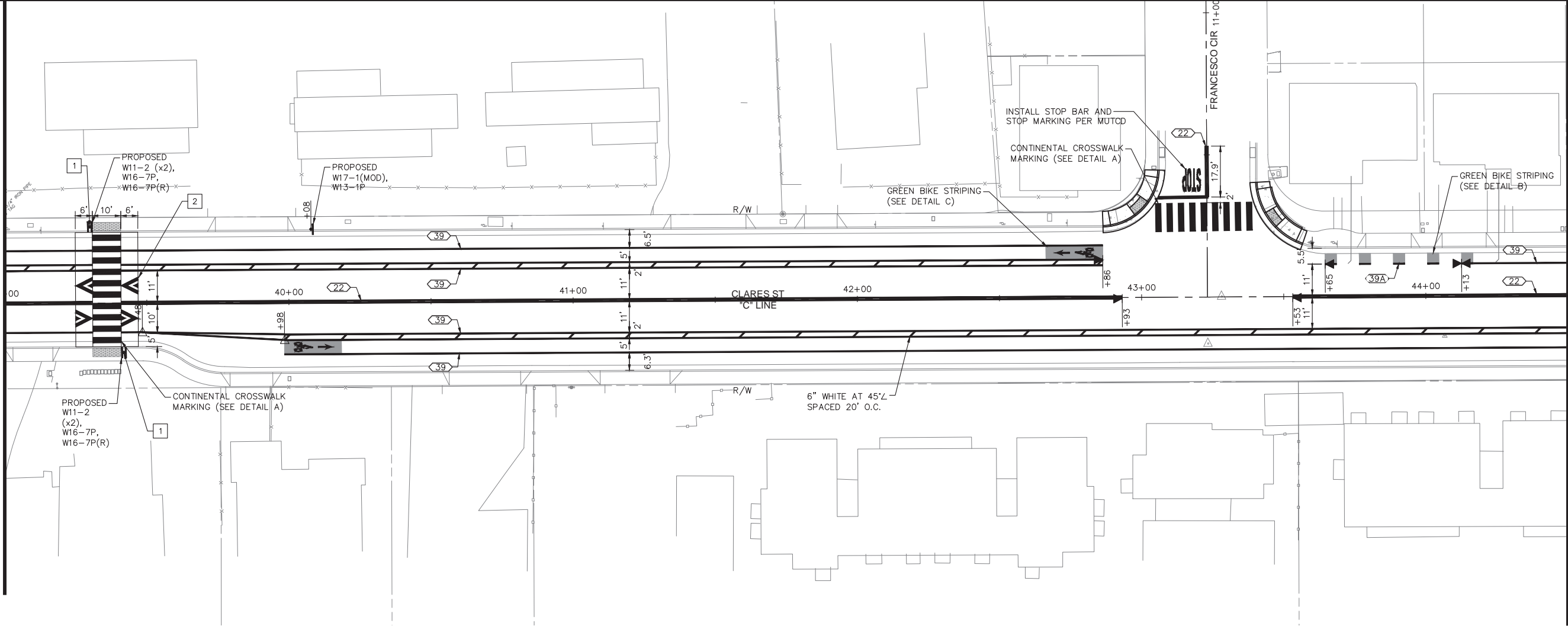


CA

SS-2

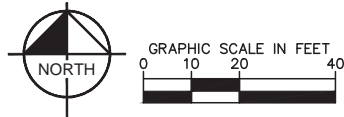
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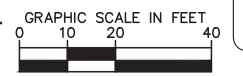
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DATE
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SCALE AS SHOWN
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CLARES STREET TRAFFIC CALMING IMPROVEMENTS
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CITY OF CAPITOLA
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SANTA CRUZ COUNTY CA

SIGNING AND STRIPING PLAN

SHEET NO. 11
OF 14 SHEETS
SS-3

MATCH LINE 44+50 SEE SHEET SS-3



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CITY OF CAPITOLA

CA

SHEET NO. 12
OF 14 SHEETS

SS-4

AGENDA: February 7, 2022

TO: Bicycle Advisory Committee

FROM: Tommy Travers, Transportation Planner

The Discussion information was provided by city of Santa Cruz engineering staff

RE: Chestnut Street Project input

RECOMMENDATION

Staff recommends that the Bicycle Advisory Committee receive information and provide input regarding the Chestnut Street Storm Drain Replacement and Pavement Rehabilitation Project.

BACKGROUND

The city of Santa Cruz seeks to make improvements to Chestnut Street, based on a failing storm drain which runs along the west side of the street as well as poor pavement condition. Funding for the project comes from developer fees of recent nearby development, County funds, and Regional Surface Transportation Program Exchange funds allocated for the project by the Santa Cruz County Regional Transportation Commission.

In fall 2021, Santa Cruz applied for \$1.1 million for this project from the RTC's consolidated Regional Transportation Improvement Program of various state, federal, and regional transportation funds. In December, the RTC allocated \$1 million for this project.

One of the Committee's roles is to provide input on local projects receiving RTC funding.

DISCUSSION

This project will replace approximately 1,700 feet of the failing storm drain pipe and construct new manholes and catch basins. The project location is between Laurel Street and Green Street.

The current condition of the existing asphalt and non-compliant curb ramps along this corridor are disruptive to motorists, bicyclists, and pedestrians. The impact to pedestrians is especially important because of the proximity to Santa Cruz High School. Also, it has been observed that motorists tend to encroach into the bike lanes to avoid the damaged road sections adjacent to the railroad tracks that bisects the street, creating potential conflicts with bicycles.

The project will enhance safety for all roadway users, but in particular pedestrians and bicyclists. The proposed improvements include:

- Removal of non-ADA compliant curb ramps and installation of ADA compliant curb ramps along Chestnut Street from Laurel Street to Green Street.
- Removal and replacement of asphalt pavement the width of Chestnut Street from Laurel Street to Green Street.
- Installation of new striping that will help reduce any potential conflict between motorists, bicyclists, and pedestrians. These striping improvements include, but are not limited to, shared lane markings, high visibility yellow crosswalks in school zones, and bike lane buffers where possible.

Select sheets of the preliminary design plans are included as ATTACHMENT 1.

The project construction is estimated at \$2,150,000, including construction management costs, and includes funding from Measure D, Gas Tax, and the city General Fund. Staff anticipates that the project will be constructed during summer 2022.

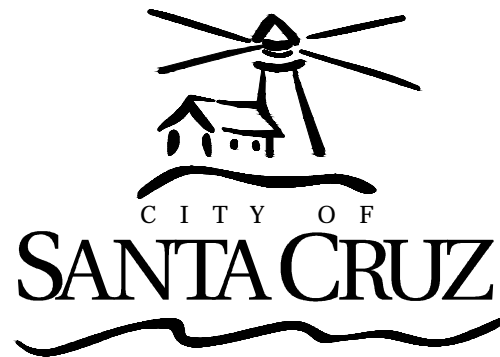
SUMMARY

The city of Santa Cruz is seeking the input of the Committee prior to construction of the Chestnut Street Storm Drain Replacement and Pavement Rehabilitation Project.

ATTACHMENTS

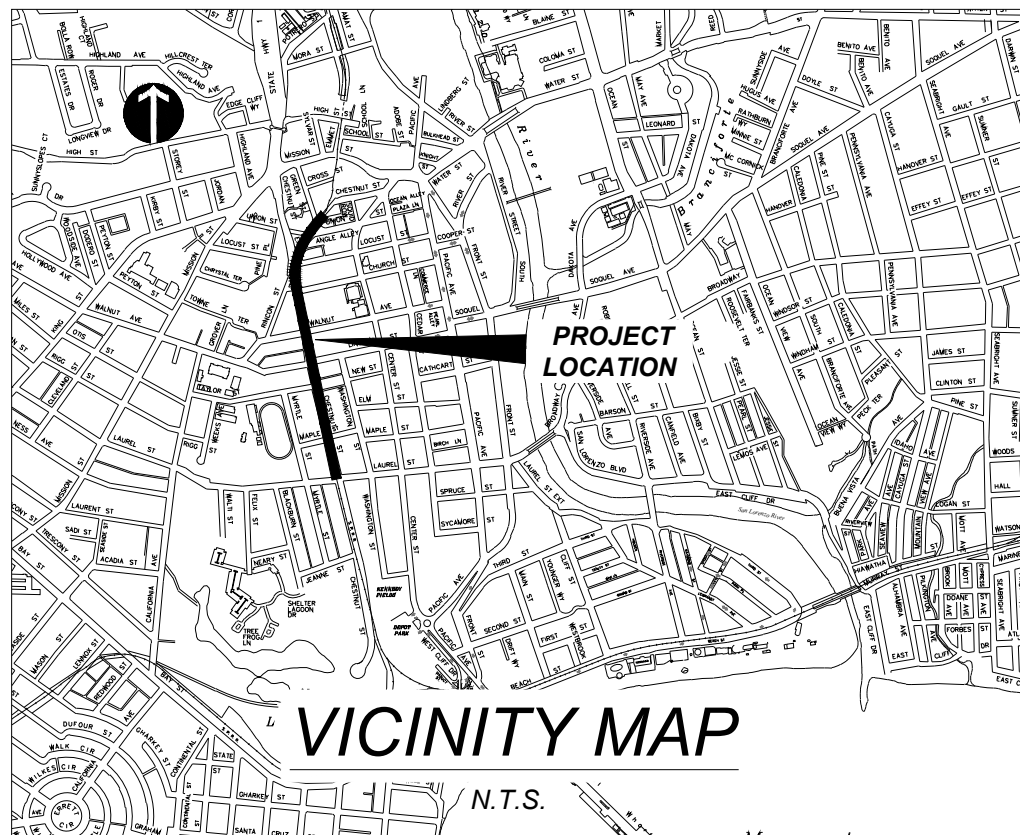
1. Select sheets of preliminary project design plans

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PUBLIC WORKS DEPARTMENT

CHESTNUT STREET STORM DRAIN REPLACEMENT AND PAVEMENT REHABILITATION PROJECT NO C401505



SHEET INDEX

- 1) COVER SHEET
- 2) CHESTNUT ST OVERLAY
- 3) CHESTNUT ST OVERLAY
- 4) CHESTNUT ST OVERLAY
- 5) CHESTNUT ST STRIPING PLAN
- 6) CHESTNUT ST STRIPING PLAN
- 7) CHESTNUT ST STRIPING PLAN
- 8) DETAILS CROSS SECTIONS
- 9) CALTRANS STANDARD X-WALK DETAILS
- 10) STORM PLAN AND PROFILE: SECTION 1
- 11) STORM PLAN AND PROFILE: SECTION 2
- 12) STORM PLAN AND PROFILE: SECTION 3
- 13) DETAILS

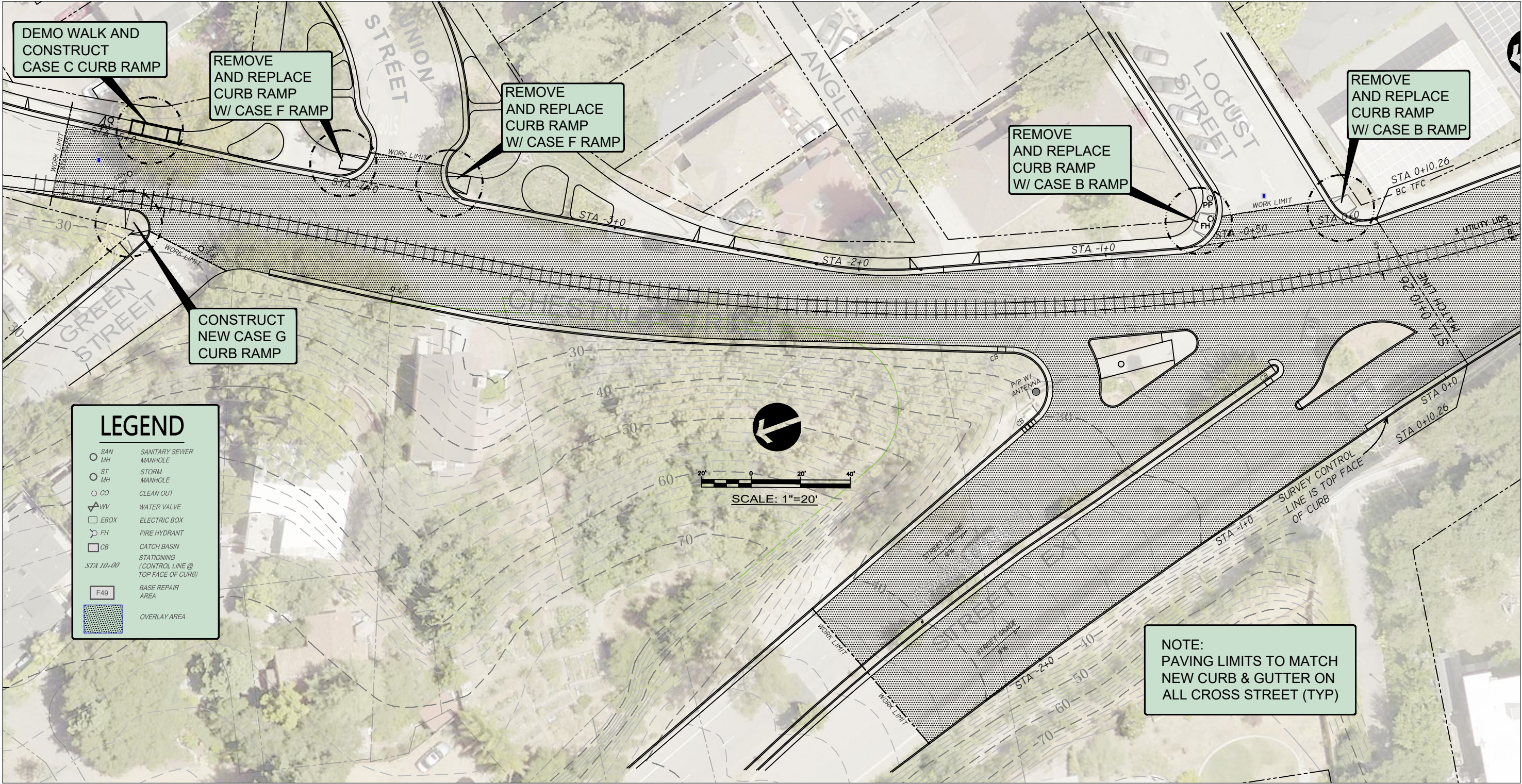
APPROVED BY:

R.C.E. NO. 79670

ASSISTANT DIRECTOR / CITY ENGINEER
CITY OF SANTA CRUZ



REFERENCES	DATE	JANUARY 2022	SCALE	AS SHOWN
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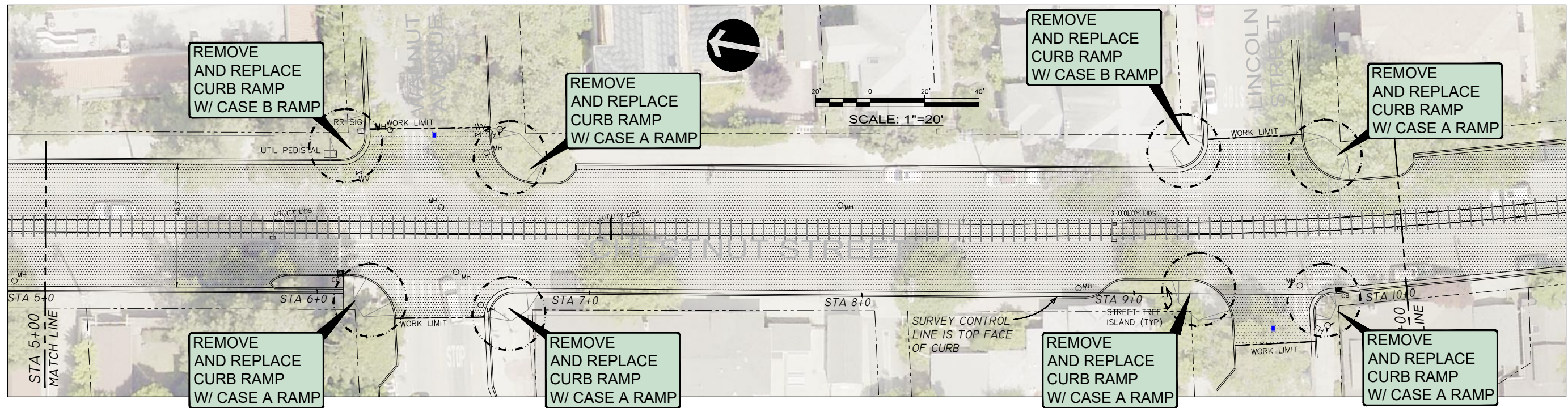
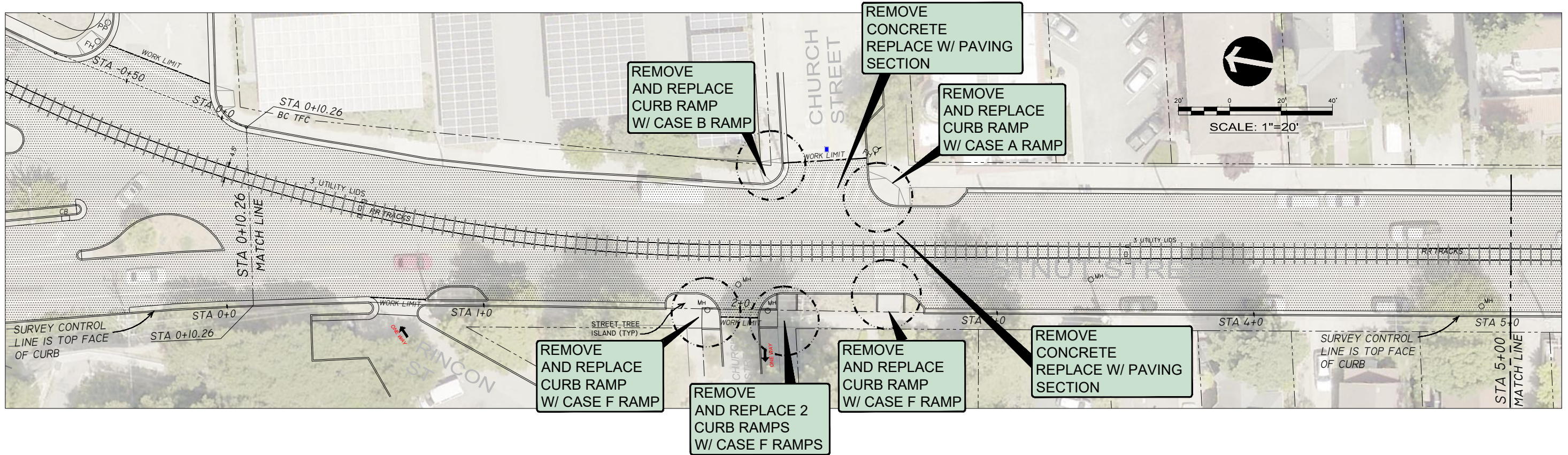
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Santa Cruz, CA 95060

SPRING 2022
CHESTNUT STREET
PAVING PLAN

REFERENCES
FIELD BOOK:

DRAWING #:
6153

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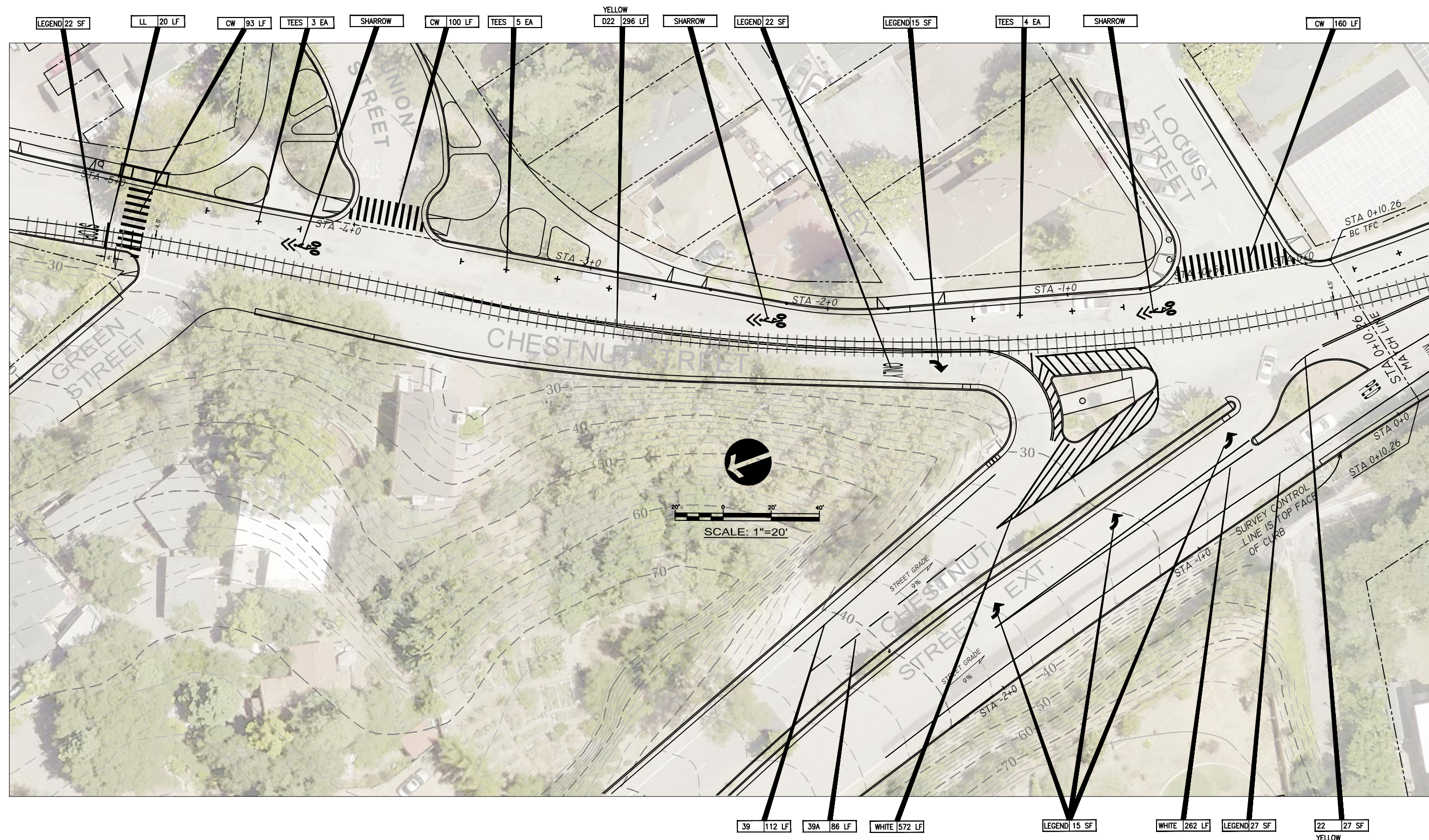


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Santa Cruz, CA 95060

SPRING 2022 CHESTNUT STREET PAVING PLAN

REFERENCES
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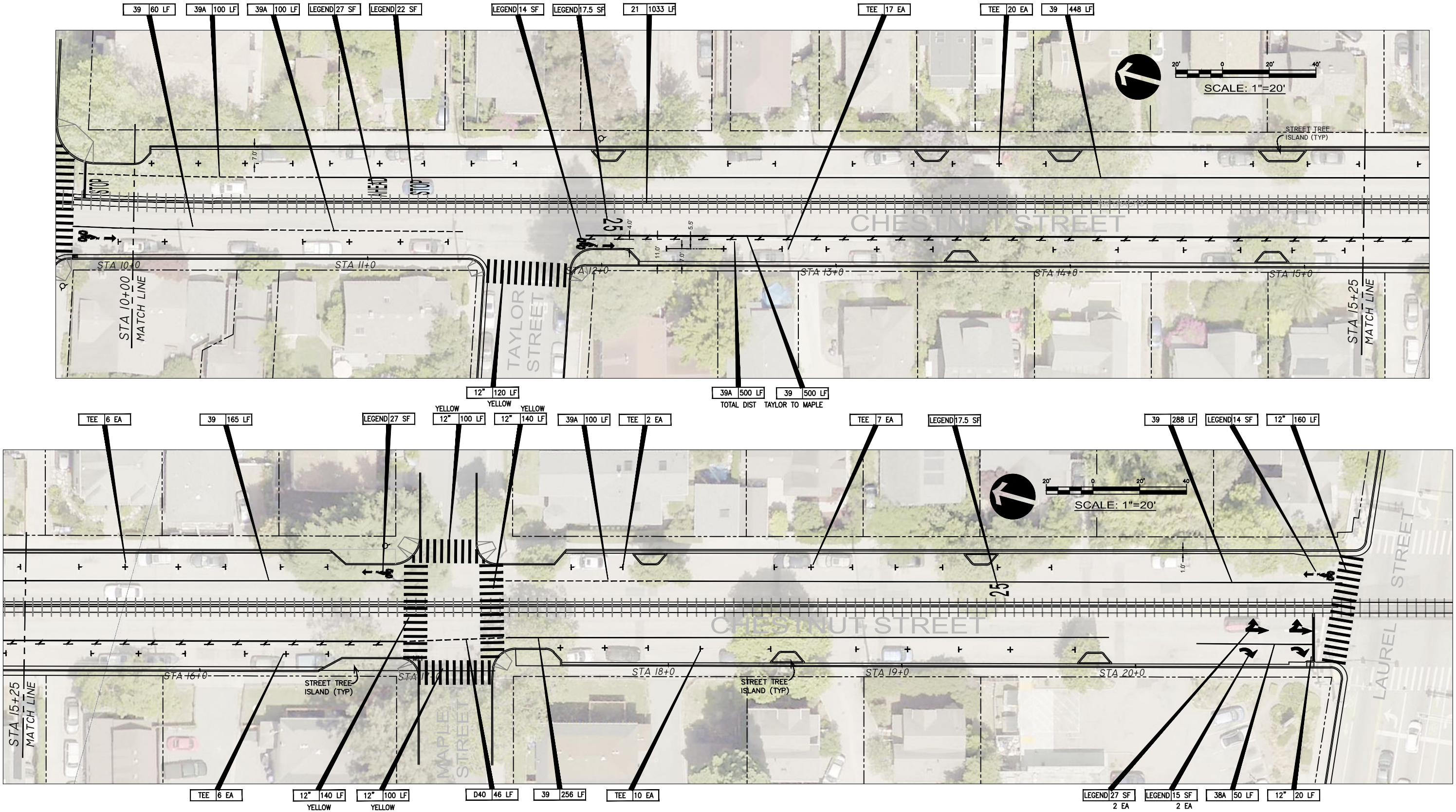
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SPRING 2022 CHESTNUT STREET STRIPING PLAN

REFERENCES	DATE	JANUARY 2022	SCALE	1"=20'
FIELD BOOK:	DRAWN	S METZ	SHEET	5 OF 13
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Project: Santa Cruz, California, City of Santa Cruz, Public Works Department, 809 Center Street, Room 201, Santa Cruz, CA 95060. Project No. 12-9. Drawing No. 12-9. Scale: 1"=20'. Date: January 2022. Designer: S. Metz. Checker: S. Metz. Engineer: N. Nguyen. State of California, Civil Engineer, No. C 79670. Project Description: Spring 2022 Chestnut Street Striping Plan. This drawing shows the proposed striping for Chestnut Street, including lane markings, crosswalks, and street tree islands. The plan includes stationing from STA 10+00 to STA 20+00. Key features include Taylor Street, Maple Street, and Laurel Street intersections. The drawing is a plan view showing the layout of the street and the proposed striping. It includes a north arrow and a scale bar. The drawing is a plan view showing the layout of the street and the proposed striping. It includes a north arrow and a scale bar.



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NO.	DESCRIPTION	DATE



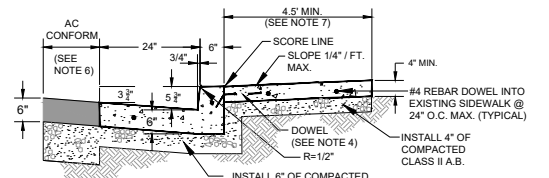
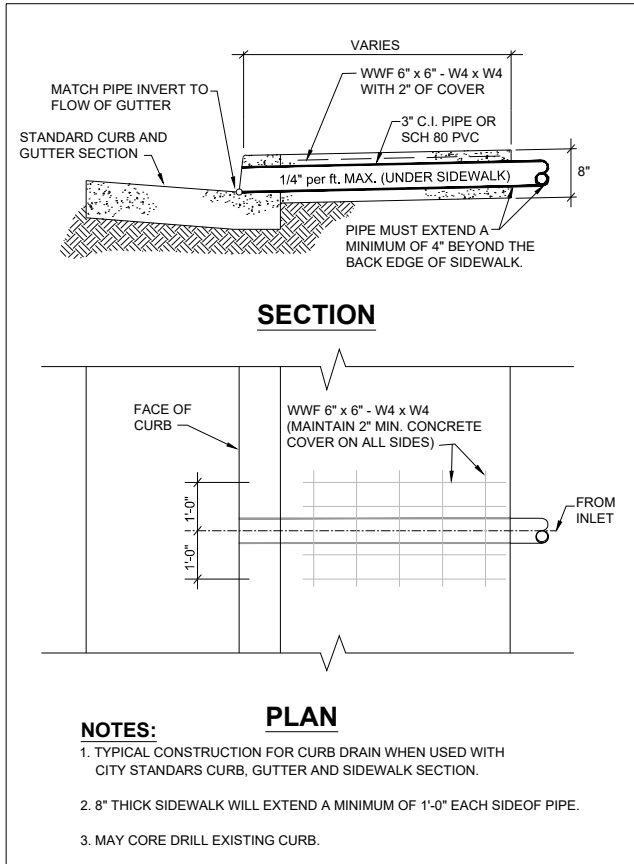
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Santa Cruz, CA 95060

SPRING 2022
CHESTNUT STREET
STRIPING PLAN

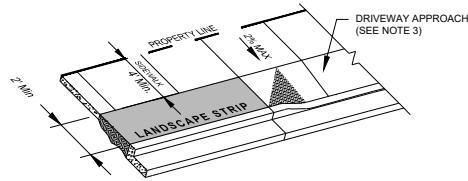
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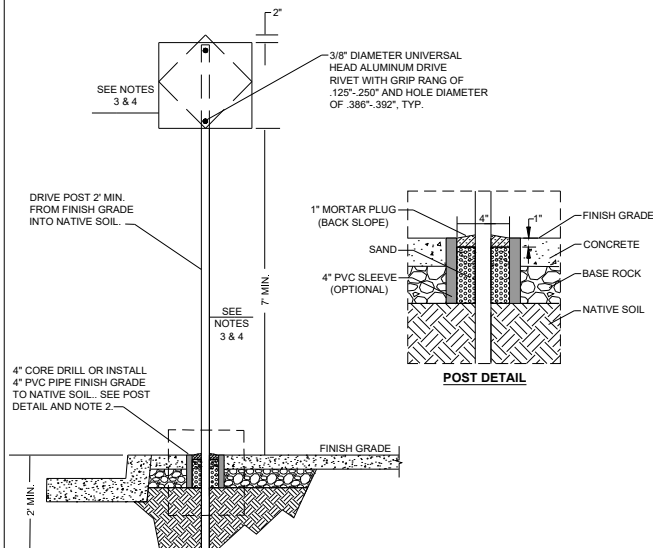
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SHEET	7 OF 13
Vault No.	



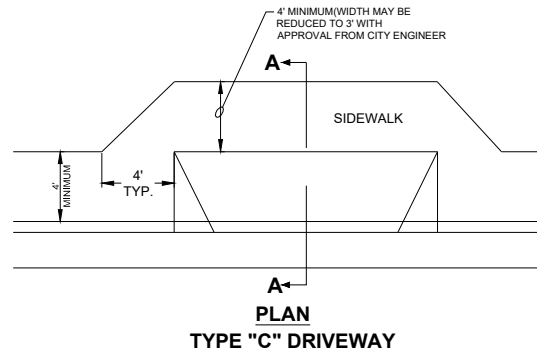
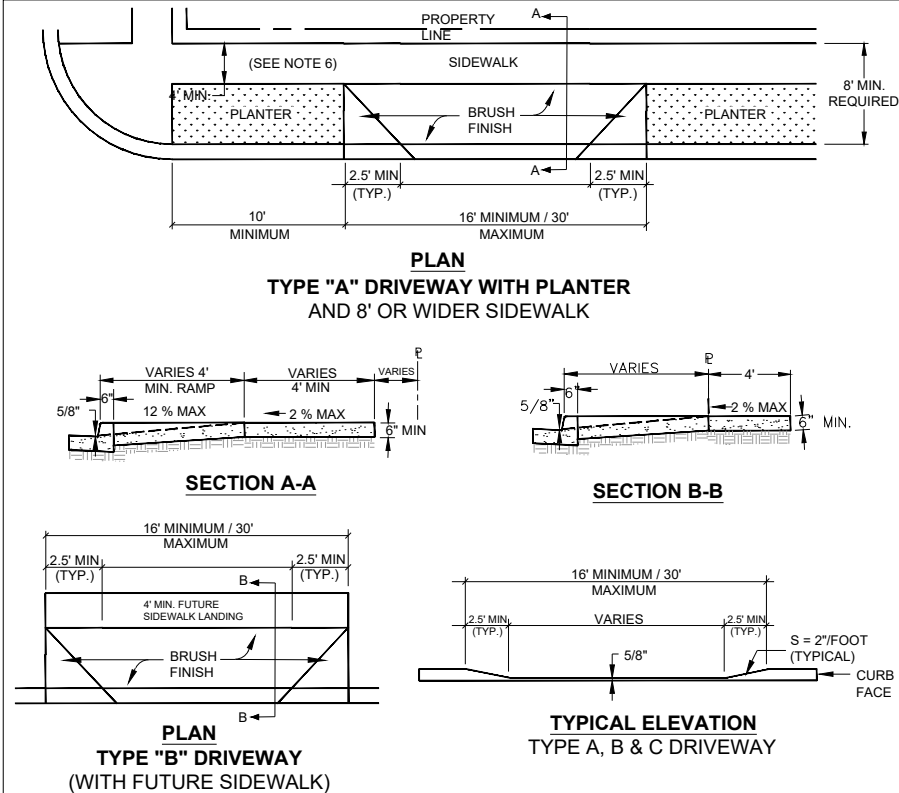
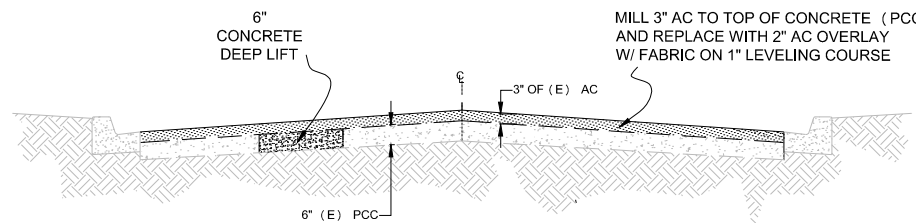
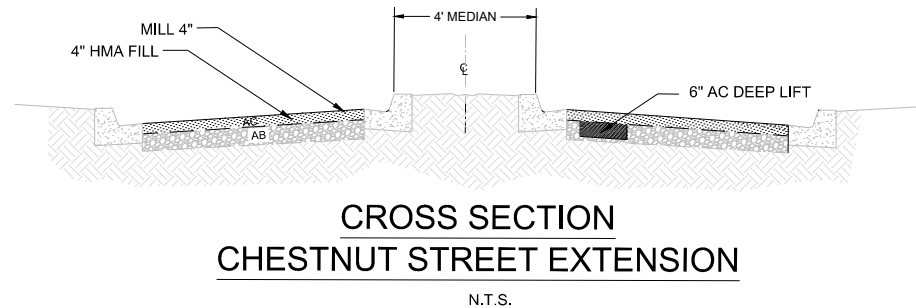
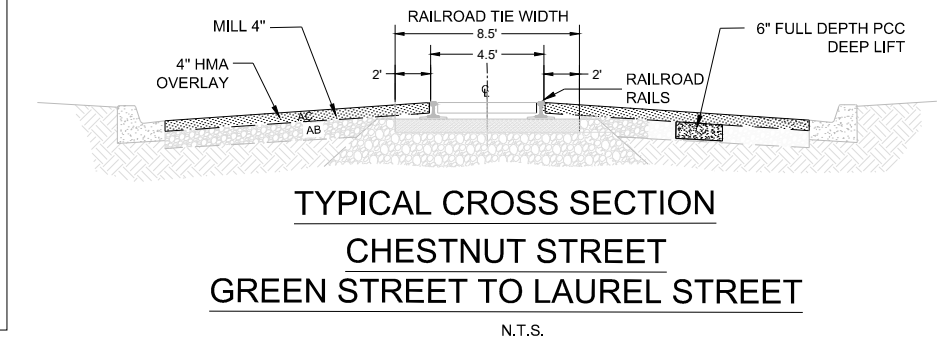
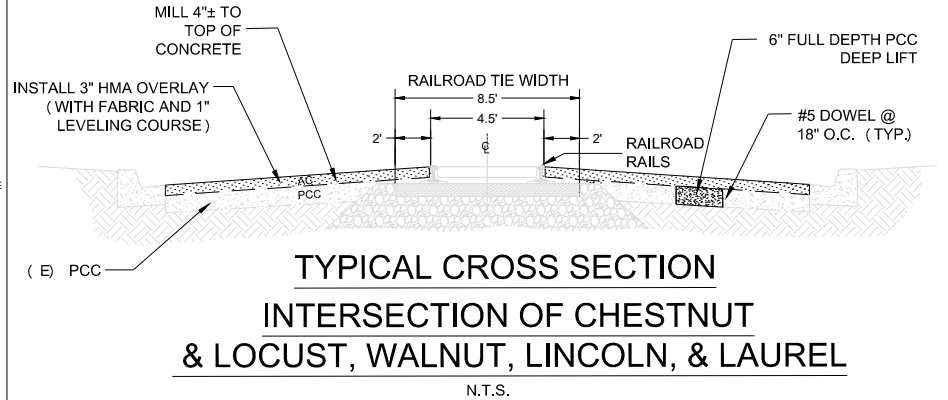
- STANDARD CURB, GUTTER & SIDEWALK**
- NOTES:**
1. ALL CONCRETE TO BE SIX SACK, CLASS "A" PLANT MIXED PCC.
 2. COMPACT SUBBASE SOIL TO 95% RELATIVE COMPACTION AT OPTIMUM MOISTURE CONTENT TO A DEPTH OF 6".
 3. STANDARD CURB, GUTTER AND SIDEWALK SHALL BE A MONOLITHIC POUR UNLESS CURB AND GUTTER ARE EXISTING.
 4. IF ANY CURB, GUTTER OR SIDEWALK ARE EXISTING, DOWEL INTO EXISTING CONCRETE EVERY 24". USE 18" LONG #4 DOWELS, INSERT 4" INTO CURB. BEND DOWEL AT BACK OF CURB AS SHOWN.
 5. SCORE SIDEWALK EVERY 4 FT. PLACE EXPANSION JOINTS EVERY 60 FEET WITH DEEP JOINTS EVERY 12 FT.
 6. WIDTH OF A.C. CONFORM SHALL BE A MINIMUM OF 2 FEET. A.C. CONFORM SHALL BE A MINIMUM OF 6" THICK ON TOP OF 6" OF CLASS II A.B.
 7. CITY ENGINEER MAY REQUIRE MODIFICATIONS OF MINIMUM WIDTH TO CONFORM TO SURROUNDING NEIGHBORHOOD.



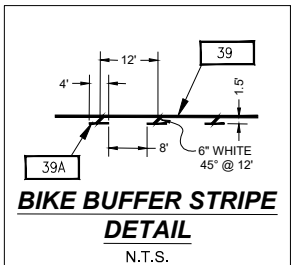
- SIDEWALK LANDSCAPE STRIP INSTALLATION**
- NOTES:**
1. PROPERTIES THAT HAVE A 6 FT. OR GREATER PROPERTY LINE SETBACK FROM THE STREET WILL BE REQUIRED TO INSTALL A LANDSCAPE STRIP BETWEEN THE BACK OF CURB AND SIDEWALK.
 2. SLOPE SIDEWALK AND LANDSCAPING STRIP TOWARD CURB AT 1/4" / FT. (2%) MAX.
 3. FOR DRIVEWAY APPROACH CONSTRUCTION SEE CITY DETAIL 9 OF 23 TYPE "A" DRIVEWAY WITH PLANTER.



- NOTES:**
1. SIGN POST SHALL BE 2" X 2" UNISTRUT "TELESPAR" PRE-DRILLED SQUARE TUBING OR APPROVED EQUAL.
 2. CONTRACTOR HAS THE OPTION TO:
(A) 4" CORE DRILL TO NATIVE SOIL AFTER POURING CONCRETE OR
(B) INSTALL 4" PVC SLEEVE PRIOR TO POURING CONCRETE.
 3. 4" MINIMUM CLEARANCE BETWEEN EDGE OF POST AND BACK OF WALK. POST MAY BE INSTALLED AT BACK OF WALK IF 4" CLEARANCE CAN NOT BE MET.
 4. INSTALL POST SO THAT THE EDGE OF SIGN IS SET BACK 6" FROM FACE OF CURB. SIGN MAY BE MOUNTED OFF CENTER ON SIGN POST TO PROVIDE 4" POST CLEARANCE AND/OR 6" EDGE OF SIGN SET BACK.
 5. LOW PROFILE ALTERNATIVE IS 2" BELOW GRADE WITH 5" TO TOP OF SIGN (NOT ALLOWED IN PEDESTRIAN AREAS).



- NOTES:**
1. SIDEWALK AREA ADJACENT TO DRIVEWAY APPROACH SHALL HAVE A \leq 2% CROSS SLOPE
 2. ALL CONCRETE TO BE SIX SACK, CLASS "A" CONCRETE.
 3. ALL CONCRETE SHALL BE REINFORCED WITH #4 BARS AT 18" O.C. BOTH WAYS OR WELDED WIRE MESH 4"x4" W4XW4
 4. MAINTAIN 2" OF COVER FOR REINFORCEMENT.
 5. NATIVE SUBBASE SHALL BE COMPACTED. IF MATERIAL IS SILT OR CLAY IT SHALL BE "FIRM" ACCORDING TO ASTM. OTHERWISE EXCAVATE TO 12" BELOW FINISH GRADE AND REPLACE WITH CLASS II AGGREGATE BASE AND COMPACT.
 6. WIDTH MAY BE REDUCED TO 3' WITH APPROVAL FROM THE CITY ENGINEER.



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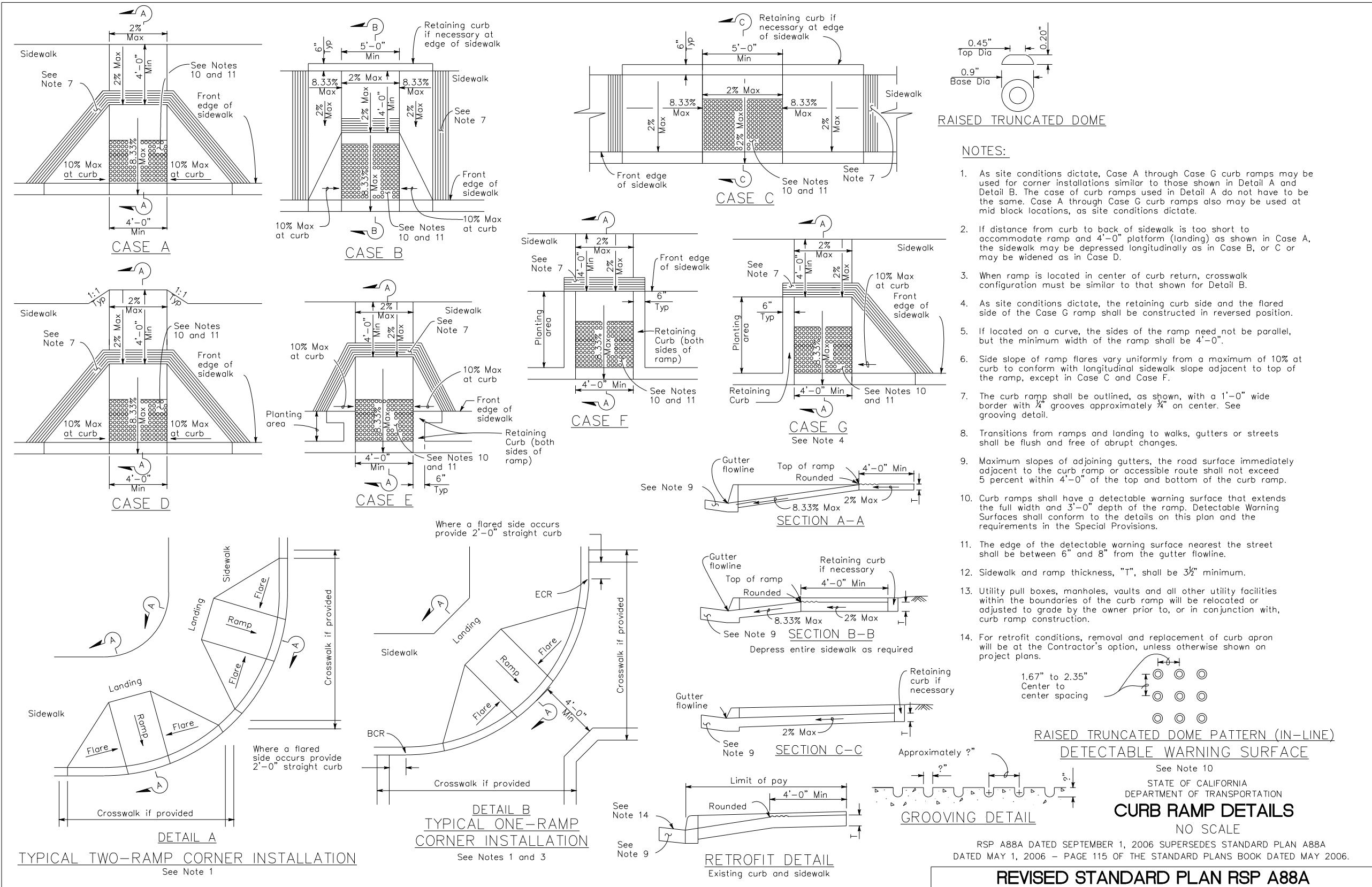


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809 Center Street, Room 201
Santa Cruz, CA 95060
12-10

**SPRING 2022
CHESTNUT STREET
DETAILS AND SECTIONS**

REFERENCES FIELD BOOK: DRAWING #:	DATE	JANUARY 2022	SCALE	AS SHOWN
	DRAWN	S METZ	SHEET	8 OF 13
	DESIGN		VAULT NO.	
	CHECKED			

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2006 REVISED STANDARD PLAN RSP A88A



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Santa Cruz, CA 95060
12-11

SPRING 2022
CHESTNUT STREET
CAL TRANS RAMP DETAILS

REFERENCES

FIELD BOOK:

DRAWING #:

DATE JANUARY 2022

DRAWN S METZ

DESIGN

CHECKED

SCALE AS SHOWN

SHEET 9 OF 13

VAULT NO.

TO: RTC Advisory Committees
FROM: Rachel Moriconi, Transportation Planner
REGARDING: 2022 State and Federal Legislative Programs

RECOMMENDATIONS

Staff requests that committee members inform staff by February 11, 2022 of any State or Federal legislative issues that the Regional Transportation Commission (RTC) should consider, pursue, or monitor in 2022.

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts legislative platforms to guide its analysis of state and federal legislative or administrative actions that could impact transportation funding or implementation of the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), Measure D and priority transportation projects in Santa Cruz County. Working with local jurisdictions, the Central Coast Coalition (regional transportation agencies from Monterey, San Benito, Santa Barbara, San Luis Obispo, and Santa Cruz Counties), the California Association of Councils of Governments (CALCOG), the Self Help Counties Coalition, and other transportation entities, the RTC monitors legislative proposals, notifies state and federal representatives of the RTC's analysis of key issues, and provides input on other federal and state actions.

DISCUSSION

Staff recommends that committee members inform staff of any legislative priorities and/or issues that the RTC should consider, monitor, or pursue in 2022. Committee members can provide suggestions at this meeting or by emailing rmoriconi@sccrtc.org by February 11, 2022. The preliminary draft 2022 Legislative Program is attached ([Attachment 1](#)). The RTC board is expected to consider the 2022 State and Federal Legislative Programs at its March 2022 meeting.

The RTC legislative program is used to advance regional projects and key goals and targets in the *Santa Cruz County [Regional Transportation Plan](#)*, which focuses on sustainability to improve multimodal access and mobility in ways that improve health, reduce pollution and retain money in the local economy; reduce

collisions and improve safety; maintain existing transportation infrastructure and services; and deliver improvements cost effectively, equitably and responsive to the needs of all users of the transportation system and the natural environment. As part of the Legislative Program, RTC works to ensure that transportation-related statutes and guidelines are structured in a manner that recognizes Santa Cruz County's significant traffic congestion, maintenance, active transportation, and transit system needs and sustainability goals.

Generally, the RTC's legislative program covers legislative and administrative actions that:

- Involve funding or a funding mechanism for transportation projects and programs
- Involve the implementation of transportation and greenhouse gas emission reduction policies and programs
- Involve transportation and land use
- Involve the environmental review process
- Involve changes to the way transportation projects are delivered
- Affect the Commission directly (e.g. Commission responsibilities, policies or operations)

In 2022, a key focus area at the state and federal level will be on implementation of the multiyear federal transportation act (Infrastructure Investment and Jobs Act (IIJA)). RTC and AMBAG staff sit on several implementation working groups organized by CalSTA. Staff will also continue monitoring federal negotiations around stimulus and federal "Build Back Better" Act.

At the state level, Brown Act modifications related to online/virtual meetings, SB375/RTP/Sustainable Communities Strategy (SCS) implementation and "reform", and distribution of state surplus (estimated at \$30-60 billion) will likely dominate discussions around the state budget.

Governor Newsom's January Budget proposal includes an additional \$9 billion for transportation projects. Anticipated budget issues include:

- The Governor's proposal to delay the indexing of the gas tax this year (about 3 cent per gallon). Transportation stakeholders are concerned how the approximately \$525 million that would be foregone could impact the State Transportation Improvement Program (STIP) and local cities and counties and how the funds would be backfilled.
- Making more than just \$9 billion of the surplus available for infrastructure projects and programs – including ITAC request for additional funds for system preservation. The Governor's proposal currently includes:
 - \$500 million augmentation for the Active Transportation Program;

- \$3.75 billion for the Transit and Intercity Rail Capital Program (TIRCP) (\$2 billion for transit and rail projects; \$1.25 billion for specific transit projects in Southern California; \$500 million for grade separations);
- \$1.2 billion for port, freight, and goods movement infrastructure; \$1.1 billion workforce training and ZEV equipment related to supply chain;
- \$400 million Climate Adaptation Projects for state and local projects that support climate resiliency and reduce risks from climate impacts;
- \$150 million Highways to Boulevards Pilot to turn underutilized highways into multimodal corridors that support affordable housing and complete streets in DACs; and
- \$100 million for Highway Safety Improvement Program (HSIP) bike and ped safety projects that reduce severe injuries and fatalities.
- Infill infrastructure to support location efficient (low VMT) affordable housing.
- Potential region-specific asks (aka earmarks).

In 2021, the State Legislature introduced more than 2500 bills, resolutions and constitutional amendments. A few of the bills RTC staff tracked last year and the result of those bills included:

- AB 43 (Friedman) Traffic Safety: setting speed limits. - Chaptered
- AB 361 (Rivas, Robert) Open meetings: state & local agencies: teleconferences. - Chaptered
- AB 339 (Lee) Local government: open and public meetings. - Vetoed
- AB 122 (Boerner Horvath) Vehicles: required stops: bicycles. - Vetoed
- AB 1147 (Friedman) Regional transportation plans. (sustainable communities strategies) - Vetoed
- SB 261 (Allen) Regional transportation plans: sustainable communities strategies. 2-Year Bill
- SB 475 (Cortese) Transportation planning: sustainable communities strategies. 2-Year Bill

SUMMARY

Committee members are encouraged to review the preliminary draft 2022 Legislative Program and email rmoriconi@sccrtc.org by February 11, 2022 of any changes the RTC should consider.

Attachment 1: Draft 2022 Legislative Program

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PRELIMINARY DRAFT



Santa Cruz County Regional Transportation Commission 2022 STATE Legislative Program

Focus Areas in 2022

Proposed changes from 2021 highlighted in underline/strikeout.

- Implementation of the federal Infrastructure Investment and Jobs Act (IIJA). Maximize funding available for priority projects in Santa Cruz County.
- State Budget. Maximize **General Fund surplus** funds for local system preservation, Active Transportation Program (ATP), and local/regional priority transportation projects. Ensure funding for local streets and roads and State Transportation Improvement Program (STIP) are not reduced.
- Support modifications to the **Brown Act** to enhance public and committee member participation in virtual meetings.
- Ensure legislative and administrative actions **support implementation of priority transportation projects and programs in Santa Cruz County**, including projects identified in the Measure D Expenditure Plan. Maintain and increase funding for RTC projects and programs, support streamlining and other actions which could expedite delivery of projects, and oppose efforts which could hinder implementation of RTC priorities.
- Support efforts to **reduce greenhouse gas emissions and improve mobility through increased funding for pedestrian, bicycle and transit projects**, increased equitable access to **zero emission vehicles** and infrastructure. Pursue changes to SB375
- Sustainable Communities Strategy (SCS) that support GHG emission reduction and reduce bureaucratic burdens.
- Support efforts related to **adaptation, resilience and response to natural hazards** and the impacts of climate change, including extreme storms, sea level rise and wildfires.
- Support legislative and administrative actions that will improve safety on state highways and local roads, including AB43 implementation (speed limit reductions) and Caltrans Director's order related to complete streets, especially where state highways serve as main streets.
- Support **Transportation Development Act (TDA) program modifications** which reduce the burden of outdated performance measures and eliminate the farebox recovery penalty for public transportation systems.
- Support state and federal **COVID-19 relief and stimulus funding** to support economic recovery and make up for state, local and transit agency transportation revenue losses.
- Support new transportation funding mechanisms to replace gas and diesel taxes, considering increased vehicle fuel economy and zero-emission vehicle adoption.



PRELIMINARY DRAFT

Ongoing Priorities

Transportation Funding

- **Protect Transportation Funding:** Preserve existing and new funding for transportation projects, maximize funding for Santa Cruz County transportation projects, and preserve regional discretion and priority-setting.
 - Stable, formula funding is essential for addressing the backlog of transportation infrastructure repairs and improvements in Santa Cruz County. Protect current and future taxes and fees and other transportation funds (including Highway Users Tax Account (HUTA), Transportation Development Act (TDA), State Transportation Improvement Program (STIP), Active Transportation Program (ATP), and other funds) from elimination or diversion to other State programs, General Fund loans, general obligation bond debt service, or to other non-transportation purposes.
 - Support actions that preserve the intent of Senate Bill 1 (SB1) and local measure funding to allow the State, regions and local agencies to maintain, protect and improve existing transportation funds dedicated to transit, congestion management on the state highway system, lifeline arterials, and goods movement routes while also addressing immediate and long-term unmet funding needs.*
 - Monitor implementation efforts of Executive Order N-19-19, which directs the California State Transportation Agency (CalSTA) to invest its annual \$5 billion portfolio to help reduce transportation-related greenhouse gas emissions, and to ensure that state funds, specifically SB 1 funds, continue to be used for transportation purposes. Ensure that state regulations do not negatively impact implementation of the voter-approved Measure D Expenditure Plan.
 - With increased emphasis on vehicle fuel economy and zero-emission vehicle adoption, explore and support new funding mechanisms to replace gas and diesel taxes for transportation investments. Monitor proposals such as pay-by-the-mile user fees, public private partnerships, vehicle registration fees, or wholesale energy taxes. Ensure that proposals are equitable to disadvantaged and rural areas.*
 - Oppose proposals that could tie transportation fund availability to local jurisdictions, to non-transportation and development projects.
- **COVID Recovery:**
 - Support state and federal COVID-19 relief and stimulus legislation to provide funding to address adverse funding impacts of the COVID-19 pandemic on transit and other local agencies and to expedite project implementation.
 - Temporarily **adjust maintenance of effort and performance criteria requirements**, for SB1 Local Streets and Roads Program, local sales tax measure funds, and fare-box recovery requirements for transit given impacts on local revenues from COVID-19.



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- **Ensure Fair Distribution of Funding:**

- Ensure state and federal funds are made available for projects in Santa Cruz County, are distributed equitably, and are not disproportionately distributed to large regions. Ensure competitive programs make funding reasonably available for multimodal projects in Santa Cruz County, that address local and regional priorities.
 - **Local Role:** Ensure a strong role for regional and local agencies in planning and determining transportation investment priorities. Support legislation that respects local authority, protecting or expanding local decision-making in programming expenditures of transportation funds, rather than the State making top-down funding decisions that are not community-based. Project and increase direct funding to regions through both federal and state programs; and reinforce and build upon the structure of SB45 that provides regions a strong voice in the programming of state funds.
 - **State Transportation Improvement Program (STIP):** Ensure equitable programming and allocation of STIP funds.
 - **“Disadvantaged Communities” Definition:** Ensure that legislation and programs aimed at benefiting disadvantaged communities use a definition of “disadvantaged communities” (DACs) that ensures that projects that benefit low-income and other transportation disadvantaged residents of Santa Cruz County are not excluded from funding opportunities that support sustainable communities, transportation choices, and investments in alternative modes of transportation. Ensure that the definition does not rely exclusively on communities defined as DACs by CalEnviroScreen, which disproportionately excludes many low-income communities in Santa Cruz County.
- **Increase Funding for All Transportation Modes:** Support measures that increase funding for and support implementation of transportation projects in Santa Cruz County, including funds for ongoing system maintenance, congestion reduction, safety, complete streets, active transportation bike, pedestrian, transit projects, transit-oriented development, and specialized transportation for seniors and people with disabilities in Santa Cruz County.
 - **New funding systems:** Phase in new funding systems which are tied to system use, rather than fuel consumption or fuel prices. May include new user fees, such as a Road User Charge or Vehicle Miles Traveled (VMT) fee and other alternative funding mechanisms.
 - **Expand local revenue-raising opportunities** and innovative financing options to address the significant backlog of transportation needs. Provide locals with the ability to supplement and leverage state funding for investments that protect state and local transportation assets.
 - **Expand the authority of the RTC and local entities to increase taxes and fees** for transportation projects, such as new gas taxes, vehicle registration fees, property-tax financing, and infrastructure financing districts.



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- Support clarifying amendment to Government Code Section 65089.20 that will give RTPAs equal treatment with Congestion Management Agencies (CMAs) to seek voter approval for a local vehicle registration fee. *(SB83 cleanup)*
- **Lower Vote Threshold:** Support efforts to amend the California constitution to lower the voter threshold for local transportation and affordable housing funding measures, such as local sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority or 55% vote. Support actions which would broaden eligibility in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g. discounted fares for public transportation or shared mobility service).
- **Active Transportation Program (ATP):** Increase ATP funding and ensure potential reforms to the Active Transportation Program (ATP) do not reduce the proportion available for Santa Cruz County agencies to compete for, including funds to the competitive statewide, small urban and rural funding pots. Support efforts to simplify the Active Transportation Program (ATP) application and project delivery, build local capacity to deliver transformative projects, and provide regions greater flexibility to innovate and strategically invest funds to meet local needs.*
- **Cap & Trade:**
 - Increase percent of Cap & Trade revenues allocated to transportation projects and programs that help reduce greenhouse gas emissions in Santa Cruz County.
 - Support increases in Low Carbon Transit Operations Program (LCTOP) appropriations
 - Support policy changes to the Affordable Housing and Sustainable Communities program (AHSC) that increase funding opportunities for projects in Santa Cruz County.
 - Ensure continued funding for low and zero emission transit deployment. Ensure regulatory and legislative requirements related to transit electrification provide flexibility, consider cost and available technology, and do not place an undue burden on transit agencies.
 - Support legislation to devote a permanent Cap-and-Trade funding allocation to the Active Transportation Program.
- Support legislation to **increase the availability of funding for cities, counties, and regions** to support economic development, affordable housing, and implementation of sustainable community strategies, as well as policy tools to reduce single-occupancy vehicle travel in a manner that ensures equitable policy outcomes.
- Support innovative projects such as a new state-supported intercity passenger rail service on the planned Coast Route between the Bay Area and Goleta (*previously called the Coast Daylight*).*



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- **Increase and Preserve Funding for Priority Projects in Santa Cruz County:**
 - Projects on Highway 1
 - Local Street and Roadway Preservation
 - Transit projects
 - 511 implementation
 - Bicycle and Pedestrian facilities, including the Monterey Bay
 - Sanctuary Scenic Trail Network (MBSST) and in San Lorenzo Valley
 - Santa Cruz Branch Rail Line preservation
 - Soquel Avenue-Freedom Boulevard Corridor
- **Transportation Development Act (TDA):**
 - Monitor potential modifications to the TDA. Ensure funding for transit, planning, administrative, and other TDA purposes in Santa Cruz County are not reduced. Oppose efforts that would reduce TDA funds which are essential for RTC administration and planning. Support the development of greater efficiencies within the TDA while streamlining and updating performance metrics and eliminating penalties associated with farebox recovery. Support development of alternative performance measures that are focused on incentivizing transit agency actions that improve transit service and increase ridership, consistent with state and regional climate and equity goals.
 - Ensure discount fares aimed at boosting ridership and improving social equity do not result in reduced state funding. Pursue relief from TDA audits and performance criteria during the current economic downturn.

Project Implementation

- **Streamlining, Expediting, Facilitating Project Delivery:** Support administrative and/or legislative efforts which may be required to implement or expedite delivery of priority projects. Includes actions that streamline funding applications, simplify program administration, efforts that modernize and accelerate project delivery.
 - Support the development of greater efficiencies of transportation project implementation, including California Environmental Quality Act (CEQA) reform, storm water runoff regulations, CA Fish and Wildlife, CA Water Quality Control Board and California Public Utilities Commission permit and approval processes, to streamline both project development and delivery for priority transportation and transit projects, including the Scotts Creek Bridge Replacement and implementation of the Regional Conservation Investment Strategy (RCIS), and eliminating any unnecessary, overly burdensome and/or duplicative mandates.
 - Support legislative and administrative actions required to secure permits that may be required to implement priority projects.
 - Opportunities to expedite transportation project delivery may include increasing contracting and financing options, increased flexibility in early allocation of programmed funds and initiating reimbursable work with local funds in advance of CTC allocation of all projects, efforts that expedite the Caltrans design review process, opportunities to expedite locally-sponsored projects on the state highway system, and increase in encroachment permit limits.
 - Support environmental streamlining measures for bike, pedestrian, transit, and infrastructure preservation within existing public rights of way, and other measures that expedite project delivery. Support efforts that provide for streamlined project delivery for transit projects that fulfill the goals of AB 32 and



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SB 375, as well as other state and federal air quality mandates and mobility performance measures.

- Support delegation of fund allocation responsibilities to Caltrans.
- Allow advance payment of programmed funds, in order to expedite project delivery and resolve cash flow challenges faced especially by small agencies.
- **Advanced Mitigation:** Support implementation of “advanced mitigation” environmental programs, including approving up-front environmental mitigation funding for projects, such as the Highway 17 Wildlife Crossing. Support creation of a low-interest loan program to support advance mitigation and habitat conservation plans that mitigate the impacts of transportation infrastructure and make project implementation more efficient.
- **Safety:** Support legislation and programs that improve transportation safety for all users and support programs aimed at eliminating all traffic-related serious injuries and fatalities.
 - Speed limits: Support proposals that would allow local jurisdictions to reduce speed limits on both local roads and state highways and work with state representatives to modify the California Vehicle Code to allow for prima facie speed limits of 25 mph on state highways that function as main streets, especially in business and school zones to address findings and to address other recommendations of the AB2363 Zero Traffic Fatalities Task Force report.
 - Traffic Laws & Enforcement: Support proposals to increase enforcement and modification of traffic laws to better protect pedestrians and bicyclists, including proposals to authorize automated speed enforcement on a pilot program basis, and modifications to vehicle code to allow vehicles to cross a double-yellow line when passing cyclists.
 - Education: Support commercial driver, bus driver, motorist, bicyclist, and Safe Routes to Schools training and education programs which reduce collisions.
- **Active Transportation Facilities:** Support modification to rules, regulations, and government codes that will make roadways more bicycle and pedestrian-friendly, including: laws associated with sharing the road; ensuring complete streets components (e.g. accessible pedestrian signals) are considered during the design of all projects; increasing funds for pedestrian, bicycle, and new micro-mobility devices and services (e.g. bike share), and safety countermeasures (e.g. buffered or protected bike lanes, flashers and lighting at crosswalks); increasing funds to provide resources necessary for First/Last Mile improvements; Safe Routes to School Programs; and providing additional direction and consistency for accessible pedestrian design.
- **Land Use/Housing/Transportation Coordination:**
 - Support efforts to reduce vehicles miles traveled and promote job-housing balance which also protect locally-driven land use planning that implements broad policy goals set by the state to provide affordable housing in transit-rich areas. Encourage new developments to incentivize active transportation and transit use. Ensure SB743 (Steinberg, 2013) implementation supports infill development,



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promotion of public health through active transportation, and expedites transportation project delivery. Support innovative measures to mitigate growth in vehicle miles traveled, such as regional mitigation banks.

- Support state goals to reduce homelessness. Monitor implementation of Governor Newsom's Executive Order N-23-20 which requires Caltrans to develop a model lease template to allow counties and cities to use Caltrans property adjacent to highways or state roads for short-term emergency homelessness shelter; and requests that special districts, cities, counties, and transit agencies, and others to examine their ability to provide shelter and house homeless individuals.
- Support efforts to streamline SB375 implementation and extend the timeframe between required Regional Transportation Plan updates.
- **Federal Transportation Act Implementation:** Support legislation and administrative strategies to implement the federal authorization bill (Infrastructure Investment and Jobs Act (IIJA)), in a way that ensures the best possible outcome for transportation projects in Santa Cruz County.
- **SHOPP Program:**
 - Support Caltrans' efforts to provide more outreach regarding State Highway Operation and Protection Program (SHOPP) projects and to include measureable targets for improving the state highway system. Support clarification of existing laws to permit the expenditure of SHOPP funds for operational projects on state highways.
 - Support inclusion of complete streets within SHOPP projects, as appropriate, but especially in areas where state highways serve as main streets, such as Highway 1/Mission St, Highway 9 through San Lorenzo Valley, and Highway 152 in Santa Cruz County.
- **Commuter Programs:** Support policies and legislation aimed at reducing trips and vehicle miles traveled and associated traffic congestion, including, but not limited to, employer-based programs to help reduce the share of commuting by single-occupant vehicles, expanding broadband and incentives to facilitate telecommuting, expanding park and ride lots, and a regional commuter benefits ordinance. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
- **Shared Mobility Systems:** Support policies that enable technological innovations to improve mobility, while protecting the public's interest. Monitor legislation and regulations related to shared mobility, such as transportation network companies (TNCs) and real-time carpooling, to ensure that mobility benefits are maximized, especially for underserved populations, and access to critical data for transportation and land-use planning and operational purposes is assured. Support measures that allow for local control and regulation of shared mobility systems such as scooters, bikes, and other fleets.
- **Connected and Autonomous Vehicles:** Monitor and engage in legislation and regulations to facilitate deployment of connected vehicles and autonomous vehicles. Oppose federal efforts to preempt local authority over the use of autonomous vehicles



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in their communities. In partnership with California cities and counties, transit agencies, the business community, and other transportation organizations, engage in regulatory and legislative efforts related to connected and autonomous vehicles with the goal of accelerating their safety, mobility, environmental, equity and economic benefits. Similar to the “shared mobility” strategy, support access to critical data for transportation and land use planning and operational purposes.

- **Electrification and Zero Emission** vehicle fleets: Support funding and coordination, including policy, planning, and infrastructure, for low and zero emission vehicles.
 - Support additional dedicated funding to help transit operators and colleges convert their bus and van fleets to zero-emission in order to meet the state’s Innovative Clean Transit rule and accelerate the decarbonization of the transportation system. Support reduced utility pricing for public transit electric vehicle fleets.
 - Support proposals that provide funding for regions and localities to build infrastructure (including chargers, trenching, upgrading electrical capacity) and provide incentives for zero-emission vehicle and other modal device purchases, considering cost of increased usage of electricity, electric power storage capacity, proper safety protocols* and access for lower-income households.
- **Resilience:** Monitor and support legislation that invests in projects and programs to improve resilience to the impacts of climate change on transportation infrastructure and utilization of public transit in emergencies that address scenarios such as severe storm events, public safety power shut off events, wildfires, and sea level rise.*
- **Encroachments:** Support legislation that clarifies the authority under which rail property owners may remove, or by notice may require the removal of encroachments.
- **Unfunded Mandates:** Oppose unfunded mandates and seek funding for mandates imposed in recent years. Require new regulatory proposals to include an estimate of the cost and impact such proposals will have in the delivery of California’s transportation program.
- **Central Coast Representation:** Advocate for Central Coast representatives to be appointed to the California Transportation Commission (CTC) and other state boards and committees in order to ensure that the complexities of small, coastal, and rural jurisdictions addressing their infrastructure and mobility needs are considered.*
- **Modernization of the Brown Act:** Enact legislation to expand public and board participation in public meetings. In order to maximize participation and access by board and committee members, modify the Brown Act to enhance participation and eliminate requirement to notice of all remote board or committee member locations.*

Support legislative clean-up of AB 361 (Rivas) to provide greater flexibility to local and regional agencies to hold meetings virtually without the requirement to renew findings every 30 days.



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Monitor and support legislation to provide long-term flexibility for regional and multijurisdictional agencies to conduct their business remotely outside of emergency conditions as a means of increasing public participation and board and committee member participation while also reducing the time and expenses associated with travel, vehicle miles traveled and the greenhouse gas and other tailpipe emissions from driving.

**Starred items are also part of the Central Coast Coalition's legislative platform.*

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State Legislative Program-Page 9
For more information contact the RTC at 831-460-3200; info@sccrtc.org;
1523 Pacific Ave., Santa Cruz, CA 95060

PRELIMINARY DRAFT



Santa Cruz County Regional Transportation Commission 2022 FEDERAL Legislative Program

- **Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
 - Projects on Highway 1
 - Santa Cruz Branch Rail Line preservation
 - Transit operations and capital projects
 - Bicycle and pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST/Rail Trail)
 - Local street and roadway preservation
 - 511 implementation
 - Highway 1 Scotts Creek Bridge Replacement
 - Highway 9/SLV Corridor Complete Streets
- **Transportation Act ~~Reauthorization~~ Implementation**
 - Support implementation of the Infrastructure Investment and Jobs Act (IIJA) in a manner that maximizes funding for implementation of priority projects in Santa Cruz County, including formula and discretionary funding and policies.
 - As Congress works on reauthorization of the FAST Act, which expires in September 2021, support California's reauthorization principles for a **long-term, fully funded** transportation authorization that supports local agencies achieving national, state and regional goals related to infrastructure condition, safety, mobility, and air quality.
- **Transportation Funding**
 - **Raise New Revenues & Grow Existing Programs:** Support raising and indexing federal gas taxes and development of new funding mechanisms to ensure the financial integrity and solvency of the Highway Trust Fund (HTF) and Mass Transportation Account. Increase federal transportation investment all modes to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County.
 - **Increase funding:** Support ~~a reauthorization bill and other~~ legislative actions that increase funding for priority projects in Santa Cruz County, including:
 - **Active Transportation:** Bicycle and pedestrian safety and mobility projects, such as the Transportation Alternatives Program (TAP).
 - **Transit:** Small Transit Intensive Cities Program (STIC), funding for acquisition of transit capital (Bus and Bus Facilities, and Low and No Emissions Bus Programs), Capital Investment Grants, Americans with Disabilities Act (ADA) implementation, state of good repair, and other transit programs. Support tax credits for the purchase of electric buses.
 - **Local Roads and Highways:** Support robust funding for core programs such as the Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP) and bridge programs needed for local entities to address the backlog of bridge and roadway projects.
 - **Self-Help Counties:** Support programs that reward areas which have approved self-help revenue measures like Measure D and the METRO dedicated sales taxes.
 - **Planning:** Federal planning funds to address increased planning, performance measure, monitoring, and model requirements.



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- **Transit Oriented Development (TOD):** Grants or pilot programs for comprehensive planning and infill development to connect housing, jobs, and mixed-use development with transportation options.
- **Support COVID Relief and Economic Recovery:** Support federal funding to support economic recovery, local and state responses to the public health crisis, and backfill any transportation revenue losses due to COVID-19.
- **Infrastructure Initiative:** ~~If an infrastructure package, such as the “Moving Forward Act” or~~ Climate and social spending bills: If a funding package, such as the “Build Back Better” bill, advances, support inclusion of funding for sustainable transportation and system preservation ~~ensure that the initiative increases transportation investment opportunities for~~ projects in Santa Cruz County and addresses principles for reauthorization of the transportation act. Any infrastructure package should ensure projects in Santa Cruz County are not disadvantaged in accessing those funds. The initiative should also include a significant investment of **new** federal funds for transportation, stabilize the Highway Trust Fund and not be offset by reductions to other federal programs serving Santa Cruz County residents.
- **Air Quality, Greenhouse Gas Emissions, and Climate Resiliency:** Strengthen federal partnership to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate.
 - **Funding:** Support development of new resources to support climate adaptation and reduce greenhouse gas emissions from transportation (similar to those included in the Senate FAST Act reauthorization bill (S. 2302)), expand eligibility for Congestion Mitigation and Air Quality (CMAQ) and other funding programs to Santa Cruz County.
 - **Electrification:** Support federal funding, tax credits, and coordination of vehicle electrification purchase (including buses), planning and infrastructure.
 - **Mitigation:** Defend against rollbacks of California’s air quality and climate change laws and regulation, such as fuel efficiency standards and cap-and-trade programs.
 - **Resiliency:** Support resiliency and climate change preparedness and efforts that could support local efforts to improve resiliency, respond to new or worsening storm, fire, and other environmental hazards and meet regional climate goals. Support efforts to increase planning funds that help regional governments address climate change and make regional transportation infrastructure more resilient.
 - **Disaster Recovery:** Ensure the federal government provides sufficient emergency relief appropriations and federal agency resources to support rebuilding and recovery efforts for wildfire, storm, and other natural disasters. Support legislative efforts to extend the timeframe for road projects qualifying for federal disaster reimbursement to move to the construction phase from two years to six years.
- **Federal Authorization Implementation:** Support legislation and administrative strategies to implement federal transportation authorization bills in a way that ensures the best possible outcome for transportation projects in Santa Cruz County. Ensure that U.S. Department of Transportation (DOT) implementation of MAP-21, FAST Act, IJA and any new transportation act rules and regulations do not have a negative impact on local projects and programs.



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- **Discretionary Grants:** Advocate for discretionary transportation grant awards for priority transportation projects in Santa Cruz County, including the Better Utilizing Investments to Leverage Development (BUILD, formerly TIGER) and Capital Investment Grant program.
- **Innovative Financing:** Ensure proposals for public-private partnerships and innovative financing are favorable for project implementation in Santa Cruz County. Support and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and make the Railroad Rehabilitation and Improvement Financing (RRIF) program more accessible to smaller public agencies.
- **Department of Transportation Budget and Annual Appropriations.** Ensure that Congress appropriates funding consistent with amounts authorized in federal transportation authorizations (e.g. ~~FAST Act~~ ~~IIJA~~), even if Continuing Resolutions (CR) are needed to keep transportation programs running each fiscal year.
- **Oppose rescissions or arbitrary cuts** that could reduce funding for transportation projects in Santa Cruz County.
- **Support transparent congressionally-directed spending** (earmarks) to allow for Congressional support of priority projects in Santa Cruz County
- **Oppose unfunded mandates** and support legislation that provides funding for past mandates.
- **Performance Measures:** Support development of performance measures which are consistent with RTC approved goals, policies, and targets and which recognize data limitations of many regions. Support open collaboration, data sharing and funding to successfully implement state and federal performance-based planning and management requirements.
- **Protect and expand transportation fringe benefits.** Reinstate the commuter benefit, which was eliminated under the tax reform bill. In addition, advocate for expanding pre-tax transportation fringe benefit eligibility to include shared mobility options, such as bike-share and shared ride carpool services.
- **Shared Mobility:** Advocate for federal legislative and regulatory updates that support shared mobility options such as bike-share, shared rides, carpooling, and shared scooters. Support expanding pre-tax transportation fringe benefit eligibility to include shared mobility options. This change would support the now-permanent Bay Area Commuter Benefits program by expanding federal tax incentives utilize alternatives to single occupancy travel to commute to work.
- **Autonomous Vehicles:** Oppose federal efforts to preempt local authority to regulate the use of autonomous vehicles in their communities.
- **Streamline Project Delivery:** Support regulations to streamline and integrate federal project delivery requirements for project planning, development, review, permitting, and environmental processes in order to reduce project costs and delays.

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AGENDA: February 7, 2022

TO: Bicycle Advisory Committee

FROM: Tommy Travers, Transportation Planner

This report primarily prepared by Amelia Conlen, Ecology Action Planner

RE: Draft County of Santa Cruz Active Transportation Plan update

RECOMMENDATION

Committee members receive a presentation on the draft County of Santa Cruz Active Transportation Plan for unincorporated Santa Cruz County.

BACKGROUND

The County of Santa Cruz started work on an Active Transportation Plan in January 2020. The County of Santa Cruz 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.

Ecology Action staff has previously presented to the Committee and sought input at the Committee's August 2020 and November 2021 meetings.

The Active Transportation Plan covers unincorporated Santa Cruz County and does not include the cities of Santa Cruz, Watsonville, Capitola or Scotts Valley. Recommendations for Highway 9 from the San Lorenzo Valley Complete Streets Corridor Plan are not included in the draft plan project list, though they are included in the recommendations maps to show the complete picture of planned infrastructure improvements.

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. 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 draft Active Transportation Plan includes the following content:

- **Chapter 1: Introduction and Background.** The first chapter describes the vision and purpose of the plan and the plan's relationship to other local planning efforts.
- **Chapter 2: Existing Conditions.** This chapter outlines current conditions in unincorporated Santa Cruz County, including land use, commute trends, existing bicycle and pedestrian facilities, collision data, and current programs.
- **Chapter 3: Outreach.** The third chapter describes the outreach process and outlines key themes that emerged during public outreach. It also includes community survey data from the two temporary infrastructure demonstrations that were installed as part of the planning process.
- **Chapter 4: Pedestrian and Bicycle Plan.** This chapter includes goals related to walking and bicycling in unincorporated Santa Cruz County and recommendations for infrastructure improvements and programs to improve safety and comfort for people who are walking and biking.
- **Chapter 5: Implementation and Maintenance.** The final chapter discusses opportunities to fund and construct the recommended projects and programs and provides a list of high-priority projects for each Supervisorial District. It also includes a list of funding sources that the County of Santa Cruz can use to finance the recommended projects and programs and the methods the County will use to report on the plan's progress to the

community and to maintain existing and future pedestrian and bicycle infrastructure.

The draft plan also includes several appendices, including outreach materials and survey data for the general public outreach and the temporary infrastructure demonstrations, prioritized project list, and project cost estimates.

Next Steps

The draft Active Transportation Plan will be released to the general public in mid-February for a 1-month public comment period at

<https://ecoact.org/poweredbyme/> Committee members are invited to review the draft plan and provide comments, which will be reviewed by the project team. 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 project team is providing an update on the draft County Active Transportation Plan and invites the Committee to review the draft plan when released to the public this month.

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