



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

MEETING AGENDA

Monday, August 8, 2022

6:00 pm to 8:30 pm

NOTE: TELECONFERENCE

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/84107260970?pwd=Ny94R04zL1NKUGFrRnloTjVuY216dz09>

Online meeting ID: 841 0726 0970

Password: 622467

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
Sally Arnold
Anna Kammer
Rick Hyman
Paula Bradley
Matt Farrell
Richard Masoner
Gina Cole
Amelia Conlen, Chair
Leo Jed

Alternate

Corrina McFarlane
John Hunt
Peter Scott
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 April 11, 2022 Bicycle Advisory Committee meeting
7. Accept summary of hazard reports
8. Approve recommendation to the RTC to approve the City of Santa Cruz's Transportation Development Act (TDA) allocation request for \$9,000 for Bikeway Maintenance
9. Accept 2021 Progress Reports for the CTSC and the Ride N Stride program

REGULAR AGENDA

10. RTC Request for Proposals for preliminary engineering and environmental documentation for an Electric Rail Transit & MBSST Coastal Rail Trail project – Oral update – Sarah Christensen, Sr. Transportation Engineer
11. Youth Safe Routes to School program – review and provide input – Kira Ticus, Ecology Action
12. Southern Graham Hill Road bicycle and pedestrian needs – discuss – William Menchine, former Committee member
13. Bike Boulevards & Low-stress route proposal – discuss – Walter Allen, resident, Scott Roseman, Committee member
14. Follow-up to Coastal Rail Trail Segments 8-12 Schematic Plans review – discuss – Tommy Travers, Transportation Planner
15. Updates related to Committee functions – Committee members (oral updates)
16. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for October 3, 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, April 11, 2022
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 6:00 pm.
2. Introductions

Members Present:

Scott Roseman, District 1
John Hunt, District 2 (Alt.)
Sally Arnold, District 3
Peter Scott, 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
Amelia Conlen, Bike-to-Work, Chair
Leo Jed, CTSC
Arnold Shir, CTSC (Alt.)

Staff:

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

Guests:

Robert Tidmore, County of Santa Cruz
Zach Siviglia, Mark Thomas & Co.
Piet Canin, Ecology Action
Gina Cole, nomination pending

Unexcused Absences:

Excused Absences:

Corrina McFarlane, District 1 (Alt.)
Kathleen Bortolussi, District 2
Liz Hernandez, District 4 (Alt.)
Michael Moore, City of Capitola (Alt.)
Drew Rogers, City of Watsonville (Alt.)
Matt Miller, Bike-to-Work (Alt.)

Vacancies:

City of Scotts Valley – Alternate
City of Watsonville – Primary

William Menchine, Joni Steele, Johanna Lighthill, Tim Brattan, Jean Brocklebank, Barry Scott, Lani Faulkner, Judy Gittlesohn, members of the public

3. Staff announcements – none
4. Oral communications – Anna Kammer announced that the City of Watsonville did not receive grant funding to prepare an Active Transportation Plan, and that the City was awarded \$1 million in funding for construction of the first phase of the Lee Road Trail and construction will begin in 2023 or 2024. William Menchine asked if the committee would have him present at a future meeting on his proposed bicycle improvements for lower Graham Hill Road. Piet Canin announced that May will be Bike Month, with Bike to Work funding from the RTC, and will include the online challenge “Love to Ride” as well as in-person events.
5. Additions or deletions to consent and regular agendas – as indicated in the item 13 staff report, additional exhibits were posted to the Committee meetings & agendas webpage. Contrary to the indication in the item 10 staff report, progress reports were not posted to the Committee meetings & agendas webpage.

CONSENT AGENDA

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

6. Approved draft minutes of the February 7, 2022 Bicycle Advisory Committee meeting
7. Accepted summary of hazard reports
8. Approved recommendation to the RTC of nomination of new Committee member
9. Approved recommendation to the RTC to approve Ecology Action’s Transportation Development Act (TDA) allocation request for \$72,000 for the Bike to Work/School Program- Committee members expressed appreciation of the program’s sponsored safe group rides in Watsonville
10. Approved recommendation to the RTC to approve the county Health Services Agency’s TDA allocation request for \$156,000 for the Community Traffic Safety Coalition (CTSC) and the Ride N Stride Bicycle and Pedestrian Education Programs – Committee members requested more data about the outcomes of these programs, expressed appreciation for the CTSC’s support of the Watsonville Vision Zero Task Force, and invited other members to attend meetings of the CTSC or join its email list.
11. Accept correspondence from Caltrans District 5 staff regarding Active Transportation Plan

REGULAR AGENDA

12. Committee Elections for Chair and Vice Chair.

John Hunt nominated Amelia Conlen for Chair and Sally Arnold seconded. The vote passed unanimously with members Roseman, Hunt, Arnold, Kammer, Hyman, Bradley, Farrell, Masoner, Conlen, and Jed voting in favor.

Matt Farrell nominated Anna Kammer for Vice Chair and Sally Arnold seconded. The vote passed unanimously with members Roseman, Hunt, Arnold, Kammer, Hyman, Bradley, Farrell, Masoner, Conlen, and Jed voting in favor.

13. MBSST Coastal Rail Trail Segments 8/9, 10/11, and 12 projects – Grace Blakeslee, Sr. Transportation Planner, provided a general overview of all three projects and explained that the purpose of the presentation is to seek comments on the design elements of both the “interim” and “ultimate” schematic design options. Robert Tidmore, Segment 10/11 project manager with the County of Santa Cruz, presented a description of the two design options and reviewed the cost estimates for all three projects.

After Mr. Tidmore presented the designs for Segment 8/9, committee members asked questions regarding the costs for the trail options for each trail segment, requested future discussion on costs and provided the following comments:

- The trail would be a better active transportation facility with fewer delays from yielding to uncontrolled automobile traffic at the road crossings;
- Add pavement markings guiding users through the U turn connecting the Boardwalk parking lot to the San Lorenzo River bridge ramp;
- Appreciate the planned sidewalk widening and consider relocating of the sidewalk on Beach Street where on-street parking causes conflicts with the cycle track;
- Bike and ped connections needed between the trail and small craft harbor on both sides of the harbor; and
- Further study is needed of bicycle and pedestrian circulation between 7th Ave. and Seabright Ave. to minimize use of highly congested Murray Street and the study should consider an additional railroad grade crossing.

Mr. Tidmore presented the Segment 10/11 project schematic plans, noted alignment options for the ultimate configuration along Park Ave, noted that several proposed new rail grade crossings for the ultimate configuration will be subject to CPUC approval, and noted locations where plans differ from the MBSST Master Plan. He announced the in-person open house for the project on April 13.

Committee members commented on coordination between the design for segments under development and future segments and trail widths, and discussed consideration of overall transportation needs in the Pajaro to Santa Cruz corridor.

Sarah Christensen, Sr. Transportation Engineer, presented an overview of the Segment 12 project. Zach Siviglia, design consultant, presented the schematic plans and noted that the interim bridges over Highway 1 are designed with abutments that allow for shifting the bridge decks when the time comes for a railroad bridge.

The Committee received comments from several members of the public.

14. Measure D 5-Year Plan for MBSST/Active Transportation – Rachel Moriconi, Sr. Transportation Planner, introduced the Measure D 5-Year Plan for MBSST/Active

Transportation funding allocations by the RTC. She described options for project funding ranging from approving funding for Segments 8 through 12 and corridor maintenance as shown in the report and issuing bonds for funding to be available earlier than the Measure D tax money is collected, to reducing fund amounts to match pay-as-you-go capacity. Committee members discussed the role of railbanking in advancing trail projects and the cost of bonding. Some members expressed reluctance to provide input on options that might require bonding, or concern about not knowing enough about the costs of bonding.

A motion (Hyman/Jed) was made to state Committee support for all the current MBSST coastal rail trail segment projects to move forward, but for not speaking to either endorsing or not endorsing the funding amounts allocated to each element of the 5-Year Plan. A substitute motion (Hyman/Arnold) was made matching the motion above but also including support for bonding to allow adequate RTC funds to support upcoming grant applications. The motion passed (6-1-2) with members Hunt, Arnold, Kammer, Hyman, Bradley, and Conlen voting in favor, Jed voting against, Roseman and Masoner abstaining, and Farrell not present.

15. Updates related to Committee functions – Theresia Rogerson announced that there will be a new federal grant funding source from the FHWA for which local jurisdictions with Vision Zero plans will be eligible.
16. Adjourn – 8:55 pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for June 13, 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
07/16/22	Samaporn	Tinyanont	Bay St	Escalona Dr	Santa Cruz	Bike: Rough pavement or potholes, Pavement cracks, Plant overgrowth or interference, Sidewalk too narrow	The painted bike gutters on Bay Street between Escalona drive and High Street are in very rough shape. The uphill direction is particularly bad with debris flowing out from the hills, tree growing into the bike lane, and several spots with severe bumps from plant roots. In general, this section can use much wider and protected bike lanes. Currently the car lanes expand from one lane in each direction below Escalona to two very wide lanes. The width of these car lanes are excessive, thus encouraging overspeeding. The bike lanes, on the other hand, remain very narrow and have uneven pavements throughout the length. Its inadequate width along with the frequent protrusions from plants and the rough surface force us into the car lanes quite often. Considering the speed difference, especially on the uphill section, this can be very dangerous. Please widen the bike lanes on this section of Bay and make it protected, at least with rubber bumps similar to those near boardwalk. This section of Bay is used by those up us commuting up to UCSC campus from downtown, and could serve as a pilot for bike infrastructure improvements in the city.	Claire Gallogly, Dan Estranero	07/20/22	7/20/22 Dan Estranero: We have plans to widen the bike lane at Bay (between Escalona and Iowa) and add a buffer between the cyclists and cars. No timeline for implementation yet as we are still in the design phase.
07/15/22	Elisabeth	Morris	105 Beach St	Pacific Ave	Santa Cruz	Bike: Debris on shoulder or bikeway	Sand covering the bike lane at the roundabout nearest the boardwalk/wharf caused me to fall and crash my bicycle as my rear wheel slipped out on the sand. Soon after, another bicyclist rode up to where I was sitting and assessing the damage. He told me that he had fallen on his bike just 5 minutes earlier while trying to cross some train tracks that veer over the bike lane at an angle.	Claire Gallogly, Dan Estranero	07/20/22	7/20/22 Dan Estranero: We will notify our street sweeping team to sweep the area
07/14/22	Matt	Miller	2861 Soquel Ave	Soquel Dr	Santa Cruz	Bike: Rough pavement or potholes, Debris on shoulder or bikeway, Bikeway not clearly marked	While approaching the intersection of Soquel Dr. and Soquel Ave. heading west on Soquel Ave. the bike lane/shoulder white paint stripe disappears, cars regularly cut that corner, and there is a large pothole in the narrow section where you reasonably bike. The combination of these factors contribute to a hazardous section of road for cyclists where the space pinches right at an intersection. The paint should be reapplied, green paint/bike box would be beneficial, and the pavement needs to be repaired.	DPW	07/20/22	7/20/22 Jana Vargas: Good morning, Thank you for your email. I will forward your request to our Road Maintenance Department for review and response. 7/20/22 DPW Road Dispatch: SR 22-001073 AND 22-001074
07/09/22	Suzan	Farrens	509 Marion Ave	N/A	Ben Lomond	Bike: Rough pavement or potholes, Pavement cracks	The tree roots have lifted the asphalt about 6-8" in several places-hazardous to bikes AND vehicles. Someone has placed a cone where the pavement is missing. The raised road continues to rise and there isn't any warning as a vehicle approaches from Quail Hollow Rd. I couldn't get a photo that clearly showed the issue.	DPW	07/20/22	7/20/22 Jana Vargas: Good morning, Thank you for your email. I will forward your request to our Road Maintenance Department for review and response. 7/20/22 DPW Road Dispatch: SR 22-001071

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
07/05/22	Gina	Cole	East Lake Ave	Wagner Ave	Watsonville	Bike: Debris on shoulder or bikeway	Falls within City of Watsonville city limits. Excessive, deep, sandy dirt in the bike lanes. Portions of bike lane are completely obscured, forcing cyclists into the traffic travel lane. Eastbound bike lane has an added hazard of a drop from pavement to gutter, also obscured by deep sandy soil. *Kudos for Holohan Rd bike lanes! They have been really clear!	Maria Rodriguez	07/06/22	7/20/22 Maria Rodriguez: The area was swept on Friday, July 8th and has been added to the Thursday street sweeping route. We apologize that this stretch was inadvertently left off of our regular street sweeping schedule. It has now been updated.
06/29/22	Rob	Franks	Western Dr	Highway 1	Santa Cruz	Bike: Traffic signal problem	No marking of bike sensor location to trip signal, if it even exists. Requires waiting until a car shows up.	Katherine Osekowsky (Caltrans)	06/29/22	6/29/22 Katherine Osekowsky: Customer Service Request number 902521 for this concern. It will be assigned to the Caltrans D5 Maintenance crews for review.
06/24/22	Nancy	Zaferes	8035 Soquel Dr	Aptos Creek Rd	Aptos	Bike: Rough pavement or potholes	N/A	DPW	06/29/22	6/29/2022 Jana Vargas: Good morning, Thank you for your email. I will forward to our Road Maintenance Department for review and response.
06/23/22	Bradley	Cramer	4790 Scotts Valley Dr	Carbonero Way	Scotts Valley	Bike: Other	Delivery Vehicles blocking bike lane, forcing bikes into a traffic lane where vehicles frequently travel over 35mph.. Typically parked directly in front of the "No Stopping Any Time" sign. This occurs multiple times per week. PD enforcement would be greatly appreciated.	Trish McGrath, Kimarie Jones, Chris Lamm, Tyler Thomas	06/29/22	Follow up email sent 7/20/22
06/20/22	Janine	Honey	3655 N Main St	N/A	Soquel	Bike: Plant overgrowth or interference	Problem begins across street from Soquel Nursery Growers and continues uphill, along guardrail, to Glen Haven Rd.	DPW	06/21/22	6/22/22 Jana Vargas: Good afternoon, Thank you for your email. I will forward to our Road Maintenance Department for review and response. 6/22/22 DPW Road Dispatch: Good morning, thank you for this request, there is already a request for mowing this in area. Thanks again from Barry
05/14/22	Richard	Stover	1100B Fair Ave	N/A	Santa Cruz	Bike: Traffic signal problem, Damaged bikeway signs	Arrow sign is bent and the ped-crossing flashing sign is rotated out of position so neither ped nor motorist can see the flashing LEDs.	Claire Gallogly, Dan Estranero	05/18/22	5/18/22 Dan Estranero: We will notify our street crews to repair.
04/27/22	Jonathan	Benko	114 Plum St	N/A	Santa Cruz	Bike: Other	The resident at this house frequently parks a large vehicle in the driveway that ends up protruding into the bike lane, blocking the bike lane, and forcing cyclists into the car lane at what is already a dangerous section of road (cars are typically accelerating down the hill, and often drift into the bike lane due to the curve in the road).	DPW	04/27/22	4/27/22 Jana Vargas: Good morning, Thank you for your email. I will forward to our Encroachment Inspector for review and response.

Bicycle Hazard Reports

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
04/08/22	Becky	Steinbruner	7996 Soquel Dr	Speackles Dr	Aptos	Bike: Plant overgrowth or interference	Dear Road Maintenance Staff, This area is getting worse and worse for bicyclists as the Himalayan Blackberry vines continue to arch out into the bike way. The area just west of this section got cleaned up, and the ivy that was growing into the bick way now no longer impedes the bike way. Please finish the cleaning work so that bicyclists have a wider approach to the hazardous Soquel Drive / Spreckles Drive intersection.	DPW	04/12/22	4/12/22 Jana Vargas: Good afternoon, Thank you for your email. I will forward to our Road Maintenance Department for review and response. 4/13/22 Road Maintenance Dispatch: SR#22-000540
03/28/22	Richard	Masoner	Mt Hermon Rd	Glen Canyon Rd	Scotts Valley	Bike: Debris on shoulder or bikeway	A fallen tree limb completely blocks the entire bike lane, creating a hazardous situation for cyclists at that point in a location where it's difficult for people of any ability on bike to take the lane, especially on a rainy day. It looks like it this limb had fallen across most of Mt Hermon Road and a good samaritan moved it from there into the bike lane. This needs to be removed immediately, because people who depend on their bikes to get to school, work, and groceries still bike in the rain.	Claire Gallogly, Dan Estranero	03/30/22	4/7/22 Tyler Thomas: The hazards have been removed.

TO: SCCRTC Bicycle Advisory Committee
FROM: Tommy Travers, Transportation Planner
RE: City of Santa Cruz Article 8 Transportation Development Act Allocation Request

RECOMMENDATION

Staff recommends that the Bicycle Advisory Committee recommend to the Regional Transportation Commission approval of the City of Santa Cruz's Article 8 Transportation Development Act allocation claim for Bikeway Striping and Minor Improvements

BACKGROUND

Each year the Regional Transportation Commission allocates Article 8 Transportation Development Account (TDA) funds to local jurisdictions for bikeway and pedestrian projects. TDA funds allocated to a local jurisdiction may be rolled over from one fiscal year to the next. There are sufficient TDA Santa Cruz funds not yet allocated to a project. TDA claims with pedestrian components must be reviewed by Elderly & Disabled Transportation Advisory Committee and those with bicycle amenities must be reviewed by the Bicycle Advisory Committee (BAC) prior to approval by the Regional Transportation Commission.

DISCUSSION

The City of Santa Cruz submitted a letter and TDA Claim ([Attachment 1](#)) requesting \$9,000 in new allocations to Bikeway Striping and Minor Improvements. Periodically, the city requests TDA funds for general maintenance of bike lanes and paths throughout the city. The project will include restriping and resigning to maintain the infrastructure and improve safety. The BAC has approved funds for such bikeway maintenance in past years including 2020, 2018, and 2016.

Due to a U.S. mail issue, this claim was received by the RTC several months late. Due to this and the fact that this claim is for work very similar to previous claims, Staff recommends approval despite being after the work was performed.

Staff recommends that the Bicycle Advisory Committee recommend that the Regional Transportation Commission approve the City of Santa Cruz's allocation TDA claim request in the amount of \$9,000 for Bikeway Striping and Minor Improvements. The project is consistent with the RTC's Regional Transportation Plan.

SUMMARY

The City of Santa Cruz is requesting a TDA Article 8 allocation for Bikeway Striping and Minor Improvements (\$9,000). Staff recommends that the Committee recommends that the Regional Transportation Commission approve the City of Santa Cruz's allocation request.

Attachment:

1. City of Santa Cruz Article 8 TDA Allocation Request Letter & Claim Form



2022 MAY 24 AM 8:08

**Transportation Development Act (TDA) – Local Transportation Funds
CLAIM FORM
for Bike/Ped Projects**

*If you have any questions about this claim form or would like an electronic copy of the form,
please contact the Santa Cruz County Regional Transportation Commission at 460-3200.*

Project Information

1. Project Title: 1. Bikeway Striping and Minor Improvements
2. Implementing Agency: City of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$9,000
5. Fiscal Year (FY) for which funds are claimed: FY 2021-22
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: Article 8 Bicycle and/or Pedestrian Facility
7. Contact Person/Project Manager: Nathan Nguyen
Telephone Number: 831-420-5188 E-mail: nnguyen@cityofsantacruz.com

Secondary Contact (in event primary not available): Ricardo Valdes
Telephone Number: 831-420-5160 E-mail: rvaldes@cityofsantacruz.com
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):

Annual restriping and resigning of the City's 30 plus miles of bikeways and minor bikeway improvements.
9. Number of people to be served/anticipated number of users of project/program:

Current bikeway and roadway users.
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):

Projects are citywide and as needed based on existing conditions and public requests.
11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community):

Maintain transportation infrastructure, and to encourage traffic safety and safe bike use.
12. Consistency and relationship with the 2040 Regional Transportation Plan (RTP) – please reference Project or Policy:

Project: SC-P75 Lump Sum Bike Projects
Plan Goal: 1A, 1Dii, 1F, 2A, 3B.

13. Measures of performance, success or completion to be used to evaluate project/program:

Traffic safety and public comments.

14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed): NA

15. Project Cost/Budget, including other funding sources, and Schedule:

Project Start Date: FY2021-22

	Planning	Environ- mental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr) Completion Date /					FY 2021-22			
Total Cost/Phase					\$40,000			\$40,000
TDA Requested (this claim)					\$9,000			\$9,000
Prior TDA:								
Source 3:								
Source 4:								

**Please describe what is included in "Other":*

16. Preferred Method and Schedule for TDA fund distribution, consistent with the RTC Rules and Regulations (a. 90% prior to completion/10% upon completion; or b. 100% after completion):

100% after completion.

17. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	Yes
B. Has this project previously received TDA funding?	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years?	Yes
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	Yes
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	Yes

Documentation to Include with Your Claim:

All Claims

- X A letter of transmittal** addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- X Resolution from the TDA Eligible Claimant** indicating its role and responsibilities.
Previously submitted.

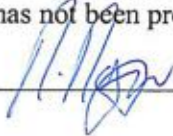
Article 8 Bicycle/Pedestrian Claims

- X Evidence of environmental review** for capital projects
Projects are exempt.

Local Agency Certification:

I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature



Title:

Asst Dir. / City of Elk

Date:

12/16/21

This TDA Claim Form has been prepared in accordance with the SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>).

\\10.10.10.11\shared\GRANTS\TDA\TDAClaimFormBikePed.doc

TO: Bicycle Advisory Committee

FROM: Tommy Travers, Transportation Planner

RE: Progress Reports for the Community Traffic Safety Coalition and the Ride N Stride Program

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee accept the progress reports from 2021 for the Community Traffic Safety Coalition (CTSC) and the Ride N Stride Program

BACKGROUND

In April 2022, this Committee recommended approval of the two claims submitted by the County Health Services Agency (HSA) for Transportation Development Act (TDA) funds for the CTSC and the Ride N Stride Program, however progress reports from 2021 were not yet available.

DISCUSSION

The County HSA previously submitted a cover letter and two sets of FY 22/23 TDA claim forms, work plans and budgets for Bicycle Committee and Commission review and approval. The first work plan, claim form and budget were for the ongoing work of the Ride N Stride Bicycle and Pedestrian School Education Program and the second set were for the CTSC.

These documents were reviewed by the Committee at its April 11, 2022 meeting. For reference, the agenda packet is available at the Committee Meetings & Agendas webpage: <https://sccrtc.org/meetings/bike-committee/agendas/>

Progress Reports for both programs for 2021 were not yet available in April, as is typically the case to allow the Committee to review the recent work performed. They have now been provided and are being shared with the Committee (Attachments 1 & 2). The Committee may wish to reference these when it next provides input to the HSA.

SUMMARY

As a follow-up to the previous Committee meeting, staff recommends that the Committee accept progress reports from 2021 for the CTSC and the Ride N Stride Program.

Attachments:

1. CTSC progress reports from January-June 2021 and from July-December 2021
2. Ride N Stride program progress reports from January-June 2021 and from July-December 2021

**BIANNUAL PROGRESS REPORT
TRANSPORTATION DEVELOPMENT ACT FUNDS**

**FY 20-21 SECOND BIANNUAL PERIOD
January 1, 2021 - June 30, 2021**

Project Title: Community Traffic Safety Coalition (CTSC)

Agency: Santa Cruz County Health Services Agency (HSA)

Project Contact: Theresia Rogerson 831-454-4312 theresia.rogerson@santacruzcounty.us

Vision Zero Work Plan Progress

Primary Objectives:

1. Continue to assist the City of Watsonville in Vision Zero policy implementation.
2. Assist the City of Santa Cruz in developing a Vision Zero Action Plan.
3. Promote Vision Zero adoption and implementation in all other jurisdictions.
4. Develop and maintain countywide Vision Zero collaboration and support.

Watsonville

Continue to assist the City of Watsonville in Vision Zero policy implementation.

- Since the last report, the WVZTF is now being facilitated by Watsonville Public Work's staff and will be implementing action items in the updated City of Watsonville's Safe Streets Save Lives Vision Zero Action Plan 2021.
- CTSC staff provided administrative support to the City of Watsonville Public Works staff and WVZTF, including taking minutes, providing input on agendas, and virtual meeting facilitation support, as well as bringing a public health perspective to the table.
- The Watsonville Vision Zero Task Force (WVZTF) held three virtual bimonthly meetings this biannual period in January, March, and May, with participation from City public works, planning, manager's office, police department and City Council as well as community groups, advocacy organizations, and members of the public.
- The WVZTF members chose a final design for the newly rebranded task force as created by DigitalNEST with funding from CTSC and City of Watsonville as seen below:



- CTSC staff continued supporting City of Watsonville in tracking Vision Zero progress on priority projects, including providing updates to the WVZTF at each meeting, and developing new priority project ideas for 2021 with the WVZTF members.
- City staff returned to City Council on April 13, 2021 to report progress in 2020 and present new priority projects for the Vision Zero Action Plan 2021, receiving unanimous adoption of the updated plan.
- The presentation to City Council and the updated plan are viewable at the City of Watsonville's Vision Zero webpage, and the plan is hyperlinked in the biannual report introduction above.
- CTSC staff convened a committee of the WVZTF to complete a Bicycle Friendly Communities application with the League of American Bicyclists with the goal of improving the City's status from Bronze (awarded in 2017) to Silver.
- HSA worked with the City of Watsonville, Ecology Action, the school district, and local agencies to submit the Safe Routes for Watsonville School Families and Community non-infrastructure grant proposal for state Active Transportation Program Cycle 5, which scored very well but was not awarded, so CTSC staff plan to resubmit for Cycle 6 in 2022.

Santa Cruz

Assist the City of Santa Cruz in developing a Vision Zero Action Plan.

- The City of Santa Cruz was the second Vision Zero city in the county, adopting a Vision Zero policy resolution in August 2019.
- CTSC staff continue to work with the City of Santa Cruz Transportation & Public Works Commission (TPWC) and City staff to assist in Vision Zero next steps.
- Discussions with Public Works, Police Department, and City Manager's office have been ongoing with a goal of securing commitments in creating a Vision Zero Task Force that will develop the Vision Zero Action Plan.

Other Jurisdictions

Promote Vision Zero adoption and implementation in all other jurisdictions.

- The CTSC held two virtual bimonthly meetings focused on Vision Zero this biannual period in February and April with participation from Public Health staff, RTC staff, law enforcement, community groups, advocacy organizations, and members of the public.
- CTSC continues to approach the remaining jurisdictions to encourage adoption and implementation of Vision Zero.

Countywide

Develop and maintain countywide Vision Zero collaboration and support using the E's below:

Education – Equipping people with knowledge, skills, and confidence to use the roads safely and respectfully.

- CTSC staff continue to support local jurisdictions in developing messaging for the Street Smarts regional media campaign, including bilingual videos available for viewing at www.cityofsantacruz.com/streetsmarts

- Bimonthly Mailchimp e-newsletters are sent to CTSC members containing the previous meeting's minutes, upcoming agenda, and Vision Zero related announcements.
- In addition, CTSC staff sent out community partner emails to CTSC members that contained COVID-19 information, resources, and services.

Engineering – Designing and building a transportation system that creates safe, convenient, and comfortable places to drive, bike and walk.

- HSA partnered with County Public Works, County Planning, Ecology Action, and BSCC in a CalTrans Planning grant to develop an Active Transportation Plan for the County unincorporated areas with more information at www.ecoact.org/poweredbyme
- The above planning work included all partners working with County Public Works' road crews to construct temporary bike/pedestrian demonstration projects at Green Valley Road in Watsonville and Portola Avenue in Live Oak in May and June 2021.

Enforcement – Ensuring that all road users understand and follow traffic laws and regulations.

- Local crash incidents are discussed as part of each CTSC/WVZTF meeting and local law enforcement officers in attendance are invited to report additional information.
- CTSC staff also began research on post-crash response protocols through the Vision Zero Network (www.visionzeronetwork.org) and will reach out to Bay Area Vision Zero cities to learn more.

Encouragement – Promoting a culture that recognizes drivers, cyclists, and pedestrians as road users who all share the responsibility for safety.

- CTSC staff provided advisory support to Bike Santa Cruz County (BSCC) in creating a Slow Streets program to provide active transportation opportunities in several jurisdictions during pandemic social distancing. More information can be found at BSCC's Slow Streets webpage.

Evaluation – Using data to measure progress and plan for success.

- CTSC staff continue to collect information from media reports of traffic-related fatalities and severe injuries in a database to track crash data that's more current than the Statewide Integrated Traffic Reporting System (SWITRS).

Engagement – Intentionally involving individuals and communities to build relationships, develop meaningful solutions to their needs, and influence policy making.

- Messages are posted to the CTSC Facebook page acknowledging losses to families of traffic violence victims within the county (see end of report for Facebook page weblink).
- In January, HSA applied for three state Office of Traffic Safety (OTS) grants in bike/pedestrian safety, child passenger safety, and impaired driving as part of Vision Zero efforts countywide. All three grants were awarded and will begin in September 2021.

All efforts incorporated Equity – Prioritizing safety and access for communities who are most impacted by traffic violence.

CTSC Media Coverage

Lookout Santa Cruz – May 18, 2021

Bikes, cars & safe co-habitation: Santa Cruz is among the most dangerous cycling counties in the state

<https://lookout.co/santacruz/coast-life/story/2021-05-18/bikes-cars-safe-co-habitation-santa-cruz-among-most-dangerous-biking-counties-in-the-state>

CTSC Letters of Support

- 1) January 24, 2021 – Letter to the State of California Office of Traffic Safety supporting the grant application by the City of Santa Cruz Public Works Department for their Street Smarts campaign.
- 2) January 29, 2021 – Letter to State of California Office of Traffic Safety supporting the Santa Cruz County Health Services Agency (HSA) in their application bicycle/pedestrian safety and occupant protection grants.
- 3) February 3, 2021 – Letter of support for the County of Santa Cruz Planning Department’s application for a vehicle-miles traveled (VMT) mitigation program.

Ongoing CTSC Programs

Bicycle Traffic School (BTS) – BTS two-hour classes are now offered quarterly and are taught by CTSC staff’s League Cycling Instructor (LCI), which is a certification from the League of American Bicyclists (LAB). These classes are now taught virtually while COVID-19 mitigation limits in-person group gatherings. CTSC staff provides information about this diversion program to local law enforcement agencies regularly. In addition, the class is offered free to the public for those who want to feel safer and more confident riding on busy local streets.

Traffic Calming Programs - In an effort to slow traffic on residential streets, CTSC offers both a Trash Can Sticker and PACE Car stickers for community members to use when speeding is an issue in their neighborhood. The Trash Can Sticker is a sticker developed by CTSC that says ‘Please Drive Slowly’ to be placed on curbside waste collection bins. This traffic calming program is currently operating in the City of Santa Cruz only. The Santa Cruz County Cycling Club (SCCCC) awarded funding for initial development and production of the stickers. Other waste management agencies in the county will be approached in the future to offer the program in other jurisdictions. The PACE Car program also aims to reduce speeds in neighborhoods and has been ongoing for many years. Pace car community members sign a pledge to drive within the speed limit, stop for pedestrians, drive courteously, and display a Pace Car Sticker on their vehicles. Pace car drivers act as “mobile speed bumps,” slowing any speeding drivers behind them. The more Pace car drivers in a neighborhood, the more effectively the program works to slow traffic.

Anyone who is interested in requesting a Trash Can or Pace Car sticker may go to the Order/Comment Form of the CTSC website at www.sctrafficsafety.org

CTSC Website, Facebook Page and YouTube Channel – CTSC maintains an active social media presence through its website, Facebook page, and YouTube channel. The Facebook page at www.facebook.com/sctrafficsafety is used to share timely traffic safety related news and events, promote safe traffic behaviors, and air targeted PSAs. The YouTube channel at www.youtube.com/sctrafficsafety includes video playlists for bike safety, distracted driving, and child passenger safety resources.

CTSC Staff Roles and Responsibilities

To pursue another local bicycle safety career opportunity, the primary CTSC staff person, a Health Educator, resigned from the County in December 2020. They agreed to continue working several hours a month to keep the CTSC and the Watsonville Vision Zero Task Force (WVZTF) meetings going while we recruited to fill the vacated position. Meanwhile during this biannual period, County Public Health staff have continued to be deployed to the pandemic response as well as potential debris flow response, so program hours for CTSC work have been limited. Due to other programs being delayed because of the pandemic restrictions, the new Health Educator, who will begin in July 2021, will have several high priority grant deliverables to focus on this next fiscal year.

**BIANNUAL PROGRESS REPORT
TRANSPORTATION DEVELOPMENT ACT FUNDS**

**FY 21-22 First BIENNIAL PERIOD
July 1, 2021 – December 31, 2021**

Project Title: Community Traffic Safety Coalition

Agency: Santa Cruz County Health Services Agency

Project Contact: Theresia Rogerson 831-454-4312 theresia.rogerson@santacruzcounty.us

Vision Zero Work Plan Activities Progress

1) City of Watsonville

Continue assisting in Vision Zero Action Plan implementation.

- CTSC staff joined a sub-committee of the Watsonville Vision Zero Task Force (WVZTF) to develop application materials for the League of American Bicyclists' (LAB) Bicycle Friendly Community Award. The sub-committee met on a bi-weekly basis between July 2021 and September 2021 to complete the application, with submission in September 2021.
- In December 2021, the LAB renewed Watsonville's bronze level status and provided the WVZTF members with the City of Watsonville's Bicycle Friendly Community Report Card, which were distributed to the community for review.
- During the November 2021 WVZTF meeting, the group discussed applying for a Walk Friendly Community Award in 2022 for a potential submission in June 2022.
- The CTSC staff continue to assist with meeting minutes for the bi-monthly WVZTF meetings, assisting with recording and finalizing minutes for the meetings.
- Alongside Bike Santa Cruz County, the CTSC staff planned and implemented the City of Watsonville's first World Day of Remembrance for Road Traffic Victims event in November 2021. CTSC and Bike Santa Cruz County staff, as well as members of the WVZTF led a walk from the Plaza with the first half in silence to honor those who were killed or seriously injured due to traffic violence.

2) City of Santa Cruz

Assist in community engagement, data collection, and developing a Santa Cruz Vision Zero Task Force and Action Plan.

- CTSC staff met regularly with the City of Santa Cruz staff to discuss movement on developing a Vision Zero Task Force and a Vision Zero Action Plan during this biannual period.

- CTSC staff plans to meet with the new City of Santa Cruz City Manager in 2022 to move forward with Vision Zero progress.

3) County of Santa Cruz, Capitola, Scotts Valley, UCSC

Advocate for Vision Zero policy adoption and implementation in each jurisdiction.

County of Santa Cruz

- CTSC staff have been in communication with County Public Works staff about proposing a Vision Zero policy in the unincorporated area of the county.
- CTSC staff have also met with a member of the Santa Cruz County Board of Supervisors to discuss advocating for adoption of a Vision Zero program in the unincorporated area of the County.

City of Capitola

- A City of Capitola representative has been attending the CTSC and WVZTF meetings and CSTC staff began conversations regarding promoting Vision Zero policy in Capitola.

City of Scotts Valley

- In September 2021, CTSC staff reached out to community members of Scotts Valley who expressed concerns about traffic safety in their neighborhood and invited them to attend coalition meetings.
- CTSC staff set up a virtual follow-up meeting in November 2021 with Scotts Valley community members to hear about their experiences trying to improve traffic safety and to inform them about Vision Zero.
- In December 2021, CTSC staff set up an informal walk audit with members of the Blue Bonnet neighborhood in Scotts Valley. Staff from the Scotts Valley Public Works Department attended the walk to discuss traffic safety projects in the area.

4) Countywide

Develop and maintain countywide Vision Zero collaboration and implementation through Education, Engineering, Enforcement, Encouragement, Evaluation and Engagement with all efforts incorporating Equity.

- CTSC staff researched traffic safety messaging from the California Office of Traffic Safety and the National Highway Traffic Safety Administration to share with community members via the CTSC Facebook page during this biannual period.
- CTSC staff continue to track traffic-related fatalities and severe injuries and discuss these incidents as part of each CTSC/WVZTF meeting.
- Local law enforcement agencies are regularly invited to report traffic-related fatalities and injuries to the two groups.

- CTSC staff use Facebook to post messages that acknowledge losses to families of traffic violence victims.
- CTSC staff communicate about local crashes with the relevant jurisdictions to gather further information if available.
- Starting in October 2021, the CTSC staff and coalition members began to develop the CTSC FY 2022-2024 Vision Zero Work Plan. This was a collaborative effort to update and re-imagine the work plan for the upcoming fiscal year period.
- CTSC staff and coalition members focused on incorporating a Safe Systems approach to the work plan to align with the national Vision Zero Network and the Federal Highway Administration that can be viewed at https://safety.fhwa.dot.gov/zerodeaths/docs/FHWA_SafeSystem_Brochure_V9_508_200717.pdf

CTSC Media Coverage

Ecology Action – July 15, 2021

Good Things Come to Those Who Wait, and State Transportation Funding is Coming to Santa Cruz County

https://ecoact.org/active-transportation/good-things-come-to-those-who-wait-and-state-transportation-funding-is-coming-to-santa-cruz-county?utm_source=ActiveCampaign&utm_medium=email&utm_content=July+2021+Active+Transportation+Newsletter&utm_campaign=July++21+Transportation+Email

The Pajaronian – July 19, 2021

Watsonville celebrates completion of Rail Trail portion

<https://pajaronian.com/watsonville-celebrates-completion-of-rail-trail-segment/>

Ecology Action – July 26, 2021

County of Santa Cruz Active Transportation Plan Moves Forward with Temporary Installations

https://ecoact.org/active-transportation/county-of-santa-cruz-active-transportation-plan-moves-forward-with-temporary-installations?utm_source=ActiveCampaign&utm_medium=email&utm_content=July+2021+Active+Transportation+Newsletter&utm_campaign=July++21+Transportation+Email

Families for Safe Streets – November 21, 2021

World Day of Remembrance Walk: listed on the Families for Safe Streets websites

<https://worlddayofremembrancefss.org/#calendar>

Santa Cruz Sentinel – December 3, 2021

Guest Commentary: A Mother's Plea About Saving Lives on Our Streets

<https://www.santacruzsentinel.com/2021/12/03/guest-commentary-a-mothers-plea-about-saving-lives-on-our-streets/>

CTSC Letters of Support

- 1) October 7, 2021 – Letter to the City of Santa Cruz City Council to express concerns about the underground garage entrance/exit onto the new 831 Water St. Housing Development
- 2) October 8, 2021 – Letter to the Santa Cruz County Regional Transportation Commission in support for a Santa Cruz County Climate Adaptation Vulnerability Assessment and Transportation Priorities Report for Caltrans Sustainable Communities Grant
- 3) October 25, 2021 – Letter to the City of Watsonville Public Works & Utilities Department in support for the Watsonville Active Transportation Plan grant proposal.
- 4) December 9, 2021 – Letter to the California Coastal Commission in support of approval for the California Coastal Commission Federal Consistency Determination for the North Coast Rail Trail between Wilder Ranch and Davenport

Ongoing CTSC Programs

Bicycle Traffic School (BTS) – BTS two-hour classes are now offered quarterly and are taught by CTSC staff's League Cycling Instructor (LCI), which is a certification from the League of American Bicyclists (LAB). These classes are now taught virtually while COVID-19 mitigation limits in-person group gatherings. CTSC staff provides information about this diversion program to local law enforcement agencies regularly. In addition, the class is offered free to the public for those who want to feel safer and more confident riding on busy local streets.

Traffic Calming Programs - In an effort to slow traffic on residential streets, CTSC offers both a Trash Can Sticker and PACE Car stickers for community members to use when speeding is an issue in their neighborhood. The Trash Can Sticker is a sticker developed by CTSC that says 'Please Drive Slowly' to be placed on curbside waste collection bins. This traffic calming program is currently operating in the City of Santa Cruz only. The Santa Cruz County Cycling Club (SCCCC) awarded funding for initial development and production of the stickers. Other waste management agencies in the county will be approached in the future to offer the program in other jurisdictions. The PACE Car program also aims to reduce speeds in neighborhoods and has been ongoing for many years. Pace car community members sign a pledge to drive within the speed limit, stop for pedestrians, drive courteously, and display a Pace Car Sticker on their vehicles. Pace car drivers act as "mobile speed bumps," slowing any speeding drivers behind them. The more Pace car drivers in a neighborhood, the more effectively the program works to slow traffic.

Anyone who is interested in requesting a Trash Can or Pace Car sticker may go to the Order/Comment Form of the CTSC website at www.sctrafficsafety.org

CTSC Website, Facebook Page and YouTube Channel – CTSC maintains an active social media presence through its website, Facebook page, and YouTube channel. The Facebook page at www.facebook.com/sctrafficsafety is used to share timely traffic safety related news and events, promote safe traffic behaviors, and air targeted PSAs. The YouTube channel at www.youtube.com/sctrafficsafety includes video playlists for bike safety, distracted driving, and child passenger safety resources.

BIANNUAL PROGRESS REPORT
TRANSPORTATION DEVELOPMENT ACT FUNDS

SECOND BIANNUAL PERIOD
January 1 – June 30, 2021

Project Title: Ride n' Stride Bicycle and Pedestrian Education Program

Agency: Santa Cruz County Health Services Agency (HSA)

Project Contact: Theresia Rogerson 831-454-4312

theresia.rogerson@santacruzcounty.us

Briefly describe the work completed during this biannual period.

- 1. Conduct bicycle and pedestrian traffic safety education sessions for at least 2,500 elementary school and pre-school students in Santa Cruz County school districts.**

During this second biannual period with distance learning still in place in the schools due to the COVID-19 pandemic, Ride n' Stride staff pivoted to the new virtual bicycle and pedestrian safety presentation format for preschool and K-5 grade elementary school students. Staff also delivered the new virtual Walk Smart program jointly with Ecology Action targeting second grade students. The walking field trip component of Walk Smart has still been on hold due to the restrictions on group gatherings.

In this six-month period, students received a Ride n' Stride presentation combining both *bicycle and pedestrian* safety at one elementary school reaching **22** students. Another **44** Walk Smart *pedestrian* safety presentations were conducted at **20** elementary schools throughout the county school districts reaching **915** students. Ride n' Stride staff would have participated in more Walk Smart presentations but were not available for many that were scheduled on Fridays as County workers gave a 7.5% furlough this fiscal year related to the financial crisis caused by the pandemic. Even with this limitation and the primary Ride n' Stride staff person continuing to be deployed part time to assist with the pandemic response, a total of **1,765** students have been reached at **35** schools this fiscal year.

- 2. Conduct at least 4 traffic safety presentations to parents/caregivers through schools, community agencies and neighborhood groups to promote safe bicycling and walking in Santa Cruz County.**

During this biannual period, all group gatherings and community events remained cancelled due to the COVID-19 pandemic restrictions. Ride n' Stride staff continued to focus on virtual delivery in the schools and took advantage of an opportunity to reach parents virtually as well.

On February 24th, Ride n' Stride staff conducted a virtual presentation during Starlight Elementary school's parent meeting that included education about the importance of wearing a helmet while riding. The presentation reached 24 parents and resulted in follow ups from parents interested in receiving a helmet for their children.

3. Participate in 4 school or community events to provide traffic safety information and promote safe bicycling and walking in Santa Cruz County.

As with the objective above, all group gatherings and community events remained cancelled due to the COVID-19 pandemic restrictions during this period.

4. Collaborate with CTSC, HSA staff and community partners to collect bike and pedestrian safety data.

During this biannual period, Ride n' Stride staff assisted in collecting bike and pedestrian safety data before and after temporary infrastructure installations near Amesti Elementary School and along Portola in Live Oak. These projects were part of the Active Transportation Plan being developed by the County Department of Public Works, in partnership with Ecology Action, Bike Santa Cruz County, and County Public Health, called Powered by Me.

5. Work with CTSC, HSA and community partners to coordinate distribution and proper fitting of at least 100 bike helmets to students and other community members.

Through Helmet Fit Sites, schools, and partner agencies, Ride n' Stride staff coordinated proper fitting and distribution of **82** helmets during this biannual period.

6. Participate in the fall and spring Bike/Walk to School/Work events, bike rodeos and other bike/pedestrian safety activities, as staff time permits.

Due to COVID-19, the traditional Bike/Walk to School/Work events were replaced this Spring with Bike Month in May organized by Ecology Action. As part of Bike Month activities and in partnership with County Public Works, Ecology Action and Bike Santa Cruz County, Ride n' Stride staff helped coordinate and build two temporary bicycle and pedestrian infrastructure installations in the Watsonville and Live Oak areas as part of the Powered by Me project mentioned above. For an overview of the project, go to www.ecoact.org/poweredbyme .

7. Participate in traffic safety meetings, such as CTSC, Watsonville Vision Zero Task Force (formerly the South County Bicycle and Pedestrian Work Group), and Complete Streets to Schools planning meetings, as staffing capacity and other program priorities allow.

Ride n' Stride staff attended the virtual bimonthly Watsonville Vision Zero Task Force meetings in the months of January and May and did not attend the bimonthly Community Traffic Safety Coalition (CTSC) meetings. Program staff were also involved in planning meetings and outreach for the Powered by Me program.

8. Conduct program evaluation including pre/post-testing of student samples, teacher evaluations and reporting of bike and pedestrian observational surveys among children and youth.

Pre/post-tests were administered to students who received the Walk Smart presentations. Results showed a 19% average increase in knowledge of pedestrian safety, based on a 6-question written quiz. Overall, teacher evaluations rated very high at 4.85, based on a scale of 1 (Ineffective) to 5 (Excellent).

During this biannual period, Ride n' Stride staff met with other Public Health staff who formed a Schools Virtual and In-Person Implementation group. Ideas for virtual polls and evaluation tools were discussed and demonstrated. Once Ride n' Stride is fully staffed again, these tools can be piloted.

Briefly describe the work to be done next TDA biannual period.

As mentioned above in the first objective, the primary Ride n' Stride staff remained deployed part time to COVID-19 work from August 2020 through the end of this second biannual period. Ride n' Stride staff primarily focused on virtual presentations through the end of the school year. As restrictions loosen and program staff return to their regular work, the hope is to move into the summer and fall doing outreach and education in group and community settings and in-person at the schools.

BIANNUAL PROGRESS REPORT
TRANSPORTATION DEVELOPMENT ACT FUNDS

FIRST BIANNUAL PERIOD
July 1 – December 31, 2021

Project Title: Ride n' Stride Bicycle and Pedestrian Education Program

Agency: Santa Cruz County Health Services Agency

Project Contact: Theresia Rogerson 831-454-4312

theresia.rogerson@santacruzcounty.us

Progress on FY 2021/22 Objectives and Activities during this biannual period:

1. Conduct bicycle and pedestrian safety education sessions for at least 2,000 elementary school and pre-school students in Santa Cruz County school districts, including distribution of supplemental resources, such as activity packets/books.

During this first biannual period, Ride n' Stride staff began teaching some in-person, while still also offering virtual format, bicycle and pedestrian safety presentations for preschool and K-5 grade elementary school students during summer school and the Fall semester. Staff also delivered the Walk Smart program jointly with Ecology Action targeting second grade students in the Fall semester. The walking field trip component of Walk Smart has been on hold due to the restrictions on group gatherings in place from the Delta and then the new Omicron variant COVID case surges.

In this six-month period, students received a Ride n' Stride presentation combining both *bicycle and pedestrian safety* at **five** elementary schools throughout the county reaching **592** students at H.A. Hyde, Amesti, Mintie White, Starlight, and Bay View schools. Ride n' Stride staff also assisted in delivering a Walk Smart *pedestrian* safety presentation at **one** elementary school reaching **22** students at Linscott school. A total of **6** elementary schools and **614** students were reached this biannual period. All Ride n' Stride program participants received reflective blinky lights to use when walking or biking.

2. Conduct at least 4 traffic safety presentations to parents and caregivers through schools, community agencies and neighborhood groups to promote safe bicycling and walking.

Ride n' Stride staff were able to take advantage of community group events in the Fall as the COVID Delta surge subsided, conducting **one** pedestrian safety presentation at a Watsonville Nature Center Walk on September 5th serving **12** community members and staff, as well as **one** bike safety presentation at a Watsonville Nature Center River Bike Ride on September 26th serving **22** community members. A total of **2** traffic safety presentations were conducted reaching **34** community members, including parents and caregivers, this biannual period.

3. Participate in at least 4 school or community events to provide traffic safety information and promote safe bicycling and walking.

Ride n' Stride staff participated in **four** community events providing bicycle and pedestrian safety education and outreach this biannual period: the Rail Trail Segment 18 Ribbon Cutting event in Watsonville on July 17th reaching **50** community members, the El Mercado flea market at Ramsay Park in Watsonville on August 10th reaching **15** community members, the County Fair at the Fairgrounds in Watsonville on September 15th reaching **13** community members, and the Pajaro Valley Health Trust health fair at the Watsonville Plaza on October 1st reaching **180** individuals. The Ride n' Stride team participated in a total of 4 community events reaching **258** community members throughout this biannual period.

4. Work with the Community Traffic Safety Coalition (CTSC) and community partners to coordinate distribution and proper fitting of at least 200 bike helmets to students and other community members.

Ride n' Stride staff assisted in distributing a total of **80** helmets in Watsonville at the Mayor's Bike Ride on August 22nd, the Digital Nest youth program on September 2nd, and the Nature Center River Ride on September 26th. On October 28th, **54** helmets were fit and distributed to students at Bay View Elementary in Santa Cruz, **12** helmets on November 9th to high school students at an event facilitated by Watsonville Wetlands and the Community Bike Collective, and **40** helmets to low-income community members at the City of Santa Cruz Street Smarts Bike Light and Helmet Distribution event on November 16th in Beach Flats. A total of 186 helmets were distributed this biannual period.

5. Further develop, revise or procure multi-grade level bilingual curriculum in both online and virtual formats, student and teacher resources, and/or child-to-adult interventions for classroom presentations.

Ride n' Stride team members participated in a group created within County Public Health called Schools Virtual & In-Person Implementation Collaboration where members could share health education best practices, collaborate on program promotion in the schools, develop guidelines around COVID safe practices, and demonstrate presentation delivery and resources in a collaborative group setting.

6. Participate in the fall and spring Bike/Walk to School/Work events, bike rodeos, walking field trips, and other bike/pedestrian safety activities, as staff time permits.

On October 21st, Ride n' Stride staff participated in National Bike/Walk to School Day at Amesti Elementary and MacQuiddy Elementary schools in Watsonville, assisting with the Ecology Action hosted event by setting up tables and supplies at the schools, assisting students with crossing streets, checking students in at the school entrance, and distributing healthy snacks.

7. Participate in traffic safety meetings, such as CTSC, South County Bike/Pedestrian Work Group, Vision Zero, and planning grant meetings as staffing capacity and other program priorities allow.

Ride n' Stride staff attended Community Traffic Safety Coalition (CTSC) meetings in August, October, and December. CTSC meeting agenda items included developing and planning the Fiscal Year 2022-2024 Vision Zero Work Plan and providing an opportunity

for community members to share news, voice their concerns on traffic safety issues, and discuss recent traffic crashes.

Ride n' Stride staff also attended Watsonville Vision Zero Task Force (WVZTF) meetings in July, September, and November covering progress on Vision Zero Action Plan priority projects, proposals for various funding sources, community bicycle and pedestrian safety award applications, member and guest announcements, and local event planning to honor those impacted by road violence.

8. Develop online teacher program evaluations, continue conducting pre/post-testing of students online or in-person and continue reporting bike and pedestrian observational survey results among children and youth.

Since the beginning of the COVID-19 pandemic in 2020, the Ride n' Stride program has focused on education to as many schools as possible with many presentations being delivered virtually. Methods of evaluation administered virtually have been explored but not yet implemented fully. This will be an area to develop further in the next biannual period. Ride n' Stride staff did assist with Office of Traffic Safety (OTS) pre-grant bicycle helmet usage surveys at 4 locations throughout the county, including two weekend and two commuter observations, which will be compared to the post-grant survey data collected in September 2022.

Plans for work to be done next TDA biannual period:

The primary Ride n' Stride staff person went out on an extended leave beginning in the end of December 2021 and hiring an extra help staff to fill in for their duties is being considered. Once staffing is more stable, the program will focus more time on development of promotion and evaluation components. Ride n' Stride staff will continue to work directly with the school districts and individual school staff to bring bicycle and pedestrian safety education to students while adjusting to guidelines to keep safety and health the top priority.

TO: Bicycle Advisory Committee

FROM: Amanda Marino, Transportation Planner

RE: Youth Safe Routes To School Education Program

RECOMMENDATIONS

RTC staff recommends that the Bicycle Advisory Committee provide input on the Youth Safe Routes to School Education Program.

BACKGROUND

Due to high rates of pedestrian and bicyclist involved collisions in Santa Cruz County, there is a need for universal pedestrian and bicycle safety education starting at a young age. Ecology Action applied to the RTC for funding for its Youth Safe Routes to School Program. This funding source is the county's share of the state Regional Surface Transportation Program Exchange (RSTPX), over which the RTC has discretion to prioritize projects and programs which are consistent with the goals and policies of the Regional Transportation Plan. \$59,000 of RSTPX funding were awarded in December 2021 towards the program.

DISCUSSION

Program Goals:

- Train 750 students with pedestrian or bicycle safety education
- 15 Walk Smart trainings for 2nd grade students
- 15 Bike Smart trainings for 5th grade students
- Average increase of 15% for when comparing pre- and post-quizzes
- 100% of responding teachers reporting that the programs will increase safe walking and bicycling

How:

- Ecology Action's standard Walk Smart program includes an in-class presentation, followed by 1.5-hour Walking Field Trip in the neighborhood surrounding the school.
- The standard Bike Smart program includes an assembly presentation, followed by an innovative, 2-hour bicycle rodeo on the school blacktop.
- These programs are inclusive and allow for students of all abilities and backgrounds to participate.
- Option for interactive, online trainings, when necessary (due to Covid)

- Geographic distribution of trainings across Santa Cruz County, based on need and other funding sources

Evaluation Methods:

- Pre and post quiz data collected and analyzed
- Teacher Evaluations for both presentations and WFTs/Rodeos
- Surveys for 5th gradestudents following rodeos, asking about anticipated behavior change
- Data collection at rodeo events

SUMMARY

Ecology Action Staff is requesting Committee input on the RSTPX funded Youth Safe Routes to School Education Program teaching bike and pedestrian safety techniques and routes to elementary school students.

TO: Bicycle Advisory Committee
FROM: Tommy Travers, Transportation Planner
RE: South End of Graham Hill Road

RECOMMENDATION

Staff recommends that the Bicycle Advisory Committee discuss an issue brought forth by member of the public and past Committee member Will Menchine regarding bicycle and pedestrian needs on southern Graham Hill Road.

BACKGROUND

The southern portion of Graham Hill Road is the primary access for several hundred households located between Sims Road to the north and Ocean Street Extension to the south. The road has relatively high vehicle speeds and little to no paved shoulder, while being curves and inclines as well. The area of focus, between Michael Lane and Ocean Street Extension, is within both the unincorporated county and the city of Santa Cruz, with the city limits approximately 270 feet north of Corday Lane. The 2022 County Active Transportation Plan recommends treating the road as a Class III bike route in the short term and constructing a Class I path in the long term. Mr. Menchine is seeking support from the Committee to encourage a project to improve the conditions for bicycles and pedestrians in the shorter term.

DISCUSSION

The southern portion of Graham Hill Road does not provide space for pedestrians or bicyclists, particularly less experienced bicyclists or children. Short term suggestions include:

- Add appropriate signage
- Widen uphill shoulders
- Mark sharrows downhill
- Drainage improvements
- Repair and extend roadway edges
- Restripe some areas to increase uphill shoulder while decreasing downhill should, where appropriate

Eventual improvements include a buffered bicycle "climbing lane." The Committee may wish to discuss these or other ideas and consider next steps needed to support implementation.

SUMMARY

Staff recommends that the Bicycle Advisory Committee discuss the issue of the lack of bicycle and pedestrian accommodation on southern Graham Hill Road.

TO: Bicycle Advisory Committee
FROM: Tommy Travers, Transportation Planner
RE: Establishing Low-Stress Bicycle Boulevards

RECOMMENDATION

Staff recommends that the Bicycle Advisory Committee discuss an issue brought forth by member of the public Walter Allen and Committee member Scott Roseman regarding a proposal:

1. To establish a "Low-Stress Bike Boulevard" bicycle facility designation.
 2. To designate the described route between Downtown Santa Cruz and Dominican Hospital as a Low-Stress Bike Boulevard and pursue the installation of signage, easements, and other improvements to facilitate public usage of it.
-

BACKGROUND

Most bike facilities in the City of Santa Cruz, as well as in the County of Santa Cruz, City of Watsonville, and City of Capitola do not include any reference to low-stress bicycle boulevards. The Committee may wish to formally ask local jurisdictions to consider implementing a low-stress, family friendly bicycle boulevard from Downtown Santa Cruz to Dominican Hospital.

DISCUSSION

Based on input received at a neighborhood town hall meeting in Prospect Heights, there is value in designating certain routes as low-stress, family friendly bicycle boulevards. This new designation would encourage local cyclists to use these routes as easier, and potentially safer, ways to travel by bicycle. This designation is discussed in more detail at the CalBike.org page for Low-Stress Bike routes here: https://www.calbike.org/our_initiatives/streets_for_everyone/low-stress-bikeway-networks/

Previously the SCCRTC supported establishing the Countywide Bike Signage Project, the rerouting of the Pacific Coast Route, and the designation of the USBR 95. This provides a precedent for designating routes as "Low Stress Bike Boulevards" and encouraging the installation of signage. The SCCRTC also produced maps of two

areas of the county, as part of the special Cruz511 In Your Neighborhood program, that included “quieter street” recommendations and other useful information and tips for planning bicycle or pedestrian travel locally; see the Cruz511 In Your Neighborhood section of this page:

<https://cruz511.org/bike/bike-map/>

While less comprehensive than the curated In Your Neighborhood map routes, the RTC [Signed Bicycle Route & Bikeways Web Map](#) identifies bicycle facilities:

Regional Routes, Local Routes, Neighborhood Routes, and Bikeways: Paved Path, Bike Lanes, Alternate Route (Class III), and Unpaved Path.

The following narrative describes the location of the proposed Low-Stress Bicycle Boulevard from Downtown Santa Cruz to Dominican Hospital (see map [Attachment 1](#)):

- The route begins on the eastside of the San Lorenzo River Levy directing riders down the ramp towards Keenan St;
- It crosses Ocean St to Washburn Ave;
- It makes a right on May Ave and then a left on Hubbard St to continue across the Branciforte Creek Bridge to Berkeley Way;
- It heads left on Berkeley Ct and stays right to Linden St;
- Linden St becomes Amber Ln, which empties onto N. Branciforte. The route goes left across the Highway 1 bridge;
- It continues on N. Branciforte Avenue, turning right onto Goss Avenue. It travels through the Right of Way of Santa Cruz Church of Christ, then bears left onto Pacheco Avenue, and turns right onto Prospect Heights;
- Continues on Prospect Heights then turns right onto Brookwood Dr. (On Brookwood Dr, the route would call for the construction of a contraflow lane near the words “Dominican Hospital” - see attached LSBR 22 Map);
- Continues southbound on N. Brookwood Dr. quickly veering left at the elbow to continue Eastbound on Brookwood Dr. toward Paul Sweet Rd.

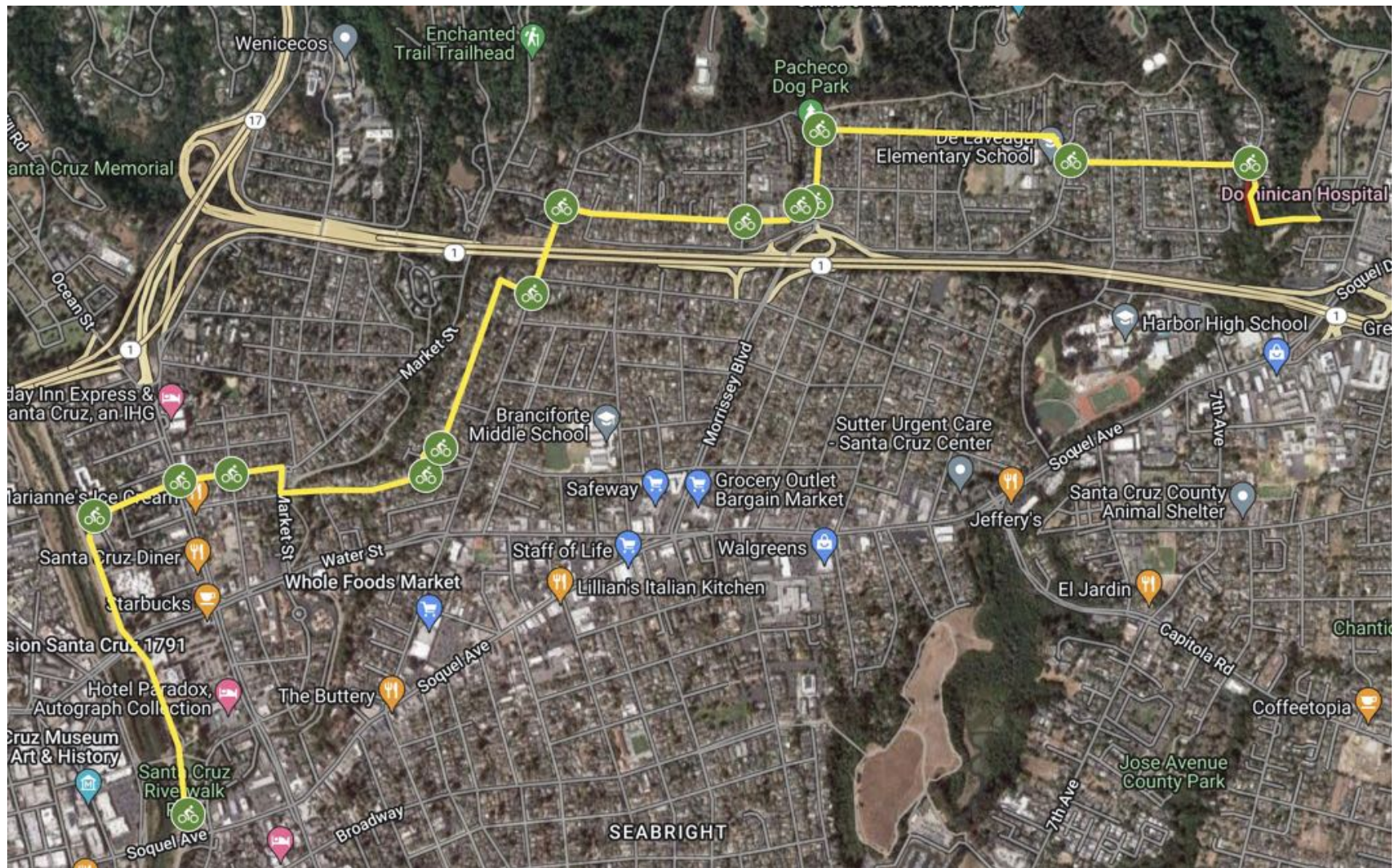
The proposed route has consistency with the City of Santa Cruz’s [2017 Active Transportation Plan](#) which calls for a contraflow lane or two-way bike travel on Brookwood Dr (Project 46), and a “Neighborhood Greenway to support access to DeLaveaga Elementary School and Harbor High School” on Prospect Heights (Project 116). The County of Santa Cruz’s 2022 Active Transportation Plan also calls for an improved connection at Brookwood Dr. The proposed route is within primarily the city of Santa Cruz but its east end is in the unincorporated county, with the city limits at approximately Arana Creek along Brookwood Dr.

SUMMARY

The Committee may wish to discuss these or other ideas to increase bicycle participation by local residents. Staff recommends that the Bicycle Advisory Committee discuss the issue of establishing a route from downtown Santa Cruz to Dominican Hospital. The Committee might also discuss establishing additional routes of family-friendly, low-stress bicycle boulevards throughout the cities and County of Santa Cruz that might benefit from signage and traffic-calming measures.

ATTACHMENTS

1. Map of proposed Low-Stress Bike Route (Proposed - LSBR 22)



AGENDA: August 8, 2022

TO: Bicycle Committee

FROM: Tommy Travers, Transportation Planner

RE: Follow-up Discussion of Coastal Rail Trail Segments 8 through 12 Schematic Plans

RECOMMENDATIONS

Staff recommends that the Bicycle Committee consider forming ad-hoc subcommittee(s) to further discuss the schematic plans for Coastal Rail Trail Segments 8 & 9 (Pacific Avenue to 17th), Segments 10 & 11 (17th to State Park Drive) and Segment 12 (State Park Drive to Rio Del Mar Boulevard).

BACKGROUND

The Monterey Bay Sanctuary Scenic Trail Network (MBSST) is the RTC's proposed 50-mile bicycle and pedestrian trail network. The spine of the trail network is the 32-mile Coastal Rail Trail from Davenport to Watsonville/Pajaro, to be built within the Santa Cruz Branch Rail Line (SCBRL) RTC-owned rail right-of-way. Segments 8 through 12 of the Coastal Rail Trail are currently under development, with each project preparing an Environmental Impact Report (EIR) and associated preliminary engineering and technical studies. Early schematic plans were shared in presentations to the Committee in April 2022, however there was limited time for discussion particularly of Segments 10 & 11 and Segment 12.

DISCUSSION

The Agenda and Item 13 Handout are available for reviewing Item 13 from the April 11, 2022 Committee Meeting here:
<https://sccrtc.org/meetings/bike-committee/agendas/>

The City and County of Santa Cruz released Notices of Preparation (NOPs) for Environmental Impact Reports in Fall 2021 for Segments 8 & 9 and Segments 10 & 11, respectively. The NOPs included two possible alternatives, including the Rail-with-Trail and Railbank-with-Trail alignments. Instead of two separate alternatives, the City and County have adopted a phased approach to delivery of their respective Coastal Rail Trail projects. The phased approach includes an analysis of a single build alternative to construct the Trail Next to the Railroad Track Alignment referred to as the "Ultimate Trail Configuration", with an "Optional Interim Phase" to allow for an interim trail that would construct the Trail on the Railroad Track Alignment.

The Notice of Preparation of an EIR for the Highway 1 Auxiliary Lanes and Bus on Shoulder Project between the State Park Drive and Freedom Boulevard Interchanges, which includes Segment 12 of the Coastal Rail Trail, was released in 2020. The Draft Environmental Impact Report (DEIR) for Segment 12 will also include a single build alternative for the Ultimate Trail Configuration (i.e. Trail Next to the Railroad Track Alignment) with an optional first phase to potentially construct an interim trail (i.e. Trail on the Railroad Track Alignment) discussed above.

At this time, the leading agencies continue the preliminary engineering and environmental assessments including both Interim and Ultimate configurations.

The DEIRs are anticipated being released in the following timeframes, at which point further public comment will be solicited and Staff will invite project leads to return to the Committee for input.

- Segments 8 & 9: Fall 2022
- Segments 10 & 11: Winter 2022/2023
- Segment 12: Fall 2022

The Committee may wish to continue further, limited discussion of the schematic plans linked in Item 13 from the April 2022 Committee meeting sooner rather than later. This discussion should focus on ideas that would likely result in significantly different environmental or scope impacts from what was depicted in the schematic plans. Furthermore, any comments resulting from this discussion tonight or amongst possible ad-hoc subcommittee(s) will need to be provided to project leads very soon, or else wait until release of the DEIRs, because it will be difficult to incorporate changes to the environmental studies at this point in time.

SUMMARY

Segments 8 through 12 are currently under development, with each project preparing a Draft Environmental Impact Report (DEIR) and associated preliminary engineering and technical studies. The Committee may wish to provide further comment to the City, County of Santa Cruz, and RTC, with more opportunities after release of the DEIRs.

ATTACHMENTS

1. Comments from Rick Hyman, Committee member

Rail Trail Design Issues for Further Discussion - Comments from Rick Hyman - Committee member			
Seg	Location	Discussion Points	Initial responses from Tommy Travers - Cmte staff
all	Approaching intersecting roads and driveways while traveling on the rail trail	Stop signs vs yield signs on the rail trail? Stop signs or yield signs on the roads? Raised trail across the road? Is there really a need for the proposed islands separating travel directions on the trail right at the intersections – these may reduce cyclists’ maneuverability? Where there are signalized crossings, camera triggered green signals for cyclists so they don’t have to push any buttons or rely on in pavement sensors to trip the traffic light or crossing beacon?	Raised trail across roads (like a speed hump) is a possible comment that should be submitted sooner rather than later. CPUC favors island inside trail to calm bike speeds at approach to roadway close to railroad crossing
all	Encountering fencing at edge of pavement while traveling on the rail trail	Should be two-foot shoulder between pavement and any vertical elements; postpone installing fencing between trail and tracks until a train starts running again?	Pavement may serve as cap, so consider using textured surface for the outer 1 or 2 feet but probably not unpaved. Staff looking again at need for fence, or simpler style of fence.
all	Traveling on rail trail any time	Lighting? Night time restrictions?	
all	Resting along rail trail	Drinking fountains? Benches?	
8	Riding on the rail trail on the street versus walking on the sidewalk designated portion of the rail trail along the entire segment	This segment is one of the only portions of the rail trail designed to date where pedestrians and cyclists are separated, which makes sense especially given the high volume of pedestrians using the sidewalk for other purposes (to go to the Beach or Boardwalk) but as such more needs to be done to both direct cyclists and pedestrians to their respective places and physically separate them.	
7 to 8	Turning north toward Downtown from eastbound rail trail by the Sanctuary Center	Citizens had requested a crossing of the tracks just to the east of where they merge by the wye to connect to the trail through Depot Park in order to bypass exiting the trail at Pacific Ave – the city refused at the time saying that it would delay construction due to the length of the approval process (turns out that probably wouldn’t have been true as this segment is yet to be built) but would revisit the issue in the future; given that the design of the rail trail in the vicinity of the roundabout does not provide an easy way to exit the rail trail to go north on Pacific (one presumably would have to ride through the entire roundabout), then it’s time to pursue this track crossing	
8	Traveling through the roundabout on the rail trail; entering and exiting rail trail at the Pacific/Beach intersection	Clear pavement markings and directional signing for bikes throughout this already challenging intersection?	
8	Traveling on the rail trail at the intersection of Cliff Street; Turning north onto Cliff Street from either direction on the rail trail	Future planned traffic signal’s impact on rail trail travel – ways to integrate motor vehicle signalization with bike/ped signalization; prioritization of modes? Construct roundabout instead? Clear markings of pathway for bikes to leave rail trail from either direction to turn onto Cliff Street	New roundabout is a possible comment that should be submitted sooner rather than later.
8	Traveling on the rail trail between Cliff Street and Leibrandt Ave	Vehicle parking next to rail trail results in car door and passenger conflicts with cyclists as they cross the trail – move vehicle parking to other side of street by changing it to diagonal parking?	

Rail Trail Design Issues for Further Discussion - Comments from Rick Hyman - Committee member			
Seg	Location	Discussion Points	Initial responses from Tommy Travers - Cmte staff
8	Exiting the rail trail from either direction to go north on Third Street	There is a sidewalk leading to and from the trail in front of the parking lot entrance; maybe a green marked bike crossing next to it?	
8	Traveling on rail trail by Boardwalk parking lot restroom	Move restroom? Channel pedestrians crossing rail trail to specific crossings, fence off the remaining area? Note when the city approved the realigned entrance gates they said further revisions could be made when the rail trail planning occurred	Moving a restroom is a possible comment that should be submitted sooner rather than later.
9	Entering/exiting rail trail from northbound Mott Ave across Murry Street	Crosswalks, flashing beacons across Murray Street?	
9	Traveling westbound on Murray Street towards Seabright Ave on new proposed combination right-turn/bike lane	Appropriateness of using rail trail funds and rail right of way to widen Murray Street? Removing dedicated bike lane in favor of combined right turn and bike lane will inconvenience cyclists who now can ride to the right of motor vehicles up to Seabright Ave when traffic is backed up on Murray Street. If Murray Street is to be widened, then the bike land needs to stay separate. Install a track crossing just north of the Murray Street bridge to access the rail trail?	Installing a new grade crossing is a possible comment that should be submitted sooner rather than later.
9 & 10	Crossing 17 th Ave on rail-trail	Why does trail veer south approaching 17 th Ave from the west when across the street the trail is north of the tracks? Pavement markings, signals, flashing beacons, etc. to demark trail across the street?	
10	Crossing 41 st Ave on rail-trail	Why the veer – why not straight across?	
10	Traveling to and from Jade Street park to access rail-trail	Connections through the park?	
10	Crossing 47 th Ave on rail-trail	Demarking pathway for staying on the trail without make sharp turns	
11	Traveling between Opal St. and Monterey Ave	Alternatives to “trail gap” notation on plans – “future segment 10 part 2,” narrative of what alternatives could be, possibility of retrofitting bridges, interim route on city streets if city prohibition lifted?	Retrofitting a bridge or designating new routing through the village are possible comments that should be submitted sooner rather than later.
11	Options to travel on either side of tracks on a rail trail between Monterey Ave and Grove Lane	Pick an alternative? Reserve one side for special activity?	Preference for one side or elevation (next to tracks or above tracks?) are possible comments that should be submitted sooner rather than later.
11	Entering/exiting rail trail at Grove Lane	Marked connection/turn lane on Park Ave to enter trail?	Reconstruction of curb/gutter/sidewalk for street widening is a possible comment that should be submitted sooner rather than later. Or add a 4-way stop to Park/Grove/Wesley?
11	Entering/exiting rail trail at Park Ave and Coronado St	Is the connection for all modes or just pedestrians? If for bikes ways to make turns easier/ turn lane from Park Ave onto trail connector?	Stop sign for Park already exists here.
11	Traveling along 6’10” rail trail segment by Poplar St	Do not erect fence until a train is running or temporarily erect fence closer to the tracks so pedestrians can walk along side the trail? Move tracks so more room for trail? Warning signs trail is narrowing for a short distance?	Reconstruction of tracks is a possible comment that should be submitted sooner rather than later.

Rail Trail Design Issues for Further Discussion - Comments from Rick Hyman - Committee member			
Seg	Location	Discussion Points	Initial responses from Tommy Travers - Cmte staff
11	Crossing Mar Vista Dr. on rail-trail and having to switch sides of track; entering or exiting Mar Vista to or from rail-trail	Appears confusing. Continue trail parallel and adjacent to track across Mar Vista as opposed to installing the crossing at Sea Ridge Rd.? Why is westbound stop sign on trail so far back from roadway? More direct way for bikes to turn off the trail from either direction onto Mar Vista northbound?	
12	Crossing State Park Drive on rail trail	Crossing is shown north of end of Segment 11 rail trail design – need to coordinate safe crossing of State Park Dr. between segments	Consideration of a new traffic signal or similar solution is a possible comment that should be submitted sooner rather than later.
12	travelling through parking lots on rail-trail between Aptos Creek Drive and Trout Gulch Road	separation of trail from parking lot or ability to access trail from parking lot	
12	Crossing Trout Gulch Drive while on the rail trail	Conflicts with turning lanes on Trout Gulch Drive; possibility of adding traffic lights on trail and synchronizing with traffic lights on streets; crossing of tracks to get to and from trail onto Trout Gulch	
12	Intersecting with Sumner Drive while on the rail trail	Directional signing to and from trail; bike lanes on Sumner?	