



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

BICYCLE ADVISORY COMMITTEE

MEETING AGENDA

Monday, October 3, 2022

6:00 pm to 8:30 pm

NOTE: TELECONFERENCE

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/85359497932?pwd=cGVtbHMwckRfK003Rm4zcEViYVY4Zz09>

Online meeting ID: 853 5949 7932

Password: 586994

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
Theresa Rogerson
Mike Moore
Grace Voss
Vacant
Drew Rogers
Matt Miller
Arnold Shir

Representing

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

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

1. Call to Order
2. Introductions

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

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

5. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

6. Approve draft minutes of the August 8, 2022 Bicycle Advisory Committee meeting
7. Accept summary of hazard reports

REGULAR AGENDA

8. Ocean Street Pavement Rehab & Bike/Ped Upgrades – review and provide input – Dan Estranero, City of Santa Cruz staff
9. San Lorenzo Valley Schools Circulation and Access Study – review and provide input – Brianna Goodman, Transportation Planner, and Paul Martin, Mark Thomas & Co.
10. Measure D 5-Year Plan – review and provide input – Rachel Moriconi, Sr. Transportation Planner
11. North Coast Rail Trail Wayfinding Signage – review and provide input – Grace Blakeslee, Sr. Transportation Planner
12. Updates related to Committee functions – Committee members (oral updates)
13. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for December 12, 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.

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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.)

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Santa Cruz County Regional
Transportation Commission's

BICYCLE ADVISORY COMMITTEE

MEETING
DRAFT MINUTES

Monday, August 8, 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
Kathleen Bortolussi, District 2
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
Gina Cole, City of Watsonville
Drew Rodger, City of Watsonville (Alt.)
Amelia Conlen, Bike-to-Work, Chair
Arnold Shir, CTSC (Alt.)

Staff:

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

Guests:

Kira Ticus, Ecology Action
Will Menchine, Former Member
Walter Allen, Resident
Ricardo Valdes, City of Santa Cruz Senior Civil Engineer
Alissa Guthrie, Transportation Agency for Monterey County
Shane Mckeithen, Analyst for Supervisor Koenig

Unexcused Absences:

Leo Jed, CTSC

Excused Absences:

Corrina McFarlane, District 1 (Alt.)
Liz Hernandez, District 4 (Alt.)
Mike Moore, City of Capitola (Alt.)
Matt Miller, Bike-to-Work (Alt.)

Vacancies:

City of Scotts Valley – Alternate

3. Staff announcements – Staff announced that Caltrans has released their complete streets action plan, a follow up to their complete streets policy from Fall 2021; Segment 7 phase 2 of the coastal rail trail will start construction soon; the Holohan Road/Highway 152 intersection project construction will be advertised this fall; and bid opening for the Highway 1 41st to Soquel project (with Chanticleer bicycle/pedestrian overcrossing) construction will be on August 10, 2022.
4. Oral communications – Grace Voss announced Santa Cruz County Cycling Club had their 23rd annual Santa Cruz Mountains Challenge on July 23, 2022. Peter Scott discussed issues regarding pedestrians using the bus to access Dominican Hospital and Sutter Health. Amelia Conlen announced that Bike Santa Cruz County will put on Open Streets on West Cliff Dr. October 16, 2022. Marty Demare and several Committee members discussed issues for bicyclists with the Highway 1 construction work north of Santa Cruz; staff recommended submitting an RTC Hazard Report and Caltrans maintenance request, and that it will contact Caltrans staff.
5. Additions or deletions to consent and regular agendas – None

CONSENT AGENDA

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

6. Approved draft minutes of the April 11, 2022 Bicycle Advisory Committee meeting
7. Accepted summary of hazard reports
8. Approved 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. Accepted 2021 Progress Reports for the CTSC and the Ride N Stride program

REGULAR AGENDA

10. RTC Request for Proposals (RFP) for preliminary engineering and environmental documentation for an Electric Rail Transit & MBSST Coastal Rail Trail project – Oral update – Sarah Christensen, Sr. Transportation Engineer announced that staff prepared an RFP for conceptual engineering for the remaining coastal rail trail segments (Segment 11 phase 2 which is the Capitola Trestle and the gap between the Cliff Dr. parking lot and the intersection of Monterey and Capitola Ave.) Segment 18 is being discussed with the City of Watsonville. Segment 19 is along Walker St and Segment 20 goes over Pajaro River and connects to the Pajaro Station. The Segments 8/9, 10/11, and 12 projects are continuing as planned. RTC board approved releasing the RFP at its August 4 meeting. RTC plans to award the contract at its November 1, 2022 RTC meeting. The schedule is not available at

this time. In response to questions, Ms. Christensen stated that significant outreach is planned, that it will be more efficient to keep the trail and rail projects as one project, and that the fact that full project funding is not yet available should not result in a lack of interested bidders.

11. Youth Safe Routes to School program – review and provide input – Kira Ticus, Ecology Action, presented a project with the goal of getting more kids to bike, walk, skate or scoot to school by providing universal bike/ped education. Ms. Ticus described the Walk Smart two-part program: part 1 will include presenting to classrooms and part 2 will include field trips where students can practice safety. Bike Smart is another two-part program: part 1 will include a 1-hour interactive classroom/assembly session focusing on bicycle safety and part 2 will include a 2-hour bike rodeo where kids will be able to practice bicycle safety. Ms. Ticus mentioned that the program is inclusive to make it available to all students. Interactive online programs are also available. Ecology Action (EA) partners with many jurisdictions to expand the service and reach students all over the county. A Committee member asked if the program can measure the number of accidents each year to indicate how the program progresses. Ms. Ticus answered that the county does track these statistics and the trend does seem to indicate that the program is working. A Committee member commented in support of the program's impact.
12. Southern Graham Hill Road bicycle and pedestrian needs – discuss – William Menchine, former Committee member presented a project to survey existing roadway conditions and improve safety and accessibility for bicyclists and pedestrians on Graham Hill Road. The idea focuses on the area between Ocean St. Ext. and Michael Ln. He provided his recommendations on widening the roadway for a continuous uphill shoulder (minimum of 3 feet), improving edge conditions, adding advisory signage, and improving drainage and guardrail sections, with the eventual goal of an uphill buffered bike lane. He requested support from the Committee to move the idea into a project. Several members of the Committee expressed general support, and a Member referred to the importance of the new County Active Transportation Plan. Nick Danty expressed concern over the inclusion of sharrows on a high-speed road. John Hawklyn commented that Santa Cruz County Public Works should be contacted with issues of the area, that the CHP should be able to provide more information, and that he is concerned that improvements would cause more bicyclists to ride in this area and in turn cause collisions to rise.

The Committee Chair formed an ad-hoc subcommittee consisting of Members Gina Cole, Scott Roseman, Kathleen Bortolussi, and Theresia Rogerson to continue discussion including raising the issue with their elected officials.

13. Bike Boulevards & Low-stress route proposal – discuss – Walter Allen, resident, and Scott Roseman, Committee member, proposed an idea of Low Stress Bike Boulevards, for example, a route from downtown Santa Cruz to Dominican Hospital. Committee members discussed Brookwood Drive and that the City of Santa Cruz applied for funding to update its active transportation plan which would provide an opportunity to get public input on designating one or more "bike boulevards," which is a concept that was briefly included in the current active transportation plan. Nick Danty commented on the importance of making improvements to the streets along the route to make sure bicycles are the priority.

14. Follow-up to Coastal Rail Trail Segments 8-12 Schematic Plans review – discuss – Tommy Travers, Transportation Planner, presented the idea of forming an ad-hoc subcommittee to review the schematic plans from April 2022 and provide additional comments, specifically major details with environmental and cost impacts. Segment 10/11 should be able to incorporate comments more easily due to the project schedule. For Segment 8/9 and 12, an ad-hoc subcommittee should provide any additional comments immediately. There is an attachment to the staff report which includes discussion topics for the subcommittees from Member Rick Hyman.

The Committee Chair formed ad-hoc subcommittees to meet and provide additional comments on the schematic plans:

- Segments 8/9: Matt Farrell, Grace Voss, and Rick Hyman
 - Segments 10/11: Kathleen Bortolussi and Paula Bradley
 - Segment 12: Kathleen Bortolussi and Gina Cole
15. Updates related to Committee functions – Committee members (oral updates) - Arnold Shir announced that the August 2022 CTSC meeting was cancelled, other work includes Vision Zero, and an extra staff member was brought on for the Ride n Stride program. Anna Kammer announced that there are new protected bike lanes on Walker St. and Harkins Slough Rd. in Watsonville, and there will be protected bike lanes on Pennsylvania Ave soon. Gina Cole announced that the City of Watsonville put a half-cent tax increase on the ballot for parks and roads improvements that include bicycle improvements.
 16. Adjourn - 8:35pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for October 3, 2022 from 6:00pm to 8:30pm via teleconference.

Minutes respectfully prepared and submitted by:
Jason Thompson, Transportation Planning Technician

Bicycle Hazard Report Summary

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
09/09/22	Leanard	Moore	521 Clubhouse Dr	Alta Dr	Aptos	Bike: Traffic signal problem	Clubhouse Drive at Alta, when driving West/Northbound towards Highway 1, the redwood tree on the right covers the stop sign until you are less than 30 feet from it	DPW	09/09/22	9/12/22 Jana Vargas: Good morning, Thank you for your email. I will forward to our Road Maintenance Department for review and response.
08/26/22	Janine	Honey	3751 N Main St	Cheeryvale Ave	Soquel	Bike: Debris on shoulder or bikeway	2 large broken glass bottles	DPW	08/29/22	8/29/22 Jana Vargas: Good morning, Thank you for your email. I will forward your request to our Road Maintenance Department for review and response. 8/29/22 DPW Road Dispatch: SR# 22-001313
08/20/22	Michael	Lewis	Felt Street at Felt Street Park	N/A	Santa Cruz	Bike: Other	When the Felt Street Flea Market is in session, cars are parked in the bike lane up and down Felt Street all day, forcing bicyclists into traffic. I have another picture looking west with ten more cars parked in the bike lane.	N/A	N/A	8/29/2022 Jason Thompson: Hello Michael, These parking issues are better to report in real time to the CHP since they need to send an officer out while the cars are occupying the spots. Please reach out to the CHP at 1-800-835-5247.
08/19/22	Gina	Cole	841 Walker St	N/A	Watsonville	Bike: Debris on shoulder or bikeway	The protected bike lanes are full of broken glass. The debris extends along the entire route, on both sides of the road. The newly installed delineators, which thankfully mark the protected bike lanes, also make it difficult to use a street sweeper to clean the bike lanes. Thanks so much for your consideration.	Maria Rodriguez	08/22/22	8/22/22 Ray Martin: We have been looking into what can be done in these areas where the bike lane delineators have been installed. Until we have a solution we will use our Field Services crew to blow the area and use a backup sweeper to clean all the debris and glass that accumulates between the curb and the delineators. Thank you for letting us know about these safety issues.
08/15/22	Kailash	Mozumber	1030 41st Ave	Gladys Ave	Santa Cruz	Bike: Debris on shoulder or bikeway	Bike Lane, 41st Ave Southbound. Resident reported 2 trees overhanging the bike lane between the rail road tracks and the intersection of Gladys Ave. Obstruction causes bikes to swerve into the vehicle lane.	DPW	08/18/22	8/18/22 Jana Vargas: Good afternoon, Thank you for your email. I will forward your request to our Road Maintenance Department for review and response. 8/18/22 DPW Road Dispatch: SR 22-001242
08/14/22	V	Amaral	Woodrow Ave	Plateau Ave	Santa Cruz	Bike: Rough pavement or potholes, Pavement cracks, Plant overgrowth or interference	Northeast corner of Woodrow and Plateau. I was biking in the bike lane closer to the sidewalk due to traffic and hit this bump (intruding tree root beneath asphalt), which caused me to fall off of my bike. No serious injuries, but could have been worse.	Claire Gallogly, Dan Estranero	08/18/22	Follow up email sent 9/28/22
08/09/22	Janine	Honey	3475 N Main St	N/A	Soquel	Bike: Debris on shoulder or bikeway	broken glass either at pin or a bit closer to Bargetto's, don't quite recall	DPW	08/10/22	8/10/22 Jana Vargas: Thank you for your email. I will forward your request to our Road Maintenance Department for review and response. 8/10/22 DPW Road Dispatch: SR 22-001187

Bicycle Hazard Report Summary

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
08/08/22	Kathleen	Bortolussi	4625 Freedom Blvd	N/A	Aptos	Bike: Plant overgrowth or interference	The section is particularly bad north of address 4625 Freedom Blvd, in the southbound bike lane.	DPW	08/09/22	8/9/22 Jana Vargas: Thank you for your email. I will forward your request to our Road Maintenance Department for review and response. 8/9/22 DPW Road Dispatch: SR 22-001183
08/08/22	John	Hawklyn	SR-1	N/A	Santa Cruz	Bike: Rough pavement or potholes, Debris on shoulder or bikeway, Bikeway not clearly marked, Vehicles or objects blocking sidewalk, Construction hazard	Rough unsafe bike lane on highway one, northbound after leaving Santa Cruz - around Wilder Ranch, on the way toward Davenport.	Katherine Osekowsky (Caltrans)	08/09/22	8/9/22 Katie Osekowsky: I will reach out to the citizen and get this taken care of.
08/03/22	Connie	Wilson	1413 N Branciforte Ave	Goss Ave	Santa Cruz	Bike: Rough pavement or potholes, Pavement cracks	It appears when resurfacing the road going down the hill at Branciforte and Goss the asphalt melted? and there is a big divet in the roadway. If a cyclist does not anticipate or see it, it could cause a crash. I have a photo but cannot download it on my computer. thanks	Claire Gallogly, Dan Estranero	08/03/22	8/3/22 Dan Estranero: We will have our street crew take a look at that location.
08/03/22	Connie	Wilson	512 Market St	Avalon St	Santa Cruz	Bike: Debris on shoulder or bikeway, Other	another speeding driver lost control and went up on the hillside and knocked over the arrow sign. he crossed into the oncoming lane and almost went down the ravine into the creek. This has happened twice on our hillside in the past few months. There is flashing sign showing speeds prior to this section. I walk and bike this area frequently and many cars are traveling 10 miles an hour over the speed limit. Many people bike here and also walk. I am very concerned about the safety of cyclists and pedestrians. The speed signs do not seek to make an impact. What about a sign saying 15 miles an hour at the curve??? I am unable to send photos please. advise another way to get them to you. thanks	Claire Gallogly, Dan Estranero	08/03/22	8/3/22 Dan Estranero: We will have our sweeping crew sweep the area.
07/31/22	Richard	Masoner	SR1 construction zone between Wilder Ranch State Park and about Shaffer Road	N/A	Santa Cruz	Bike: Construction hazard	Caltrans or their contractor placed bollards on the only smooth part of the shoulder, which seems to be ground out for a pavement project. Cyclists are forced to ride to the left of these bollards and well into the main traffic lane. There's not enough room for motorists to pass safely but that doesn't stop the idiots from doing so anyway, and most traveling at least 55 MPH. The bollards should either be well left of the smooth part of the shoulder, or moved into the rough part of the shoulder.	Katherine Osekowsky (Caltrans)	08/03/22	8/3/22 Katie Osekowsky: I will look into this and be in contact with the reporting citizen.

Bicycle Hazard Report Summary

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
07/29/22	Brad	Cramer	4620 Soquel Dr	Porter St	Santa Cruz	Bike: Other	Delivery vehicles blocking bike lane and part of the car traffic lane creating an unsafe merger between fast car traffic and slower bike traffic. Land is visibly marked as "no stopping anytime", not a commercial loading zone.	N/A	N/A	8/3/22 Jason Thompson: This situation would be better addressed by reporting it to the CHP at a time when the delivery vehicles are occupying the bike lane so they can respond.

TO: Bicycle Advisory Committee
FROM: Tommy Travers, Transportation Planner
RE: Ocean Street Pavement Rehab & Bike/Ped Upgrades Review

RECOMMENDATION

Staff recommends that the Bicycle Advisory Committee receive information and provide input regarding the Ocean Street Pavement Rehab & Bike/Ped Upgrades Project.

BACKGROUND

The city of Santa Cruz seeks to make improvements to Ocean Street, due to pavement condition. The rehabilitation work provides an opportunity to make safety improvements. Funding for the project comes from the city share of the gas tax, the city tax Measure H, and Regional Surface Transportation Program Exchange funds allocated for the project by the Santa Cruz County Regional Transportation Commission. The estimated total project cost is \$1.4 million.

In fall 2021, Santa Cruz applied for funds 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 \$600,000 for this project.

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

DISCUSSION

This project will completely replace the pavement on Ocean Street. The project location is between Water Street and Plymouth Street, a distance of approximately 2,000 feet.

The current poor condition of the existing asphalt and non-compliant curb ramps along this corridor are disruptive to motorists, bicyclists, and pedestrians. The project presents an opportunity make safety improvements for vehicles, pedestrians, and bicyclists. Due to the current wide vehicle lanes, there is opportunity to allocate part of that space to widen the bike lanes.

The proposed improvements include:

- Restoration of the pavement
- 5-foot bike lanes plus 2 to 3-foot painted buffers between the bike lane and vehicle lane
- Green bicycle crossing markings at intersections
- New ADA compliant sidewalk curb ramps
- Improved crosswalk striping

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

Staff anticipates that the project construction will begin in spring 2023.

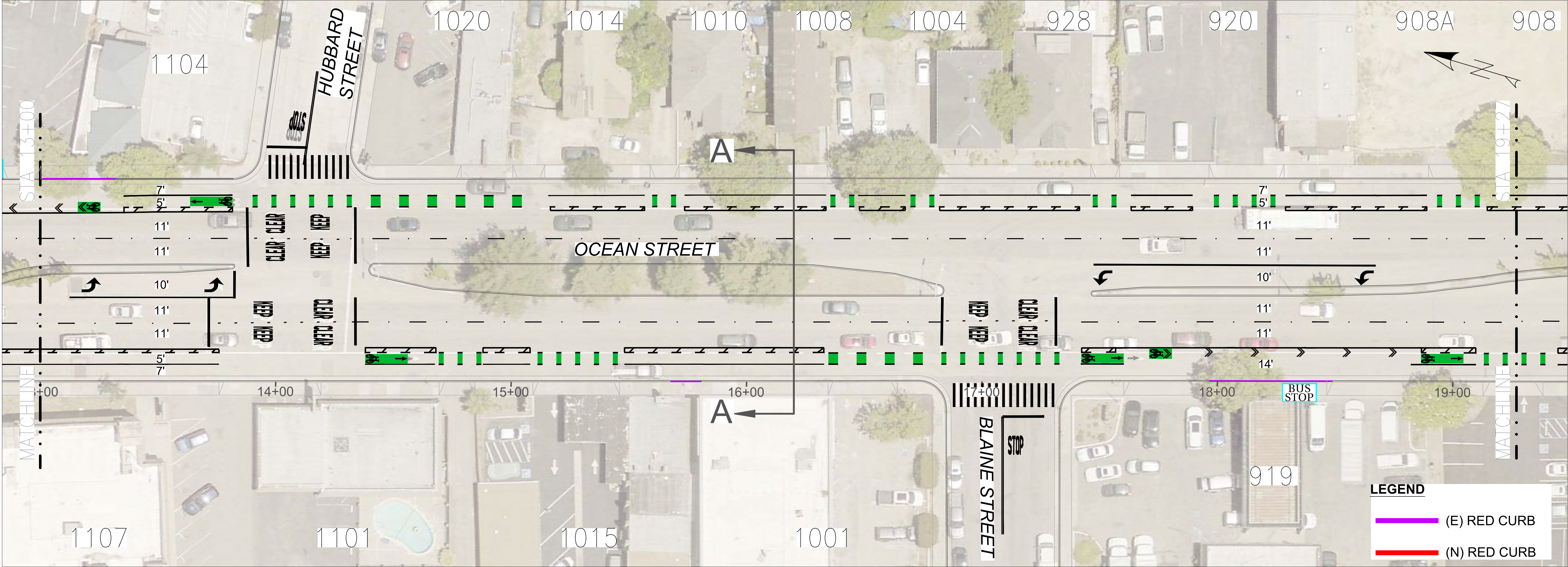
SUMMARY

The city of Santa Cruz is seeking the input of the Committee prior to construction of the Ocean Street Pavement Rehab & Bike/Ped Upgrades Project.

ATTACHMENTS

1. Select sheets of preliminary project design plans

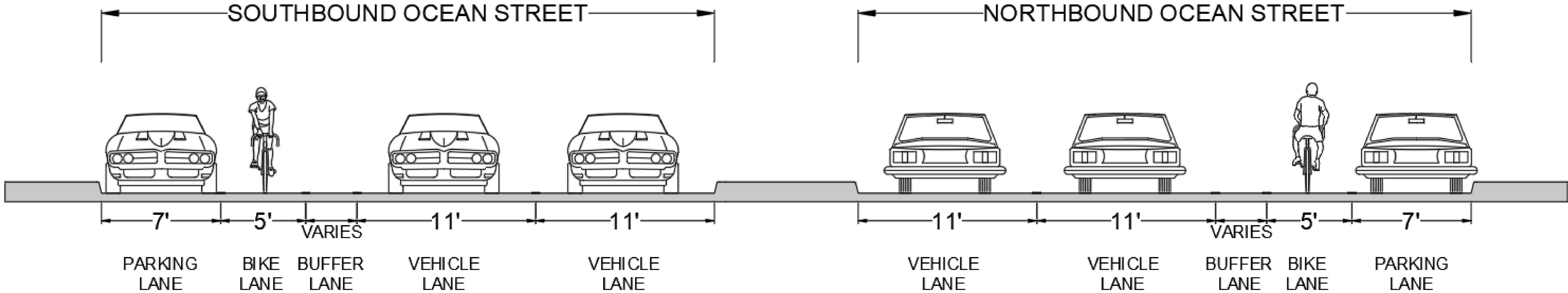
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LEGEND

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(N) RED CURB



SECTION A-A - ROADWAY CROSS SECTION (TYP.)

REVISIONS



CITY OF
SANTA CRUZ
PUBLIC WORKS DEPARTMENT
809 Center Street, Room 201
Santa Cruz, CA 95060

OCEAN STREET
STRIPING PLAN (CONCEPT)
STA 13+00 TO STA 19+27

REFERENCES
FIELD BOOK:

DRAWING #:
#

DATE	SEPT. 2022
DRAWN	
DESIGN	
CHECKED	

SCALE	1" = 20'
SHEET	OF
Vault NO.	
#	

AGENDA: October 3, 2022

TO: SCCRTC Bicycle Advisory Committee

FROM: Brianna Goodman, Transportation Planner

RE: San Lorenzo Valley Schools Complex Circulation and Access Study (SLV Schools Access Study)

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee receive and review the draft engineering concepts for the SLV Schools Complex Circulation and Access Study and provide feedback.

BACKGROUND

In 2019 the RTC, in partnership with Caltrans, the County of Santa Cruz, and METRO, completed the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan (SLV Plan) to help coordinate and prioritize transportation investments for this important corridor.

The plan identified the Highway 9 corridor adjacent to and the circulation within the San Lorenzo Valley Unified School District (SLVUSD) elementary, middle, and high schools combined campus (SLV Schools) as a top priority in need of dedicated active transportation facilities, improved access to transit, and optimized vehicle throughput. Implementing these improvements to this project area, consisting of projects 9, 10, 11, and 12 of the SLV Plan, was defined as the SLV Schools Complex Circulation Project (SLV Schools Access Project).

In January 2022, RTC entered into a Memorandum of Understanding with SLVUSD, Caltrans, METRO, and the County of Santa Cruz to coordinate delivery of the SLV Schools Access Project. RTC staff in conjunction with Caltrans and the SLVUSD identified the need to carry out more thorough analysis for this segment as an addendum to the SLV Plan, and the next step toward implementing the SLV Schools Access Project.

The SLV Schools Access Study includes public input, needs assessment, traffic analysis, preliminary engineering, and feasible recommendations for the SLV Schools Complex on Highway 9 just north of Felton, as well as Highway 9 itself between Graham Hill Road and the southerly intersection of Glen Arbor Road. Recommendations will be provided to improve multimodal

system performance within the SLV Schools Complex as well as circulation improvements and bicycle and walking facilities for students and other users on Highway 9.

DISCUSSION

In March 2022, the SLV Schools Access Study (Study) was initiated with a kick-off meeting including key stakeholders from the California Department of Transportation (Caltrans), Santa Cruz County Regional Transportation Commission (SCCRTC), County of Santa Cruz Department of Public Works (DPW), San Lorenzo Valley Unified School District (SLVUSD), Santa Cruz Metro Transit District (METRO), Mark Thomas & Company, Inc. (MT), and subconsultant Fehr & Peers (F&P). This stakeholder group is jointly referred to as the Circulation Project Management Team (CPMT). The CPMT meets monthly to review existing conditions, data analyses, and discuss potential infrastructure and non-infrastructure solutions.

Four engagement activities were hosted between May 17 and June 30, 2022, with input from elementary, middle, and high school students, school faculty and staff, and the public. A total of 440 individuals provided input during the recent engagement activities.

Key findings include the following:

- In response to an open-ended question regarding challenges experienced on Highway 9 near the school campuses, the most common responses included:
 - Access between Highway 9 and SLV school campuses;
 - Lack of walking and bicycling facilities;
 - Congestion during student pick-up and drop-off.
- In response to which policies and solutions from the SLV Plan were most favored or supported, the top selections included:
 - Sidewalks on Highway 9 from the South (Felton);
 - Right-turn pockets on Highway 9 into school entrances;
 - Shoulder improvements for bicycling on Highway 9 from the South (Felton).
- Key themes identified in the engagement activity include:
 - SLV parents support additional bus service and enhancing stop amenities;
 - Students are interested in enhancing walking and bicycling near campus;

- Staff are interested in separation between bus/transit vehicles and passenger vehicles;
- Dedicated space for walking and bicycling is highly favored.

Based on findings during public engagement and CPMT monthly meetings, circulation improvements have been categorized in the following areas:

1. Highway 9 between Graham Hill Road and Glen Arbor Road
2. SLV High School Entrance and Parking Areas
3. SLV Middle School Entrance and Parking Areas including access from Hacienda Way, and El Solyo Heights Drive
4. SLV Elementary School Parking Lot and Access Ramp

Concept plans for the circulation improvement projects are included as Attachment 1. Draft recommendations include the following:

1. Pedestrian Improvements
 - a. Paved and soft-surface paths, sidewalks, ADA curb ramps, pedestrian fencing, and high visibility crosswalks.
2. Bicycle improvements
 - a. Improved on-street bike lanes and shoulders, and bike through lane enhancements at intersections.
3. Transit improvements
 - a. Formalized curb side pull-out stops, enhanced sidewalk connections to transit stops, potential Bus Only lanes, transit vehicle exclusive loading/unloading areas.
4. Vehicle improvements
 - a. Formalized parking, new parking lot, new left- and right-turn pockets, additional turning lanes onto Highway 9, increased student pick-up/drop-off areas, potential new and modified traffic signals.

The CPMT will continue to refine the draft recommendations based on consideration of constraints and opportunities.

The Study includes a focus toward providing accessible routes and serving mobility for people of all ages and abilities, including youth, older adults, people with disabilities and people with strollers. Recommended design features include ADA ramps, connection to transit stops, and uninterrupted routes.

A Phasing Plan will be developed to include a well-defined set of implementation recommendations identified for near term, medium term, or long term to advance final concept plans. The Phasing Plan will identify lead

agencies or organizations, implementation schedule, estimated implementation costs, and potential funding sources. It will identify opportunities where engineering solutions can be bundled with other agency efforts by Caltrans, the County of Santa Cruz, SLVUSD, or METRO through capital or maintenance projects, etc.

Phasing Plans support implementation of project elements over time according to feasibility and available funding while benefitting partner agencies in providing a schedule to pursue grant funding.

The Study will identify project elements for funding applications based on grant programming schedules, eligibility requirements, and potential for success by partnership agency collaboration. Partner agency and public collaboration positions projects for competitive grant pursuits to achieve implementation. Joint participation between multiple agencies increases likelihood of funding award through demonstration of agency collaboration, diverse community support, and pooled match funding.

Next Steps and Action Items of the Study include the following:

1. Advance Engineering Concepts
2. Refine Concepts with Project Partners
3. Continue Stakeholder Presentations
4. Solicit Focus Group Input from School/Community Stakeholders
5. Prepare Phasing and Implementation Actions
6. Finalize Summary Report
7. Pursue Grant Funding

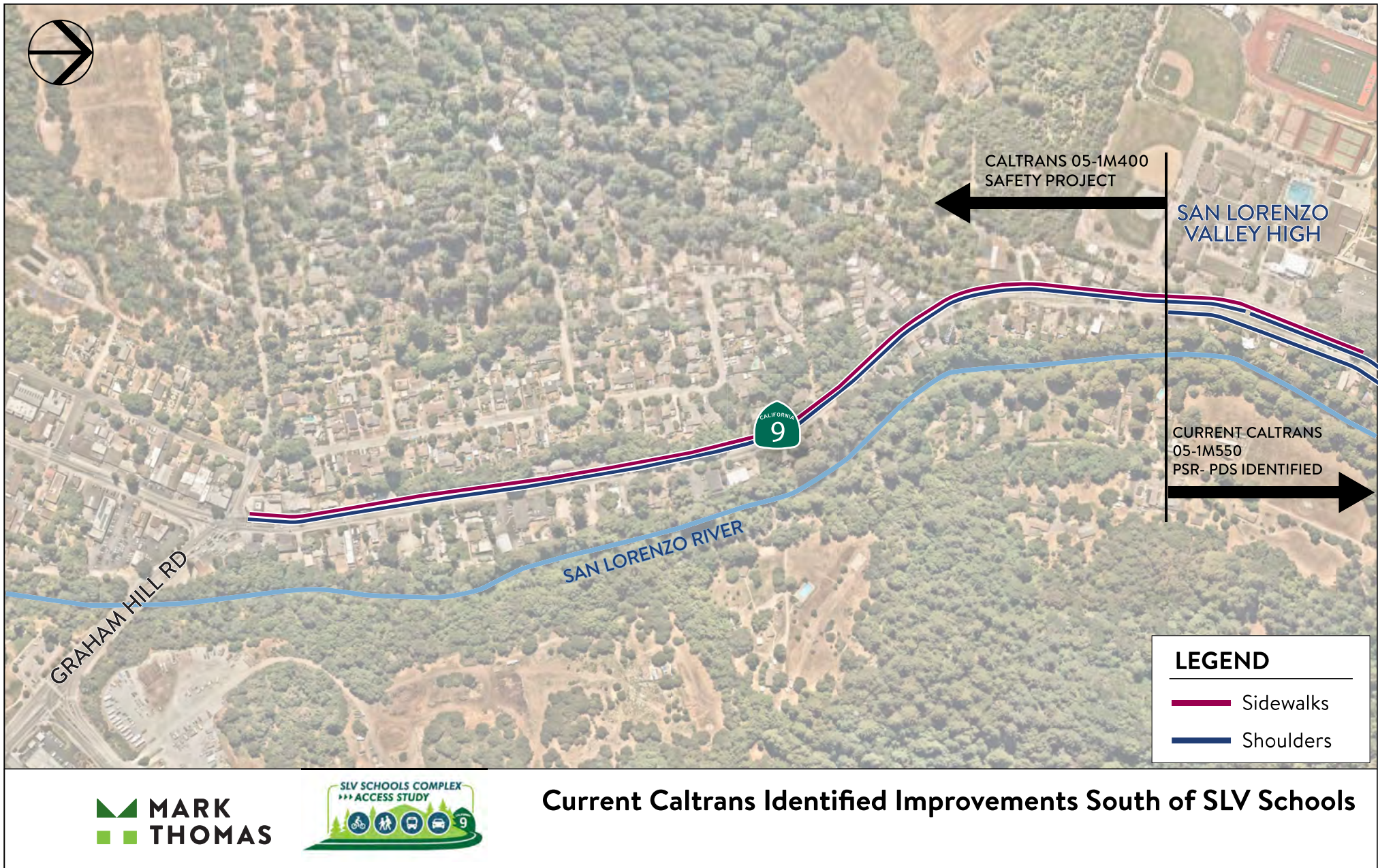
SUMMARY

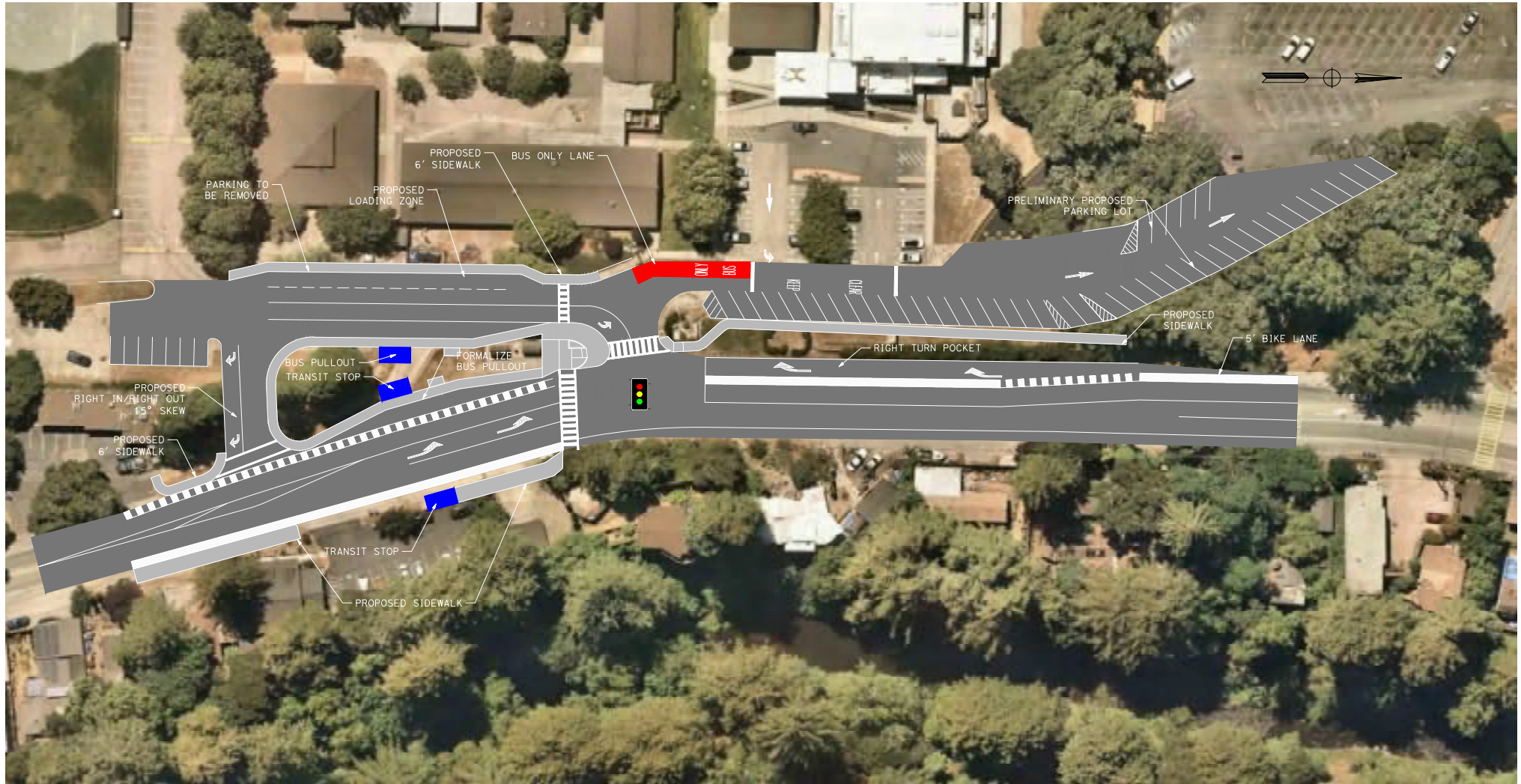
The SLV Schools Access Study was initiated in collaboration with agency stakeholders as a first next step in advancing priority projects from the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan. The study focuses on circulation and access improvements along Highway 9 and serving the SLV Schools. Recommendations will be provided for dedicated active transportation facilities, improved access to transit, and optimized vehicle throughput to benefit mobility within the SLV area.

The Committee may wish to discuss the concept plans or other ideas to enhance improve traffic circulation, or connectivity for people walking, bicycling, using transit, micro-mobility, or other wheeled device.

Attachments:

1. Draft design concepts for the SLV Schools Access Study
 - a. Caltrans 05-1M400 Safety Project Improvements – Graham Hill Road to SLV High School Entrance
 - b. High School Entrance Initial Design Concept
 - c. Middle School Entrance Initial Design Concept
 - d. Elementary School Entrance Initial Design Concept





SCALE: 1" = 30'

**SLV SCHOOLS CIRCULATION
AND ACCESS STUDY
HIGH SCHOOL CONCEPT 1C**

SCCRTC

**MARK
THOMAS**



SCALE: 1" = 40'

**SLV SCHOOLS CIRCULATION
AND ACCESS STUDY
MIDDLE SCHOOL PATHWAYS**

SCCRTC

 **MARK
THOMAS**



SCALE: 1" = 30'

**SLV SCHOOLS CIRCULATION
AND ACCESS STUDY
ELEMENTARY CONCEPT 1**

SCCRTC

**MARK
THOMAS**

AGENDA: October 2022

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

FROM: Rachel Moriconi, Senior Transportation Planner

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

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) provide input on proposed updates for the Measure D five-year programs of projects (5-Year Plans) for the following five regional investment categories and projects:

- San Lorenzo Valley-Highway 9 Corridor,
 - Highway Corridors,
 - Active Transportation,
 - Rail Corridor, and
 - Highway 17 Wildlife Crossing.
-

BACKGROUND

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

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

Each agency receiving Measure D revenues is required to annually develop, update, hold a public hearing on, and adopt a five-year program of projects.

The five-year program of projects (5-Year Plan) identifies how each agency plans to use Measure D funds in the upcoming 5 years. The 5-Year Plans are adjusted annually to reflect updated revenue forecasts, prior expenditures, updated project costs, expenditure rates, and schedules, and this year add anticipated expenses in FY26/27. Although Measure D provides significant funding to deliver investments identified in the Measure D Expenditure Plan, it is not intended or necessary to fully fund all investments. Consistent with the Measure D *Strategic Implementation Plan* (SIP), the RTC seeks to expeditiously deliver regional programs and projects and to competitively position projects to leverage other grants. The RTC strategically utilizes some Measure D revenues on pre-construction phases to get projects "shovel-ready" and sets aside some funds to serve as grant match. This approach positions projects to be more competitive for grants and other funding opportunities.

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

DISCUSSION

The RTC will consider recommendations on how to invest Measure D revenues over the next 5 years, following a public hearing at its November 3, 2022 meeting. **Staff recommends that the RTC's advisory committees review and provide input on proposed updates to the previously approved 5-year plans, as summarized below.** Dollar amounts shown are preliminary estimates, and will be refined for the final recommendations taken to the RTC board at its November meeting. For all investment categories, the 5-Year plans are based on the latest available information; however, programmed funding amounts may be updated throughout the year as new information becomes available, including updated project cost estimates, and new grant and leveraging opportunities.

San Lorenzo Valley/Highway 9 Corridor (\$10 million over 30 years)

- **New: Grant Match for Complete Streets Projects - Program \$2.4 million** (~25% of available funds) for preconstruction and matching funds for grant applications to fund complete streets improvements in Boulder Creek, or any one of the remaining 4 unfunded complete streets

segments within the Hwy9/SLV Complete Streets Corridor Program as funding opportunities arise. Includes complete streets and safety infrastructure such as new sidewalks, crosswalks, bike lanes, improved access to transit, and measures to reduce speeding, improve sight lines, and reduce conflicts for motorists. Projects within the program are described in Attachment 1, including the Boulder Creek Complete Streets project on Highway 9 and Highway 236;

- Continue implementation of previously approved projects (*no change in funding amounts*):
 - SLV Schools Complex Access & Circulation Study
 - Complete Streets PID (*completed in September 2022*)
 - Technical assistance, oversight, and community outreach

Highway Corridors (25% of revenues)

Continue implementation of previously approved projects. Includes funding and financing plans approved by the RTC in Spring 2022 to leverage federal, state, and other grants. The proposed Highway Corridors 5-Year Plan updates include:

- Highway 1 - 41st Ave to Soquel Ave Auxiliary Lanes & Bus on Shoulder and Chanticleer Bike/Pedestrian Overcrossing. Update funding based on actual expenditures in prior years and shift previously approved funds between years and based on the current project schedule. *In September the RTC programmed an additional \$1.8 million Measure D based on construction bid amount.* Total Measure D programmed: \$5 million
- Highway 1 - State Park Dr to Bay/Porter St Auxiliary Lanes & Bus on Shoulder, reconstruction of Capitola Avenue Overcrossing and Bicycle/Pedestrian Overcrossing at Mar Vista Drive. Update funding based on actuals and shift previously approved funds between years and based on the current project schedule. Total Measure D programmed: \$18 million
- Highway 1 - Freedom to State Park/Coastal Rail Trail Segment 12 Project: Add \$33 million in Measure D based on updated cost estimates over amount programmed by RTC in May 2022. These funds are being used for preconstruction and to serve as the local match for upcoming competitive grant applications for the Auxiliary Lanes & Bus on Shoulders, widening of the bridge over Aptos Creek/Spreckles Drive, 2 new Hwy 1 bicycle and pedestrian overcrossings, 2 new Soquel Drive bicycle and pedestrian overcrossings as part of Segment 12 of the Coastal Rail Trail. (*also partially funded by Measure D-Active Transportation/Trail*) Total Measure D programmed: \$123 million
- Ongoing traveler information/transportation demand management programs: The RTC previously programmed funds in FY26/27 for ongoing Cruz511 (\$243,101), Freeway Service Patrol (\$222,588), and Safe on 17 (\$50,000) programs.

- Highway 17 Wildlife Crossing Inter-program Loan: The 5-year plan carries forward a previously approved \$3 million inter-program loan to the Highway 17 Wildlife Crossing, to be repaid starting in FY23/24.

As approved at the May 2022 RTC meeting, if grant funds are secured and the Highway 1 Freedom-State Park/Trail Segment 12 project starts construction in 2025, financing will be needed to fully meet all obligations.

Active Transportation/MBSST-Coastal Rail Trail (17% of revenues)

- Electric Rail Transit & Trail Project: Add funds (*exact amount to be determined following receipt of top qualified consultant's cost proposal*) to partially fund preconstruction phases of Segments 13-20 as part of the Electric Rail Transit & Trail Project for professional services, project management, and community outreach. This funding will also serve as the local match to leverage state and federal grants. (*Work on passenger rail transit will be funded by Measure D-Rail category funding*)
- Trail Maintenance: The RTC is receiving a presentation on trail maintenance and capital costs to complete the Coastal Rail Trail at its October 6, 2022 meeting. RTC staff will consider updating or may recommend programming additional funding for trail maintenance following the October 6, 2022 meeting. (*staff report to the RTC will be available online at: <https://sccrtc.org/meetings/commission/agendas/>*)
- Segment 5: Increase funding for final design and right of way services by \$140,000. Total Measure D programmed for Segment 5 preconstruction, oversight, maintenance and grant match: \$7.87 million.
- Corridor Maintenance: Add \$550,000 over 5 years for ongoing rail trail corridor maintenance and encroachments, including ongoing vegetation and erosion control, trash and graffiti removal, environmental permitting, bio monitoring, inspections, and boundary surveys.
- Reduce funds for ongoing oversight and technical assistance based on recent actual expenditures.
- Carry forward previously committed funds for development and/or construction of over 17 miles of the rail trail from Davenport to Aptos and in Watsonville. Includes funding and financing plans approved by the RTC in Spring 2022 to leverage federal, state, and other grants. California Transportation Commission (CTC) staff recommendations for Active Transportation Program (ATP) grants are scheduled to be released in October 2022. If grants are not secured for Segments 8-11 the RTC may consider programming additional Measure D funds for trail development at a future meeting.

In the future, staff may recommend additional updates for the Trail program of projects based on updated cost estimates, maintenance agreements being

negotiated with state and local jurisdictions, grant awards and new leveraging opportunities.

Rail (8% of Measure D revenues)

- Electric Rail Transit & Trail Project: Add funds (*estimated \$3 to 6 million, exact amount to be determined following receipt of top qualified consultant's cost proposal*) through FY27 to partially fund preconstruction phases of the Electric Rail Transit & Trail Project for professional services, project management, and community outreach. This funding will also serve as the local match for future competitive grant opportunities to fully fund the project through completion of the environmental phase. (*also partially funded by Measure D-Active Transportation/Trail*)
- Rail Infrastructure Preservation: Reduce total by \$2.5 million (\$10.2 million total FY16/17-26/27)
 - Reduce programming for bridge inspections. Ongoing bridge analysis will be performed.
 - Remove programming for preconstruction of Rehabilitation of Rail Bridges, including the Capitola Trestle which exceeds the capacity of the Measure D-Rail category preservation funding. It is assumed some bridges will likely need to be replaced as part of the Electric Rail Transit & Trail Project.
 - Reduce programming for future phases of repairs, including drainage culvert replacement and slope stabilization at the coastal bluff near Manresa State Beach. It is assumed that the long-term repairs needed will be addressed as part of the Electric Rail Transit & Trail Project.

Highway 17 Wildlife Crossing (\$5 million/30 years)

This project is currently under construction and there are no changes to the total programmed amount and financing plan. The RTC previously approved an inter-program loan from the Highway Corridor category in order to expedite construction of the Highway 17 Wildlife Crossing. The Highway Corridor category inter-program loan timing is adjusted based on the timing of expenditures. Upon completion of the project, the Highway 17 Wildlife Crossing's annual Measure D allocations (\$166,667 per year until 2047) will be used to pay back, with interest, the \$3 million loan from the Highway Corridors investment category. Right-of-way and construction are partially funded by the Land Trust of Santa Cruz County. Pre-construction and Caltrans support costs are funded by the State Highway Operation and Protection Program (SHOPP).

Recommendation

Staff recommends that the RTC's Bicycle Advisory Committee, the Elderly & Disabled Transportation Advisory Committee, and

Interagency Technical Advisory Committee (ITAC) review and provide input on the proposed updates for the Measure D 5-year programs of projects for FY22/23-26/27 for regional and RTC-oversight projects and programs: Highway Corridor, Active Transportation/Trail Program, Rail Corridor, San Lorenzo Valley/Highway 9 Corridor, and the Highway17 Wildlife Crossing. The proposed uses of Measure D funds are consistent with the approved Measure D Expenditure Plan.

Next Steps

The RTC is scheduled to consider committee input and hold a public hearing on the updated 5-year program of projects at its November 3, 2022 meeting. As project cost estimates and schedules are refined, and if Measure D and other funding assumptions change, amendments to the 5-year plan may be proposed throughout the year. Modifications requiring approved funds to be shifted between fiscal years will be handled administratively. Staff will return to the RTC for consideration of amendments adding new projects or increasing Measure D funds for individual projects during a public meeting.

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

FISCAL IMPACT

On average, Measure D is expected to generate \$27-30 million per year over the next 5 years. The 5-year programs of projects show how the RTC anticipates investing funds for regional investment categories in the near term. The RTC budget is amended to reflect anticipated FY22/23 expenditures and carryover balances from prior years. As discussed in Spring 2022, total anticipated revenue needs for the Highway and Trail investment categories will exceed projected revenue if projects secure

grants and remain on existing schedules. Staff is also analyzing options to expedite implementation and analysis of Rail Transit and complete streets projects in San Lorenzo Valley. To support the proposed funding plans, which include using Measure D to leverage grants, the RTC may need to consider financing, such as bonding starting in FY24/25.

SUMMARY

In 2016 a super-majority of Santa Cruz County voters approved Measure D, a 30-year ½-cent sales tax which provides critical funding to improve local highways, construct new bicycle and pedestrian facilities, repair local roads, maintain and expand transit and paratransit services for seniors and people with disabilities, and maintain other publicly owned transportation facilities. Measure D requires recipient agencies to annually prepare and update a program of projects, identifying how agencies plan to invest Measure D funds over the next 5 years, consistent with the voter-approved Expenditure Plan. Staff recommends that the RTC's advisory committees provide input on proposed updates to the five-year programs of projects for each of the regional transportation categories -- Highway Corridors, Active Transportation, and the Rail Corridor, as well as San Lorenzo Valley Highway 9 Corridor Improvements, the Highway 17 Wildlife Crossing. The 5-year Plans, programming anticipated Measure D revenues for FY22/23-26/27, focus on continued implementation of previously approved and/or prioritized projects. While staff recommends updating funding amounts for several projects previously included in the 5-year plans, the only proposed new project is \$2.4 million for Highway 9/SLV Corridor Complete Streets Projects grant match.

Attachments:

1. San Lorenzo Valley Highway 9 Corridor Program

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Highway 9/San Lorenzo Valley Complete Streets Corridor Program

Background

The RTC worked with residents, businesses, schools, Caltrans, County of Santa Cruz, METRO, and other stakeholders to prepare the Highway 9 San Lorenzo Valley Complete Streets Corridor Plan (SLV Plan). The SLV Plan identified and prioritized the implementation of the most critical and cost-effective options for Complete Streets on Highway 9 and adjacent county roads. The plan recognized that Highway 9 functions as the “Main Street” for each of the mountain communities, as well as a thoroughfare between Silicon Valley and Santa Cruz. The transportation complete streets and safety improvements include new sidewalks, crosswalks, bike lanes, improved access to transit, and measures to reduce speeding, improve sight lines, and reduce conflicts for motorists.

Staff has been collaborating with Caltrans and other stakeholders to develop projects within the program and seek funding opportunities to leverage the \$10 million in voter-approved Measure D funds dedicated to the SLV/Highway 9 corridor by securing grants to fully fund projects.

Hwy 9/SLV Complete Streets Corridor Program of Projects

RTC and Caltrans collaborated to develop the preliminary scope of work and cost estimates for 6 complete streets projects along the corridor as part of the preparation of the Complete Streets Project Initiation Document (SLV CS PID). The projects are listed below, from south to north:

1. Felton: Henry Cowell State Park Boundary to Graham Hill Road
2. Schools: Graham Hill Rd to Glen Arbor Road (southern intersection)
3. Ben Lomond: Highland Park to Jacobson Lane
4. Brookdale: Western Drive to Irwin Way
5. Boulder Creek: River Street to Bear Creek Road
6. North of Boulder Creek: Pleasant Way to Pool Drive

The delivery strategy for this Highway 9 Complete Streets program includes leveraging Measure D and other discretionary funds as the local match for state and federal competitive grants.

Highway 9/SLV Projects Under Development

Several projects are currently under development in the Highway 9 corridor. A map showing project areas is included as Exhibit A.

Boulder Creek Complete Streets Project (Segment 5)

The Boulder Creek Complete Streets Improvements that were identified by

the SLV Plan in the town of Boulder Creek (identified as Segment 5) are along an approximately 1 mile stretch of SR9 between Bear Creek Road and River Street, and 3 blocks on Highway 236/Big Basin Highway between the Highway 9 intersection and Laurel Street. This area is used by pedestrians and bicyclists to access Boulder Creek businesses, Boulder Creek Elementary School, medical offices, residences, and other destinations. The proposed Boulder Creek project includes:

- Updating/repairing four blocks of existing sidewalks
- Extending sidewalk network on Highway 9 to Bear Creek Road in the north, and Mountain Street in the south, as well as to Laurel Street on Highway 236
- Curb extensions/"bulb-outs" for five existing crosswalks, to shorten crossing distances, increase visibility of pedestrians, and reduce speeding
- New crosswalks on the north leg of the Hwy9/Hwy 236 intersection, the south leg of the Hwy 9/Lomond St intersection, as well as analyzing new crosswalks at Bear Creek Road on Hwy 9 and Oak St on Hwy 236
- Bike lanes/paved defined shoulders on Hwy 9 from Bear Creek Rd to River St, and on Hwy 236 to Laurel St
- Center median islands and other traffic calming measures
- Transit stop improvements such as shelters, benches, and bike racks

An overview map for the proposed Boulder Creek project is included as Exhibit A. The estimated cost of these improvements to be \$11.8 million, which includes environmental, design, right of way, and construction components of the project. The RTC authorized staff to submit applications for competitive federal funding opportunities for the Boulder Creek project at its September 2022 meeting. If awarded grants, \$2.4 million in Measure D funds would serve as the local match.

Caltrans Safety - Graham Hill Road to SLV Schools Bike/Ped Facilities, Felton
Caltrans is currently developing a project which will provide separated pedestrian and bicycle facilities between the SLV Schools Complex (SLV elementary, middle, and high schools) on Highway 9 and Graham Hill Road. This project will partially complete the Segment 2 project. The project is being developed by Caltrans and is currently in the final design phase. The project is funded by Caltrans State Highway Operation and Protection Program (SHOPP) with construction is scheduled to begin in 2024.

Caltrans SR9 Capital Maintenance (CAPM) – SR 1 to El Solyo Heights, Felton
Caltrans is developing a SHOPP funded Capital Maintenance (CAPM) repaving project along Highway 9 in Felton which will include many complete streets elements identified in the SLV CS PID as Segment 1 project and portions of Segment 2. The project is located along Highway 9 between Highway 1 and

El Solyo Heights Drive. Improvements include sidewalks, crosswalk enhancements, bike lanes, a center turn lane, center median islands, and multimodal improvements at the Graham Hill Road/Highway 9 intersection. The project is in the environmental phase and construction is scheduled to begin in 2027.

SLV Schools Complex Access Study

Utilizing a combination of Measure D, RSTPX and school district funds, RTC is collaborating with the San Lorenzo Valley Unified School District (SLVUSD), the County of Santa Cruz, Santa Cruz METRO, and Caltrans to evaluate solutions for congestion and multimodal access to the SLV Schools Complex (a portion of Segment 2). A study is underway to develop short and long-term solutions to improve access and circulation along Highway 9 and the SLV school campus. The project team will circulate draft concepts to the RTC Advisory Committees in October 2022, and then to SLV community stakeholders.

Next Steps

The Measure D Highway 9/SLV Corridors category provides \$10 million over the 30-year life of Measure D. Staff recommends the RTC designate \$2.4 million of Measure D funds to serve as match to leverage grant opportunities. If awarded competitive federal grants, this Measure D funding would be used on the Highway 9 Boulder Creek Complete Streets Project. If the Boulder Creek Complete Streets Project is not awarded funding this cycle, staff will pursue subsequent cycles, while also seeking additional funding opportunities to fund all remaining segments.

Exhibits:

- A. Hwy 9/SLV Complete Streets Corridor Program progress map
- B. Boulder Creek Complete Streets proposed improvements

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Exhibit A: Highway 9/SLV Complete Streets Corridor Program Progress

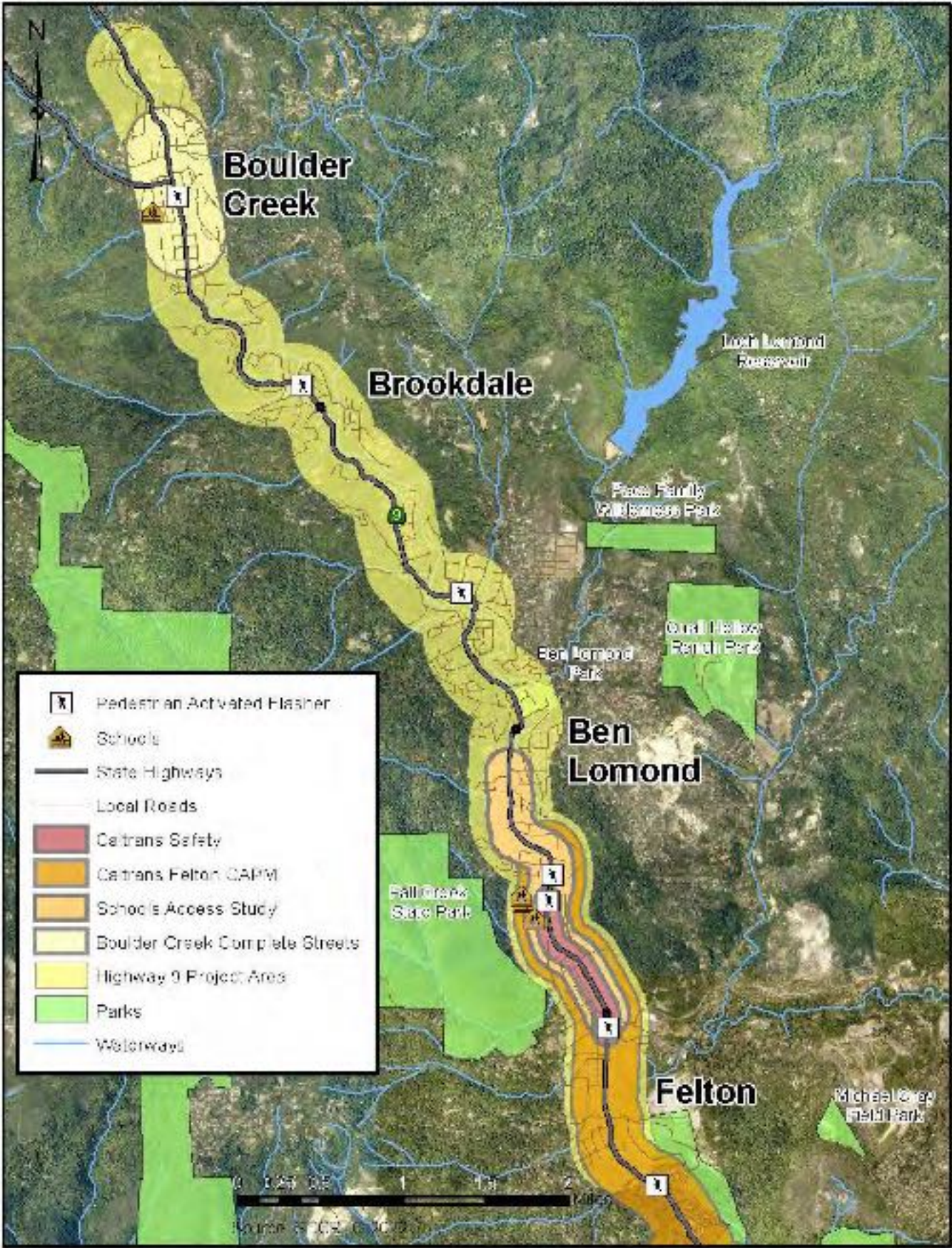
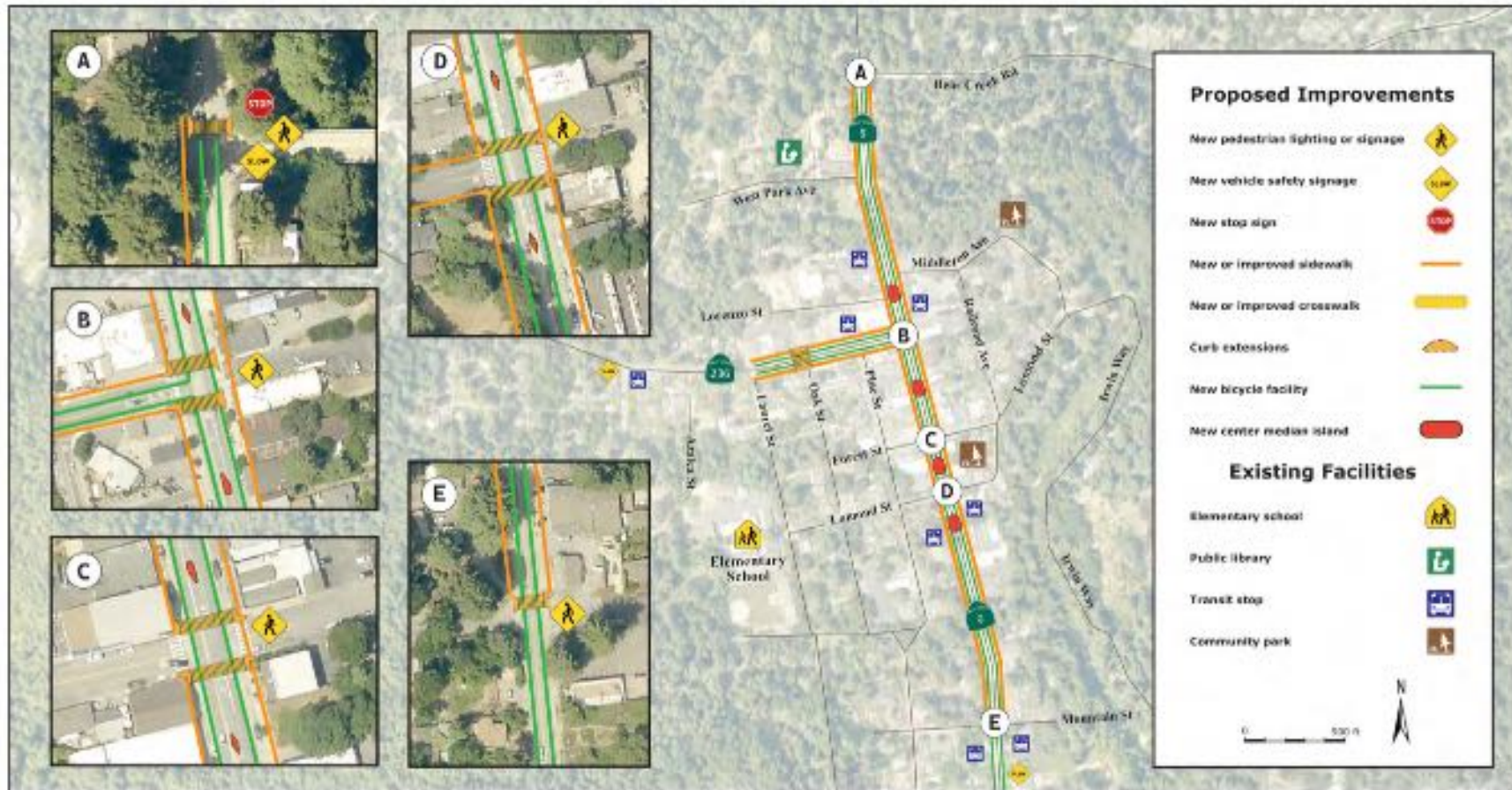


Exhibit B: Proposed Boulder Creek Complete Streets Improvement Project

Highway 9/San Lorenzo Valley Complete Streets Corridor Plan

Downtown Boulder Creek Improvements



AGENDA: October 3, 2022

TO: Bicycle Committee

FROM: Grace Blakeslee, Senior Transportation Planner and Shannon Munz, Communications Specialist

RE: North Coast Rail Trail- Directional Signage Review

RECOMMENDATIONS

RTC staff recommends that the Bicycle Committee review the directional signage for the North Coast Rail Trail project.

BACKGROUND

The North Coast Rail Trail Project includes construction of 7.5 miles of the Monterey Bay Sanctuary Scenic Trail's (MBSST) rail trail spine between Wilder Ranch and Davenport. Segment 5 is divided into two phases. Phase I spans 5.4 miles from Wilder Ranch to Panther Beach. Phase II spans 2.1 miles from Panther Beach to Davenport and includes improved parking lots and connections to the trail at Davenport and Panther Beach, access improvements from the Bonny Doon Beach parking lot to the trail, and a pedestrian crosswalk in Davenport. Construction funding for Phase I is programmed for 2024. Construction funding for Phase II is pending final award for Federal Lands Access program grant funds to be announced in Fall 2023 and would also be programmed for 2024. In partnership with the Federal Highway Administration (FHWA) - Central Federal Lands (CFL), the RTC is leading the project delivery.

DISCUSSION

The North Coast Rail Trail project includes directional signage along the 7.5-mile trail between Wilder Ranch and Davenport. The signs include destinations, mileage between destinations, and restroom locations. The signs will direct trail users to the Coastal Rail Trail and provide confirmation that trail users have arrived at or are continuing along the rail trail.

Signs at the trail entrances inform trail users of destinations along the trail and are parallel to the trail to be in view of visitors approaching the trail entrance. Signs providing direction or confirmation to trail users while they are on the trail are perpendicular to the trail and are located approximately every mile. The North Coast Rail Trail directional signs maintain the look and feel of directional signs installed on Coastal Rail Trail segments 7 and 18 and are consistent with the MBSST Master Plan. Attachment 1 shows the locations and orientations of the directional

signs, and how mileage and destinations have been included on the proposed signs. Directional signs are not intended to direct trail users to spur trails or beaches but could be designed to work in coordination with signage for State Parks trails and beaches.

Additional signage planned on the North Coast Rail Trail includes trail orientation signage, interpretive signage, trail etiquette signage, railroad crossing signage, bicycle and pedestrian trail crossing signage, signage indicating authorized vehicle access only at trail crossings, notifications of the presence of farm vehicles at farm road crossings, and signs indicating no trespassing on adjacent properties.

The final draft wayfinding site plan will be incorporated into the North Coast Rail Trail project 100% design plans, which are scheduled to be complete in Winter 2022/2023.

RTC staff will be available to address questions at the October 3, 2022 Bicycle Committee Meeting.

SUMMARY

The North Coast Rail Trail Project includes construction of 7.5 miles of the Monterey Bay Sanctuary Scenic Trail's (MBSST) rail trail spine between Wilder Ranch and Davenport. RTC staff recommends that the Bicycle Committee review the Draft Directional Signage for the North Coast Rail Trail project.

ATTACHMENTS

1. North Coast Rail Trail Signage Site Plan

Site Plan

Version 1.0

North Coast Rail Trail

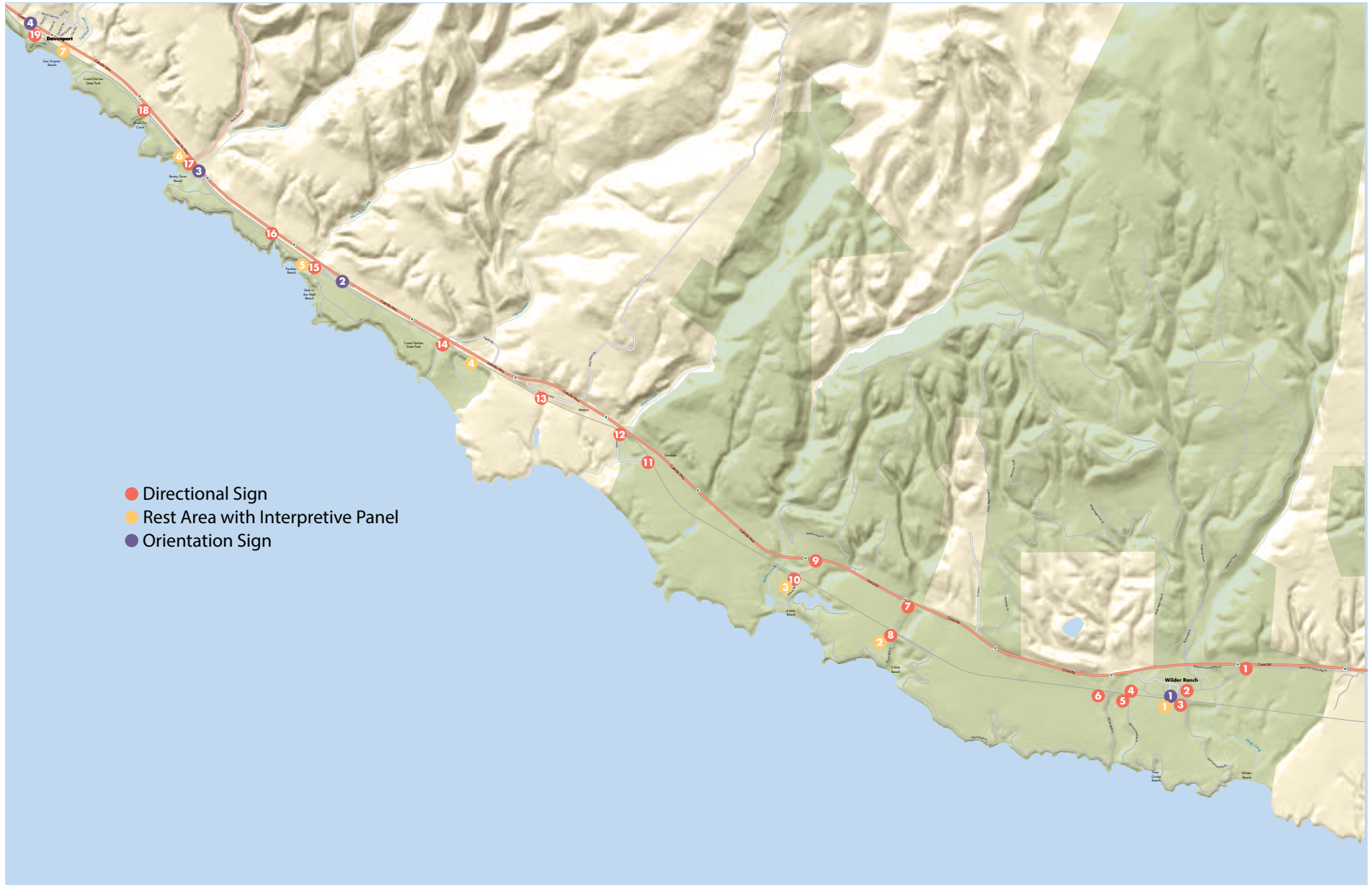
Segment 5 Signage

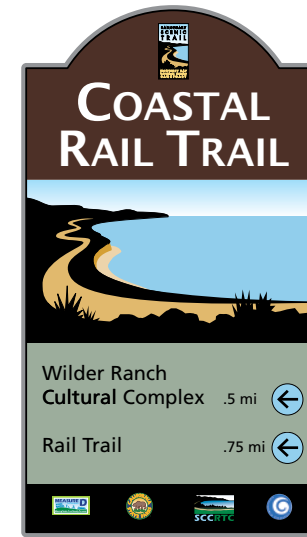
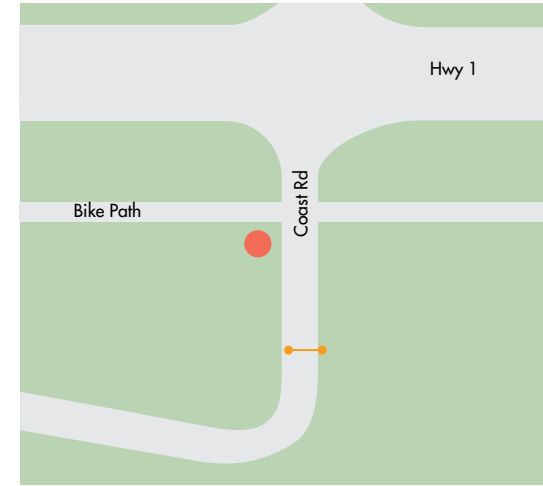
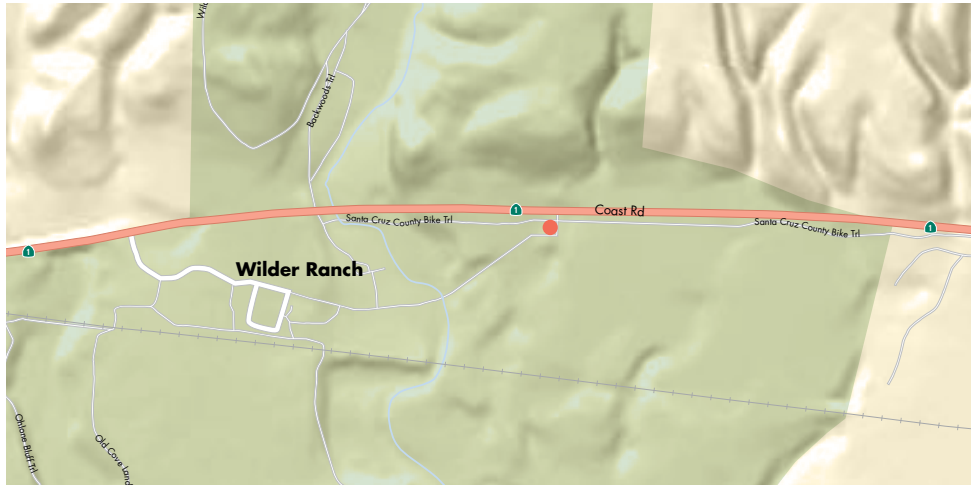


David Price Design
1925 Homingway Drive
Salinas, CA 93906

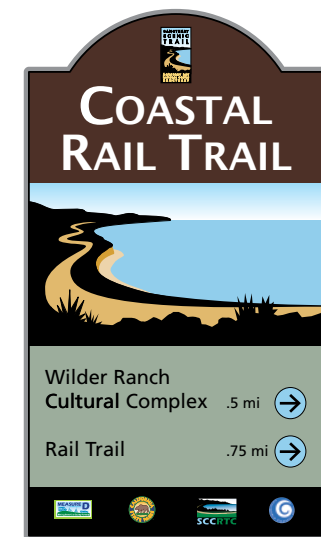
Overview Map

The North Coast Rail Trail will require a number of different kinds of signs—interpretive panels, directional signs, and orientation signs. The following pages describe the content and location for each proposed sign.





Location 1
Directional Sign 1
Double Sided—Northbound (south facing)

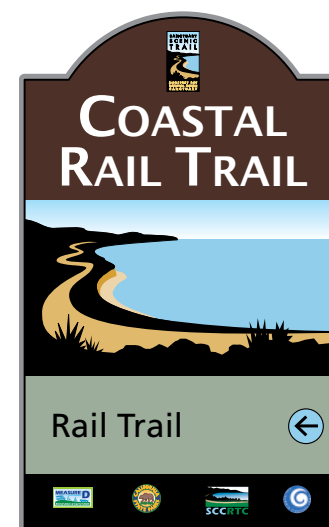
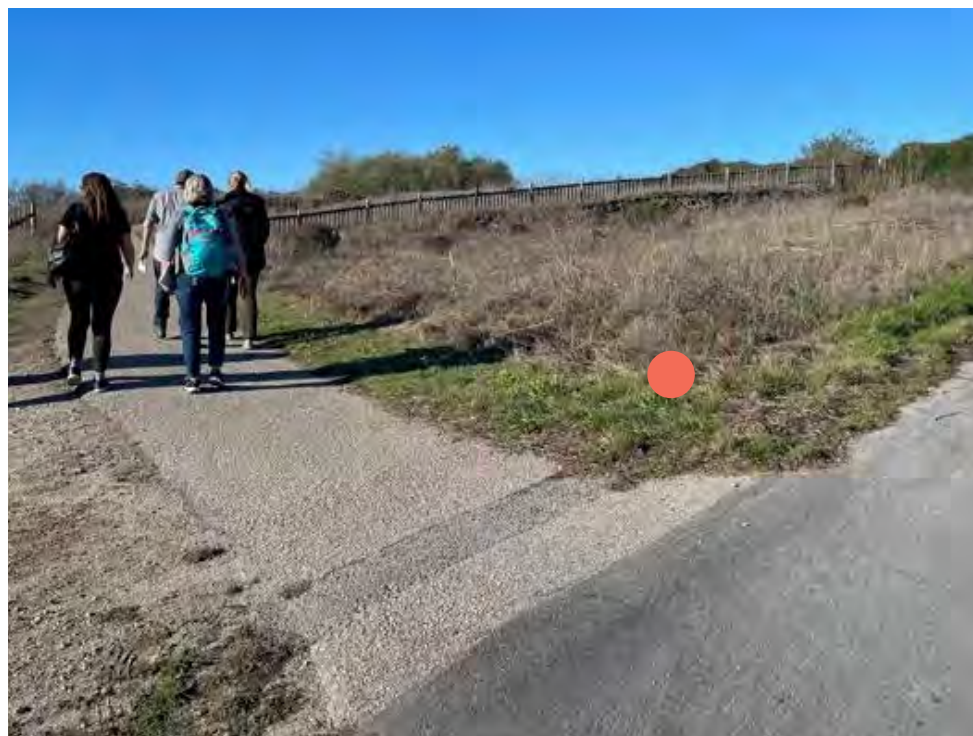
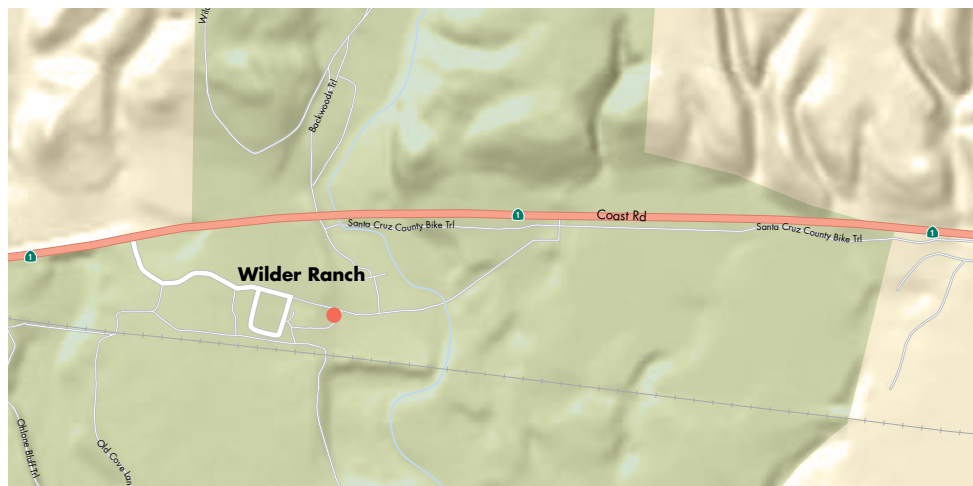


Location 1
Directional Sign 1
Double Sided—Southbound (north facing)

Location 1
Directional Sign 1
Double Sided

Orientation—
Perpendicular to
Wilder Ranch Path

Location: Wilder Ranch Coast
Road South Gate

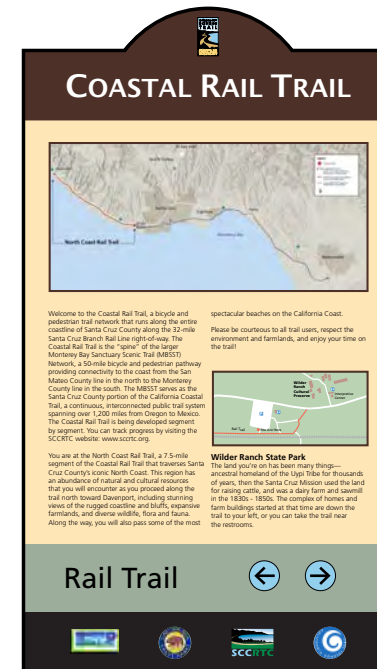
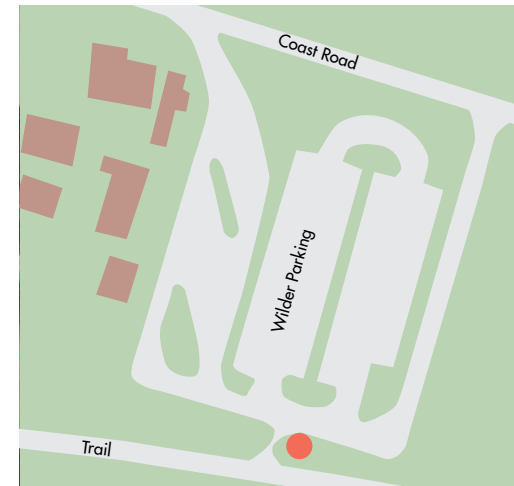


Location 2
Directional Sign 2
Single Sided

Location 2
Directional Sign 2
Single Sided

Location: Wilder Ranch,
coming up from the Cultural
Complex

Orientation—
Parallel to Trail

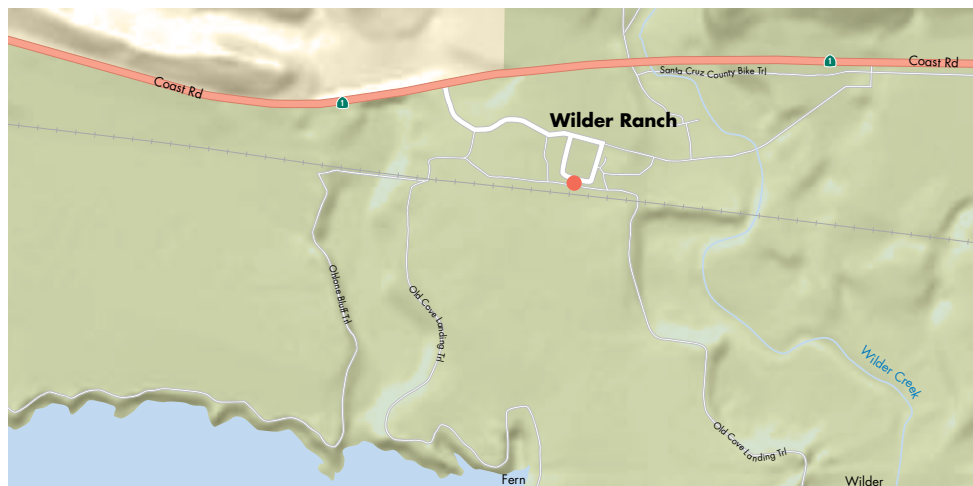


Location 3
Orientation Sign 1
Single Sided

Orientation—
Facing Wilder Ranch
Parking Lot

Location: West edge of
Wilder Ranch Parking

Name:

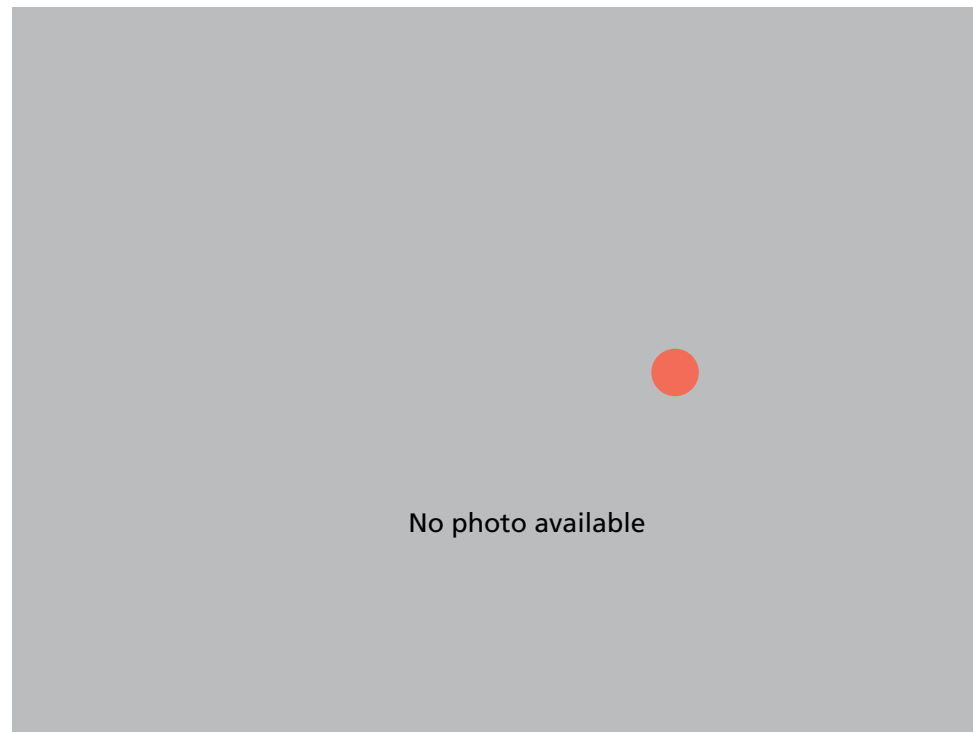
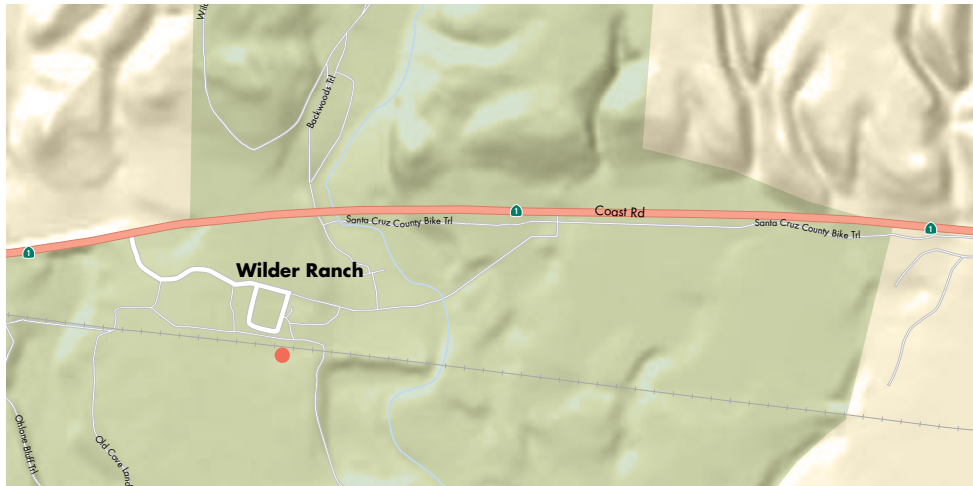


Location 3 Interpretive Sign 1

Location: Facing Wilder
Ranch Parking Lot

Location: Along Trail at
West edge of Wilder Ranch
Parking

Orientation—Facing Trail

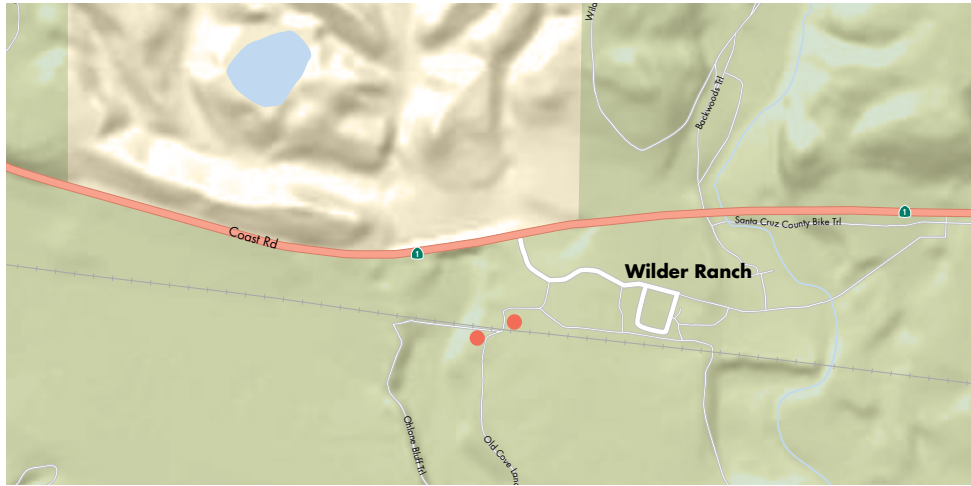


Location 4
Directional Sign 3
Single Sided

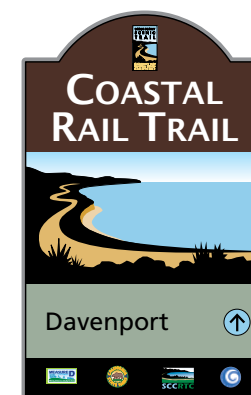
Location: Wilder Ranch,
start of trail

Orientation—Parallel to
tracks on inland side

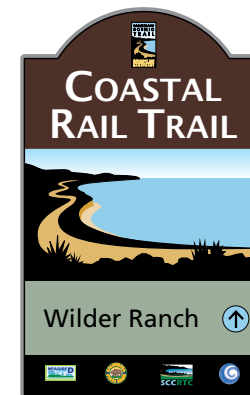
Location 4
Directional Sign 3
Single Sided



Location 5
Directional Sign 4
Single Sided



Location 5
Directional Sign 5
Double Sided—Northbound (south facing)

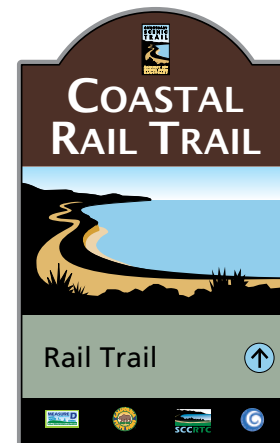
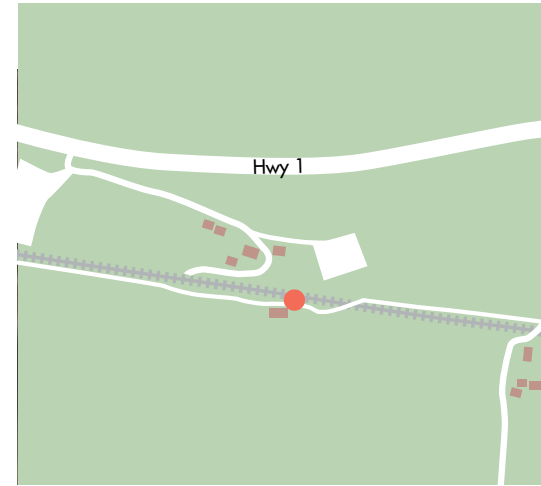
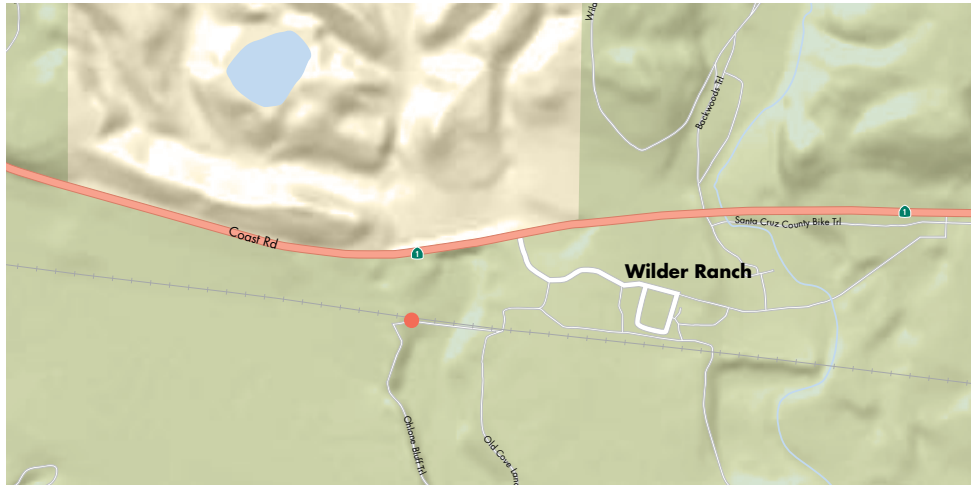


Location 5
Directional Sign 5
Double Sided—Southbound (north facing)

Location 5
Directional Signs 4 and 5
Sign 4 is Single Sided
Sign 5 is Double Sided

Location: Wilder Ranch off
of north end of Coast Road
Wilder Ranch Crossing
Directional Sign
395+88 A
395+88 B

Orientation—
Sign 4, Parallel to trail
Sign 5, Perpendicular to trail



Location 6
Directional Sign 6
Double Sided—Northbound (south facing)

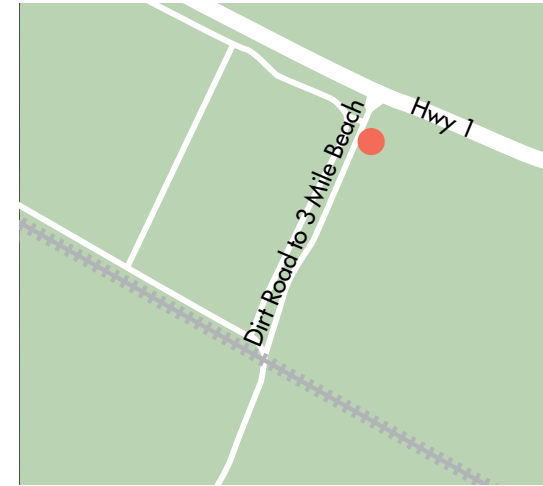


Location 6
Directional Sign 6
Double Sided—Southbound (north facing)

Location 6
Directional Sign 6
Double Sided

Location: Ohlone Area

Orientation—
Perpendicular to trail on
inland side

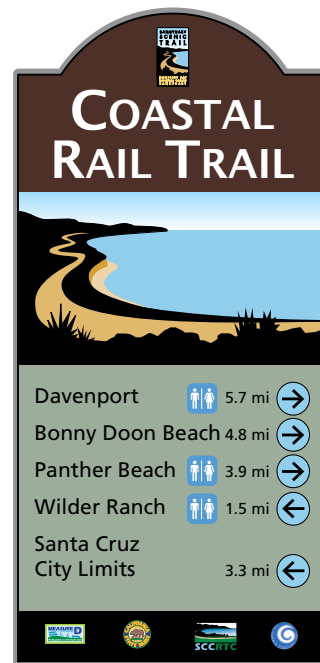


Location 7
Directional Sign 7
Single Sided

Location: Highway 1
at 3-Mile

Orientation—Facing
Highway

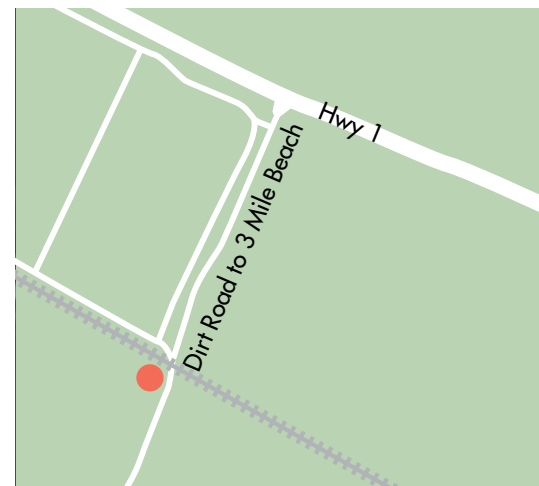
Location 7
Directional Sign 7
Single Sided



Location 8 Directional Sign 8
Single Sided

Location 8
Directional Sign 8
Single Sided

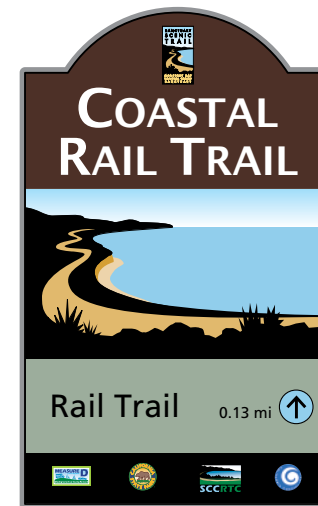
Location: Highway 1
at 3-Mile
Orientation—Parallel
to trail on coastal side



Location 8
Interpretive Sign 2

Location: Highway 1
at 3-Mile dirt road
325+00

Orientation—
Parallel to trail on
coastal side

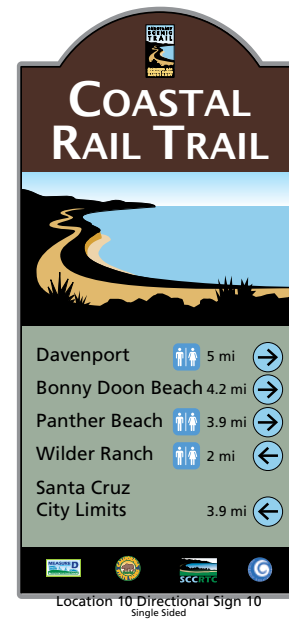
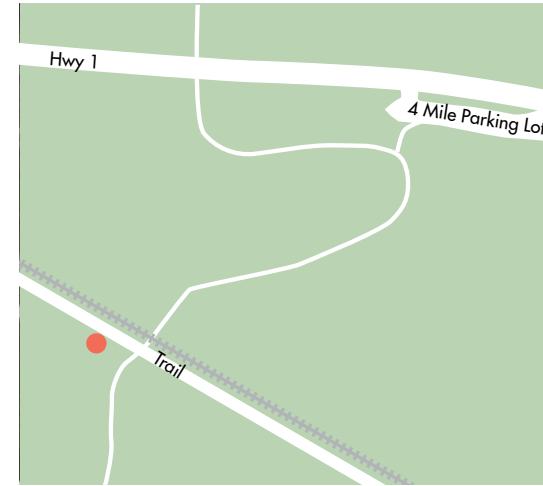


Location 9
Directional Sign 9
Single Sided

Location 9
Directional Sign 9
Single Sided

Location: Highway 1
at 4-Mile

Orientation—Trail from west
end of parking lot



Location 10
Directional Sign 10
Single Sided

Location: At intersection
of trail to 4 Mile Beach
and Rail Trail

Orientation—
Trail from west end of
parking lot, parallel
to trail on coastal side



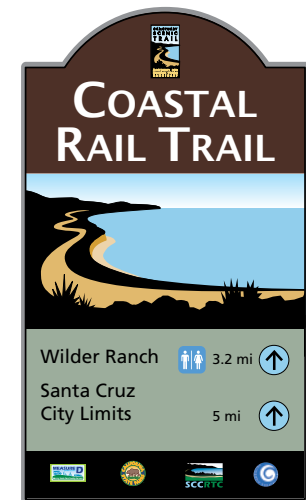
Location 10
Interpretive Sign 3

Location: At intersection
of trail to 4 Mile Beach
and Rail Trail 292+00

Orientation—
Trail from west end of
parking lot, parallel
to trail on coastal side



Location 11
Directional Sign 11
Double Sided, Northbound (south facing)

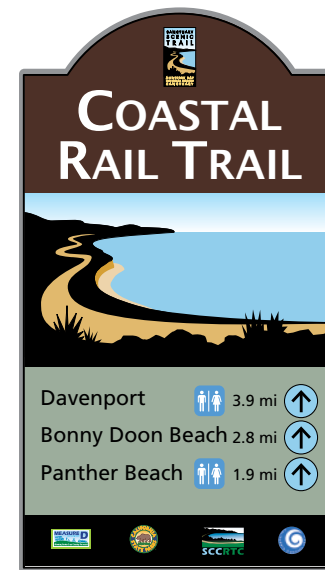
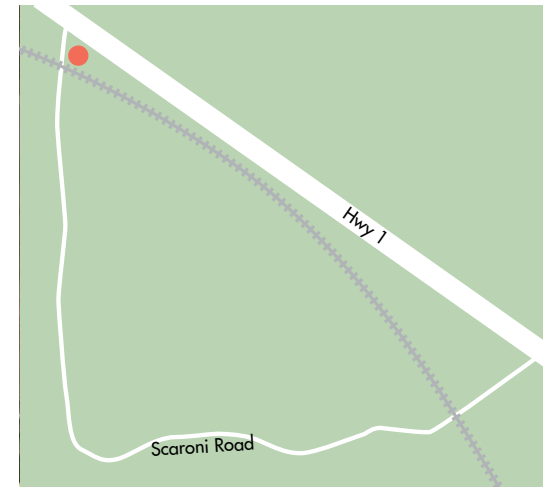


Location 11
Directional Sign 11
Double Sided, Southbound (north facing)

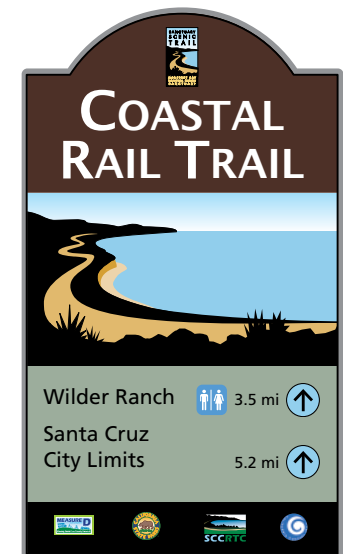
Location 11
Directional Sign 11
Double Sided

Location: Rail Trail at
Scaroni Road

Orientation—
Inland side of trail at RR
tracks perpendicular
to trail



Location 12
Directional Sign 12
Double Sided, Northbound (south facing)

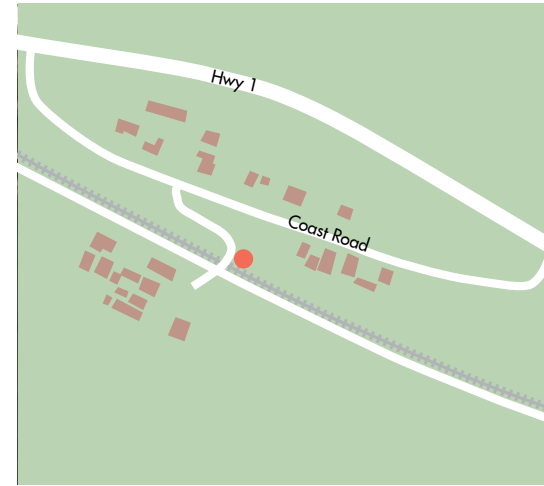


Location 12
Directional Sign 12
Double Sided, Southbound (north facing)

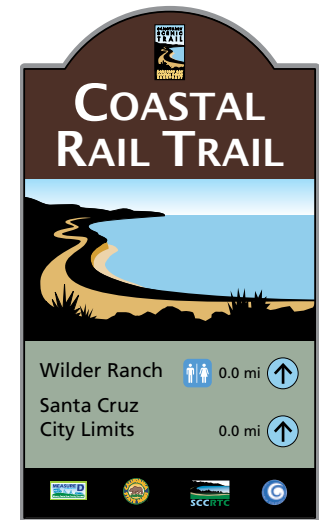
Location 12
Directional Sign 12
Double Sided

Location: Rail Trail at
Scaroni Road North

Orientation—
Inland side of trail at RR
tracks perpendicular
to trail



Location 13
Directional Sign 13
Double Sided, Northbound (south facing)

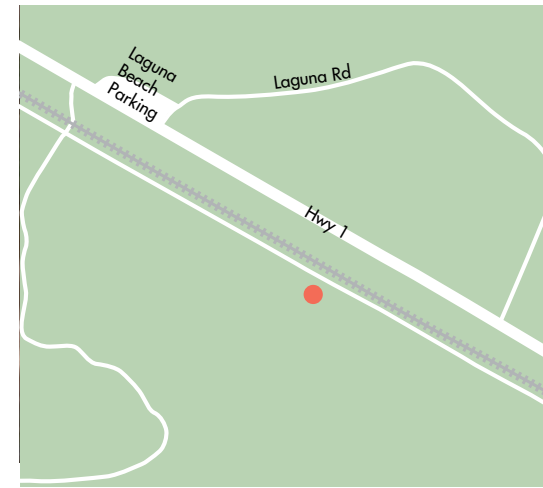


Location 13
Directional Sign 13
Double Sided, Southbound (north facing)

Location 13
Directional Sign 13
Double Sided

Location: Coast Road Turnout
at Rail Trail

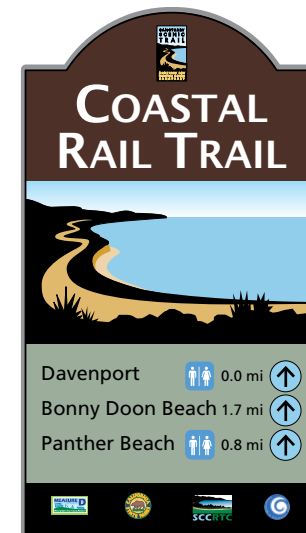
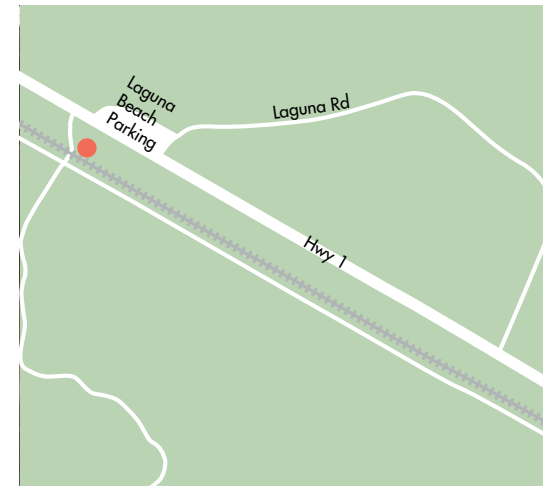
Orientation—
Inland side of trail at RR
tracks perpendicular
to trail



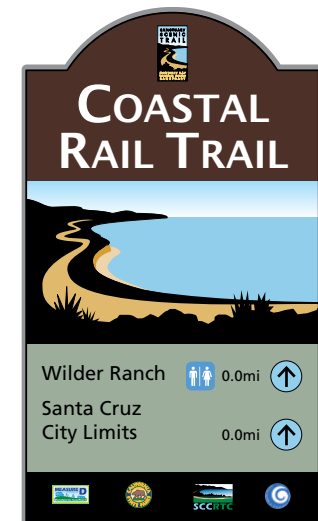
Location 14
Interpretive Sign 4

Location: Rest Area #4
Laguna Creek Interpretive
Sign 180+00, ~ 200 yards
south of Laguna Beach
Parking Lot

Orientation—
Facing trail on coastal side



Location 15
Directional Sign 14
Double Sided, Northbound (south facing)

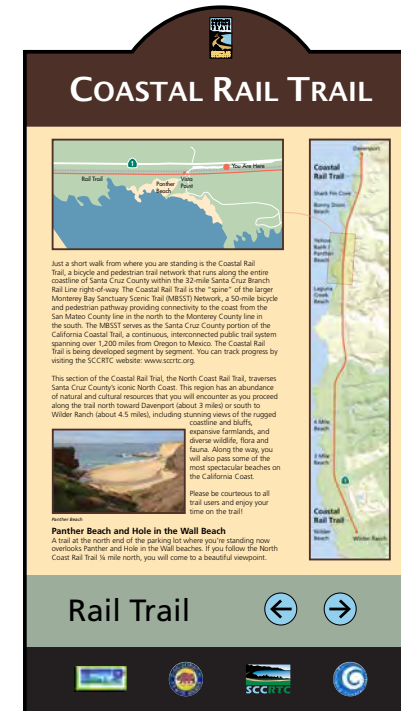
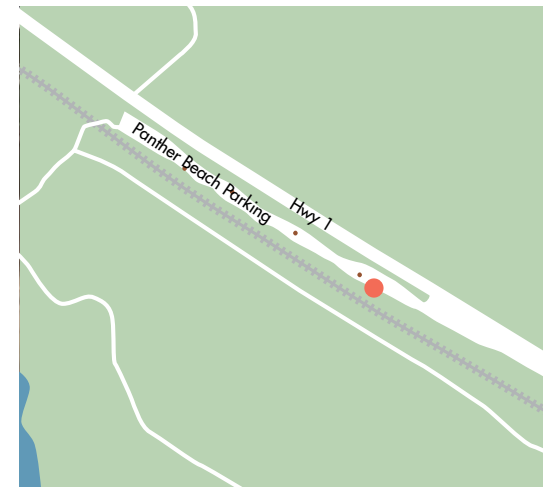


Location 15
Directional Sign 14
Double Sided, Southbound (north facing)

Location 15
Directional Sign 14
Double Sided

Location: Coast Road Turnout
at Rail Trail 203+72

Orientation—
Inland side of trail at RR
tracks perpendicular
to trail



Location 16
Orientation Sign 2
Single Sided

Location: Near entrance of
Panther Beach parking lot

Orientation—
Parallel to parking area on
coastal side



Location 17
Directional Sign 15
Single Sided

Location 17
Directional Sign 15
Single Sided

Location: North end of
Panther Beach parking lot
Orientation—Parallel to trail
on coastal side



Location 17
Interpretive Sign 5

Location: Rest Area #2
Interpretive Sign 129+0
Panther Beach

Orientation—
Facing trail on coastal side



Location 18
Directional Sign 16
Double Sided Northbound (south facing)

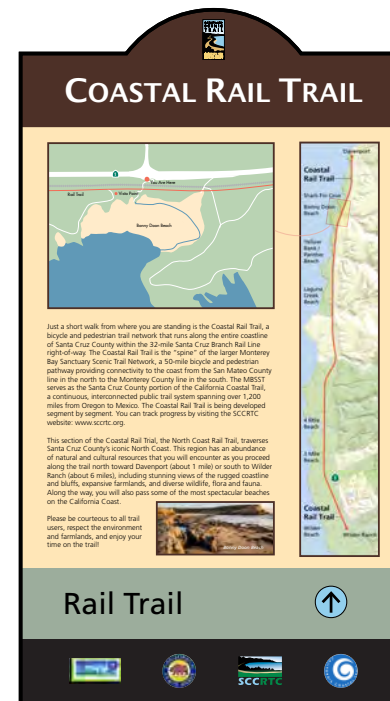
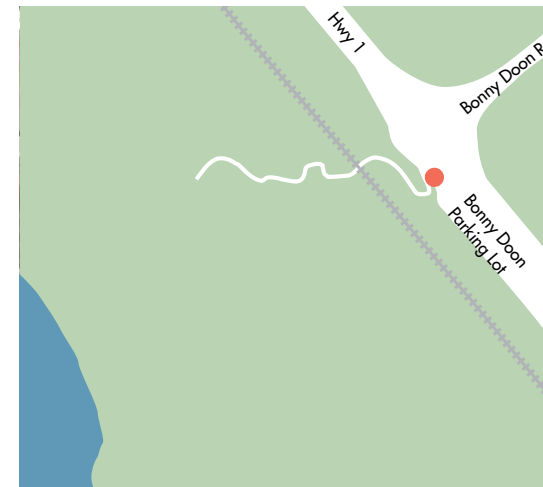
Location 18
Directional Sign 16
Double Sided



Location 18
Directional Sign 16
Double Sided Southbound (north facing)

Location: Unnamed Beach
Directional Sign 113+00,
across from Fambrini's
Produce

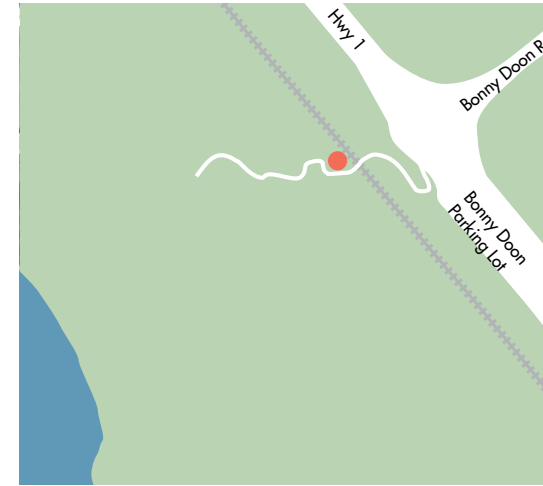
Orientation—Perpendicular
to Trail on inland side



Location 19
Orientation Sign 3

Name: Bonny Doon Parking Lot
Location: Bonny Doon Parking Lot Trail Entrance

Orientation—Parallel to Trail

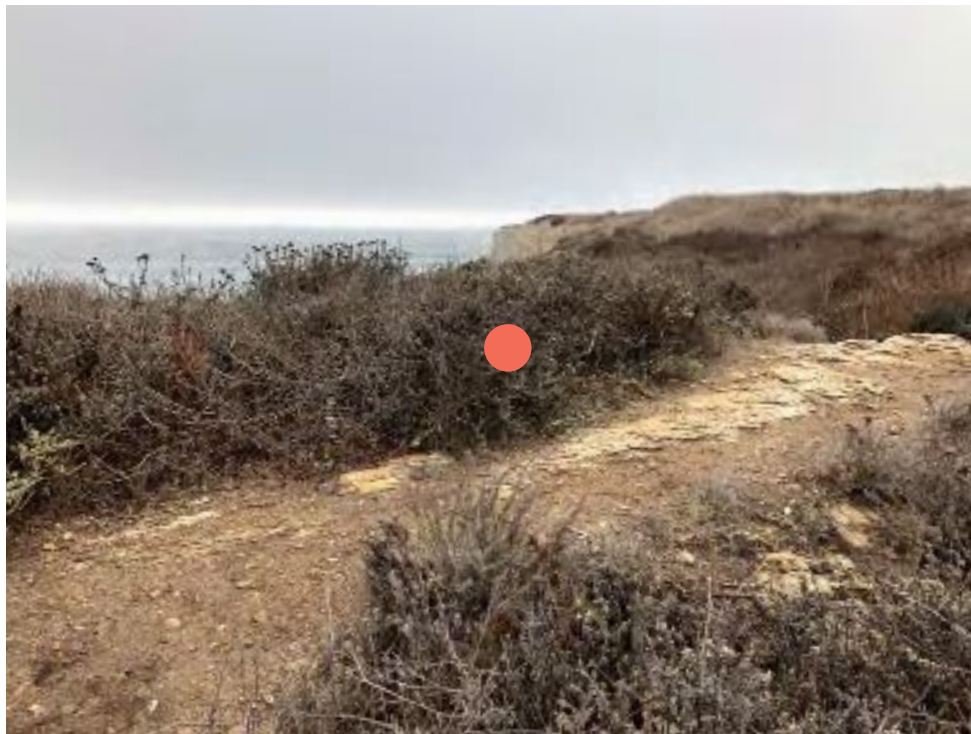


Location 20
Directional Sign 17
Single Sided

Location 20
Directional Sign 17
Single Sided

Location: Bonny
Doon at
Rail Trail 82+03

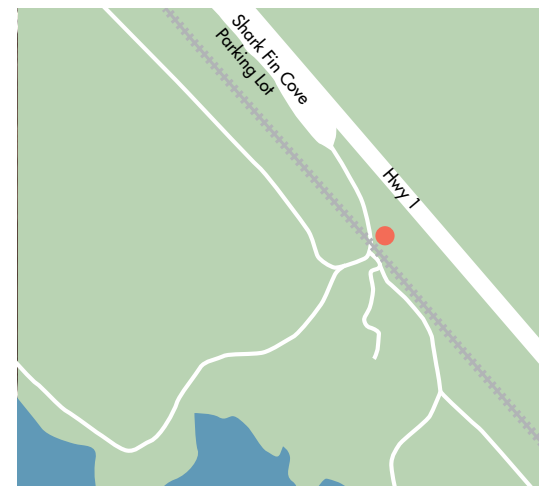
Orientation—
Parallel to trail on
coastal side



Location 20
Interpretive Sign 6

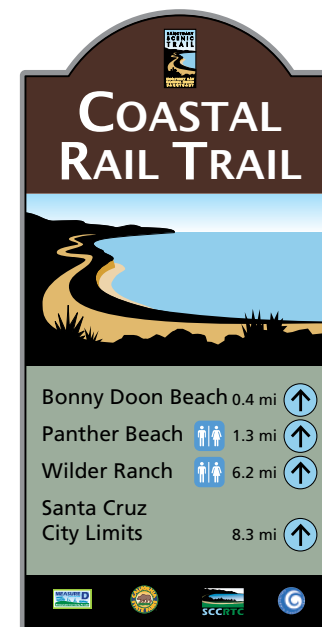
Location: Rest
Area #2 Rock
outcropping along
Rail Trail ~100 feet
north of Bonny
Doon parking lot

Orientation—
Parallel to trail on
coastal side



Location 21
Directional Sign 18
Double Sided, Northbound (south facing)

Location 21
Directional Sign 18
Double Sided



Location 21
Directional Sign 18
Double Sided, Southbound (north facing)

Location: Shark Fin Cove
Directional Sign 62+50

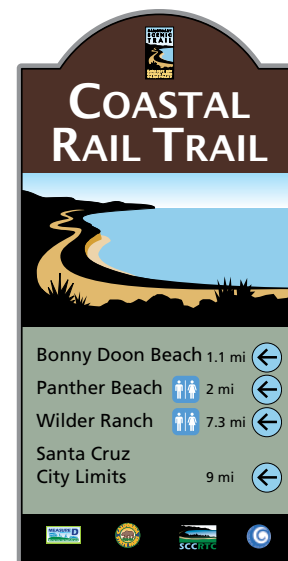
Orientation—Perpendicular
to Trail on inland side



Location 22
Interpretive Sign 7

Location: Rest Area,
Davenport Beach
32+00, ~ 50 ft.
north of washout

Orientation—
Parallel to trail on
coastal side

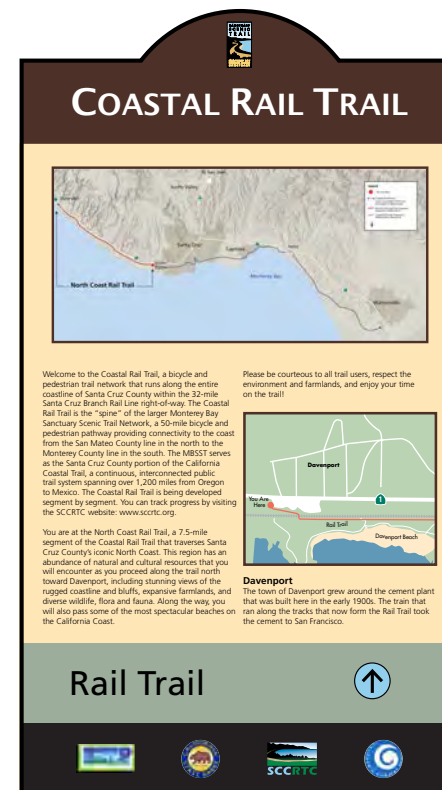


Location 23
Directional Sign 19
Single Sided

Location 23
Directional Sign 19
Single Sided

Location: Davenport, at
foot of Ocean St. 23+85 at
Crossing

Orientation—Parallel to trail
on coastal side



Location 24
Orientation Sign 4

Davenport Parking Lot
Orientation Sign

Location: North end of
Davenport parking lot