



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

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**MEETING AGENDA**

**Monday, February 13, 2023**

**6:00 pm to 8:30 pm**

**NOTE: TELECONFERENCE**

Join the online meeting to see presentations:

<https://us02web.zoom.us/j/83249377389?pwd=ZHBxTIFBYUdkNTVDMDGxGeEFzREVqUT09>

Online meeting ID: 832 4937 7389

Password: 371402

Dial-in: +1 669 900 9128 or +1 669 444 9171

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@sccrtc.org](mailto:ttravers@sccrtc.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  
Brad Kava  
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 December 12, 2022 Bicycle Advisory Committee meeting
7. Receive summary of hazard reports
8. Approve Letter of Support for grant application for Coastal Rail Trail funds

### **REGULAR AGENDA**

9. Green Valley Road Path – provide input – Russell Chen and Joel LaCagnina, County of Santa Cruz
10. Coastal Rail Trail Segment 12 design – provide input – Sarah Christensen, Senior Transportation Engineer, and Zach Siviglia, engineering consultant
11. Draft evaluation criteria for RTC discretionary funds – review and provide input –Amy Naranjo, Transportation Planner **TO BE POSTED ONLINE PRIOR TO MEETING**
12. Updates related to Committee functions – Committee members (oral updates)
13. Adjourn

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for April 10, 2023 from 6:00pm to 8:30pm **IN PERSON at the RTC offices**. Members of the public and non-voting committee alternates may join remotely.

### **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](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://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](mailto: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](http://www.sccrtc.org). A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.*



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

**BICYCLE ADVISORY COMMITTEE**

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**MEETING  
DRAFT MINUTES**

**Monday, December 12, 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:**

Corrina McFarlane, District 1 (Alt.)  
Sally Arnold, District 3  
Peter Scott, District 3 (Alt.)  
Anna Kammer, District 4  
Rick Hyman, District 5  
Paula Bradley, City of Capitola  
Matt Farrell, City of Santa Cruz  
Richard Masoner, City of Scotts Valley  
Gina Cole, City of Watsonville  
Amelia Conlen, Bike-to-Work, Chair  
Leo Jed, CTSC

**Staff:**

Tommy Travers, Transportation Planner  
Matt Shroeder, Transportation Planner  
Rachel Moriconi, Senior Transportation Planner  
Jason Thompson, Transportation Planning Technician

**Guests:**

Dan Estranero, City of Santa Cruz  
Alissa Guthrie, Transportation Agency for Monterey County  
Nadine Thorne, Joel Steinberg, Bennett Williamson, members of the public

**Unexcused Absences:**

Brad Kava, District 2

**Excused Absences:**

Scott Roseman, District 1  
John Hunt, District 2 (Alt.)  
Liz Hernandez, District 4 (Alt.)  
Theresia Rogerson, District 5 (Alt.)  
Mike Moore, City of Capitola (Alt.)  
Grace Voss, City of Santa Cruz (Alt.)  
Drew Rodgers, City of Watsonville (Alt.)  
Matt Miller, Bike-to-Work (Alt.)  
Arnold Shir, CTSC (Alt.)

**Vacancies:**

City of Scotts Valley – Alternate

3. Staff announcements – Staff announced that the Santa Cruz County Regional Transportation Commission (RTC) held a general open house on December 8, 2022 and that California Transportation Commission awarded \$115 million to active transportation projects in Santa Cruz County.
4. Oral communications – No Oral Communications
5. Additions or deletions to consent and regular agendas – A public comment handout was uploaded to the RTC website.

### **CONSENT AGENDA**

A motion (Jed/Kammer) was made to approve the consent agenda minus items 7 and 8. The motion passed unanimously with members McFarlane, Arnold, Kammer, Hyman, Bradley, Farrell, Masoner, Cole, Conlen, and Jed voting in favor.

6. Approved draft minutes of the October 3, 2022 Bicycle Advisory Committee meeting
7. Received summary of hazard reports – Agenda item was considered separately. A committee member discussed a recent hazard report concerning the roundabout near the Boardwalk. Dan Estranero will follow up. Several committee members agreed that the roundabout area is a hazard. A motion (Arnold/Hyman) was made to receive item 7. The motion passed unanimously with members McFarlane, Arnold, Kammer, Hyman, Bradley, Farrell, Masoner, Cole, Conlen, and Jed voting in favor.
8. Accepted Committee Meeting Schedule for 2023 – Agenda item was considered separately.  
A motion (Farrell/Arnold) was made to approve item 8. The motion passed unanimously with members McFarlane, Arnold, Kammer, Hyman, Bradley, Farrell, Masoner, Cole, Conlen, and Jed voting in favor.
9. Received Committee Roster with new member Brad Kava representing District 2
10. Received Informational Item regarding lifting of COVID public meeting rules and new AB 2449

### **REGULAR AGENDA**

11. TDA Claims for Bay Street and Bikeway Maintenance – provide input and recommend for approval – City of Santa Cruz staff – Dan Estranero presented on the Bay Drive protected bike lanes and pedestrian path. Committee members commented about street sweeping, delineator maintenance, and the possibility of lowered speed limit. A few committee members expressed appreciation for the project. A committee member inquired about bicycles using the multi-use path located in the center median. Dan Estranero answered that the path would remain multi-use. Joel Steinberg commented that the anticipated number of bicycles seems low.  
A motion (Farrell/Bradley) was made to approve the staff recommendation. The motion passed unanimously with members McFarlane, Arnold, Kammer, Hyman, Bradley, Farrell, Masoner, Cole, Conlen, and Jed voting in favor.

12. RTC Legislative Program Updates – review and provide input – Rachel Moriconi, Sr. Transportation Planner and Matt Schroeder, Transportation Planner - Matt Shroeder presented a description of the draft legislative program. Rachel Moriconi commented that committee members have until January 27, 2023 to review and send input to staff. A committee member commented that supporting reduction in vehicle speeds is important for safety. A committee member inquired about citizen letters concerning the associated bills. Bennett Williamson commented about AB 2097.
13. Updates related to Committee functions – Committee members (oral updates) – Richard Masoner stated that Scotts Valley does not have an alternate and inquired about who is responsible for finding an alternate. Rachel Moriconi provided an update on the Watsonville Highway 152 Project. Sally Arnold provided an update on the rail trail section Segment 7 Phase 2. Leo Jed provided an update on a few upcoming bicycle programs. Amelia Conlen provided an update on a Santa Cruz County bike share program. Rick Hyman provided an update on the Highway 9 follow up public meeting.
14. Adjourn – 7:26pm

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for February 13, 2023 from 6:00pm to 8:30pm via teleconference.

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

# Bicycle Hazard Report

## Summary February 13, 2023

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
01/18/23	Alex	Gluzman	22849 Summit Rd	N/A	Los Gatos	Bike: Rough pavement or potholes	Large pothole on the southbound lane going away from 17 about 600 feet from Old Santa Cruz	DPW	01/30/23	1/30/2023 Jana Vargas: Thank you for your email. I will forward to our Traffic Division for review and response.
12/15/22	Karen	Harrington	21675 E Cliff Dr	17th Ave	Santa Cruz	Bike: Traffic signal problem	The light will not trigger for me when I bike commute	DPW	01/03/23	1/3/2023 Jana Vargas: Thank you for your email. I will forward to our Traffic Division for review and response.
11/24/22	Libby	Gilbert Horvath	90 Lockhart Gulch Rd	N/A	Scotts Valley	Bike: Rough pavement or potholes, Pavement cracks	In the region of the 100-200 block of northbound Lockhart Gulch Road, there are numerous longitudinal potholes and pavement gaps that are long and wide enough to trap a bicycle tire. This section of road is hazardous to bicyclists who ride into one of the holes because they could be thrown off balance and into the road. This hazard has been reported previously (several years ago) but no action was taken to address the holes. City of Scotts Valley responsibility.	Trish McGrath, Phillip Linarte, Chris Lamm, Tyler Thomas	11/28/22	1/4/2023 Tyler Thomas: This one is still a work in progress for us. After these next few rain storms we will head out again and fill some more potholes.
11/21/22	Stacey	Falls	431 Dufour St	Rail Trail	Santa Cruz	Bike: Traffic signal problem	I have absolutely no idea what the "powers that be" were thinking when they designed the rail trail to cross city streets without requiring car traffic to stop. Look, I know, cars always have priority, and no one wants to be responsible for slowing down cars, but the lives of bicyclists are worth a few stop signs here or there. Yesterday, I was biking down the rail trail, and I saw a stop sign designed for bikes on the rail trail and a sign that said "cross traffic does not stop." I am an old, cautious lady, and I always stop when I am crossing streets like this, especially because I saw a car approaching. As I slowed, a teenager on his bike came tearing past me, flew out into the street, and got absolutely nailed by the oncoming car. Look, I wish teenagers would follow stop signs, but as a high school teacher, I am doubtful they will ever pay as much attention as they should. This kid was fine-ish, but how many teenagers on ebikes need to be hit by cars? And think about the tourists who aren't super familiar with Santa Cruz traffic and/or are visiting from other countries and don't speak English well. Also, I always see a ton of kids with their families, learning to ride bikes. Little kids sometimes race ahead of their parents, and I can just see some 5 year old continuing on into the street. I really feel like some terrible tragedy is bound to happen. Maybe many terrible tragedies, tragedies that can all be avoided by putting a few stop signs up. It really seems worth it. Cars driving on city streets will lose only a few seconds if they have to stop. Bicyclists may lose their lives.	Claire Gallogly, Dan Estranero	11/22/22	Follow up email sent 12/6/22
11/18/22	Tom	Drinkard	Bay St	Meder St	Santa Cruz	Bike: Plant overgrowth or interference	Redwood root suckers are occluding the bike path in three locations on northbound Bay Street between Meder and High. Even without this hazard, the bike path is narrow and cars frequently violate the 3 foot law. Please remedy the hazard before someone gets injured or killed.	Claire Gallogly, Dan Estranero	11/22/22	12/6/22 Dan Estranero: We will have our staff take a look at the location.

*Proposed letter of support for upcoming RTC grant applications to help fund completion of Rail Trail Segments 8 through 12:*

We, the Santa Cruz County Regional Transportation Commission's (SCCRTC) Bicycle Advisory Committee, urge you to join us in supporting the SCCRTC's application for the **Santa Cruz County Coastal Rail Trail Segments 8 & 9, 10 & 11, and 12 Project** (Project) to construct eight (8) miles of continuous Class I bicycle and pedestrian facilities that will improve safety and reduce vehicle miles traveled and greenhouse gas emissions. The Coastal Rail Trail is part of the Monterey Bay Sanctuary Scenic Trail Network—envisioned 20 years ago by then U.S. Congressman Sam Farr—providing a continuous bicycle/pedestrian path through the most densely populated areas of Santa Cruz County. Improvements along these segments will provide access to jobs, housing, and recreational opportunities for transportation disadvantaged community members, as well as improving the Santa Cruz County trail network.

Combined with public transit options, this Project improves equity and access by serving residents in Historically Disadvantaged Communities and Areas of Persistent Poverty, and provides a new connection between low-income households and employment, education, and community identified destinations without the added costs of a personal vehicle. This Project will alleviate transportation inequities by closing a major gap in existing multimodal infrastructure and expanding travel options for those who do not or cannot travel by personal vehicle.

The Project is particularly important for improving safety. Santa Cruz County has unacceptably high rates of collisions involving bicyclists and pedestrians. From 2016 to 2019, the County ranked 3rd and 4th worst in the state for bike collisions resulting in injuries and fatalities. The Project will separate people biking and walking from vehicular traffic, which is one of the most effective strategies for reducing bicycle/pedestrian and vehicle collisions. The community has vocalized significant project support based on the need to alleviate conflict points between vulnerable roadway users and vehicles, and to provide a safe crossing over Highway 1.

The Project encourages a mode shift from single-occupancy vehicles to bicycling and walking and reduces vehicle miles traveled and greenhouse gas (GHG) emissions by providing an attractive, direct, comfortable, and convenient alternative to driving. Residents and visitors will be more apt to choose to bicycle and walk during periods of high automobile congestion on parallel roadways to reduce travel times and achieve public health benefits.

We enthusiastically support the implementation of this Project that will transform Santa Cruz County's active transportation network and improve the quality of life for Monterey Bay communities.

Sincerely,

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



**AGENDA:** February 14, 2023

**TO:** Bicycle Advisory Committee  
**FROM:** Amanda Marino, Transportation Planner  
**RE:** Green Valley Road Multi-Use Trail Improvements Project

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**RECOMMENDATION**

Staff recommends that the Committee receive a presentation and provide input on the Green Valley Road Multi-Use Trail Improvements Project.

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**BACKGROUND**

The Green Valley Road Multi-Use Trail Improvements Project will replace a dilapidated pedestrian trail with a pervious, two-way, multi-use trail to provide a safe, accessible connection between the city of Watsonville and the adjacent unincorporated areas of Santa Cruz County, including nearby schools, parks, social services, and numerous transit stops. This project is funded by Clean California Local Grant Program and local County funding.

**DISCUSSION**

The 2-mile-long path alongside Green Valley Road, from Airport Boulevard/Holohan Road to Mesa Verde Drive, will be 10 feet wide and protected by a landscaped buffer or bioswale, containing native and drought tolerant plants. The project will upgrade five METRO bus stops/shelters and one more with an accessible landing. In addition to the path itself, non-infrastructure elements include education programs at Amesti Elementary School, walking programs for all ages, bike safety classes, and community events at local parks. The project is partially a result of the temporary separated path demonstration that occurred during development of the County Active Transportation Plan.

Project Timeline: The non-infrastructure education and outreach has begun and will be complete by June 2024. The multi-use trail improvement project is scheduled to complete design in July 2023 and start construction in September 2023.

**Staff recommends that the E&D TAC provide input on the Green Valley Road Multi-Use Trail Improvements Project.**

**SUMMARY**

County of Santa Cruz staff is seeking input on the Green Valley Road Multi-Use Trail Improvements Project to improve pedestrian and bicyclist connections between the city of Watsonville and the unincorporated areas of Santa Cruz County.

**TO:** Bicycle Advisory Committee

**FROM:** Sarah Christensen, Senior Transportation Engineer

**RE:** Coastal Rail Trail Segment 12 (State Park Drive to Rio del Mar Boulevard) design

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Committee receive a presentation and provide input on the Coastal Rail Trail Segment 12 (State Park Drive to Rio Del Mar Boulevard) Project design.

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## **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. The remaining miles will be connecting paths, sidewalks, bike lanes, other roadway improvements or unpaved coastal spur trails. The MBSST Master Plan organized the trail alignment into 20 Segments with logical beginning and end points.

Segment 12 of the Coastal Rail Trail is currently under development, as part of the Highway 1 Auxiliary Lanes and Bus-On-Shoulder State Park Drive to Freedom Boulevard Project. Due to the two grade-separated crossings of Highway 1, the highway and trail improvements are proposed as one project. The project fact sheet is included as Attachment 1. The project team, led by the RTC, wishes to gain valuable input from the Bicycle Advisory Committee to refine the preliminary design.

## **DISCUSSION**

Coastal Rail Trail Segment 12 will run approximately 1.25 miles between State Park Drive and Rio del Mar Boulevard along the SCBRL. It is planned to be a paved, fully accessible shared use bicycle and pedestrian Class I trail with a typical width of 16 feet including traveled way and paved shoulders.

In April 2022, concept plans were presented to the Committee for input, along with a description of the "ultimate trail configuration" (trail next to tracks) and the "optional interim phase" (trail in place of tracks). See [this handout file](#) from April 2022 for a link and description of the concept plans. Subsequent to that meeting the project team received comments from the Committee's ad-hoc subcommittee that was established to provide design input for Segment 12.

The RTC with its engineering consultant is soliciting additional input on the designs for the Coastal Rail Trail Segment 12 portion of the project. Based on comments from the Committee's ad-hoc subcommittee for Segment 12, RTC staff and engineering consultants would like input on the following elements (from north to south):

- Connection to Coastal Rail Trail Segment 11 at State Park Drive
- The trail overcrossings of Highway 1
- Connections to Aptos Wharf Road and Aptos Village County Park
- Trail crossings Aptos Creek Road, Parade Street, and Trout Gulch Road
- Trail terminus connecting to Sumner Avenue just south of Rio Del Mar Boulevard

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 EIR is expected to be released in the coming months, with a public open house planned to take place in the spring.

## **SUMMARY**

The Coastal Rail Trail Segment 12 is currently under development. The RTC is soliciting additional input from the Bicycle Advisory Committee for the trail in order to refine the design.

### Attachment:

1. Project Fact Sheet



## PROJECT FACT SHEET

Updated January 2023

# Highway Corridors: Highway 1 Aux Lanes and BOS (State Park Drive to Freedom Boulevard), and Coastal Rail Trail Segment 12

## Project Description

The project will construct multimodal improvements to enhance transit frequency and on-time performance, and safety and mobility for vehicles, transit, bicycles, and pedestrians.

The project includes northbound and southbound auxiliary lanes and bus-on-shoulder improvements between the State Park Drive and Freedom Boulevard interchanges, replaces the two existing railroad bridges between the State Park Drive and Rio del Mar interchanges, and widens the Aptos Creek bridge. This section of Highway 1 provides access to Aptos Village, Rio del Mar, Aptos High School, and Aptos Hills/Corralitos. The auxiliary lanes will connect the on-ramps with the next off-ramp, thereby extending the weaving and merging distance between the ramps, improving traffic operations, and reducing cut-through traffic diverting to local streets and neighborhoods.

The existing railroad bridges will be replaced with longer span bridges to accommodate the addition of auxiliary lanes on Highway 1. The Highway 1 bridge over Aptos Creek and Spreckles Drive will be widened as part of the project. The new bridges, soundwalls, and retaining walls will incorporate aesthetic treatments consistent with the visual character of the corridor and the adjacent community.

This project also includes construction of Segment 12 of the Coastal Rail Trail, a bicycle and pedestrian trail along an approximately 1.25-mile segment of the Santa Cruz Branch Rail Line right-of-way from State Park Drive to Rio Del Mar Boulevard.



## Project Highlights

- ▶ Improves traffic and safety operations on Highway 1
- ▶ Adds infrastructure for buses to travel in the auxiliary lanes between interchanges and on the outside shoulder through interchanges
- ▶ Reduces cut-through traffic diverting to local streets and neighborhoods by adding auxiliary lanes between State Park Drive and Freedom Boulevard
- ▶ Provides a dedicated bicycle and pedestrian trail, improving safety and connectivity to schools, commercial centers, and transit facilities
- ▶ Improves active transportation connectivity by constructing 4 dedicated bicycle/pedestrian overcrossings

## Project Delivery Strategy

The RTC is leading the delivery of this project. Measure D-Highway Corridor and Active Transportation funds and other RTC discretionary funds will be used to complete preconstruction work and as a match for future grants. The project will evaluate a Trail Next to the Railroad Track Alignment ("Ultimate Trail Configuration") and a Trail on the Railroad Track Alignment ("Interim Trail") as an optional first phase. RTC is targeting Cycle 3 of the SB1 Solutions to Congested Corridors Program, Trade Corridor Enhancement Program, and Local Partnership Program funds.



## PROJECT FACT SHEET

Updated January 2023

# Highway Corridors: Highway 1 Aux Lanes and BOS (State Park Drive to Freedom Boulevard), and Coastal Rail Trail Segment 12

## Project Funding

Estimated Total Cost	\$	180M
Funding Sources		
Measure D	\$	70.3M
Other Secured	\$	26.7M
Needed	\$	83.0M



## Project Status/Schedule

The environmental phase of this project is scheduled to be completed in 2023. The project is scheduled to be construction-ready in 2025, pending availability of funds for construction.





**AGENDA:** February 2023

**TO:** RTC Advisory Committees

**FROM:** Amy Naranjo, Transportation Planner

**RE:** Transportation Goals, Evaluation Criteria, and Strategic Priorities

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**RECOMMENDATIONS**

Staff recommends that the Bicycle Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC):

1. Review and provide input on potential criteria and measure to be used to evaluate projects, programs, plans, and how public funds are used (Attachment 1); and
  2. Discuss projects that are the most critical to implement over the next five years to advance transportation goals.
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**BACKGROUND**

There are many important transportation projects in our region, but existing revenues are insufficient to fund most of them. With RTC-discretionary funds making up less than 10% of all available transportation funding in the county and funds from other resources also insufficient to meet those needs, it is important to periodically revisit the *Regional Transportation Plan* (RTP) [goals and targets](#) and evaluation criteria used to evaluate projects, programs, services, and planning efforts.

While the long-range Regional Transportation Plan (RTP) identifies general priorities and targets (Attachment 2) for the transportation system, the RTP does not prioritize specific projects. Evaluation criteria and a list of priority projects will help ensure that limited funds are focused on the most beneficial projects for the region. Building upon the RTP, RTC staff have also been working on a Strategic Plan for the agency, which includes goals and objectives related to collaborative engagement, fiscal sustainability, environmental stewardship, organizational excellence, and addressing the diverse transportation needs our community.

## DISCUSSION

### Evaluation Considerations

Evaluation measures can be used to guide project sponsors and committees in making recommendations and providing comments related to transportation funding, planning, and legislation. For example, evaluation measures can be used to:

- prioritize constrained and unconstrained projects in the [Regional Transportation Plan \(RTP\)](#);
- determine the projects to apply for grant funding and create the necessary grant applications;
- prioritize specific projects receiving [Measure D](#) funds;
- determine priorities for the RTC [Budget and Work Program](#);
- guide strategic planning;
- review and offer feedback on planning and related documents created by other entities, such as general plans, active transportation plans, local road safety plans, state guidelines, and administrative actions;
- identify projects and services to receive [RTC discretionary and formula funds](#), including State Transportation Improvement Program (STIP), Regional Surface Transportation Program Exchange (RSTPX), Transportation Development Act (TDA), State Transit Assistance (STA), and other funds.

Through the RTC's [Regional Transportation Improvement Program \(RTIP\)](#), projects are evaluated to ensure they meet the objectives and policies outlined in the *Regional Transportation Plan*, including meeting state and federal guidelines, legislative requirements, and executive orders. **Staff is recommending the RTC update evaluation criteria used by the RTC and local agencies and requests that RTC Advisory Committees provide input on which evaluation criteria are most critical to advance local, regional, state, and federal goals in the next two to five years.** Proposed project evaluation criteria should also align with the ten guiding principles included in the state's [Climate Action Plan for Transportation Infrastructure \(CAPTI\)](#) and the eight goals identified in this plan and the [California Transportation Plan 2050](#): safety, climate, equity, quality of life, accessibility, economy, environment, and infrastructure.

Some of the criteria frequently used by RTC and other transportation agencies are listed below and in more detail in [Attachment 1](#).

- Equity/Benefits to Disadvantaged Communities
- Potential for Mode Shift
- Emission Reductions
- Collisions and Safety
- Congestion, Reliability, and Traffic Flow
- Infrastructure Condition/System Preservation
- Public Participation and Community Support
- Public Health
- Access to Employment Opportunities, Education, and Training
- Leveraging Non-RTC Discretionary Funds
- Project Readiness
- Project Location

### **Project Screening**

Staff recommends for consideration two (2) screening criteria be met for any projects funded and/or implemented by the RTC:

1. **Climate Change:** Fund projects that will not increase greenhouse gas (GHG) emissions or vehicle miles traveled (VMT) per capita.
2. **Equity:** Fund projects that will not negatively impact disadvantaged communities, and prioritize funding for projects that address historic inequities and benefit disadvantaged communities. Later this year, RTC staff will be working with committees and other stakeholders to refine the regional definition of disadvantaged communities, including consideration of past regional, state and federal definitions, such as [areas of persistent poverty \(AoPP\)](#) and, [historically disadvantaged communities](#).

**Staff recommends that the committee discuss and provide input on potential evaluation criteria and indicate which are the most critical for the RTC to consider in its planning, budgeting, and programming activities (Attachment 1).**

### **Preliminary List of Priority Projects**

There are several ways that the RTC and local agencies identify projects and decide which ones to pursue grants or budget funding for, including through the Regional Transportation Plan (RTP), which includes a list of over [500 transportation projects](#) identified by local agencies, committees, and the public; the RTC's annual [Transit Unmet Needs](#) process, which identifies transit needs that are not currently being



met; the [5-year plans](#) prepared by recipient agencies identify near-term priorities for Measure D funds; asset management plans; active transportation and complete streets plans; General Plans and other documents. While these and other efforts have identified long lists of projects and/or needs, staff recommends that the RTC and project sponsors work with the community and advisory committees to develop a more strategic investment plan for transportation funds.

**Staff requests that the committee start developing a list of the highest priority projects, programs and services that address different evaluation criteria for consideration at the April committee meeting.** For example, what projects or types of projects will do the most to: reduce collisions, reduce vehicle miles traveled (VMT), increase equity, reduce emissions, reduce congestion, and/or maintain facilities or services? What highway, transit, local road, bike or pedestrian projects would advance each of the goals? What types of system preservation, safety, etc. projects have the greatest benefit compared to cost? This list is intended to represent near-term priorities for a variety of potential transportation funding sources. Committee members should consider past and current planning efforts, including plans related to active transportation, system preservation, collisions/vision zero, general plans, and specific geographic areas.

### **Next Steps**

Staff will summarize public comment and committee feedback and prepare recommendations for the RTC to consider at its May or June meeting.

### **SUMMARY**

With existing transportation funding insufficient to address all the multimodal transportation needs in the region, staff recommends that the committee and the public provide input on evaluation criteria that could be used when determining which transportation projects and services are the most critical to pursue, construct, maintain, or otherwise implement in the next five to ten years.

### **ATTACHMENTS**

1. [Draft Evaluation Criteria](#)
2. [Regional Transportation Plan \(RTP\) Goals, Policies, and Targets](#)

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# Potential Evaluation Criteria

## Evaluation Criteria

State and federal regulations require state departments of transportation (Caltrans), regions (RTC and AMBAG), and transit agencies to establish and advance projects that meet performance targets. A performance-based approach to transportation planning and programming aims to ensure the most efficient investment of transportation funds, support improved decision-making and increase accountability and transparency. These include measures identified in the Regional Transportation Plan (RTP), Metropolitan Transportation Plan (MTP), California Transportation Asset Management Plan (TAMP), Infrastructure Investment and Jobs Act (IIJA), State Transportation Improvement Program (STIP) Guidelines, Climate Action Plan for Transportation Infrastructure (CAPTI), Caltrans Strategic Investment Strategy (CSIS), and other state and local plans.

**The following summarizes federal, state, and regional performance measures, goals, and/or targets typically used to evaluate and prioritize transportation projects. It also includes examples of the types of information that could be included to demonstrate how a project is addressing each. Some projects may address only one or two of these and are not required to address all of them.**

## ***Safety and Collisions***

Reduce transportation related fatalities and serious injuries and maximize safety for all transportation users (reduce collisions; eliminate hazards)

- History of collisions in area and description of how proposed safety measure will reduce collisions or address hazards
- Demonstrated countermeasure to reduce collisions, especially fatalities and serious injuries
- Reduce speeding; reduce the potential for conflict between bicyclists, pedestrians and vehicles; improve safety especially for more vulnerable users (low income, seniors, people living with disabilities, people of color, youth)
- Reduce major mechanical failures for transit vehicles
- Address perceived safety or security issues to encourage increased transit ridership, biking, or walking (e.g. add lighting at bus stops)
- Fill gaps in bicycle or pedestrian network in an area

- Eliminate hazards, such as trees in roadways, dips in roads; improve drainage
- Improve access to/for emergency services and emergency evacuation routes

### ***System Preservation/Infrastructure Condition***

Maintain and improve the condition of transportation assets such as pavement, culverts, bridges, and public transit assets to maintain a state of good repair.

- Increase percentage of facilities in good condition
- Reduce percentage of facilities in poor condition
- Reduce percentage of transit vehicles that have met or exceeded their useful life benchmark
- Extend useful life of a transportation facility or program
- Maintain facilities in a state of good repair
- Sustainable pavement practices

### ***System Performance***

Improve the efficiency of the surface transportation system; improve the national freight network, strengthen the ability of rural communities to access national and international trade markets, support regional economic development; reduce congestion; enhance the performance of the transportation system while protecting and enhancing the natural environment.

- Reduce emissions, air pollution, greenhouse gas emissions, and/or fuel consumption
- Reduce number of miles driven (vehicle miles traveled): Reduce number or distance of trips; reduce percent of single-occupancy vehicle travel; shift automobile travel to alternative modes and increase the percentage of trips made via bicycling, walking, transit or carpool; increase telecommuting; coordinate land-use, housing, and transportation policies to reduce need for travel
- Improve reliability and efficiency of the multimodal transportation system: reduce variability in travel times, especially during peak travel periods day-to-day and for transit
- Reduce delay, especially during peak-hours; reduce annual hours of excessive delay per capita
- Reduce transit travel times
- Link multiple jurisdictions – e.g., arterials linking cities and unincorporated towns/population centers

- Improve freight and goods movement efficiency: Increase freight throughput on existing facilities or services

### ***Access for All***

Expand affordable multi-modal travel options and choices, especially to and within key destinations for all users.

- Address transportation needs of people with limited mobility
- Increase walking (add new sidewalks, crosswalks, minimize obstacles)
- Increase bicycling (add bicycle lanes/paths, fill gaps in network, add bicycle box at intersection)
- Increase public transit access or quality of transit rider experience
- Fill gap in complete streets network and increase network connectivity by closing gaps in the bike, sidewalk, and transit networks. Indicate if there are no alternate routes.
- Expand bicycle and pedestrian network across physical barriers such as creeks, freeways, and private property
- Provide education and encouragement

### ***Health and Equity***

Enhance healthy, safe access to key destinations for transportation-disadvantaged populations and avoid new negative impacts to historically disadvantaged communities.

- Improve public health: Target health issues such as obesity, physical inactivity, asthma or other health issues
- Reduce disparities in safety and access for people who are transportation disadvantaged due to age, income, disability, language or race/ethnicity.
- Information showing project, program or expenditures serve transportation disadvantaged populations and avoids substantial burdens on a disadvantaged community: project location, destinations served, demographic information showing project serves low income.

## **Additional Considerations in Project Evaluation**

### ***RTP Consistency***

If projects are included in the Regional Transportation Plan (RTP) Project List, which implements the SB375-mandated Sustainable Communities Strategy (SCS).

- RTP project number

## ***Consistency with Complete Streets***

Consistency with Complete Streets guidelines and policies, including the [Monterey Bay Area Completes Streets Guidebook](#), the California Complete Streets Act (AB1358-2008), and state, city or county Complete Streets policies.

- Consideration of possible complete streets components appropriate for different street types
- Integration of complete streets elements into road projects

## ***Consistency With Other Plans***

- Active Transportation Plans, Complete Streets Plans, Safe Routes to Schools Plans
- Transit asset management, Public Transportation Agency Safety Plan (PTASP) and other transit plans
- General Plans
- Capital Improvement Programs
- Unmet Transit Needs
- Vision Zero/zero traffic fatalities, local roadway safety plans
- Unified Corridor Investment Study (UCS)
- Local Roadway Safety Plans

## ***Public Engagement***

Provide early and ongoing opportunities for meaningful public participation for all users.

- Information on how the project was identified as a priority
- Outreach that has already occurred
- Participation from diverse and historically underrepresented members of the public in project planning
- Planned outreach that will occur during project planning and/or implementation (e.g., outreach to stakeholder groups, advisory committees, other jurisdictions/agencies, transit, environmental groups, seniors, etc.; surveys, open houses)

## ***Scale of Benefits***

Number of people benefiting from project. Number of anticipated users of a facility, service or program (e.g., number of cars, transit riders, bicyclists and/or pedestrians). Data to support these estimates may include:

- Current use of facilities/services (e.g., traffic volumes, transit ridership, bicycle and pedestrian counts if available, etc.)
- Work plan for a program and targeted number of people to use program
- Destinations served by a project (e.g., employment center, transit center, retail/commercial area, visitor destination, school)
- Modeling information for future use, if available

### ***Potential Risks***

- Minimize risk to project implementation.

### ***Funding***

- Demonstrate project would be fully funded and identify other funding that has been secured
- Identify funding available if there are unanticipated cost increases
- Are there financing options to advance?

### ***Schedule***

- How quickly can a project be implemented and provide benefits to the community?
- What are the potential risks to the project schedule?

### ***Deliverability***

- Ability of agency to complete project
- Performance on past grants
- Timing of other projects (ability to consolidate/piggy back, even if one project might otherwise be constructed several years later) - Ex. Timed utility upgrades, new development, etc.

### ***Environmental Risks***

Describe risks associated with current and future environmental conditions such as climate change, extreme weather, and seismic activity

### ***Other Risks***

Possible financial, operational/asset, strategic/organizational compliance, political, other risks

# 2045 Santa Cruz County Regional Transportation Plan

## Goals, Targets and Policies

RTC approved February 2020

### Goal #1

**Establish livable communities that improve people's access to jobs, schools, recreation, healthy lifestyles and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.**

There is a strong relationship between meeting targets and achieving access, health, economic benefit, climate and energy goals. In many cases actions to achieve one goal or target will assist in achieving other goals and targets. For example, providing more carpool, transit and bicycle trips reduces fuel consumption, retains money in the local Santa Cruz County economy and reduces congestion.

### Targets

#### **1.A Improve people's ability to meet most of their daily needs without having to drive. Improve access and proximity to employment centers.**

- 1.A.1 Increase the length of urban bikeway miles relative to total urban arterial and collector roadway miles to 85 percent by 2030 and to 100 percent by 2045<sup>1</sup>.
- 1.A.2 Increase the transit vehicle revenue miles by 8 percent by 2030 and 20 percent by 2045 (compared to 2020).

#### **1.B Re-invest in the local economy by reducing transportation expenses from vehicle ownership, operation and fuel consumption. Reduce smog-forming pollutants and greenhouse gas emissions.**

- 1.B.1 Reduce per capita vehicle miles traveled by 4 percent by 2030 and by 10 percent by 2045 (compared to 2005).
- 1.B.2 Reduce per capita greenhouse gas emissions by 50 percent by 2030 and by 78 percent by 2045 and total greenhouse gas emissions from transportation by 40 percent by 2030 and 70 percent by 2045<sup>2</sup> (compared to 2005) through electric vehicle use, clean fuels, and other emerging technologies, reduction in vehicle miles traveled and improved speed consistency.
- 1.B.3 Re-invest in the local economy \$8.5 million/year by 2030 and \$14 million/year by 2045 (compared to 2005) from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.<sup>3</sup>

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<sup>1</sup> The 2018 percentage of urban bikeway miles to urban arterials and collectors is 70 percent.

<sup>2</sup> This target is based on the California Executive Order B-16-12 - reduce greenhouse gas emissions from transportation by 80 percent below 1990 levels by 2050, and California Executive Order B-30-15 - reduce greenhouse gas emissions by 40 percent below 1990 levels by 2030.

<sup>3</sup> 10 million per year equates to \$100 per household per year. Assumes \$4 per gallon.

**1.C Improve the convenience and quality of trips, especially for walk, bicycle, transit, freight and carpool/vanpool trips.**

- 1.C.1 Improve percentage of reliable<sup>4</sup> person miles traveled by 3 percent by 2030 and by 8 percent by 2045 (compared to 2020).
- 1.C.2 Improve multimodal network quality for walk and bicycle trips to and within key destinations by increasing the percentage of buffered/separated bicycle and multiuse facilities to 42 percent of bikeway miles by 2030 and to 64 percent by 2045<sup>5</sup>.

**1.D Improve health and reduce greenhouse gas emissions by increasing the percentage of trips made using active transportation options, including bicycling, walking and transit.**

- 1.D.1 Decrease single occupancy commute trip mode share by 6.5 percent by 2030 and by 10 percent by 2045 (compared to 2020).
- 1.D.2 Increase the number of active commute trips to 16 percent of total commute trips by 2030 and to 24 percent of total commute trips by 2045.<sup>6</sup>

## Policies

- 1.1 **Transportation Demand Management (TDM):** Expand demand management programs that decrease the number of vehicle miles traveled and result in mode shift.
- 1.2 **Transportation System Management:** Implement Transportation System Management programs and projects on major roadways across Santa Cruz County that increases the efficiency of the existing transportation system.
- 1.3 **Transportation Infrastructure:** Improve multimodal access to and within key destinations<sup>7</sup> for all ages and abilities.
- 1.4 **Transportation Infrastructure:** Ensure network connectivity by closing gaps in the bicycle, pedestrian and transit networks.
- 1.5 **Transportation Infrastructure:** Develop dedicated transit facilities that will improve transit access and travel time and promote smart growth and transit oriented development.
- 1.6 **Land Use:** Support land use decisions that locate new facilities close to existing services, particularly those that serve transportation disadvantaged populations.

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<sup>4</sup> Travel time reliability measures the consistency or dependability in travel times, as measured from day-to-day.

<sup>5</sup> 2018 buffered/separated bike lanes is 21 percent of the total bikeway length.

<sup>6</sup> The active transportation commute trip mode share for Santa Cruz County estimated from the 2013-2017 American Community Survey is 11% (4.5% walk, 3.7% bike and 2.8% transit). The targets are to increase the total active transportation mode share to 16% by 2030 (6.3% Walk, 5.7% bike and 3.9% transit) and increase the active transportation mode share to 24% by 2045 (9.5% Walk, 8.7% bike and 5.9% transit).

<sup>7</sup> Key destinations for Santa Cruz County residents may include employment and commercial centers, schools, healthcare, coastal access, and parks.



- 1.7 **Goods Movement:** Enhance local economic activity through improving freight mobility, reliability, efficiency, and competitiveness.

## Goal #2

**Reduce transportation related fatalities and injuries for all transportation modes.**

Safety is a fundamental outcome from transportation system investments and operations. Across the United States, pedestrians and bicyclists (vulnerable users) are killed and injured at a significantly higher rate than the percentage of trips they take.

### Targets

**2.A Improve transportation safety, especially for the most vulnerable users.**

- 2.A.1 Vision Zero: Eliminate traffic fatalities and serious injuries by 2045 for all modes. By 2030, reduce fatal and serious injuries by 50 percent (compared to 2020).

### Policies

- 2.1 **Safety:** Prioritize funding for safety projects and programs that will reduce fatal or injury collisions.
- 2.2 **Safety:** Encourage projects that improve safety for youth, vulnerable users, and transportation disadvantaged.
- 2.3 **Emergency Services:** Support projects that provide access to emergency services.
- 2.4 **System Design:** Reduce the potential for conflict between bicyclists, pedestrians, and vehicles.
- 2.5 **Security:** Incorporate transportation system security and emergency preparedness into transportation planning and project/program implementation.

## Goal #3

**Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system, and beneficially for the natural environment.**

The manner in which access and safety outcomes referenced in Goal #1 and Goal #2 are delivered can impact cost-effectiveness, distribution of benefits amongst population groups, and ecological function.

### Targets

**3.A Maintain the existing system and improve the condition of transportation facilities.**

- 3.A.1 Increase the percentage of pavement in good condition to 50 percent by 2030 and 80 percent by 2045.
- 3.A.2 Reduce the number of transit vehicles in “distressed” condition to 20 percent by 2030 and to 10 percent by 2045.

**3.B Enhance healthy, safe access to key destinations for transportation-disadvantaged populations.**

- 3.B.1 Improve travel options for people who are transportation disadvantaged due to income, age, race, disability or limited English proficiency by increasing transit vehicle revenue miles (see Target 1.A.2.) and reducing transit travel times by 15 percent by 2030 and by 30 percent by 2045 (compared to 2020).
- 3.B.2 Ensure that transportation benefits are equitably distributed and that transportation burdens do not disproportionately affect transportation-disadvantaged populations.

**3.C Solicit broad public input.**

- 3.C.1 Maximize participation from diverse members of the public in RTC planning and project implementation activities.

**3.D Increase transportation revenues.**

- 3.D.1 Increase the amount of transportation funding by 20 percent by 2030 (compared to 2020) from a combination of local, state and federal funds.

## Policies

- 3.1 **Cost Effectiveness & System Maintenance:** Maintain and operate the existing transportation system cost-effectively and in a manner that adapts the current transportation system to maximize existing investments.
- 3.2 **Coordination:** Improve coordination between agencies in a manner that improves efficiencies and reduces duplication (e.g., paratransit and transit; road repairs; signal synchronization; TDM programs).
- 3.3 **System Financing:** Support new or increased taxes and fees that reflect the cost to operate and maintain the transportation system.
- 3.4 **Equity:** Demonstrate that planned investments will reduce disparities in safety and access for transportation disadvantaged populations.
- 3.5 **Ecological Function:** Deliver transportation investments in a way that increases tree canopy, where appropriate, improves habitat and water quality, and enhances sensitive areas.
- 3.6 **Climate Resiliency:** Adapt the transportation system to reduce impacts from climate change.
- 3.7 **Public Engagement:** Solicit broad public input on all aspects of regional and local transportation plans, projects and funding actions.