



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

SPECIAL MEETING AGENDA

Monday, March 4, 2024 6:00 pm

to 8:30 pm

In-Person Meeting

SCCRTC Office: 1101 Pacific Ave, Suite 250, Santa Cruz, CA

Remote Participation

Remote participation for a) members of the public, b) nonvoting alternates, or c) voting Committee members unable to attend in person due to an emergency or for cause per AB 2449 (see p. 3 below for more information):

<https://us02web.zoom.us/j/85137976617?pwd=ZWh2NllkcFc1V0l0aTMvb1lpbktKdz09>

Online meeting ID: 851 3797 6617

Password: 672091

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

COMMITTEE MEMBERSHIP

Member

Scott Roseman
Aaron Robinson
Sally Arnold
Anna Kammer
Rick Hyman
Paula Bradley
Matt Farrell
Richard Masoner
Gina Cole
Matt Miller
Leo Jed

Alternate

Corrina McFarlane
John Hunt
Peter Scott
Steven Jonsson
Theresia Rogerson
Vacant
Grace Voss
Vacant
Drew Rogers
Jennifer Villegas Moreno
Kelly Curlett

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. Consider any AB 2449 requests by voting members to participate remotely.
4. Announcements – RTC staff

5. 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.

6. 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.

- 7. Approve draft minutes of the December 11, 2023, Bicycle Advisory Committee Meeting
- 8. Receive Summary of Hazard Reports
- 9. Committee appointments and nominations

REGULAR AGENDA

- 10. Association of Monterey Bay Area Governments (AMBAG) Complete Streets Policy – Regina Valentine, Senior Planner, AMBAG
- 11. Zero Emission Passenger Rail and Trial Project Preliminary Purpose and Need – review and provide input – Riley Gerbrandt, Associate Engineer, RTC
- 12. Updates related to the Construction Zone Subcommittee – Committee members – Oral report
- 13. Consider change to start time for future meetings – Tommy Travers, Transportation Planner – Oral report
- 14. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for April 8, 2024, from 6:00pm to 8:30pm **IN PERSON at the RTC offices**. Members of the public and non-voting committee alternates may join remotely.

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.)

HOW TO REACH US

Santa Cruz County Regional Transportation Commission | 1101 Pacific Avenue Ste. 250, Santa Cruz, CA 95060

AGENDAS ONLINE

To receive email notification when the Bicycle Advisory Committee meeting agenda packets are posted on our website, visit <https://sccrtc.org/about/esubscriptions/> and choose “BAC Interest – Bicycle”

REMOTE PARTICIPATION –Committee Members (AB 2449)

This meeting is being held in accordance with the California Brown Act. Under traditional Brown Act rules, members of the Committee may attend by teleconference if the location they are attending from is also open to the public to participate and the remote meeting location is listed on the agenda. Members of the Committee may also attend via Zoom up to two times per year due to an emergency or for cause according to requirements set forth in AB 2449, as long as a quorum of the committee is present in person at the RTC office. Committee alternates who are not voting are considered members of the public, not Committee members.

- AB 2449 defines “just cause” as:
 - Care of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner;
 - a contagious illness that prevents a member from attending in person;
 - a need related to a physical or mental disability as defined by statute; or
 - travel while on official business of the RTC or another state or local agency.
- AB 2449 defines “emergency circumstances” as a physical or family medical emergency that prevents a member from attending in person. The Committee member must provide a general description of the circumstances relating to your need to appear remotely at the given meeting (not exceeding 20 words). Medical condition does not need to be disclosed. The Committee must take action to approve the request to participate due to an emergency circumstance at the start of their regularly scheduled meeting.

REMOTE PARTICIPATION - Public

The public may participate in the meetings of the Regional Transportation Commission (RTC) and its committees in person or remotely via the provided Zoom link. If technical difficulties result in the loss of communication for remote participants, the RTC will work to restore the communication; however, the meeting will continue while efforts are being made to restore communication to the remote participants. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

PARTICIPACIÓN REMOTA – El público

El público puede participar en las juntas de la Comisión Regional de Transporte (RTC) en persona o remotamente a través del enlace Zoom proporcionado. Si problemas técnicos resultan en la pérdida de comunicación con quienes participan remotamente, la RTC hará lo posible por restaurar la comunicación. Pero, la junta continuara mientras se hace lo posible por restaurar la comunicación con quienes participan remotamente.

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.

TITLE VI NOTICE

The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1101 Pacific Avenue Ste. 250, Santa Cruz, CA, 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

5 - Oral Communications

From: Ben Vernazza

Re: Oral Communications

Recently, we made several 3-minute presentations to both the Bike and Elderly/Disabled Committees, both who have SAFETY as the major concern about their constituents. The presentation revolved around the Ultimate/Interim Trail proposals for Segments 9-10-11 and how they fulfilled the current draft 2050 RTC SAFETY GOALS. My ending suggestion to the Bike and Elderly Committees is that a balance of representatives have a joint meeting. If they did the Policy Committee might want to attend

My full comments are as follows and also attached:

DO PROPOSED TRAILS SATISFY NEW RTC SAFETY GOALS?

By J. Ben Vernazza CPA/PFS TEP(UK) CrFA emeritus

December 2023

***“PRIORITIZE** funding for programs that reduce fatal or injury collisions. **ENCOURAGE** projects to improve safety for young and vulnerable users.*

***SUPPORT** projects that provide timely access by emergency services.*

***SUPPORT PROJECT DESIGN** to reduce serious injury or death by facilitating safe travel for the most vulnerable users.”*

THE ULTIMATE TRAIL - Segments 8-9-10-11 (Pacific Ave to State Park Dr) is 12 ft in width and is seven miles long of which four miles have concrete walls up to 15 ft with most also having an opposite side wire fence. Segment 9 to 17th Ave has one section that continually extends for 1,500 feet! The draft EIR says the ULTIMATE TRAIL is a Class 1 BIKE 12 ft. TRAIL (pg. 80 EIR), but neglects Sec 1003.1(3) (CalTrans Class 1 Rules) which says:

“Clearance to Obstructions. A minimum 2-foot horizontal clearance from the paved edge of a bike path to obstructions shall be provided, 3 feet should be provided. Adequate clearance from fixed objects is needed regardless of the paved width. If a path is paved contiguous with a continuous fixed object (e.g., fence, wall, and building), a 4-inch white edge line, 2 feet from the fixed object, is recommended to minimize the likelihood of a bicyclist hitting it. The clear width of a bicycle path on structures between railings shall be not less than 10 feet, that the clear width of structures be equal to the minimum clear width of the path plus shoulders (i.e., 14 feet).”

These important CalTrans SAFETY rules determine that the Ultimate Trail is not a Class 1 Bike and Pedestrian Trail and NOT SAFE for both bikers, hikers and disabled, elderly and other vulnerable users.

A 2019 study suggested a peak hourly usage of 584 per hour (both directions for Seg 9&10 with 65% bicyclists, 5% young bicyclists and 30% pedestrians. Eight feet in width will NOT SAFELY accommodate everyone, even at lower hourly periods of usage, and would cause multiple injuries or worse to the young, vulnerable, and disabled!

Additionally, in discussions with 17th Ave Fire Dept personnel they indicated that “getting to injured people would take longer to respond since the enclosed trail is not wide enough for rescue vehicles and rescue crews would need to rush through a crowded enclosed trail.”

I also suspect that the Dept of Justice ADA Compliance and Litigation SF Office would get involved if the RTC Commission voted for "The Ultimate"!

THE INTERIM TRAIL - Segments 9-10-11 meets all Caltrans Class 1 Bike-Pedestrian Trail requirements and is 16 ft wide and could separate bikers with their own to-from lanes and hikers-elders-disabled with their own to-from lanes. There are no concrete walls. Only shorter widths exist at bridges and aquifers for both trail options. The Interim Trail Design satisfies the recent RTC SAFETY GOALS. The Interim Trail would also reduce the cost by an 'estimated' \$40,000,000 from the \$65,000,000 of taxpayer money for the Ultimate Non-Conforming Design and Construction.

The RTC must "RAILBANK" with the federal government to proceed with installation of the Interim Trail. Then the federal government guarantees that a train, trolley and/or bus can be added later. Federal law protects RTC easements and right of ways and through the same federal law assumes all legal defense expenses of litigation with property owners at no expense to the RTC, another substantial money-saver!

YOUR CHOICE IS:

BIKE-HIKE-ELDERLY FRIGHT

OR

BIKE and HIKE with ELDERLY DELIGHT



7 - Draft Minutes

Santa Cruz County Regional
Transportation Commission's

BICYCLE ADVISORY COMMITTEE

MEETING

DRAFT MINUTES

Monday, December 11, 2023

6:00 pm to 8:30 pm

This meeting was held in person at the RTC Offices, 1101 Pacific Ave, Suite 250, Santa Cruz.
Remote participation was via Zoom and followed AB 2449 requirements.

1. Call to Order: Chair Anna Kammer called the meeting to order at 6:03 pm.

2. Introductions

Members Present, in Person:

Corrina McFarlane, District 1 (Alt.)
Sally Arnold, District 3
Anna Kammer, District 4 (Chair)
Grace Voss, City of Santa Cruz (Alt.)
Matt Miller, Ecology Action
Kelly Curlett, CTSC (Alt.)
Paula Bradley, City of Capitola
Gina Cole, City of Watsonville (Vice Chair)
Theresia Rogerson, Dist. 5 (Alt.)
Leo Jed, CTSC

Members Remote, Voting under Just Cause or Emergency:

Staff:

Tommy Travers, Transportation Planner
Stephanie Britt, Transportation Planning Technician
Grace Blakeslee, Sr. Transportation Planner

Members Remote, Not Voting:

Rick Hyman, Dist. 5

Unexcused Absences:

Brad Kava, District 2

Excused Absences:

Scott Roseman, District 1
John Hunt, District 2 (Alt.)
Peter Scott, District 3 (Alt.)
Liz Hernandez, District 4 (Alt.)
Matt Farrell, City of Santa Cruz
Jennifer Villegas Moreno, Ecology Action
Richard Masoner, City of Scotts Valley

Vacancies:

City Capitola – Alternate
City of Scotts Valley – Alternate

Guests:

Matt Starkey, City of Santa Cruz
Ben Vernazza, Member of the public
Jae Riddle, Member of the public

3. Considered any AB 2449 requests by voting members to participate remotely –

- Grace Voss participated remotely due to illness.
- Rick Hyman was unable to attend in person and attended remotely but his alternate, Theresia Rogerson, was able to attend in person.

4. Staff announcements –

- As previously announced, the Draft EIR for Segments 10-11 of the Rail Trail was out for public comment until December 15, 2023.

- On December 7th, 2023, the RTC awarded the Consolidated Grants and approved the Regional Transportation Improvement Program (RTIP). Projects approved as part of the Consolidated Grants program with a bicycle element will be required by the RTC to present their plans to the Bicycle Advisory Committee.
5. Oral communications –
- Matt Starkey shared that Caltrans is working on a project on Mission Street. They are open to comments on the Complete Streets elements. Comments may be received on the Caltrans website.
 - Gina Cole shared that the bike community in Watsonville is organizing community rides and brainstorming potential partners. They are reinstating the mayor’s bike rides wherein community members can join current and former mayors and have an opportunity to have access to elected officials.
 - Kelly Curlett shared that the Community Traffic Safety Coalition will have an e-bike and traffic safety sub-committee meeting.
6. Additions or deletions to consent and regular agendas –
- There is a handout on the website regarding Item 10.

CONSENT AGENDA

- 7. Approved draft minutes of the November 13, 2023, Bicycle Advisory Committee meeting.
- 8. Received Summary of Hazard Reports
- 9. Received Letter to RTC from Committee Re 2023 RTIP

Motion to approve the Consent Agenda (Leo Jed/Gina Cole).
 Corrina McFarlane, Sally Arnold, Anna Kammer, Theresia Rogerson, Paula Bradley, Grace Voss, Gina Cole, Matt Miller, and Leo Jed voted in favor. The motion was passed unanimously.

REGULAR AGENDA

- 10. TDA Article 8 Claims for Laurel Bikeway and Pedestrian Striping and Neighborhood Traffic Calming Program – review and provide input – Matt Starkey, Transportation Manager, City of Santa Cruz

Matt Starkey presented the City of Santa Cruz’s request for TDA funding for the Laurel Bikeway and Pedestrian Striping and the Neighborhood Traffic Calming Program. Mr. Starky provided information on the components of the projects and criteria for selecting eligible streets for the traffic calming program. Mr. Starky also provided information on the City of Santa Cruz request to de-allocate TDA funds from the Bay Drive Protected Bike Lanes and Pedestrian Path project.

Committee comments:

- The RTC's Rules and Regulations require that the advisory committees approve the final designs of an Article 8 bike/ped project, and requested City staff return for approval
- The design approaching minor cross-streets may worsen safety by increasing right-hook crashes
- The City should look at the successes and challenges, such as unintended consequences, of the traffic calming program in Watsonville.

Motion to recommend the TDA Article 8 Claims for the Laurel Bikeway and Pedestrian Striping Project and the Neighborhood Traffic Calming Program and de-allocation of funds from the Bay Drive Protected Bike Lanes and Pedestrian Path project. (Matt Miller/Sally Arnold). Leo Jed made a friendly amendment to request that City staff come back a year and a half from now with results and data on the Traffic Calming Program's effectiveness.

Corrina McFarlane, Sally Arnold, Anna Kammer, Theresia Rogerson, Paula Bradley, Grace Voss, Gina Cole, Matt Miller, and Leo Jed voted in favor. The motion passed unanimously.

11. Regional Transportation Program (RTP) Draft Goals and Policies– review and provide input – Tommy Travers, Transportation Planner, and Grace Blakeslee, Sr. Transportation Planner

Staff presented an overview of the Regional Transportation Plan (RTP). The draft goals and policies have been made simpler and more focused, adding new goals that more or less existed in the previous version of the RTP but were contained within other goals. The updated goals are now: Access, Safety, Cost-effectiveness, Climate resilience, and Equity. The revisions should help to show a clearer connection between goals/policies and project funding choices later in the development of the RTP.

Committee comments:

- Consider rephrasing 'policies' as 'criteria' for clarity; policies should be legally-binding.
- Use more strong or clear language in the policies
- Reduce the number of policies
- Address displacement caused by new transportation projects and prioritize affordable housing
- Include Vision Zero goals
- Emphasize reducing vehicle miles traveled (VMT)

Jae Riddle also commented in support of addressing displacement.

12. 2024 State and Federal Legislative Programs – review and provide input – Tommy Travers, Transportation Planner

Staff shared that they are working on the annual update to the legislative program; changes so far are minor. The purpose of the program is to guide staff to monitor state and federal legislative changes and to collaborate with partner agencies.

Committee comments:

- Appreciation for safety-related additions and a desire for more safety measures

- Reform of bicycle considerations in requirements for construction zones
 - Different Committee members expressed support and opposition to allowing remote voting by committees subject to the Brown Act
 - Explore options for implementing practices including citizen photographing license plates of cars parked in bike lanes or similar approaches for increasing compliance with traffic regulations
13. Updates related to Committee functions – Committee members (oral updates)
- Anna Kammer stated that in the next meeting, there will be an item related to changing the meeting time for the Committee.
14. Adjourn at 8:50pm

NEXT MEETING: The next Bicycle Committee meeting is scheduled for February 12, 2023, from 6:00pm to 8:30pm **in person at LOCATION TBD**. Members of the public and non-voting Committee alternates may join remotely.

Minutes respectfully prepared and submitted by:
Stephanie Britt, Transportation Planning Technician

8 - Bicycle Hazard Reports

March 4, 2024

| Date | First Name | Last Name | Location | Cross Street | City | Reported Hazards | Additional Comments | Forwarded To | Forwarded Date | Response |
|----------|------------|------------|---------------------------|---------------|------------|--|--|------------------------------------|----------------|---|
| 02/22/24 | Chris | Nestlerode | East Cliff Dr | Twin Lakes | Live Oak | Bike: Rough pavement or potholes, Plant overgrowth or interference | On east cliff south of twin lakes beach there is a large pile of branches plus smaller bits of sand on the r bike lane on the curve which feels hazardous | DPW | 2/23/2024 | 2/23/24 Ruby Zaragoza: Thank you for reporting this. I have included our Road Maintenance division for review and response. |
| 12/25/23 | Robert | Murillo | Murray St Bike/Ped Bridge | N/A | Santa Cruz | Bike: Debris on shoulder or bikeway | This is very dangerous as it is deep enough to cause loss of control. Avoidance requires using the traffic lane as it curves and the lane is at a narrow point. | Dan Estranero, Joanna Edmonds | 12/26/23 | 1/2/23 Joanna Edmonds: Hi Robert, Thank you for sharing your concerns and reporting this. Our Streets Maintenance Crew should be clearing this area before the end of the week. |
| 12/16/23 | Alyssa | Burkhardt | Beach St Roundabout | Pacific Ave | Santa Cruz | Bike: Railroad crossing hazard | Going down Beach street in the bike lane in front of the Dream Inn and trying to turn left using the round about onto Pacific forces bikers to cross the railroad tracks at terrible angle which recently caused me to have a very bad crash after my back tire was caught in the tracks. I bike commute daily and ride 50-70 miles recreationally on the weekends, and this was my first time crossing the roundabout. It is nearly impossible to cross onto Pacific perpendicular to the tracks unless you swerve into the lanes of oncoming traffic. For an intersection that is so used by tourists and with the addition of the public e-bikes this location is certain to cause many crashes and result in serious injuries. I was relatively lucky, as my head bounced and skidded across the pavement with a helmet and my fully clothed hands and body "only" got road rash, a sprained thumb, and deep bruises. Several other bikers I've talked to have also crashed here. | Dan Estranero, Joanna Edmonds | 12/21/23 | 12/22/23 Joanna Edmonds: Thank you for your feedback. We have a fix planned for this concern that should be implemented in a couple of years. |
| 12/15/23 | Brett | Garrett | Soquel Ave | Park Ave | Aptos | Bike: Debris on shoulder or bikeway | Okay, not really debris, but the bike lane is BLOCKED by "share the road" signs in three separate spots along the way. The signs need to be moved out of the bike lane. | DPW | 12/19/23 | 12/21/23 Ruby Zaragoza: Thank you for reporting this, I have included our Road Maintenance division for review and response. |
| 12/05/23 | Elizabeth | James | Soquel Dr | Paul Sweet Rd | Live Oak | Bike: Lighting problem, Other | Although this crosswalk and a cutaway was added, along with yellow signs designating crosswalk, this crossing remains a hazard for pedestrians, bikes and cars alike. A crossing is necessary here, as there are no other routes connecting sidewalk, however practical critical issues were missed in the design. I, my family and neighbors have witnessed or experienced these issues and I suspects hundreds of others have as well. Today, a man in an automated chair fell into the crosswalk, while cars backed up and drive around him. My husband was involved in a fender-bender a year or so ago, and so was a neighbor, each time because a car did not anticipate or see a pedestrian. I have nesrly hsd cars rear-end me because I stopped for pedestrians at this crosswalk. As a pedestrian, I have nearly been hit by cars numerous times at this crosswalk even when I'm very careful and signal that I'm going to cross. As a bicyclist, I take my life into my own hands when I have to cross in the green crossing from Soquel Dr./Paul Sweet Rd, because all of the cars that are heading into the northbound entrance are focused on getting on the freeway. If you are in a car approaching the freeway entrance and the crosswalk, there is a slope that actually obscures the crosswalk, because the sidewalks are perpendicular to the crosswalk. If a pedestrian is approaching it's not obvious that they will be crossing there until it is almost too late. Schoolchildren, elderly, hospital patients, commuters all use this route. The sidewalk on the bridge needs to be lit well. The yellow signs should have some sort of blinker or a signal and the sidewalk and cutaway curb need to be redesigned to better accommodate wheelchairs. | DPW and Katie Osekowsky (Caltrans) | 12/06/23 | 12/6/2023 Ruby Zaragoza: Hi Elizabeth, I have included Russell Chen from our traffic division for review and response regarding the crosswalk hazards. Follow up email sent 12/21/2023. |

| Date | First Name | Last Name | Location | Cross Street | City | Reported Hazards | Additional Comments | Forwarded To | Forwarded Date | Response |
|----------|------------|-----------|-------------------------|--------------|---------------------------------|--|---|---|----------------|--|
| 12/01/23 | Benjamin | Short | Santa's Village Rd | Freeway Exit | Scotts Valley | Bike: Rough pavement or potholes | Santa's Village Road, just south of the freeway exit, before the first entrance to the first parking lot entrance to Enterprise Technology Center parking lot (heading south towards granite creek) It's a rather large pothole that could harm a biker if they were paying attention to traffic instead of that spot on the road. | Chris Lamm, Trish McGrath, Phillip Linarte, Cody Wentworth | 12/05/23 | Follow up email sent 12/21/23 |
| 11/20/23 | Aaron | Worthy | See Additional Comments | N/A | Aptos, Capitola, and Santa Cruz | Bike: Plant overgrowth or interference, Debris on shoulder or bikeway, Objects or vegetation blocking sidewalk | 1.)Soquel drive b/t Silver Spur & Research Park Dr, trees & brush are encroaching the bike lane. 2.)Soquel Ave, b/t 17th & Highway 1 entrance, brush, plants encroaching the bike lane. 3.)Thurber Lane heading uphill b/t Bobwhite & Benson, trees encroaching in the bike lane. 4.)Soquel drive, West bound at auto dealerships to Rodeo Gulch, trees encroaching in the bike lane. 5.)Soquel San Jose Road North bound at HS short cut to parking lot, Pampass grass is growing over the sidewalk. 6.)Soquel San Jose Road North bound at start of bike lane through blue ball park plant live to be cut back so the cyclist is not pushed to the traffic. 7.)Soquel drive, east bound b/t 41st ave & Wharf road, hill side debris is constantly | DPW | 11/29/23 | 11/29/23 Ruby Zaragoza: Good morning and thank you for reporting these various locations that need to be cut back. I have included our Road Maintenance dispatch for review. |
| 11/17/23 | Sandrine | Georges | 4206 Clares St | 42nd Ave | Capitola | Bike: Debris on shoulder or bikeway | Broken glass in bike lane at 4206 Clares St Capitola, California, southbound, before fire hydrant. | Kailash Mozumber | 11/29/23 | 12/5/23 Kailash Mozumber: Our public works team went out to the location and removed all the broken glass found in the area. |

9 - Committee Appointments

AGENDA: March 7, 2024

TO: Regional Transportation Commission
FROM: Tommy Travers, Transportation Planner
RE: Bicycle Advisory Committee Membership Appointments

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee (Committee) accept the appointments of Aaron Robinson, Steven Jonsson, Leo Jed, and Kelly Curlett to serve on the Committee. Staff recommends that the Committee recommend to the Regional Transportation Commission (RTC) the nomination of Paula Bradley to serve on the Committee

BACKGROUND

Seats on the RTC Bicycle Advisory Committee correspond to City and Supervisorial District seats on the RTC. Commissioners of the four cities may nominate individuals for RTC consideration. Commissioners of the five Supervisorial Districts may appoint representatives directly. Two additional seats for Bike to Work and the Community Traffic Safety Coalition (CTSC) also exist, and appointments are made by the respective organization. Seats for the Bicycle Committee are for four-year terms (Supervisorial Districts) or three-year terms (all others). Each seat has a primary (voting) member and an alternate member. The Bicycle Advisory Committee's description, role, and membership are in the 2022 RTC Rules and Regulations available on the RTC website.

DISCUSSION

In December 2023, the primary representative for District 2, Brad Kava, resigned. In February 2024, the alternate representative for District 4, Elizabeth Hernandez, resigned. On March 31, the terms for representatives for the cities of Santa Cruz and Scotts Valley and for the CTSC will end. RTC staff updated its website and notified the Commissioners for these districts. Staff provided recent applications from people either applying for or living in the district. In addition, in January staff created a public notice about current vacancies and upcoming term endings for advisory committees.

The following direct appointments or nominations to the Committee have been made:

- Commissioner Friend appointed Aaron Robinson ([Attachment 1](#)) as the primary representative for District 2
- Commissioner Hernandez appointed Steven Jonsson ([Attachment 2](#)) as the alternate representative for District 4

- Commissioner Pedersen nominated Paula Bradley for a second term as the primary representative for Capitola
- The CTSC at its February meeting appointed Leo Jed (who has served on the committee since 2005) as the primary representative and Kelly Curlett (application forthcoming) for her first full term as the alternate

Staff continues to seek applicants to fill existing vacancies and any potential future vacancies as terms end, and welcomes recommendations from Committee members. The application and information about the Committee are available on the RTC webpage <https://sccrtc.org/meetings/bicycle-advisory-committee/>. Currently there are two vacancies: alternate representatives for the City of Capitola and for Scotts Valley.

A current roster is included as Attachment 3.

As communicated by Commissioner Friend, Commissioner Hernandez, and the CTSC, staff recommends that the Committee accept the appointments of Aaron Robinson, Steven Jonsson, Leo Jed, and Kelly Curlett to serve on the Bicycle Advisory Committee. Staff also recommends that the Committee recommend to the RTC the nomination of Paula Bradley.

SUMMARY

Due to resignations, two vacancies were created on the Committee. In addition, terms for some of the seats on the Committee come to an end in March. Staff recommends that the Committee accept the direct appointments and nominations.

Attachments:

1. Application for Aaron Robinson
2. Application for Steven Jonsson
3. February 2024 Bicycle Advisory Committee Roster

COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC) Bicycle Advisory Committee

The Bicycle Advisory Committee consists of eleven seats: one for each city within Santa Cruz County, one for each of the county supervisorial districts, one representing the Bike to Work program and one representing the Community Traffic Safety Coalition. Each of the seats has an alternate member appointed in the case that the primary member is unable to attend a meeting.

Meetings are usually held the second Monday of even numbered months from 6:00 p.m. to 8:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1101 Pacific Avenue Ste. 250 in downtown Santa Cruz. One or two meeting per year are typically held in mid- or south-county. Please refer to the Committee description and bylaws for more information: <https://sccrtc.org/meetings/bike-committee/>.

If you are interested in serving on this committee, we recommend reviewing the by-laws and attending a meeting to familiarize yourself with the committee process. After doing so please complete this application and email a scanned signed copy to ttravers@sccrtc.org or return a signed copy to the RTC office.

Name: AARON ROBINSON

Home address: [REDACTED] APTOS CA 95003

Mailing address (if different): _____

Phone: (home) _____ (business/message/mobile) 831 [REDACTED]

E-mail: [REDACTED]

Length of residence in Santa Cruz County: 4 1/2 yrs

I am applying to represent the following vacant position (circle one):

- County Supervisorial District 2 (Freedom to Capitola) - Primary
- City of Scotts Valley – Alternate
- City of Capitola – Alternate
- Other _____

I would consider a different position - either a different seat or alternate versus primary (circle one): Yes 1. (No)

Previous experience on a government commission or committee: (Please describe the committee/commission's purpose and your role.)


N/A

Other Relevant Work or Volunteer Experience

| Organization | Location | Position | Dates |
|--------------|----------|----------|-------|
| | | | |
| | | | |
| | | | |
| | | | |

Statement of Qualifications: Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you.

Certification: I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.



Signature

1/23/24

Date

Return Application to:

SCCRTC Attn: Tommy Travers
1101 Pacific Avenue Ste. 250
Santa Cruz, CA 95060
Or email: ttravers@sccrtc.org

Questions or Comments:

Contact Tommy Travers at (831) 460-3200 or by email at ttravers@sccrtc.org.

COMMITTEE APPOINTMENT APPLICATION

Santa Cruz County Regional Transportation Commission (SCCRTC) Bicycle Advisory Committee

The Bicycle Advisory Committee consists of eleven seats: one for each city within Santa Cruz County, one for each of the county supervisorial districts, one representing the Bike to Work program and one representing the Community Traffic Safety Coalition. Each of the seats has an alternate member appointed in the case that the primary member is unable to attend a meeting.

Meetings are usually held the second Monday of even numbered months from 6:00 p.m. to 8:30 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1101 Pacific Avenue Ste. 250 in downtown Santa Cruz. One or two meetings per year are typically held in mid- or south-county. Please refer to the Committee description and bylaws for more information: <https://sccrtc.org/meetings/bike-committee/>.

If you are interested in serving on this committee, we recommend reviewing the by-laws and attending a meeting to familiarize yourself with the committee process. After doing so please complete this application and email a scanned signed copy to ttravers@sccrtc.org or return a signed copy to the RTC office.

Name: Steven Jonsson

Home address: ██████████ Watsonville CA 95076

Mailing address (if different): same

Phone: (home) _____ (business/message/mobile) ██████████

E-mail: ██████████

Length of residence in Santa Cruz County: 55 years

I am applying to represent the following vacant position (circle one):

County Supervisorial District 2 (Freedom to Capitola) - Primary

City of Scotts Valley – Alternate

City of Capitola – Alternate

Other City of Watsonville - Alternate

I would consider a different position - either a different seat or alternate versus primary (circle one): Yes / No

Per email 2/13/24 - TT

Previous experience on a government commission or committee: (Please describe the committee/commission's purpose and your role.)

I have not served on a government committee or commission.

I have lived in Watsonville area for over 12 years and am a current homeowner in Bay Village. I have been an active cyclist for over 30 years and ridden for years in the South County. During early Covid years I spent a lot of time riding alone in Watsonville area. I was amazed to discover how many varied med to short routes there are, but also how they do not connect and/or put the rider into dangerous situations. I recently became a BSCC board member with personal focus on Watsonville area. As a long time, bicycle industry professional who plans to retire in the coming years, I want to give back to the area I love. And make it safer for bike riders of any age and experience.

Riding a bike can change a life, if transportation or recreation. More Butts on Bikes is a good thing.

Other Relevant Work or Volunteer Experience

| Organization | Location | Position | Dates |
|--|------------------------|--|------------------------|
| Bicycle Santa Cruz County | Santa Cruz, CA | Board Member, Watsonville Advocacy Committee Chairperson | Nov 2023 to present |
| Amgen Tour of CA Santa Cruz finish committee | Santa Cruz, CA | Sponsorship Director | 2011 2012 |
| Quality Bicycle Products | Bloomington MN | Bay Area Outside Rep | 2010 to present |
| Aptos Bike Trail Buyers Market Sales | Aptos, CA Aptos, CA | Store Owner Nor Cal Sales Rep | 2008-2011 1998-2010 |

Statement of Qualifications: Please attach a brief statement indicating why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee's potential future endeavors most interest you. [see above](#)

Certification: I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.

Steven Jonsson



Signature

02/12/24

Date

Return Application to:

SCCRTC Attn: Tommy Travers
1101 Pacific Avenue Ste. 250
Santa Cruz, CA 95060
Or email: ttravers@sccrtc.org

Questions or Comments:

Contact Tommy Travers at (831) 460-3200 or by email at ttravers@sccrtc.org.

February 2024 Bicycle Advisory Committee Roster

| Member | Representing | Alternate |
|--------------------|------------------------------------|--------------------------|
| Scott Roseman | County of Santa Cruz-District 1 | Corrina McFarlane |
| Aaron Robinson* | County of Santa Cruz-District 2 | John Hunt |
| Sally Arnold | County of Santa Cruz-District 3 | Peter Scott |
| Anna Kammer, Chair | County of Santa Cruz-District 4 | Steven Jonsson* |
| Rick Hyman | County of Santa Cruz-District 5 | Theresia Rogerson |
| Paula Bradley | City of Capitola | Vacant |
| Matt Farrell | City of Santa Cruz | Grace Voss |
| Richard Masoner | City of Scotts Valley | Vacant |
| Gina Cole | City of Watsonville | Drew Rogers |
| Matt Miller | Bike to Work | Jennifer Villegas Moreno |
| Leo Jed | Community Traffic Safety Coalition | Kelly Curlett |

*New appointment

10 - AMBAG Complete Streets Policy

MEMORANDUM

TO: SCCRTC Bicycle Advisory Committee
FROM: Regina Valentine, Senior Planner
SUBJECT: AMBAG's Draft Complete Streets Policy
MEETING DATE: March 4, 2024

RECOMMENDATION:

Receive a presentation on AMBAG's Draft Complete Streets Policy.

BACKGROUND/ DISCUSSION:

With the passing of the Infrastructure Investment and Jobs Act/Bipartisan Infrastructure Law (IIJA/BIL) of 2021, the Association of Monterey Bay Area Governments (AMBAG), as the federally designated Metropolitan Planning Organization (MPO) for the Monterey Bay region, is required to set aside a portion of the agency's Federal Highway Administration (FHWA) Metropolitan Planning Funds (PL funds) allocation to conduct complete streets planning. Complete streets prioritize the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

As identified in AMBAG's Overall Work Program, staff developed a Draft Complete Streets Policy in coordination with AMBAG's member agencies, including the Santa Cruz County Regional Transportation Commission (SCCRTC). Although this is a new federal requirement, complete streets planning has been a priority historically for AMBAG and the jurisdictions in the Monterey Bay region. As an example, AMBAG prepared a *Monterey Bay Area Complete Streets Guidebook* in August 2013. For this reason, this Complete Streets Policy serves more to memorialize the transportation planning work already being conducted in the region.

Key sections of AMBAG’s Draft Complete Streets Policy are listed and described below:

- **Introduction:** Introduction to the policy
- **Purpose and Need:** Why the policy was prepared
- **Complete Streets Definition:** AMBAG’s definition of complete streets
- **Complete Streets Vision:** AMBAG’s complete streets vision for the region
- **Complete Streets Goals:** The goals of the policy
- **Principles of Complete Streets:** The key policy principles and considerations
- **Complete Streets Policy:** AMBAG’s commitment to complete streets during, “...the development of all transportation infrastructures within the Monterey Bay region at all phases of their development, including planning and land use, scoping, design approvals, implementation, and performance monitoring.”
- **Consistency with Regulations:** The policy’s consistency with federal, state, and local regulations
- **Scope of Complete Streets Policy:** When the policy applies
- **Exceptions:** When the policy does not apply
- **Design Guidance:** Sources for design guidance, standards, and recommendations
- **Context Sensitivity:** AMBAG’s recognition that complete streets projects should be context-sensitive to a community’s physical, economic, and social setting
- **Evaluation and Performance Measures:** Suggested performance measures to evaluate the implementation of complete streets
- **Implementation and Reporting:** How AMBAG will implement and report progress on the policy
- **References:** Links to design guidance and regional complete streets initiatives

Below are upcoming key dates for developing AMBAG’s Complete Streets Policy:

- **February/March 2024:** Present AMBAG’s Draft Complete Streets Policy to regional Advisory Committees, Planning Directors Forum, and to the AMBAG Board of Directors
- **February 1, 2024 – March 15, 2024:** Public Comment Period
- **March 2024:** Prepare AMBAG’s Final Complete Streets Policy
- **April 2024:** Present AMBAG’s Final Complete Streets Policy to regional Advisory Committees and Planning Directors Forum
- **May 8, 2024:** AMBAG Board of Directors will be asked to adopt AMBAG’s Final Complete Streets Policy for eventual incorporated into the 2050 Metropolitan Transportation Plan/Sustainable Communities Strategy

The AMBAG Draft Complete Streets Policy is included as Attachment 1. Committee members are asked to provide comments on the draft policy by March 15, 2024. Comments should be emailed to Regina Valentine at rvalentine@ambag.org.

ATTACHMENT:

1. AMBAG’s Draft Complete Streets Policy

**ASSOCIATION OF MONTEREY
BAY AREA GOVERNMENTS
COMPLETE STREETS POLICY**

Draft – February 2024

Table of Contents

| | |
|---|----|
| Introduction | 1 |
| Purpose and Need..... | 1 |
| Complete Streets Definition..... | 2 |
| Complete Streets Vision..... | 3 |
| Complete Streets Goals..... | 3 |
| Principles of Complete Streets..... | 3 |
| Complete Streets Policy | 4 |
| Consistency with Regulations | 5 |
| Scope of Complete Streets Policy | 6 |
| Exceptions | 6 |
| Design Guidance | 7 |
| Context Sensitivity..... | 7 |
| Evaluation and Performance Measures | 8 |
| Implementation and Reporting..... | 9 |
| References..... | 10 |

Association of Monterey Bay Area Governments Complete Streets Policy

Introduction

The Association of Monterey Bay Area Governments (AMBAG) has recognized the importance of multimodal streets to improve accessibility, safety, and equity for all users of the transportation system. In August 2013, AMBAG adopted its *Monterey Bay Area Complete Streets Guidebook*, providing resources and procedures for developing an interconnected, safe, and accessible

active transportation network in the Monterey Bay region to meet the needs of all travel modes, ages, and abilities. Additionally, AMBAG recognizes their partner agencies and local jurisdictions have prioritized creating a safe, accessible, efficient, and coordinated transportation network that accommodates all roadway users within their communities.

AMBAG's Complete Streets Policy will build upon these previous efforts by promoting a transportation system that is designed to be multimodal to safely and comfortably accommodate users of all ages and abilities, including, but not limited to, pedestrians, bicyclists, shared and micromobility users, motorists, transit and school bus riders, persons with disabilities, freight and commercial providers, emergency responders, and adjacent land users.

Research has shown that complete streets enhance job growth, promote economic development, improve safety, public health, and fitness, decrease vehicle emissions, and reduce the overall demand on roadways by allowing people to replace motor vehicle trips with active transportation and transit options. Furthermore, as communities integrate sidewalks, bike facilities, transit amenities, and safe crossings into the initial design of a project, they spare the expense and complications of retrofits implemented at a later date. Proactively planning for a multimodal transportation system can promote its integration with land use policies to encourage sustainable development.

Purpose and Need

Federal, state, and local policies have emphasized the need to accommodate all users of the roadway. The metropolitan planning process specifically includes direction to increase the safety of the transportation system for motorized and non-motorized users. This requires that AMBAG plan, prioritize, promote, and implement measures to accomplish this goal. One way to do so is through adopting a complete streets policy as directed by the Infrastructure Investment and Jobs Act (IIJA)/Bipartisan Infrastructure Law (BIL) of 2021. Using the complete streets concept, AMBAG is supporting the paradigm shift from "moving cars quickly" to "providing safe access for users of all modes." This work is needed as demonstrated by the 35% increase in pedestrian

fatalities and serious injuries in the tri-county region (Monterey, San Benito, and Santa Cruz) between 2019 and 2022.¹

The adopted approach will result in the Monterey Bay region's roadways being safer and more accessible for bicycles and pedestrians, while also being realistic and reasonable to implement. As the final approval of roadway designs to achieve safe and efficient operations of the transportation system lies with the licensed traffic engineers, this policy is not too specific regarding street design. Instead, this policy is to provide direction to the design engineers and other decision makers as to what, at a minimum, shall be required to help achieve safe mobility for all roadway users. When doing so, it supports the development of a comprehensive, multimodal transportation system and promotes integration with sustainable land use development. For this reason, AMBAG's Complete Streets Policy is consistent with regional goals and objectives established in the adopted Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS).

Complete Streets Definition

The term "complete streets" describes a transportation network that is routinely planned, designed, operated, and maintained to prioritize safety, comfort, and access to destinations for all people who use the facility. Complete streets increase the level of service for all users, rather than focusing solely on automobiles. This includes older adults, persons living with disabilities, people who walk and bike for transportation, and people who do not have access to a vehicle. Complete streets make it easy to cross the street, walk to shops, jobs, and schools, bicycle to work, move actively with assistive devices, and operate commercial and emergency vehicles efficiently. They also allow buses to run on time and make it safe for people to walk or move actively to and from transit hubs. This work is needed as demonstrated by a May 2023 Monterey-Salinas Transit (MST) passenger survey that found 91% of respondents walked, biked, scooted, or used a mobility aid to get to a bus stop.²

When implemented, the complete streets approach to planning streets and roads results in a transportation system that balances the needs of all users, regardless of age, ability, or mode of transportation. Through continued and incremental changes in capital projects, regular maintenance and operations work, the street network gradually becomes safer and more accessible for travelers of all ages and abilities.

As communities have different context, needs, and characteristics, complete streets planning and design should be flexible and comprehensive. There is no specific design prescription; each street is unique, and its design reflects the context of the community and street network. Each street project is considered within the context of the overall transportation system. Some streets may be prioritized for pedestrian travel, others for transit, bicycling, motorists, or goods

¹ UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) SWITRS Summary, 2018 – 2022 Pedestrian Fatalities and Serious Injuries by County, <https://tims.berkeley.edu/summary.php>

² MST District Board of Directors Meeting Agenda Packet, September 11, 2023, https://mst.org/wp-content/media/Agenda_MST_202309-September-Final.pdf

movement. Some streets will have robust facilities that accommodate all modes; however, many streets might not contain all those features due to physical right-of-way constraints and other considerations.

Complete Streets Vision

AMBAG's Complete Streets Policy aims to enhance the quality of life in the Monterey Bay region through improvements to transportation safety, equity, mobility, accessibility, connectivity, sustainability, and resiliency as well as public health and economic vitality. This vision will be implemented through street design that is context sensitive and incorporates principles and practices that focus the function of a street around the movement of people, balance mobility for everyone, and minimize negative impacts on the environment. This work will require coordination across disciplines and across jurisdictional lines, including when projects are located on California Department of Transportation (Caltrans) right-of-way.

Complete Streets Goals

The goals of this Complete Streets Policy are to:

1. Consider the needs of all road users, including the most vulnerable such as children, seniors, persons with disabilities, and persons of limited means, throughout the Monterey Bay region to the greatest extent possible and practicable.
2. Encourage the integration of the vision, purpose, and goals of this Complete Streets Policy into the project development process for surface transportation projects in the Monterey Bay region.
3. Create a safe, equitable, balanced, comprehensive, integrated, fully interconnected, functional, reliable, convenient, resilient, and visually attractive surface transportation network in the Monterey Bay region.
4. Promote the use of the latest and best complete streets design standards, principles, policies, and guidelines within the context of the community.
5. Support flexibility for different types of streets, communal areas, and users to enhance the access and mobility experience.
6. Plan, design, operate, and maintain a multimodal network of complete streets that supports sustainable development and provides livable, healthy, equitable, and prosperous communities.
7. Make active transportation and transit safer and more convenient to increase use of these modes of transportation.
8. Support transportation options that improve public health.

Principles of Complete Streets

The following are key principles of AMBAG's Complete Street Policy:

1. It is context-sensitive, considering economic, social, and environmental objectives.
2. Emphasizes transportation facility connectivity for all modes of travel.

3. Takes into account not only the presence of a facility, but also the level of comfort (including future average temperature rises due to climate change) and safety (based on national data for bicycles and pedestrians) that the facility provides for all users of that facility.
4. Ensures that the entire right-of-way is planned, designed, funded, and operated with consideration for safe access for all users of all ages and abilities and that all users and transportation modes are equally deserving of safe travel facilities.
5. Encourages the use of national best practice design standards.
6. Allows design flexibility in balancing user and stakeholder needs including maintenance needs.
7. Encourages that the purchase of operations and maintenance vehicles are well suited for current and proposed infrastructure.
8. Encourages consistency of transportation projects with current and future land use goals and policies of local land use plans.
9. Benefits all users equitably, particularly vulnerable users and in the most underinvested and underserved communities, including facility maintenance.
10. Actively works to consider how to preserve right-of-way for all users.
11. Encourages the prioritization of complete streets projects in areas that have the potential to serve high concentrations of vulnerable users.
12. Encourages collaboration and interagency coordination with all transportation planning agencies and partners including public health and housing.
13. Supports the involvement of local transit agencies to ensure that sufficient accommodation for transit vehicles and access to transit facilities is provided.

Complete Streets Policy

AMBAG encourages the above principles be used for the purpose of planning, designing, building, operating, and maintaining a safe, reliable, efficient, integrated, balanced, equitable and connected multimodal transportation network that will provide access, mobility, safety, and connectivity for all users. This policy is a regional commitment that future transportation projects in the Monterey Bay region will consider and value the needs of all users regardless of age, ability, income, ethnicity, or chosen mode of travel, including pedestrians, bicyclists, shared and micromobility users, motorists and transit riders, as early as practicable and throughout the transportation planning process consistent with and supportive of the surrounding communities.

AMBAG will promote the complete streets concept throughout the Monterey Bay region and, therefore, recommends that all local jurisdictions adopt comprehensive complete streets policies, consistent with the regional Complete Streets Policy. AMBAG will seek incorporation of the complete streets concept and policy into the development of all transportation infrastructures within the Monterey Bay region at all phases of their development, including planning and land use, scoping, design approvals, implementation, and performance monitoring. Additionally, AMBAG encourages the prioritization of funding for the implementation of complete streets projects.

Consistency with Regulations

The U.S. Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations supports the development of fully integrated active transportation system networks, which foster safer, more livable, family-friendly communities; promote physical activity and health; and reduce vehicle emissions and fuel use. The policy encourages transportation agencies to go beyond the minimum requirements and to proactively provide convenient, safe, and context-sensitive facilities that accommodate people of all ages and abilities, including people too young to drive, people who cannot drive, and people who choose not to drive. Furthermore, federal transit law specifies that all pedestrian improvements located within one-half mile and all bicycle improvements located within three miles of a public transportation stop or station be integrated with public transportation.

The State of California has emphasized the importance of complete streets by enacting the California Complete Streets Act of 2008 (AB 1358), which requires that when cities or counties make substantive revisions to the circulation elements of their General Plans, they identify how they will provide for the mobility needs of all users of the roadways. The California Global Warming Solutions Act of 2006 (AB 32) sets a mandate for the reduction of greenhouse gas emissions in the state, and the Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land use policy. Caltrans Director's Policy 37 established Caltrans' organizational priority to encourage and maximize walking, biking, transit, and passenger rail as a strategy to not only meet state climate, health, equity, and environmental goals but also to foster socially and economically vibrant, thriving, and resilient communities. To achieve this vision, Caltrans will maximize the use of design flexibility to provide context-sensitive solutions and networks for travelers of all ages and abilities.

Achieving the goals of these laws will require significant increases in travel by public transit, bicycling, micromobility, and walking. Strategies to achieve greenhouse gas emissions targets in support of SB 375 were adopted by AMBAG in the 2045 MTP/SCS. Additionally, AMBAG has been a champion of complete streets with the August 2013 adoption of its *Monterey Bay Area Complete Streets Guidebook*, providing resources and procedures for developing an interconnected, safe, and accessible active transportation network in the Monterey Bay region. The development of this Complete Streets Policy is a continuation of the agency's commitment to supporting an integrated multimodal transportation system.

AMBAG also recognizes their partner agencies and local jurisdictions should and have prioritized creating a safe, accessible, efficient, and coordinated transportation network that accommodates all roadway users within their communities. Within the Monterey Bay region, a number of local jurisdictions have adopted policies and resolutions or updated the circulation element of their General Plans, or in the process of doing so, to support complete streets and advance the health, safety, welfare, economic vitality, and environmental well-being of their residents. AMBAG also recognizes that complete streets is an essential component of Vision

Zero, for which many jurisdictions incorporate strategies to slow traffic speeds and eliminate all traffic fatalities and severe injuries. AMBAG views Vision Zero strategies, including lower speed limits, as complementary and can be integrated into local complete streets efforts.

Scope of Complete Streets Policy

The transportation network includes, but is not limited to, streets, bridges, intersections, sidewalks, shared-use paths, trails, lighting, street crossings such as crosswalks and median refuges, signage, accommodations for bicyclists and transit, landscaping, street furniture, and drainage facilities.

AMBAG's Complete Streets Policy shall apply to all projects at all phases including but not limited to, planning, design, right-of-way acquisition, new construction, reconstruction and retrofit, rehabilitation, repair, operation, and maintenance that will use funding under AMBAG's discretion unless otherwise exempted. Locally funded projects are encouraged to comply with this policy or a similar locally adopted complete streets policy. Accommodations for all existing modes of transportation shall be planned for and provided during construction and maintenance work.

1. This Complete Streets Policy will focus on developing a connected, integrated transportation network that serves all users.
2. Transportation projects receiving funding in the Monterey Bay region are encouraged to implement a complete streets approach.
3. AMBAG shall approach each transportation project as an opportunity to create safer, more accessible facilities for all users.
4. AMBAG does not subscribe to one singular design prescription for complete streets; each street is different in function and context. Roadways that are planned and designed using a complete streets approach may include a wide variety of transportation solutions.
5. This policy informs and encourages all local transportation agency representatives and consultants responsible for planning, designing, constructing, or maintaining projects within the Monterey Bay region to apply complete streets design and standards.
6. The planning or design of a project or plan within the Monterey Bay region will be supported by this policy, where appropriate.
7. AMBAG will work with local municipal, state and public agencies to educate the general public about the importance of complete streets, safe driving, bicycling, micromobility, public transit, and walking practices.

Exceptions

AMBAG's Complete Streets Policy applies to all projects at all phases within the Monterey Bay region. All exemptions should be documented with supporting data and evidence for the basis of an exemption then be made publicly available. Exemptions should only be considered if one or more of the following conditions are met:

1. Where bicyclists, pedestrians, or another particular use is prohibited by law from using a roadway. Accommodations should be made to ensure that all users can still cross these areas, so they do not become barriers.
2. Where the street or road is already designed to accommodate all users.
3. Where cost would be excessively disproportionate to probable use or need considering economic conditions, cost, and economic benefit. Excessively disproportionate is defined in Federal Highway Administration's (FHWA) "Accommodating Bicycle and Pedestrian Travel: A Recommended Approach" as bicycle and pedestrian facilities together exceeding twenty percent (20%) of the cost of the larger transportation project.
4. Where a project consists primarily of the installation of traffic control safety devices. All new pedestrian crossing devices must meet the most current accessibility standards for controls, signals, and placement.
5. Where lack of population or other factors indicate an absence of need under both current and future conditions. This exception should take the long view and consider probable use throughout the life of the project—usually a minimum of 20 years for roadways and 50 or more years for bridges.
6. Where roadway standards or bicycle and pedestrian standards cannot be met due to constraints excessively difficult to mitigate. The feasibility of alternative routes of similar or better quality to accommodate all users and connect to the transportation network should be studied.
7. Where all improvements would be very likely removed in the near future due to projects in the same area.
8. Where transit service is non-existent and not planned as confirmed by the local transit agencies, therefore there is no need for direct public transit accommodations.
9. Where fire and safety specification conflicts and environmental concerns, such as abutting conservation land or severe topological constraints, exist.

Design Guidance

AMBAG promotes the adoption of the best and latest design guidance, standards, and recommendations available to maximize design flexibility and innovation, and to always be aware that design solutions should balance user and modal needs. This includes a shift toward designing at the human scale for the needs and comfort of all people and travelers, as well as considering issues such as street design and width, desired operating speed, turn radii, hierarchy of streets, and connectivity. Design criteria should not be purely prescriptive but should be based on the thoughtful application of engineering, architectural, and urban design principles. A non-exhaustive list of complete streets resources is provided in the References section of this policy.

Context Sensitivity

AMBAG recognizes that there is no singular design for complete streets, therefore this Complete Streets Policy is flexible to allow consideration of other appropriate design standards to accommodate the needs of many users and sensitive to the local context, provided that a comparable level of safety for all future users is achieved. The development and

implementation of current and future projects should be context-sensitive to the community's existing and planned physical, economic, and social setting, and consider community input and the lived experience of residents. This context-sensitive approach to process and design includes a range of goals that gives significant consideration to stakeholder and community values. The overall goal of this approach is to preserve and enhance scenic, aesthetic, historical, neighborhood character, and environmental resources while improving or maintaining safety, mobility, and infrastructure conditions.

Evaluation and Performance Measures

AMBAG promotes the establishment of publicly shared performance measures to evaluate the implementation of complete streets. Performance measures that contribute to complete streets goals could include, but are not limited to:

1. Number of locally adopted complete streets policies
2. Number of people within a 30-minute walk, bike, or transit trip to key locations
3. Percent of people taking transit, walking, and bicycling
4. Walk and Bike Scores
5. California Healthy Place Index Scores
6. Multimodal Level of Service (MMLOS)
7. Expansion of a comfortable, low-stress transportation network for non-motorized traffic, as measured by an appropriate Level of Traffic Stress (LTS) analysis
8. With an emphasis in underserved or underinvested communities, decrease in rate of crashes, injuries and fatalities by mode, including using the UC Berkeley SafeTREC Transportation Injury Mapping System (TIMS) as a suggested tool
9. Transit travel time reliability (consistency in the time required to travel the roadway segment during a given time of day)
10. Average transit travel speed relative to automobile travel speed
11. Transit delay (the additional time riders spend on a given segment relative to the time required during free-flow travel conditions)
12. Transit passenger delay weighted by the number of passengers experiencing the delay
13. Miles of bicycle facilities, including but not limited to on-street bike lanes, signed routes, and separated multi-use paths
14. Number of new bike racks installed, both public and private
15. Miles of new or reconstructed sidewalk
16. Number of new or reconstructed curb ramps
17. Number of new or repainted crosswalks
18. Miles of new non-motorized traffic facilities added to roads within ¼ mile of transit routes
19. Number of new streetscape amenities such as street trees, lighting, etc.
20. Percentage completion of bicycle and pedestrian networks as envisioned in plans and programs
21. Number of completed transportation projects that demonstrate how they are meeting current land use plan goals

22. Number of complete streets projects in underserved or underinvested communities
23. Progress of community ADA Transition Plans
24. Project-specific road audits and public surveys
25. Metrics included in the most recently adopted California Transportation Commission Active Transportation Program Guidelines

Implementation and Reporting

AMBAG encourages implementation of this Complete Streets Policy to be carried out cooperatively among all transportation partners and local jurisdictions within the Monterey Bay region to the greatest extent possible. AMBAG will incorporate complete streets principles into its plans and programs as well as encourage incorporation of this Complete Streets Policy into all planning and design documents in the Monterey Bay region.

AMBAG's Complete Streets Policy provides network-level planning and design considerations intended to ensure that safe, comfortable, and connected transportation facilities are available to all users, regardless of age, ability, or income. AMBAG will help facilitate workshops and other training opportunities for transportation staff, community leaders, and the general public to underscore the importance of the complete streets vision. AMBAG is committed to developing and instituting better ways to measure performance and collect data on how well streets are serving all users.

Starting with the 2050 MTP/SCS, this Complete Streets Policy will help guide the development of all future AMBAG MTP/SCSs. Therefore, examining the implementation of the MTP/SCS over time will be the primary means by which the impact of this policy will be measured. Progress will be reported as part of each MTP/SCS and Metropolitan Transportation Improvement Program (MTIP) update process. At a minimum, these reports will include a description or analysis of how the MTP/SCS and MTIP advances complete streets, which may include:

1. Complete street projects completed during the previous MTIP cycle or since the last MTP/SCS update.
2. Complete street projects and their associated funding amounts expected to be completed in the next MTIP and MTP/SCS.
3. How the MTIP and MTP/SCS project prioritization process advances complete streets.

AMBAG will, at a minimum, evaluate this Complete Streets Policy and the documents associated with it periodically and in parallel with the AMBAG MTP/SCS updates. This evaluation may include recommendations for amendments to the Complete Streets Policy and subsequently be considered for adoption by the AMBAG Board utilizing its then current public and member involvement procedures.

References

Links to recommended complete streets design guidance are provided below. Traffic engineers and other decision makers can review these references for specific complete streets designs and elements for implementation.

1. FHWA Manual on Uniform Traffic Control Devices for Streets and Highways, <https://mutcd.fhwa.dot.gov/>
2. FHWA Road Diets, <https://highways.dot.gov/safety/proven-safety-countermeasures/road-diets-roadway-configuration>
3. FHWA Bikeway Selection Guide, https://safety.fhwa.dot.gov/ped_bike/tools_solve/docs/fhwasa18077.pdf
4. FHWA Incorporating On-Road Bicycle Networks into Resurfacing Projects, https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/resurfacing/re_surfacing_workbook.pdf
5. FHWA Separated Bike Lane Planning and Design Guide, <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/pg-89-101-separated-bike-lane-planning-and-design-guide>
6. FHWA Pedestrian Safety Guide and Countermeasure Selection System, <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/resources-pedestrian-safety-guide-and-countermeasure>
7. FHWA Roundabout Guidance, <https://www.fhwa.dot.gov/publications/research/safety/00067/00067.pdf>
8. FHWA Small Town and Rural Multimodal Networks, https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/small_towns/
9. FHWA Guidebook for Measuring Multimodal Network Connectivity, <https://highways.dot.gov/safety/pedestrian-bicyclist/safety-tools/pg-10-33-guidebook-measuring-multimodal-network>
10. FHWA Achieving Multimodal Networks: Applying Design Flexibility and Reducing Conflicts, https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/multimodal_networks/
11. FTA Manual on Pedestrian and Bicycle Connections to Transit, <https://www.transit.dot.gov/sites/fta.dot.gov/files/docs/research-innovation/64496/ftareportno0111.pdf>
12. U.S. Access Board's Public Right-of-Way Accessibility Guidelines (PROWAG), <https://www.access-board.gov/prowag/>
13. Americans with Disabilities Act (ADA) Standards for Accessible Design, <https://www.ada.gov/law-and-regs/design-standards/>
14. National Complete Streets Coalition, <https://smartgrowthamerica.org/program/national-complete-streets-coalition/>
15. AASHTO A Policy on Geometric Design of Highways and Streets, <https://store.transportation.org/item/collectiondetail/180>

16. AASHTO A Guide for Achieving Flexibility in Highway Design, https://nacto.org/docs/usdg/flexibility_in_highway_design.pdf
17. AASHTO Guide for the Development of Bicycle Facilities, <https://nacto.org/references/aashto-guide-for-the-development-of-bicycle-facilities-2012/>
18. AASHTO Guide for the Planning, Design, and Operation of Pedestrian Facilities, <https://store.transportation.org/item/collectiondetail/224>
19. NACTO Urban Street Design Guide, <https://nacto.org/publication/urban-street-design-guide/>
20. NACTO City Limits: Setting Safe Speed Limits on Urban Streets, <https://nacto.org/safespeeds/>
21. NACTO Urban Bikeway Design Guide, <https://nacto.org/publication/urban-bikeway-design-guide/>
22. NACTO Transit Street Design Guide, <https://nacto.org/publication/transit-street-design-guide/>
23. NACTO Urban Street Stormwater Design Guide, <https://nacto.org/publication/urban-street-stormwater-guide/>
24. ITE Designing Walkable Urban Thoroughfares: A Context Sensitive Approach, <https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=RP-036A-E>
25. ITE Traffic Calming Measures; <https://www.ite.org/technical-resources/traffic-calming/traffic-calming-measures/>
26. ITE Design Guidelines to Accommodate Pedestrians and Bicycles at Interchanges, <https://ecommerce.ite.org/IMIS/ItemDetail?iProductCode=RP-039A>
27. California Manual on Uniform Traffic Control Devices, <https://dot.ca.gov/programs/safety-programs/camutcd>
28. Caltrans Highway Design Manual, <https://dot.ca.gov/programs/design/manual-highway-design-manual-hdm>
29. Caltrans Active Transportation Emphasis Area Guidance for Corridor Planning, <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/20220131active-transportation-emphasis-area-guidance-final-version-v7a11y.pdf>
30. Caltrans Pedestrian Safety Countermeasures Toolbox, <https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ped-bike/caltrans-ped-safety-countermeasures-toolbox-a11y.pdf>
31. Caltrans Design Information Bulletin 82-6 “Pedestrian Accessibility Guidelines for Highway Projects,” <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib82-06-a11y.pdf>
32. Caltrans Design Information Bulletin 89-02 “Class IV Bikeway Guidance,” <https://dot.ca.gov/-/media/dot-media/programs/design/documents/dib-89-02-final-a11y.pdf>
33. Caltrans Traffic Calming Guide, https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/traffic-calming/final-traffic-calming-guide_v2-a11y.pdf
34. California Safe Routes to School, <http://www.casaferoutestoschool.org/>

35. Monterey Bay Area Complete Streets Guidebook, https://www.ambag.org/sites/default/files/2022-05/PDFAAppendix%20H_%20Complete%20Streets.pdf
36. Monterey-Salinas Transit (MST) Designing for Transit: A Guide for Supporting Public Transit Through Complete Streets, <https://mst.org/wp-content/media/DesigningForTransit-2020-Edition.pdf>
37. Southern California Association of Governments' Transit Priority Best Practices Report, <https://scag.ca.gov/post/transit-priority-best-practices-report-0>
38. American Planning Association Planning Advisory Service Report Number 559, "Complete Streets: Best Policy and Implementation Practices," <https://www.planning.org/publications/report/9026883/>
39. Vision Zero Network, <https://visionzeronetwork.org/>
40. Model Design Manual for Living Streets, <http://www.modelstreetdesignmanual.com/>

Sample of Complete Streets Initiatives in the Monterey Bay Region

1. Caltrans District 5 Active Transportation Plan Summary Report, <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/district5-finalreport-a11y.pdf>
2. City of San Juan Bautista Active Transportation and Community Connectivity Plan, https://www.san-juan-bautista.ca.us/departments/planning/active_transportation_plan.php
3. City of Seaside Broadway Avenue and Yosemite Street Complete Streets Project, <https://www.ci.seaside.ca.us/781/Broadway-Avenue-and-Yosemite-Street-Comp>
4. City of Watsonville Downtown Specific Plan, <https://www.watsonville.gov/1626/Downtown-Specific-Plan>
5. Highway 9/San Lorenzo Valley Complete Streets, <https://sccrtc.org/projects/streets-highways/hwy-9-plan/>

11 - ZEPRT

AGENDA: March 4, 2024

TO: Bicycle Advisory Committee

FROM: Riley Gerbrandt, Transportation Engineer

RE: Zero Emission Passenger Rail and Trail Project Preliminary Purpose and Need

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee for the Santa Cruz County Regional Transportation Commission receive a presentation and provide input on the Preliminary Purpose and Need for the Zero Emission Passenger Rail and Trail Project.

BACKGROUND

In 2012, the Commission acquired the Santa Cruz Branch Rail Line (Branch Line), which provides a unique opportunity for Santa Cruz County to have a dedicated transportation facility connecting the county's two largest cities, Watsonville and Santa Cruz, and the communities in between. Subsequently, several planning studies evaluated public transportation investment options for Santa Cruz County, including Monterey Bay Sanctuary Scenic Trail Network Master Plan, Rail Transit Feasibility Study, Unified Corridor Investment Study, and Transit Corridor Alternatives Analysis. These culminated in a preferred scenario comprising high-capacity zero emission passenger rail with a multi-use bicycle and pedestrian trail (Coastal Rail Trail) along the Branch Line. Seventeen miles of Coastal Rail Trail projects have been constructed or are under development as separate projects.

In 2022, the Commission solicited proposals from qualified and experienced professional consultants to develop the project concept and subsequently the environmental documentation for the proposed passenger rail transit and coastal rail trail project. The scope includes zero emission passenger rail along the Branch Line between Pajaro and Santa Cruz, and the remaining segments of the Coastal Rail Trail including between Rio del Mar and Pajaro (Segments 13 through 20), and the Capitola Trestle (Segment 11, Phase 2). The Commission awarded a Professional Engineering Services Agreement to HDR Engineering, Inc. to complete the Project Concept Report for the Zero Emission Passenger Rail and Trail Project in 2023. The Project Fact Sheet ([Attachment 1](#)) provides additional information on the Project.

DISCUSSION

The first milestone for the Project includes seeking input on the Project Preliminary Purpose and Need Statement. The Preliminary Purpose and Need Statement identifies and documents the needs and constraints, which drive the development of transportation improvements in the Project study area, as well as the Project purpose, which guides the development of the conceptual alternatives analysis and ultimately the project concept options that are further evaluated in subsequent Project tasks.

On January 11, the Project Development Team, consisting of the consultant team and staff from the Cities of Watsonville, Capitola, and Santa Cruz, County of Santa Cruz, Transportation Agency for Monterey County, Santa Cruz Metropolitan Transit District and Commission staff recommended the [Preliminary Purpose and Need Statement](#) (Attachment 2) for community input.

On February 1, staff presented a report to the Commission on the Preliminary Purpose and Need during a public hearing and received input from both the Commission and from the public. Public engagement providing project information and soliciting input on the Preliminary Purpose and Need milestone began at the February 1 Commission meeting and is ongoing through today, March 4. Engagement opportunities including presentations at partner agency meetings, stakeholder briefings, press releases, in-person and virtual open houses, and outreach at community events have been taking place over the past several weeks.

The Project's virtual, web-based open house kicked off on February 5 at www.zeprt.com and will be live through the duration of this public engagement milestone.

Input on the Project Preliminary Purpose and Need can be provided at today's committee meeting, through the virtual open house or the Project webpage at www.sccrtc.org/zeprt, or via email at zeprt@sccrtc.org. The Project Open House Flyer (Attachment 3) provides more information on the Project's current open house engagement opportunities.

Simultaneous with the public engagement for the Project Preliminary Purpose and Need, the project team has been progressing on project tasks, including evaluating existing infrastructure, gathering data for use in developing the initial draft alignment concepts, reviewing Coastal Rail Trail segment design alignments, meeting with stakeholders, and developing the project risk register. In early spring, the project team plans to bring to and

seek input from the Commission on design considerations for the Coastal Rail Trail as it relates to impacts on conceptual Project alignments.

NEXT STEPS

Community input on the Project Purpose and Need will guide the development of the project concept as the first milestone for the Project. The project team will develop the initial draft alignment concepts and seek community input scheduled for the summer of 2024 as milestone 2, followed by the refined alignments, station locations, and facilities in the fall of 2024 as milestone 3. The Project Concept Report is milestone 4 and is expected to be completed in early 2025.

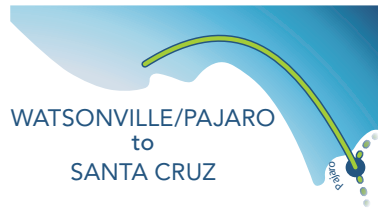
SUMMARY

A presentation was provided to the Commission's Bicycle Advisory Committee on the Zero Emission Passenger Rail and Trail Project Preliminary Purpose and Need Statement recommended by the Project Development Team. Input on the Project Preliminary Purpose and Need can be provided at the Committee meeting, through project webpage (www.sccrtc.org/zeprt) or the virtual open house at www.zeprt.com, or via email to zeprt@sccrtc.org.

ATTACHMENTS

1. Project Fact Sheet
2. Preliminary Purpose and Need Statement
3. Project Open House Flyer

**ZERO EMISSION
PASSENGER RAIL AND TRAIL**



FACT SHEET
FEBRUARY 2024

ZERO EMISSION PASSENGER RAIL AND TRAIL PROJECT

The Zero Emission Passenger Rail and Trail Project proposes a new high-capacity passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line (SCBRL) from the city of Santa Cruz in the north to Pajaro, just south of Watsonville. The project also proposes 12 miles of Coastal Rail Trail: Segments 13-20 from Rio del Mar Boulevard through the community of La Selva Beach and the city of Watsonville, as well as the Capitola Trestle reach (Segment 11, Phase 2).

The project aims to take advantage of the publicly owned rail right-of-way to provide passenger rail service to connect the most populated areas of Santa

Cruz County to each other and to the greater region as well as to provide integrated intercity travel options for riders on the Central Coast. Passengers will be able to bypass Highway 1 and local arterials that are highly congested, providing high-quality connections to key destinations within the county.

The project builds on studies previously completed by the Santa Cruz County Regional Transportation Commission (RTC), including the Rail Transit Feasibility Study in 2015 and the Transit Corridor Alternatives Analysis & Rail Network Integration Study in 2021, which identified a locally preferred alternative for Electric Passenger Rail.



In addition to the 22 miles of passenger rail service, the new rail trail segments would nearly complete the 32-mile Coastal Rail Trail providing a dedicated multi-use bicycle/pedestrian travel facility that serves the proposed passenger rail stations by developing 12 more miles of the trail that are not constructed or currently under development.


PROJECT SCHEDULE

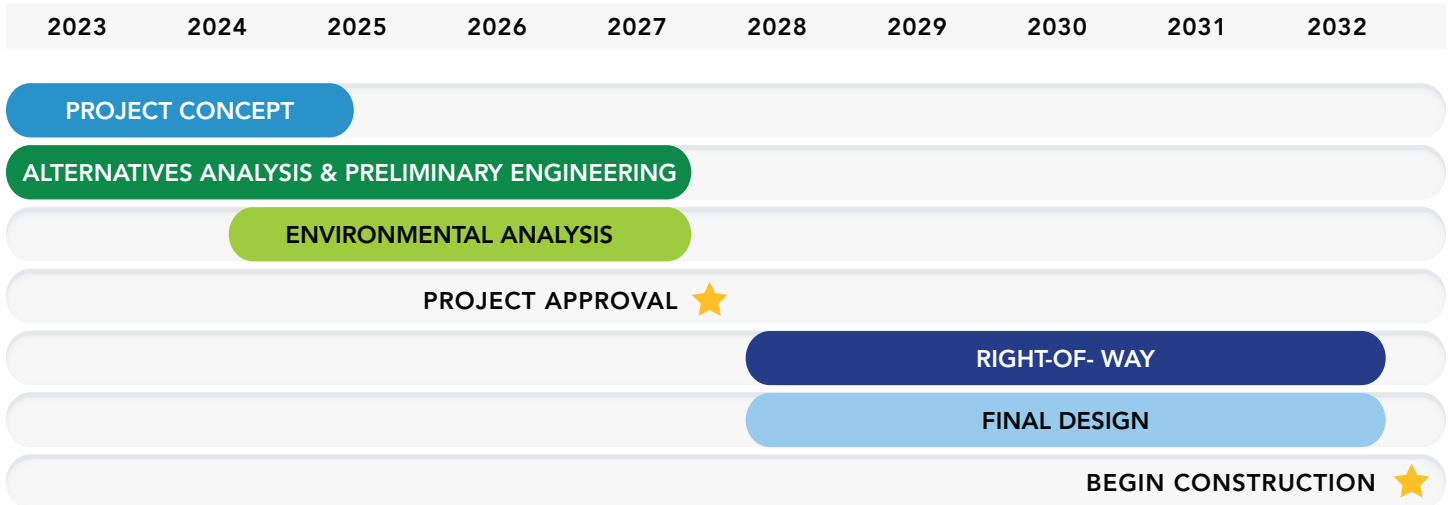
In October 2023, RTC began work on the Project Concept Report. This report is anticipated to be completed in spring 2025 and will define, evaluate, and develop a project build concept to be advanced into subsequent tasks. Key milestones for this phase of work are listed to the right.

Throughout these activities, meaningful, proactive, and focused public and stakeholder outreach will occur, including several virtual and in-person public workshops and open house meetings.

Following completion of the Project Concept Report, the project will move into Preliminary Engineering and Environmental Documentation, and then through Right-of-Way and Final Design.


Project Concept Report – Milestones and Engagement Opportunities

| | | |
|----------------|--|---|
| WINTER 2024 | <ul style="list-style-type: none"> • PRELIMINARY PURPOSE AND NEED STATEMENT • PROJECT LOOK AHEAD |  WE ARE HERE |
| SUMMER 2024 | <ul style="list-style-type: none"> • CONCEPTUAL ALIGNMENTS • ZERO EMISSION VEHICLE TYPES | |
| FALL 2024 | <ul style="list-style-type: none"> • REFINED CONCEPTUAL ALIGNMENT • STATION/LAYOVER FACILITY AND MAINTENANCE LOCATIONS | |
| WINTER 2025 | <ul style="list-style-type: none"> • DRAFT PROJECT CONCEPT REPORT • PRELIMINARY COST ESTIMATES • NEXT STEPS FOR PROJECT DEVELOPMENT | |



STAY CONNECTED

The RTC and its project partners are committed to meaningful public engagement throughout the project’s lifecycle. Community participation is vital to aid in minimizing impacts while meeting the needs of riders, bicyclists, and pedestrians. There are many voices in our community, and we want to hear yours.

 Visit the project webpage for updates and sign up for the contact list: sccrtc.org/zeprt

 Email us with comments or questions: zeprt@sccrtc.org

 Attend future public meetings and provide comments throughout concept development



SCAN HERE



Santa Cruz County Regional Transportation Commission

Zero-Emission Passenger Rail & Trail Project

Preliminary Purpose and Need Statement



Background

The Santa Cruz Branch Rail Line (SCBRL) is a continuous transportation corridor that spans approximately 32 miles of Santa Cruz County from the community of Pajaro in northern Monterey County to Davenport on the north coast. The study area includes 22 miles of the SCBRL Right-of-Way (ROW) from Pajaro to Natural Bridges Drive on the west side of Santa Cruz, and runs parallel to the often-congested Highway 1 while connecting to regional and state rail lines in Pajaro in Monterey County.

In 2012, the Santa Cruz County Regional Transportation Commission (RTC) acquired the rail line, which has been a transportation corridor since the mid-1870s, bringing it into public ownership. RTC has an administration, coordination and licensing agreement with a short line rail operator that provides freight service along the SCBRL.

In 2015, RTC completed the Rail Transit Feasibility Study, which included a broad technical analysis of several public transportation service scenarios (developed based on input from the public), ridership projections, capital and operating cost estimates, review of vehicle technologies, and evaluation of funding options. Service scenarios were evaluated against multiple goals and objectives identified by the community, and compared to other rail transit systems in the nation. The report also discussed integration with other rail corridor uses, connectivity to bus and other rail services, and identified feasible options for further analysis, environmental clearance, engineering, and construction.

In 2021, the Transit Corridor Alternatives Analysis & Rail Network Integration Study (TCAA/RNIS) evaluated the feasibility of rail transit service on the SCBRL. The TCAA/RNIS established the planning-level data-driven basis for the project's Purpose and Need supported by feedback from collaboration with multiple agencies, elected officials, and public input. The TCAA/RNIS analyzed various transit alternatives leading to the identification of a locally-preferred alternative being Electric Passenger Rail that provides the greatest benefit to Santa Cruz County residents, businesses and visitors in terms of the triple bottom line goals of improving economy, equity, and the environment. The Purpose and Need statement identified below was developed using the information derived from the TCAA/RNIS.

The Monterey Bay Sanctuary Scenic Trail Network (MBSST) is a proposed 50-mile bicycle and pedestrian pathway along the coast of Santa Cruz County, from the San Mateo County line in the north to the Monterey County line at Pajaro. The MBSST merges plans for a bicycle/pedestrian trail along the rail line – including coastal alignments and neighborhood spurs – into a connected network that will overlap and converge to provide safe and

convenient travel choices. The Trail Network system's "spine" is intended to be the continuous Coastal Rail Trail, a bicycle and pedestrian trail largely within the 32-mile SCBRL ROW, adjacent to train tracks. The Trail Network will connect to other modes of transportation, like bus and rail. Some of the segments of the Coastal Rail Trail have been completed, while others are either under construction, in environmental review, or in planning.

Project Needs

The current state of Santa Cruz County's transportation infrastructure is strained and unable to effectively serve the community. The existing transportation network is an impediment to a stronger local economy, improved environmental and public health, improved equity and a better quality of life.

- **Diverse Transportation Needs not Fully Met and Slow Transit Travel Times.** Commuters, youth, seniors, low-income individuals, people with disabilities, businesses, and visitors have a diverse set of transportation needs which are not being fully met by the current transportation system. Many local residents cannot drive, or do not have the income needed to own a vehicle, and are dependent on transit service which at present is infrequent with slow service times.
- **Deficiencies in Roadway Travel and Insufficient Alternative Travel Options.** Local roads and highways are increasingly congested while the County population continues to grow which results in ever increasing roadway travel times, increasing economic losses due to time spent in traffic, and increased on-road vehicle emissions. Due to roadway congestion, on-road transit service times are lengthy, which makes transit less attractive to those with personal vehicles. The SCBRL corridor provides a critical link as an alternative to congested roadways between Watsonville and Santa Cruz.
- **VMT Reduction Mandates.** State mandates require reductions in how much people drive and provision of expanded transit is needed to support reductions in VMT.
- **Greenhouse Gas (GHG) Emission Reduction Mandates.** The California Sustainable Communities and Climate Protection Act of 2008 (SB 375) requires the establishment of regional greenhouse gas emission targets, California Senate Bill 32 (2016) requires the reduction of greenhouse gas emissions by 40% below 1990 levels by 2030, and California Assembly Bill 1479 (2022) requires reaching carbon neutrality by 2045. The transportation sector is one of the largest contributors to GHG emissions accounting for approximately 40% of emissions statewide.
- **Bicycle and Pedestrian Linkages Missing and Safety Concerns.** Bicycle and pedestrian facilities do not provide continuous linkage between communities in Santa Cruz County. For example, the current system of bicycle and pedestrian facilities in

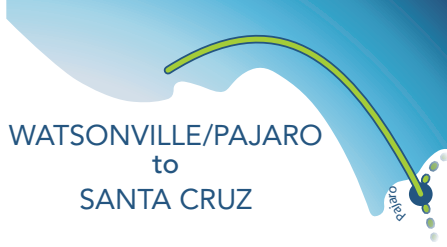
Santa Cruz County has gaps between Rio Del Mar and Pajaro. The SCBRL corridor provides a unique opportunity for continuous bicycle and pedestrian connectivity and user experience. Active transportation facilities are needed to support not only community connection but also community health. On-road bicycle and pedestrian facilities include safety risks due to traffic proximity.

Project Purpose

The project's fundamental purpose is to support and improve equitable multimodal transportation options in Santa Cruz County. Constituent elements of the project purpose include the following:

- Provide increased access to convenient, accessible, and reliable public travel options.
- Improve transit connections to community activity centers supporting the local economy and providing better access between housing and jobs.
- Integrate with plans for future land use.
- Reduce transit travel times and improve transit system reliability.
- Enhance bicycle and pedestrian connectivity and safety.
- Promote alternative transportation modes to increase overall transportation system capacity and reliability, improve health and reduce mortality.
- Provide a critical link between the cities of Watsonville and Santa Cruz and communities in between as an alternative to congested roadways.
- Reduce vehicle miles traveled and associated GHG emissions.

ZERO EMISSION PASSENGER RAIL AND TRAIL



11c - Att. 3

Join us for an **Open House**

Learn about the **Zero Emission Passenger Rail and Trail Project** and provide input on the project's Preliminary Purpose and Need.

The project proposes new passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line and 12 miles of Coastal Rail Trail: Segments 13-20 as well as the Capitola Trestle reach (Segment 11, Phase 2).

IN-PERSON

Monday, Feb. 12

6 – 7:30 p.m.

Ramsay Park Family Center
1301 Main St., Watsonville

Tuesday, Feb. 13

6 – 7:30 p.m.

Live Oak Grange
1900 17th Ave., Santa Cruz

VIRTUAL

Beginning **Feb. 5** at
sccrtc.org/zeprt



or scan this QR code