Add on – RTC Meeting 12/5/13  
ITEM 22 – Attachment 6: Public Comments  
2014 Regional Transportation Improvement Program (RTIP)  
Additional public comments received November 27-December 4

Comments Received Via Email

From: Scott Campbell [mailto:longrider.scott@gmail.com]  
Sent: Wednesday, November 27, 2013 2:29 PM  
To: Regional Transportation Commission  
Subject: Re: RTC to consider Monterey Bay Sanctuary Scenic Trail Network funding allocations

I would like to see some of the money spent on signage for the Pacific Coast Bicycle Route. Currently it is poorly marked and confusing to travelers from outside our community. This is a vital transportation corridor for touring cyclists. Thank you for your consideration.

From: Ron Goodman [mailto:whatisron@gmail.com]  
Sent: Wednesday, November 27, 2013 7:31 PM  
To: info@sccrtc.org  
Subject: Comments on funding allocations to segments of the MBS Scenic Trail Network

Dear RTC Commissioners,

On behalf of the Run by the Sea running event, I am writing to express our input regarding funding for the rail-trail between Wilder Ranch and Scaroni Road.

This section of the rail corridor is currently a decomposed granite road that parallels the railroad tracks.

This corridor is already well-utilized by visitors to Wilder Ranch because it provides primary access to several miles of recreational bluff trails that are managed by CA State Parks. While the current use is technically trespassing, the access has existed for decades. Before the RTC purchase of the rail corridor, CA State Parks rangers treated the road as part of State Parks, allowing park visitors to use it under the belief that it was within their jurisdiction to do so.

We believe the RTC should fund the creation of a trail in this section because:
- The per-mile cost for developing this section would be much smaller than other segments, especially if the existing road surface can be used
- There is a history of access being allowed, and an expectation that this access should continue
- There is a record of safe use
- There is an existing quality road that is already used by runners, bikers, and hikers
Funding this section would provide legal access to many connecting miles of trails.
Building this section would offer a less contentious way to work through issues related to rail-trail development within agricultural areas.
This section parallels Highway 1 in an area that has sadly been the site of multiple bicyclist fatalities— and this trail could provide a safe alternative to the highway.

Thank you for considering funding this segment.

Sincerely,
Ron Goodman, Run by the Sea Event Organizer

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**From:** Peter & Jan Stanger [mailto: pj@rattlebrain.com]
**Sent:** Monday, December 02, 2013 8:48 AM
**To:** info@sccrtc.org
**Subject:** Dec. 5 meeting/bus mainline service planning

Dear Commissioners:
I would like to propose that the Metro's Intercity bus routes in south county (routes 69, 69A, 69W, 69N, EXCLUDING 70, 71, 91) be examined and re-routed to pick-up riders along the Beach Street, San Andreas Road area.
By committing some of the service from the 69 routes, the service to south county residents would be greatly improved. The local/feeder routes (for Aptos, Beach Street, and Ohlone Drive) could be modified to dovetail more effectively and with increased neighborhood penetration.

Specifically, the Trunk Line feedership, as proposed, runs along only Freedom Blvd and Highway 1. Then, riders must take another route from the Intercity line to the local/feeder line. Some areas of the south county such as Seascape and La Selva, Pajaro Dunes receive service only every 1 or 2 hours. Some areas of the south county don't receive service at all, such as San Andreas between La Selva and Beach Street. This currently ignores the needs farm workers in the areas along Beach Street and San Andreas, some of the folks lowest on the economic ladder and least able to afford vehicles and the gas, maintenance, and insurance required. It creates such a poor structure of service to the residents within the urban enclaves of the area, that bus service really ceases to be a viable alternative to the car.

I propose that the commissioners consider running some of the intercity routes to travel OFF of Hwy 1 at San Andreas Road then travel to Seascape Blvd and intersect with the local/feeder line at that intersection. The route would then travel along San Andreas to service La Selva Beach, Place LeMer, San Dollar and Manresa Uplands State Campgrounds, KOA and Renaissance High School, Crest, and Monterey Bay Academy, Sunset State Campgrounds, San Andreas Farm Labor Camp, to reach Beach Street. Traveling north on Beach to either the Watsonville
Metro Center, and/or, turning onto Ohlone Drive and coming out at Main Street at the Target, Food Max shopping center. I believe that such alternative would NOT, and should NOT make the connection from Cabrillo College to Watsonville any longer in time than currently serviced. Riders from Cabrillo College that just want to get to Watsonville quickly can ride the 70, 71, and 91. The Freedom Blvd corridor would continue to be service by 70 and 71 routes.

Thank you for your consideration of this matter.

Peter Stanger

From: larry laurent [mailto:larrlar@yahoo.com]
Sent: Monday, December 02, 2013 9:06 AM
To: info@sccrtc.org
Subject: Mar Vista Bridge

Please begin the work on the Mar Vista Pedestrian Bridge. This will serve as a safe link to the Monterey Bay Trail for those on the north side of Highway 1.

Thanks,

Larry Laurent
1660 Jennifer Drive
Aptos, CA 95003
831-661-0605

From: Robin Moore [mailto:robinthomasmoore@gmail.com]
Sent: Monday, December 02, 2013 10:29 AM
To: RTC
Subject: Bike Infrastructure

Dear Santa Cruz County Regional Transportation Commissioners,

The Monterey Bay Sanctuary Scenic Trail will be a tremendous asset to our community, providing a safe, comfortable way for people of all ages to access schools, parks and neighborhoods on foot and by bike. I urge you to move the staff recommendation for Sanctuary Scenic Trail funding, which includes the Westside Santa Cruz segment, the Lee Road segment in Watsonville, and bicycle lanes for the Twin Lakes Beachfront project. These projects will provide the most utility for the greatest number of Santa Cruz County residents, and help build momentum for future trail segments.

In addition, I urge you to approve funding for the Broadway-Brommer Multi-use Path and Branciforte Creek Bicycle/Pedestrian Bridge, as recommended by the
Bicycle Committee. Only by building a complete network of bicycle infrastructure can we make bicycling a safe, comfortable alternative to driving, and both of these projects fill key gaps in that network. Please move sustainable transportation forward by making these projects a reality.

Thanks!!!

Robin Moore

From: Nils Tikkanen [mailto:120psi@gmail.com]
Sent: Monday, December 02, 2013 10:32 AM
To: RTC
Subject: Please support the Rail Trail!

To whom it may concern,

The Monterey Bay Sanctuary Scenic Trail will be a tremendous asset to our community, providing a safe, comfortable way for people of all ages to access schools, parks and neighborhoods on foot and by bike. I urge you to move the staff recommendation for Sanctuary Scenic Trail funding, which includes the Westside Santa Cruz segment, the Lee Road segment in Watsonville, and bicycle lanes for the Twin Lakes Beachfront project. These projects will provide the most utility for the greatest number of Santa Cruz County residents, and help build momentum for future trail segments.

In addition, I urge you to approve funding for the Broadway-Brommer Multi-use Path and Branciforte Creek Bicycle/Pedestrian Bridge, as recommended by the Bicycle Committee. Only by building a complete network of bicycle infrastructure can we make bicycling a safe, comfortable alternative to driving, and both of these projects fill key gaps in that network. Please move sustainable transportation forward by making these projects a reality.

Thank you,
Nils Tikkanen
Santa Cruz resident and cycling enthusiast

From: Drew Perkins [mailto:drew.a.perkins@gmail.com]
Sent: Monday, December 02, 2013 10:42 AM
To: RTC
Subject: Dec 5th RTC meeting

Dear Santa Cruz County Regional Transportation Commissioners,

I am writing to ask you to support staff recommendation for Monterey Bay Sanctuary Scenic Trail funding, which includes the Westside Santa Cruz segment, the Lee Road segment in Watsonville, and bicycle lanes for the Twin Lakes
Dear Santa Cruz County Regional Transportation Commissioners:

I urge you to move forward with staff recommendations for the Monterey Bay Sanctuary Scenic Trail. Funding for the Santa Cruz westside segment and the Lee Road segments will provide the first step in building momentum for future trail segments. Although, I wish the trail could be built nearest my home first, I realize that we must start somewhere. As the process unfolds, it is my hope that the least expensive segments get cobbled together with primary high population, high use segments to most effective get the MOST MILES of trails completed rapidly. The Broadway-Brommer Multi-use Path as recommended should be approved.

Respectfully,
Peter Stanger
19 Escuela Road
La Selva, CA 95076
(831)688-2091

From: Peter & Jan Stanger [mailto: pj@rattlebrain.com]
Sent: Monday, December 02, 2013 10:43 AM
To: RTC
Subject: The Monterey Bay Sanctuary Scenic Trail

Dear Santa Cruz County Regional Transportation Commissioners,

Please fund. We need this. It is a great plan and meets the needs of so many. The Monterey Bay Sanctuary Scenic Trail will be a tremendous asset to our community, providing a safe, comfortable way for people of all ages to access schools, parks and neighborhoods on foot and by bike. I urge you to move the staff recommendation for Sanctuary Scenic Trail funding, which includes the Westside Santa Cruz segment, the Lee Road segment in Watsonville, and bicycle lanes for the Twin Lakes Beachfront project. These projects will provide the most utility for
the greatest number of Santa Cruz County residents, and help build momentum for future trail segments.

In addition, I urge you to approve funding for the Broadway-Brommer Multi-use Path and Branciforte Creek Bicycle/Pedestrian Bridge, as recommended by the Bicycle Committee. Only by building a complete network of bicycle infrastructure can we make bicycling a safe, comfortable alternative to driving, and both of these projects fill key gaps in that network. Please move sustainable transportation forward by making these projects a reality.

Sincerely,

Geri Lieby
310 Everson Drive
Santa Cruz CA 95060

From: steve@santacruzhub.org [mailto:steve@santacruzhub.org]
Sent: Monday, December 02, 2013 11:08 AM
To: RTC
Subject: MBSST

Dear Santa Cruz County Regional Transportation Commissioners,

The Monterey Bay Sanctuary Scenic Trail will be a tremendous asset to our community, providing a safe, comfortable way for people of all ages to access schools, parks and neighborhoods on foot and by bike. I urge you to move the staff recommendation for Sanctuary Scenic Trail funding, which includes the Westside Santa Cruz segment, the Lee Road segment in Watsonville, and bicycle lanes for the Twin Lakes Beachfront project. These projects will provide the most utility for the greatest number of Santa Cruz County residents, and help build momentum for future trail segments.

In addition, I urge you to approve funding for the Broadway-Brommer Multi-use Path and Branciforte Creek Bicycle/Pedestrian Bridge, as recommended by the Bicycle Committee. Only by building a complete network of bicycle infrastructure can we make bicycling a safe, comfortable alternative to driving, and both of these projects fill key gaps in that network. Please move sustainable transportation forward by making these projects a reality.

P.S. We hope to be celebrating funding of the Santa Cruz and Watsonville Coastal Rail Trail segments on Thursday afternoon! Stay tuned for an Action Alert with the results of the RTC's decision, and join us at 5pm at the Santa Cruz Mountain Brewery. After more than a decade of work, we can't wait to ride on this trail!!

From: Gabriel Wolff [mailto:lunaseawolf@yahoo.com]
Sent: Monday, December 02, 2013 11:05 AM
To: RTC
Subject: Allocation of Funds by the RTC
Dear Santa Cruz County Regional Transportation Commissioners,

The Monterey Bay Sanctuary Scenic Trail will be a tremendous asset to our community, providing a safe, comfortable way for people of all ages to access schools, parks and neighborhoods on foot and by bike. I urge you to move the staff recommendation for Sanctuary Scenic Trail funding, which includes the Westside Santa Cruz segment, the Lee Road segment in Watsonville, and bicycle lanes for the Twin Lakes Beachfront project. These projects will provide the most utility for the greatest number of Santa Cruz County residents, and help build momentum for future trail segments.

In addition, I urge you to approve funding for the Broadway-Brommer Multi-use Path and Branciforte Creek Bicycle/Pedestrian Bridge, as recommended by the Bicycle Committee. Only by building a complete network of bicycle infrastructure can we make bicycling a safe, comfortable alternative to driving, and both of these projects fill key gaps in that network. Please move sustainable transportation forward by making these projects a reality.

P.S. We hope to be celebrating funding of the Santa Cruz and Watsonville Coastal Rail Trail segments on Thursday afternoon! Stay tuned for an Action Alert with the results of the RTC's decision, and join us at 5pm at the Santa Cruz Mountain Brewery. After more than a decade of work, we can't wait to ride on this trail!!

Cheers,
Gabriel Wolff

From: Stanley Sokolow [mailto:stanleysokolow@gmail.com]
Sent: Monday, December 02, 2013 11:58 AM
To: RTC
Cc: Amelia Conlen
Subject: I support funding the coastal rail-trail and other bicycle infrastructure projects

Dear Commissioners:

Please support the funding of the Santa Cruz County coastal rail-trail, starting with the segment(s) that would attract the most users. I personally have experienced significant health benefits from frequent bike riding (improved my cholesterol and glucose numbers to where I am no longer borderline for drug therapy), so I advocate bicycle riding for its public health benefits. But as a purely transportation matter, bicycling can stand on its own merits and the health benefits would be a side benefit. Some facts to consider:

- Portland, Oregon, transportation planners have been improving the bicycle infrastructure of that city for decades. A recent study shows that the efforts are paying off in reducing automobile use in favor of bicycle use, thus
allowing the existing roads and bridges to flow well in spite of increase trips. For example, here’s what a recent article says (http://streetsblog.net/2013/09/27/on-portlands-hawthorne-bridge-20-percent-of-traffic-is-bikes/):

- The Hawthorne Bridge is a key artery in our road network and Portland is much better off because so many of the vehicles it carries happen to be bicycles. As we shared back in 2010, since 1991 Portland has increased the amount of people who travel to and from the central city via the Hawthorne Bridge by 20%; and because that increase in total vehicle traffic has been almost entirely bicycles, we have reaped major benefits. If the motor vehicle trips had increased at the same rate, we would have widespread congestion, more toxic pollution in our air, and we would have a more urgent need to make costly investments into the bridge and adjacent roads and ramps.

- Our major trans-county vehicular artery of course is not a bridge, but rather is the Highway 1 freeway. Unfortunately, transportation planners have not built a bicycle Class 1 corridor within the Highway 1 right of way, so Portland’s experience can’t be directly transferred there. But you now have the opportunity to make a parallel bicycle route from one end of the county to the other by funding the coastal rail-trail project.

- Another article on the Portland study (http://sustainablebusinessoregon.com/articles/2012/10/bike-research-in-portland-arms.html?page=all) says that 26% of Portland’s bicyclists will detour from the most direct route on streets in order to use a safe off-street bike path. "Even confident cyclists prefer routes that reduce their exposure to motor vehicles," the researchers concluded. "Separated paths and bike boulevards were most attractive, but striped bike lanes were only preferred when low-traffic neighborhood streets were not an option." The Santa Cruz County Coastal Rail-Trail will provide a safe trail, in effect a bicycle freeway, that will attract bicyclists and increase bike ridership.

- An additional benefit may be achieved if a commuter train were running on the rails and were carrying bicycles and their riders to the more distant destinations, allowing the cyclist to arrive sooner, less sweaty, and less exposed to rainy weather, and then from the station using the bicycle for the "last miles" to the destination. Again, look to the Portland experience, where the metropolitan rail system allows bicycles on board and provides bicycle racks or hangers in all rail cars. Some trains include a special bicycle car where more bicycles are carried densely packed on hangers. This would only be possible in Santa Cruz County if you fund the rail-trail. We need a bicycle alternative to the densely traveled freeway between Santa Cruz and Watsonville. Every day when I commute in the counter-direction between Santa Cruz and Watsonville, I see very slow moving traffic on the other side of the freeway, mostly consisting of vehicles with only one person, the driver. A rail-bicycle alternative would help in that commute the way that the Hawthorne Bridge study showed in Portland.

- A continuous coastal trail from one end of Santa Cruz County to the other, tying into the Monterey coastal trail, would enhance bicycle tourism in our area. The experience of New Zealand and eastern Oregon with enhanced
bicycle tourism and its benefits to local economic activity are documented at http://pathlesspedaled.com/.

I also encourage support for the various local Class 1 bicycle path projects under consideration.

Sincerely,

Stanley M. Sokolow
Santa Cruz

From: Neil Conner [mailto:majordude19@yahoo.com]
Sent: Monday, December 02, 2013 1:19 PM
Subject: Funding for the Coastal Rail Trail

Dear Santa Cruz County Regional Transportation Commissioners,

I urge you NOT to approve ANY more funding for the ill-conceived Broadway-Brommer Multi-use Path. This is a colossal waste of precious resources to satisfy the narrow-minded and pig-headed will of People Power (of which I am a contributing member, albeit with some serious reservations!)

Instead, I recommend that you re-allocate ALL remaining Broadway-Brommer bike road funds to the eminently more useful and environmentally friendly Coastal Rail Trail.

With limited funding for the Coastal Rail Trail, it makes no sense whatsoever to spend another dollar destroying the bucolic setting of Arana Gulch for a ridiculous bicycle highway that cuts right through the middle of it. And I live in the Seabright neighborhood!

Please restore sanity to your funding decisions.

Thank you,
Neil Conner

From: Ross Levoy [mailto:rosslevoy@yahoo.com]
Sent: Monday, December 02, 2013 2:00 PM
To: RTC
Subject: bicycle issues in Santa Cruz

Dear Santa Cruz County Regional Transportation Commissioners,

The Monterey Bay Sanctuary Scenic Trail will be a tremendous asset to our community, providing a safe, comfortable way for people of all ages to access schools, parks and neighborhoods on foot and by bike. I urge you to move the staff
recommendation for Sanctuary Scenic Trail funding, which includes the Westside Santa Cruz segment, the Lee Road segment in Watsonville, and bicycle lanes for the Twin Lakes Beachfront project. These projects will provide the most utility for the greatest number of Santa Cruz County residents, and help build momentum for future trail segments.

In addition, I urge you to approve funding for the Broadway-Brommer Multi-use Path and Branciforte Creek Bicycle/Pedestrian Bridge, as recommended by the Bicycle Committee. Only by building a complete network of bicycle infrastructure can we make bicycling a safe, comfortable alternative to driving, and both of these projects fill key gaps in that network. Please move sustainable transportation forward by making these projects a reality.

From: Joanie DeNeffe [mailto:jedmew@gmail.com]
Sent: Monday, December 02, 2013 1:08 PM
To: info@sccrtc.org
Subject: Sanctuary Trail Network Comment

I love the idea of the rail trail. I'm concerned that the rail part will be a waste of money and not give us the return for the investment into infrastructure.

From: Trician Comings [mailto:triciansc@mindspring.com]
Sent: Monday, December 02, 2013 6:38 PM
To: RTC
Cc: Amelia Conlen
Subject: Proposed transportation projects

Dear Santa Cruz County Regional Transportation Commissioners,

I want to let you know one person's priorities for this round of transportation projects funding:

1.) Broadway-Brommer Multi-use Path
2.) San Lorenzo river trestle bridge expansions to provide for more pedestrians and bicyclists
3.) Branciforte Creek Bicycle/Pedestrian Bridge
4.) Bicycle lanes for the Twin Lakes Beachfront project

I also think that the area between Capitola and Aptos should not be ignored because they need the safe and efficient neighborhood connections that the Rail Trail will provide. The Westside already has Delaware and West Cliff Drive and Live Oak has Brommer.

Only by building a complete network of bicycle infrastructure can we make bicycling a safe, comfortable alternative to driving, and these projects fill key gaps in that network.
I know this trail is going to make a HUGE impact on traffic going across the County. Santa Cruzans WANT to ride or bike if it is safe and direct.

Thanks!
Trician

From: William 559-553-5188 [mailto:ccrquke@yahoo.com]
Sent: Monday, December 02, 2013 7:30 PM
To: RTC
Subject: Support for bicycle projects in Santa Cruz

Dear Santa Cruz County Regional Transportation Commissioners,

Though the following is a copy of a scripted letter, it accurately reflects my desires to see Santa Cruz's cycling infrastructure flourish. Please vote to support the following projects:

The Monterey Bay Sanctuary Scenic Trail will be a tremendous asset to our community, providing a safe, comfortable way for people of all ages to access schools, parks and neighborhoods on foot and by bike. I urge you to move the staff recommendation for Sanctuary Scenic Trail funding, which includes the Westside Santa Cruz segment, the Lee Road segment in Watsonville, and bicycle lanes for the Twin Lakes Beachfront project. These projects will provide the most utility for the greatest number of Santa Cruz County residents, and help build momentum for future trail segments.

In addition, I urge you to approve funding for the Broadway-Brommer Multi-use Path and Branciforte Creek Bicycle/Pedestrian Bridge, as recommended by the Bicycle Committee. Only by building a complete network of bicycle infrastructure can we make bicycling a safe, comfortable alternative to driving, and both of these projects fill key gaps in that network. Please move sustainable transportation forward by making these projects a reality.

Wil Mundy
124 Alta Ave
Santa Cruz, CA 95060
559-553-5188

(There's always a way.)

From: Michele Whizin [mailto:mwhizin@gmail.com]
Sent: Monday, December 02, 2013 7:44 PM
To: RTC
Subject: funding bike trails
Dear Santa Cruz County Regional Transportation Commissioners,

The Monterey Bay Sanctuary Scenic Trail will be a tremendous asset to our community, providing a safe, comfortable way for people of all ages to access schools, parks and neighborhoods on foot and by bike. I urge you to move the staff recommendation for Sanctuary Scenic Trail funding, which includes the Westside Santa Cruz segment, the Lee Road segment in Watsonville, and bicycle lanes for the Twin Lakes Beachfront project. These projects will provide the most utility for the greatest number of Santa Cruz County residents, and help build momentum for future trail segments.

In addition, I urge you to approve funding for the Broadway-Brommer Multi-use Path and Branciforte Creek Bicycle/Pedestrian Bridge, as recommended by the Bicycle Committee. Only by building a complete network of bicycle infrastructure can we make bicycling a safe, comfortable alternative to driving, and both of these projects fill key gaps in that network. Please move sustainable transportation forward by making these projects a reality.
Thank you for your work!
Michele Whizin

From: Rita Hester [mailto:lunastar@pacbell.net]
Sent: Monday, December 02, 2013 10:17 PM
To: RTC
Cc: lunastar@pacbell.net
Subject: Monterey Bay Sanctuary Scenic Trail funds

Dear Santa Cruz County Regional Transportation Commissioners,

I can't tell you how excited I am about the possibility of the The Monterey Bay Sanctuary Scenic Trail. This is a real way that you can help us provide a safe and energy saving way for people of many abilities and ages to get to parks, and shopping on foot and on their bicycles. So many of my friends are afraid to ride on the streets, even though they like bikeing, because of the risk of collisions with cars.

I urge you to approve the staff recommendation for Sanctuary Scenic Trail funding, which includes the Westside Santa Cruz segment, the Lee Road segment in Watsonville, and bicycle lanes for the Twin Lakes Beachfront project. These projects will provide the most utility for the greatest number of Santa Cruz County residents, and help build momentum for future trail segments.

Also, please approve funding for the Broadway-Brommer Multi-use Path and Branciforte Creek Bicycle/Pedestrian Bridge, as recommended by the Bicycle Committee. We need a complete network of bicycle infrastructure can we make bicycling a safe, comfortable alternative to driving, and both of these projects fill
key gaps in that network. Please move sustainable transportation forward by making these projects a reality.

Thanks for your consideration,

Rita Hester
124 Dimond Street
Santa Cruz, CA 95060

From: don fong [mailto:dfong@dfong.org] On Behalf Of don fong
Sent: Tuesday, December 03, 2013 11:52 AM
To: RTC
Subject: no more money for arana gulch trail

Dear RTC,

I urge you not to approve any more funds for the Arana Gulch trail. It's way too expensive for what we the public are getting. The project epitomizes the kind of abuses that occur when government is given too much money.

Sincerely,

Don Fong
227 Alta Ave
Santa Cruz, CA 95060

From: Jean Brocklebank [mailto:jeanbean@baymoon.com]
Sent: Tuesday, December 03, 2013 12:48 PM
To: RTC
Cc: John Leopold
Subject: For RTC Commissioner packets for 12/5 meeting

Dear Commissioners ~

I am shocked (but not at all surprised) that the City of Santa Cruz has come to the Commission once more, asking for money for its ill-conceived and over-budget Broadway Brommer project. This obsolete project, now costing twice as much as originally envisioned, just keeps gobbling up transportation finds, to the detriment of so many other sensible projects that will serve all residents of the County.

On its application form for a Streambed Alteration Permit from the CA Dept. of Fish & Wildlife, the City typed $2.5 million for the cost of the project. This is certainly not true. The lowest bid came in at almost $5 million and while that amount may include the second paved bike route (from Agnes St. to meet Broadway Brommer on the middle of critical habitat of an endangered species), the
second paved route is estimated by the City at $400,000. When all is said and done, the City's Broadway Brommer multi-use trail will surely end up costing closer to $6.5 million and I am being generous in that estimate.

It is time to say no more to Broadway Brommer. Enough is enough! I urge you to re-allocate the $150,000 for BB now recommended by RTC staff, to other worthy projects that will serve the residents of this County. These can be any of, but not limited to, the following: 1.) the Rail Trail, 2.) pedestrian and bicycle infrastructure for the Twin Lakes RDA project, 3.) the City of Santa Cruz for eastside sidewalk repairs (badly needed), the County Public Works Department - to assist in their sidewalk encroachment administrative duties, 4.) the County of Santa Cruz Public Works Dept. for crosswalk and bike lane stripping maintenance, and/or 5.) funds to help the SC Metro maintain its existing bus stops, which are in disrepair, to make riding the bus more attractive for residents.

Anything but more for the endless money pit known as Broadway Brommer.

Thank you for your consideration of this plea.

Jean Brocklebank
Live Oak resident

From: Donna Riggs [mailto:riggs@ucsc.edu]
Sent: Tuesday, December 03, 2013 1:42 PM
To: RTC
Subject: YES to Coastal Rail Trail funding projects! :)

Dear SCCRT Commissioners,

The Monterey Bay Sanctuary Scenic Trail will be a tremendous asset to our community, providing a safe, comfortable way for people of all ages to access schools, parks and neighborhoods on foot and by bike. I urge you to move the staff recommendation for Sanctuary Scenic Trail funding, which includes the Westside Santa Cruz segment, the Lee Road segment in Watsonville, and bicycle lanes for the Twin Lakes Beachfront project. These projects will provide the most utility for the greatest number of Santa Cruz County residents, and help build momentum for future trail segments.

In addition, I urge you to approve funding for the Broadway-Brommer Multi-use Path and Branciforte Creek Bicycle/Pedestrian Bridge, as recommended by the Bicycle Committee. Only by building a complete network of bicycle infrastructure can we make bicycling a safe, comfortable alternative to driving, and both of these projects fill key gaps in that network.

Please move sustainable transportation forward by making these projects a reality.
Thank you,
Donna Riggs

From: Andria Gordon [mailto:agordonsc@yahoo.com]
Sent: Tuesday, December 03, 2013 2:38 PM
To: RTC
Subject: Arana Gulch

I am a bike commuter who is appalled at the ongoing destruction of our greenbelt. This project raises our global warming footprint by paving greenery, using massive amounts of fossil fuels to do so and removing trees and shrubbery. It disregards animal habitat by bisecting and disrupting their paths. All this in the hopes that this project will get more citizens out of cars and commuting by bike. However, we have an excellent alternative to this horror story, which is the Rail Trail. Putting transportation funds into the Rail Trail will allow bicycles a safe place to ride throughout the county, without the shameful destruction of the Broadway Brommer project. It extends for many miles, unlike this multi-million dollar short cut. It uses these limited funds where they will do the most good, getting bikes off the roads and very likely, getting more people out of their cars. Please consider withholding funds from the Broadway Brommer project and diverting them into getting started on the Rail Trail.
Thank you for your attention,
Andria Gordon
Santa Cruz

From: Pauline Seales [mailto:paulineseales120@gmail.com]
Sent: Tuesday, December 03, 2013 2:54 PM
To: RTC
Subject: santa cruz trail

Dear Santa Cruz County Regional Transportation Commissioners,

The Monterey Bay Sanctuary Scenic Trail will be a tremendous asset to our community, providing a safe, comfortable way for people of all ages to access schools, parks and neighborhoods on foot and by bike. I urge you to move the staff recommendation for Sanctuary Scenic Trail funding, which includes the Westside Santa Cruz segment, the Lee Road segment in Watsonville, and bicycle lanes for the Twin Lakes Beachfront project. These projects will provide the most utility for the greatest number of Santa Cruz County residents, and help build momentum for future trail segments.

In addition, I urge you to approve funding for the Broadway-Brommer Multi-use Path and Branciforte Creek Bicycle/Pedestrian Bridge, as recommended by the Bicycle Committee. Only by building a complete network of bicycle infrastructure can we make bicycling a safe, comfortable alternative to driving, and both of these
projects fill key gaps in that network. Please move sustainable transportation forward by making these projects a reality.

Pauline Seales

From: Judy Cassada [mailto:jucassad@cabrillo.edu]
Sent: Tuesday, December 03, 2013 4:12 PM
To: INFO@SCCRTC.ORG
Subject: Please Support Sanctuary Scenic Trail Funding

Dear Santa Cruz County Regional Transportation Commissioners,

I’m a 57 year old bike commuter and Cabrillo College staff person. I’m writing to strongly encourage your support and advocacy for alternative transportation methods, including safe bicycle and pedestrian corridors. Toward this end, I ask that you please support and approve Sanctuary Scenic Trail funding. The Westside Santa Cruz segment, the Lee Road project in Watsonville, and bicycle lanes for the Twin Lakes Beachfront project will be a terrific start. As a Brommer Street resident, I strongly support funding the Broadway-Brommer path and Branciforte Creek bridge, per the Bicycle Committee’s recommendation. This network will grow over time and be the pride of our community - a functional gem.

There is a critical and immediate need for all of us – parents, schools, community leaders, municipalities and individuals - to work together to improve the road conditions, particularly around schools, to encourage more of us to walk and bike, improving health and well-being, for ourselves and our neighborhoods.

We are counting on you to do your very critical part to improve safety and accessibility for alternative means of transportation – never more important - helping reduce traffic and air pollution, encouraging a health and active lifestyle from an early age, by helping make bicycling and walking safer and more appealing transportation choices.

Thank you very much for your time and consideration.

Sincerely,

Judy Cassada

From: RayandJoyLeClair [mailto:joicarey@yahoo.com]
Sent: Tuesday, December 03, 2013 5:17 PM
To: RTC
Subject: Arana Gulch

Why put more funding into roadways through Arana Gulch? Will there be more cost over runs to deal with during this next year of construction? There is already a
good pathway connecting the trail sites that are running across the meadow to the harbor’s roadways, without needing to tear up more habitat and add a second bridge. While this alternative would add half a minute to any bike commute from Broadway to Brommer, it would be a safer path because it would not add that isolated section behind the harbor yard. Thank you for your consideration.

Joy LeClair

From: pleasure_point_1@yahoo.com [mailto:pleasure_point_1@yahoo.com]
Sent: Tuesday, December 03, 2013 5:57 PM
To: INFO@SCCRTC.ORG
Subject: Project Funding

A bike bridge over Hwy 1 at Chanticleer needs to be moved to Mattison Ln to proved access to the school and soccer fields at Good Shepherded. This is much safer for children then the less ideal location.

People Power have already received $5-6 Million to bisect Arana Gulch with their Bike Road and RDA allocated $5 million for the 2 block Harbor Project.
It looks like the City of SC and Watsonville are receiving the majority of the money for their Rail Trail Sections. I propose that Mid County would be a better use of the funds and the development of this section would do more to proved safe biking then any other section for more people.
It would be good practice to build the Rail Trail from the Harbor to State Park Dr. first
This is the most populated area of Mid County that is close to the Rail line. It would do the most to increase biking in our County as it connects School, parks, shopping and housings in an area that now does not feel safe for many to bike.

Thank you
Charles Paulden

From: Ron Pomerantz [mailto:hectic@cruzio.com]
Sent: Tuesday, December 03, 2013 6:23 PM
To: RTC
Subject: Funding alternative transportation projects on your 12/5/13 agenda

Good morning Santa Cruz County RTC Commissioners.

As you are aware the Monterey Bay Sanctuary Scenic Trail (MBSST) will be a tremendous asset to our community by providing a safe and convenient way for people of all ages to access schools, parks, and neighborhoods on foot and by bike, as well as provide an enticement for eco-tourism. Although segments in Watsonville and Live Oak are very important and worthy projects and will not receive funding this funding cycle, I still urge you to support the staff recommendations for Monterey Bay Sanctuary Scenic Trail funding. These high priority projects include the Westside Santa Cruz segment, the Lee Road segment
in Watsonville, and bicycle lanes for the Twin Lakes Beachfront project. Staff's recommended projects will provide the most utility for the greatest number of Santa Cruz County residents, and help build support and momentum for future trail segments.

Additionally, I urge you to approve funding for the Broadway-Brommer Multi-use Path (AGMP) and Branciforte Creek Bicycle-Pedestrian Bridge, as recommended by the Bicycle Committee. Only by building a complete network of bicycle infrastructure can we make bicycling a safe, comfortable alternative to driving, and both of these projects fill key gaps in that network.

I strongly urge you to support sustainable transportation by making the aforementioned projects a reality.

I hope you will continue to seek any and all funding sources to continue these type of projects.

Thank you for your time and thoughtful attention.

Ron Pomerantz
215 Gharkey Street
Santa Cruz 95060
423-2293

From: Jessica Evans [mailto:jesseevansfiddler@gmail.com]
Sent: Tuesday, December 03, 2013 7:32 PM
To: RTC
Subject: Monterey Bay Sanctuary Scenic Trail

Dear Santa Cruz County Regional Transportation Commissioners,

I live on the lower west side of Santa Cruz with my husband and our twin 13-year-old boys. I am writing to you today to urge you to support the staff recommendation for Sanctuary Scenic Trail funding, which includes the Westside Santa Cruz segment, the Lee Road segment in Watsonville, and bicycle lanes for the Twin Lakes Beachfront project.

Our family is really excited about the Monterey Bay Sanctuary Scenic Trail. We hope and believe it will create a significant improvement in the quality of life in Santa Cruz city and county. I personally know several young people who have been hit by cars on the Westside while riding their bikes to work or school. In each case the bicyclist was riding legally in a bike lane and was struck by a vehicle driver who was simply not paying attention to the possibility of a bicyclist in the bike lane. One young man suffered severe brain injuries and is still in the hospital over a year later facing extended rehab with no guarantee he will ever leave the hospital bed. Other people have died. A young woman I know was hit and thrown over the hood of the car, suffering serious injury.
As a mother concerned for her sons, seeing the repeated collisions in our neighborhood is very frightening. As a woman who likes to ride bikes but hates to ride in traffic, these collisions give me another reason to be reluctant to use my bike for cross-town ventures. I strongly believe that we will not be able to meet our community goals for reduced vehicle traffic in Santa Cruz until we have SAFE bikeways that are separated from vehicle roads. Asking people to help the environment by putting their bodies in harm's way simply won't work. Moving forward with the current proposed Sanctuary Scenic Trail projects will provide great utility for Santa Cruz County residents, and help build momentum for future trail segments.

In addition, I urge you to approve funding for the Broadway-Brommer Multi-use Path and Branciforte Creek Bicycle/Pedestrian Bridge, as recommended by the Bicycle Committee. Only by building a complete network of bicycle infrastructure can we make bicycling a safe, comfortable alternative to driving, and both of these projects fill key gaps in that network. Please move sustainable transportation forward by making these projects a reality. Finally, I just want to say that my family greatly looks forward to the the day when we will be able to ride from the Westside to downtown on the rail trail along Neary Lagoon, which would provide a much gentler grade for riding up and down than the current options at Bay, Laurel and Walnut, and make it much safer for all the kids and adults who ride from the Westside to Cowell beach to surf and participate in Little Guards. I urge you to make that segment a priority. It would connect the Westside to downtown, to the Boardwalk, to the San Lorenzo River path, etc.

Sincerely and respectfully yours, Jessica Evans

921 Seaside Street
Santa Cruz, CA 95060

831-423-6468

From: jaimee law [mailto:lawjaimee@gmail.com]
Sent: Tuesday, December 03, 2013 9:41 PM
To: INFO@SCCRTC.ORG
Subject: Support for bicycle and pedestrian projects!

Dear Santa Cruz County Regional Transportation Commissioners,

The Monterey Bay Sanctuary Scenic Trail will be a tremendous asset to our community, providing a safe, comfortable way for people of all ages to access schools, parks and neighborhoods on foot and by bike. I urge you to move the staff recommendation for Sanctuary Scenic Trail funding, which includes the Westside Santa Cruz segment, the Lee Road segment in Watsonville, and bicycle lanes for the Twin Lakes Beachfront project. These projects will provide the most utility for the greatest number of Santa Cruz County residents, and help build momentum for
future trail segments.

In addition, I urge you to approve funding for the Broadway-Brommer Multi-use Path and Branciforte Creek Bicycle/Pedestrian Bridge, as recommended by the Bicycle Committee. Only by building a complete network of bicycle infrastructure can we make bicycling a safe, comfortable alternative to driving, and both of these projects fill key gaps in that network. Please move sustainable transportation forward by making these projects a reality.

Cheers,
Jaimee Law

From: Bill Henry [mailto:henry@oikonos.org]
Sent: Wednesday, December 04, 2013 6:16 AM
To: info@sccrtc.org
Subject: Comments on Projects Proposed for Monterey Bay Sanctuary Scenic Trail Network

Dear RTC,

I am writing to comment on the proposed projects for the Monterey Bay Sanctuary Scenic Trail Network. I would like to voice my concern that in order to preserve aesthetic continuity and native coastal plant diversity all projects adhere to strict guidelines that call for landscaping with regionally appropriate native plants.

The Central Coast native ecosystem is in part what draws residents and visitors to Santa Cruz County. The Scenic Trail Network offers an opportunity to enhance the continuity of native plant communities along our coast at no additional cost. Rail corridors have historically been gateways for movement of invasive vegetation, still apparent in the current rail line vegetation community. These invasive plant communities also dictate the animal community - often supporting problem invasive species (rats, opossums, etc). Native plant communities are locally adapted and include many drought tolerant species. Regional coastal lands agencies (Coastal Commission, California State Parks, Santa Cruz City and County) strongly support restoration of native plant communities. There are several local restoration firms that specialize in native plant restoration (Confluence Restoration, Central Coast Wilds, Greenings and Associates to name a few). Removal and restoration of invasive vegetation within the project corridor represents a low hanging fruit for conservation and public lands enhancement which will greatly increase both the public and ecological value of the project.

Thank you for your time,

Bill Henry
From: colleen garde [mailto:colleengarde@gmail.com]  
Sent: Wednesday, December 04, 2013 8:51 AM  
To: RTC  
Cc: John.Leopold@co.santa-cruz.ca.us  
Subject: Re:RTC Commissioner packets for 12/5 meeting  

Dear Commissioners,

Please do not authorize any more funds for the Broadway Brommer Path. We need to use this money for the Rail Trail. We need this project to give accesses to everyone not just a few. Please stop the endless spending on this project that is becoming more invasive everyday to the wild life. Please use the money to maintain already needed projects for our city’s safety, roads and parks.

Thank you for your consideration. Making this city safe, clean, and accessible to everyone is all of our goals.

Thank you
Colleen Garde

From: Elizabeth Howard [mailto:eahoward@ucsc.edu]  
Sent: Wednesday, December 04, 2013 10:26 AM  
To: info@sccrtc.org  
Subject: Comment on proposed projects for the Monterey Bay Sanctuary Scenic Trail Network

Dear RTC,

I am writing to comment on the proposed projects for the Monterey Bay Sanctuary Scenic Trail Network. I would like to voice my concern that in order to preserve aesthetic continuity and native coastal plant diversity all projects adhere to strict guidelines that call for landscaping with regionally appropriate native plants.

The Central Coast native ecosystem is in part what draws residents and visitors to Santa Cruz County. The Scenic Trail Network offers an opportunity to enhance the continuity of native plant communities along our coast at no additional cost. Rail corridors have historically been gateways for movement of invasive vegetation, still apparent in the current rail line vegetation community. These invasive plant communities also dictate the animal community - often supporting problem invasive species (rats, opossums, etc). Native plant communities are locally adapted and include many drought tolerant species. Regional coastal lands agencies (Coastal Commission, California State Parks, Santa Cruz City and County) strongly support restoration of native plant communities. There are several local restoration firms and non-profits that specialize in native plant restoration (Central Coast Wilds, Confluence Restoration, Greenings and Associates, West Cliff Ecosystem Restoration, California Native Plant Society to name a few). UC Santa Cruz trains dozens of student interns in restoration ecology and native habitat restoration...
every year. Removal and restoration of invasive vegetation within the project corridor represents a low hanging fruit for conservation and public lands enhancement which will greatly increase both the public and ecological value of the project.

Thank you for your time,

Elizabeth Howard

________________________________________
From: Judy Marsalis [mailto:judymarsalis@gmail.com]
Send: Judy Marsalis [mailto:judymarsalis@gmail.com]
Subject: Support Rail Trail

I look forward to the meeting tomorrow.
I encourage you to support this very worthwhile project, you know all the right reasons.
Encourage the cyclists off Highway #1, where possible.
Judy Marsalis
October 4, 2013

Neal Coonerty, Chair
Santa Cruz County Regional Transportation Committee
1523 Pacific Ave.
Santa Cruz, CA 95060

Dear Mr. Chairman,

We commend the Commission for its diligent work in creating and advancing an excellent Monterey Bay Sanctuary Scenic Trail Network Master Plan – it will give us a rail trail that will be the pride of our community and extremely popular with residents and visitors alike. We also commend the Commission for moving toward early implementation of the first portion of the rail trail, as evidenced by your Call for Projects, issued September 5, 2013. It is important that the Commission commit the available dollars at the earliest possible date, and the Call for Projects gets that process underway.

It is our firm belief that how the Commission proceeds with selection of the first project will have a major impact, for good or ill, on the chances of the full rail trail being completed at all, and certainly of it being completed sooner rather than later.

It is critical that that first portion of trail, despite being relatively short in length, be successful at attracting a large number of users, in order to demonstrate the potential of the trail and to demonstrate the case for building subsequent portions of the trail. Making certain that first portion of the trail to be built will serve a large segment of the community is what will best serve the public and best serve the completion of the entire trail.

To achieve that result, we believe that in selecting that first portion of trail to be built, the Commission should be guided by two basic principles: (1) Build one contiguous length of trail, not multiple small fragments, and (2) Build that first length of trail in a densely populated area that connect residents to school, work, shopping and social activity centers.

You have a great responsibility in getting the rail trail off to a strong and sustainable start. We are eager to assist in any way we can. Thank you again for bringing this eagerly awaited project to this point.

Yours truly,

David Wright, Chair
Friends of the Rail and Trail

cc: All Commissioners
    G. Dondero
SCCRTC,

We support Supervisor Zach Friends' recommendation to develop legal and policy framework for private organizations to immediately implement Master trail plans.

In addition, we are recommending SCCRTC look at alternative long term plans for trail that are more conducive to farming operations in which the trail transitions, can be accomplished in a more cost effective manner (approximately $12M) to construct a trail and allow for more timely completion of the trail. The following is the recommended alternative plan for trail:

- For Segments 17 (KOA) to 20 (Watsonville), remove tracks from middle of farmland and improve San Andreas Road Bike lanes.
- For Segments 15 to 16 (Manresa), remove tracks and construct bike/pedestrian trail. For section through Lakeside Organic Gardens farm, remove tracks from middle of farmland and construct trail on perimeter of farmland along bluff (adjacent to beach).
- For Segments 14 to 8 (Seascape, Apts, Capitola, Boardwalk) remove tracks and construct 20 foot wide bike/pedestrian trail from Seascape to Santa Cruz Boardwalk.
- For Segments 7 through 6 (Alma, Swift Street), remove tracks and construct trail as best determined.
- For Segments 6 to 4 (Wilder, Davenport), remove tracks from middle of farmland and develop plans to construct improved bike lane adjacent to Highway 1.

Below are cost estimates for each of the segments for proposed alternative trail plan based on SCCRTC Master Plan estimates.

<table>
<thead>
<tr>
<th>Segment</th>
<th>Miles</th>
<th>Track Removal &amp; Prep</th>
<th>Pave Pathway</th>
<th>Bridges/Crossings/Fencing</th>
<th>Additions (Contingency, Permits, etc.)</th>
<th>Total</th>
<th>Master Plan Cost</th>
<th>Difference USE IT NOW vs. Master Plan</th>
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<tr>
<td>4 thru 5 - Davenport</td>
<td>14.19</td>
<td>$ (263,934)</td>
<td>$</td>
<td>$</td>
<td>$(263,934)</td>
<td>$</td>
<td>$ (263,934)</td>
<td>[263,934]</td>
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<tr>
<td>6 - Wilder Ranch Trailhead/Shaffer Road</td>
<td>1.49</td>
<td>$ (27,714)</td>
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<td>$</td>
<td>$(779,100)</td>
<td>$</td>
<td>$ 1,218,846</td>
<td>$ 1,114,224</td>
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<td>7 - Coastal Santa Cruz</td>
<td>3.1</td>
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<td>$ 11,218,016</td>
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<td>8 - Santa Cruz Boardwalk</td>
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<td>$</td>
<td>$(115,500)</td>
<td>$</td>
<td>$ 940,718</td>
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<td>9 - Twin Lakes</td>
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<td>14 - Seascape</td>
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<td>15 - Manresa Beach</td>
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<td>$ (25,482)</td>
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<td>$ 30,197,592</td>
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Sincerely,

Brian Peoples, Aptos, California
Steve Bontadelli, Pfyffer Associates/Bontadelli, Inc.
Dick Peixoto, Lakeside Organic Gardens, LLC
Casey O’Brien, Aptos High School Rail-To-Trail Club
Dr. Rob Quinn, Aptos, California
Dear RTC Commissioners,

I am writing to express my positions on the RTC Staff recommendations for funding transportation projects throughout the County.

My positions are based on collision data collected and maintained in the Statewide Integrated Traffic Records System (SWITRS) and obtained from the Transportation Information Mapping System (TIMS) website at http://tims.berkeley.edu/.

I strongly advocate that the highest priority for our entire transportation system should be the safety of all roadway users, with an emphasis towards those people who are most vulnerable (walking and riding). I urge the RTC to adopt safety as its top priority, and allocate funding accordingly to projects that show the highest likelihood to reduce the greatest number of fatalities and injuries from collisions.

Data Analysis

For comparison, in the United States between 2008 and 2011, the percentage of pedestrian and bicyclist fatalities has increased from 12% to 15.6%. I was unable to obtain a source of data for nationwide injury rates.

For California and Santa Cruz County, I analyzed data in SWITRS of over 1.8 million collisions over the span of 10 years between 2002 and 2011. Queries of the data can provide a broad statewide view, or drill down to the level of county, city, and specific intersection. Data can be filtered for dozens of other factors, but I selected factors that reveal information about safety.

Statewide the total number of fatalities and injuries of all roadway users has decreased, however the numbers of pedestrians and bicyclists killed and injured has remained about the same. Statewide between 2002 and 2011, the percentage of pedestrian and bicyclist fatalities has increased from 16.8% to 23.1%, and injuries from 8.0% to 11.7%.

In Santa Cruz County, the numbers are shameful and horrific. The percentage of pedestrian and bicyclist fatalities has increased from 22.9% to 28.4% (using a 3-year moving average for a statistically valid measure), and injuries from 13.9% to 18.3%.

It is clear that our County is far behind in making improvements to safety for vulnerable road users, especially in comparison to our state and country.

See Figures 1 and 2 below for a visual illustration of the comparison of national, state, and county rates of fatalities and injuries. In order to guide the RTC to prioritize safety, I have provided additional data on specific intersections and highway crossings to support my recommendations on specific projects.
Figure 1, Percentage of People Injured from Collisions While Walking or Riding a Bicycle

Data from SWITRS
Analysis by Steve Piercy, web@stevepiercy.com

Figure 2, Percentage of People Killed from Collisions While Walking or Riding a Bicycle

Data from SWITRS, League of American Bicyclists
Analysis by Steve Piercy, web@stevepiercy.com
Recommendations

In the 2014 RTIP Recommendations, I urge that the RTC take the following actions to improve safety for vulnerable road users.

**FULLY FUND Item 10**, City of Capitola, Bay Avenue/Capitola Avenue Roundabout Intersection Modification ($250,000, an increase of $160,000 over recommended $90,000).

**DEFUND Item 11**, City of Capitola, Upper Pacific Cove Parking Lot Pedestrian Trail and Depot Park Metro Development ($200,000).

SWITRS data indicates that between 2007 and 2011, there were 4 injury collisions at the location of Bay and Capitola Avenues, whereas there was only 1 at Monterey and Park near the parking lot. Item 11 does not propose to significantly reduce injuries from collisions, whereas similar roundabouts to the one in Item 10 have been proven to reduce speeds, collisions, injuries, and pollution, while improving traffic flow for all users.

That leaves $40,000, which I urge be redirected toward Rail Trail or other separated pathway projects in the Cities of Watsonville or Santa Cruz. Separated pathways provide a safe space for people who walk, ride, and roll, thus reducing the high rates of injuries of vulnerable road users in our county.

**DEFUND Item 1**, Caltrans/ SCCRTC, Hwy 1 41st Ave-Soquel Ave Auxiliary Lanes and Chanticleer Bike/Ped Bridge: Construction Reserve.

**FULLY FUND RTC 30**, Hwy 1 Bicycle/Pedestrian Overcrossing at Mar Vista.

We need a safe way for vulnerable road users to get across Highway 1 now, not 10 years from now, and not for $27M. The pedestrian/bicyclist bridges and routes to cross Highway 1 should be funded independently of Highway 1 widening, and built without further delay. The RTC has an opportunity to spend $2M per year for 10 years to save lives and prevent injuries. Instead it is recommending that money would be better spent to increase capacity for roadway that is used exclusively by motorists.

The Chanticleer Bridge project would provide a safe crossing of Highway 1 near Chanticleer Avenue. Currently the most likely crossing of Highway 1 in the vicinity of Chanticleer Avenue is Soquel Drive. People who walk or ride must traverse Soquel Drive between Soquel Avenue and Paul Sweet Road. SWITRS data indicates that along this route between 2002 and 2011 there were 60 total injuries, 11 of which (or 18.3%) were people walking or riding.

The Mar Vista Bridge project would provide a safe crossing of Highway 1 between Park Drive and State Park Drive in Aptos for people who walk and ride where currently none exist. Although funding for the overcrossing has been in place since 2007 [1], the RTC has continually delayed and pushed back its planning and construction. Now at its Thursday, December 5 meeting, the RTC proposes to shift environmental funds to fiscal year 2015/16.

[1] Build the Mar Vista Bicycle/Pedestrian Bridge, People Power website http://www.peoplepowersc.org/news/2012/04/05/build_the_mar_vista_bicycle_pedestrian_bridge
SWITRS data between 2002 and 2011 indicates that along the two crossings of Highway 1— 
Park Avenue from Kennedy Drive/McGregor Drive in Capitola to Soquel Drive in Aptos, and 
State Park Drive in Aptos—there were 79 total injuries, 13 of which (or 16.5%) were people 
walking or riding.

Constructing both the Chanticleer and Mar Vista Bridges would provide safe routes for people 
walking and riding to cross Highway 1, and reduce the number of trips by motorized vehicle. 
This in turn would reduce the number of collisions and injuries along three crossings of 
Highway 1.

Thank you for your consideration. I hope you will make safety improvements your top priority 
and fund projects accordingly. I look forward to the day when people of all ages, income, and 
physical ability feel safe when traveling on pathways and roadways throughout our county.

Sincerely,

Steve Piercy
web@stevepiercy.com
Soquel, CA
November 25, 2013

Mr. Neal Coonerty
Chairperson
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

Dear Chairperson Coonerty:

On behalf of Graniterock, I wish to lend my support for the City of Watsonville’s applications for funds to construct the Rail Trail-Lee Road Project and Rail Trail-Walker Street Projects. As you are aware, these projects create the first link between Watsonville’s Wetland Trail System and the Santa Cruz County Rail Trail/ Monterey Bay Sanctuary Scenic Trail Network.

We at Graniterock are particularly interested in this project because the trail route originates at the site of our historic 1895 Watsonville Rail Depot and our Construction Division offices at 411 Walker Street. Graniterock has had offices at this location since the 1940s. This area of the city is close enough to the downtown commercial district to make it a great location for the Rail Trail, and we believe the trail will be an asset to the neighborhood.

The connection between the Santa Cruz County Rail Trail and the City of Watsonville’s existing seven-mile Wetland Trail System will promote the well-being of Watsonville citizens by adding a new venue for healthy recreation, and it has the potential for developing into an environmentally-sound transportation alternative for all of Santa Cruz County.

Should you have any questions regarding my strong support for this project, do not hesitate to contact me.

Sincerely,

[Signature]

Granite Rock Company

Tom Squier
President & CEO

* Monterey County
* San Benito County
* San Mateo County
* Santa Clara County
* Santa Cruz County
* Alameda County
* City and County of San Francisco

Material Supplier / Engineering Contractor
License #22

P.O. Box 50001 Watsonville, CA 95077-5001 (831) 768-2000 Fax (831) 768-2201
www.graniterock.com

22-83
December 2, 2013

Dear Santa Cruz County Regional Transportation Commissioners,

On behalf of the bicycling community, I urge you to support the staff recommendation for programming of $5.3 million in Monterey Bay Sanctuary Scenic Trail funding. The recommended projects in Santa Cruz, Watsonville and Twin Lakes will have the greatest possible impact for people who walk, bike and use wheelchairs in Santa Cruz County.

The Santa Cruz segment, with an estimated 1,500 users per day, will connect the existing Wilder Ranch Bike Path and Levee Trail and provide access to schools, parks, Westside businesses, the Boardwalk, and downtown Santa Cruz. The Lee Road segment in Watsonville will provide connection to the Watsonville Slough Trail, and form a piece of a future trail to Pajaro Valley High School. And finally, the Twin Lakes Beachfront project will provide bicycle and pedestrian facilities in an area that currently serves nearly 8,000 vehicles per day.

These segments will offer a twofold benefit. In addition to making non-motorized transportation easier, safer and more comfortable, a well-used trail will build the support we need to build future segments. Construction of the trail will be a long-term effort, and require sustained political and popular support. The best way to create and maintain that support is to show the public the benefits of this trail – and these segments will do that.

In addition, I urge you to approve requested funds for both the Broadway-Brommer Multi-use path and the Branciforte Creek Bicycle/Pedestrian Bridge. Developing a complete network of bicycle & pedestrian facilities is crucial to making biking and walking a safe and comfortable alternative to driving, and both these projects fill key gaps in our network. Please help move these projects forward.

Sincerely,
Amelia Conlen, Director
Wednesday, December 4th, 2013

Dear Santa Cruz County Regional Transportation Commissioners,

The Monterey Bay Sanctuary Scenic Trail will be a tremendous asset to our community, promoting eco tourism and providing a safe, comfortable way for people of all ages to access schools, parks and neighborhoods on foot and by bike. The Sierra Club Santa Cruz Group’s Transportation Committee recommends you to move the staff recommendation for Sanctuary Scenic Trail funding, which includes the Westside Santa Cruz segment, the Lee Road segment in Watsonville, and bicycle lanes for the Twin Lakes Beachfront project.

We very much appreciate RTC Staff’s attention to detail with selecting only the strongest projects, thereby setting excellent precedent for future proposals. It is not often that environmental groups can wholeheartedly come together with our cities and county, and we applaud all of the amazing work that has gone into these plans and the overall push to build the MBSSTN.

These projects will provide the most utility for the greatest number of Santa Cruz County residents, support access to our wild and scenic places, reduce single occupancy vehicle trips and greenhouse gas emissions, and help build momentum for future trail segments.

Sincerely,

Tawn Kennedy

Sierra Club Executive Committee Member
Santa Cruz County Group of the Ventana Chapter
Transportation Committee Chair