



Santa Cruz County Regional Transportation Commission's

BICYCLE COMMITTEE

AGENDA

Monday, February 10th, 2014

6:00 pm to 8:30 pm

Note Special Date and Earlier Start Time

<p>RTC Office 1523 Pacific Ave Santa Cruz, CA 95060</p>

1. Call to Order
2. Introductions
3. Announcements – RTC staff
4. Oral communications – members and public
The Committee will receive oral communications during this time on items not on today's agenda. Presentations must be within the jurisdiction of the Committee, and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any Oral Communications presented, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.
5. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

6. Accept draft minutes of the November 18, 2013 Bicycle Committee meeting (pages 3-5)
7. Accept summary of Bicycle Hazard reports (page 6)
8. Accept 2014 schedule of meetings and tentative agenda items (page 7)
9. Accept letter of support for the County of Santa Cruz Health Services Agency's Office of Traffic Safety Grant (page 8)
10. Accept the "RTC 2013-at-a-glance" report (page 9-10)

REGULAR AGENDA

11. Active Transportation Program – Presentation from Rachel Moriconi, RTC Senior Transportation Planner (pages 11-13)

12. City of Santa Cruz Transportation Development Act Claim – Presentation from Chris Schneider, City of Santa Cruz Public Works Department Assistant Public Works Director (pages 14-19)
13. Arana Gulch Multi-Use Pathway interface at 7th and Brommer St – Presentation from Chris Schneider, City of Santa Cruz Public Works Department Assistant Public Works Director (pages 20-21)
14. Santa Cruz Harbor bicycle connections – Discussion with Chris Schneider, City of Santa Cruz Public Works Department Assistant Public Works Director
15. Review and provide comments on the *Draft 2014 Regional Transportation Plan* – Ginger Dykaar, RTC Transportation Planner (pages 22-39)
16. Mission Street Extension project review – Ad-hoc committee recommendation from member Rick Hyman (pages 40-47)
17. Santa Cruz Metro *Draft Short Range Transit Plan* – Ad-hoc committee recommendation from member Rick Hyman (pages 49-52)
18. Member updates related to Committee functions
19. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for Monday, April 14th, 2014 from the special time of 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

HOW TO REACH US

*Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue, Santa Cruz, CA 95060
phone: (831) 460-3200 / fax (831) 460-3215
email: info@sccrtc.org / website: www.sccrtc.org*

AGENDAS ONLINE:

To receive email notification when the Bicycle Committee meeting agenda packets are posted on our website, please call (831) 460-3201 or email ccaletti@sccrtc.org to subscribe.

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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.



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

BICYCLE COMMITTEE

Minutes - Draft

Monday, November 18, 2013

6:00 p.m.

**RTC Office
1523 Pacific Ave
Santa Cruz, CA 95060**

1. Call to Order

2. Introductions

Members Present:

Kem Akol, District 1
David Casterson, District 2, Chair
Peter Scott, District 3
Will Menchine, District 3 (Alt.)
Amelia Conlen, District 4
Rick Hyman, District 5
Bill Fieberling, City of Santa Cruz
Andy Ward, City of Capitola, Vice-Chair
Gary Milburn, City of Scotts Valley (Alt.)
Myrna Sherman, City of Watsonville
Rob Straka, Ecology Action/Bike to Work
Piet Canin, Ecology Action/Bike-to-Work (Alt.)
Leo Jed, CTSC
Jim Langley, CTSC (Alt.)

Staff:

Cory Caletti, Senior Transportation Planner
Rachel Moriconi, Sr. Transportation Planner

Unexcused Absences:

Excused Absences:

Holly Tyler, District 1 (Alt.)
Carlos Garza, City of Santa Cruz (Alt.)
Lex Rau, City of Scotts Valley
Daniel Kostelec, City of Capitola (Alt.)

Guests:

Steve All, Citizen, State of CA
Jim Cook, District 2 resident
Bryan Largay, District 5 resident
Claire Fliesler, SCMTD
Elliott Crowder, La Selva Beach resident

Vacancies:

District 2, 4 and 5 – Alternates
City of Watsonville – Alternate

3. Announcements – Cory Caletti, RTC staff, announced that guest Jim Cook has been nominated by Commissioner Friend to serve as the District 2 alternate representative on the Bicycle Committee.
4. Oral communications – Steve All provided a CD of CycleNet version 1.4. Piet Canin provided a short recap of the November California Bicycle Coalition's Bicycle Summit and the Coalition's goals.
5. Additions or deletions to consent and regular agendas – None

CONSENT AGENDA

A motion (Jed/Fieberling) to approve the consent agenda as amended passed unanimously.

6. Accepted final minutes of the September 23, 2013 Bicycle Committee meeting
7. Approved draft minutes of the October 21, 2013 Bicycle Committee
8. Accepted summary of Bicycle Hazard Reports
9. Accepted resignation correspondence from Bicycle Committee District 2 alternate Eric Horton
10. Accepted follow-up email to Caltrans regarding bicycle improvement needs on Caltrans right-of-way that were addressed at the September 23, 2013 meeting and further discussed at the October 21, 2013 meeting
11. Accepted follow-up information from Committee member Rick Hyman on Caltrans' Complete Streets policies discussed at a previous meeting

REGULAR AGENDA

12. Draft *2014 Regional Transportation Improvement Program*, including funding recommendations for State Transportation Improvement Program, Regional Surface Transportation Program and Monterey Bay Sanctuary Scenic Trail (MBSST) Network - Rachel Moriconi, RTC Senior Transportation Planner, summarized the preliminary staff recommendations for the *2014 RTIP*. Members discussed the MBSST projects for which applications were submitted and moved (Akol/Fieberling) to support the preliminary staff recommendation, including \$200,000 for the County of Santa Cruz Twin Lakes Beachfront project, with the following changes: 1) provide \$4,060,000 in funding for the City of Santa Cruz's project; 2) not fund the City of Watsonville's "Rail Trail Construction – Walker Street" project; 3) remove the requirement for the City of Watsonville to secure funds for connections over Lee Road prior to release of construction funds for the "Rail Trail: Lee Road, 400 feet" project and provide \$1,040,000 for that project. The motion passed unanimously. While not recommending funding for the segment from 7th Avenue to El Dorado, some Committee members expressed support and hope that the County will pursue that project in the future in coordination with State Parks.

After discussion about State Transportation Improvement Program and Regional Surface Transportation Program funding applications, members elected to offer recommendations on projects of unanimous support rather than recommendations on specific projects to not fund. A motion (Hyman/Scott) was made to recommend providing \$400,000 to the City of Santa Cruz for the Branciforte Bike/Pedestrian Bridge, by not funding other longer term projects; \$150,000 to the Broadway-Brommer/Arana Gulch Path; and \$30,000 to Ecology Action for the South County Youth Bike Safety Training program. The motion passed unanimously with direction to the Chair to attend the December 5th meeting and speak to the importance of closing critical gaps in the bike/pedestrian network which funding the recommended projects will enable.

13. Santa Cruz METRO's Pacific Station redesign plans, partnership with the City of Santa Cruz, and timeline were summarized by Claire Fleisler, METRO Junior Transportation Planner. Committee members made suggestions including, but not limited, to the following: show connectivity to transit routes and centers outside Santa Cruz through maps; encourage bicycle use by providing racks and lockers in clusters and throughout; encourage installation of bicycle friendly amenities like bicycle showers and/or bicycle station; include way finding signage; provide wi-fi; consider reservations for bike spots on buses and providing bike stations next to buses in the event racks are full and a bike needs to be left behind; and provide overflow designs for bikes inside buses.

14. Member update related to Committee functions – Kem Akol indicated that he met with fellow Harbor bike connection improvement ad-hoc committee members to tour the area, identify drainage problems, key gaps, and brainstorm recommendations. Cory Caletti indicated that the City of Santa Cruz will be attending a future meeting to provide information on the Harbor bridge retrofit project and address bicycle connectivity needs.
15. Adjourned: 8:20 PM

NEXT MEETING: The next Bicycle Committee meeting is scheduled for Monday, December 9, from the special time of 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:

Cory Caletti, Senior Transportation Planner

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Date	First Name	Last Name	Contact Info	Location	Cross Street	City	Category	Additional Comments	Forwarded To	Forwarded Date	Response	Images
01/27/14	Shalom	Compost	shalom.compost@gmail.com	Glenwood Dr	Harris Ln	Santa Cruz	rough pavement or potholes	rider states she had a serious bike accident with a concussion, broken shoulder and soft tissue injuries to forearm. Right before driveway @ 24401 glenwood there is a straight section of concrete road. There was a repair to the concrete with asphalt. right where the asphalt and concrete meet at base of driveway there is a large pothole. pothole is camouflaged and hard to see.	General Dept of Co of Santa Cruz	01/29/14		Bicycle Hazard Downloaded Images\2014\pothole-in-front-of-24401-Glenwood-driveway.jpg
01/23/14	Steve	Piercy	web@stevepiercy.com	Fairway Dr	Soquel Dr	Soquel	traffic signal problem	rider states while riding south on fairway cannot trigger signal. Must get off bike and press ped crossing button.	General Dept of Co of Santa Cruz	01/24/14		
01/20/14	Peter	Flanders	peterflanders@att.net	Walker/Harkins Slough	btwn 5th & Westridge	Watsonville	debris on sholder or bikeway	rider states broken glass found on bridges. Fine scattering of glass in bike lane headed up hill toward green valley by westridge. Looks like glass has been screened like gravel. Size is uniform but different kinds of glass and is distributed over longer distances in lane. danger riding outside of bike lane to avoid glass in traffic.	Maria Rodriguez, Cleo Martinez	01/21/14		
01/06/14	Peter	Walz	wape@mbari.org	Webster St	15th Ave	Santa Cruz	rough pavement or potholes, pavement cracks, debris on shoulder or bikeway	rider states potholes on webster st are a hazard for biking or other wheeled transportation. Narrow roadway in this area makes it difficult to avoid them.	General Dept of Co of Santa Cruz	01/07/14		
01/06/14	Bill	Rice	bill@nanospeak.com	Western Dr	All Cross Streets	Santa Cruz	rough pavement or potholes	rider states numerous small potholes on edges of road causing cyclists to veer into traffic to avoid losing control when bumps are hit. Road has heavy bike traffic and does not have signs indicating "share the road" with cyclists. This is a major bicycle path for access to uc santa cruz and carries hundreds of bikes per day, slightly more on weekends.	Cheryl Schmitt	01/06/14	From Cheryl - Forwarded to Streets Maintenance and the paving programming engineer. 01/06/14	
12/19/13	Jim	Nelson	jnelson@skyhighway.com	Graham Hill Rd	Zayante Rd	Santa Cruz County	traffic signal problem	rider states turning left at signal from graham hill road into felton bible church, the closeness to the bridge over zayante creek makes it safest to enter intersection in order to allow more space for vehicles going straight to pass on right. However, when traffic is heavy coming out of felton, i can wait in middle of intersection for safe opportunity to turn left until light turns red, but even then light is still green for traffic coming out of felton. i then have to wait in middle of intersection with red light until i can guess that light had turned red for traffic on graham hill coming opposing directions. dangerous place for bicycle to wait to complete left turn. situation affects cars turning left into felton bible church, when two or more cars backed up waiting to turn left, they block other traffic behind them because of closeness of narrow zayante creek bridge.	General Dept of Co of Santa Cruz	12/20/13		
12/19/13	Jim	Nelson	jnelson@skyhighway.com	Mt Hermon Rd	Graham Hill to Skypark Dr	Felton/Scotts Valley	rough pavement or potholes, plant overgrowth or interference, debris on shoulder or bikeway	rider states sand, gravel, and poison oak in bike lane forced him into the motor vehicle lane numerous time in heavy traffic	General Dept of Co of Santa Cruz/Trish McGrath, Frank Alvarez	12/20/13		
11/30/13	Aaron	Ashley	aadlashley@sbcglobal.net	Soquel Dr	Spreckles	Aptos	traffic signal problem, lack of sidewalk, sidewalk too narrow	no additional comments provided	General Dept of Co of Santa Cruz	12/02/13		

<p style="text-align: center;"><i>Draft</i></p> <p style="text-align: center;">RTC Bicycle Committee</p> <p style="text-align: center;">2014 Schedule of Meetings and Tentative Agenda Items</p>

January 13	Cancelled
February 10	City of SC TDA Claim; Draft RTP; Draft ATP guidelines; harbor bike connections; Arana Gulch multi-use trail design for the 7 th & Brommer intersection
March 10	Cancelled
April 14	CTSC & BTW funding request; Committee (re)appointments; Officer elections; Review ad-hoc committees; Capital Improvement Plan reviews; Ecology Action's South County Youth Bike Safety Training
May 12	Cancelled
June 9	Determine FY 14/15 schedule (monthly or bimonthly); CTSC: 2013 Bicycle Safety Observation Report and 2011 Bicyclist Injuries and Fatalities for Santa Cruz County
July 14	Cancelled (all RTC meetings are cancelled in July)
August 11	TBD
Sept. 8	Cancel depending on decision regarding FY 13/14 schedule
October 20	Special meeting date due to Columbus Day holiday on Oct 13
November 10	Cancel depending on decision regarding FY 13/14 schedule
December 8	Draft 2015 RTC Legislative Agenda

Meeting Location: Regional Transportation Commission Conference Room, 1523 Pacific Avenue, Santa Cruz, 7:00 p.m. to 9:00 p.m. **(Continue special meeting time of 6:00pm – 8:30pm)** One meeting to be held outside the City of Santa Cruz, at a location to be determined.

The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability. If you wish to attend this Bicycle Committee meeting and will require special assistance in order to participate, please contact the Secretary at 460-3200 at least 72 hours in advance of the meeting to make arrangements. As a courtesy to those persons affected, please attend the meeting smoke and scent free.

January 24, 2014

Christopher J. Murphy, Director
Office of Traffic Safety
2208 Kausen Drive, Ste. 300
Elk Grove, CA 95758-7115

RE: Letter of Support for the County of Santa Cruz Health Services Agency 2015 Office of Traffic Safety grant

Dear Mr. Murphy:

On behalf of the Regional Transportation Commission's Bicycle Committee, I wish to extend our support to the Santa Cruz County Health Services Agency (HSA) in their application for the FFY 2015 Office of Traffic Safety grant proposal. These funds will be utilized to support our collaborative efforts to improve traffic safety and reduce injuries and fatalities to bicyclists and pedestrians in Santa Cruz County.

The Regional Transportation Commission's Bicycle Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. Such a network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes. The HSA grant complements the Bicycle Committee's goals to increase the number of safe bicycle trips through safety awareness and education, including plans to distribute information on AB 1371, California's new 3-foot passing law.

RTC provides direct funding to HSA's Ride 'n Stride Program, the Community Traffic Safety Coalition, including outreach and education efforts targeted to the South County population, to address community wide bicycle and pedestrian safety education and inter-jurisdictional collaboration on traffic safety needs. The proposed OTS grant funding would enhance and support these efforts.

Please feel free to contact the Regional Transportation Commission's Bicycle Coordinator and staff to the Bicycle Committee, Cory Caletti at (831) 460-3201 or by email at ccaletti@sccrtc.org, for this and any other Bicycle Committee related matters.

Sincerely,



David Casterson
Chair, SCCRTC Bicycle Committee

cc: Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission's Bicycle Committee

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RTC 2013 at-a-glance

The RTC keeps things moving and 2013 was no exception.

In 2013, the Santa Cruz County Regional Transportation Commission delivered to the community major milestones aimed at improving access and providing convenient transportation choices.

Highway 1 Soquel/Morrissey Auxiliary Lanes

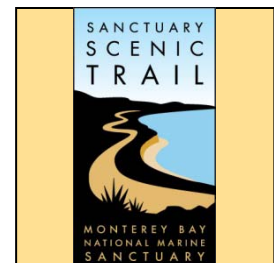
The RTC managed construction and completed this one-mile project on Highway 1. In this role, the agency communicated and minimized construction impacts while implementing locally effective solutions for neighbors, commuters and the community at large, including an extensive and successful demand management program at both local schools. In addition to the new auxiliary lanes

on the highway that smooth the flow and shorten the bottleneck, lasting benefits of this project include a better La Fonda Bridge (wider sidewalks and bike lanes, built to current seismic standards), and improved safe routes to both Harbor High and DeLaveaga Elementary schools.



Monterey Bay Sanctuary Scenic Trail Network

The RTC finalized the Master Plan and certified the Environmental Impact Report. The document identifies 20 segments that can be constructed as funding is identified, and links the trail network with Monterey County's to eventually form a bicycle/pedestrian path around the bay. The RTC awarded a total of \$5.3 million toward segments in Santa Cruz, Live Oak and Watsonville.

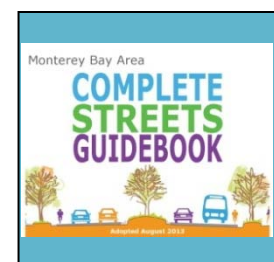


2014 Regional Transportation Improvement Program

The RTC approved funding for a mix of 26 highway, local road, transit, bicycle and pedestrian projects to receive \$9.4 million in state and federal dollars designated for the region. The projects preserve, maintain, and improve the multimodal transportation system.

Complete Streets Guidebook

RTC developed a toolkit for jurisdictions throughout the Monterey Bay region to guide the design of streets that meet the needs of all users – pedestrians, bicyclists, bus riders, drivers, young, and elderly. The Guidebook supports California's Sustainable Communities Strategy legislation (AB 1358) and is a key element of the region's transportation sustainability efforts.



Rail Bridge Rehabilitation

As a condition of acquisition and a commitment to maximize transportation uses within the rail corridor, the RTC received funding to rehabilitate rail bridge structures. Steps completed in 2013 include an engineering analysis of the bridges and award of contracts to rebuild four bridges and manage construction. The largest, the La Selva Trestle, is estimated to take 6-9 months to refurbish.



Monterey Bay 511 Traveler Information System

The RTC completed a feasibility study and implementation plan for establishing 511 traveler information services in the Monterey Bay Area. The new system – to include real-time traffic conditions and transit information – will be web-based and accessible on tablets, smart phones and computers.



Freeway Service Patrol

The RTC entered into a new 4-year contract with a local towing company to continue providing help to stranded motorists free of charge and clearing traffic collisions to keep traffic moving. Freeway Service Patrol trucks rove portions of Highway 1 and 17 during peak commute and visitor travel periods performing services such as changing tires, jump starting vehicles, refilling radiators or providing a gallon of fuel.



Santa Cruz to Aptos Highway 1 Corridor Investment Program

The RTC worked with consultants to complete the administrative draft of the Tiered Environmental Document for the long term, multi-phased Highway 1 Corridor Investment Program. The document also includes detailed environmental analysis for the next Highway 1 project, the Auxiliary Lanes between 41st Avenue and Soquel Drive and a Bike/Pedestrian Crossing at Chanticleer. The draft document is now under review by technical, management, and legal teams within Caltrans, and subsequently by the Federal Highway Administration before releasing it to the public for review and comment in 2014.



RTC: Committed to advancing travel options in 2014!

[Santa Cruz County Regional Transportation Commission](#)

Santa Cruz Office 831.460.3200 | Watsonville 831.768.8012

Email: info@sccrtc.org

[Commute Solutions](#) 831.429.POOL

1523 Pacific Avenue, Santa Cruz, CA 95060

TO: Bicycle Committee
FROM: Rachel Moriconi, Senior Transportation Planner
RE: Active Transportation Program Update

RECOMMENDATION

This item is for information only.

BACKGROUND

On September 26, 2013 Governor Brown signed legislation creating the Active Transportation Program (Senate Bill 99, Chapter 359 and Assembly Bill 101, Chapter 354). The legislation consolidated funds historically designated for the Bicycle Transportation Account (BTA) and Safe Routes to Schools grant programs with funds from the new federal Transportation Alternatives Program (TAP) into the new Active Transportation Program (ATP). The legislation requires the California Transportation Commission (CTC) to develop program guidelines, issue a call for projects, and select projects to receive funds.

DISCUSSION

The goals of the Active Transportation Program are to:

- Increase the proportion of biking and walking trips.
- Increase safety for non-motorized users.
- Increase mobility for non-motorized users.
- Advance the efforts of regional agencies to achieve greenhouse gas reduction goals.
- Enhance public health, including the reduction of childhood obesity through the use of projects eligible for Safe Routes to Schools Program funding.
- Ensure disadvantaged communities fully share in program benefits (25% of program).
- Provide a broad spectrum of projects to benefit many types of active transportation users.

The CTC has been working with a workgroup made up of pedestrian, bicycle, and health advocates, as well as transportation entities to draft guidelines for the program. The CTC intends to adopt guidelines and issue a call for projects for a statewide competition in late March, with applications expected to be due on May 21, 2014. Applications for projects in Santa Cruz County will compete on a statewide basis for funds. While subject to change prior to adoption, a summary the draft guidelines is attached ([Attachment 1](#)). Additional information on the program is available online at: <http://www.catc.ca.gov/programs/ATP.htm>

SUMMARY

State legislation has consolidated funds from several bicycle and pedestrian programs into one new Active Transportation Program. Staff will provide a summary of the proposed new program at this meeting.

Attachment: Summary of Draft ATP Program

Active Transportation Program –Summary of Draft Guidelines/Program (ver. 1/17/14)

Warning: This information is subject to change (until guidelines are finalized by CTC)!

Background

California legislation (approved in 2013) consolidated state and federal bicycle and pedestrian oriented funding programs into one new Active Transportation Program. With this new program the separate Safe Routes to Schools (state and federal) and Bicycle Transportation Account (BTA) grant programs have been eliminated. Federal Transportation Alternatives Program (TAP) funds, including funds for Recreational Trails, will also be distributed through this new program.

Program goals:

- Increase the proportion of trips accomplished by biking and walking
- Increase safety and mobility for nonmotorized users
- Advance the active transportation efforts of regional agencies to implement SB 375
- Enhance public health
- Ensure disadvantaged communities fully share in benefits of the program.
- Provide a broad spectrum of projects to benefit many types of active transportation users.

Available Funds: Approximately \$120 million will be available for the ATP each year. Includes a combination of federal TAP (~\$64M), other federal (~\$20M) and State Highway Account (SHA) revenues (~\$34M)

- Based on distribution formulas set forth in statute:
 - Bike and pedestrian projects in Santa Cruz County are only eligible to compete for 60% of the funds (**approx. \$72M/year**)
 - 70% of the \$72M available in the statewide competition is federal funding
 - Balance of funds only available in regions with large urban areas
 - At least 25% of the funds must benefit disadvantaged communities (household income is less than 80% of the statewide median; identified in CalEnviroScreen as most disadvantaged 10%; OR at least 75% of public school students in project area are eligible to receive free or reduced-price meals)
 - Safe Routes to Schools-type projects guaranteed a minimum of \$24 million per year for 3 years, with at least \$7.2 million for non-infrastructure grants, including funding for a state technical assistance resource center. (*this is approximately 1/3 of the funds Santa Cruz County projects could compete for*)
- For the first cycle, the CTC is expected to program 3-years of funds (FY14, FY15, and FY16)

What Types of Projects Are Eligible?

A variety of bicycle and pedestrian projects that advance goals of the program are eligible for funds, with an emphasis on projects that increase the number of people walking and biking.

- Infrastructure projects (environmental, design, and construction of new bikeways and walkways; improvements and maintenance of existing bikeways and walkways; safe routes to school projects; bicycle parking; traffic control devices to improve pedestrian/bike safety)
- Non-infrastructure projects (education, encouragement, enforcement---though not intended to fund ongoing program operations)
- For the first cycle, projects must be ready to start construction by June 2016.
- Minimum project size: \$250,000 (does not apply to non-infrastructure, school, or Recreation Trail projects)

Match: Minimum match of 11.47% is required except for projects benefiting a disadvantaged community, stand-alone non-infrastructure projects and safe routes to schools projects. The source of the matching funds may be any combination of local, state or federal funds. Match over 11.47% is highly encouraged and would be the last dollar spent so that if there end up being cost savings on project no ATP funds are lost.

Tentative Scoring Criteria: *(subject to change until guidelines adopted in March)*

Proposed projects will be rated and ranked on the basis of applicant responses to the below criteria.

Project programming recommendations may not be based strictly on the rating criteria because of the various components of the Active Transportation Program and the requirements of the various fund sources.

- **Increase walking and bicycling** (0 to 30 points): potential of project to increase proportion of people walking and/or biking.
- **Safety** (0 to 25 points): Potential for reducing the number and/or rate of pedestrian and bicyclist fatalities and injuries, including the identification of safety hazards for pedestrians and bicyclists.
- **Public participation and Planning** (0 to 15 points): Identification of the community-based public participation process that culminated in the identification and prioritization of the proposed project. For projects costing \$1 million or more, emphasis on projects that are prioritized in an adopted city or county bicycle transportation plan, pedestrian plan, safe routes to school plan, active transportation plan, trail plan or circulation element of a general plan. *In future funding cycles, consistency with an approved active transportation plan may be required.*
- **Cost-effectiveness**, defined as maximizing the impact of the funds provided. (0 to 10 points): Applicants shall discuss the relative costs and benefits of the range of alternatives considered and quantify the safety and mobility benefit in relationship to total project cost. Caltrans shall develop a benefit/cost model for infrastructure and non-infrastructure active transportation projects in order to improve information available to decision makers at the state and MPO level in future programming cycles.
- **Public health:** Improved public health through the targeting of populations with high risk factors for obesity, physical inactivity, asthma or other health issues. (0 to 10 points)
- **Benefit to disadvantaged communities** (0 to 10 points)
- **Use of the California Conservation Corps** or a qualified community conservation corps (0 to -5 points) - as partners to undertake or construct applicable. Points deducted if applicant does not seek corps participation or does not to utilize a corps when the corps could participate.
- **Applicant's performance on past grants** (0 to -10 points): Project delivery, project benefits (anticipated v. actual), and use of the corps (planned v. actual). Agencies with poor performance records on past grants may be excluded from competing or may be penalized in scoring.

Tentative Schedule:

- March 20, 2014: CTC adopts Active Transportation Program Guidelines
- March 21, 2014: Call for projects (for FY14 & FY15 funds)
- May 21, 2014: Applications due to CTC/CT (5 hard copies must be received by this date)
- August 8, 2014: CTC staff recommendation for statewide rural & small urban portions
- August 20, 2014: CTC adopts statewide and rural/small urban portions
- April 2015: CTC adopts guidelines & issues call for projects for the next cycle of funds

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TO: Bicycle Committee
FROM: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator
RE: City of Santa Cruz Article 8 Transportation Development Act Allocation Request

RECOMMENDATION

Staff recommends that the Bicycle Committee recommend that the Regional Transportation Commission approve the City of Santa Cruz's Article 8 FY 13/14 Transportation Development Act allocation claim for bikeway striping and minor improvements (\$25,000) and the bicycle parking program (\$2,000).

BACKGROUND

Each year the Regional Transportation Commission allocates Article 8 Transportation Development Account (TDA) funds to local jurisdictions for bikeway and pedestrian projects. TDA funds allocated to a local jurisdiction may be rolled over from one fiscal year to the next. TDA claims with bicycle amenities must be reviewed by the Bicycle Committee prior to approval by the Regional Transportation Commission.

DISCUSSION

The City of Santa Cruz submitted a request for \$25,000 in TDA funds for Bikeway Striping and Minor Improvements and for \$2,000 for the City's Bicycle Parking Program ([Attachment 1](#)). Maintenance and re-striping of the City's 30 miles of bikeways, minor bikeway improvements, and bicycle parking in high use areas within the public right-of-way are supported with TDA funds.

The Bicycle Committee reviews bicycle related allocation requests and the Elderly & Disabled Transportation Advisory Committee reviews pedestrian related allocation requests.

Staff recommends that the Bicycle Committee recommend that the Regional Transportation Commission approve the City of Santa Cruz's allocation requests. The projects are consistent with the City Bicycle Transportation and Pedestrian Plans and the RTP.

SUMMARY

The City of Santa Cruz is requesting a TDA Article 8 allocation for Bikeway Striping and Minor Improvements (\$25,000) and Bicycle Parking Program (\$2,000). Staff recommends that the

Bicycle Committee recommend that the Regional Transportation Commission approve the City of Santa Cruz's allocation request.

Attachments:

1. City of Santa Cruz Article 8 TDA Allocation Request Letter for FY 13/14
2. TDA Claim Form for Bikeway Striping and Minor Improvements

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PUBLIC WORKS DEPARTMENT
809 Center Street, Room 201, Santa Cruz, CA 95060 • 831 420-5160 • Fax: 831 420-5161

September 23, 2013



Mr. George Dondero
Santa Cruz County Regional Transportation Commission
1523 Pacific Avenue
Santa Cruz, CA 95060

RE: City of Santa Cruz – FY 2013-14 TDA Article 8 Allocation Request

Dear Mr. Dondero:

Please accept this letter as a FY 2013-14 TDA Article 8 allocation request for the following projects:

1. **Bikeway Striping and Minor Improvements (\$25,000):** This project provides for the annual re-striping of the City's 30 miles of bikeways, maintenance of bikeways and minor bikeway improvements. This project is entirely supported with TDA funds.
2. **Bicycle Parking Program (\$2,000):** This program provides for the development of bicycle parking facilities at high use areas in the public right of way.

The City's remaining small unallocated balance will be used to match existing grant applications, under funded projects, and future bikeway striping and parking projects.

As with all City claims, the City will commit to maintain any facilities provided with these funds for 20 years and will prepare all necessary environmental review for these projects. All of the projects above are consistent with the City Bicycle Transportation and Pedestrian Plans and the RTP.

Please call me at 420-5422 if you have any questions or need additional information.

Sincerely,

Christophe J. Schneiter
Assistant Public Works Director/City Engineer

Attachments: Claim Forms (2)

cc: Transportation Coordinator (CS)
Finance Department (SH)

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

Submit a separate form for each project.

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

Project Information

1. Project Title: (1) Bikeway Striping and Minor Improvements
(2) Bicycle Parking Program
2. Implementing Agency: City of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$ (1) \$25,000 (2) \$2,000
5. Fiscal Year (FY) for which funds are claimed: FY 13 / 14
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims (ex. Article 8 Bicycle project): Article 8 Bicycle and/or Pedestrian Facilit
7. Contact Person/Project Manager: James Burr
Telephone Number: (831) 420-5426 E-mail: jburr@cityofsantacruz.com

Secondary Contact (in event primary not available): Rich Smith
Telephone Number: (831) 420-5522 E-mail: rsmith@cityofsantacruz.com
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): Annual re-striping of the City's 30 miles of bikeways and minor bikeway improvements. Bike racks as needed.
9. Number of people to be served/anticipated number of users of project/program:
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):
Those streets most in need will be striped. Bike parking as needed.
11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community)
(1) Traffic safety (2) Convenience for bicyclists to park bicycles
12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number:
Policy 1.1: ensure that adequate support is provided to maintain and operate existing transportation system.
13. Measures of performance, success or completion to be used to evaluate project/program:
Traffic safety

or has the claimant arranged for such maintenance by another agency for the next 20 years? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	yes
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	no
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	yes

Documentation to Include with Your Claim:

All Claims

- A **letter of transmittal** to SCCRTC addressed to the Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- **Resolution** indicating TDA eligible claimants' roles and responsibilities and commitment to maintain facilities as indicated in the submitted plans for a period of 20 years.

Article 3 & 8 Bicycle/Pedestrian Claims

- Evidence of environmental review for capital projects

\\Rtcserv\shared\GRANTS\TDA\TDAClaimForm07bikeped.doc

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

15. Project Cost/Budget, including other funding sources, and Schedule: (complete "10a" OR "10b")

10a. Capital Projects

	Planning	Environmental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
SCHEDULE (Month/Yr)		na		na	4/14	na Bikeway	Striping as	needed
Total Cost/Phase		na		na	\$25,000 \$2,000	na Bike Parking	as needed	
STDA requested								
Source 2:								
Source 3:								
Source 4:								

*Please describe what is included in "Other":

10b. Non- Capital Projects – Cost/Schedule: List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

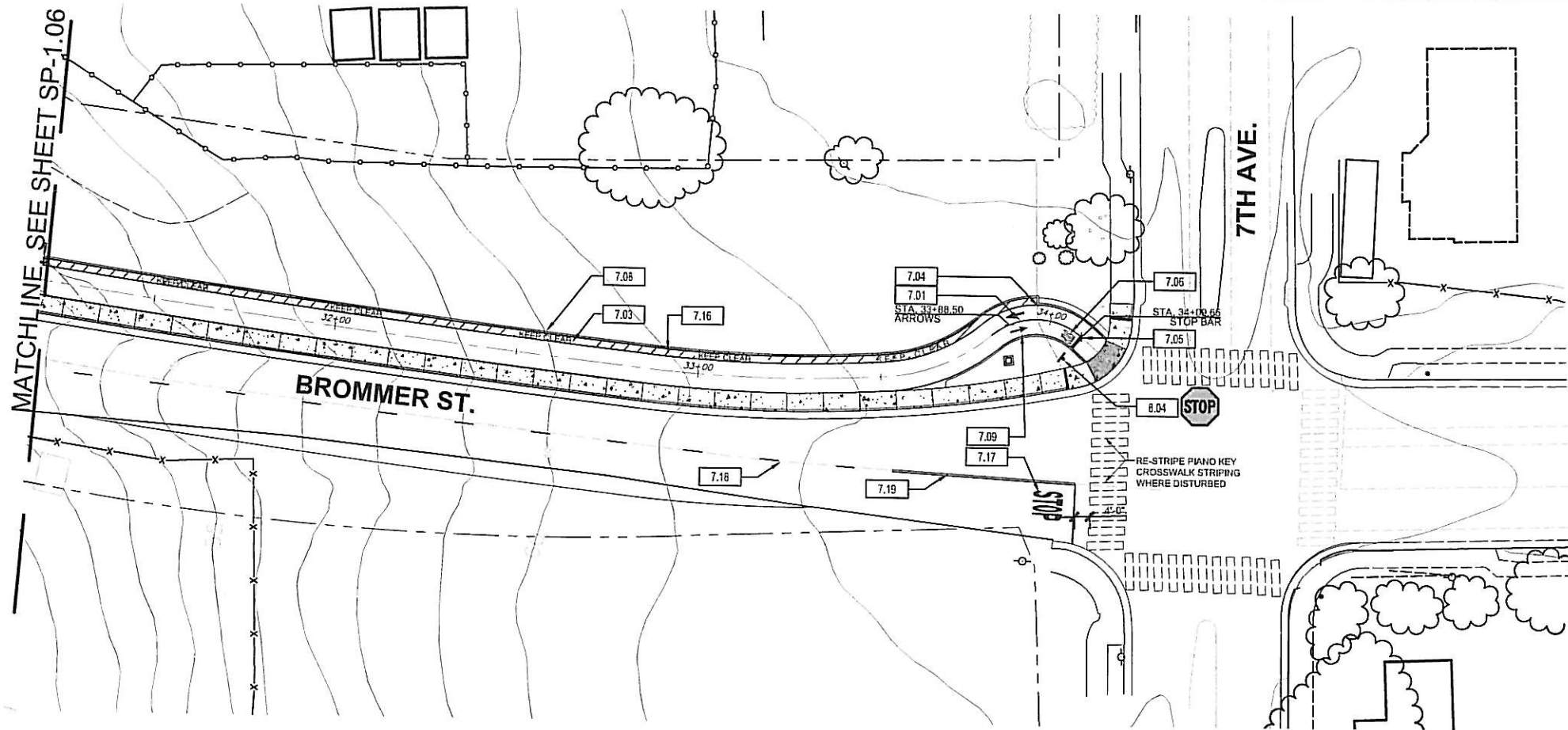
Work Element/ Activity/Task	SCHEDULE (Month/Yr)	Total Cost per Element	STDA requested	\$ Source 2:	Source 3:	Source 4:
Administration/ Overhead						
Activity 1:						
Activity 2:						
Activity 3:						
Activity 4:						
<i>Ex. Consultants</i>						
<i>Ex. Materials</i>						

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

17. Proposed schedule of regular progress reports:

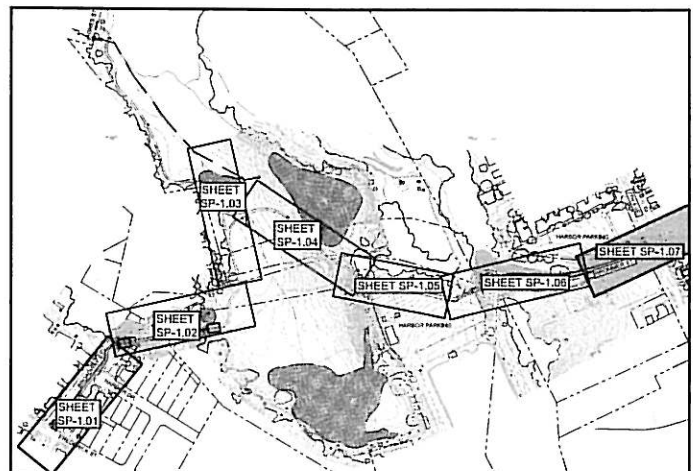
18. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	—
B. Has this project previously received TDA funding?	yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility,	yes



KEY NOTE LEGEND

KEYNOTE	SYM.	DESCRIPTION	REMARKS	KEYNOTE	SYM.	DESCRIPTION	REMARKS	KEYNOTE	SYM.	DESCRIPTION	REMARKS	KEYNOTE	DESCRIPTION	REMARKS
1.00 - DRAINAGE SYSTEMS				7.07		"SLOW" PAVEMENT MARKING	SIMILAR TO DETAIL D, SHEET CD-1.02	7.19		4"x60 FT DOUBLE DASHED YELLOW THERMOPLASTIC CENTERLINE	PER CALTRANS STANDARD A20A, DETAIL 21	A	EXISTING TREE	PROTECT IN PLACE
2.00 - PAVING SYSTEMS				7.08		WHITE "KEEP CLEAR" PAVEMENT MARKINGS		8.00 - SIGNAGE				B	EXISTING FENCE	PROTECT IN PLACE
3.00 - WALLS & FENCES				7.09		WHITE THERMOPLASTIC ARROW MARKINGS	SEE DETAIL G, SHEET CD-1.02	8.01		NOT USED		C	EXISTING TRAIL	PROTECT IN PLACE
4.00 - SITE FURNISHINGS & EQUIPMENT				7.10		WHITE THERMOPLASTIC OBSTRUCTION WARNING MARKINGS	PER CA MUTCD LATEST EDITION	8.02		NOT USED		D	EXISTING SIGN	PROTECT IN PLACE
5.00 - LANDSCAPE ELEMENTS				7.11		ISA MARKING FOR ACCESSIBLE PARKING STALL	SEE CALTRANS DETAIL A, A90A	8.03		NOT USED		E	EXISTING UTILITY POLE	PROTECT IN PLACE
6.00 - STRUCTURES				7.12		4" BLUE PAINTED LINES @ 36" O.C. ON DIAGONAL	PER CALTRANS DETAIL A90A	8.04		"STOP" SIGN (R1-1)	SEE DETAIL C&F, SHEET CD-1.02	F	EXISTING UTILITY POLE AND GUY CABLE	PROTECT IN PLACE
7.00 - STRIPING				7.13		WHITE PAINTED "NO PARKING" LETTERS	PER CALTRANS DETAIL A90A	8.05		"Y" (FORK IN ROAD) SIGN (W2-5)	SEE DETAIL E, SHEET CD-1.02	G	EXISTING CONCRETE PAVING	PROTECT IN PLACE
7.01		YELLOW THERMOPLASTIC SOLID BIKE PATH CENTERLINE MARKING	SEE DETAIL B, SHEET CD-1.02	7.14		4" WIDE WHITE PAINTED PARKING STRIPE	PER CALTRANS DETAIL A90A	8.06		ISA PARKING SIGN R99	PER CALTRANS STD. A90A	H	EXISTING ASPHALT PAVING	PROTECT IN PLACE
7.02		YELLOW THERMOPLASTIC DASHED BIKE PATH CENTERLINE MARKING	SEE DETAIL B, SHEET CD-1.02	7.15		"KEEP RIGHT" PAINTED MARKINGS WITH ARROW	PER CITY TRAFFIC STD.	8.07		R100B (CA) SIGN	PER CALTRANS STD. A90A	I	EXISTING CULVERT WALL	PROTECT IN PLACE
7.03		WHITE THERMOPLASTIC SOLID BIKE PATH LANE EDGE MARKING	SEE DETAIL B, SHEET CD-1.02	7.16		4" WIDE WHITE PAINTED STRIPES @ 36" O.C. ON DIAGONAL		8.08		COAST ACCESS SIGN	SEE DETAIL F, SHEET CD-1.02	J	EXISTING MANHOLE	PROTECT IN PLACE
7.04		YELLOW THERMOPLASTIC BARRIER POST MARKING	SEE DETAIL E, SHEET CD-1.02	7.17		"STOP" LEGEND AND 12" WHITE LIMIT LINE	PER CALTRANS A24D AND A24E	8.09		NOT USED		K	EXISTING CONCRETE CURB & GUTTER	PROTECT IN PLACE
7.05		WHITE THERMOPLASTIC STOP BAR MARKING	SEE DETAIL D, SHEET CD-1.02	7.18		4" SINGLE DASHED YELLOW THERMOPLASTIC CENTERLINE	PER CALTRANS STANDARD A20A, DETAIL 2	8.10		NOT USED				
7.06		"STOP" TRAIL PAVEMENT MARKING	SEE DETAIL D, SHEET CD-1.02											



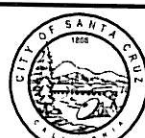
KEY MAP

SCALE 1"=400'-0"



REVISIONS

NO.	DATE	DESCRIPTION



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

BROADWAY BROMMER MULTI-USE PATH STRIPING & SIGNAGE PLAN

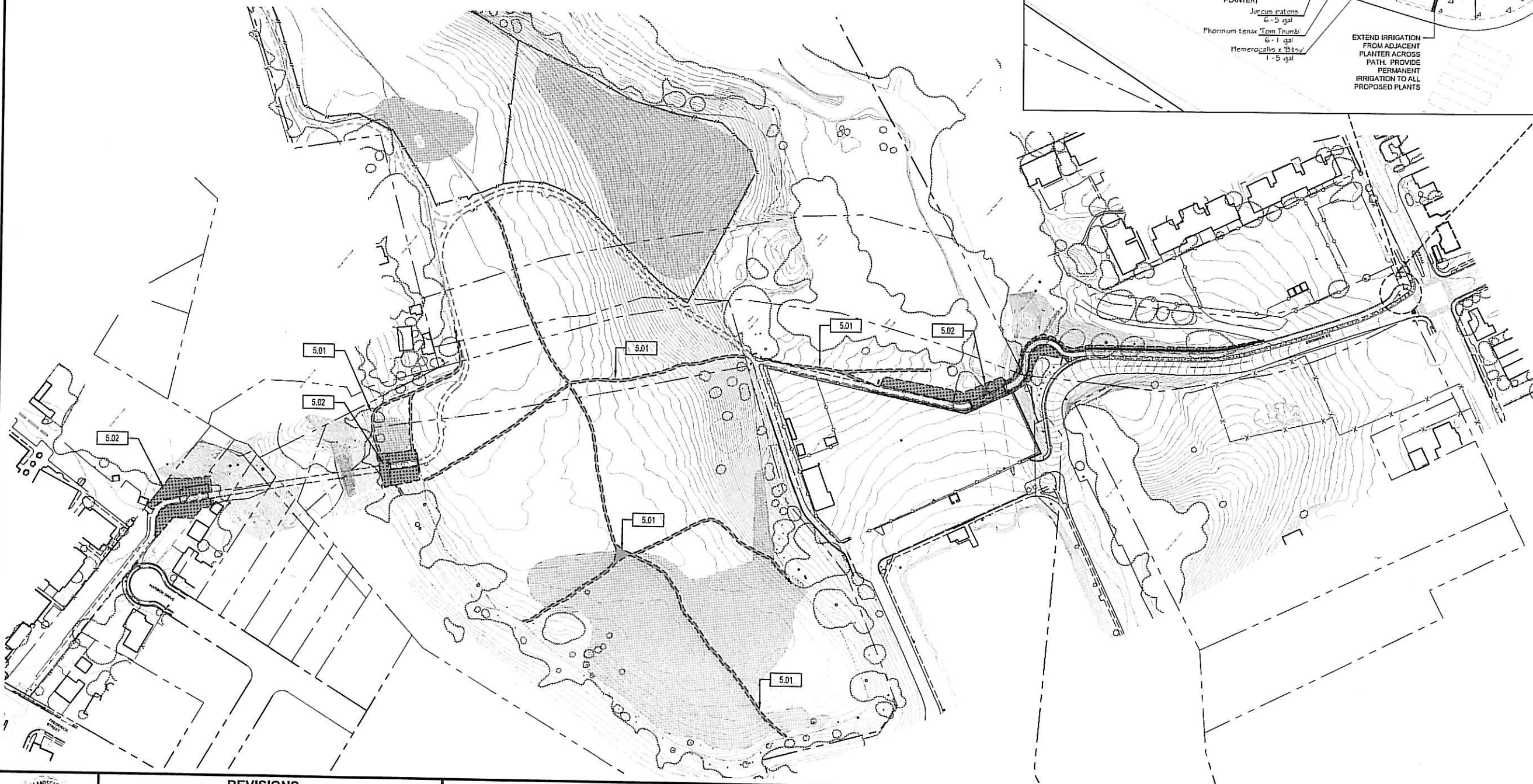
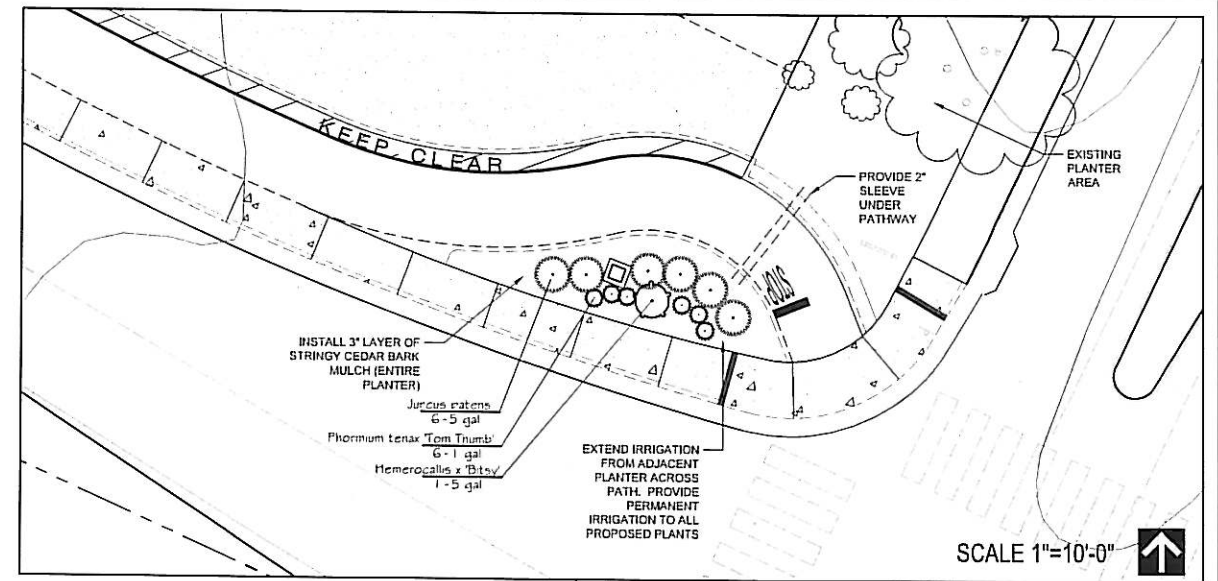
REFERENCES
FIELD BOOK:

DRAWING #:
SP-1404516

DATE	10/12/12	SCALE	AS SHOWN
DRAWN	CD		SP-1.07
DESIGN	CD/MS		VAULT NO.
CHECKED	MS		

KEY NOTE LEGEND

KEYNOTE	SYM.	DESCRIPTION	REMARKS
1.00 - DRAINAGE SYSTEMS			
2.00 - PAVING SYSTEMS			
3.00 - WALLS & FENCES			
4.00 - SITE FURNISHINGS & EQUIPMENT			
5.00 - LANDSCAPE ELEMENTS			
	5.01	HYDROSEED AREA	HYDROSEED MIX PER SPECS
	5.02	AREA TO RECEIVE HYDROSEED WITH HYDROMULCH	HYDROSEED MIX PER SPECS
		6.00 - STRUCTURES	
		7.00 - STRIPING	
		8.00 - SIGNAGE	
		9.00 - ELECTRICAL	



REVISIONS

NO.	DATE	DESCRIPTION



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

BROADWAY BROMMER MULTI-USE PATH PLANTING PLAN

REFERENCES	DATE	10/12/12	SCALE	AS SHOWN
FIELD BOOK:	DRAWN	CD		PL-1.01
DRAWING #:	DESIGN	CD/MS		VAULT NO.
PP-1404516	CHECKED	MS		

Bike Com - February 10, 2014; Page 21

SHEET 96 OF 104

BID DOCUMENT SUBMITTAL - 05/17/2013

TO: Bicycle Committee

FROM: Ginger Dykaar, Transportation Planner

RE: Draft 2014 Regional Transportation Plan (RTP)

RECOMMENDATIONS

Staff recommends that the Bicycle Committee:

1. Receive information on the Draft 2014 Regional Transportation Plan;
 2. Review and provide comments on the Draft 2014 Regional Transportation Plan (RTP) by April 8, 2014;
-

BACKGROUND

The Santa Cruz County Regional Transportation Commission is in the process of updating the Regional Transportation Plan (RTP). The RTP is a state-mandated document that identifies transportation needs in Santa Cruz County over the next twenty-two years. It estimates the amount of funding that will be available and identifies planned transportation projects. The plan is an essential first step in securing funding from federal, state and local sources. As required by state law, the RTP includes discussion of highways, local streets and roads, bicycle and pedestrian facilities, transit services, specialized transportation services for seniors and people with disabilities, and airports.

The RTC voluntarily adopted a sustainability framework for the 2014 RTP using the Sustainable Transportation Analysis and Rating System (STARS) to identify the goals, policies and thus the projects and programs to achieve a more sustainable transportation system. Sustainability is defined as balancing economic, environmental and equity interests. Individual projects listed in the 2014 RTP must still undergo separate design and environmental processes, and can only be implemented as local, state and federal funds become available.

This RTP, along with those from Monterey and San Benito Counties, has been incorporated into the Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan (MTP) covering the tri-county Monterey Bay area. Senate Bill 375 requires AMBAG as the Metropolitan Planning Organization for the region, to prepare a Sustainable Communities Strategy (SSCS) as part of the MTP that integrates land use and transportation planning to reduce greenhouse gas

emissions. The RTC coordinates with AMBAG on the development of the MTP/SCS by identifying financial constraints and transportation projects for inclusion in the MTP/SCS. In order to meet federal mandates, AMBAG must adopt the MTP/SCS by June 2014.

The RTP is subject to the California Environmental Quality Act (CEQA). Recognizing an opportunity to achieve efficiencies, the RTC, TAMC and SBCOG decided to merge their environmental analysis for their respective RTPs and AMBAG's 2035 MTP/SCS. A single environmental document that covers the RTPs for the three counties (Santa Cruz, Monterey and San Benito Counties) in the AMBAG region and the 2035 MTP/SCS has been prepared in lieu of individual environmental documents. AMBAG is the lead agency for the preparation of the 2035 MTP/SCS EIR, which includes environmental review of the three regional transportation plans and serves as the EIR for the 2014 RTP. The three regional transportation planning agencies, including RTC, serve as the responsible agencies under CEQA. As the responsible agency under CEQA, the RTC's primary role is to respond to consultation by the lead agency including reviewing and commenting on the Draft EIR.

DISCUSSION

2014 Regional Transportation Plan

The Draft Regional Transportation Plan (RTP) consists of nine chapters:

1. Why Sustainability?
2. Transportation Network
3. Travel Patterns
4. Vision for 2035 (Policy Element)
5. Funding Our Transportation System (Financial Element)
6. Transportation Investments (Action Element)
7. System Performance
8. Environmental and Air Quality Review
9. What's Next?

The three main components of the RTP are the policy element, the financial element and the action element.

- The Policy Element identifies the goals, policies, and targets that guide transportation funding decisions and prioritization.
 - Draft approved by RTC: May 3, 2012
 - Revised draft approved by RTC: June 26, 2013
- The Financial Element identifies funds available to the region and lists the additional funding needs over the next 22 years. The 2014 RTP includes revenues from a potential future local half-cent sales tax and a vehicle registration fee.
 - Draft approved by RTC: June 26, 2013
- The Action Element of the RTP identifies specific projects, programs and actions necessary to implement the policy element of the RTP. As required by state and federal law, the project list shows which projects could be funded

within the projected funds identified in the draft Financial Element (Constrained) and which would require new revenues above and beyond those anticipated over the next twenty-two years (Unconstrained).

- Draft approved by RTC: August 15, 2013 TPW

An additional component to the 2014 Regional Transportation Plan is an analysis of performance of the 2014 RTP to assess how well the plan advances the targets that have been identified as part of the policy element. A summary of the results is provided in Attachment 2. The RTC will consider release of the Draft 2014 RTP at the February 6, 2014 meeting. The document is anticipated to be released for public review on February 12th, starting a 55 day review period which ends April 8, 2014. The Draft 2014 RTP will be available online at <http://www.sccrtc.org/funding-planning/long-range-plans/rtp/> following its release. **Staff recommends the Bicycle Committee receive information on the Draft 2014 Regional Transportation Plan and review and provide comments by April 8, 2014.**

Environmental Impact Report

The CEQA required environmental review for the 2014 Regional Transportation Plan (RTP) is included in the EIR for the 2035 MTP-SCS. The environmental review evaluates the potential environmental effects of implementing the 2035 MTP-SCS, including the 2014 RTP for Santa Cruz County. The environmental review also evaluates alternative investment scenarios, and identifies mitigation measures for potential impacts. As the lead agency under CEQA for the 2035 MTP/SCS EIR, AMBAG has the primary responsibility for approving the “project”- 2035 MTP-SCS including the 2014 RTP for Santa Cruz County. The RTC, as a responsible agency under CEQA, will review and provide comments on the Draft EIR focusing on areas which will require decisions to be carried out by or approved by the RTC in the future. The RTC will consider adoption of the EIR findings in concert with adoption of the 2014 RTP after the EIR is certified by AMBAG.

As a programmatic document, the 2035 MTP-SCS EIR presents a region-wide assessment of the impacts of the proposed 2035 MTP-SCS, including the three RTPs (Santa Cruz, Monterey, and San Benito Counties). The intent of a program-level EIR is to focus, in general terms, on the probable regional environmental effects that can be identified at this point in time that are associated with the implementation of the financially constrained action elements of the plans. The 2035 MTP-SCS EIR does not analyze impacts of individual projects. Projects will undergo a separate environmental review process, conducted by their agency sponsors, once they actually receive funding and are ready to proceed. AMBAG will consider release of the Draft 2035 MTP-SCS EIR, in concert with release of the Draft 2035 MTP-SCS, for a 55-day public review period at the AMBAG Board meeting on Wednesday, February 12th. The public comment period on the Draft 2035 MTP-SCS EIR, which includes environmental review of the Santa Cruz County 2014 RTP will close on April 8, 2014. The Draft 2035 MTP-SCS EIR will be available online at <http://www.sccrtc.org/funding-planning/long-range-plans/rtp/> and www.ambag.org following its release.

Next Steps

The timing of release of the Draft RTP and the Draft EIR was coordinated with San Benito COG, TAMC and AMBAG staff to meet federal deadlines for approval of the MTP. The preliminary draft RTP will be reviewed by the Regional Transportation Commission at their February 6, 2014 meeting. The document along with the associated Environmental Impact Report is anticipated to be released for public review on February 12th, starting a 55 day review period which ends April 8, 2014. This review period corresponds with the Draft MTP-SCS EIR review period. Notices about the availability of the document will be sent to the media and community-based groups, including business, social services, environmental and neighborhood groups. The Draft RTP and EIR will be posted on the Commission's web site and copies will be provided to local libraries.

A summary of dates related to finalizing the RTP are provided below.

- February 6, 2014 – Preliminary Draft RTP will be reviewed by RTC
- February 12, 2014 – Anticipated release date for Draft 2014 RTP and Draft EIR for Public Comment
- March 6, 2014 RTC Meeting – RTP and EIR Public Hearing
- April 8, 2014 – End of 55 day public comment period
- May 1, 2014 RTC Meeting – Approve changes to Draft 2014 RTP for final submission to AMBAG
- June 11, 2014 – AMBAG adopts MTP-SCS and certify EIR
- June 26, 2014 – RTC adopts Final 2014 RTP

SUMMARY

The draft Regional Transportation Plan and draft Environmental Impact Report are scheduled for release on February 12, 2014, starting a 55-day review period which will end on April 8, 2014. The documents will be available on the RTC website, <http://www.sccrtc.org/funding-planning/long-range-plans/rtp/>. Notices will be sent to interested parties. **Staff recommends the Bicycle Committee review and provide comments on the Draft 2014 Regional Transportation Plan by April 8, 2014.** Adoption of the 2014 RTP is schedule for the June 26, 2014 RTC TPW meeting.

Attachments:

1. Executive Summary of Preliminary Draft 2014 Regional Transportation Plan
2. Summary of Performance Analysis Results

S:\RTP\2014\StaffReports\Bike\Bike1402\SR-Draft 2014 RTP.doc

2014

Santa Cruz County REGIONAL TRANSPORTATION PLAN



DRAFT



Santa Cruz County
Regional Transportation Commission
FEBRUARY 2014

Draft 2014 Santa Cruz County Regional Transportation Plan

Executive Summary

The Santa Cruz County Regional Transportation Commission (herein referred to as the “RTC” or “Commission”) periodically completes a Regional Transportation Plan according to state guidelines to guide short- and long-range transportation planning and project implementation for the county. This 2014 Regional Transportation Plan (called the “2014 RTP”) is the RTC’s comprehensive planning document that provides guidance for transportation policy and projects through the year 2035. The RTC voluntarily adopted a sustainability framework for the 2014 RTP using the Sustainable Transportation Analysis and Rating System (STARS) to identify the goals, policies and thus the projects and programs to achieve a more sustainable transportation system. Sustainability is defined as balancing economic, environmental and equity interests. Individual projects listed in the 2014 RTP must still undergo separate design and environmental processes, and can only be implemented as local, state and federal funds become available. This RTP, along with those from Monterey and San Benito Counties, will be incorporated into a Metropolitan Transportation Plan (MTP) covering the three-county Monterey Bay area that will meet state and federal guidelines.

The following is a summary of each chapter in the 2014 RTP.

Chapter 1 – Why Sustainability?

The transportation system not only enables us to get around but it is also interlinked with our health and safety, the quality of the natural environment, and the economic vitality of our region. The 2014 Santa Cruz County Regional Transportation Plan endeavors to work towards a sustainable transportation system that addresses the challenges that face transportation in Santa Cruz County now and in the future. The challenges discussed in Chapter 1 include:

- System Preservation – Maintenance needs for the existing transportation network are increasing. Roadway, bikeway, sidewalk, bridge and other repairs must be addressed in parallel with capacity and operational enhancements. If ongoing routine maintenance needs are not addressed, the cost of deferred maintenance will grow exponentially, leaving little funding for new projects.
- Safety – The numbers of fatal and injury motor vehicle collisions are being reduced nationally, statewide and locally. As we continue to successfully improve the safety for individuals that drive cars, the fatality rates for individuals that bicycle and walk, the most vulnerable transportation users, also need to be addressed.
- Congestion – Traffic congestion exists in Santa Cruz County and will not go away in the foreseeable future. Population growth and region-wide jobs to housing imbalances that encourage driving as the mode of choice result in more drivers making more automobile trips.

The frequent traffic jams on Highway 1 are the most obvious example of congestion on county roadways.

- **Environmental and Public Health** - A sustainable transportation system can play a vital role in the environmental health of Santa Cruz County and the health of its residents. Greenhouse gas emissions (GHG) have global environmental and public health affects, and air pollutants can affect both environmental and public health on a regional scale. The link between limited use of active transportation, such as biking and walking, and adult and childhood obesity is increasingly strengthened through research. Strategies for addressing this concern are being discussed at federal, state and local levels.
- **Energy** – Transportation relies heavily on fossil fuel which is a finite commodity. It cannot be assumed that fossil fuel will be abundant and inexpensive into the foreseeable future. The International Energy Agency (IEA) 2012 World Energy Outlook states that “the world is still failing to put the global energy system onto a more sustainable path.”
- **Economy** – The economic vitality of a region can be affected by transportation in a number of ways. Improved access is likely to positively affect businesses through faster goods movement and increased tourist activity. Implementation of transportation projects can provide jobs, and the smaller the percentage of household income that goes to transportation, the greater the amount of money that is available to go back into the local economy.
- **Funding** - Existing funding sources are insufficient to finance major transportation improvements and ongoing maintenance. New revenue sources will be needed to make major modifications to our transportation system and to eliminate the growing backlog of maintenance needs.

The 2014 RTP endeavors to work toward a sustainable transportation system that addresses these challenges and results in safer, healthier and more efficient travel choices that provide improved multimodal access to opportunities such as jobs, education, and healthcare for our residents.

Chapter 2 – Transportation Network

Santa Cruz County has a rich multi-modal transportation network. The county’s existing transportation network comprises a broad range of transportation facilities and modes. These include state highways, local streets and roads, an extensive bus system, a specialized transport system for seniors and people with disabilities, bikeways, sidewalks, an airport and a rail line. The most notable improvements to the highways have been on Highway 1. In the last decade, improvements were made to Highway 1 on Mission St, the Highway 1 and 17 interchange and most recently, new auxiliary lanes between Soquel and Morrissey.

The RTC recently purchased the Santa Cruz Branch Rail line that extends between Davenport and Watsonville on behalf of the community. This purchase will allow the RTC to preserve the corridor for existing and future transportation uses, including freight rail, passenger rail service/transit, and bicycle and pedestrian facilities. The Master Plan and Environmental Impact Report for the Monterey Bay Sanctuary Scenic Trail, a network of multiuse trails with the spine along the rail line, have been completed and funding for design and construction on two main segments of the trail has been programmed.

Transportation system management and transportation demand management programs are also components of the transportation network. Transportation System Management (TSM) projects incorporate operational improvements that improve traffic flow and safety. Examples include signal synchronization, new turning lanes, striping, auxiliary lanes and detectors for assessing real time traffic conditions. Transportation Demand Management includes strategies that reduce the number of people that are driving alone. These strategies include increasing the number of people carpooling, bicycling, telecommuting and taking transit through programs such as Commute Solutions and 511 traveler information services.

This multi-modal transportation network is crucial to meeting the travel needs of all county residents, including drivers, non-drivers and commercial traffic.

Chapter 3 – Travel Patterns

The majority of the population in Santa Cruz County lives and travels within a small area of the county. The areas of the county with higher population density are primarily along the coast (City of Santa Cruz, Capitola, Live Oak, Soquel and Aptos), in the cities of Watsonville and Scotts Valley, and along portions of the San Lorenzo Valley. Although the distances that people travel within Santa Cruz County are not extensive, increasing the diversity of land uses within neighborhoods to improve access to goods and services can result in even greater reductions in trip lengths.

The patterns of travel within Santa Cruz County are very much dependent on the number of people who live, work and visit the county. Population growth in Santa Cruz County between 2000 and 2010 increased by only 3% but future projections indicate that the growth rate will increase to 6% every decade through 2035. Similarly, the number of jobs in Santa Cruz County is forecasted to increase by approximately the same rate as the population.

Much effort on this 2014 RTP and the 2035 Metropolitan Transportation Plan has been focused on prioritizing projects that will reduce greenhouse gas emissions primarily from a reduction in vehicle miles traveled (VMT). One vehicle traveling one mile equals one “vehicle mile traveled.” VMT per capita is estimated to decrease by 18% relative to 2005 and total VMT for Santa Cruz County is expected to decrease by 3% by 2035 as population increases.

The 2011-2012 California Household Travel Survey (CHTS) data results for the state show that there has been a doubling of walk, transit and bike trips compared to data collected in 2000 and a reduction of drive alone trips of approximately 10%. Mode share data for Santa Cruz County is not currently available from this CHTS data. However, the 2006-2010 American Communities Survey provides mode share data for the “typical mode taken to work” for Santa Cruz County. This data shows that Santa Cruz County residents are choosing to ride their bike to work more often than in 2000, but carpool less, and the percent of drive alone trips remains the same.

Chapter 4 – Vision for 2035

The Santa Cruz County Regional Transportation Commission utilized an independent third party rating system called the Sustainable Transportation Analysis and Rating System (STARS) to develop a sustainability framework for the 2014 RTP. The goals, policies, performance measures and targets were developed with extensive public and partner input using STARS to form the foundation for a sustainable

transportation plan. The measures are shaped by readily available data and are expected to evolve as new data becomes available. The goals for the 2014 RTP are as follows:

Goal 1: Improve people's access to jobs, schools, health care and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.

Goal 2: Reduce transportation related fatalities and injuries for all transportation modes.

Goal 3: Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system and beneficially for the natural environment.

For the first time, the Santa Cruz County Regional Transportation Plan identified measurable outcomes, called targets that are each linked to a sustainability goal. Incorporating targets into the goals and policies enables the Regional Transportation Commission to assess how well the long range plan will perform over time in advancing the targets. The assessment of performance is provided in Chapter 7.

Chapter 5 – Financial Plan

Transportation programs and projects in Santa Cruz County are funded from a variety of local, state and federal funding programs. Local sources account for 70% of the transportation revenues, 18% from state and 12% from federal. Based on current and projected revenue sources, approximately \$2.7 billion are reasonably anticipated to be available to finance transportation projects in Santa Cruz County through 2035 (\$125 million per year). The vast majority (75%) of anticipated revenues are committed to specific dedicated uses of which approximately \$1 billion is slated for transit service and capital improvements. A large proportion of these transit revenues come from our county's dedicated half-cent local sales tax for transit. Airport improvements and highway safety also account for a large portion of the dedicated funds.

Discretionary, relatively flexible funding typically available to a variety of types of projects makes up only 25% of the local, state and federal funding (\$675 million). Of this, \$390 million would come from a future countywide sales tax measure and vehicle registration fees, with voters deciding what projects receive those revenues. **The Regional Transportation Commission (RTC) has discretion over less than 6% of the funds** available for transportation projects in the next 22 years (approximately \$7 million per year). These funds are from regional shares of the State Transportation Improvement Program (STIP) and Regional Surface Transportation Program (RSTP).

It is important to note that transportation funding can be incredibly unpredictable. State and federal actions can result in elimination of certain funding programs or diversion of transportation funds to the State General Fund, as has happened regularly to transit funds over the past several years. Inevitably, some of the funding sources assumed within the financial projections for this plan will not actually be realized, depending on a number of factors including decisions made by voters and the state and federal governments.

Even if all of the revenues assumed in this document are realized, projected funds are insufficient to keep up with maintenance, operational, safety, and major improvement needs of the region discussed in Chapter 6. Therefore, this document identifies additional sources for new funds that could potentially become available. The RTC works with entities locally, statewide, and nationally to seek new transportation revenue sources. These could include new local or state gas taxes, transportation impact

fee programs, statewide transportation bonds, special federal funding programs (such as economic stimulus bills), special state legislative budget requests, and new grants.

Chapter 6 – Transportation Investments

A list of programs, projects and actions needed to operate, maintain, and improve the transportation system in Santa Cruz County has been developed – based on input from the public and sponsoring agencies -- as part of the Action Element of the RTP. The cost of implementing this list of transportation projects in Santa Cruz County is approximately \$5.6 billion, whereas the estimated funds available through 2035 is approximately \$2.7 billion –half of the estimated need.

Given the significant gap between funding needs for transportation and projected revenues, the projects listed in the RTP must be divided into two groups. Transportation improvements that can be funded with foreseeable transportation revenues between 2014 and 2035 are shown as “Constrained.” This group includes projects with dedicated funding, already funded projects to be constructed in the short term, and planned projects that could be constructed anytime within the 2014 RTP’s 25-year time-line as projected funds become available. Transportation improvements to be implemented only if new revenues are generated or become available show their funding as “Unconstrained.” Some projects are identified with both constrained and unconstrained funds, indicating a need for additional funds to complete the entire project, though portions of those projects may be completed using available funding.

In order to determine which projects are prioritized for the constrained list for the 2014 RTP, the RTC worked with the Sustainable Transportation Council (STC) to utilize the Sustainable Transportation and Analysis Rating System (STARS). RTC also worked closely with AMBAG on a scenario planning process to identify priority projects given financial constraints. Input was solicited from project sponsors, the public, public interest groups and RTC committees throughout the process in developing the final project list that identifies the projects as either constrained and/or unconstrained.

The within projected funds or constrained project list consists of over 300 projects that could be implemented over the twenty-two year timeframe. These projects and programs address the region’s accessibility, economic, safety and environmental sustainability needs over the next 22 years and constitute the 2014 RTP’s constrained project list described in Chapter 6 with the full list of projects and programs provided in Appendix E. During the next 22 years, approximately \$2.7 billion from federal, state, and local funding sources is projected to be available to finance transportation projects in Santa Cruz County. Over 200 projects are on the unconstrained list, for which additional funds will be needed in order to be implemented.

The 2014 RTP assigns future transportation funds to a range of projects and programs designed to maintain the current transportation system, and improve access, safety and environmental and public health by broadening transportation options. Key proposals, based on projected available funding, include:

- Maintenance of the existing transportation network including roads, highways, bike lanes, sidewalks, and transit
- Safety and operational improvements to Highways 1, 9, 17, 129 and 152
- Addition of Auxiliary lanes on Highway 1 between State Park Drive in Aptos and Soquel Ave

- Bicycle and pedestrian crossings over Highway 1 at Chanticleer and Mar Vista
- Modifications to major arterial roads -- including intersection improvements and bus, pedestrian and bicycle facilities
- Freeway Service Patrol along Highways 1 and 17
- Expanded bus service for high ridership routes to serve University of California Santa Cruz (UCSC), south county and San Jose commuters
- Transit queue jumps and high occupant vehicle signal priority
- Construction of the Monterey Bay Sanctuary Scenic Trail , the Pajaro River Trail, and the San Lorenzo Valley Trail
- Local bicycle and pedestrian projects and programs designed to increase bicycle commuting, and provide safe bicycle and pedestrian routes to schools and key destination areas
- Expansion of specialized transport services in response to projected increases in senior and disabled populations
- Individualized marketing programs to employers to increase carpooling and vanpooling

Development of the RTP project list is a preliminary step towards actual implementation of the projects identified in the 2014 RTP. Prior to the beginning of project construction, a number of steps must be taken which can take from 6 months to 20 years, depending on the particular project's complexity, impacts, level of public interest, funding and environmental requirements, and availability of funds. These steps include: developing a detailed project cost estimate; obtaining local, state and/or federal funds; designing the project; determining the project's environmental impacts; securing right-of-way, if necessary; and throughout the process, incorporating public input.

Chapter 7 – System Performance

The performance of the 2014 RTP has been analyzed to determine how well the constrained list of transportation projects and programs advance the goals and targets of the RTP. Utilizing the Sustainable Transportation and Analysis Rating System (STARS) and AMBAG's scenario planning effort, it is evident that a balance of project types is best able to advance the plan's performance targets.

The plan makes progress towards and meets many of the targets set forth for the RTP, though funding constraints make it impossible to fully meet all of the targets. The greenhouse gas emissions target as well as the economic benefit target have not only been met but exceeded. **Figure ES.1** describes how the Santa Cruz County 2014 RTP performs for each of the targets.














Target	Score
Target 1A - Increase the percentage of people that can travel to key destinations within a 30-minute walk, bike or transit trip by 20 percent by 2020 and 40 percent by 2035.	Plan falls short of target 
Target 1B - Reduce per capita fuel consumption and greenhouse gas emissions by 1 percent by 2020 and 5 percent by 2035.	Plan meets target 
Target 1C - Re-invest in the local economy \$5 million/year by 2020 and \$10 million/year by 2035 from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.	Plan meets target 
Target 1Di - Improve travel time reliability for vehicle trips.	Measure has decreased relative to existing condition but has improved in comparison to 2035 no project 
Target 1Dii - Improve multimodal network quality for walk and bicycle trips to and within key destinations.	Plan meets target 
Target 1E - Decrease single occupancy mode share by 4 percent by 2020 and by 8 percent by 2035.	Plan falls short of target 
Target 2A - Reduce injury and fatal collisions by mode by 20 percent by 2020 and by 50 percent by 2035.	Measure will be monitored over time to assess progress 
Target 2B - Reduce total number of high collision locations.	Measure will be monitored over time to assess progress 
Target 3A - Increase the average local road pavement condition index to 57 by 2020 and 70 by 2035.	Measure has improved in comparison to status quo budget but has decreased relative to existing conditions 
Target 3B - Reduce the number of transportation facilities in “distressed” condition by 3 percent by 2020 and 5 percent by 2035.	Measure will be monitored over time to assess progress 
Target 3C - Reduce travel times and increase travel options for people who are transportation disadvantaged (TD) due to income, age, race, disability or limited English proficiency by increasing the percentage that are within a 30-minute walk, bike or transit trip to key destinations by 20% by 2020 and 40% by 2035.	Plan falls short of target 
Target 3D - Ensure transportation services (and impacts) are equitably distributed to all segments of the population.	Plan meets target 
Target 3E - Maximize participation from diverse members of the public in planning and project implementation activities.	Plan meets target 

Figure ES.1 – Summary of 2014 Project List Performance for Advancing Targets

Chapter 8 – Environmental and Air Quality Review

The California Environmental Quality Act of 1970 (CEQA) requires that the environmental effects of the 2014 RTP be analyzed. This analysis was prepared as a separate program-level Environmental Impact Report (EIR) released along with the 2014 RTP. The EIR, prepared in coordination with the Association of Monterey Bay Area Governments (AMBAG), Transportation Agency for Monterey County (TAMC), and the San Benito County Council of Governments (SBCOG), collectively evaluates the Regional Transportation Plans for the Monterey Bay region - Santa Cruz, Monterey, and San Benito Counties. The EIR evaluates changes to the project lists and policies and addresses new information not previously available. The EIR analyzes the potential environmental impacts of the 2014 RTP, including alternative investment scenarios, and identifies potential mitigation measures for impacts of the transportation program for the whole region. The EIR does not analyze impacts of, or mitigations for, individual projects. The respective agency sponsors will conduct a project-specific review, once funding is received and the project is initiated.

Together Santa Cruz, Monterey, and San Benito Counties comprise the North Central Coast Air basin (NCCAB). Many projects in the plan implement the Monterey Bay Unified Air Pollution Control District's (Air District) approved Transportation Control Measures for the region, which are developed to reduce transportation-related emissions by reducing vehicle use or improving traffic flow. The three county region (or NCCAB) is an attainment area for air quality impacts and therefore exempt from the required conformity analysis.

Chapter 9 – What's Next?




The Santa Cruz County Regional Transportation Plan is a work in progress that will be updated approximately every four years. This chapter identifies a number of considerations that will likely be prominent features of the RTP over the next couple of decades.


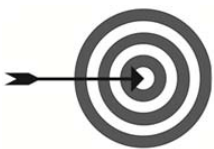

Santa Cruz County is susceptible to a wide range of climate change effects. Although there is currently no requirement to include climate adaptation into the RTP, the RTC is aware of the need to undertake efforts to respond to *impacts* of climate change along with the current effort to reduce GHG emissions. Future editions of the RTP may address the impacts of climate change by identifying areas at most risk to sea level rise as well as other additional transportation considerations.

Technological innovations will continue to affect all aspects of society, including transportation. As these technologies become more widely used and information becomes available, they can be incorporated into the RTP. Vehicular Communication Systems, also known as connected vehicles, are one example of an emerging technology in which vehicles can communicate with other vehicles and/or roadside units through wireless technology. Connected vehicles such as cars, trucks, buses, and trains could communicate important safety and mobility information to one another. This ability would save lives, prevent injuries, greatly reduce the cost of traffic collisions, ease traffic congestion, save time and fuel, improve the environment and have significant economic advantages. The RTC will be watching the evolution of this technology for incorporation into future RTPs.

Attachment 2


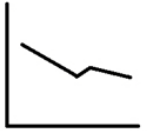
Summary of 2014 Project List Performance for Advancing Targets


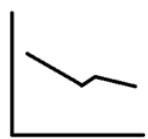

ACCESS and ENVIRONMENT			
GOAL 1. Improve people's access to jobs, schools, health care and other regular needs in ways that improve health, reduce pollution and retain money in the local economy.			
Target	Projects on Constrained List that can Advance Target	Findings	Score
Target 1A - Increase the percentage of people that can travel to key destinations within a 30-minute walk, bike or transit trip by 20 percent by 2020 and 40 percent by 2035.	<ul style="list-style-type: none"> ✓ Bicycle and pedestrian facilities near major activity centers with emphasis on filling gaps in the network ✓ Bicycle and pedestrian bridges over Highway 1 ✓ Transit level of service improvements ✓ Curb ramps 	The percentage of the population that are within a 30 minute bike or walk of key destinations increases with implementation of the RTP but falls short of the target.	 <p><i>Plan falls short of target</i></p>
Target 1B - Reduce per capita fuel consumption and greenhouse gas emissions by 1 percent by 2020 and 5 percent by 2035.	<ul style="list-style-type: none"> ✓ Bicycle, pedestrian, and transit facility improvements with emphasis on separated facilities ✓ Bicycle, pedestrian, and transit amenities such as bus shelters and benches, signage, bike maps, bike parking ✓ Bus rapid transit, such as transit priority ✓ Educational and incentive programs to encourage and facilitate shifts to carpool, bike, walk, transit, telecommuting ✓ Park and ride lots ✓ Intersection Improvements that reduce idling 	A reduction in GHG emissions of 16.2% per capita by 2035 has met and surpassed the 5% target.	 <p><i>Plan meets target</i></p>
Target 1C - Re-invest in the local economy \$5 million/year by 2020 and \$10 million/year by 2035 from savings resulting from lower fuel consumption due to a reduction in vehicle miles traveled.	<ul style="list-style-type: none"> ✓ Bicycle, pedestrian, and transit facility improvements with emphasis on separated facilities ✓ Bicycle, pedestrian, and transit amenities such as bus shelters and benches, signage, bike maps, bike racks ✓ Bus rapid transit, such as transit priority ✓ Educational and incentive programs to encourage shifts to carpool, bike, walk, transit ✓ Park and ride lots 	A reduction in fuel consumption allows \$13 million to be re-invested into the local economy and thus the target has been met.	 <p><i>Plan meets target</i></p>


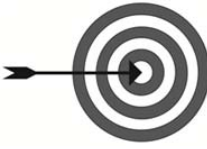
Target	Projects on Constrained List that can Advance Target	Findings	Score
Target 1Di - Improve travel time reliability for vehicle trips.	<ul style="list-style-type: none"> ✓ Hwy 1 Auxiliary Lanes ✓ Intersection operational improvements ✓ Roadway improvements such as merge lanes, transit turnouts ✓ Signal synchronization ✓ HOV signal priority and queue jumps ✓ Bus rapid transit, such as transit priority ✓ Freeway Service Patrol 	Travel time reliability has decreased relative to existing conditions but has improved in comparison to 2035 no project.	 <p><i>Measure has decreased relative to existing conditions but has improved in comparison to 2035 no project</i></p>
Target 1Dii - Improve multimodal network quality for walk and bicycle trips to and within key destinations.	<ul style="list-style-type: none"> ✓ Bicycle and pedestrian facilities in key destination areas with emphasis on filling gaps in the network ✓ Two bicycle and pedestrian bridges over Highway 1 ✓ Bicycle/pedestrian separated facilities ✓ Bicycle and pedestrian treatments at intersections (e.g. crossing islands, painted boxes, bike signals etc) ✓ Wider sidewalks buffered from automobile traffic ✓ Traffic calming and greenways ✓ Curb ramps 	Bicycle and pedestrian network quality has improved with this plan.	 <p><i>Plan meets target</i></p>
Target 1E - Decrease single occupancy mode share by 4 percent by 2020 and by 8 percent by 2035.	<ul style="list-style-type: none"> ✓ Bicycle, pedestrian, and transit facility improvements ✓ Bus rapid transit, such as transit priority ✓ Educational and incentive programs to encourage shifts to carpool, bike, pedestrian and , transit ✓ Bicycle, pedestrian, and transit amenities such as bus shelters and benches, signage, bike maps, bike parking 	Single occupancy vehicle mode share has decreased with this plan by 6.4% but falls short of the 8% target.	 <p><i>Plan falls short of target</i></p>

SAFETY

GOAL 2. Reduce transportation related fatalities and injuries for all transportation modes

Target	Projects on Constrained List that can Advance Target	Findings	Score
Target 2A - Reduce injury and fatal collisions by mode by 20 percent by 2020 and by 50 percent by 2035.	<ul style="list-style-type: none"> ✓ Auxiliary lanes on Highway 1 ✓ Intersection improvements with consideration for bicyclists and pedestrians ✓ Bicycle and pedestrian treatments at intersections (e.g. crossing islands, painted boxes and bike signals) ✓ Bicycle and pedestrian facility improvements with emphasis on separated facilities ✓ Two bicycle and pedestrian bridges over Highway 1 ✓ Traffic calming and greenways ✓ Pedestrian crossings near schools and high pedestrian traffic areas 	<p>Due to the challenge of being able to forecast injuries and fatalities based on projects implemented, the number of injuries and fatalities for each mode can be monitored over time to assess progress.</p>	 <p><i>Measure will be monitored over time to assess progress</i></p>
Target 2B - Reduce total number of high collision locations.	<ul style="list-style-type: none"> ✓ Auxiliary lanes on Highway 1 ✓ Intersection improvements with consideration for bicyclists and pedestrians ✓ Bicycle and pedestrian treatments at intersections (e.g. crossing islands, painted boxes and bike signals) ✓ Bicycle and pedestrian facility improvements with emphasis on separated facilities ✓ Traffic calming and greenways ✓ Pedestrian crossings near schools and high pedestrian traffic areas 	<p>Due to the challenge of being able to forecast injuries and fatalities based on projects implemented, the number of injuries and fatalities for each mode can be monitored over time to assess progress.</p>	 <p><i>Measure will be monitored over time to assess progress</i></p>

Maintenance and Equity			
GOAL 3. Deliver access and safety improvements cost effectively, within available revenues, equitably and responsive to the needs of all users of the transportation system, and beneficially for the natural environment.			
Target	Projects on Constrained List that can Advance Target	Findings	Score
Target 3A - Increase the average local road pavement condition index to 57 by 2020 and 70 by 2035.	<ul style="list-style-type: none"> ✓ Maintenance, repair and operation of local roadways ✓ Caltrans SHOPP projects ✓ Road rehabilitation and reconstruction 	The pavement condition index (PCI) has decreased to 42 relative to existing PCI of 53 but is improved in comparison to status quo budget that could bring PCI down to 28. Target has not been met.	 <p>Measure has improved in comparison to status quo budget but has decreased relative to existing conditions</p>
Target 3B - Reduce the number of transportation facilities in "distressed" condition by 3 percent by 2020 and 5 percent by 2035.	<ul style="list-style-type: none"> ✓ Maintenance, repair and operation of local roadways ✓ Bus replacements ✓ Upgrades to transit facilities ✓ Caltrans SHOPP projects ✓ Road rehabilitation and reconstruction 	The number of transportation facilities in "distressed" condition can be monitored over time.	 <p>Measure will be monitored over time to assess progress</p>
Target 3C - Increase the percentage of people who are transportation disadvantaged due to income, age, race, disability, or limited English proficiency that are within a 30-minute walk, bike or transit trip to key destinations by 20% by 2020 and 40% by 2035.	<ul style="list-style-type: none"> ✓ Bicycle and pedestrian facility improvements near schools and other transportation disadvantaged destinations with emphasis on filling gaps in the network and ADA improvements ✓ Transit improvements such as increased service on high ridership routes ✓ Curb ramps ✓ Rail transit 	The percentage of the transportation disadvantaged population that is within a 30 minute bike or walk of key destinations is increased but plan falls short of the target.	 <p>Plan falls short of target</p>

Target	Projects on Constrained List that can Advance Target	Findings	Score
Target 3D - Ensure transportation services (and impacts) are equitably distributed to all segments of the population.	<ul style="list-style-type: none"> ✓ Bus rapid transit, such as transit priority ✓ Transit improvements such as increased service on high ridership routes ✓ Auxiliary lanes on Highway 1 ✓ Monterey Bay Sanctuary Scenic Trail ✓ Rail transit 	<p>The regional projects that are identified in the plan provide an equitable distribution to low income and minority populations and thus the target has been met.</p>	 <p><i>Plan meets target</i></p>
Target 3E - Maximize participation from diverse members of the public in planning and project implementation activities.	<ul style="list-style-type: none"> ✓ Public participation plan ✓ Workshops ✓ Web and social media outreach ✓ Email distributions ✓ Surveys ✓ Press releases ✓ Project sponsor board approvals 	<p>Public participation was solicited in developing the plan at every juncture and thus the target has been met.</p>	 <p><i>Plan meets target</i></p>

TO: Bicycle Committee
FROM: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator
RE: Mission Street Extension

RECOMMENDATION

Staff recommends that the Bicycle Committee receive and consider comments on the Mission Street Extension project

DISCUSSION

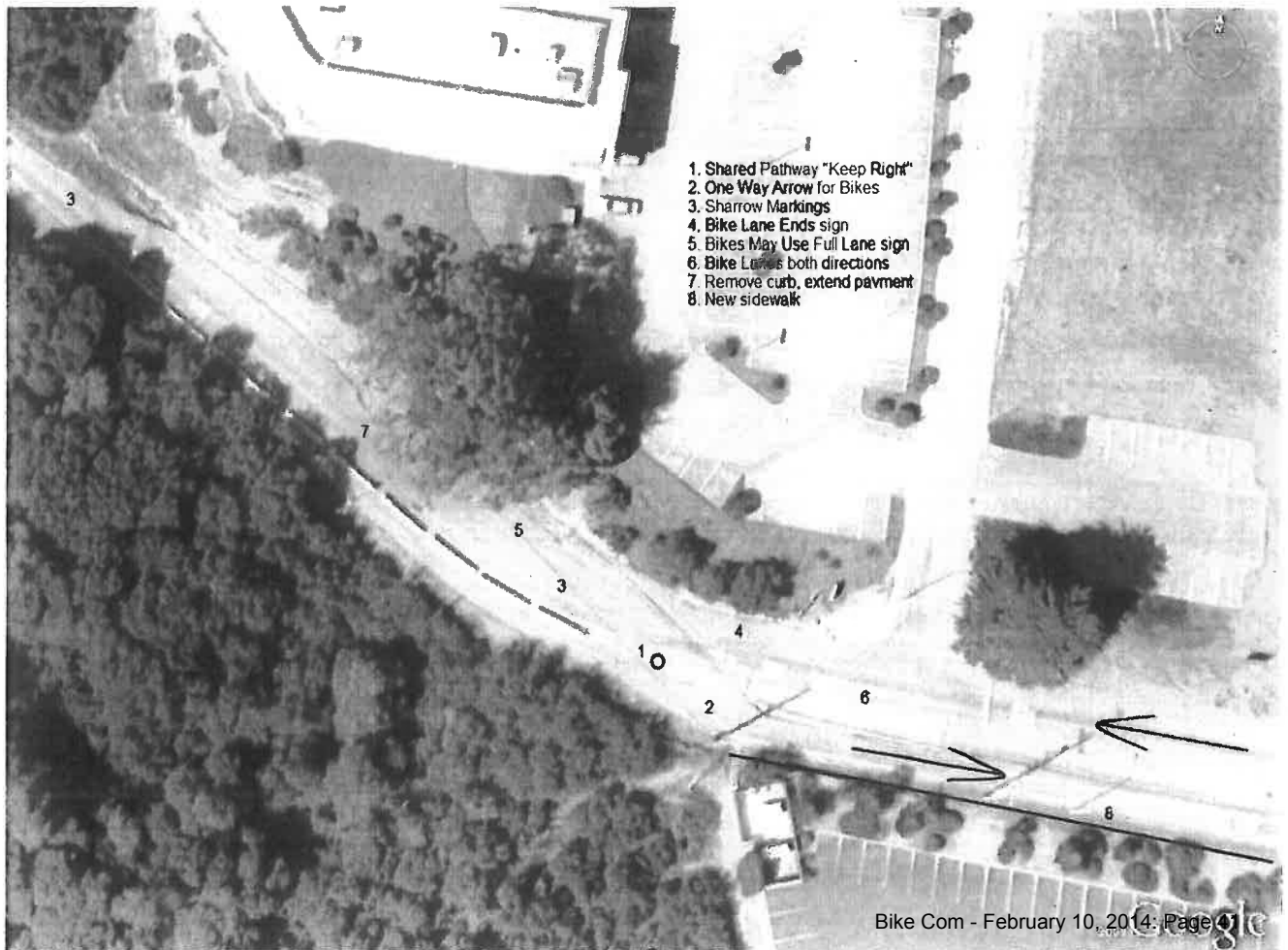
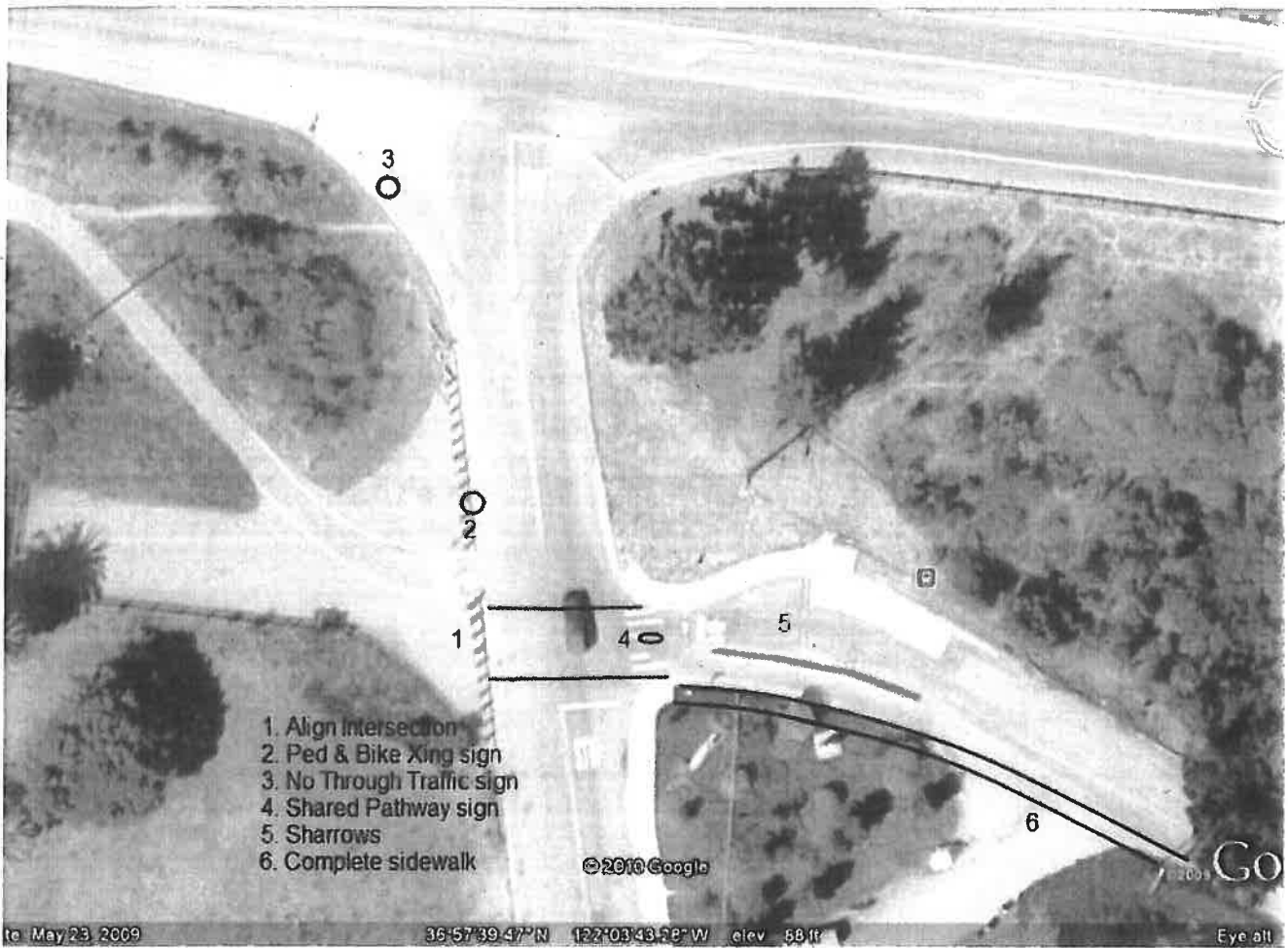
Committee member Rick Hyman provided the attached review of Mission Street Extension project. With the Mission Street Extension project now complete, Mr. Hyman reviewed to what extent the Bicycle Committee's recommendations were followed. He concludes that, by-and-large, the City of Santa Cruz followed the Committee's recommendations and the project appears well-designed within the constraints present. He makes additional recommendations for the Committee to consider.

An ad-hoc committee could be formed to consider follow-up actions regarding the recommendations suggested.

SUMMARY

With the Mission Street Extension project, a review of the project is provided and follow-up recommendations are made.

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Review of Mission Street Extension project
Rick Hyman

Now that the Mission Street Extension project is complete, I reviewed the extent that the Committee's recommendations were followed. The results are shown in bold italics below. By and large, the City followed our recommendations and the project appears well-designed within the constraints present. I recommend that the Committee:

1. Send a letter to the City noting that we are generally pleased with the project and appreciate that they took our recommendations to heart. Note that the routing is clear and the pavement smooth.
2. Ask the City if they performed a warrant study for a stop sign on Shaffer Road at the northern crossing of bike path (there is a stop sign at the southern crossing) as we requested; if so what were the results; if not, could it still be undertaken; if the results did not allow for a stop sign, could they please consider other alternatives for alerting motor vehicle drivers to the bike path crossing and slowing them down, perhaps using some of the \$10,000 that they are slated to receive from the future Fairfield Motel in order to "improve the bike/pedestrian path on Mission Street across Moore Creek toward Shaffer Road"?
3. Request that the City still consider realigning the Wilder Path entrance with the Mission Street extension bike path in the future. This should be inexpensive as it only involves relocating some bollards, removing and adding short curb sections, and repainting. Again, a funding source may be the above-mentioned requirement.
4. Request that the City sign the route: Natural Bridges Drive from the railroad tracks, to and along Mission Street extension and then along the Wilder Ranch bike path to Coast Road in Wilder Ranch then back to the railroad tracks as the Monterey Bay Sanctuary Scenic Trail (as shown as the multi-use trail facility on Figure 4-15 of the *Trail Master Plan*). Also, send a copy of this request to the RTC.
5. Write a letter to Caltrans requesting that they sign the right and left turns onto Shaffer Road from Highway One in a manner that shows that a trail crossing is just ahead (please see attachment 1). And, also request that Caltrans support and allow the City to perform #2 and #3 above on Caltrans property (because it appears that this area is part of Highway One right of way).

October 25, 2010

Jim Burr, Transportation Manager
City of Santa Cruz Public Works
809 Center Street
Santa Cruz, CA 95060

RE: Mission Street Extension Bicycle/Pedestrian Path improvements

Dear Mr. Burr:

I am writing on behalf of the Santa Cruz County Regional Transportation Commission's (RTC) Bicycle Committee to submit comments regarding the Mission Street Extension Bicycle/Pedestrian Path Revision project. The Bicycle Committee appreciates the City's ongoing commitment to promoting safe bicycle transportation and improving existing facilities. The current Mission Street Extension bike/pedestrian path and the k-rail barriers used to delineate the path from the motor vehicle lane have presented safety hazards and members have long sought improvements for this segment in the City's bicycle network. The Committee welcomes this sorely needed revision. At its October 18, 2010 meeting, the Committee supported the City's application to use TDA funds to make improvements.

The Committee suggests that the City incorporate the following recommendations in the project design:

- 1) Stencil Shared Roadway Markings on Mission St Extension in WB direction;

Done

- 2) Extend and connect the path to Natural Bridges Drive in the EB direction;

Done

- 3) Improve the approach to Wilder Ranch in the WB direction;

Unsure exactly what this means

- 4) Plan and implement a street sweeping and maintenance plan so debris does not collect and hinder safe bicycle travel;

Unknown if done

- 5) Reserve the space left from removal of the k-rail barrier for extending the width of the path; and

It appears this might have been done

- 6) Install appropriate signage indicating the type of facility the path is determined to be and the manner in which it should be used (ex: "Class I Path", "Stay right", etc). Add crosswalk markings to improve safety and provide greater clarity to all users.

Done

Additionally, the Committee tasked its Technical Subcommittee to follow up on the suggestions identified above. After a site visit to evaluate the project area, the Subcommittee submitted the attached Memorandum (Attachment 1) with additional details and recommendations.

The Committee also recommended that the City conduct the following evaluations and then also incorporate these elements into the project design, if possible:

- 7) Conduct a warrant study to evaluate adding an additional stop sign on Shaffer Rd. and Mission St Extension to slow traffic entering the roadway from Highway 1;

Unknown if study undertaken, but no stop sign

- 8) Consider designating the separate pathway on Mission Street Extension as a Class I path (i.e., for two-way bicycle travel);

Done

- 9) Evaluate ways to separate pedestrian and bicycle traffic on the pathway.

Not done, but appears to be insufficient room; signed for bikes to yield to pedestrians

The Bicycle Committee requests that design plans, once drafted, be brought for review as stipulated in the RTC Rules and Regulations. Please provide a map of the project, surface and alignment, deviations from the standard cross-sections, changes in the surface and alignment, and any parking restrictions.

The Committee acknowledges with appreciation the City of Santa Cruz's continued efforts to improve bicycle facilities and enhance the safety of bicyclists. If you have any questions, please feel free to contact the RTC Bicycle Coordinator and staff to the Bicycle Committee, Cory Caletti, at (831) 460-3201 or by email at ccaletti@sccrtc.org.

Sincerely,

Daniel Kostelec
Chair, SCCRTC Bicycle Committee

Attachment 1: Memorandum from Technical Subcommittee

cc: Bonnie Lipscomb, City of Santa Cruz Redevelopment Agency Director
Cheryl Schmitt, City of Santa Cruz Public Works Transportation Coordinator
Santa Cruz County Regional Transportation Commission
Santa Cruz County Regional Transportation Commission Bicycle Committee

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**Observations from Mission Street Extension and Shaffer Road Bike Path
SCCRTC BAC Technical Subcommittee: Wm Menchine, David Casterson
Rick Hyman from City of Santa Cruz Subcommittee joined us**

Our subcommittee was tasked with following up on our Bicycle Committee's recommendations. We conducted a field trip on October 23, 2010 looking at the approach of the contraflow bike lane and sidewalk on Mission Street Extension from both directions. We observed several riders and pedestrians using the path, as well as cyclists using the roadway (in both directions). We looked at the conditions on both the roadway and pathway and offer the following suggested amplifications of our Bicycle Committee's recommendations, illustrated on the attached aerial view:

1. Shared Roadway: It is currently not clear to cyclists, pedestrians or motorists, what the design intent of the multi-use path and roadway is, especially when approaching the facility from the east and heading towards Shaffer road (westbound).

Now signed as multi-use path

In addition to the Committee's recommendation to place sharrows in the roadway on the uphill section, we suggest posting "Bikes May Use Full Lane" and "Slow" or "Reduce Speed" signs.

Bikes May Use Full Lane signs and sharrows installed; no Slow or Reduce Speed signs, but lane width and markings may help to slow traffic

2. Extend Path to Natural Bridges: We noted that there is no sidewalk fronting Mission Street Extension by the fairly recently constructed SC City Schools building. We recommend installing a sidewalk there. Then, the multi-use pathway could transition to a separate sidewalk and bike lane.

Bike lane and sidewalk extended

Additionally, as we cycled to this area along Mission Street Extension we noted the wide pavement, lack of vehicles parked on the street, and several cyclists going to and from the Farmers' Market and Wilder Ranch. We thus also recommend installing bike lanes on Mission Street Ext. all the way from Burkett to Swift Streets to as called for in the 2008 *City of Santa Cruz Bicycle Transportation Plan*.

Not done

3. Improve approach to Wilder Ranch: We observed that the pathway on the Wilder Ranch side of Shaffer Road is not aligned with where cyclists would ride on the Mission Street Extension pathway. We recommend that the entrance to the Wilder Ranch Bike Path be modified to align with the pathway on Mission Street Extension and that a crosswalk across Shaffer Road to the multi-use path be marked.

Not done

6. Pathway signing: As noted we observed some cyclists ride eastbound on Mission Street Extension's one-way roadway rather than use the pathway to the right. Thus, better signage is needed to direct riders and pedestrians approaching the Shared Use Path from the Wilder Ranch Bike Path to indicate that the "Path" is both a Bike Lane and a Sidewalk. We recommend installing an island or sign adjacent to the north/south crosswalk on Shaffer Road between the uphill roadway and entrance to the shared use path to help delineate and identify the roadway and path. West Cliff Drive toward the trestle bridge is an example of a clear delineation directing where contraflow bicyclists are to ride.

Done

7. Stop Sign. If a study does not warrant a stop sign on Shaffer Road, then we recommend that a warning sign and/or pavement marking should be placed north of the intersection with Mission Street Extension to alert drivers of a Bicycle and Pedestrian Crossing. This would also be a good place to install a speed hump to slow traffic approaching the intersection from Hwy 1.

Not done

We also noted that the "No Through Traffic" sign is located south of the intersection. We recommend another such sign be installed at the intersection of Shaffer Road with Highway One to inform drivers that the road is dead end. This may prevent some unnecessary traffic on Shaffer.

Not done

9. Separate pathway traffic: We recommend painting stencils indicating "Keep Right" along the path (in both directions) to improve safety.

Directional arrows at intersections only; no Keep Right signs

Also, we recall that Cheryl's presentation indicated that some pavement repairs would be made as part of this project. We noted some poor pavement conditions on both the pathway and roadway. We concur that repair and/or repaving of the shared path and roadway are needed as part of the plan to replace "K-Rail" with a new lane separation barrier.

Done

In the future as funding becomes available, we recommend upgrading curb, drainage, and guardrail on north side of Mission Street Extension to enable a more uniform curb with some additional pavement to increase roadway width and fix uneven pavement. Please see note #7 on the attached aerial view of the lower (eastern) section of the facility.

Not done, but with repaving, existing curb appear sufficient

Attachment 1

This is a example of the type of sign that should be on Highway One approaching the intersection with Shaffer Road.



However, this sign comes the closest to those approved for California that I found:



TO: Bicycle Committee

FROM: Cory Caletti, Senior Transportation Planner/Bicycle Coordinator

RE: Santa Cruz Metro's *Draft Short Range Transit Plan*

RECOMMENDATION

Staff recommends that the Bicycle Committee receive and consider the Santa Cruz Metro's *Draft Short Range Transit Plan*

DISCUSSION

Santa Cruz Metro's *Draft Short Range Transit Plan* is currently being circulated for review and public input. The full plan can be found online on the Santa Cruz Metro website at:
http://www.scmted.com/images/department/planning/santa_cruz_metro_draft_srtp.pdf

Comments are due mid-March 2014 and no Bicycle Committee meeting is scheduled for next month. In that regard, Mr. Hyman provided an excerpt of bike related references (Attachment 1) and also drafted some comments (Attachment 2) for the Committee to consider, based on comments that he recalls members having made. An ad-hoc committee could be formed to review, refine and send comments to the Santa Cruz Metro on the Committee's behalf.

SUMMARY

Santa Cruz Metro's *Draft Short Range Transit Plan* is available for review and public input.

\\Rtcserv2\shared\Bike\Committee\BC2014\BCFeb2014\Short_Range_Transit_Plan_SR.docx

Attachment 1

Instances of mentioning bicycling in the DRAFT SANTA CRUZ METRO SHORT RANGE TRANSIT PLAN

6 PASSENGER SURVEY

An on-board survey of METRO passengers was conducted between June 3 and 5, 2013, on the same five routes that were surveyed for on-time performance: Routes 66, 68, 69A/W, 71, and 91X (see Chapter 4). ... A total of 657 responses were received, including 80 Spanish-language responses...

p. 66 SURVEY FINDINGS

Trip Purposes

When survey participants were asked the purpose of their current trip, the most common reason reported was travel to or from work (39 percent), followed by college or university (24 percent), personal business (16 percent), shopping (11 percent), K-12 schools (8 percent), recreation/social (6 percent), medical (5 percent), and trips to or from an airport (0.5%). Responses for “other” accounted for five percent of the total, and were quite varied, including reasons such as visiting family, going out of town, church, going to the boat harbor, going to a shelter, carrying too much stuff to **bike**, going to the gym, and a broken-down vehicle.

p. 69 Travel To and From Stops

Most survey respondents (79 percent) reported getting to the bus by foot. Of those who began their trip by walking, 50 percent walked one block or less, 27 percent walked two to three blocks, 11 percent walked three to four blocks, and 12 percent walked five or more blocks. Six percent of respondents were dropped off, 2 percent drove, **7 percent biked**, and 7 percent chose “other.” Responses for “other” included “skateboarding/longboarding” and “rollerblading” (11 responses). Some respondents transferred from another transit system.

Similarly, a large majority of respondents (83 percent) planned to reach their final destination by walking, while 6 percent said they would be picked up, 1 percent would drive, 5 percent would **bike**, and 4 percent chose “other.”

p. 76

A total of 42 service improvements described as “other” were assigned rankings by survey respondents. These responses were quite varied and included the following topics: ...

- Increase **bicycle** spaces or options (5)

7 STAKEHOLDER AND PUBLIC INPUT

To initiate the Short Range Transit Plan, extensive outreach was conducted by the project team to a range of stakeholders including METRO Board members and staff including planners, schedulers and operators, elected officials and community representatives, and members of the public.

p. 81:

Some stakeholders talked about the importance of ensuring that **bicycle** considerations are addressed in the SRTP.

Bicycling is a popular and growing mode of transportation in Santa Cruz County, and METRO has sought to accommodate **cyclists**, but some stakeholders indicated that not enough has been done to meet bicyclists’ needs. Racks on the front of METRO buses can accommodate up to three **bicycles**, and secure parking is available at METRO Center.

In the past, cycling advocates have expressed interest in allowing bicycles aboard buses, but representatives of users of mobility devices fear that this would compromise their access. There are both bicycle lanes and bus routes on most major arterials in the county, and conflicts do sometimes occur between buses and bikes. The protected cycle track on Beach Street adjacent to the Boardwalk was formerly a bus-only lane.

p 85

Most bus operators and other staff members indicated that METRO service suffers from poor on-time performance; they also, however, noted that it can be relatively slow even when on-time (one stated that it is faster to bike from Santa Cruz to Capitola).

8 DOCUMENT REVIEW

p. 92 Watsonville Transit Planning Study, 2012

Capital recommendations included:

- Evaluate potential technological enhancements including wireless internet, especially on Santa Cruz-Watsonville routes, and consider bicycle capacity during the procurement process for new vehicles.

p. 93 Transit Corridors Plan Existing Conditions Report, Ongoing

Only nine percent of employed residents in the study area ride the bus, bike, or walk to work, and only three percent commute to work by bus.

p. 93 Santa Cruz County Regional Transportation Plan, 2010

The 2010 RTP carried forward a number of goals established in prior RTPs, including preservation and maintenance of the existing transportation system, increasing mobility through multimodal investments, coordinating land use with transportation decisions, protecting the environment and reducing greenhouse gas emissions, making efficient use of financial resources, and ensuring that public input is included in all aspects of regional planning. The plan includes specific targets, such as a goal to achieve transit ridership of 10 percent of all trips. In order to meet this goal, the RTP includes policies to encourage interagency coordination, consider adopting new transit technologies such as Bus Rapid Transit (BRT) in congested corridors, protect existing commuter transit access to rail lines, and allow bicycles on board transit vehicles.

9 SERVICE PLAN

p. 113 Routes 17 and 35/35A

As part of the recommendation in the concluding section of this document, “Policy and Practice Recommendations,” to create a “transit-emphasis corridor” on Ocean between Highway 17 and Soquel in Santa Cruz, Routes 17 and 35/35A, which currently use Water to travel between Ocean and Downtown Santa Cruz, would use Soquel instead. This would maintain connectivity to Route 71 (which would be rerouted from Water to Soquel as part of another recommendation) and would allow the routes to take full advantage of transit-only lanes on Ocean, if they were implemented. Such lanes could take the place of existing, relatively lightly used curbside parking spaces, and could be used by emergency vehicles, bikes and right-turning autos and trucks in addition to buses.

11 MARKETING PLAN

Bus Stops – Signage and Facilities

Examples from Elsewhere

p. 169 At high-traffic bus stops, or stops around schools, hospitals, or shopping centers, agencies may also install other rider amenities such as a paved concrete pad (in more rural areas) to allow for wheelchair boarding, benches, lighting, a shelter, news racks/bulletin boards, and

Attachment 2

Proposed Comments to the Santa Cruz Transit District from the Bicycle Committee

Dear Metro:

The RTC's Bicycle Committee supports proposals in the *Short Range Transit Plan* to expand and improve bus service because bicyclists use buses often. We appreciate that the *Short Range Transit Plan* has made some mention of bicycle issues, but we request that the plan include some specific implementation measures. The two issues we have had most recent concern about are bicyclists accommodation on transit and bicyclist-bus driver interaction on the road. Please add the following recommendations to the plan:

- expand bikes on buses options
- consider rear bike rack on Highway 17 bus
- ensure there are bike locking posts at any transit stop being improved
- explore funding opportunities for subsidizing and/or renting fold-up bikes
- participate in any community bike share program
- reinstate driver training for bicyclist safety
- support safe routes to transit projects.

The best way to accommodate bicyclists is to transport their bicycles with them. We appreciate that all buses have bicycle racks. Although this plan does not include data on number of bicycles on buses (beyond mentioning 7% of passengers arrive at a bus stop on a bike), based on past reports and observations, we believe that there is substantial utilization of the bike racks on the buses. The deficiency is that there are occasions where the racks are full. Especially problematic is when this occurs on long-distance routes, there is not another bus coming for a long time, and/or at night (cyclists may have forgotten their lights, be too tired to pedal home, have fewer other transportation options, etc.). Cyclists have suggested expanded opportunities to bring bikes into buses, currently only allowed on the Highway 17, 40, 41 and 42 lines. We believe that without compromising the rights of the disabled (the rule is the bike has to leave if there is no other room for wheelchairs) and other passengers and operations, some expansion into the other long distance routes (i.e., 69, 71 and 91 between Watsonville and Santa Cruz) in the day and to other routes at night should be tried. At night there is typically less passenger use of buses leaving potentially more room for on-board bicycles.

Cyclists' other suggestion has been to offer additional storage options, such as adding rear bicycle racks. While we understand rear racks pose operational and regulatory constraints, this approach does deserve consideration on at least the Highway 17 route, where cyclists could load and unload bikes only at the Diridon and Metro stations. Private company buses, like Google's, successfully use high capacity rear racks.

If cyclists can not bring their bikes on board, then they need either secure storage at bus stops and/or use of other bicycles. Various programs have been suggested including subsidizing frequent bus commuters' purchase of fold-up bikes (which can be taken aboard buses) and initiating a bike rental system (e.g., renting fold up bikes at key locations, having a bike share system with pick-up /drop-off points at key bus stops). We urge the *Short Range Transit Plan* to include provisions for METRO to help conceive, fund and/or participate in pilot projects to test these ideas.

The other issue that deserves attention is renewed driver training with regard to sharing the road with bicyclists. In general, it appears that drivers are aware and respectful of cyclists. However, we sometimes hear of conflicts. Is the driver training program still happening? We recommend adding a provision in the *Short Range Transit Plan* for METRO committing to regular and ongoing driver training for sharing the road with cyclists. Existing videos and volunteer instructors could be utilized to support this training.

Finally, the State's new Active Transportation Program includes funding for "Safe routes to transit projects, which will encourage transit by improving biking and walking routes to mass transportation facilities and school bus stops." While METRO is eligible to apply for funding, in general these projects will be under the

purview of other agencies. But, it will at least be important for METRO to coordinate and cooperate with other agencies proposing these projects, such as by allowing your property to be used for such facilities and by ensuring that your operations complement the facilities. We suggest that the *Short Range Transit Plan* include a provision acknowledging and supporting safe routes to transit projects.

We appreciate that METRO staff recently made a presentation to our committee on the downtown METRO center design and accepted our comments. We welcome and encourage your staff to stay in contact about the matters raised in this letter as well. Thank you for taking bicyclists into consideration in your planning.