



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

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**AGENDA**

**Monday, October 20, 2014**

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

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

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 August 11, 2014 Bicycle Committee meeting (pages 4-6)
7. Accept summary of Bicycle Hazard reports (page 7-8)
8. Accept Bicycle Committee roster (page 9)
9. Accept letter from RTC Bicycle Advisory Committee to County of Santa Cruz Planning Department regarding the Draft Sustainable Santa Cruz Plan (page 10)
10. Accept letter from RTC's Executive Director to County of Santa Cruz Planning Department regarding the Draft Sustainable Santa Cruz Plan (page 11- 19)

11. Accept letter from RTC staff and the Bicycle Advisory Committee to the California Coastal Conservancy in support of the Twin Lakes Beachfront Improvement Project grant request (page 20)
12. Accept letter from the Bicycle Advisory Committee to the RTC in appreciation of the rail trail project and collaborative fundraising efforts with the Land Trust of Santa Cruz and Friends of the Rail and Trail (page 21)
13. Accept news update from the California Bicycle Coalition regarding reform of the California Traffic Control Devices Committee and a new traffic sign notifying motorists of the new Three-Foot-for-Safety law (pages 22-24)
14. Accept update on the Passenger Rail Study (pages 25 - 35)

### **REGULAR AGENDA**

15. Transportation Development Act Claims from the County of Santa Cruz for the Aptos Village Plan Improvement Project, bike lane maintenance, and for a portion of the Monterey Bay Sanctuary Scenic Trail Network - Presentation from Jack Sohriakoff, County of Santa Cruz Public Works (pages 36 - 66)
16. Update on County of Santa Cruz bicycle and pedestrian projects – Presentation from Jack Sohriakoff, County of Santa Cruz Public Works
17. Update on Harkins Slough Rd/Highway 1 Improvement Project including plans for a of a pedestrian/bicycle bridge – Presentation from Maria Esther Rodriguez, City of Watsonville Assistant Public Work Director (background materials pages 67 – 74)
18. Santa Cruz Branch Rail Line Acquisition and Funding – Presentation from Luis Mendez, RTC Deputy Director (pages 75 - 77)
19. 2012 Bicyclist Injuries and Fatalities for Santa Cruz County Report and 2014 Bicycle Safety Observation Study – Presentation from Theresia Rogerson, HSA Community Traffic Safety Coalition Program (pages 78 – 89)
20. Review and provide input into Draft “Guidelines to Protect the Safety of Bicyclists, Pedestrians and Disabled Travelers During Road Construction” (pages 90 – 92)
21. Pacific Metro Station public outreach meetings and schedule– Bicycle Advisory Committee members Amelia Conlen and David Casterson
22. Member updates related to Committee functions
23. Adjourn

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for Monday, December 8<sup>th</sup>, 2014 (note special date due to Columbus Day Holiday) from 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](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)

**AGENDAS ONLINE:**

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

**ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person affected, Please attend the meeting smoke and scent-free.

**SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES**

Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements (at least three days in advance by calling (831) 460-3200.

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

**BICYCLE ADVISORY COMMITTEE**

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**Minutes - Draft**

**Monday, August 11, 2014  
6:00 p.m. to 8:30 pm**

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

1. Call to Order

2. Introductions

**Members Present:**

Piet Canin, Ecology Action/Bike-to-Work (Alt.)  
David Casterson, District 2, Chair  
Amelia Conlen, District 4  
Bill Fieberling, City of Santa Cruz  
Leo Jed, CTSC  
Daniel Kostelec, City of Capitola (Alt.)  
Will Menchine, District 3 (Alt.)  
Lex Rau, City of Scotts Valley  
Andy Ward, City of Capitola, Vice-Chair  
Peter Scott, District 3

**Staff:**

Cory Caletti, Senior Transportation Planner

**Guests:**

Paia Levine, County of Santa Cruz

**Unexcused Absences:**

**Excused Absences:**

Kem Akol, District 1  
Jim Cook, District 2 (Alt.)  
Carlos Garza, City of Santa Cruz (Alt.)  
Emily Glanville, Ecology Action/Bike to Work  
Rick Hyman, District 5  
Gary Milburn, City of Scotts Valley (Alt.)  
Holly Tyler, District 1 (Alt.)  
Myrna Sherman, City of Watsonville  
Jim Langley, CTSC (Alt.)

**Vacancies:**

District 4 and 5 – Alternates  
City of Watsonville – Alternate

3. Announcements – Cory Caletti, RTC Senior Transportation Planner announced the Active Transportation Program projects recommended for approval for Santa Cruz County; that on Sept 16<sup>th</sup>, the Three Feet for Safety Act will take effect; and that RTC intends to conduct mode split counts at 10 locations in October.
4. Oral communications – Will Menchine and Bill Fieberling requested a discussion of a trail without rail project. Chair Casterson indicated that this should be discussed under Item #21. Amelia Conlen provided "3 Feet for Safety" stickers. Leo Jed provided an update on Caltrans' rumble strip project. Will Menchine discussed a recent public workshop for the Highway 1/9 intersection improvements.

5. Additions or deletions to consent and regular agendas – None

### **CONSENT AGENDA**

A motion (Fieberling/Canin) to approve the consent agenda passed unanimously with members Casterson, Scott, Conlen, Rau, Fieberling, Ward, Jed and Canin voting in favor. No votes were cast in opposition.

6. Accepted draft minutes of the April 7, 2014 Bicycle Advisory Committee meeting
7. Accepted Bicycle Advisory Committee roster
8. Accepted letter from the Bicycle Advisory Committee regarding comments on the *Draft Regional Transportation Plan*
9. Accepted letter from the Bicycle Advisory Committee in support of the City of Scotts Valley's Active Transportation Program grant application
10. Accepted letter from the Bicycle Advisory Committee in support of the Santa Cruz County Health Service Agency's Active Transportation Program grant application
11. Accepted letter from the Bicycle Advisory Committee in support of the City of Watsonville's rail trail Active Transportation Program grant application
12. Accepted letter from the Bicycle Advisory Committee in support of the City of Watsonville's Pajaro Valley High School trail connector Active Transportation Program grant application
13. Accepted Memorandum from Caltrans to Highway Design Manual Holders announcing design flexibility in multi-modal projects
14. Accepted News Release announcing Caltrans' backing of innovative street design guides to promote bicycling and walking
15. Accepted News Release regarding California's ranking as a Bicycle Friendly State
16. Accepted announcement from the American Planning Association's Northern Chapter regarding the Monterey Bay Sanctuary Scenic Trail Network Master Plan's selection for an Award of Excellence

### **REGULAR AGENDA**

17. *Sustainable Santa Cruz County Plan Public Draft* – Paia Levine of the Santa Cruz County Planning Department presented the draft plan and led a discussion. A motion was made (Jed/Scott) to send a letter asking the County to add the following to the plan: 1) greater emphasis on the "rail trail" as a mechanism by which to provide a safe, car-free, and accessible bike/ped transportation option, including a more prominent discussion of the benefits of the Santa Cruz Branch Rail Line; 2) quantification of the attributes listed in Table 5:3 in order to provide a basis for future evaluation and assessment; and 3) discussion of "the 6 Es" of supporting expanded bicycle use and safety: engineering, education, enforcement, encouragement, evaluation, and equality. The motion includes appreciation for the plan's prioritization of bicycling on Brommer St, inclusion of better bike facilities like on Brommer St and Soquel Drive, and recommended use of innovative facilities like buffered bike lanes and

cycle tracks. The motion passed unanimously with Casterson, Scott, Conlen, Rau, Fieberling, Ward, Jed and Canin voting in favor.

18. Bicycle Advisory Committee Effectiveness – A discussion was led by Bicycle Advisory Committee members Leo Jed and Amelia Conlen. After the discussion, a proposal was accepted by the Committee to agendize twice a year a “Projects Check-in and Committee Outreach” item in order to establish a list of projects of interest, assign follow-up tasks, and check-in regarding progress. It was decided that December and April/May of each year would be appropriate times.
19. Update on Monterey Bay Sanctuary Scenic Trail Network – Cory Caletti, RTC Senior Transportation Planner, updated members on the many recent trail related activities. A motion was made (Jed/Canin) to send a letter of support to the RTC in appreciation for the forward progress on the rail trail projects and for successfully pursuing public-private partnerships and collaborations. The motion passed unanimously with Casterson, Scott, Conlen, Rau, Fieberling, Ward, Jed and Canin. Peter Scott and Bill Fieberling departed the meeting.
20. Use of Rosenberg’s Rules of Order – Cory Caletti, RTC Senior Transportation Planner, announced that the RTC adopted new rules of order for conduct of meetings. Members were encouraged to read them.
21. Member updates related to Committee functions – Discussion continued about the rail trail and about the lack of assessment of what it would take to rail bank the line as previously requested. A motion was made (Menchine/Jed) to request that information be provided by the RTC Executive or Deputy Director regarding the logistical process for rail banking including legal and financial ramifications of discontinuing pursuit of any rail operation and repayment of the funds acquired from Proposition 116 through the California Transportation Commission for rail line purchase. The motion passed with Casterson, Menchine, Jed and Rau voting in favor. Conlen, Ward and Canin voted in opposition.
22. Adjourned: 8:50 pm

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for **Monday, October 20, 2014**, (note special date due to Columbus Day Holiday) from 6:00 pm to 8:30 pm 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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**October 20, 2014  
Hazard Report**

| Date     | First Name   | Last Name    | Contact Info   | Location                     | Cross Street   | City              | Category  | Additional Comments   | Forwarded To             | Forwarded Date | Response  | Images  |
|----------|--------------|--------------|--|------------------------------|----------------|-------------------|---|---|--------------------------|----------------|---|---|
| 10/02/14 | not supplied | not supplied | <a href="#">not supplied</a>   | Traffic Circle @ Depot Park  | Pacific/Center | Santa Cruz        | debris on shoulder or bikeway   | rider states lots of glas in the circle, also glass along the depot park field (center st)  | Santa Cruz               | 10/03/14       | From Cheryl - Reported to Street Sweeping. - 10/03/14 |   |
| 09/27/14 | not supplied | not supplied | <a href="#">not supplied</a>   | East Cliff Dr                | 26th St        | Santa Cruz County | not supplied  | rider states thick layer of sand on the bike path by the lagoon   | General Dept of Co of SC | 09/29/14       |   |   |
| 09/26/14 | D. Pureheart | Steinbruner  | <a href="mailto:env071@co.santa-cruz.ca.us">env071@co.santa-cruz.ca.us</a> | Cabrillo College Access Road | Soquel Dr      | Santa Cruz County | traffic signal problem  | rider states light @ west end of cabrillo access road turns red for soquel dr traffic for no apparent reason, no cross traffic waiting and can remain red for several minutes. Fog exacerbrates problem. Cars can stack up several deep. I have also been stopped on my bicycle for several minutes for no apparent reason.                                     | General Dept of Co of SC | 09/26/14       |   |   |
| 09/24/14 | Peter        | Stanger      | <a href="mailto:pi@rattlebrain.com">pi@rattlebrain.com</a>                 | Freedom Blvd                 | Hwy 1          | Santa Cruz County | bikeway not clearly marked  | rider states vehicles traveling from freedom blvd @ 45mph and intent on entering freeway onramp don't slow for cyclist trying to travel straight on freedom blvd to get over freeway overpass. Rider travels this route often. Can't there be a bike lane painted along the area and at least one sign alerting motorists to cyclist entering the vehicle lane? | General Dept of Co of SC | 09/24/14       |   |   |
| 09/24/14 | Peter        | Stanger      | <a href="mailto:pi@rattlebrain.com">pi@rattlebrain.com</a>                 | Trout Gulch Rd               | Valencia       | Santa Cruz County | plant overgrowth or interference, debris on shoulder or bikeway, bikeway not clearly marked | rider states bike lane stripping is totally gone, hillside has left about 24" for bikes. This heavily traveled bike corridor needs some attention   | General Dept of Co of SC | 09/24/14       |   |   |
| 09/24/14 | Peter        | Stanger      | <a href="mailto:pi@rattlebrain.com">pi@rattlebrain.com</a>                 | San Andreas Rd               | Sand Dollar Dr | Santa Cruz County | plant overgrowth or interference  | not supplied  | General Dept of Co of SC | 09/24/14       |   |   |
| 09/24/14 | Saskia       | Lucas        | <a href="mailto:saskia_lucas@yahoo.com">saskia_lucas@yahoo.com</a>         | Chanticleer                  | Rodriguez      | Santa Cruz County | debris on shoulder or bikeway   | rider states bike lane filled with broken glass and recycling containers. Recommends instructing recycling collectors to sweep up glass when it get broken on collection days.  | General Dept of Co of SC | 09/24/14       |   |   |
| 08/31/14 | Michael      | Lewis        | <a href="mailto:malewis@calcentral.com">malewis@calcentral.com</a>         | Eaton St                     | Lake Ave       | Santa Cruz County | no crosswalk or striping, bikeway not clearly marked  | rider states cyclists frequently ride north on lake st against one-way traffic and cross eaton st at lake st or at ped ramp at the edge of the cooldige bridge or they ride west across the bridge on very narrow sidewalk.   | General Dept of Co of SC | 09/02/14       |   | <a href="#">Bicycle Hazard Downloaded Images\2014\August\140831-EatonSt-LakeAve.jpg</a> |

October 20, 2014  
Hazard Report

| Date     | First Name | Last Name | Contact Info   | Location     | Cross Street   | City              | Category  | Additional Comments   | Forwarded To             | Forwarded Date | Response  | Images |
|----------|------------|-----------|--|--------------|----------------|-------------------|---|---|--------------------------|----------------|---|--------|
| 08/30/14 | Jim        | Nelson    | <a href="mailto:jnelson@skyhighway.com">jnelson@skyhighway.com</a> | Mt Hermon Rd | Graham Hill Rd | Felton            | vehicles or objects blocking sidewalk, debris on shoulder or bikeway, bikeway not clearly marked                                | rider states needed repaving project is in progress the bike lanes are blocked by warning signs and vehicles, and are scraped down roughly with ridges, sand and gravel. Using regular traffic lane is dangerous due to speed and volume of motor traffic.  | General Dept of Co of SC | 09/02/14       |   |        |
| 08/25/14 | Sheldon    | Njaa      | <a href="mailto:snjaa@scmtd.com">snjaa@scmtd.com</a>               | Pine Flat Rd | Comstock Ln    | Santa Cruz County | not supplied  | rider states 2 large metal plates in roadway. Bicycle, walking and driving hazard, metal plated need to be removed  | General Dept of Co of SC | 08/25/14       | From Melissa Young - The plates are not in the roadway; they are in a roadside pullout near a previous job site with a barricade and cone so traffic would know they are there. Our office will contact the vendor to request a more immediate pick up of this equipment - 08/26/14 |        |
| 08/23/14 | Marleah    | Sherwood  | <a href="mailto:mcsherwo@gmail.com">mcsherwo@gmail.com</a>         | El Rancho Dr |                | Santa Cruz County | lighting problem, plant overgrowth or interference, debris on shoulder or bikeway, bikeway not clearly marked, lack of sidewalk | rider states entire stretch of road is an accident waiting to happen, lack of alternate routes force cyclists to travel it regardless of risk. Lack of clearly marked or maintained bike lane. No shoulder in many area for cyclist use. Suggest signage letting drivers know they need to share full lane with cyclists. twists and turn along road make it difficult to see cyclist, especially when drivers don't heed the sped limit, possibly due to lack of posted speed limit signs. | General Dept of Co of SC | 08/25/14       |   |        |

S:\Hazard\[Spreadsheet-Bicycle-Pedestrian-Hazard-Report.xlsx]bi-monthly summary



## BIKE COMMITTEE ROSTER – October, 2014

| Representing   | Member Name/Contact Info  | Appointment Dates                            |
|--|---|--|
| <b>District 1 - Voting</b><br>Soquel, Live Oak, part of Capitola                                   | Kem Akol<br>kemakol@msn.com 247-2944                                    | First Appointed: 1993<br>Term Expires: 3/16  |
| Alternate  | Holly M. Tyler<br>holly.m.tyler@comcast.net 818-2117                    | First Appointed: 2010<br>Term Expires: 3/16  |
| <b>District 2 - Voting</b><br>Aptos, Corralitos, part of Capitola, Nisene Marks, Freedom, PajDunes | David Casterson, Chair<br>dbcasteron@gmail.com 588-2068                 | First Appointed: 2005<br>Term Expires: 3/15  |
| Alternate  | Jim Cook<br>wookiv@comcast.net 345-4162                                 | First Appointed: 12/13<br>Term Expires: 3/15 |
| <b>District 3 - Voting</b><br>Big Basin, Davenport, Bonny Doon, City of Santa Cruz                 | Peter Scott<br>drip@ucsc.edu 423-0796                                   | First Appointed: 2007<br>Term Expires: 3/16  |
| Alternate  | William Menchine (Will)<br>menchine@cruzio.com 426-3528                 | First Appointed: 4/02<br>Term Expires: 3/16  |
| <b>District 4 - Voting</b><br>Watsonville, part of Corralitos                                      | Amelia Conlen<br>director@peoplepowersc.org 425-0665                    | First Appointed: 5/13<br>Term Expires: 3/15  |
| Alternate  | Vacant  | Term Expires: 3/15                           |
| <b>District 5 - Voting</b><br>SL Valley, Summit, Scotts Valley, part of Santa Cruz                 | Rick Hyman<br>bikerick@att.net  | First Appointed: 1989<br>Term Expires: 3/16  |
| Alternate  | Vacant  | Term Expires: 3/16                           |
| <b>City of Capitola - Voting</b>   | Andy Ward<br>Andrew.ward@plantronics.com 462-6653                       | First Appointed: 2005<br>Term Expires: 3/17  |
| Alternate  | Daniel Kostelec<br>dnlkostelec@yahoo.com 325-9623                       | First Appointed:<br>Term Expires: 3/17       |
| <b>City of Santa Cruz - Voting</b>   | Wilson Fieberling<br>anbfieb@yahoo.com                                  | First Appointed: 2/97<br>Term Expires: 3/15  |
| Alternate  | Carlos Garza<br>carlos@cruzio.com                                       | First Appointed: 4/02<br>Term Expires: 3/15  |
| <b>City of Scotts Valley - Voting</b>  | Lex Rau<br>lexrau@sbcglobal.net 419-1817                                | First Appointed: 2007<br>Term Expires: 3/17  |
| Alternate  | Gary Milburn 427-3839 hm<br>g.milburn@sbcglobal.net/438-2888 ext 210 wk | First Appointed: 1997<br>Term Expires: 3/17  |
| <b>City of Watsonville - Voting</b>  | Myrna Sherman<br>calgary1947@gmail.com                                  | Term Expires: 3/16                           |
| Alternate  | Vacant  | Term Expires: 3/16                           |
| <b>Bike To Work - Voting</b>   | Emily Granville<br>eglanville@ecoact.org 415-637-2744                   | First Appointed: 4/14<br>Term Expires: 3/16  |
| Alternate  | Piet Canin<br>pcanin@ecoact.org 426-5925 ext. 127                       | First Appointed: 4/02<br>Term Expires: 3/16  |
| <b>Community Traffic Safety Coalition - Voting</b>   | Leo Jed, Vice-Chair<br>leojed@gmail.com 425-2650                        | First Appointed: 3/09<br>Term Expires: 3/15  |
| Alternate  | Jim Langley<br>jim@jimlangley.net 423-7248                              | First Appointed: 4/02<br>Term Expires: 3/15  |

All phone numbers have the (831) area code unless otherwise noted.



## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL [info@sccrtc.org](mailto:info@sccrtc.org)

August 18, 2014

Kathy Previsich, Director  
County of Santa Cruz Planning Department  
701 Ocean Street  
Santa Cruz, CA 95060

Dear Ms. Previsich,

I'm writing on behalf of the Bicycle Advisory Committee (Committee) of the Regional Transportation Commission (RTC) to comment on the Draft Sustainable Santa Cruz County Plan (Plan). The Committee unanimously applauds the Plan's mission to improve Santa Cruz County's economic, environmental and community sustainability and vitality through coordinating land use and transportation uses. The Committee finds the Plan effective in identifying a broad vision for a wide range of sustainability goals adeptly identified in the Plan.

The Committee also unanimously requests that the Plan be improved further through the following additions:

- 1) Place a greater emphasis on the Rail Trail as a mechanism by which to provide a safe, car-free, and accessible bicycle and pedestrian facility that will achieve many sustainable and active transportation goals identified in the Plan. Also, include a more prominent discussion of the Santa Cruz Branch Rail Line, recently purchased by the RTC from Union Pacific, and the expanded transit and passenger rail options it offers. Highlighting this tremendous community resource in the transportation section and throughout, as applicable, would showcase the myriad of benefits it offers.
- 2) The Committee applauds the plan's prioritization of bicycling on Brommer St and inclusion of better bike facilities like on Brommer St and Soquel Drive. Innovative facilities like buffered bike lanes and cycle tracks and implementation wherever possible was especially appreciated.
- 3) Regarding Table 5:3, the Committee requests quantifying the listed attributes in order to provide a basis for future evaluation and assessment.
- 4) Beyond discussion of improving bicycle infrastructure, consider addressing "the 6 Es" of supporting expanded bicycle use and safety. The "Es" of engineering, education, enforcement, encouragement, and evaluation are discussed in detail on the League of American Bicyclists' website (<http://bikeleague.org/content/5-es>). A 6<sup>th</sup> E, namely equality, has recently been added in the broader bicycle advocacy community to address the need for equitable distribution of resources and protections.

As you know, the RTC's Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle network. The Committee thanks you for your ongoing work and for your consideration of these requests. Please feel free to contact the RTC's staff to the Committee, Cory Caletti, at (831) 460-3201 or by email at [ccaletti@sccrtc.org](mailto:ccaletti@sccrtc.org), for this and any other bicycle related matters.

Sincerely,

David Casterson  
Bicycle Advisory Committee Chair

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

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## **SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION**

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL [info@sccrtc.org](mailto:info@sccrtc.org)

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August 18, 2014

Kathy Previsich, Director  
County of Santa Cruz Planning Department  
701 Ocean Street  
Santa Cruz, CA 95060

Dear Ms. Previsich,

The Draft Sustainable Santa Cruz County Plan (Plan) makes significant strides towards creating conditions to improve Santa Cruz County's economy, the environment, and equitable distribution of benefits through a comprehensive and well coordinated land use and transportation plan. The Plan addresses the complexities of integrating land use and transportation systems and functional transportation solutions. Overall, the Plan is successful in designing communities in a way that leverages Santa Cruz County's existing assets through retrofitting, integrating, and assigning future land use and complimentary transportation improvements to achieve the vision portrayed in the Plan.

A focal point of the Plan is using land efficiently and coordinating investments with development of a multi-modal transportation system. The Plan recognizes that transportation solutions are context sensitive and must be scaled appropriately to each mode. The Plan highlights the value of linking neighborhoods and activity centers by providing new connections for vehicles, bicycles, and pedestrians and enhancing existing connections.

The transportation vision in the Sustainable Santa Cruz County Plan is complimentary to the goals, targets, and policies of the Santa Cruz County 2014 Regional Transportation Plan. Both plans acknowledge the role of transportation in promoting healthy, economically sound, and environmentally sustainable communities. The RTC compliments the County of Santa Cruz on its extensive efforts to include regional transportation agencies in the planning effort and ensure that the transportation visions for Santa Cruz County are well coordinated.

RTC staff submitted comments regarding the Sustainable Santa Cruz County planning effort on April 30, 2013 (enclosed). RTC staff is resubmitting the April 30, 2013, letter as a companion to the comments on the draft Plan as the observations remain pertinent to the concepts and improvements in the recently released draft Plan.

It is within the context of carefully coordinating land use and transportation, and designing a transportation system that provides safe, convenient and comfortable travel for residents and visitors, that RTC staff offer the following comments:

### Highway 1

A program level environmental analysis considering long term improvements along the entire Highway 1 corridor between San Andreas/Larkin Valley Road and Morrissey Boulevard is currently underway. In several locations, the Plan area includes the Highway 1 corridor. RTC staff requests that improvements to transit and vehicular infrastructure proposed in the Plan in proximity to Highway 1 be evaluated with consideration of future Highway 1 improvements. Impacts to congestion on Highway 1 and throughout the Plan area will depend upon how new crossings are integrated with the overall transportation system, patterns of development, and impact of investments to alternate modes of transportation.

Highway 1 serves inter and intra-regional traffic. The Plan considers potential benefits of new crossings to internal traffic, but makes little mention of how future Highway 1 improvements may impact intra-regional traffic. The Plan could be strengthened by a discussion of how potential Highway 1 improvements may be integrated with proposed transportation improvements and the overall impact on circulation in the Plan area.

The draft Plan proposes three new crossings of Highway 1 within the 1-mile section between Soquel Avenue and 41<sup>st</sup> Avenue Interchange. This segment of Highway 1 is the busiest section in Santa Cruz County, which may in part explain the rationale for the new crossings. Labeling this segment as LOS F on Figure 5-1 would be helpful for depicting the transportation challenges in the vicinity of the proposed new overcrossings. However, further quantitative analysis and conceptual engineering would be required to fully evaluate the benefits, costs, and impacts of these proposals.

### Santa Cruz Branch Rail Line

The Plan describes the Santa Cruz Branch Rail Line right-of-way (in error sometimes referred to as "Rail Trail" in the Plan) as an important east-west connector and recognizes the important function that adjacent land uses have in supporting future transportation services within the Santa Cruz Branch Rail Line right-of-way. Like other transit corridors identified in the plan, land use density, design, and diversity along the Santa Cruz Branch Rail Line will support more frequent and convenient transit service. In addition, intermodal facilities such as transit stations and bicycle stations located adjacent to the Santa Cruz Branch Rail Line right-of-way are vital for supporting access to available transportation services.

A significant number of miles of the Monterey Bay Sanctuary Scenic Trail (and its rail trail spine) are located within the Plan area and provide substantial bike/pedestrian connectivity. In 2013, the RTC adopted the Final Monterey Bay Sanctuary Scenic Trail Network Master Plan. Land uses that support visitor serving business to be located near the Monterey Bay Sanctuary

Scenic Trail should be considered in the Plan where possible. As proven in other jurisdictions where new multi-use paths are built, the boon to tourism and the local economy has been tremendous. Property values have also risen for residences located in close proximity and short motor vehicle trips have been diverted to bicycle or pedestrian modes. RTC staff appreciates the degree to which the Monterey Bay Sanctuary Scenic Trail Master Plan is referenced and recommends citing the recent action by the Santa Cruz County Board of Supervisors of adopting the Master Plan. Also, for continuity throughout the document, it would be helpful to reference the larger Monterey Bay Sanctuary Scenic Trail Network when mentioning the “rail trail spine” in order to link the backbone of the corridor to the wider system of trails that are planned.

To clarify the alignment of the Monterey Bay Sanctuary Scenic Trail in the Live Oak area, RTC request that the following underlined text be added to the text box on page 5-7 which discusses the Monterey Bay Sanctuary Scenic Trail Master Plan. “A narrow rail right-of-way in Live Oak east of 17<sup>th</sup> Avenue may require an alternative route along Brommer Street and/or Portola Drive, in the short term. In the long term, rail track relocation will allow for a trail to co-exist with the rail tracks.”

The RTC is also currently studying the feasibility of potential rail transit service on the Santa Cruz Branch Rail Line. The traffic analysis should take into consideration any changes to traffic flow on congestion in the Plan area as a result of more intensive transportation uses of the Santa Cruz Branch Rail Line. RTC staff appreciates the County of Santa Cruz Planning Department participation to help inform the feasibility study, including the location of possible transit stations, and pedestrian and bicycle connections to the Santa Cruz Branch Rail Line.

The Santa Cruz Branch Rail Line is part of the existing regional transportation infrastructure. However, the Santa Cruz Branch Rail Line is different from the Highway 1 facility in size, geometry and services. Unlike Highway 1, the Santa Cruz Branch Rail Line has not been identified as an impediment to north-south bicycle transportation as stated on page 5-7 of the Plan.

### Complete Streets

The Plan relies on activity centers and corridors designed to make it easier to walk, bike and take transit to destinations as a foundation for sustainable development. It will be important to ensure that the new context sensitive transportation concepts function as intended to achieve the Plan’s vision. RTC staff recommends that the Plan incorporate steps to ensure transportation facilities will be well utilized by addressing the unique needs and improve the experience of roadway user groups. The *Monterey Bay Area Complete Streets Guidebook*, Table 3: Roadway Users Needs, describes different user groups, the problems they encounter and design solutions and applications. For instance, bicycle lanes providing access to neighborhood goods and services may attract more experienced bicycle riders, but not attract less

experienced bicyclists. Similarly, special consideration should be given to how roadways serve elderly and disabled pedestrians, particularly in locations near senior housing sites. Consideration of cycle tracks along arterials with higher traffic volumes and speeds are an example of where the Plan does introduce a bicycle facility design that may serve advanced and less experienced bicycle riders, including youth.

RTC staff applauds the effort to transform existing transportation facilities to effectively meet the needs for multiple transportation modes using “street types”. The street types effectively prioritize transportation modes on streets within the Plan area and mostly provide a network of transportation facilities for all modes. RTC staff suggests that the segment of Soquel-San Jose Road shown as an Active Transportation street type be re-characterized as a Multimodal Corridor to include vehicles as a prioritized mode. This Soquel-San Jose Road serves regional, as well as local, transportation needs and serves over 18,000 vehicles per day at the primary intersection at Soquel Drive.

A central access point for Live Oak residents to the Santa Cruz Branch Rail Line is in the vicinity of 17<sup>th</sup> Avenue. 17<sup>th</sup> Avenue is identified in the Plan as a Multimodal Corridor street type. To provide Live Oak Neighborhoods with better access to the Santa Cruz Branch Rail Line, RTC staff recommends that the Plan consider transportation features on 17<sup>th</sup>, or alternate routes in the vicinity, that create an environment comfortable for less experienced bicyclists accessing transportation services on the Santa Cruz Branch Rail Line.

### New Connections

RTC staff supports consideration of new Highway 1 crossings to reduce distances between neighborhoods and destinations. In recognition of the high cost of new crossings, RTC suggest that the Plan introduce the new crossings with a discussion, which includes the high cost of new crossings, prior to illustrating the new connections as shown in Figure 5-2.

As demonstrated in the Plan’s walkshed analysis, well placed new connections make walking and bicycling more viable transportation options by reducing trip lengths and linking islands of development. The Plan’s proposal to adopt guidelines, which encourage through passage and right-of-way dedication for new pathways, is an important step in providing convenient pedestrian access. As a way to maximize the potential for new connections, RTC staff recommends that the multi-family and the single-family bungalow housing types include bicycle and pedestrian pathways where a new connection will shorten distances for residents to reach nearby goods and services.

41<sup>st</sup> Avenue in Capitola is a commercial center offering a diversity of goods and services. The commercial center serves both regional and neighborhood needs. The results of the walkshed analysis illustrate the disconnect between development on the west side of Highway 1 and the commercial center to the east. RTC staff recommends that the Plan analyze the affect of a new pedestrian and bicycle overcrossing as part of the walkshed analysis. The new proposed

crossing is shown in page 7-15, but not shown on other maps within the Plan depicting transportation improvement in the same area.

New connections can also be provided by designating locations for pedestrian and bicycle travel through retail parking lots. Designated pedestrian and bicycle access, in the form of crossings and walkways, within parking lots can improve the safety and comfort of pedestrians and bicyclists while making developments more attractive destinations. The Plan may consider including this aspect of parking lot design in the description of Livable Community Design elements.

Cabrillo is one of the top trip generators within the Plan area, with students being the primary travelers. RTC staff recommends that the Plan identify a new Highway 1 crossing in the vicinity of New Brighton State Park and Cabrillo College Drive. The new connection would provide Cabrillo College visitors with a direct link to transportation services on the Santa Cruz Branch Rail Line.

#### Intermodal Facilities

The Plan recognizes the importance of the first mile/last mile transit concept, which expands the reach of transit through nearby infrastructure improvements. The first mile/last mile concept can also apply to carpool travel. The Plan could better address the first mile-last mile challenges for transit and carpooling by identifying specific strategies for improving intermodal exchange. These strategies may include enhancements to pedestrian facilities and crossings and secure bicycle parking or bicycle services near transit and park and ride lot facilities.

#### Transportation System Management

RTC staff recommends that the preferred attributes of the Multimodal Corridor street type include transit signal priority and dedicated transit lanes. These strategies increase the number of people utilizing existing transportation facilities and services by improving transit travel times to increase ridership.

#### Parking

The Plan thoughtfully addresses the role of parking in supporting sustainable development. Shared parking combined with complimentary transportation management districts and programs can help to overcome some of the barriers to more diverse and dense land uses. RTC staff offers the following observations related to parking strategies identified in the Plan:

- Parking districts could also apply to some areas identified as corridor infill, particularly in areas with medium- large employment centers.
- Real time information about parking availability can reduce the time vehicles spend circulating in a search for parking in commercial areas and village centers.

### Transportation Next Steps

RTC staff applauds the Plan's identification of next steps for implementing transportation solutions consistent with the Plan's vision. The proposed strategies echo the Monterey Bay Area Complete Streets Guidebook approach of integrating multimodal transportation solutions from policy and planning to construction and maintenance. Although the list of transportation projects to be included in the Plan was not available at the time of review, the list is expected to be ambitious given that some of the transportation concepts presented are new to the Plan area. To support the County of Santa Cruz in funding some of the new proposed improvements, RTC staff recommends that the County of Santa Cruz work with the RTC to develop new sources of funding for transportation projects.

To implement the multimodal planning solutions presented in the Plan's next steps, RTC requests that the County of Santa Cruz coordinate efforts with the RTC's regional complete streets planning work to support an integrated multimodal network across the region.

The Plan appropriately identifies the implementation of transportation demand management measures as an important transportation strategy to support sustainable development. RTC recommends that the County of Santa Cruz work with the RTC to develop a transportation demand management plan and build on the work done by the RTC's Commute Solutions program working with employers to provide transportation solutions to employees.

Thank you for consideration of the RTC staff comments on the Draft Sustainable Santa Cruz County Plan. Please contact Grace Blakeslee of my staff, at (831) 460-3219 or [gblakeslee@scrtc.org](mailto:gblakeslee@scrtc.org), if you have questions concerning these comments.

Sincerely,

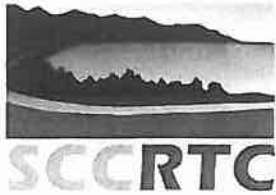


George Dondero  
Executive Director

Enclosure: RTC comments, Preliminary Draft Sustainable Santa Cruz County Plan, April 2014

Cc: Santa Cruz Metro  
RTC  
RTC's Bicycle Advisory Committee  
Planning staff





## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL [info@scrtc.org](mailto:info@scrtc.org)

April 30, 2013

Kathy Prevesich, Director  
County of Santa Cruz Planning Department  
701 Ocean Street  
Santa Cruz, CA 95062

Ms. Prevesich,

RTC staff would like to applaud the Santa Cruz County Planning Department for the work done so far on developing a range of transportation and land use concepts that would support greater transit use and new bicycle and pedestrian trips along the Soquel Drive Corridor. The vision for the County of Santa Cruz's Transit Corridors Plan is consistent with the Draft Santa Cruz County Regional Transportation Plan Goals and supports many of the RTC's related efforts, including reducing greenhouse gases through a reduction in vehicle miles traveled.

Santa Cruz County Regional Transportation Commission (RTC) staff would like to provide the following comments on the initial concepts for your consideration.

1. Environmental review of a program of Highway 1 investments is currently underway. The Transit Corridors Plan Focus Areas #1 and #3 are adjacent to Highway 1. Please accept the following comments from RTC staff pertaining to the proposed project's proximity to Highway 1.
  - Future potential highway improvements could impact the proposed project areas and nearby intersections. **RTC staff requests that the Transit Corridors Plan consider encouraging sufficient setback from the property lines adjacent to Highway 1 right-of-way to allow for the proposed highway improvements.**
  - **RTC staff supports consideration of the 17<sup>th</sup> Avenue undercrossing of Highway 1 as shown in Focus Area #1: Concept 2 & 3, for consideration in a future study.** A 17<sup>th</sup> Avenue undercrossing is not analyzed in the Highway 1 Investment Program.
  - Improving connectivity within focus areas reduces distances between destinations and provides alternative routes for visitors to access goods and services. In order to encourage greater access to goods and services for all modes, **RTC staff supports consideration of a new multimodal transportation facility on the north side of Highway 1 connecting Commercial Way to Mattison Lane and recommend that this new facility include enhanced bicycle and pedestrian facilities.** RTC staff requests that the Transit Corridors Plan consider how this new facility could integrate with future Highway 1 improvements. Some consideration was given to a bicycle and pedestrian facility paralleling Highway 1 in the same location as proposed in Focus Area #1: Concept 3, when developing the Highway 1 improvement program. However, due to funding constraints, a bicycle and pedestrian lane paralleling Highway 1 from Morrissey to Larkin Valley Road was not included in the environmental review currently underway. RTC staff will review the planning work that was completed for this effort and share any pertinent information with County Planning Staff.
  - **RTC staff supports consideration of a new bicycle and pedestrian connection on the north side of Highway 1 connecting 17<sup>th</sup> Avenue to Mattison Lane and South Rodeo Gulch as**

**proposed in Focus Area #1: Concept 3.** This new facility, when linked to local roads, would create an alternative bicycle and pedestrian route to Soquel Drive, between Commercial Way and 41<sup>st</sup> Avenue.

- Plans for a new bicycle and pedestrian overcrossing of Highway 1 at Chanticleer will impact the proposed project area. **RTC staff requests that the Transit Corridors Plan coordinate with the RTC staff to ensure sufficient right-of-way for the Chanticleer overcrossing is considered in the Transit Corridors Plan.**
  - RTC staff also supports the dedication of space in Focus Areas #1 and #3 to accommodate future potential transportation facilities that support carpooling and transit activities on Highway 1. As such, **RTC staff requests that the Transit Corridors Plan encourage zoning and easements that allow new developments near Highway 1 to accommodate park and ride lots including transit stops, and parking for autos and bikes.**
2. RTC took ownership of the Santa Cruz Branch Rail Line Right-of-Way in 2012 to preserve the line and maximize future transportation uses. The Transit Corridors Plan Focus Area #4 is adjacent to the rail line right-of-way. Please accept the following comments from RTC staff pertaining to the proposed project's proximity to the rail line.
- The Draft Monterey Bay Scenic Sanctuary Trail Master Plan proposes an approximately 12 foot bicycle and pedestrian path on the coastal side of the rail line right-of-way adjacent to Focus Area #4. This is the minimum recommended width for this trail. **RTC staff requests that the Transit Corridors Plan encourage easements from property owners to provide for a wider than minimum trail width in high use urbanized areas, such as this one.**
  - The Draft Monterey Bay Scenic Sanctuary Trail Master Plan proposes a new pedestrian at-grade crossing adjacent to the Simpkins Family Swim Center parking lot to access El Dorado Avenue on the inland side of the tracks. **RTC staff supports inclusion of this pedestrian crossing in Focus Area #4.**
  - RTC staff supports maintaining public access between developments and the rail line right-of-way to maximize future opportunities for visitors and residents to utilize the rail line for transportation and/recreational purposes. **RTC staff requests that the Transit Corridors Plan encourage easements from property owners that support public access between Brommer Street and the rail line right-of-way.**
  - Given the proximity of the rail line to a multitude of residential, retail, and activity centers in addition to Focus Area #4's proximity to two major collectors roads (17<sup>th</sup> Avenue and Brommer Street), RTC staff also supports the dedication of space to accommodate future potential transportation facilities that support transit activities on the rail line. As such, **RTC staff requests that the Transit Corridors Plan encourage zoning and easements that allow new developments to accommodate potential future rail transit facilities including passenger stop platforms, parking for autos and bikes, and drop-off/pick-up area.**
  - RTC encourages land use that increases density and diversity of uses near the rail line and provides services to residents, visitors, commuters, and recreational uses. **RTC staff request that the Transit Corridor Plan encourage uses adjacent to the rail line that compliment transportation and recreational uses in the rail line right-of-way, such as public facilities (e.g. rest areas, paved parking, information kiosk, picnic tables, public bathrooms), and commercial services (e.g. food, bike support, equipment).**
3. The Transit Corridors Plan considers several new bicycle and pedestrian improvements. **RTC staff supports bicycle and pedestrian improvements on Soquel Drive as well as alternative bicycle and pedestrian routes that parallel Soquel Drive and in neighborhoods on lower speed and low volume routes or new multiuse connections.** These routes should provide safe, convenient and

comfortable short links between residents and nearby goods and services and transit. As such, RTC staff recommends the Transit Corridors Plan **encourage easements from property owners that create new bicycle and pedestrian access between residential and commercial areas.** In addition, **RTC staff recommends an improved bicycle and pedestrian connection between Mission Drive and Paul Sweet Road, which connects to Brookwood Way, be considered in Focus Area #1.**

4. Parking requirements are a key issue when considering increased density and diversity of land use. **RTC staff encourages the Transit Corridor Plan to identify tools to support shared parking and coordinated transportation demand management programs including, but not limited to, incentives for reduced parking requirements, carpooling and vanpooling, biking and walking, emergency ride home programs, safe pedestrian access to and between buildings, and secure bicycle parking.** RTC staff is available to work with County staff to develop specific program language.
5. RTC staff recently completed an assessment of “complete street” facilities in areas identified for more intensive use as part of the development of the Regional Transportation Plan and tri-county Sustainable Communities Strategy. The result of this assessment is a list of projects that enhance bicycle and pedestrian facilities. **RTC staff recommends that the Transit Corridors Plan encourage enhanced bicycle and pedestrian amenities which prioritize bikes and pedestrians, including, but not limited to, buffered sidewalks, painted and/or buffered bicycle lanes, multiuse paths and bike boxes and bike/pedestrian priority at intersections.**
6. In order to improve transit travel times in congested areas, **RTC staff recommends that the Transit Corridors Plan consider roadway and intersection designs that provide transit priority, and transit pullouts.**
7. Improving connectivity within focus areas reduces distances between destinations and provides alternative routes for visitors to access goods and services. In order to provide shorter and more convenient bicycle and pedestrian access between destinations, **RTC staff supports new streets that reduce distances between destinations for bicycle and pedestrians and provide a comfortable bicycle and pedestrian environment.**

Sincerely,



George Dondero  
Executive Director

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## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL [info@sccrtc.org](mailto:info@sccrtc.org)

August 14, 2014

California State Coastal Conservancy  
Chair Douglas Bosco  
1330 Broadway, 13th Floor  
Oakland, CA 94612

RE: Twin Lakes Beachfront Improvement Project

Dear Chair Bosco and Conservancy Members:

The Santa Cruz County Regional Transportation Commission (RTC) and its Bicycle Advisory Committee strongly supports the Twin Lakes Beachfront Improvement Project and I urge you to approve a \$250,000 grant to this important coastal access project. In December of last year, the RTC allocated funding towards the multi-million dollar project as part of the Monterey Bay Sanctuary Scenic Trail Network funding distribution. The Twin Lakes Beachfront project will serve bicyclists and pedestrians and is part of the Trail Network Master Plan. The project will also serve as the California Coastal Trail and will provide essential safety improvements, accessibility and coastal enhancements.

Twin Lakes State Beach currently serves more than 500,000 visitors per year, has deficient parking and has no bicycle and pedestrian facilities. Public access to Twin Lakes State Beach in Santa Cruz County will be greatly improved through this project. Additionally, bike lanes, a pedestrian path, formalized parking off the sand, and ADA access to the beach will preserve and enhance the natural character of this popular beach. The improvements will provide numerous benefits for hundreds of thousands of people who enjoy Twin Lakes State Beach each year--residents and visitors alike.

I thank you for your consideration.

Sincerely,

George Dondero  
Executive Director

cc: Trish Chapman, Project Manager, California Coastal Conservancy  
Neal Coonerty, Santa Cruz County Supervisor, 3rd District  
Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee

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## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

1523 Pacific Ave., Santa Cruz, CA 95060-3911 • (831) 460-3200 FAX (831) 460-3215 EMAIL [info@sccrtc.org](mailto:info@sccrtc.org)

August 14, 2014

Regional Transportation Commission (RTC)  
1523 Pacific Ave  
Santa Cruz, CA 95060

RE: Appreciation for Rail Trail project

Dear Commissioners and RTC staff:

On behalf of the Santa Cruz County Regional Transportation Commission's Bicycle Committee, I wish to thank you for your efforts in moving the Coastal Rail Trail towards reality. The Monterey Bay Sanctuary Scenic Trail Network (MBSST) Master Plan is an excellent document and the Bicycle Committee is eagerly looking forward to the construction of the initial segments that have been approved. In addition, we are delighted by your efforts to collaborate with local fund raising groups like the Land Trust of Santa Cruz County and Friends of the Rail Trail. The more funding that is available and the greater the public and private buy-in, the sooner our collective dream can become a reality.

The completed MBSST Network will be the single most important project the RTC undertakes this century. It will link the people of Santa Cruz County in both geography and vision. Thank you for your continued efforts in making this happen.

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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- [California Bicycle Laws](#)
- [Safety](#)
- [Bike commuting](#)
- [Community bike shops](#)
- [Bike sharing](#)
- [Crash Help](#)
- [Events](#)
  - [Calendar](#)
  - [CA by Bike Tour-Surf and Turf](#)
    - [Registration](#)
    - [FAQ's and Policies](#)
  - [Better Bikeways House Parties](#)
    - [San Diego](#)
    - [Los Angeles](#)
    - [Marin](#)
    - [San Francisco](#)
  - [Past Events](#)
    - [CAbyBike 2013 Wrap-Up](#)
    - [2011 California Bike Summit](#)
    - [Bay Lights for Better Bikeways](#)
    - [California Bike Advocacy Day](#)
      - [Bike Advocacy Day Schedule](#)

## CalBike's 2011 CTCDC Reform Pays Off as committee approves new bike lane designs and 3-foot law sign

by Chris Kidd

In more evidence that CalBike's work to reform the California Traffic Control Devices Committee (CTCDC) is paying off, last week the committee approved new designs for bike lanes and a new traffic sign notifying motorists of the new Three-Foot Law. Their quick action enables these changes to be included in the new California Manual on Uniform Traffic Control Devices (CA MUTCD) to be published before the end of the calendar year. Engineers throughout California rely on the CA MUTCD heavily; if a design isn't in that book, most won't apply it.

All new designs have to first go through the CTCDC, historically leading to lengthy delays for designs that professional bike planners and engineers know work in other countries and other states. That the CTCDC approved so many new great designs for bike lanes shows that the tide is shifting at Caltrans.

The [reform effort started in 2011](#) with a bill sponsored by the California Bicycle Coalition and authored by Assemblymember Toni Atkins. The bill required Caltrans to include representatives of nonmotorized road users on their committee. Before the bill even made it through the legislature, Caltrans responded proactively by appointing two well-respected bike planners, John Cicarelli of Bicycle Solutions and Bryan Jones, now at Alta Planning. Cicarelli introduced all the measures approved last week; without him, none of



this would have happened.

### *3 Foot Passing Signage*

With the 3 Feet for Safety Law going into effect last month, the CTCDC moved to approve signs that remind drivers to pass bikes with at least 3 feet of room. These signs will be essential to spreading the work about the new law and reminding drivers of their responsibility to pass bicyclists safely.

### *Buffered Bike Lanes*

While buffered bike lanes are already allowed in California, there was no specific design guidance for them. The new design guidelines provide clear instructions for providing painted buffers between bike lanes and auto travel lanes or between bike lanes and parking lanes. The design guidelines provide special guidance to call out driveway exits and areas where drivers must merge into the bike lane before making right turns.

### *Bike Lanes through Intersections*

Brand new guidance now allows cities to strip bike lanes through intersections. Intersections, the area of highest stress and danger for bicyclists, was always the place where bike lanes disappeared. Thanks to this change in design rules, bike lanes can be striped with a dashed line through intersections to provide clear direction for drivers and bicyclists alike where bikes will be when crossing intersections.

### *Contra-Flow Bike Lanes*

One-way streets can create key gaps in bike networks, encouraging wrong-way riding or biking on the sidewalk. The new CTCDC designs allow cities to build contra-flow bike lanes that are clearly marked and separated from one-way vehicle traffic going the other way. The types of separation allowed even include physical separation like bollards or raised concrete curb.

## **Leave a Reply**

You must be [logged in](#) to post a comment.

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## Recent Posts

- [CalBike's 2011 CTCDC Reform Pays Off as committee approves new bike lane designs and 3-foot law sign](#)
- [I want a protected bike lane](#)
- [Governor signs Protected Bikeways Act](#)
- [SurfNTurf Video](#)
- [Three Foot Law: Get the Word Out](#)



**AGENDA:** October 20, 2014

**TO:** Bicycle Committee

**FROM:** Rachel Moriconi and Karena Pushnik, Sr. Transportation Planners

**RE:** Passenger Rail Study Update

---

## **RECOMMENDATION**

This item is for information only.

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## **BACKGROUND**

The Regional Transportation Commission (RTC) has received a transit planning grant from the California Department of Transportation (Caltrans) to analyze the feasibility of passenger rail service on the Santa Cruz Branch Rail Line. In May 2014, the RTC issued a contract with Fehr and Peers to conduct the study. The study will include technical analysis of five service scenarios, preliminary ridership projections, capital and operating cost estimates, evaluation of benefits and impacts, connectivity to other bus and rail service in region, and, if found feasible in the short and/or long term, recommendations for service implementation and funding. The RTC is seeking input from Santa Cruz METRO, members of the public, rail transit agencies, and community stakeholders at several points during development of the study.

## **DISCUSSION**

At its September meeting, the RTC approved goals, evaluation measures, and five passenger rail service scenarios to undergo detailed analysis. The goals, evaluation measures, and service scenarios were developed based on input received from the project team: Santa Cruz METRO, Santa Cruz and Monterey Bay Railway, and Caltrans, as well as extensive input from the public, technical stakeholders, community leaders, other rail transit agencies, and RTC board members. Over 2,000 members of the community provided input through an online survey and a community meeting held this summer. A summary of this first round of public input is available online.

### **Goals and Objectives**

The RTC approved goals and objectives for rail transit service shown in [Attachment 1](#).

The goals for potential rail transit service are:

- Goal 1 – Provide a convenient, competitive, and accessible travel option
- Goal 2 – Enhance communities, the environment, and support economic vitality
- Goal 3 – Develop a rail system that is cost effective and financially feasible

## Evaluation Metrics

The RTC approved evaluation framework ([Attachment 2](#)), includes evaluation criteria to be used to distinguish benefits and costs between scenarios (Table 1) and criteria that will be used to describe the overall project and alternatives (Table 2). These lists were developed based on review of typical and context-sensitive performance metrics, the unique character (land use, transportation, existing and long range needs) of the county, available data, model capability, the project type (rail corridor), the overall scope of the project, the consultant's experience with similar feasibility studies, and items for consideration that have been identified by RTC, technical stakeholders and members of the community. Rail peers from other rail and transit agencies reviewed the criteria and found consistency with other feasibility studies based on their experience. Some additional performance measures that were also considered cannot be used due to data limitations, model capabilities, and/or the limited project budget.

## Station Locations and Service Scenarios

There are many combinations that could be considered for rail service. These include where trains might travel between (routes/termini), location and number of stations, service span (e.g. weekend only or weekday peak periods), and vehicle types, among other factors. The number of miles of track that are used, train speeds, passing sidings, vehicle types, and the presence of freight trains are among some of the other factors that would influence schedules, potential ridership and overall feasibility. The following five scenarios are currently undergoing detailed analysis. Ridership, cost, service hours, the presence of freight, and vehicle types are among the factors to be analyzed. These five scenarios represent a range of possible low and high cost, near-term and long-term service options, and are distinct enough to differentiate results. The final recommendations may reflect a hybrid of these scenarios.

1. Limited Service: Santa Cruz  $\leftrightarrow$  Capitola – Service to primary stations, plus visitor destinations on weekends
2. Peak Express Service: Santa Cruz  $\leftrightarrow$  Watsonville – peak weekday commute service to primary stations
3. Local Service: Santa Cruz  $\leftrightarrow$  Aptos – seven day service to primary and secondary stations
4. Expanded Local Service: Santa Cruz  $\leftrightarrow$  Watsonville – seven day service to 10+ primary and secondary stations, plus visitor destinations on summer weekends
5. Regional Rail Connector Service: Santa Cruz  $\leftrightarrow$  Pajaro – service connecting 11+ stations to Capitol Corridor/Amtrak at Pajaro to test potential ridership demand with regional rail accessibility

More information on these scenarios and possible station locations is included in [Attachment 3](#).

Primary and secondary stations reflect areas that currently have high transit ridership. Primary stations are included in the analysis of all service scenarios between the start and end points of a

specific scenario. Secondary stations are included in local service scenarios. Tertiary stations are possible future/conditional stations that might be added to a rail system in conjunction with growth in ridership potential (jobs, housing, infrastructure development, land use changes, or transit connections) or may be utilized at special time periods (such as seasonal weekends or special events). If passenger rail service is implemented in the future, the actual number and exact location of station stops, as well as service hours would be reevaluated on a regular basis.

### **Next Steps**

Utilizing the goals, evaluation framework and scenarios approved by the RTC last month, the consultant team is now developing ridership, cost, and revenue estimates for these five scenarios. The consultant team is also analyzing opportunities and constraints for various train technologies. These include track classification, frequency of passenger trains, freight use of the rail line, Federal Railroad Administration (FRA) compliance, short term capital costs and ongoing maintenance and operating costs, and other parameters. The draft study will be available for public review in Spring 2015.

### **SUMMARY**

This report provides an update on the passenger rail transit study, including approved goals and objectives, evaluation measures, and service scenarios undergoing detailed analysis.

### **Attachments**

1. Goals and Objectives
2. Evaluation Metrics
3. Service Scenarios, including potential station locations and maps

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## Santa Cruz County Passenger Rail Study

## DRAFT Project Goals & Objectives

### Transportation Alternatives/Choices

**GOAL 1: Provide a convenient, competitive and accessible, travel option**

|   |
|---|
| <b>More Options</b><br>Provide additional and competitive travel options to address the current and future needs of the community (including employment, school, visitor, shopping, recreational, neighborhood and other daily trips) |
| <b>Ridership</b><br>Increase the number of people using transit   |
| <b>Faster Travel Times</b><br>Reduce how long it takes to get places  |
| <b>Transit Connections</b><br>Connect to the existing (Metro) bus transit system  |
| <b>Bike &amp; Walk Connections</b><br>Ensure connectivity to sidewalks, bike lanes and Monterey Bay Sanctuary Scenic Trail or Rail-Trail)   |
| <b>Non-Drivers</b><br>Expand options for seniors, children, people with disabilities, low-income, and those who cannot or do not drive  |
| <b>Visitors</b><br>Expand options for visitors and tourists to reduce traffic congestion  |
| <b>Reliability</b><br>Make it easier to predict how long it will take to get places ( <i>Improve reliability of transit travel times</i> )  |


### Sustainability

**GOAL 2: Enhance communities & the environment, support economic vitality**

|   |
|---|
| <b>Reduce Traffic</b><br>Reduce the number of cars on Highway 1 and local roads   |
| <b>Climate</b><br>Reduce fuel consumption, greenhouse gas emissions, and air pollution  |
| <b>Other Car Impacts</b><br>Reduce need for parking, road expansion and other land use effects of cars (preserve open space and reduce sprawl in other areas)                         |
| <b>Serve Major Destinations</b><br>Locate stations in areas with high concentrations of housing, jobs, services, visitors and activities  |
| <b>Economy</b><br>Support access to jobs, shopping, tourist, and other economic activity centers/opportunities  |
| <b>Revitalization</b><br>Stimulate sustainable development and revitalization of areas near stations  |
| <b>Minimize Impacts</b><br>Minimize negative impacts of trains on neighborhoods, adjacent property owners, and the environment (including traffic, noise, parking, construction, etc) |
| <b>Safety</b><br>Provide safety measure to avoid conflicts between trains & cars, bicyclists or pedestrians   |
| <b>Consistency</b><br>Ensure consistency with local, regional, state, and federal plans and policies  |

### Cost Effectiveness

**GOAL 3: Develop a rail system that is cost effective and financially feasible**

|   |
|---|
| <b>Cost to Benefit (Cost Effectiveness)</b><br>Develop a rail system that is cost effective   |
| <b>Cost per Rider</b><br>Generate sufficient ridership to minimize per rider and system costs                                       |
| <b>Existing Resources</b><br>Optimize use of existing infrastructure  |
| <b>Financially Feasible</b><br>Develop a system that keeps operating and capital costs to a minimum                                 |
| <b>Funding Options</b><br>Identify service options that are competitive for local, state, & federal funding sources                 |
| <b>Efficiencies</b><br>Maximize operational efficiencies, build partnerships with public and private agencies, groups and interests |
|    |

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## Santa Cruz County Passenger Rail Study

**Evaluation Criteria***Approved by RTC 9/4/14***Table 1: Criteria being used to compare different service scenarios.**

| Goal   | Evaluation Measure                   | Evaluation Criteria                        | Methodology/Definition  |
|--|--------------------------------------|--|---|
| <b>Provide a convenient, competitive and accessible, travel option</b>       | Transit Operations and Performance   | Travel time                                | Train travel time vs. auto travel time for specified origin/destination pairs   |
|  |                                      |  | Boardings per service mile or service hour  |
|  |                                      | Equity analysis                            | Serves low income/disadvantaged populations   |
|  | Connectivity/Quality of access       | Quality of access                          | Number of households accessible within a 15-minute walk from a station  |
|  |                                      |  | Convenient, direct pedestrian/bicycle access between stations and adjacent land uses  |
|  |                                      | Transit Connectivity                       | Connectivity to local, regional, and state (intercity rail) transit services (e.g. METRO, Capitol Corridor, state rail, Hwy 17 Express bus)   |
| <b>Enhance communities, the environment, and support economic vitality</b>   | Livability and Commercial Vitality   | Support/promote economic vitality          | Economic benefits (ex. access to jobs and services, redevelopment and infill, attract visitors)   |
|  |                                      |  | Number of jobs accessible within a 15-minute walk from a station  |
|  | Neighborhood & Environmental Impacts | Traffic Impacts                            | Potential for traffic impacts at grade crossings, stations, etc.  |
|  |                                      | Environmental Benefits                     | Reduced VMT and greenhouse gas emissions  |
|  |                                      | Noise & Vibration                          | Noise/vibration impacts along corridor  |
|  |                                      | Parking                                    | Parking demand and potential impact on areas near stations if not sufficient parking at station; land needed for park-and-ride/parking lots.  |
|  | Construction Impacts                 | Minimize impacts to homes/local businesses | Construction period length/intensity  |
| <b>Develop a rail system that is cost effective and financially feasible</b> | Capital and operating costs          | Capital cost                               | Total construction cost (includes design, construction, construction management, right-of-way, vehicles, support facilities-stations, parking, crossings, safety features, track improvements, sidings, etc.; and assume trail present) |
|  |                                      | Operating and maintenance (O&M)            | O&M cost per service mile or service hour   |
|  |                                      | Service efficiency and Cost effectiveness  | Farebox recovery ratio (percent of operating costs paid for by passenger fares)   |
|  |                                      |  | Annualized/life cycle cost per trip (annualized capital cost over useful life + O&M ÷ annual trips)   |
|  | Funding Competitiveness              | Funding potential of scenario              | Ability to compete for local, state, federal funding sources (but not compete with METRO buses) for capital and O&M   |

\*Quantitative or qualitative analysis would result in a high, medium, or low ranking for each criterion for alternatives analysis

**Santa Cruz County Passenger Rail Study**

**Evaluation Criteria**

*Approved by RTC 9/4/14*

**Table 2: Criteria to be Addressed in Definition of Project/Alternatives.**

| <b>Evaluation Measure</b>            | <b>Criteria</b>                           | <b>Methodology/Definition</b>   | <b>Way to Address in Study</b>   |
|--------------------------------------|---|---|--|
| Transit Operations and Performance   | Travel Time                               | Travel time and speed   | Include alternative travel time/speed data in description of each alternative  |
|                                      | Reliability                               | Travel time reliability   | Include discussion of auto, bus, and rail reliability  |
|                                      | Ridership                                 | Ridership (number of boardings)   | Include alternative ridership data in description of each alternative  |
| Connectivity/Quality of access       | Local Transit                             | Impact on METRO bus system - Will this help or hurt METRO?  | Covered under system connectivity and funding potential. Text will discuss where new bus connections would be needed and potential resource reallocation on parallel/redundant routes. |
|                                      | Non-Motorized                             | Connectivity with rail trail, any impacts on planned rail trail and trail users   | Include discussion of connectivity to trail and potential issues (sidings, stations) in project description  |
| Capital and operating costs          | Service Efficiency and Cost Effectiveness | Operating expense per unlinked passenger trip   | Evaluation criteria captured with farebox recovery but will be described in description of each alternative  |
|                                      |   | Subsidy per passenger   | Evaluation criteria captured with farebox recovery but will be described in description of each alternative  |
| Neighborhood & Environmental Impacts | Safety                                    | Avoid model conflicts, especially at railroad crossings. Ensure no increase in risk/transportation related fatalities and injuries. (e.g. train-car; train-bike/ped risk) | While this is a major issue of concern it would not differentiate between alternatives and text will include discussion of issues and how they can be addressed                        |
| Sustainable Communities              | Regional, state, and federal goals        | Ability to advance Regional Transportation Plan, local, state, and federal goals  | Include discussion of ability to meet goals in project description   |

## SANTA CRUZ COUNTY PASSENGER RAIL STUDY

## SERVICE SCENARIOS

Undergoing detailed analysis Fall 2014

| ID | Scenario                                 | Service Type    | Service Spans            | # of Stations | Preliminary Stations (#)   | Description   |
|----|--|-----------------|--------------------------|---------------|--|---|
| 1  | Santa Cruz<br>↔ Capitola                 | Limited Express | ▪ Weekends<br>▪ Weekdays | 6-8           | Westside Santa Cruz (2)<br>Downtown Santa Cruz (4)<br>Boardwalk (5) - <i>seasonal</i><br>Seabright (6)<br>17th Ave. (8)<br>41st Ave. (9)<br>Capitola Village (11)  | Limited stops at a mix of primary and select visitor stations (skip-stop)       |
| 2  | Santa Cruz<br>↔ Watsonville<br>(Limited) | Peak Express    | ▪ Weekday Peak           | 4-8           | Westside Santa Cruz (2)<br>Bay Street/California (3) - <i>academic year only</i><br>Downtown Santa Cruz (4)<br>41st Ave. (9)<br>New Brighton/Cabrillo (12) - <i>academic year only</i><br>Downtown Watsonville (18)  | Weekdays - AM peak and PM peak  |
| 3  | Santa Cruz<br>↔ Aptos<br>(Local)         | Local Service   | ▪ Weekdays<br>▪ Weekends | 6-9           | Westside Santa Cruz (2)<br>Bay Street/California (3)<br>Downtown Santa Cruz (4)<br>Seabright (6)<br>17th Ave. (8)<br>41st Ave. (9)<br>Capitola Village (11)<br>Seacliff Village/ Cabrillo (13)<br>Aptos Village (14) | Local: More closely-spaced stops at all primary and a mix of secondary stations |

# SANTA CRUZ COUNTY PASSENGER RAIL STUDY

## SERVICE SCENARIOS

*Undergoing detailed analysis Fall 2014*

| ID | Scenario                                 | Service Type                              | Service Spans  | # of Stations | Preliminary Stations (#)   | Description  |
|----|--|---|--|---------------|--|--|
| 4  | Santa Cruz<br>↔<br>Watsonville           | Expanded Local Service                    | <ul style="list-style-type: none"> <li>Weekdays</li> <li>Weekends</li> </ul> | 10+           | Westside Santa Cruz (2)<br>Bay Street/California (3)<br>Downtown Santa Cruz (4)<br>Boardwalk (5) – <i>summer weekends only</i><br>Seabright (6)<br>17th Ave. (8)<br>41st Ave. (9)<br>Capitola Village (11)<br>New Brighton/Cabrillo (12) - <i>weekdays/academic year only</i><br>Seacliff Village (13) - <i>weekends</i><br>Aptos Village (14)<br>Seascape (15) – <i>summer weekends only</i><br>Downtown Watsonville (18) | Expanded Local: More closely-spaced stops at all primary and a mix of secondary stations   |
| 5  | Santa Cruz<br>↔ San Jose<br>(via Pajaro) | Future Conditional*<br>Regional Connector | Limited 7 days per week (approx 6 round trips per day)                       | 11+           | All stations between Santa Cruz and Pajaro (primary and secondary)   | Service connecting to planned regional trains, based on schedules for those services. Connect to Capital Corridor/ Amtrak Coast Daylight at Pajaro; High Speed Rail (HSR) and Caltrain at Gilroy; other regional systems connecting at San Jose Diridon. |

### Notes:

- # - Numbers next to "Preliminary Station" names reflect station numbers shown on maps and station list document
- \* - Future Conditional: Includes stations to be added in-step with future demographic and economic growth

*i:\rail\planningrailservice\passengerrailstudy\_ctgrant\scenarios\service-scenarios-summaryoct2014.docx – 10/13/14*



# TIERED STATION LIST

| ID | Station Name                        | Station Type |           |          | Approximate Location                                  | Notes/Alternative Location                           |
|----|-------------------------------------|--------------|-----------|----------|---|--|
|    |                                     | Primary      | Secondary | Tertiary |   |  |
| 1  | Davenport                           |              |           | X        | Highway 1/ROW   |  |
| 2  | <b>Westside Santa Cruz</b>          | <b>X</b>     |           |          | Natural Bridges/ROW                                   | Sk ]ZhGh! 'k YY_YbX                                  |
| 3  | <b>Bay St./California (UC East)</b> | <b>ST</b>    | <b>X</b>  |          | Bay St./California St.                                | Potentially primary during UCSC School term only     |
| 4  | <b>Downtown Santa Cruz</b>          | <b>X</b>     |           |          | Pacific Ave/Center St (Depot Park)                    | Possible future connection to Hwy 17 Express Bus     |
| 5  | Santa Cruz Boardwalk                |              | X         |          | Leibrandt Ave./ROW                                    | Potentially weekend-only                             |
| 6  | Seabright                           |              | X         |          | Seabright Ave./ROW                                    |  |
| 7  | Harbor/7th Avenue                   |              |           | X        | 7th Ave./ROW  |  |
| 8  | 17th Avenue                         |              | X         |          | 17th Ave./ROW   |  |
| 9  | <b>41st Avenue</b>                  | <b>X</b>     |           |          | 41st Ave./ROW   |  |
| 10 | Jewell Box (Jade St Park/Cliff Dr.) |              |           | X        | Nova Dr. / 47th Avenue                                | Cliff Dr. / 49th Avenue                              |
| 11 | Capitola Village/Depot Hill         |              | X         |          | Monterey Ave./Park Ave.                               |  |
| 12 | <b>New Brighton/Cabrillo</b>        | <b>ST</b>    | <b>X</b>  |          | New Brighton Rd./Cabrillo College Dr. ! 'GH'k YY_XUhg | GYUM]ZZJ ]'U[ Y#GhDuf_ '8f                           |
| 13 | Seacliff Village #GHU'Y'DUF_ '8f    |              |           | X        | State Park Dr.  | Alternative Primary ST for Cabrillo                  |
| 14 | Aptos Village                       |              | X         |          | Soquel Dr. / Aptos Creek Rd.                          | Trout Gulch Rd. /ROW                                 |
| 15 | Seascape                            |              |           | X        | Seascape Blvd./Rio del Mar Blvd.                      | Clubhouse Dr. / Sumner Ave.                          |
| 16 | La Selva/Manresa State Beach        |              |           | X        | San Andreas Rd./ROW                                   |  |
| 17 | Ohlone                              |              |           | X        | Ohlone Parkway  | Potential park-and-ride                              |
| 18 | Downtown Watsonville                |              | X         |          | W. Beach St./Walker St.                               |  |
| 19 | <b>Pajaro</b>                       | <b>X</b>     |           |          | Salinas Rd./Railroad Ave.                             | Serve once connection to other regional rail systems |

ST= school term

**BOLD**=primary stations

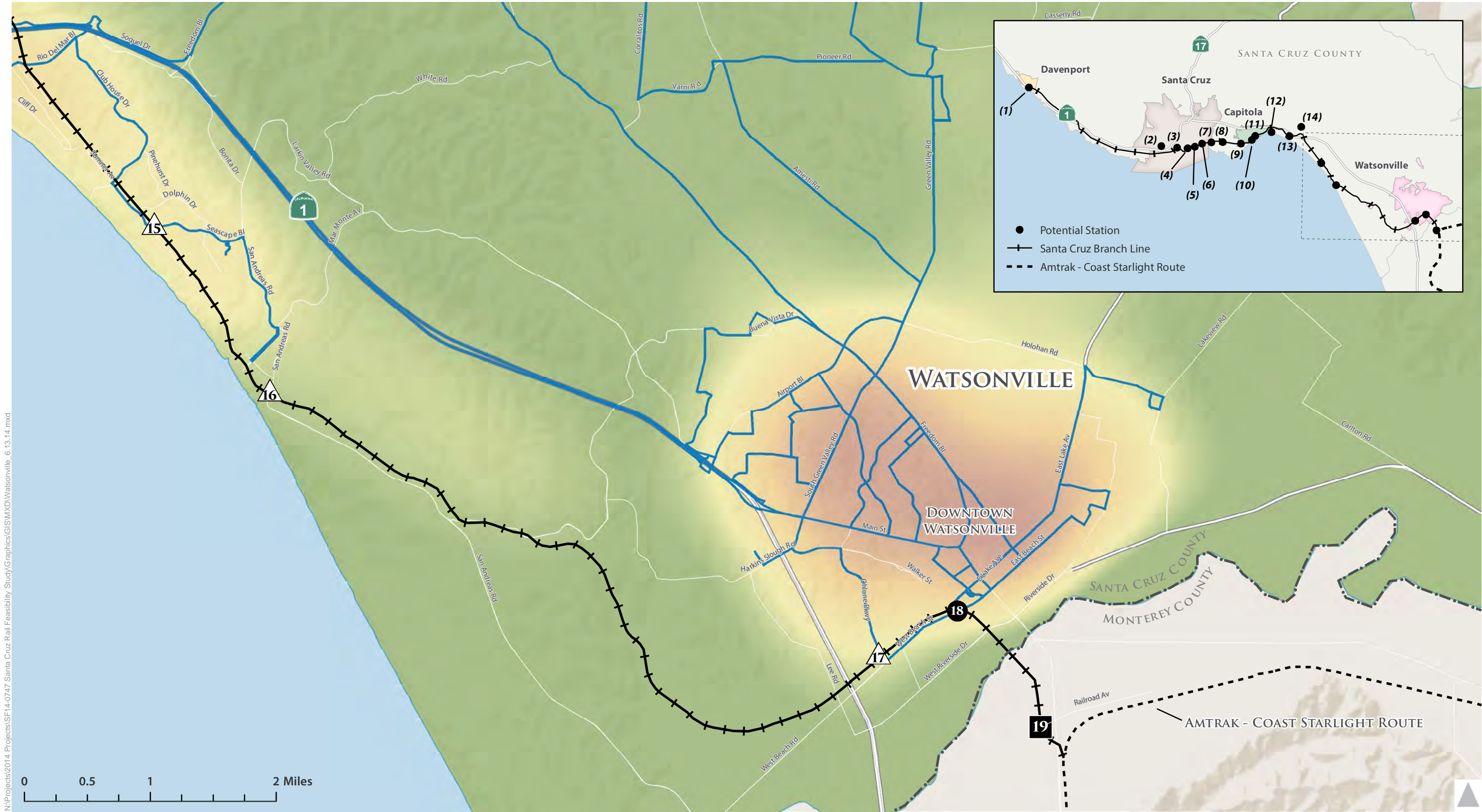
Fehr & Peers, 2014



\* Transit Likelihood is a variable that captures population per acre, jobs per acre, land use diversity, street intersection density, and number of zero car households per census block group.

Figure 1  
Transit Likelihood and Stations Map - Santa Cruz





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# Primary Station    # Secondary Station    # Tertiary Station    —+—+—+— Santa Cruz Branch Line    — Santa Cruz Metro Transit Routes    Transit Likelihood: High Low



\* Transit Likelihood is a variable that captures population per acre, jobs per acre, land use diversity, street intersection density, and number of zero car households per census block group.

Figure 2  
Transit Likelihood and Stations Map - Watsonville

**TO:** RTC's Citizen Advisory Committees

**FROM:** Cory Caletti and Grace Blakeslee, Senior Transportation Planners

**RE:** Transportation Development Act (TDA) Article 8 Allocation Requests from the County of Santa Cruz

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### **RECOMMENDATIONS**

Staff recommends that the Elderly and Disabled Transportation Advisory Committee recommend that the Regional Transportation Commission approve by resolution the County of Santa Cruz's Article 8 Transportation Development Act (TDA) allocation requests for the following bicycle and pedestrian projects:

1. Aptos Village Plan Improvement Project – Transfer of \$137,926.31 from funds previously allocated to the Calabasas School Pedestrian and Bicycle Safety Improvement Project;
  2. Bike Lane Maintenance – A total of \$435,000 in FYs 2012/13 through 2014/15;
  3. Monterey Bay Sanctuary Scenic Trail Network – A total of \$86,822 in FYs 2011/2012 through 2014/2015 for Twin Lakes State Beach Beachfront project; and
  4. County Government Center ADA Path – A total of \$15,000 in FY 2014/2015.
- 

### **BACKGROUND**

The Transportation Development Act (TDA) was established by the State Legislature in 1971. The TDA provides one of the major funding sources for public transportation in California. TDA funds are also used by local jurisdictions for bicycle and pedestrian projects. TDA funds are apportioned annually to local jurisdictions in Santa Cruz County by the RTC according to population using an approved formula in the RTC Rules & Regulations. Unused TDA funds allocated to any project may be rolled over from one fiscal year to the next.

As stated in the RTC Rules and Regulations, a TDA Article 8 claim form shall include the following: 1) a description of the project; 2) justification for the project including a statement regarding its consistency and relationship with the Regional Transportation Plan; 3) estimated cost of the project including other funding sources; 4) an agreement to maintain the funded project for a period of 20 years; and 5) preferred method of disbursement.

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) reviews and makes recommendations regarding TDA applications for pedestrian projects and the Bicycle Advisory Committee reviews and makes recommendations regarding claims for bicycle projects.

### **DISCUSSION**

The County of Santa Cruz is requesting allocations of FY 2011/12, FY 2012/13 and FY 2014/15 funds for four separate projects. Claim forms for each project containing background and budget information are attached for committee review. The Elderly and Disabled Transportation Advisory Committee will review the claim with a pedestrian component and make a recommendation on October 14<sup>th</sup>, 2014 and the Bicycle Advisory Committee will do the same at the October 20<sup>th</sup>, 2014 meeting.

The improvement projects are:

- Aptos Village Plan Improvement Project – Transfer of \$137,926.31 from funds previously allocated to the Calabasas School Pedestrian and Bicycle Safety Improvement Project for improvements to the bicycle and pedestrian network adjacent to Soquel Drive and Trout Gulch Road corridors;
- Bike Lane Maintenance – A total of \$435,000 in FYs 2012/13 through 2014/15 to re-stripe, sign, conduct minor repairs, trim brush and trees, and sweep the bike lanes located on major arterial roads in the unincorporated area of the County;
- Monterey Bay Sanctuary Scenic Trail Network (Trail Network) – A total of \$86,822 in FYs 2011/2012 through 2014/2015 for Twin Lakes State Beach Beachfront project which is identified in the Trail Network Master Plan as part of the 50-mile system of bicycle and pedestrian facilities; and
- County Government Center ADA Path – \$15,000 in FY 2014/2015 for an ADA pedestrian path from the existing bus stop on Ocean Street to the County Building.

Attachment 1 is a letter from John Presleigh, Director of Public Works for the County of Santa Cruz, requesting a TDA Article 8 funding allocation for four claims (Attachments 2 through 4) which includes a transfer of funds from a previously allocated project. County Public Works staff will attend the Oct 20<sup>th</sup>, 2014 Bicycle Advisory Committee meeting. The RTC is scheduled to consider these claims at their next meeting.

Staff recommends that the RTC's Citizen Advisory Committees recommend that the RTC approve the County of Santa Cruz allocation requests. All projects are consistent with the 2014 Regional Transportation Plan.

### **SUMMARY**

The County of Santa Cruz is requesting an allocation of TDA Article 8 funds for four bicycle and pedestrian improvement projects which includes a transfer of funds previously allocated to another project. Staff recommends that the RTC's Citizen Advisory Committees recommend that the RTC approve the County's allocation request.

Attachment 1: Article 8 TDA Allocation Request Letter from County of Santa Cruz Public Works  
Director John Presleigh

Attachment 2: Aptos Village Plan Improvement Project Claim Form

Attachment 3: Bike Lane Maintenance Claim Form

Attachment 4: Sanctuary Scenic Trail – Twin Lakes State Beach Claim Form

Attachment 5: County Government Center ADA Path Claim Form



JOHN J. PRESLEIGH  
DIRECTOR OF PUBLIC WORKS

# County of Santa Cruz

## DEPARTMENT OF PUBLIC WORKS

701 OCEAN STREET, ROOM 410, SANTA CRUZ, CA 95060-4070  
(831) 454-2160 FAX (831) 454-2385 TDD (831) 454-2123



September 26, 2014

GEORGE DONDERO, EXECUTIVE DIRECTOR  
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION  
1523 Pacific Avenue  
Santa Cruz, CA 95060

SUBJECT: TRANSPORTATION DEVELOPMENT ACT ARTICLE 8 PROJECT  
ALLOCATION CLAIMS

Dear Mr. Dondero:

The County of Santa Cruz Department of Public Works submits the four enclosed Transportation Development Act (TDA) Article 8 allocation claims for the three fiscal years 2012/2013, 2013/2014, and 2014/2015, and a claim for a remainder allocation from fiscal year 2011/2012 of \$5,394. The TDA funds available for **FY 2012/2013** equal **\$161,531**, for **FY 2013/2014** equal **\$182,996**, and **FY 2014/2015** equal **\$186,901**. One of the project claims is to request reallocation of previously allocated funds from the completed Calabasas School Safety Improvement Project to a project in Aptos Village; one claim is to continue funding bike lane maintenance; one claim is for the Sanctuary Scenic Trail project at Twin Lakes State Beach; and, the fourth claim is for pedestrian ADA path improvements at the County Government Center.

### APTOS VILLAGE PLAN IMPROVEMENT PROJECT

An allocation claim for a previously approved **FY 2011/2012** allocation claim for the Calabasas School Safety Improvement Project is requested for the Aptos Village Plan Improvement Project. All TDA allocations for the Calabasas School Safety Improvement Project totaled \$429,842. The Calabasas School Safety Improvement Project has been constructed and accepted as completed by the County Board of Supervisors with a remaining TDA allocation balance of **\$137,926.31** (\$42,984.20 not yet disbursed from SCCRTC account, and \$94,942.11 remaining balance in County account). The County requests reallocation of these remaining funds to the Aptos Village Plan Improvement Project which proposes substantial improvements to the pedestrian and bicycle network adjacent to the Soquel Drive and Trout Gulch Road corridors. These funds are expected to be used for the design and construction of these multi-modal improvements.



## BIKE LANE MAINTENANCE

An allocation claim for **\$150,000** each fiscal year for **FY 2012/2013** and **FY 2013/2014**, plus **FY 2014/2015** funds of **\$135,000** for a total three year amount of **\$435,000** is requested for bike lane maintenance of County roads. Basic road maintenance funding continues to be scarce and TDA funds have been used for this program in years past. The funding will allow County crews and contractors to re-stripe, sign, conduct minor repairs, trim brush and trees, and sweep the bike lanes which are located on major arterial roads in the unincorporated area of the County. Bike lane maintenance is critical to supporting traffic safety on County roads.

## SANCTUARY SCENIC TRAIL – TWIN LAKES STATE BEACH

An allocation claim for **FY 2011/2012**, **FY 2012/2013**, **FY 2013/2014** and **FY 2014/2015** funds in the combined total amount of **\$86,822** is requested for the Twin Lakes State Beach Sanctuary Scenic Trail project (**FY 2011/2012 = \$5,394**, **FY 2012/13 = \$11,531**, **FY 2013/2014 = \$32,996**, and **FY 2014/2015 = \$36,901**). These TDA funds will be used to construct the pedestrian and bike improvements on East Cliff Drive fronting Twin Lakes State Beach.

## COUNTY GOVERNMENT CENTER ADA PATH

An allocation claim for **FY 2014/2015** funds in the amount of **\$15,000** is requested for the County Government Center ADA Path project. This capital improvement project will implement an ADA pedestrian path of travel from the existing bus stop on Ocean Street to the County building. These TDA funds will be used to supplement other funds since the project costs are approximately \$95,000.

The County Board of Supervisors has adopted the attached resolution consistent with the above requested TDA allocations for these projects.

The Department of Public Works thanks you for accepting our request for allocations of TDA funding. The preferred method of disbursement is by means of County journal (AUD48) whereby the TDA Article 8 funds should be transferred to Budget Index 621220, subobject 1582. Please contact Jack Sohriakoff, Senior Civil Engineer, at (831) 454-2160 if you have any questions or require additional information.

Yours truly,



JOHN J. PRESLEIGH  
Director of Public Works

JRS:yv

Enclosures/Attachment

20142015allocationvclaimsylv.doc

BEFORE THE BOARD OF SUPERVISORS  
OF THE COUNTY OF SANTA CRUZ, STATE OF CALIFORNIA

0325

RESOLUTION NO. 237-2014

On the motion of Supervisor Leopold  
duly seconded by Supervisor Caput  
the following resolution is adopted:

RESOLUTION AUTHORIZING THE DEPARTMENT OF PUBLIC WORKS TO  
SUBMIT FOUR TRANSPORTATION DEVELOPMENT ACT  
ARTICLE 8 PROJECT ALLOCATION CLAIM FORMS TO THE  
SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

WHEREAS, the Santa Cruz County Regional Transportation Commission is the  
administrating agency of the Transportation Development Act (TDA) Article 8 funds; and

WHEREAS, the County of Santa Cruz is allocated TDA funds every fiscal year through  
the Article 8 allocation claim process; and

WHEREAS, the County of Santa Cruz Department of Public Works has capital  
improvement and maintenance projects related to bicycle and pedestrian facilities consistent with  
TDA Article 8.

NOW, THEREFORE, BE IT RESOLVED that the Board of Supervisors of the County of  
Santa Cruz:

1. Approve the filing of four TDA Article 8 claims to the Santa Cruz County  
Regional Transportation Commission for the Aptos Village Improvement  
Project, Bike Lane Maintenance, the Sanctuary Scenic Trail – Twin Lakes State  
Beach, and the County Governmental Center Americans with Disabilities Act  
Path projects for the fiscal years and amounts stated in the attached claim forms.
2. Appoint the Director of Public Works, and the Department of Public Works,  
administrating agency applicant to execute and submit all documents including,  
but not limited to applications, agreements, amendments, payment requests,  
etc., which may be necessary for the completion of the aforementioned projects.

30



PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Cruz, State of California, this 16th day of September, 2014, by the following vote:

AYES: SUPERVISORS Leopold, Coonerty, Caput, McPherson & Friend  
NOES: SUPERVISORS None  
ABSENT: SUPERVISORS None

**ZACH FRIEND**

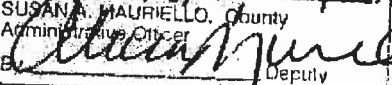
Chairperson of said Board

ATTEST: **TESS FITZGERALD**  
Clerk of said Board

Approved as to form:

  
Office of County Counsel

Distribution: County Counsel  
Public Works

|   |   |    |
|---|---|----|
| STATE OF CALIFORNIA   | ) | ss |
| COUNTY OF SANTA CRUZ  | ) |    |
| I, SUSAN A. MAURIELLO, County Administrative Officer and ex-officio Clerk of the Board of Supervisors of the County of Santa Cruz, State of California do hereby certify that the foregoing is a true and correct copy of the resolution passed and adopted by and entered in the minutes of the said board. In witness whereof I have hereunto set my hand and affixed the seal of the said Board on <u>September 16, 2014</u> . |   |    |
| SUSAN A. MAURIELLO, County Administrative Officer   |   |    |
| <br>Deputy  |   |    |

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

*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: Phase I, Aptos Village Plan Improvements
2. Implementing Agency: County of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$137,926.31
5. Fiscal Year (FY) for which funds are claimed: FY 2011/2012 (reallocation of previously allocated funds for the Calabasas School Safety Improvement Project which had been completed and has an overall remaining TDA balance of \$137,926.31).
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: ☒ **Article 8 Bicycle and/or Pedestrian Facility**
7. Contact Person/Project Manager: Jack Sohriakoff, Senior Civil Engineer  
Telephone Number: (831) 454-2160 E-mail: Jack.Sohriakoff@santacruzcounty.us  
  
Secondary Contact (in event primary not available) : Greg Martin, Civil Engineer  
Telephone Number: (831) 454-2160 E-mail: Greg.Martin@santacruzcounty.us
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): This capital improvement project will implement the recommendations of the Aptos Village Plan improving transportation for pedestrians and bicyclists throughout the community and along the Soquel Drive and Trout Gulch Road transportation corridors adjacent to the Aptos Village center. **Phase I** will consist of the improvements at the intersection of Soquel Drive and Trout Gulch Road and along Trout Gulch Road to Valencia Street. **Phase II** is dependent upon the CPUC approval of the other two at-grade railroad crossings at Aptos Creek Road and a new road named Parade Street. The County has already obtained CPUC approval for improvements to the Trout Gulch Road railroad crossing, and submitted the other two applications in April 2014.

**Soquel Drive**

The proposed project provides a comprehensive design for pedestrian and bicycle traffic along Soquel Drive from 350 feet west of Aptos Creek Road to 200 feet east of Trout Gulch Road. Sidewalk will be along the entire length of the south side of the road for the project. Along the north side, sidewalk will tie into existing sidewalk and provide access to the town center and a new bus stop providing a complete pedestrian network access on either side of the road. The existing bike lanes along this segment will be retained and enhanced.

### Trout Gulch Road

Trout Gulch Road has been designed with new curb, gutter, and sidewalk along the east side from the intersection of Soquel Drive to Valencia Street. The project plans incorporate all necessary ADA facilities. The west side of the road is being modified to provide ADA access and safety railing due to the steep drop offs from the top of the sidewalk to the road. On street parking on the west side will officially be removed. New standard width bike lanes will be provided along this segment.

### Traffic Signals/Railroad Xings

Traffic signals are proposed at the intersections of Soquel Drive/Aptos Creek Road and Soquel Drive/Trout Gulch Road. These traffic signals will provide protected pedestrian crossings and enhanced bike lane turning movements. The railroad crossing improvements will meet current federal requirements for pedestrian and bicycle crossings.

9. Number of people to be served/anticipated number of users of project/program: Estimated County population in 2012 = 266,776 people. Estimated bike riders: 4% of population = 10,670 bicyclists. Estimated pedestrians: 2% of population = 5,335 pedestrians. Total users = 16,005. Bike riders and pedestrians consist of commuters, students, and recreational users. These are considered direct daily users that can be served throughout the County but only a relative percentage will be served by this project.
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):  
The limits on Soquel Drive are from the Aptos Creek Bridge to 200 feet east of Trout Gulch Road, and on Trout Gulch Road they are from Soquel Drive to Valencia Street.
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): The goal is to provide additional infrastructure for pedestrians and bicyclists per the County Board of Supervisors approved Aptos Village Plan.
12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number:  
  
Policy 2.1- Ensure that all major corridors provide a choice of transportation modes and are designed with multi-modal amenities such as bus stops, turnouts and shelters, bike lanes and sidewalks.  
Policy 4.1 – Emphasize sustainable transportation modes consistent with regional environmental policies.  
Policy 4.2 – Ensure that transportation projects contribute to improved regional air quality, reduce energy consumption or reduce vehicle miles traveled, or, at a minimum, do not worsen existing conditions.
13. Measures of performance, success or completion to be used to evaluate project/program:  
Infrastructure improvements are to be consistent with the Aptos Village Plan and all relative design criteria standards, and conform to current ADA requirements.
14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):  
The bike lanes on Trout Gulch will require the removal of on street parking along the west side of this segment, but the parking is very rarely used. In addition, these multi-modal infrastructure improvements will lead to a reduction of pedestrian and bicycle conflicts on these two major roads thereby increasing overall safety between vehicles and other modes of travel.

15. Project Cost/Budget, including other funding sources, and Schedule: The Santa Cruz County Board of Supervisors has adopted the attached resolution for the TDA project funding.

**Project Start Date: April 1, 2015, Phase I, Aptos Village Plan Improvements**

|  | Planning    | Environmental | Design/Engineering | ROW         | Construction                              | Other * | Contingency | Total   |
|--|-------------|---------------|--------------------|-------------|---|---------|-------------|---|
| <b>SCHEDULE (Month/Yr) Completion Date</b> | <b>done</b> | <b>done</b>   | <b>In process</b>  | <b>Done</b> | <b>4/2015 Phase I<br/>4/2016 Phase II</b> |         |             | <b>\$1,500,000 Phase I<br/>\$2,000,000 Phase II</b> |
| <b>Total Cost/Phase</b>                    |             |               |                    |             | <b>\$137,926 Phase I</b>                  |         |             | <b>\$137,926</b>                                    |
| <b>STDA requested</b>                      |             |               |                    |             | <b>\$137,926</b>                          |         |             | <b>\$137,926</b>                                    |
| <b>Source 2: Prior TDA</b>                 |             |               |                    |             | <b>\$0</b>                                |         |             | <b>\$0</b>  |
| <b>Source 3: RSTPX</b>                     |             |               |                    |             | <b>\$290,000 Phase I</b>                  |         |             | <b>\$290,000</b>                                    |
| <b>Source 4: TIA Fees</b>                  |             |               |                    |             | <b>\$1,072,074</b>                        |         |             | <b>\$1,072,074</b>                                  |

*\*Please describe what is included in "Other":*

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):  
Preferred method for TDA fund distribution is: a. 90% prior to completion/10% upon completion.

**17. TDA Eligibility:**

|  | <b>YES?/NO?</b> |
|--|-----------------|
| <b>A.</b> 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>Yes</b>      |
| <b>B.</b> Has this project previously received TDA funding?  | <b>No</b>       |
| <b>C.</b> For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years?  | <b>Yes</b>      |
| <b>D.</b> 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).   | <b>No</b>       |
| <b>E.</b> 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: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ). | <b>Yes</b>      |

**Documentation to Include with Your Claim:**

**All Claims**

- ☐ A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☐ Resolution from the TDA Eligible Claimant indicating its role and responsibilities.

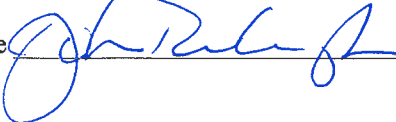
**Article 8 Bicycle/Pedestrian Claims**

☐ Evidence of environmental review for capital projects

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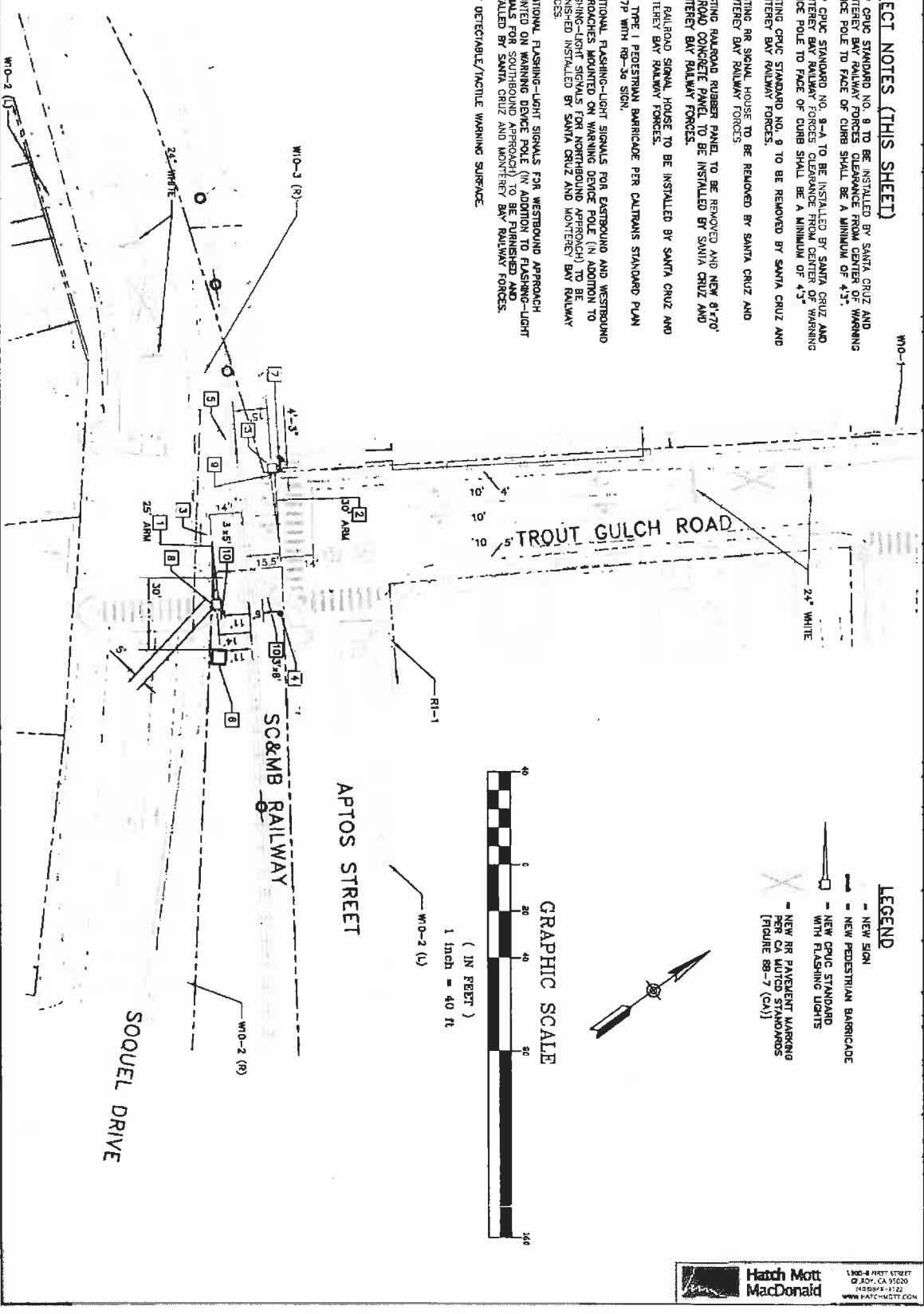
***Local Agency Certification:***

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature  Title: Director of Public Works Date: 9/26/2014

**PROJECT NOTES (THIS SHEET)**

- 1 NEW CPUC STANDARD NO. 8 TO BE INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES. CLEARANCE FROM CENTER OF WARNING DEVICE POLE TO FACE OF CURB SHALL BE A MINIMUM OF 4'3".
- 2 NEW CPUC STANDARD NO. 9-A TO BE INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES. CLEARANCE FROM CENTER OF WARNING DEVICE POLE TO FACE OF CURB SHALL BE A MINIMUM OF 4'3".
- 3 EXISTING CPUC STANDARD NO. 8 TO BE REMOVED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 4 EXISTING RR SIGNAL HOUSE TO BE REMOVED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 5 EXISTING RAILROAD RUBBER PANEL TO BE REMOVED AND NEW 8'x70' RAILROAD CONCRETE PANEL TO BE INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 6 NEW RAILROAD SIGNAL HOUSE TO BE INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 7 NEW TYPE 1 PEDESTRIAN BARRICADE PER CALTRANS STANDARD PLAN ES-7P WITH RR-36 SIGN.
- 8 ADDITIONAL FLASHING-LIGHT SIGNALS FOR EASTBOUND AND WESTBOUND APPROACHES MOUNTED ON WARNING DEVICE POLE (IN ADDITION TO FLASHING-LIGHT SIGNALS MOUNTED ON WARNING DEVICE POLE (IN ADDITION TO FLASHING-LIGHT SIGNALS FOR SOUTHBOUND APPROACH) TO BE FURNISHED AND INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 9 ADDITIONAL FLASHING-LIGHT SIGNALS FOR WESTBOUND APPROACH MOUNTED ON WARNING DEVICE POLE (IN ADDITION TO FLASHING-LIGHT SIGNALS FOR SOUTHBOUND APPROACH) TO BE FURNISHED AND INSTALLED BY SANTA CRUZ AND MONTEREY BAY RAILWAY FORCES.
- 10 NEW DETECTABLE/NOISE WARNING SURFACE.



**LEGEND**

- NEW SIGN
- NEW PEDESTRIAN BARRICADE
- NEW CPUC STANDARD WITH FLASHING LIGHTS
- NEW RR PAVEMENT MARKING PER CA MUTCD STANDARDS (FIDUCIAL 88-7 (CA))

**GRAPHIC SCALE**

( IN FEET )  
1 inch = 40 ft

**Hatch Mott MacDonald**  
1300-B FIRST STREET  
SANTA CRUZ, CA 95060  
408.994-1122  
WWW.HATCHMOTT.COM

|  |   |   |           |
|--|---|---|-----------|
| <p>DESIGNED: LT<br/>CHECKED: LT<br/>DATE: 06.13.13<br/>SCALE: 1"=40'</p> | <p>COUNTY OF SANTA CRUZ - DEPARTMENT OF PUBLIC WORKS<br/>SOQUEL DRIVE<br/>TRAFFIC SIGNAL &amp; RAILROAD XING IMPROVEMENT PROJECT<br/>SOQUEL DRIVE/TROUT GULCH ROAD RAILROAD XING LAYOUT</p> | <p>PROJECT ENGINEER<br/>LEOPOLDO TRUJILLO</p> | <p>30</p> |
|--|---|---|-----------|

Project: 0520-031313000 Aplos Village Project\140 Drawings\14.2 Layout\142046 07-M Detail 4.dwg  
Sep 11, 2013, 12:03

## APTOS VILLAGE IMPROVEMENT PROJECT – PHASE I



SOQUEL DRIVE EAST OF TROUT GULCH – PROPOSED BUS STOP LOCATION



SOQUEL DRIVE SIDEWALK – PROPOSED ADA IMPROVEMENTS

APTOS VILLAGE IMPROVEMENT PROJECT – PHASE I



TROUT GULCH ROAD – PROPOSED ADA IMPROVEMENTS



TROUT GULCH ROAD – PROPOSED SIDEWALK IMPROVEMENTS





# COUNTY OF SANTA CRUZ

0334

BEEN POSTED AT THE CLERK  
SUPERVISORS OFFICE FOR A

## PLANNING DEPARTMENT

PERIOD COMMENCING 2/25 2010  
AND ENDING 3/27 2010  
701 OCEAN STREET, 4<sup>TH</sup> FLOOR, SANTA CRUZ, CA 95060  
(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123  
TOM BURNS, PLANNING DIRECTOR

## NEGATIVE DECLARATION AND NOTICE OF DETERMINATION

Application Number: N/A

APN(S): 039-241-03; 039-311-55; 040-213-03; 040-213-06, -07; 040-213-13, -14, -21; 040-221-08; 041-011-03, -09, -20, -24, -32 through -35; 041-021-04 through -08, 041-021-11 through -13, -16 through -18, -26 through -29, -38, -40; -41; 041-022-01 through -16; 041-042-02 through -04, -38, -39, -42, -46; -47; 041-561-01 through -06

The project consists of the adoption of the Aptos Village Plan, including a General Plan Amendment and Rezoning. The Aptos Village Plan establishes the guidelines and parameters for the future development of the mostly vacant area between Trout Gulch Road and Aptos Creek Road (north of Soquel Drive) and would replace the Aptos Village Community Design Framework (a Specific Plan) for all areas of Aptos Village.

APN: See Above

Todd Sexauer, Staff Planner

Zone District: R-1-6, RM-3, RM-3-L, RM-4, PA, PF, PE-L, PR, C-1, and C-1-L

OWNER/APPLICANT: Various/County of Santa Cruz

STAFF PLANNER: Todd Sexauer

ACTION: Adopt Mitigated Negative Declaration with Project Approval

REVIEW PERIOD ENDS: December 22, 2009

THIS PROJECT WILL BE: Considered at a public hearing by the Board of Supervisors on February 23, 2010 at the County Government Center located at 701 Ocean Street, 5<sup>th</sup> Floor Board Chambers, Santa Cruz, CA 95060.

### Findings:

This project, if conditioned to comply with required mitigation measures or conditions shown below, will not have significant effect on the environment. The expected environmental impacts of the project are documented in the Initial Study on this project, attached to the original of this notice on file with the Planning Department, County of Santa Cruz, 701 Ocean Street, Santa Cruz, California.

### Required Mitigation Measures or Conditions:

- ☐ None  
☒ Are Attached

Review Period Ends: December 22, 2009

Date Approved By Environmental Coordinator: November 16, 2009

Claudia Slater  
CLAUDIA SLATER  
Environmental Coordinator  
(831) 454-5175



If this project is approved, complete and file this notice with the Clerk of the Board:

### NOTICE OF DETERMINATION

The Final Approval of This Project was Granted by Board of Supervisors

on February 23, 2010. No EIR was prepared under CEQA.  
(Date)

THE PROJECT WAS DETERMINED TO NOT HAVE SIGNIFICANT EFFECT ON THE ENVIRONMENT.

Date completed notice filed with Clerk of the Board: February 25, 2010

#46  
2/23/10

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

*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: Bike Lane Maintenance
2. Implementing Agency: County of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$150,000 + \$150,000 + \$135,000 = \$435,000
5. Fiscal Year (FY) for which funds are claimed: FY 2012/2013, FY 2013/2014 and FY 2014/2015
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: ☒ **Article 8 Bicycle and/or Pedestrian Facility**
7. Contact Person/Project Manager: Jack Sohriakoff, Senior Civil Engineer  
Telephone Number: (831) 454-2160 E-mail: Jack.Sohriakoff@santacruzcounty.us  
  
Secondary Contact (in event primary not available): Greg Martin, Civil Engineer  
Telephone Number: (831) 454-2160 E-mail: Greg.Martin@santacruzcounty.us
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): As in previous years these funds will be utilized by County maintenance crews and contractors to sign, re-stripe, repair, make minor improvements, and sweep bike lanes, bike routes, and bike paths maintained by the County of Santa Cruz Department of Public Works.
9. Number of people to be served/anticipated number of users of project/program:  
Estimated County population in 2012 = 266,776 people. Estimated bike riders: 4% of population = 10,670 bicyclists. Bike riders consist of commuters, students, and recreational users. These are considered direct users to be served. However, to a certain extent, all motorists sharing the roads with bike lane users are being served with enhanced traffic safety measures.
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):  
See attached list of bike lane miles on County maintained roads. Bike lanes are generally located on major arterial roads throughout the County, with most bike lanes located within the urbanized areas of Aptos, Live Oak, Pajaro Valley, and Soquel.
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): Traffic safety is the main goal. It is anticipated that more people will ride bikes due to either a preferred life style and/or economic difficulties experienced in this area. The maintenance of roadways has been significantly reduced due to the recent economic difficulties, and the use of TDA funds to maintain these bike facilities is very critical to maintaining traffic safety.

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 the existing transportation system. Policy 2.1- Ensure that all major corridors provide a choice of transportation modes and are designed with multi-modal amenities such as bus stops, turnouts and shelters, bike lanes and sidewalks. Policy 4.1 – Emphasize sustainable transportation modes consistent with regional environmental policies. Policy 4.2 – Ensure that transportation projects contribute to improved regional air quality, reduce energy consumption or reduce vehicle miles traveled, or, at a minimum, do not worsen existing conditions. Policy 5.1 – Utilize limited capital resources to maximize the efficiency of the existing transportation system, and as an alternative to constructing new facilities.

13. Measures of performance, success or completion to be used to evaluate project/program:  
Not applicable – on going maintenance of existing facilities.

14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):  
Not applicable – on going maintenance of existing facilities.

15. Project Cost/Budget, including other funding sources, and Schedule: The Santa Cruz County Board of Supervisors adopted the attached resolution for the TDA project funding.

**Project Start Date: July 1, 2012, on-going bike lane maintenance**

|  | Planning | Environ-<br>mental | Design/<br>Engineering | ROW | Construction                           | Other<br>* | Contingency | Total            |
|--|----------|--------------------|------------------------|-----|--|------------|-------------|------------------|
| <b>SCHEDULE<br/>(Month/Yr)<br/>Completion<br/>Date 6/30/12</b> |          |                    |                        |     | <b>7/1/2012<br/>thru<br/>6/30/2015</b> |            |             | <b>\$435,000</b> |
| <b>Total<br/>Cost/Phase</b>                                    |          |                    |                        |     | <b>\$435,000</b>                       |            |             | <b>\$435,000</b> |
| <b>STDA<br/>requested</b>                                      |          |                    |                        |     | <b>\$435,000</b>                       |            |             | <b>\$435,000</b> |
| <b>Source 2:<br/>Prior TDA</b>                                 |          |                    |                        |     | <b>\$179,674</b>                       |            |             | <b>\$179,674</b> |
| <b>Source 3:</b>   |          |                    |                        |     |  |            |             |                  |
| <b>Source 4:</b>   |          |                    |                        |     |  |            |             |                  |

*\*Please describe what is included in "Other":*

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):  
Preferred method for TDA fund distribution is: a. 90% prior to completion/10% upon completion.

17. 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.)   | Yes      |
| 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, or has the claimant arranged for such maintenance by another agency for the next 20 years?  | 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: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ). | Yes      |

**Documentation to Include with Your Claim:**

**All Claims**

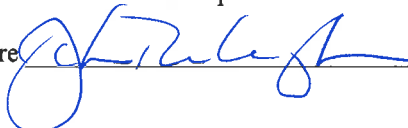
- ☐ A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☐ Resolution from the TDA Eligible Claimant indicating its role and responsibilities.

**Article 8 Bicycle/Pedestrian Claims**

- ☐ Evidence of environmental review for capital projects

***Local Agency Certification:***

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature:  Title: Director of Public Works Date: 9/26/2014

| Jurisdiction | Bike Lane Miles thru 2014<br>(Bi-directional) | County of Santa Cruz Bike Lane and Path Locations           |
|--------------|---|---|
| County       | 3.20  | 7th Avenue  |
| County       | 3.20  | 17th Avenue (Soquel Avenue to Portola Drive)                |
| County       | 0.90  | 30th Avenue ( Brommer Street to Portola Drive)              |
| County       | 0.12  | 41st Avenue (Highway 1 to Soquel Drive)                     |
| County       | 0.95  | 41st Avenue (East Cliff Drive to City of Capitola)          |
| County       | 1.10  | Airport Boulevard (Pajaro Lane to Green Valley Road)        |
| County       | 0.35  | Amesti Road (Green Valley Road to Amesti Elementary School) |
| County       | 2.75  | Brommer Street  |
| County       | 0.22  | Cabrillo College Drive                                      |
| County       | 0.86  | Calabasas Road (Bradford Road to Buena Vista Drive)         |
| County       | 0.44  | Capitola Avenue (Highway 1 to Soquel Drive)                 |
| County       | 2.75  | Capitola Road   |
| County       | 2.00  | Chanticleer Avenue ( Brommer Street to Soquel Avenue)       |
| County       | 0.07  | Commercial Way  |
| County       | 3.66  | Corralitos Road   |
| County       | 3.40  | East Cliff Drive  |
| County       | 0.32  | East Walnut Street  |
| County       | 1.38  | Empire Grade  |
| County       | 0.40  | Felt Street   |
| County       | 14.60   | Freedom Boulevard   |
| County       | 3.25  | Glen Coolidge Drive   |
| County       | 0.70  | Green Valley Road (Holohan Road to Amesti Road)             |
| County       | 0.55  | Harkins Slough Road (Lee Road to Pajaro Valley High School) |
| County       | 3.04  | Holohan Road  |
| County       | 2.70  | McGregor Drive  |
| County       | 0.42  | Park Avenue   |
| County       | 0.35  | Porter Street   |
| County       | 3.52  | Portola Drive   |
| County       | 0.36  | Robertson Street (Soquel Wharf Road to West Walnut Street)  |
| County       | 1.14  | Rodriguez Street  |
| County       | 10.14   | San Andreas Road  |
| County       | 0.88  | Soquel - San Jose Road (Paper Mill Road to Dawn Lane)       |
| County       | 3.35  | Soquel Avenue   |
| County       | 15.72   | Soquel Drive (Soquel Avenue to Freedom Blvd)                |
| County       | 0.25  | State Park Drive (Center Avenue to Highway 1)               |
| County       | 0.16  | State Park Drive (Highway 1 to Soquel Drive)                |
| County       | 1.14  | Thurber Lane  |
| County       | 0.94  | Trout Gulch Road  |
| County       | 0.31  | West Walnut Street  |
| <b>TOTAL</b> | <b>91.59</b>                                  |   |

| Jurisdiction | Bike Path Miles thru 2014<br>(Bi-directional) | Locations  |
|--------------|---|--|
| County       | 1.60  | Freedom Boulevard near Aptos High School             |
| County       | 1.00  | East Cliff Drive (32nd Avenue to 41st Avenue)        |
| County       | 1.40  | Green Valley Road (Devon Lane to Dalton Lane)        |
| County       | 0.25  | Moran Way  |
| County       | 2.50  | Wilder Ranch (Shaffer Road)                          |
| County       | 0.54  | Buena Vista Drive (Bradford Road to Memorial Avenue) |
| <b>TOTAL</b> | <b>7.29</b>                                   |  |

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

*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: Sanctuary Scenic Trail – Twin Lakes State Beach
2. Implementing Agency: County of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$5,394 + \$11,531 + \$32,996 + \$36,901 = \$86,822
5. Fiscal Year (FY) for which funds are claimed: FY 2011/2012, 2012/2013, 2013/2014 and 2014/2015
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: ☒ **Article 8 Bicycle and/or Pedestrian Facility**
7. Contact Person/Project Manager: Jack Sohriakoff, Senior Civil Engineer  
Telephone Number: (831) 454-2160 E-mail: Jack.Sohriakoff@santacruzcounty.us  
  
Secondary Contact (in event primary not available): Greg Martin, Civil Engineer  
Telephone Number: (831) 454-2160 E-mail: Greg.Martin@santacruzcounty.us
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): The County has participated in the overall planning and implementation of the Sanctuary Scenic Trail and is committed to providing funding for capital improvement projects associated with this corridor, including along the newly acquired rail line. The current programmed project is the Twin Lakes State Beach improvements which include standard pedestrian and bike facilities on East Cliff Drive fronting Twin Lakes State Beach between 5<sup>th</sup> Avenue and 7<sup>th</sup> Avenue.
9. Number of people to be served/anticipated number of users of project/program: Estimated number of visitors per year to Twin Lakes State Beach is 500,000. Estimated bike riders: 4% of visitors = 20,000 bicyclists. Estimated pedestrians: 2% of visitors = 10,000 pedestrians. Total bike and ped users = 30,000 annually.
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):  
East Cliff Drive improvements from the harbor entrance at 5<sup>th</sup> Avenue to 7<sup>th</sup> Avenue.
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): The proposed improvements have been discussed with the community for over 15 years with its primary goal to establish an overall parking and circulation plan to accommodate the influx of peak summer seasonal traffic and parking demands, as well as year round use, and to protect the road infrastructure from wave action and erosion. The project has received all permits to proceed with construction.

12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number:

Policy 2.1- Ensure that all major corridors provide a choice of transportation modes and are designed with multi-modal amenities such as bus stops, turnouts and shelters, bike lanes and sidewalks.

Policy 4.1 – Emphasize sustainable transportation modes consistent with regional environmental policies.

Policy 4.2 – Ensure that transportation projects contribute to improved regional air quality, reduce energy consumption or reduce vehicle miles traveled, or, at a minimum, do not worsen existing conditions.

13. Measures of performance, success or completion to be used to evaluate project/program:

Pedestrian and bike infrastructure improvements are to be consistent with the Sanctuary Scenic Trail master plan and the County Design Criteria. The project has been designed and constructed to meet local, state, and/or federal design standards.

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

The Twin Lakes State Beach project will lead to a reduction of parking in the area due to the need for formalizing on street parking in order to protect the road infrastructure. Vehicles currently park haphazardly and degrade the shoulder. A new bike lane and sidewalk will be installed on this portion of East Cliff Drive reducing the conflicts between road users.

15. Project Cost/Budget, including other funding sources, and Schedule: The Santa Cruz County Board of Supervisors adopted the attached resolution for the TDA project funding. The project has also received \$200,000 in grant funds from the SCCRTC as part of the MBSST network, and is expected to receive a \$250,000 grant from the Coastal Conservancy.

**Project Start Date: Sanctuary Scenic Trail - Twin Lakes State Beach**

|  | Planning               | Environ-<br>mental     | Design/<br>Engineering  | ROW                   | Construction       | Other<br>* | Contingency | Total              |
|--|------------------------|------------------------|-------------------------|-----------------------|--------------------|------------|-------------|--------------------|
| <b>SCHEDULE<br/>(Month/Yr)<br/>Completion<br/>Date</b> | <b>August<br/>2013</b> | <b>August<br/>2013</b> | <b>January<br/>2015</b> | <b>Aug.<br/>2014</b>  | <b>Dec. 2015</b>   |            |             |                    |
| <b>Total<br/>Cost/Phase</b>                            | <b>\$89,150</b>        | <b>\$66,250</b>        | <b>\$668,620</b>        | <b>\$168,<br/>180</b> | <b>\$4,465,100</b> |            |             | <b>\$5,457,300</b> |
| <b>\$TDA<br/>requested</b>                             |                        |                        |                         |                       | <b>\$86,822</b>    |            |             | <b>\$86,822</b>    |
| <b>Source 2:<br/>Prior TDA</b>                         |                        |                        |                         |                       | <b>\$0</b>         |            |             | <b>\$0</b>         |
| <b>Source 3:<br/>grants</b>                            |                        |                        |                         |                       | <b>\$450,000</b>   |            |             | <b>\$450,000</b>   |
| <b>Source 4:<br/>local funds</b>                       |                        |                        |                         |                       | <b>\$4,920,478</b> |            |             | <b>\$4,920,478</b> |

*\*Please describe what is included in "Other":*

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):

Preferred method for TDA fund distribution is: a. 90% prior to completion/10% upon completion.

17. 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.)   | Yes      |
| B. Has this project previously received TDA funding?  | No       |
| C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years?  | 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: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ). | Yes      |

**Documentation to Include with Your Claim:**

**All Claims**

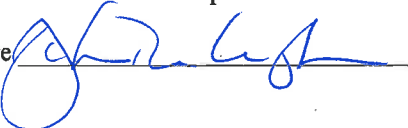
- ☐ A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☐ Resolution from the TDA Eligible Claimant indicating its role and responsibilities.

**Article 8 Bicycle/Pedestrian Claims**

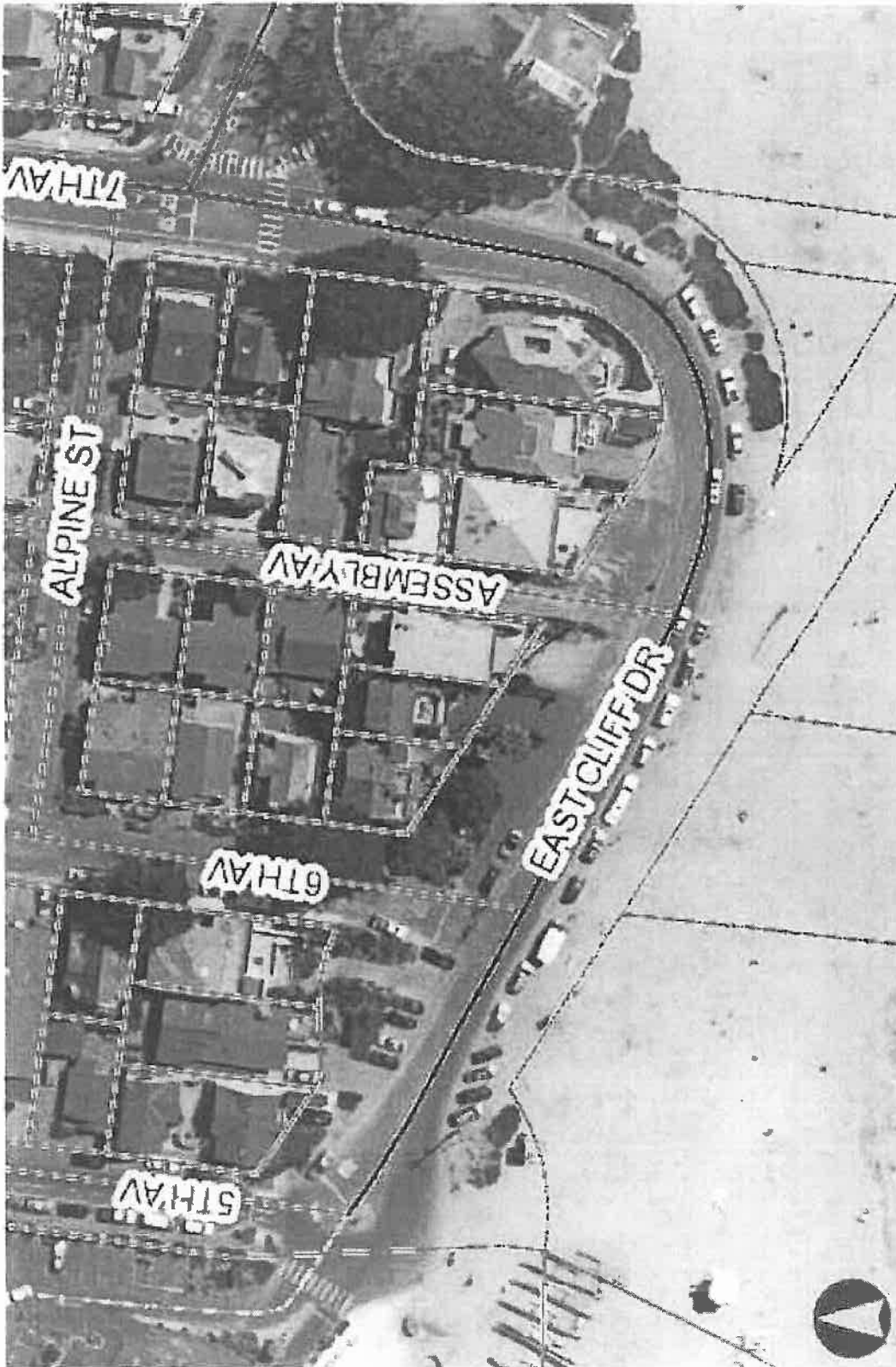
- ☐ Evidence of environmental review for capital projects

***Local Agency Certification:***

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature:  Title: Director of Public Works Date: 9/26/2014





0342

Twin Lakes Beachfront – East Cliff Drive 5<sup>th</sup> to 7<sup>th</sup> Avenues  
Aerial of Existing Conditions



**Twin Lakes Beachfront Project – East Cliff Drive 5<sup>th</sup> to 7<sup>th</sup> Avenues**  
 Sketch Plan



EAST CLIFF DRIVE LOOKING TOWARD HARBOR ENTRANCE



EAST CLIFF DRIVE LOOKING TOWARD HARBOR ENTRANCE



# COUNTY OF SANTA CRUZ 0345

## PLANNING DEPARTMENT

701 OCEAN STREET, 4<sup>TH</sup> FLOOR, SANTA CRUZ, CA 95060  
 (831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123  
 KATHLEEN MOLLOY PREVISICH, PLANNING DIRECTOR  
<http://www.sccoplanning.com/>

### MITIGATED NEGATIVE DECLARATION

**Project:** East Cliff Drive Pedestrian Improvements Phase III APN(S): N/A, County Right-of-Way

**Project Description:** Proposal to complete roadway and roadside improvements within the East Cliff Drive public right-of-way between 5<sup>th</sup> and 7<sup>th</sup> Avenue to include parking and circulation improvements (vehicle, bicycle, and pedestrian) and a bluff protection structure on the south side of the right-of-way. The project includes the removal of a 24 inch Monterey Cypress tree, a 24 inch and 26 inch Mexican Fan Palm tree, and multiple smaller trees. The project requires a Coastal Development Permit and a Geology, Geotechnical, Seawall Design, Arborist, Preliminary Grading, Drainage, and Biotic Report Reviews.

**Project Location:** The project is located within the East Cliff Drive public right-of-way between 5<sup>th</sup> Avenue and 7<sup>th</sup> Avenue adjacent to Twin Lakes State Beach, Harbor Beach, and the Santa Cruz Yacht Harbor within the Live Oak Planning Area.

**Owner:** County of Santa Cruz

**Applicant:** Santa Cruz County Department of Public Works

**Staff Planner:** Sheila McDaniel, (831) 454-2255

**Email:** [pln056@co.santa-cruz.ca.us](mailto:pln056@co.santa-cruz.ca.us)

**This project will be considered at a public hearing by the Santa Cruz County Planning Commission on October 24, 2012 at 9:00 a.m. or thereafter in the Board of Supervisors Chambers, 701 Ocean Street, 5<sup>th</sup> Floor, Room 525, Santa Cruz, CA 95060.**

### California Environmental Quality Act Mitigated Negative Declaration Findings:

Find, that this Mitigated Negative Declaration reflects the decision-making body's independent judgment and analysis, and; that the decision-making body has reviewed and considered the information contained in this Mitigated Negative Declaration and the comments received during the public review period; and, that revisions in the project plans or proposals made by or agreed to by the project applicant would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur; and, on the basis of the whole record before the decision-making body (including this Mitigated Negative Declaration) that there is no substantial evidence that the project as revised will have a significant effect on the environment. The expected environmental impacts of the project are documented in the attached Initial Study on file with the County of Santa Cruz Clerk of the Board located at 701 Ocean Street, 5<sup>th</sup> Floor, Santa Cruz, California.

Review Period Ends: October 12, 2012

Note: This Document is considered Draft until it is Adopted by the Appropriate County of Santa Cruz Decision-Making Body

Date: Oct 16, 2012

Matt Johnston  
 MATT JOHNSTON, Environmental Coordinator  
 (831) 454-3201

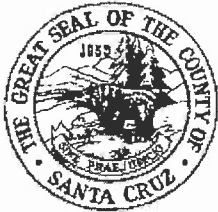
THIS NOTICE HAS BEEN POSTED AT THE CLERK  
 OF THE BOARD OF SUPERVISORS OFFICE FOR A

PERIOD COMMENCING 04 Aug 20 14  
 AND ENDING 03 Sept 20 14

RECEIVED  
 CLERK OF THE BOARD

AUG - 4 2014

BOARD OF SUPERVISORS  
 COUNTY OF SANTA CRUZ



# COUNTY OF SANTA CRUZ

## PLANNING DEPARTMENT

701 OCEAN STREET, 4<sup>TH</sup> FLOOR, SANTA CRUZ, CA 95060  
(831) 454-2580 FAX: (831) 454-2131 TDD: (831) 454-2123  
KATHLEEN MOLLOY PREVISICH, PLANNING DIRECTOR  
<http://www.sccoplanning.com/>

0346

## NOTICE OF DETERMINATION

### To:

☒ County of Santa Cruz  
Clerk of the Board  
701 Ocean Street, Room 500  
Santa Cruz, CA 95060

☒ Office of Planning and Research  
State Clearinghouse  
P.O. Box 3044  
Sacramento, CA 95812-3044

### Subject: Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.

State Clearinghouse Number (if applicable): 2012042035

Project Title: East Cliff Drive Pedestrian Improvements Phase III

Project Applicant: County of Santa Cruz - Department of Public Works

Project Location: The project is located within the East Cliff Drive public right-of-way between 5<sup>th</sup> Avenue and 7<sup>th</sup> Avenue adjacent to Twin Lakes State Beach, Harbor Beach, and the Santa Cruz Yacht Harbor within the Live Oak Planning Area, in Santa Cruz County.


**Project Description:** Proposal to complete roadway and roadside improvements within the East Cliff Drive public right-of-way between 5<sup>th</sup> and 7<sup>th</sup> Avenue to include parking and circulation improvements (vehicle, bicycle, and pedestrian) and a bluff protection structure on the south side of the right-of-way. The project includes the removal of a 24 inch Monterey Cypress tree, a 24 inch and 26 inch Mexican Fan Palm tree, and multiple smaller trees.

This is to advise that the County of Santa Cruz has approved the above described project on 10/24/12  
and has made the following determinations regarding the above described project: (Date)

1. The project [ ☐ will ☒ will not ] have a significant effect on the environment.
2. ☐ An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.  
☒ A Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
3. Mitigation Measures [ ☒ were ☐ were not ] made a condition of the approval of the project.
4. A mitigation reporting or monitoring plan [ ☒ was ☐ was not ] adopted for this project.
5. A statement of Overriding Considerations [ ☐ was ☒ was not ] adopted for this project.
6. Findings [ ☒ were ☐ were not ] made pursuant to the provisions of CEQA.

This is to certify that the Final EIR with comments and responses and record of project approval, or the Negative Declaration, is available to the General Public at the following location:

County of Santa Cruz Planning Department  
701 Ocean Street, 4<sup>th</sup> Floor  
Santa Cruz, CA 95060

  
\_\_\_\_\_  
Signature  
8/14/14  
\_\_\_\_\_  
Date Received for Filing at Clerk of the Board

Environmental Coordinator  
\_\_\_\_\_  
Title

10/16/12  
\_\_\_\_\_  
Date

\_\_\_\_\_  
Date Received for filing at OPR

Updated 12/11

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

*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: County Government Center ADA Path
2. Implementing Agency: County of Santa Cruz
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:
4. TDA funding requested this claim: \$15,000
5. Fiscal Year (FY) for which funds are claimed: FY 2014/2015
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: ☒ **Article 8 Bicycle and/or Pedestrian Facility**
7. Contact Person/Project Manager: Jack Sohriakoff, Senior Civil Engineer  
Telephone Number: (831) 454-2160 E-mail: Jack.Sohriakoff@santacruzcounty.us  
  
Secondary Contact (in event primary not available): Greg Martin, Civil Engineer  
Telephone Number: (831) 454-2160 E-mail: Greg.Martin@santacruzcounty.us
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): This capital improvement project will implement an ADA pedestrian path of travel from the existing bus stop on Ocean Street to the County building. The project costs are approximately \$95,000.
9. Number of people to be served/anticipated number of users of project/program: Estimated employees/visitors to County Government Center = 500,000 people annually. Estimated pedestrians to use new ADA path from Ocean Street through parking lot to County building: 25% of employees and visitors arrive by vehicle and park in parking lot or arrive by transit = 125,000 pedestrians. These are considered annual users that can be directly served by these improvements at the County facility.
10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):  
The limits of the improvements are from the sidewalk on Ocean Street to the front of the County building.
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): The goal is to provide ADA infrastructure for pedestrians around County Government Center which will increase overall safety.

12. Consistency and relationship with the Regional Transportation Plan (RTP) – please reference Project or Policy number:

Policy 2.1- Ensure that all major corridors provide a choice of transportation modes and are designed with multi-modal amenities such as bus stops, turnouts and shelters, bike lanes and sidewalks.

Policy 4.1 – Emphasize sustainable transportation modes consistent with regional environmental policies.

Policy 4.2 – Ensure that transportation projects contribute to improved regional air quality, reduce energy consumption or reduce vehicle miles traveled, or, at a minimum, do not worsen existing conditions.

13. Measures of performance, success or completion to be used to evaluate project/program:  
Infrastructure improvements are to be consistent with ADA requirements and all relative design criteria standards.

14. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):  
No impacts on other modes of travel anticipated.

15. Project Cost/Budget, including other funding sources, and Schedule: The Santa Cruz County Board of Supervisors has adopted the attached resolution for the TDA project funding.

**Project Start Date: April 1, 2015, Phase I, Aptos Village Plan Improvements**

|  | Planning    | Environmental | Design/<br>Engineering | ROW         | Construction    | Other<br>* | Contingency | Total           |
|--|-------------|---------------|------------------------|-------------|-----------------|------------|-------------|-----------------|
| <b>SCHEDULE<br/>(Month/Yr)<br/>Completion<br/>Date</b> | <b>done</b> | <b>done</b>   | <b>complete</b>        | <b>Done</b> | <b>11/2014</b>  |            |             | <b>\$95,000</b> |
|  |             |               |                        |             | <b>3/2015</b>   |            |             |                 |
| <b>Total<br/>Cost/Phase</b>                            |             |               |                        |             |                 |            |             |                 |
| <b>\$TDA<br/>requested</b>                             |             |               |                        |             | <b>\$15,000</b> |            |             | <b>\$15,000</b> |
| <b>Source 2:<br/>Prior TDA</b>                         |             |               |                        |             | <b>\$0</b>      |            |             | <b>\$0</b>      |
| <b>Source 3:<br/>Local</b>                             |             |               |                        |             | <b>\$80,000</b> |            |             | <b>\$80,000</b> |
| <b>Source 4:</b>                                       |             |               |                        |             |                 |            |             |                 |

*\*Please describe what is included in "Other":*

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):  
Preferred method for TDA fund distribution is: a. 90% prior to completion/10% upon completion.

17. 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.)   | Yes      |
| B. Has this project previously received TDA funding?  | No       |
| C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years?  | 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: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ). | NA       |

**Documentation to Include with Your Claim:**

**All Claims**

- ☐ A letter of transmittal addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☐ Resolution from the TDA Eligible Claimant indicating its role and responsibilities.

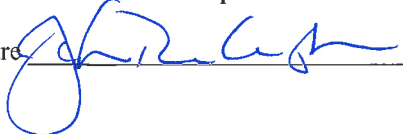
**Article 8 Bicycle/Pedestrian Claims**

- ☐ Evidence of environmental review for capital projects

***Local Agency Certification:***

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature

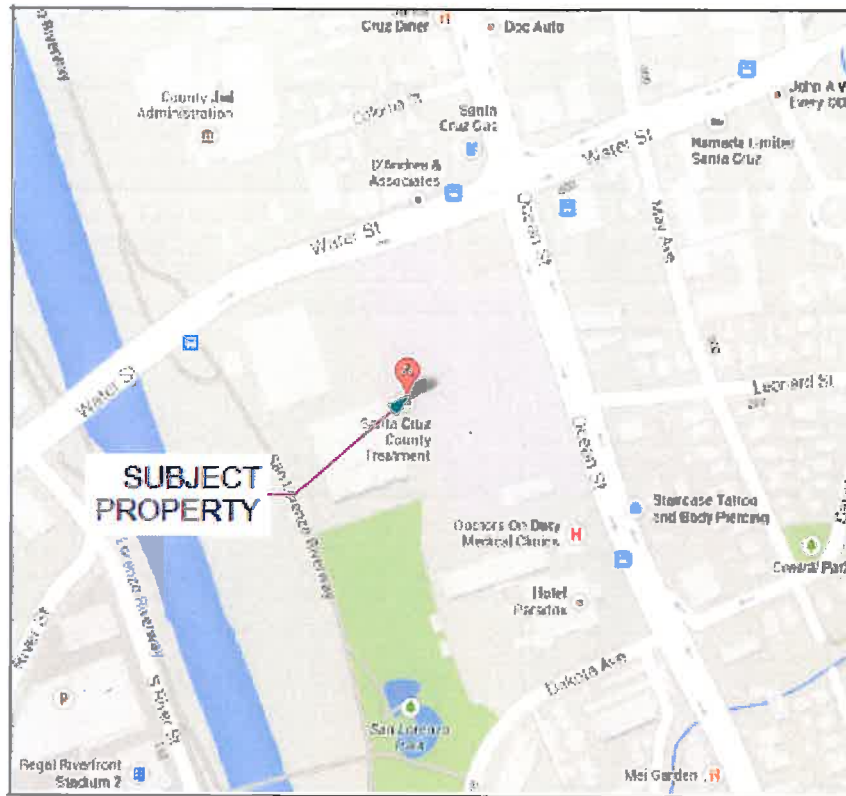


Title: Director of Public Works

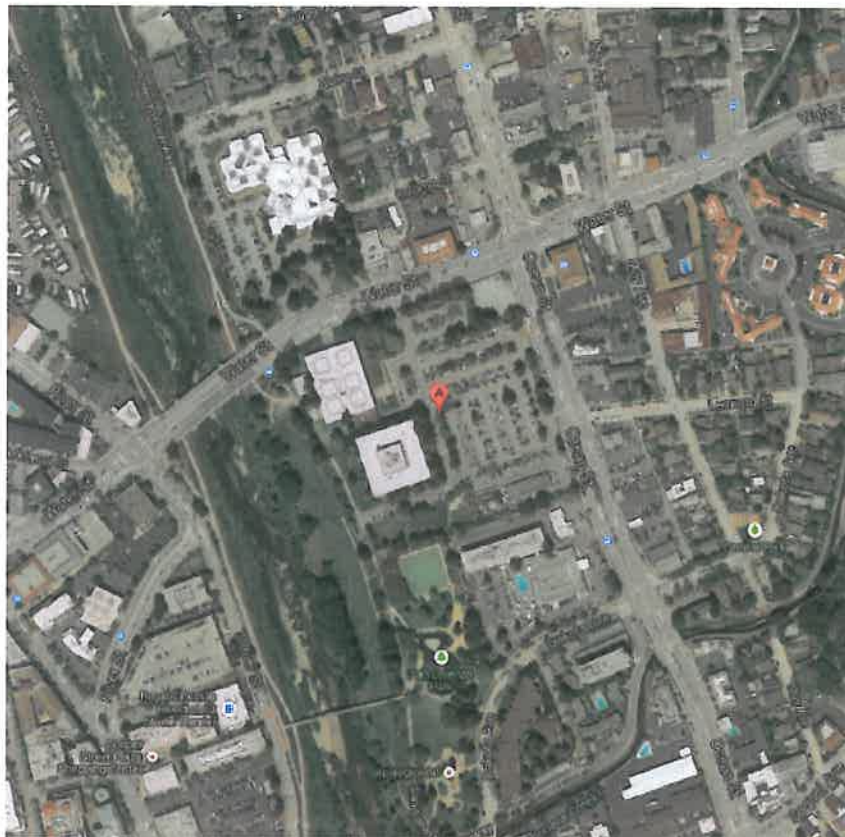
Date: 9/26/2014



## COUNTY BUILDING ADA ACCESS PATH IMPROVEMENTS

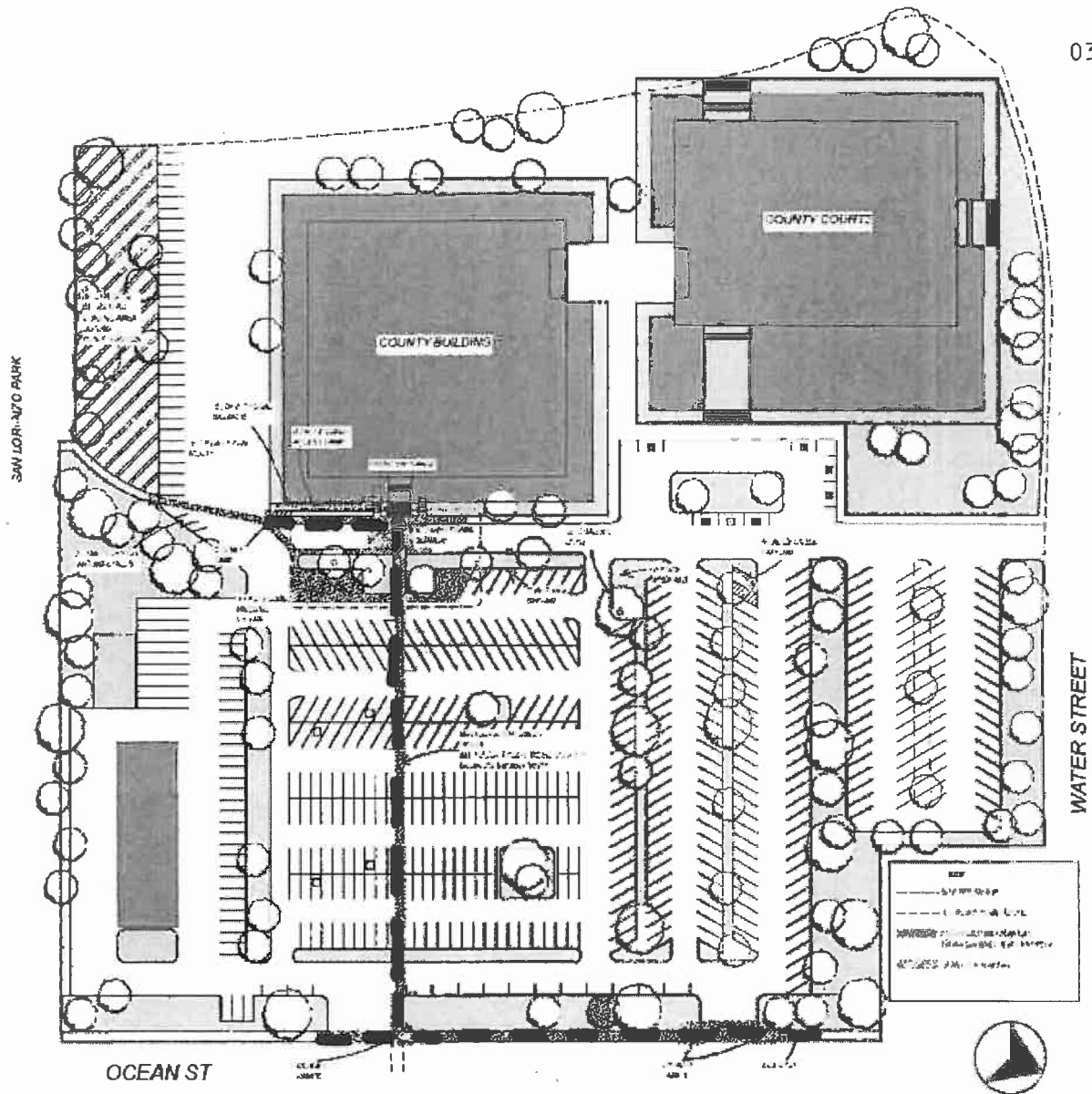


LOCATION MAPS



# COUNTY BUILDING ADA ACCESS PATH IMPROVEMENTS

0351



IMPROVED ADA ACCESS PATH OF TRAVEL — — —

**AGENDA:** May 1, 2014

**TO:** Regional Transportation Commission (RTC)

**FROM:** Grace Blakeslee and Rachel Moriconi, Senior Transportation Planners

**RE:** 2014 Regional Transportation Improvement Program (RTIP)  
Amendments

---

## **RECOMMENDATION**

Staff recommends that the Regional Transportation Commission Adopt a resolution (Attachment 1) amending the *2014 Regional Transportation Improvement Program* (RTIP) to reflect scope and schedule changes to projects previously approved for funds by the RTC, as requested by project sponsors, and amend the RTC Budget and Work Program to reflect these updates, as applicable.

---

## **BACKGROUND**

The Santa Cruz County Regional Transportation Commission (RTC), as the state-designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for selecting projects to receive a variety of state and federal funds. The *Regional Transportation Improvement Program (RTIP)* for Santa Cruz County is a list of transportation projects which have been selected by the RTC to receive certain state or federal funds over a five year period. The RTIP is typically adopted every two years. Interim amendments are made as needed.

Since projects are selected by the RTC through a competitive process based on project benefits, when the scope or funding needs of a project change from that originally evaluated by the RTC board, staff, advisory committees, and the public, the Commission must decide whether to approve that modification. Requests from project sponsors for minor amendments to the scope, schedule, or matching fund information are typically handled administratively by RTC staff. However, RTC policies require that substantive project changes, such as major schedule changes, requests for additional funds, major scope changes, or adding or deleting projects require that concurrence be authorized by Commission action. If the RTC does not approve modifications, funds are returned to the RTC for future programming as part of the next competitive grant cycle.

## **DISCUSSION**

### Highway 1/Harkins Slough Road Interchange Update

The City of Watsonville requested that RTC amend the *Regional Transportation Improvement Program* (RTIP) to significantly modify the scope of the Highway 1/Harkins Slough Road Interchange project. Since 1998, the RTC and California

Transportation Commission (CTC) have programmed \$7.34 million in State Transportation Improvement Program (STIP) funds to reconstruct the current half interchange to add on and off ramps to the northern side of the interchange, and widen the Harkins Slough Road bridge over Highway 1 for bicycle lanes and sidewalks. One of the primary purposes of the project was to relieve congestion at Green Valley Road and Main Street/Hwy 152. Since 1998, after several traffic studies, construction of two bridges which opened Harkins Slough Road to traffic year round, the opening of Pajaro Valley High School, and reevaluation of the cost and benefits of the interchange project, the City and Caltrans evaluated alternatives for addressing area traffic in the Harkins Slough Rd/Green Valley Road corridor between Highway 1 and Main Street. As a result of that analysis, in February, Watsonville submitted a letter ([Attachment 2](#)) requesting the RTC amend the project scope to eliminate the new on/off ramps and bridge widening and instead:

- Install a signal at the northbound Highway 1 off ramp at Harkins Slough Rd;
- Signal modifications and operational improvements along Harkins Slough Road/Green Valley Road corridor from Highway 1 to Main St (Hwy 152);
- Construction of a Pedestrian/Bicycle Bridge over Highway 1 parallel to the existing bridge.

Because this is a significant change from the original project scope and is funded by State Transportation Improvement Program (STIP) funds, California Transportation Commission (CTC) and Caltrans policies require that a Project Initiation Document (PID) be completed before STIP funds can be designated to this revised project. Only upon completion of the PID can the RTC take action on the City of Watsonville's request and then submit the proposed changes to the CTC.

The PID provides a more detailed description of the transportation deficiency and the proposed project's objective to resolve the deficiency. It analyzes major issues such as constructability, traffic operations, multimodal mobility, finance, utility involvement, transportation management, environmental impacts, community involvement, and identification of individuals and institutions that are likely to be affected by the project. The PID for this proposed revised project is anticipated to take six to twelve months to complete. Staff will return to the RTC with recommendations on this request to modify the scope of the STIP-funded project once the PID is completed.

#### Boltage/Active4Me Bike/Walk School Incentive and Tracking Program

On February 7, 2013 the RTC approved \$50,000 for the Boltage Bike/Walk School Incentive and Tracking Program. The program uses technology to encourage biking and walking at four elementary schools, including two schools in Watsonville/South County and two in Santa Cruz. Ecology Action has requested to modify the type of tracking used for one of the schools from Boltage to Active4Me, which it has used at Mintie White Elementary through a Safe Routes to Schools grant. Ecology Action recommends using Active4Me (A4Me) as it is not a permanent installation, the participation levels on A4Me seem higher than Boltage, and ongoing software fees are less. Both help advance the goal of enhancing participation and registration of

students. The proposed revised scope of work for this program is attached (Attachment 3) and was reviewed by the Bicycle Committee at its April 7, 2014 meeting. **The Bicycle Committee and staff recommend that the Regional Transportation Commission approve Ecology Action's request to modify the title and the scope of its school incentive and tracking program to include both Boltage and A4Me technology.** Ecology Action has hired a bilingual staffer in South County that will be working at the existing Boltage site and the new Active4Me/Boltage site.

#### Capitola: Park Way Sidewalks

City of Capitola staff has started work on the Park Way sidewalks project which was programmed for STIP funds by the RTC and CTC in 2012. Funds for construction of the project are programmed in FY14/15 based on the City's previously anticipated schedule for the project; however, the City of Capitola will not be able to meet the CTC's April 28 deadline to complete pre-construction work (environmental review, design, and right-of-way).

When a project sponsor does not receive an allocation by June of the fiscal year STIP funds are programmed, the funds lapse and are lost to the project; however, the unallocated funds return to the region for reprogramming in the next STIP cycle. If a project sponsor instead receives an allocation but does not award a contract, need or use all of funds in accordance with CTC deadlines, the funds are lost not only to the project, but to the region as a whole. For this reason it is critical that project sponsors complete final design, have good final cost estimates and are ready to advertise their project, prior to seeking CTC allocations. Since Capitola has not completed design or environmental work on this project, they could request an allocation extension if there was an extenuating circumstance that prevented them from meeting the deadline. The City of Capitola will request an extension. As of the writing of this staff report, RTC staff had not yet received the extension request but will receive it prior to the RTC meeting for consideration. RTC staff will distribute the extension request at the meeting.

### **SUMMARY**

Staff recommends that the Regional Transportation Commission Adopt a resolution (Attachment 1) amending the *2014 Regional Transportation Improvement Program* (RTIP) to reflect scope and schedule changes to projects previously approved for funds by the RTC, as requested by project sponsors, and amend the RTC Budget and Work Program to reflect these updates, as applicable.

#### Attachments:

1. Resolution to amend the 2014 RTIP
2. Letter from Watsonville regarding Harkins Slough Rd I/C
3. Proposed scope change for Boltage/Active4Me



RESOLUTION NO.

Adopted by the Santa Cruz County Regional Transportation Commission  
on the date of May 1, 2014  
on the motion of Commissioner  
duly seconded by Commissioner

A RESOLUTION AMENDING THE  
2014 REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM  
FOR SANTA CRUZ COUNTY TO MODIFY PREVIOUSLY PROGRAMMED PROJECTS

WHEREAS, the Santa Cruz County Regional Transportation Commission (RTC) is responsible for programming and monitoring the use of various state and federal transportation funding sources and adopted the *2014 Regional Transportation Improvement Program* on December 5, 2013 consistent with the *Santa Cruz County Regional Transportation Plan* (RTP), state law (including SB 45) and the California Transportation Commission's (CTC) State Transportation Improvement Program (STIP) Guidelines, and in consultation and cooperation with local project sponsors, Caltrans District 5, and RTC advisory committees;

WHEREAS, the RTC is responsible for amending the Regional Transportation Improvement Program (RTIP) to reflect accurate project scope, schedule and cost;

WHEREAS, RTC policy requires local project sponsors to obtain SCCRTC concurrence for changes to RTC-funded projects, including STIP allocation, extension, amendment or other requests for proposed changes to the STIP prior to submittal of such requests to Caltrans and the California Transportation Commission,

WHEREAS, the Santa Cruz County Regional Transportation Commission is the agency responsible for assuring that the regional shares of STIP and Regional Surface Transportation Program (RSTP) funds are programmed and expended according to CTC and Caltrans guidelines and programming actions;

THEREFORE, BE IT RESOLVED BY THE SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION:

1. The *2014 Regional Transportation Improvement Program for Santa Cruz County* is hereby amended to modify the scope of the Ecology Action Boltage: Bike/Walk School Incentive and Tracking Program to include Active 4 Me technology.
2. That the RTC concur with the City of Capitola's request to the California Transportation Commission (CTC) for a STIP allocation extension for the Park Way Sidewalk due to project delays.

AYES: COMMISSIONERS

NOES: COMMISSIONERS

ABSTAIN: COMMISSIONERS

ABSENT: COMMISSIONERS

---

Eduardo Montesino, Chair

ATTEST:

---

George Dondero, Secretary

Exhibit A: Amendments to Previously Approved Projects

Distribution: AMBAG, CTC, Caltrans, Project Sponsors, RTIP files

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# CITY OF WATSONVILLE

*"Opportunity through diversity; unity through cooperation"*



## ATTACHMENT 2

February 20, 2014

Mr. George Dondero, Executive Director  
Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue  
Santa Cruz, CA 95060-3911



**Subject: Hwy 1/ Harkins Slough Road Interchange Project, WAT01/PPNO 413  
Request for Project Modification and Reprogramming of Funds**

Dear Mr. Dondero,

On February 11, 2014, the Watsonville City Council received an update on the subject project and moved to request modifications to the subject project and funding.

The RTC has programmed \$7.34 million for right-of-way and construction of the Highway 1/Harkins Slough Road Interchange project. The City of Watsonville has committed to fund environmental, design and a portion of right-of-way and construction costs. Based upon recent studies completed, preferred alternatives for addressing area traffic result in a modification of improvements in the project area. For this reason, we request that the project be modified to include the following components and that the currently programmed STIP funds be reprogrammed to the modified project:

**Highway 1/ Harkins Slough Rd Improvements: Construction Estimate: \$8,600,000**

Project would include addressing existing overcrossing and off ramp safety as well as traffic congestion in the area. Project components would include: installation of a signal at the northbound Highway 1 Off ramp at Harkins Slough Road; Signal modifications and operational improvements along Harkins Slough Road/Green Valley Road corridor, beginning at Highway 1 Off ramp to Main Street (SR 125); Construction of Pedestrian/Bicycle Bridge over Highway 1. The proposed project estimate, schedule and location map are included in Attachment A.

If you have any questions or if additional information would be helpful, please contact Maria Esther Rodriguez, Assistant Public Works and Utilities Director, at (831) 768-3112.

Sincerely,

Steve Palmisano  
Director, Public Works and Utilities Department

C: Steve DiGrazia, Caltrans



## Attachment A

### Highway 1/ Harkins Slough Rd Improvements:

Project components and estimates:

- \$ 500,000 Northbound SR 1 off ramp at Harkins Slough Road Signal Installation
- \$ 600,000 Green Valley Rd/ Harkins Slough Corridor Improvements  
(Includes signal modifications and improvements from Hwy 1 Ramp to Main St (SR 152))
- \$ 7,500,000 Pedestrian/Bicycle Bridge over Highway 1
- \$ 8,600,000 Total Proposed Project Construction Cost Estimate\*

\*City of Watsonville has additional funding committed for environmental, design, and a portion of right-of-way and additional construction costs.

### Proposed Project Schedule

| Project Milestone                                      | Proposed Schedule |          |
|--|-------------------|----------|
|  | Begin             | End      |
| Project Study Report (or equivalent document required) | 03/30/14          | 11/30/14 |
| Environmental (PA&ED) Phase                            | 11/30/14          | 06/30/16 |
| Design (PS&E) Phase                                    | 09/01/15          | 06/30/17 |
| Right of Way Phase                                     | 07/01/16          | 06/30/17 |
| Construction Phase                                     | 08/01/17          | 12/31/18 |
| Closeout Phase   | 01/01/19          | 06/30/19 |



Location Map - Highway 1/Harkins Slough Road Project

1. Highway 1/Harkins Slough Road north bound off ramp
2. Harkins Slough Road/ Green Valley Corridor
3. Proposed Bicycle/Pedestrian Overcrossing

**TO:** Bicycle Advisory Committee

**FROM:** Cory Caletti, Senior Transportation Planner/Bicycle Coordinator

**RE:** Santa Cruz Branch Rail Line Acquisition and Funding

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## **RECOMMENDATION**

Staff recommends that the Bicycle Committee receive a presentation regarding the Santa Cruz Branch Rail Line acquisition and its funding.

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## **BACKGROUND**

At the August 11<sup>th</sup>, 2014 meeting of the Bicycle Advisory Committee a discussion was initiated about the possibility of a trail without rail project. The planned rail trail is the spine of the broader Monterey Bay Scenic Sanctuary Trail Network project. A Trail Network Master Plan was developed and adopted by the RTC after many years of public input. A request was made for staff to bring a report to the Committee at a future meeting and to present information regarding the process for rail banking. The following excerpt of the minutes of the August 11th, 2014 meeting captures the discussion:

21. *Member updates related to Committee functions – Discussion continued about the rail trail and about the lack of assessment of what it would take to rail bank the line as previously requested. A motion was made (Menchine/Jed) to request that information be provided by the RTC Executive or Deputy Director regarding the logistical process for rail banking including legal and financial ramifications of discontinuing pursuit of any rail operation and repayment of the funds acquired from Proposition 116 through the California Transportation Commission for rail line purchase. The motion passed with Casterson, Menchine, Jed and Rau voting in favor. Conlen, Ward and Canin voted in opposition.*

## **DISCUSSION**

The RTC's Deputy Director will provide a presentation on the history of the rail acquisition process and the RTC's obligations. Additionally, the MBSST Network Master Plan will be discussed as it did not evaluate costs for removing the track and converting the rail line to a trail. As previously communicated to the RTC and to the public, the RTC did not conduct that type of analysis for a number of reasons, including the following:

- 1) It is inconsistent with the statutory requirements of funding (Proposition 116) that the RTC used to purchase the rail line, which states that the funding is for "rail projects in Santa Cruz County which facilitate recreational, commuter, intercity and intercounty travel";
- 2) The RTC has always considered that any trail on the rail line right-of-way would be constructed alongside the existing track as additional transportation infrastructure along the rail corridor;

- 3) The RTC has never directed the RTC staff to undertake such analysis;
- 4) It would be significantly more costly to remove the track and later replace it with completely new infrastructure due to the cost of the new materials and the regulatory hurdles that would affect the new construction; and
- 5) Before removing the track, the RTC would have to secure abandonment of the rail line for freight purposes from the Surface Transportation Board (STB) along with railbanking to preserve the corridor for future rail needs. This could be time consuming and costly and could be challenged by any shippers or potential shippers along the rail line.

Excerpts of California Public Utilities Codes governing Proposition 116 funding are provided as Attachment 1.

As the RTC analyzed the purchase of the Santa Cruz Branch Rail Line, Commissioners received information regarding rail banking. Rail banking is a process established by federal law, which allows public agencies to preserve rail corridors that are abandoned for freight service to remain intact. A rail banked corridor remains subject to federal jurisdiction and future reactivation for rail service. In the mean time a rail corridor may be used for a trail or other transportation uses. The RTC never directed RTC staff or consultants to analyze the purchase of the rail line as a rail banked facility due in part due to the following:

1. The RTC did not want to be a rail service operator;
2. Viable potential rail service operators were interested in freight rail service along with passenger rail service;
3. Freight service may operate on a rail banked rail corridor but it would not be under regular federal regulations and RTC preferred that any freight service on the Santa Cruz Branch Rail Line be done under federal regulations to better ensure the safety of the operation.

## **SUMMARY**

Staff recommends that the Bicycle Advisory Committee receive a presentation from the RTC's Deputy Director on the rail acquisition project and its funding.

Attachment 1: Excerpts of California Public Utilities Codes governing Proposition 116 funding

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## **Attachment 1**

### **Excerpts from California Public Utilities Code for Proposition 116 of 1990**

**99600.** This part shall be known as the Clean Air and Transportation Improvement Act of 1990.

**99602.** For purposes of this part, the following terms have the following meanings, unless expressly stated otherwise:

...

(j) "Rail project" means a commuter passenger rail service project, an intercity passenger rail project, or a rail transit project, and includes exclusive public mass transit guideway projects and the project described in Section 99624.

**99613.** (a) The commission shall allocate money from the fund in accordance with the allocations specified in Chapter 3 (commencing with Section 99620) to the department, to the Department of Parks and Recreation, and to local agencies as grants for expenditure for the preservation, acquisition, construction, or improvement of any of the following:

- (1) Rights-of-way for rail purposes.
- (2) Rail terminals and stations.
- (3) Rolling stock, including locomotives, passenger cars, and related rail equipment and facilities.
- (4) Grade separations and other improvements along rail rights-of-way for rail purposes.
- (5) Rail maintenance facilities.
- (6) Other capital facilities deemed necessary for a specified rail service, including soundwalls.
- (7) Capital expenditures for the purposes specified in subdivision (b) of Section 1 of Article XIX of the California Constitution.

...

(d) Authorized expenditures listed in paragraphs (1) to (7), inclusive, of subdivision (a) are "rail projects" as defined in subdivision (j) of Section 99602.

**99640.** Eleven million dollars (\$11,000,000) shall be allocated to the Santa Cruz County Transportation Commission for the following:

- (a) Intercity passenger rail projects connecting the City of Santa Cruz with the Watsonville Junction.
- (b) Other rail projects within Santa Cruz County which facilitate recreational, commuter, intercity and intercounty travel.

**TO:** Bicycle Advisory Committee

**FROM:** Cory Caletti, Senior Transportation Planner/Bicycle Coordinator

**RE:** Bicycle Safety Observation Study and Bicycle Injury/Fatality Data

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Advisory Committee reviews and discuss the County of Santa Cruz Health Services Agency 2014 Bicycle Safety Observation Study and 2012 Bicycle Injuries and Fatalities for Santa Cruz County report.

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## **DISCUSSION**

The County of Santa Cruz Health Services Agency (HSA) works to reduce bicycle-related injuries in Santa Cruz County. In May and June of 2014, health education staff and community volunteers conducted a countywide Bicycle Safety Observation ([Attachment 1](#)) study to evaluate the impact of educational efforts on bicyclists' behavior. The data was then compared with similar studies done in previous years. Because Bicycle Committee members were among the community volunteers participating in the Bicycle Observation Survey, your feedback is being solicited by HSA staff.

In March, 2007, members indicated that it would be helpful to compile bicycle use data. CTSC staff indicated that bicycle counts would take a collaborative effort and funding. Since that time, RTC staff pursued bicycle counts and is in the process of compiling such counts at the present time.

Additionally included in the HSA report for Bicycle Advisory Committee review is the bicycle collision data from the Statewide Integrated Traffic Records System (SWITRS) for 2012 ([Attachment 2](#)). SWITRS is a statewide records system and acts as a centralized accumulation of data for fatal and injury traffic accidents. In addition, a large proportion of the reported property damage-only accidents are also processed into SWITRS. The reports are generated by over 100 CHP areas and over 500 city police departments, sheriffs' offices and other local jurisdictions.

## **SUMMARY**

Staff recommends that the Bicycle Committee review and discuss the County of Santa Cruz Health Services Agency 2014 Bicycle Observation Survey Results and 2012 SWITRS Bicycle Collision Data.

### Attachments:

- 1) County of Santa Cruz Health Services Agency's "Bicycle Safety Observation Study 2014" Report
- 2) Bicycle Injuries and Fatalities for Santa Cruz County – 2012

**County of Santa Cruz Health Services Agency**

**BICYCLE SAFETY OBSERVATION STUDY 2014**

**BACKGROUND AND PURPOSE**

The County of Santa Cruz Health Services Agency (HSA) in conjunction with the Community Traffic Safety Coalition (CTSC) and other community partners has spent more than a decade working to reduce bicycle-related injuries and increase bicycle ridership in Santa Cruz County. In order to evaluate yearly trends in the number of cyclists and their behaviors, and to guide bicycle safety education efforts, an annual countywide survey was conducted during the months of May and June in 2014. HSA Community Health Education staff, members of CTSC and South County Bicycle and Pedestrian Work Group (SCBPWG), the Santa Cruz County Regional Transportation Commission's (SCCRTC) Bicycle Committee members, and many other community volunteers conducted the observations.

The study is designed to observe behaviors considered by traffic safety experts to be safe or unsafe when riding a bicycle. While some behaviors might be legal, such as those over the age of 18 years choosing not to wear a helmet while cycling, those same behaviors could increase the risk of injury or death and are therefore considered unsafe in this survey. Sidewalk riding, as another example, may be legal in some areas but could increase the risk of collisions or conflict with other sidewalk users.

**METHOD OF DATA COLLECTION**

For the 2014 survey, a total of 24 staff and volunteers collected data at 49 locations throughout Santa Cruz County. The locations included 29 observation sites that were located in North County and 20 in South County (Watsonville). The number of school sites observed has grown since over the years surveyed, beginning with three schools added in 2009, five schools added in 2012, one school added in 2013, and two middle schools, E.A. Hall and Rolling Hills, added this year. All of the other observation locations for this year's survey were the same as used in previous survey years, beginning in 2003.

The survey included three types of locations: commuter, school, and weekend. The commuter sites were observed on weekdays, except Mondays and Fridays, from 4:00 pm to 6:00 pm. School sites were observed on a weekday morning, except Mondays and Fridays, and were observed for an hour, beginning 45 minutes before each school's start time. Weekend sites were observed on a Saturday or Sunday from 11:00 am to 1:00 pm. Each observer had a sheet to record data that included approximate age, gender, helmet usage, riding with traffic, stopping at a stop sign or red light, and riding on the sidewalk. Other data gathered included date, day of the week, and weather conditions. An additional section was also available for observer comments as needed. To ensure reliable results, observers were provided instructions as well as a standardized data collection tool sheet.

**SUMMARY OF RESULTS**

A total of 2,786 bicyclists throughout all Santa Cruz County sites were observed this year. Overall 2014 findings showed:

- 59% of cyclists wore a helmet, 88% rode with traffic on the correct side of the road, 60% stopped at stop signs and red lights, and 20% rode on the sidewalk
- 72% of cyclists were men, 27% were women
- Female cyclists had a helmet usage rate of 67% compared to males at 55%
- South County cyclists wore helmets at a rate of 20% compared to 62% for North/Mid County cyclists
- Within school sites, 70% of cyclists used helmets, 85% rode with traffic on the correct side of the road, 72% stopped at stop signs and red lights, and 39% rode on the sidewalk



Tables 1, 2 and 3 summarize the results from the 2014 survey by Gender and Age.

**Table 1: Santa Cruz County-All 49 sites**

|                          | Sample Size | %    | Wore a Helmet | Rode with Traffic | Stopped at signs/ lights | Rode on sidewalk |
|--------------------------|-------------|------|---------------|-------------------|--------------------------|------------------|
| Total Bicyclists         | 2786        | 100% | 59%           | 88%               | 60%                      | 20%              |
| Males                    | 2015        | 72%  | 55%           | 86%               | 57%                      | 21%              |
| Females                  | 758         | 27%  | 67%           | 92%               | 68%                      | 17%              |
| Children (0-12 yrs)      | 138         | 5%   | 77%           | 72%               | 77%                      | 60%              |
| Teens (13-17 yrs)        | 290         | 10%  | 55%           | 81%               | 63%                      | 52%              |
| Young Adults (18-24 yrs) | 675         | 24%  | 48%           | 88%               | 59%                      | 14%              |
| Adults (25+ yrs)         | 1661        | 60%  | 62%           | 90%               | 58%                      | 13%              |

**Table 2: North/Mid County Sites-29 sites**

|                          | Sample Size | %    | Wore a Helmet | Rode with Traffic | Stopped at signs/ lights | Rode on sidewalk |
|--------------------------|-------------|------|---------------|-------------------|--------------------------|------------------|
| Total Bicyclists         | 2535        | 100% | 62%           | 90%               | 59%                      | 16%              |
| Males                    | 1788        | 71%  | 60%           | 89%               | 56%                      | 16%              |
| Females                  | 736         | 29%  | 68%           | 93%               | 67%                      | 15%              |
| Children (0-12 yrs)      | 119         | 5%   | 86%           | 72%               | 81%                      | 57%              |
| Teens (13-17 yrs)        | 230         | 9%   | 67%           | 84%               | 64%                      | 48%              |
| Young Adults (18-24 yrs) | 632         | 25%  | 50%           | 90%               | 59%                      | 11%              |
| Adults (25+ yrs)         | 1534        | 61%  | 65%           | 92%               | 57%                      | 10%              |

**Table 3: South County (Watsonville) Sites-20 sites**

|                          | Sample Size | %    | Wore a Helmet | Rode with Traffic | Stopped at signs/ lights | Rode on sidewalk |
|--------------------------|-------------|------|---------------|-------------------|--------------------------|------------------|
| Total Bicyclists         | 251         | 100% | 20%           | 70%               | 68%                      | 59%              |
| Males                    | 227         | 90%  | 19%           | 70%               | 67%                      | 57%              |
| Females                  | 22          | 9%   | 27%           | 64%               | 80%                      | 73%              |
| Children (0-12 yrs)      | 19          | 8%   | 21%           | 67%               | 44%                      | 79%              |
| Teens (13-17 yrs)        | 60          | 24%  | 10%           | 68%               | 58%                      | 65%              |
| Young Adults (18-24 yrs) | 43          | 17%  | 14%           | 58%               | 77%                      | 63%              |
| Adults (25+ yrs)         | 127         | 51%  | 26%           | 75%               | 76%                      | 51%              |

## TRENDS OVER TIME

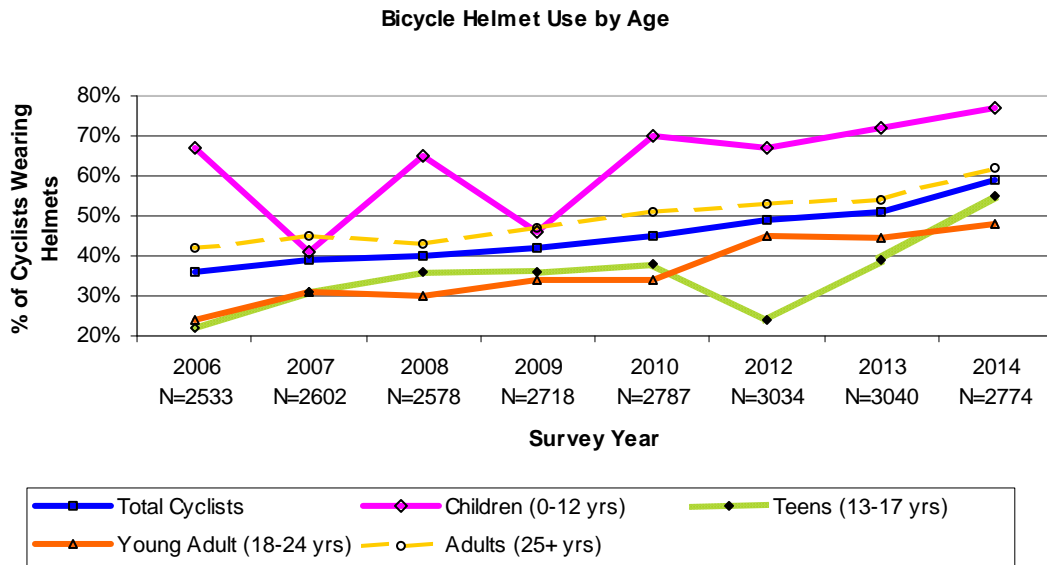
The sections below compare survey data over an eight-year period from 2006 through 2014 for helmet use, riding with traffic, stopping at stop signs/lights, and riding on the sidewalk by age and gender. Note that the survey was not conducted in 2011. Trend data below also include helmet use at school sites from 2012-2014. In the conclusion, Table 4 highlights cyclist behavior improvements and areas to improve by age compared to 2013.

### Helmet Use

Although adults are not required to wear a helmet in California, the law requires persons under 18 years of age to wear a United States Consumer Product Safety Commission (CPSC) or American Society for Testing and Materials (ASTM) approved, properly fitted and fastened helmet as an operator or passenger when bicycling, skateboarding, in-line or roller-skating, or riding a non-motorized scooter.

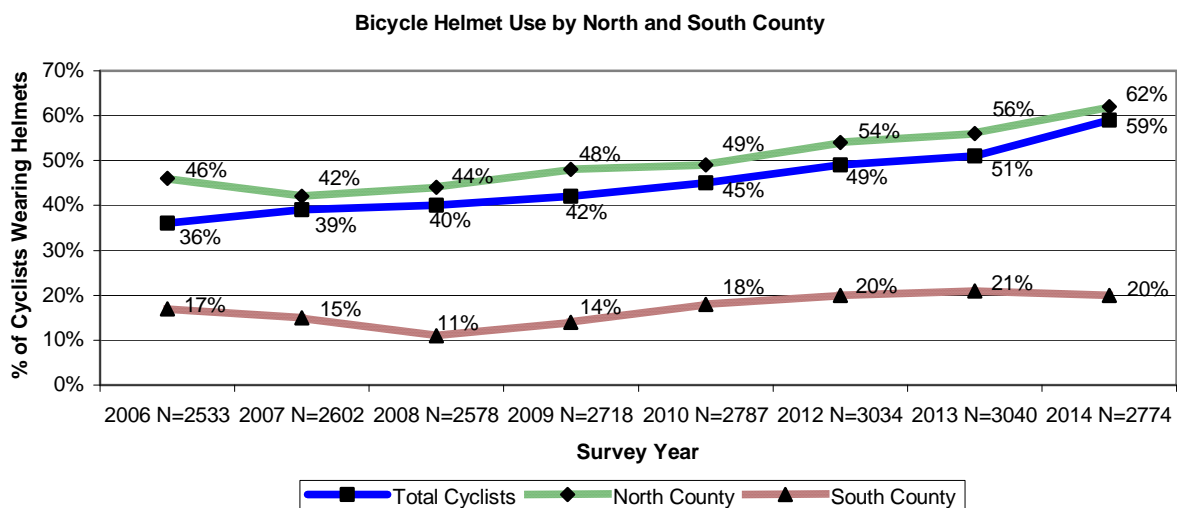


Total helmet use for the county has been steadily increasing since 2006 and increased from 51% in 2013 to 59% in 2014. An increase in helmet use took place for males from 48% in 2013 to 55% in 2014. This year females saw their highest rate of helmet use so far at 67%, from 59% in 2013, and have consistently worn helmets at a higher rate than males in all years surveyed.



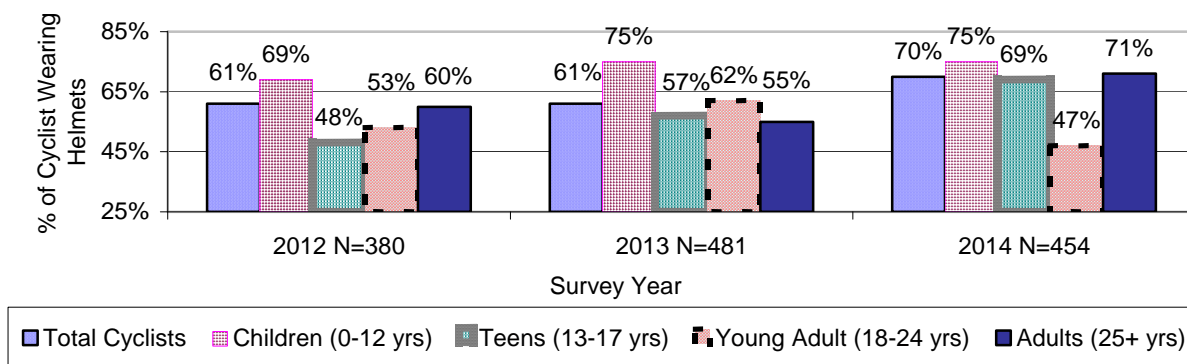
The biggest increase in helmet use occurred this year amongst teens, with 55% wearing a helmet in 2014, up from 39% in 2013. Children aged twelve years and younger observed wearing a helmet increased from 72% in 2013 to 77% in 2014. Children typically wear helmets more often than other age categories but also have had the smallest sample size observed. Helmet use among adults increased from 54% in 2013 to 62% in 2014. Young adults also increased helmet use from 44% in 2013 to 48% in 2014 and typically have had the lowest helmet use rate over the years surveyed.

In 2014, 20% of cyclists observed in South County wore a helmet. Helmet use rates for children and adults in South County decreased from 26% and 29% in 2013 to 21% and 26% in 2014, respectively. Rates for teens and young adults in South County, however, increased 3% and 4% respectively for this year. South County cyclists have had a lower helmet use rate compared to North County each year the survey has been conducted, but the overall helmet use rate for South County has been slowly increasing since 2008. Also worth noting is the total number of cyclists observed riding in South County has been much lower than those observed in North County.

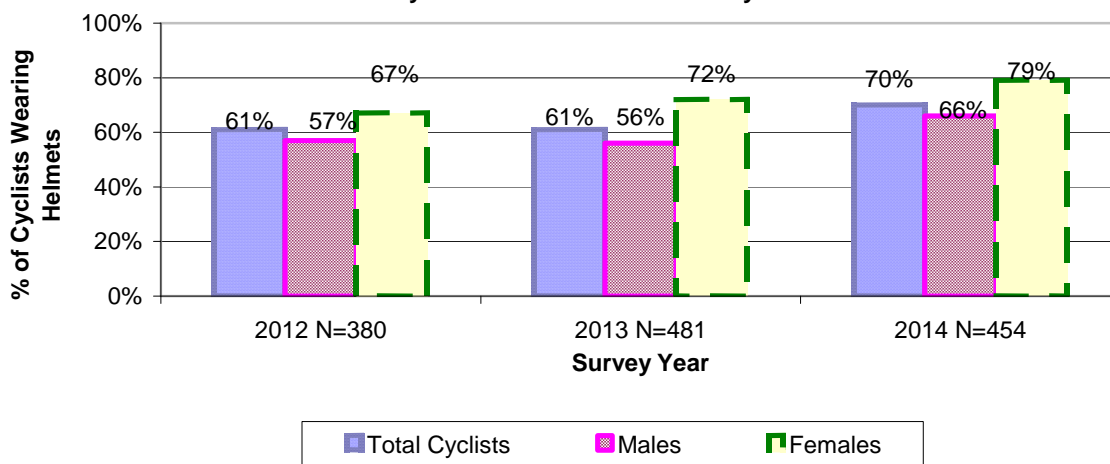


Helmet use at all schools observed from 2012 to 2014 has increased in all age groups except for young adults, whose helmet usage rate dropped from 62% in 2013 to 47% in 2014. Teens riding near schools observed had the highest increase from 57% in 2013 to 69% in 2014, followed by adults increasing by 16% from 2013. Both males and females riding near schools also showed an increase in helmet use by 10% and 5% since 2013. Important to note is the small total number of cyclists observed riding at school sites (see N values in charts below) and the addition of one school site location in 2013 and two in 2014.

Bicycle Helmet Use at Schools By Age

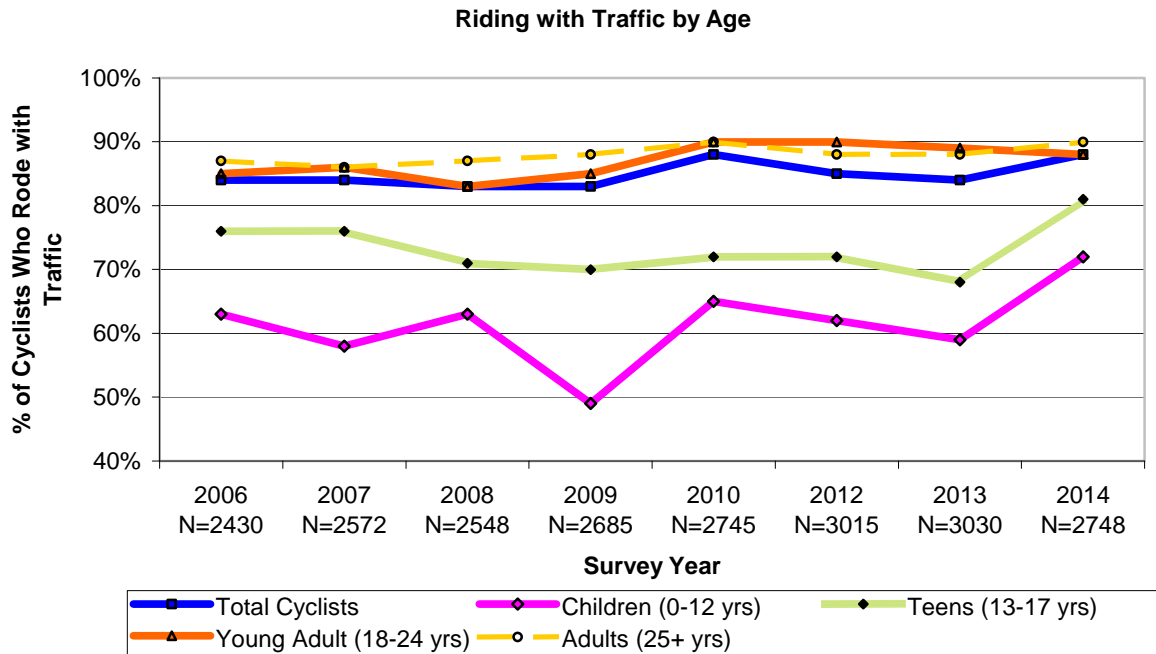


Bicycle Helmet Use at Schools by Gender



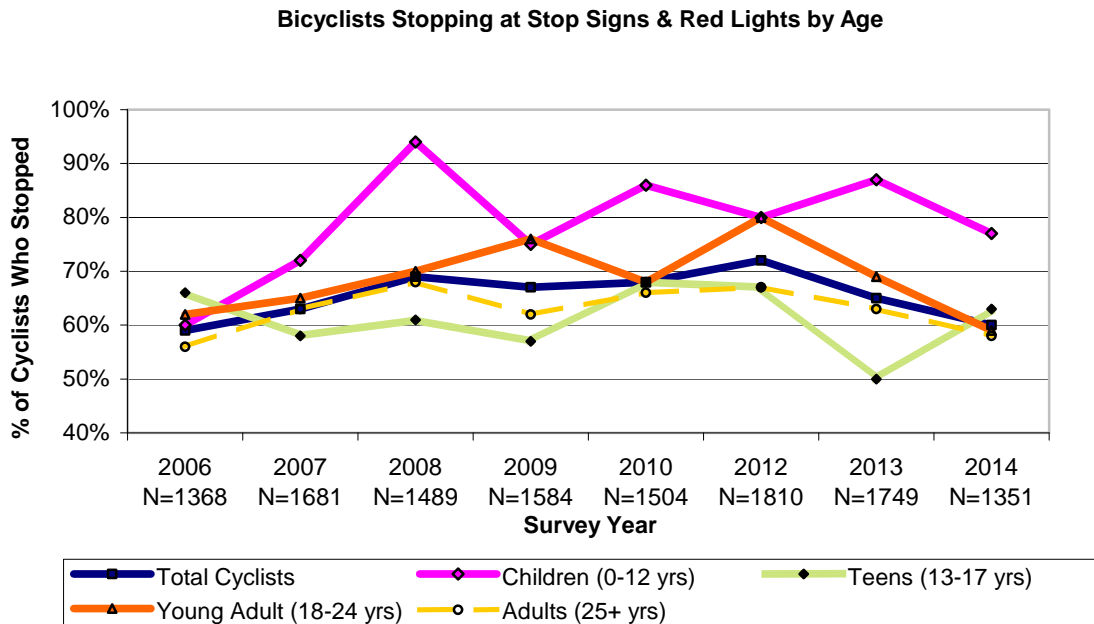
### Riding with Traffic

The number of cyclists riding in the same direction as traffic has been fairly consistent within each demographic group observed over the years surveyed. This year the percentage of children observed riding in the direction of traffic increased from 59% in 2013 to 72% in 2014. Teens riding with traffic also increased this year to 81% compared to 68% in 2013. Adults also had a slight increase this year from 88% in 2013 to 90% in 2014, while young adults were the only group to have a one percent decrease this year. Both males and females had a 3% and 5 % increase in 2014, respectively, compared to last year.



### Stopping at Stop Signs and Red Lights

The percentage of bicyclists who stopped at stop signs and red lights decreased for most age groups observed in 2014 compared to 2013. Teens were the only group to increase stopping at signs and lights in 2014 with an increase of 13% compared to last year. All other age groups saw a decline, with the greatest decline among children from 87% to 77% and young adults from 69% to 59% from 2013 to 2014.



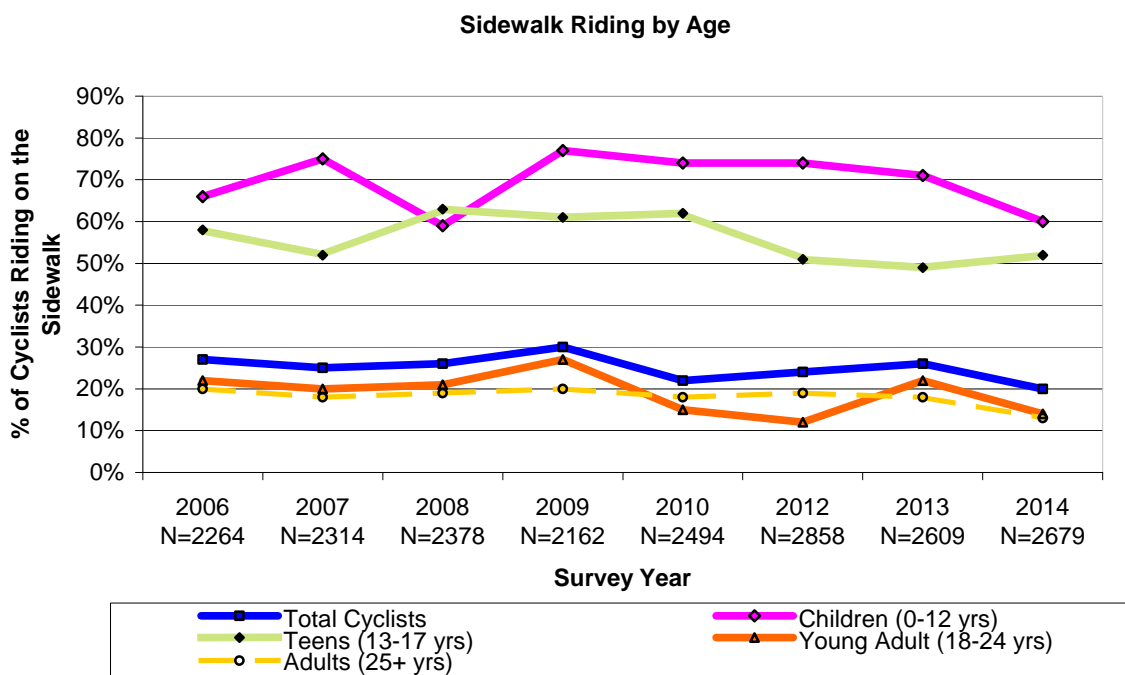
### Sidewalk Riding

Local ordinances exist in several jurisdictions in Santa Cruz County related to bicycle riding on the sidewalk. In the cities of Watsonville and Capitola, sidewalk bicycle riding is illegal in all areas. Within the City of Santa Cruz, sidewalk riding is illegal only in commercial areas. The City of Scotts Valley and the unincorporated areas of the county do not have an ordinance in place.

While it is legal in some areas to ride a bicycle on the sidewalk, sidewalk riding is generally considered unsafe. There are some exceptions, including children who may ride on the sidewalk until their operating skills and judgment allow them to ride safely in traffic on the roadway. In addition, there are some circumstances where riding on a segment of sidewalk is a safer choice than riding on the roadway, for example riding up East Cliff Drive before it becomes Murray Street in the City of Santa Cruz.

Generally, bicycle riding on the sidewalk has been found to carry a greater risk of injury than riding on the roadway due poor visibility, more opportunities for conflict with others, such as pedestrians, and motorists not expecting a cyclist on the sidewalk to enter the roadway. Riding the wrong way on the sidewalk adds to the risk already associated with sidewalk riding.

For 2014 sidewalk riding decreased for most age groups, except among teens whose sidewalk riding increased by 3%. Children and teens have consistently ridden on the sidewalk at higher rates than other age groups over the years surveyed. However, this year, children had the highest percent difference in sidewalk riding, improving from 71% in 2013 to 60% in 2014. Young adults followed with 22% in 2013 to 14% in 2014. It is also important to note that 59% of all cyclists observed in South County rode on the sidewalk, versus 16% for north/mid-county sites in 2014. Additionally, males decreased their rate of sidewalk riding by 7% this year compared to a 3% decrease among females.



## CONCLUSIONS/ RECOMMENDATIONS

When comparing data collected over the years surveyed, there have been some areas of improvement and other areas needing more improvement. Since 2006, countywide helmet use continues to steadily increase. Helmet use for children has varied from year to year but has been consistently higher than other age groups, and children had their highest helmet use rate this year over all the years surveyed. Teens had the biggest increase in helmet use this year of all age groups observed. Though helmet use in South County has steadily been increasing since 2008, children and adults showed a decrease in helmet use this year. Although adults are not legally required to wear a helmet, the importance of increasing helmet use in South County, particularly among adults, should continue to be addressed. Additionally, over the last three years, helmet usage has improved specifically at school sites among all age groups, except for young adults. An important point to note is that the total number of cyclists observed in South County and at school sites is small.

Cyclists riding with traffic improved with all age groups except for a slight decline among young adults this year. Much improvement has been observed among children, who typically have a lower percentage of riding in the direction of traffic compared to all other age groups and have been the least consistent over the years surveyed. Teens also have had much improvement this year in riding with traffic. Conversely, all age groups except for teens showed a decline in stopping at stop signs and red lights. The greatest decline was observed among children and young adults, so this is certainly an area that needs more attention. This year, most age groups observed a reduction in the rate of bicycle riding on the sidewalk. Further improvements in sidewalk riding should focus on teens and cyclists in South County.

| <b>Table 4: 2014 Cyclist Behavior Improvements &amp; Areas to Improve by Age Compared to 2013</b> |  |  |
|---|--|--|
| Age   | 2014 Areas of Improvement  | Areas to Improve   |
| Children (0-12 yrs)   | <ul style="list-style-type: none"> <li>▪ Helmet use increased by 5%</li> <li>▪ Improved riding with traffic by 13%</li> <li>▪ Most improved in decreasing sidewalk riding by 11%</li> </ul>  | <ul style="list-style-type: none"> <li>▪ Decreased stopping at signs and stop lights by 10%</li> </ul>   |
| Teens (13-17 yrs)   | <ul style="list-style-type: none"> <li>▪ Highest helmet use increase (16%) this year</li> <li>▪ Improved riding with traffic by 13%</li> <li>▪ Improved stopping at stop signs and stop lights by 13%</li> <li>▪ 12% increase of helmet use at school sites</li> </ul> | <ul style="list-style-type: none"> <li>▪ Increased sidewalk riding by 3%</li> </ul>  |
| Young Adults (18-24 yrs)  | <ul style="list-style-type: none"> <li>▪ Helmet use increased by 4%</li> <li>▪ Improved in decreasing sidewalk riding by 8%</li> </ul>   | <ul style="list-style-type: none"> <li>▪ 1% decrease in riding with traffic</li> <li>▪ Decreased stopping at signs and stop lights by 10%</li> <li>▪ 15% decrease of helmet use at school sites</li> </ul> |
| Adults (25+ yrs)  | <ul style="list-style-type: none"> <li>▪ Helmet use increased by 8%</li> <li>▪ Improved riding with traffic by 2%</li> <li>▪ 16% increase of helmet use at school sites</li> <li>▪ Improved in decreasing sidewalk riding by 5%</li> </ul>                             | <ul style="list-style-type: none"> <li>▪ Decreased stopping at signs and stop lights by 5 %</li> </ul>   |

The County of Santa Cruz HSA provides staff to the CTSC, which works with community partners to address bicycle safety in Santa Cruz County. CTSC programs include the Ride n' Stride Bicycle and Pedestrian Education Program, which reaches over 3,000 elementary and preschool students each year, and the South County Bicycle and Pedestrian Work Group to focus efforts in Watsonville. HSA also administers a Bicycle Traffic School for bicyclists who receive a traffic violation and a train-the-trainer model Helmet Fit and Distribution Site program to distribute free bicycle helmets. Many other bicycle safety efforts are also underway through partner agencies, such as the SCCRTC, Ecology Action, UCSC Transportation and Parking Services (TAPS), The Bicycle Trip, People Power, Santa Cruz County Cycling Club, as well as local public works departments and law enforcement agencies. Detailed results of this survey are available by request to inform all bicycle safety efforts in Santa Cruz County.

*Funding for this project was provided in part by the Santa Cruz County Regional Transportation Commission and the California Office of Traffic Safety, through the National Highway Traffic Safety Administration. For more information, please contact the Community Traffic Safety Coalition c/o the Community Health Education Unit of the County of Santa Cruz Health Services Agency at 1070 Emeline Avenue, Santa Cruz, CA 95060, (831) 454-4312. HSA staff wishes to acknowledge Maritza Villareal, MPH for significant contributions to this report.*

## Bicyclist Injuries and Fatalities for Santa Cruz County, 2012

Using data from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS) for bicycle-involved collisions, this report presents the bicycle injuries and fatalities that occurred in Santa Cruz County in 2012. The number of bicyclists injured or killed in Santa Cruz County increased from 170 in 2011 to 220 in 2012. Injuries to bicyclists rose in the cities of Santa Cruz, Scotts Valley, and Watsonville, University of California Santa Cruz (UCSC), and the unincorporated areas of the county. The largest increase occurred in the City of Santa Cruz from 70 in 2011 to 91 in 2012, followed by the unincorporated areas. The city of Capitola had a slight decline compared to last year. Only one bicyclist fatality was reported for Santa Cruz County in 2012.

Preliminary results for 2013 indicate an increase of injuries in the City of Santa Cruz, up to 113 compared to 91 for 2012. The cities of Scotts Valley and Watsonville and the unincorporated areas show a decline in injuries compared to 2012. The number of cyclists injured in the City of Capitola and UCSC remain similar to 2012. Based on the reported data thus far, there were three fatalities in 2013, one in Watsonville, and two in the unincorporated areas.

**Table 1. Santa Cruz County Bicycle Collision Injuries and Fatalities 2002-2012**

| <b>Injured</b>           | <b>2002</b> | <b>2003</b> | <b>2004</b> | <b>2005</b> | <b>2006</b> | <b>2007</b> | <b>2008</b> | <b>2009</b> | <b>2010</b> | <b>2011</b> | <b>2012</b> |
|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| Capitola                 | 10          | 11          | 20          | 7           | 5           | 6           | 8           | 4           | 9           | 9           | 8           |
| Santa Cruz               | 58          | 77          | 63          | 71          | 82          | 64          | 91          | 68          | 57          | 70          | 91          |
| Scotts Valley            | 4           | 4           | 6           | 2           | 0           | 14          | 4           | 8           | 1           | 2           | 4           |
| Watsonville              | 20          | 7           | 17          | 12          | 13          | 3           | 16          | 18          | 11          | 17          | 23          |
| Unincorporated           | 61          | 67          | 56          | 59          | 54          | 63          | 70          | 76          | 69          | 70          | 90          |
| UC Santa Cruz            | n/a         | n/a         | n/a         | n/a         | n/a         | n/a         | n/a         | 12          | 11          | 1           | 3           |
| <b>S.C. County Total</b> | <b>153</b>  | <b>166</b>  | <b>162</b>  | <b>151</b>  | <b>154</b>  | <b>150</b>  | <b>189</b>  | <b>186</b>  | <b>158</b>  | <b>169</b>  | <b>219</b>  |
| <b>Killed</b>            | <b>2002</b> | <b>2003</b> | <b>2004</b> | <b>2005</b> | <b>2006</b> | <b>2007</b> | <b>2008</b> | <b>2009</b> | <b>2010</b> | <b>2011</b> | <b>2012</b> |
| Capitola                 | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           |
| Santa Cruz               | 0           | 1           | 0           | 0           | 0           | 1           | 2           | 0           | 0           | 1           | 1           |
| Scotts Valley            | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 0           |
| Watsonville              | 0           | 0           | 0           | 0           | 0           | 0           | 0           | 1           | 0           | 0           | 0           |
| Unincorporated           | 0           | 0           | 0           | 1           | 1           | 1           | 0           | 2           | 0           | 0           | 0           |
| <b>S.C. County Total</b> | <b>0</b>    | <b>1</b>    | <b>0</b>    | <b>1</b>    | <b>1</b>    | <b>2</b>    | <b>2</b>    | <b>3</b>    | <b>0</b>    | <b>1</b>    | <b>1</b>    |

The number of bicyclist injuries/fatalities in Santa Cruz County remained steady for the 0-4 year age group while decreasing for ages 5-14, 55-64, and 65 years and over from 2011 to 2012. The other age groups showed increases, with the most notable increase for those age 15-24 years from 46 in 2011 to 78 in 2012. Preliminary results for 2013 indicate that those age 15-24 years have the highest number of bicyclist injuries/fatalities in Santa Cruz County, though down to 62 compared to 78 in 2012. Preliminary data show those aged 5-14 and 55-64 years continue to decline in 2013 while all other age groups show slight increases.

**Table 2. Age Distribution of Bicyclists Injured and Killed in Santa Cruz County 2002-2012**

| Age (yrs)    | 2002       | 2003       | 2004       | 2005       | 2006       | 2007       | 2008       | 2009       | 2010       | 2011       | 2012       |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 0 - 4        | 1          | 0          | 0          | 0          | 2          | 2          | 0          | 1          | 1          | 0          | 0          |
| 5 - 14       | 26         | 15         | 26         | 19         | 12         | 20         | 16         | 21         | 11         | 14         | 12         |
| 15 - 24      | 35         | 48         | 53         | 41         | 29         | 47         | 71         | 61         | 55         | 46         | 78         |
| 25 - 34      | 36         | 34         | 22         | 19         | 32         | 23         | 33         | 26         | 28         | 21         | 33         |
| 35 - 44      | 21         | 28         | 25         | 19         | 21         | 18         | 17         | 18         | 19         | 22         | 26         |
| 45 - 54      | 18         | 26         | 21         | 28         | 37         | 22         | 27         | 27         | 21         | 29         | 39         |
| 55 - 64      | 9          | 12         | 8          | 15         | 10         | 17         | 19         | 23         | 18         | 29         | 24         |
| 65 and over  | 4          | 2          | 2          | 8          | 7          | 2          | 8          | 11         | 5          | 9          | 4          |
| Unknown      | 3          | 2          | 5          | 2          | 5          | 1          | 0          | 1          | 0          | 0          | 3          |
| <b>Total</b> | <b>153</b> | <b>167</b> | <b>162</b> | <b>151</b> | <b>155</b> | <b>152</b> | <b>191</b> | <b>189</b> | <b>158</b> | <b>170</b> | <b>220</b> |

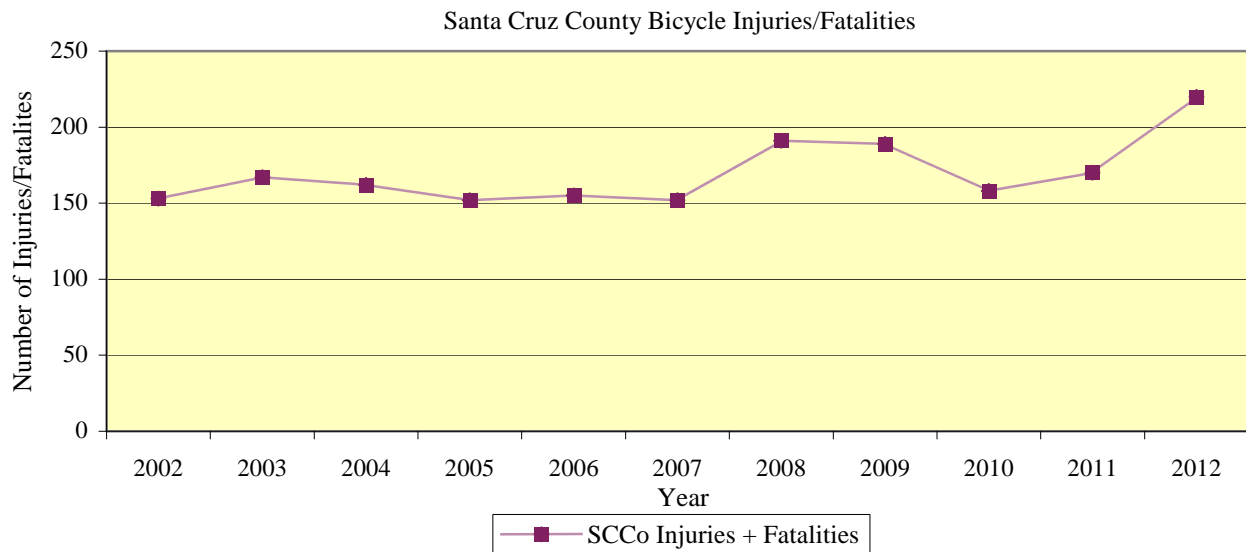
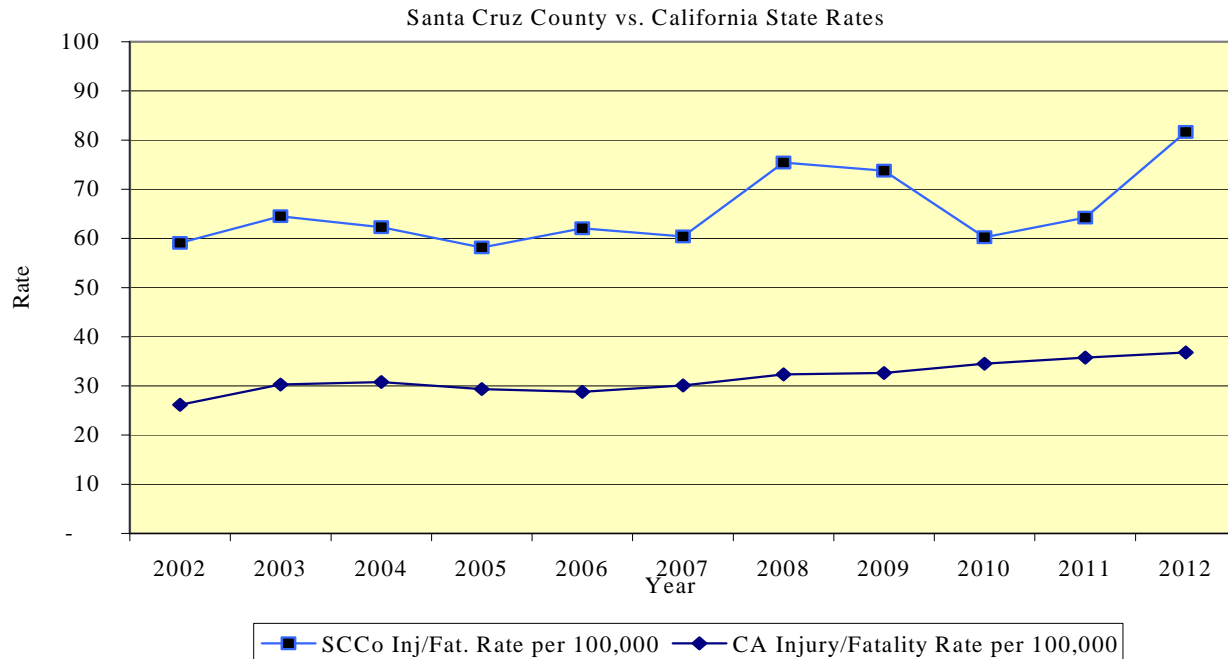
It is important to note that the data shown above was obtained by reviewing all 236 bicycle-involved collisions for Santa Cruz County in 2012 as collected by the CHP in their SWITRS database. This data does not include collisions that may have occurred off-road, nor does it examine data from medical providers or allow for self-reporting of incidents. In reviewing hospital and emergency department data from the California Department of Public Health, there were much higher numbers of unintentional injuries to bicyclists. According to their reporting, there was one fatality, 671 emergency room visits, and 54 cyclists hospitalized in 2012 in Santa Cruz County.<sup>1,2</sup>

The Santa Cruz County bicyclist injury/fatality rate per 100,000 population for 2012 was 71, a significant increase from the 2011 rate of 65, and almost twice the state rate. The 2012 county injury/fatality rate was also higher than the average rate of 65 for the county since the year 2002. The state bicycle injury/fatality rate for 2012 was 37, up slightly from 36 in 2011.

**Table 3. State and County Bicyclist Injury/Fatality Rates Per 100,000 Population 2002-2012, SWITRS**

| Calendar year                           | 2002         | 2003          | 2004          | 2005          | 2006          | 2007          | 2008          | *2009         | 2010          | 2011          | 2012          |
|---|--------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|
| <b>S.C. County Injuries+Fatalities</b>  | <b>153</b>   | <b>167</b>    | <b>162</b>    | <b>152</b>    | <b>155</b>    | <b>152</b>    | <b>191</b>    | <b>192</b>    | <b>172</b>    | <b>173</b>    | <b>192</b>    |
| Estimated Population, Santa Cruz County | 258,900      | 258,900       | 260,200       | 261,345       | 249,705       | 251,747       | 253,137       | 256,218       | 262,382       | 264,579       | 269,419       |
| <b>Injury/Fatality Rate</b>             | <b>59</b>    | <b>65</b>     | <b>62</b>     | <b>58</b>     | <b>62</b>     | <b>60</b>     | <b>75</b>     | <b>75</b>     | <b>66</b>     | <b>65</b>     | <b>71</b>     |
| <b>*CA Injuries+Fatalities</b>          | <b>9,178</b> | <b>10,795</b> | <b>11,092</b> | <b>10,605</b> | <b>10,507</b> | <b>10,714</b> | <b>11,890</b> | <b>12,059</b> | <b>12,862</b> | <b>13,474</b> | <b>14,115</b> |
| Est. Population, California             | 35,049,000   | 35,612,000    | 35,991,326    | 36,132,147    | 36,457,549    | 35,553,215    | 36,756,666    | 36,961,664    | 37,253,956    | 37,647,693    | 38,332,521    |
| <b>CA Injury/Fatality Rate</b>          | <b>26</b>    | <b>30</b>     | <b>31</b>     | <b>29</b>     | <b>29</b>     | <b>30</b>     | <b>32</b>     | <b>33</b>     | <b>35</b>     | <b>36</b>     | <b>37</b>     |

\*Note: As of 2009, the number of bicyclists injured and killed is reported by federal fiscal year rather than calendar year by the California Office of Traffic Safety.



The top three primary collision factors for the 2012 bicycle injuries/fatality data from SWITRS included Improper Turning, R-0-W Auto (auto driver infringing on a bicyclist's right-of-way), and Unsafe Speed. A total of 21 Hit and Run injuries (17 Felony, 4 Misdemeanor) were reported, and 108 (46%) bicyclists compared to 90 (38%) drivers were reported to be at fault. Preliminary results for 2013 also show similar numbers for collision factors and hit and runs. According to the Fatality Analysis Reporting System (FARS) Encyclopedia, failure to yield the right of way (30 %), riding the wrong way (14%), failure to obey traffic signs, signals, or officer (11%) and making an improper turn (6%) were some of the most common factors in pedalcyclists' fatalities in California for 2012.<sup>3</sup>

When compared to other counties in California, Santa Cruz County ranked 4<sup>th</sup> for bicyclists injured and killed in 2011(most recent year ranking was available) according to the California Office of



Traffic Safety (OTS).<sup>4</sup> This is an increase in the county ranking compared to the 2010 ranking of 5<sup>th</sup>. Yolo County and the City of Davis, with similar population sizes to Santa Cruz County and the City of Santa Cruz, ranked 7<sup>th</sup> and 6<sup>th</sup> respectively in 2011. The neighboring counties of San Mateo, Santa Clara, San Benito, and Monterey ranked 16<sup>th</sup>, 9<sup>th</sup>, 32<sup>nd</sup>, and 38<sup>th</sup>, respectively, in 2011.

The OTS rankings reported here are based on average population size (rankings are also available by OTS based on vehicle miles traveled). A more accurate indicator of relative safety or risk would be rankings based on the number of bicyclists or the number of miles traveled by bicycle, but those counts are not currently available locally. Although Santa Cruz County tends to receive a high ranking for bicyclists injured and killed, the number of people bicycling in Santa Cruz is also known to be high. The Santa Cruz County bicycle commuter rate was estimated at 5 % according to the 2008-2012 American Community Survey.<sup>5</sup> It is important to note that this estimate only reflects commuting to work by those 16 years of age and over and is combined with taxicab, motorcycle, or other means of transportation. Additionally, the estimate does not include other non-work related trips made by bike.

#### References:

1. California Department of Public Health <http://epicenter.cdph.ca.gov/ReportMenus/InjuryDataByTopic.aspx>
2. California Department of Public Health <http://epicenter.cdph.ca.gov/ReportMenus/DataSummaries.aspx>
3. Fatality Analysis Reporting System (FARS) Encyclopedia <http://www-fars.nhtsa.dot.gov/People/PeoplePedalcyclists.aspx>
4. California Office of Traffic Safety [http://www.ots.ca.gov/Media\\_and\\_Research/Rankings/default.asp](http://www.ots.ca.gov/Media_and_Research/Rankings/default.asp)
5. American Fact Finder: American Community Survey [http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?\\_afpt=table](http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?_afpt=table)

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**TO:** Bicycle Advisory Committee

**FROM:** Cory Caletti, Senior Transportation Planner/Bicycle Coordinator

**RE:** Draft "Guidelines to Protect the Safety of Bicyclists, Pedestrians and Disabled Travelers During Road Construction"

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## **RECOMMENDATION**

Staff recommends that the Bicycle Advisory Committee review and provide feedback on the Draft "Guidelines to Protect the Safety of Bicyclists, Pedestrians and Disabled Travelers During Road Construction"

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## **DISCUSSION**

The Santa Cruz County Health Services Agency's Community Traffic Safety Coalition produces and distributes a guideline for ensuring the safety of bicyclists and pedestrians during road construction projects. The guideline is now being updated to reflect a recent update to the state Manual of Uniform Control Devices which allows a wider range of roadway treatment types as well as updated guidelines and requirements.

RTC provides direct funding to HSA's Ride 'n Stride Program and the Community Traffic Safety Coalition for their work on county-wide bicycle and pedestrian safety education and outreach efforts. The RTC's Bicycle Advisory Committee is frequently asked for input into projects of the Community Traffic Safety Coalition, and as such, your review and feedback of the Draft "Guidelines to Protect the Safety of Bicyclists, Pedestrians and Disabled Travelers During Road Construction" (Attachment 1) is being requested.

## **SUMMARY**

Staff recommends that the Bicycle Advisory Committee review and provide feedback on the Draft "Guidelines to Protect the Safety of Bicyclists, Pedestrians and Disabled Travelers During Road Construction"

Attachment 1: Draft "Guidelines to Protect the Safety of Bicyclists, Pedestrians and Disabled Travelers During Road Construction"

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# (DRAFT) Recommended Guidelines to Protect the Safety of Bicyclists, Pedestrians, and Disabled Travelers During Road Construction



As stated in the California MUTCD 2012 Edition, “The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, or on private roads open to public travel, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA)) through a temporary traffic control (TTC) zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.”

## THE PROBLEM

There are three general situations which impact bicyclists, pedestrians, and disabled travelers:

1. Work in the *bikeway*\* or *walkway* that forces bicyclists or pedestrians to compete with motor vehicles in a narrow car lane.
2. Work which is not in the *bikeway* or *walkway* but which puts equipment, debris, or warning signs in the *bikeway* or *walkway*.
3. Work that blocks the direction of travel without a clear, safe, and convenient detour for cyclists, pedestrians, or wheelchair travelers.

In addition, please be aware of these specific hazards for bicyclists, pedestrians, and disabled travelers.

### Hazards to Bicyclists

- Signs, equipment, or debris in the *bikeway*.
- *Bikeway* blocked without advance warning.
- Rough pavement or gravel without advance warning.
- Poor pavement transitions, especially when parallel to the line of travel (eg: metal plate edges or pavement removal/resurface areas which are not tapered).
- Inadequate time to pass through a signalized traffic control.

### Hazards to Pedestrians, Visually Impaired Pedestrians, and Travelers Using a Wheelchair

- Blocked/hazardous *walkway* that is not marked in a way that is visible in advance, especially at night.
- Alternate route or detour that is not negotiable by pedestrians using wheelchairs, strollers, carts, etc.
- Blocked/hazardous *walkway* without a barrier that is solid enough to be discernible by guide dog or cane.
- Signs, equipment, or debris partially blocking the *walkway*.
- Sidewalk blocked with no curb cut or ramp to exit or advance warning to exit at a prior curb cut.
- Rough pavement, grooves, or gravel without advance warning. Rocks of 3” diameter or greater are especially hazardous as they may cause a wheelchair to stop abruptly and eject the occupant.

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\* For the purposes of these guidelines, “*bikeway*” will be used to refer to the space usually used by bicyclists for travel within a given right-of-way, including painted bike lanes, paved shoulders, the right side of a wide travel lane, or the center of a narrow travel lane if there is no bike lane or shoulder. “*Walkway*” will be used to refer to sidewalks, shoulders, and paths where pedestrians, including people using wheelchairs, usually travel.

## THE SOLUTION

The CA MUTCD states these “fundamental principles” for bicyclists and pedestrians in TTC zones:

1. Bicycle and pedestrian “movement should be disrupted as little as practicable”
2. “Bicyclists and pedestrians, including those with disabilities, should be provided with access and reasonably safe passage through the TTC zone.”
3. “Motorists, bicyclists, and pedestrians should be guided in a clear and positive manner while approaching and traversing TTC zones and incident sites.”

In addition, please consider the following specific safety and access measures:

### Detours

- When construction blocks the *bikeway*, accommodations should be made for bicyclists if they are made for motorists, including safe and well-marked detours when needed. When motorists are detoured, try finding a safe corridor that may be left open for bicyclists. If not possible, post “End Bike Lane” and “Bikes May Use Full Lane” (BMUFL) signs to encourage cyclists to merge into the travel lane. Rather than directing bicyclists to walk their bikes, try to provide a rideable alternative.
- If construction or signs must block the *walkway*, establish safe, well-signed detours for pedestrians that are accessible for pedestrians using wheelchairs, strollers, carts, etc.
- When traffic control is conducted using temporary traffic signals, timing should accommodate bicyclists, who will be slower than motor vehicles, especially in the uphill direction. Consider push button signals or special bicycle loop detectors for bicyclists, if practical.
- Barriers should have a portion low enough and solid enough to be easily discernible by a cane, guide dog, or child. If necessary, use flaggers to guide pedestrians.
- For long-term duration projects, the chevron-style “shared roadway bicycle marking” (sharrow) may be used along detours with on-street parking and inadequate lane width.

### Signs

- Whenever possible, construction warning signs should be placed out of the *bikeway* and *walkway*, so that the sign itself is not a barrier for bicyclists, pedestrians, or wheelchair travelers. Remove construction signs promptly when construction pauses or ends.
- Any construction or sign that blocks the *bikeway* should have sufficient sight distance, including nighttime visibility, to allow cyclists time to merge safely into the travel lane. Use “End Bike Lane” and “BMUFL” signs.
- Any construction or sign which blocks the *walkway* should have prior warning to allow pedestrians and wheelchair travelers time to exit the walkway at a prior curb cut.
- For all construction where the *bikeway* or *walkway* is blocked or narrows, post “Share the Road” caution signs to warn motorists to slow down and watch for bicyclists and pedestrians.

### Pavement Surface

- Temporary pavement or metal plates installed during TTC zones should have cold mix asphalt tapered at the edges for bicyclist, pedestrian and wheelchair traveler safety. Avoid placing metal plate edges in the middle of the *bikeway*. Debris in the *bikeway* or *walkway* should be cleared at the end of each workday.
- If no smooth surface is available for bicyclists, pedestrians, or wheelchair travelers, post signs warning “Rough Surface” or “Uneven Pavement” at the beginning of the work area. Keep signs posted at the end of the workday. Use reflective signage on barricades with flashers for night safety.
- Prior to “sign off” on projects, verify that the pavement in the *bikeway* and *walkway* is even. Overlay should be smoothed at drainage grates, manholes, and gutter pan, and after narrow trenching in the *bikeway*.