



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

AGENDA

Monday, June 8, 2015

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 April 13, 2015 Bicycle Committee meeting (pages 4-7)
7. Accept summary of Bicycle Hazard reports (page 8-9)
8. Accept Bicycle Committee roster (page 10)
9. Accept comments on the Unified Corridors Plan submitted by Committee member Rick Hyman (pages 11-14)

10. Accept Ecology Action's Bike Smart! South Santa Cruz County Youth Safety Training Final Report (pages 15 - 21)
11. Accept letter from the Bicycle Advisory Committee to Caltrans in support of the City of Watsonville's Active Transportation Program grant application for the Walker Street rail trail project (page 22)
12. Accept letter from the Bicycle Advisory Committee to Caltrans in support of the City of Santa Cruz's Active Transportation Program grant application for the Branciforte Creek bicycle and pedestrian bridge project (page 23)
13. Accept letter from the Bicycle Advisory Committee to Caltrans in support of the RTC's Active Transportation Program grant application for the Santa Cruz County Bike Route Signage Program (page 24)
14. Accept letter from the Bicycle Advisory Committee in support of the County of Santa Cruz's TIGER grant application for the Live Oak rail trail project (page 25)

REGULAR AGENDA

15. Receive a presentation and provide feedback regarding the Cruz511 Traveler Information Service for Santa Cruz County – Tegan Speiser, RTC Senior Transportation Planner (pages 26-27)
16. Receive a presentation and provide feedback regarding the Draft Passenger Rail Feasibility Study – Rachel Moriconi, RTC Senior Transportation Planner (pages 28-48)
17. Ad-hoc Committee presentation and recommendations regarding bike access to/from the Santa Cruz Harbor and vicinity destinations (background materials: pages 49-53)
18. Member updates related to Committee functions
19. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for Monday, August 10, 2015 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 / website: www.sccrtc.org*

AGENDAS ONLINE:

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

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.

S:\Bike\Committee\BC2015\BCJune_2015\BCAgenda_June_2015.docx



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

BICYCLE ADVISORY COMMITTEE

Minutes - Draft

**Monday, April 13, 2015
6:00 p.m. to 8:30 pm**

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

1. Call to Order: 6 pm
2. Introductions

Members Present:

Kem Akol, District 1
David Casterson, District 2, Chair
Jim Cook, District 2 (Alt.)
Peter Scott, District 3
Will Menchine, District 3 (Alt.)
Amelia Conlen, District 4
Rick Hyman, District 5
Melissa Ott, City of Santa Cruz
Lex Rau, City of Scotts Valley
Leo Jed, CTSC, Vice-Chair
Emily Glanville, Ecology Action/Bike to Work

Staff:

Cory Caletti, Sr Transportation Planner
Grace Blakeslee, Sr Transportation Planner
Planner
Karena Pushnik, Sr Transportation Planner

Unexcused Absences:

Excused Absences:

Gary Milburn, City of Scotts Valley (Alt.)
Holly Tyler, District 1 (Alt.)
Myrna Sherman, City of Watsonville
Piet Canin, Ecology Action/Bike-to-Work (Alt.)
Jim Langley, CTSC (Alt.)
Andy Ward, City of Capitola
Daniel Kostelec, City of Capitola (Alt.)
Bill Fieberling, City of Santa Cruz

Vacancies:

District 4 and 5 – Alternates
City of Watsonville – Alternate

Guests:

Jo Fleming, City of Scotts Valley consultant
Scott Hamby, City of Scotts Valley Public Works
Veronica Elsea, Pedestrian Safety Work Group
Lynn Lauridsen, County Health Services Agency
Theresia Rogerson, County HSA, CTSC
Claire Fliesler, City of Santa Cruz Planner
Steve All – Citizen of the State of California

3. Announcements – Cory Caletti announced that the Cities of Santa Cruz and Capitola adopted the Monterey Bay Sanctuary Trail Network Master Plan and that the RTC received notice that a grant application is a finalist for a north coast rail trail project. The RTC will be notified by the end of June if the grant will be awarded.

4. Oral communications – Leo Jed announced that comments are due for Caltrans' California Transportation Plan 2040 by April 20th, 2015. Kem Akol announced that much work is underway at the Santa Cruz Wharf roundabout project. Emily Glanville announced the many upcoming activities planned for this spring's Bike to Work Week to be held between Friday, May 1st and Friday, May 8th. Karena Pushnik announced that the RTC is teaming with Ecology Action for a volunteer rail clean-up event during Bike to Work Week. Grace Blakeslee announced an upcoming Unified Corridor Plan workshop; Theresia Rogerson solicited volunteers for the spring bicycle and pedestrian observation study to take place mid-May to mid-June; and Rick Hyman announced that 2015 marks the Bicycle Advisory Committee's 40th anniversary and suggested a celebratory get together.
5. Additions or deletions to consent and regular agendas – None

CONSENT AGENDA

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

6. Accepted draft minutes of the February 9, 2015 Bicycle Advisory Committee meeting
7. Accepted summary of Bicycle Hazard reports
8. Accepted Bicycle Advisory Committee roster
9. Accepted Draft 2015 Bicycle Advisory Committee meeting schedule and tentative agenda items
10. Accepted letter from the Bicycle Advisory Committee to the County Public Works recommending green bike lanes at interchanges
11. Accepted letter from the Community Traffic Safety Coalition to County Public Works in support of Green Lane Treatments at Freeway Interchanges in Santa Cruz County
12. Accepted February 9, 2015 Santa Cruz Sentinel Article *"Advocates proposing green lanes at freeway intersections"*
13. Accepted project update on the RTC's Unified Corridors Plan and consider participating in a survey and upcoming workshop
14. Approved recommendation that the RTC approve the FY 15/16 Transportation Development Act funding request for \$50,000 from Ecology Action for the agency's yearly Bike to Work program
15. Approved recommendation that the RTC approve the FY 15/16 Transportation Development Act funding request for \$100,000 from the County Health Services Agency for the Community Traffic Safety Coalition and Ride 'n Stride education program

REGULAR AGENDA

16. Office Elections – Cory Caletti thanked Chair Casterson and Vice-Chair Jed for their service for the past year A motion was made (Jed/Scott) to elect David Casterson for the Chair position for another one-year term. The motion passed unanimously with members Akol, Casterson, Scott,

Conlen, Hyman, Ott, Rau, Jed and Glanville voting in favor; no votes were cast in opposition. Another motion was made (Glanville/Conlen) to elect Leo Jed for another one-year terms as Vice-Chair. The motion passed unanimously with members Akol, Casterson, Scott, Conlen, Hyman, Ott, Rau, Jed and Glanville voting in favor; no votes were cast in opposition.

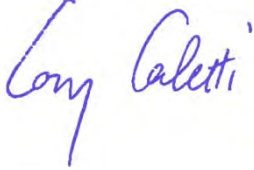
17. Receive an introduction of a new member, an update on reappointments, and a comment from the public on a reappointment recommendation – Cory Caletti announced the reappointments made at the RTC's April meeting for expired Bike Committee member and alternate terms. Melissa Ott, the newly appointed voting member representing the City of Santa Cruz, introduced herself.
18. "What Bicyclists and Pedestrians Want Each Other to Know" brochure proposal – Veronica Elsea, Elderly & Disabled Transportation Advisory Committee (E&D TAC) member and Karena Pushnik, RTC Senior Transportation Planner discussed a brochure that the E&D TAC produced modeled after the RTC's "What Bicyclists and Motorists Want to Know About Each Other" brochure geared towards pedestrian and motorist interfaces. Veronica Elsea, on behalf of the E&D TAC's Pedestrian Safety Work Group, recommended a similar brochure geared towards bicyclists and pedestrians. After some discussion, all agreed that one tri-mode brochure geared towards all three user groups be developed. Emily Glanville volunteered to work on that with Veronica. A draft will be brought back to the Bicycle Advisory Committee for consideration once available.
19. City of Scotts Valley proposed bicycle projects – The City of Scotts Valley Public Works Director Scott Hamby and consultant Jo Fleming soliciting ideas and feedback regarding Active Transportation Plan (ATP) projects that Scotts Valley should consider for grant applications. Various gaps in the bike network identified in the City of Scotts Valley Bicycle Plan were discussed, as well as additional needs for protected bicycle lanes, improved traffic actuation, improvements to Glen Canyon and Mt. Hermon Roads. New proposed routes were also considered.
20. Santa Cruz County Bicycle Route Signage Program: Draft 2015 Implementation Plan – Grace Blakeslee, RTC Senior Transportation Planner provided a presentation and summary of the draft implementation plan, solicited feedback and recommended that the Bicycle Committee recommend that the RTC adopt the draft plan at the May, 7th, RTC meeting. Members discussed the different routes proposed and suggested fine-tuning of the routing. A motion (Hyman/Scott) was made to recommend that the RTC adopt the Final 2015 Implementation Plan after incorporation of minor refinements. Member of the public Steve All provided a history of the "CycleNet" bike route numbering protocol that he designed and recommended that the numbering system be used for the signs (instead of the proposed destination based signs) and as route identification. Members and staff discussed the benefits and drawbacks of that system. The motion passed unanimously with members Akol, Casterson, Scott, Conlen, Hyman, Ott, Rau, Jed and Glanville voting in favor; no votes were cast in opposition.
21. Project check-ins and report out on Committee members' outreach –Will Menchine and Peter Scott discussed meetings with Commissioners Coonerty and McPherson regarding improvements suggested by the Committee and will be attending a follow-up meeting with County Public Works staff. Amelia Conlen discussed the ATP application that the City of Watsonville will submit to complete the segment of the rail trail within Watsonville (identified in the MBSST Master Plan as Segment 18). The Harbor bike improvements ad-hoc committee discussed various options for increased bike access and will present a written recommendation to the Committee after a follow-up meeting. Kem Akol also discussed the tie-in of such improvements to a grant that the County of Santa Cruz will be pursuing for the rail trail project between the Harbor and 17th Ave or 7th to 17th Avenue.

22. Member updates related to Committee Functions – Leo Jed provided legislative updates amending bicycle infraction diversion programs, the 3 foot passing law, reflectors and lighting requirements, cycletrack designs, and level of service definitions. He will provide further updates as bills move and are amended through the legislature.

23. Adjourned – 8:32 p.m.

NEXT MEETING: The next Bicycle Committee meeting is scheduled for **Monday, June 8, 2015**, 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

S:\Bike\Committee\BC2015\BCApril2015\BCMinutes_Draft_April-2015.docx

Date	First Name	Last Name	Contact Info	Location	Cross Street	City	Category	Additional Comments	Forwarded To	Forwarded Date	Response	Images
05/31/15	Janine	Honey	trainstripes@comcast.net	N. Main St	Cherryvale	Soquel	plant overgrowth or interference	rider state vegetation, including poison oak, forces cyclists into traffic at already dangerous curve.	General Dept of Co of SC	06/01/15	From Melissa - Your report was received and forwarded to the County Public Works road dispatch office. - 06/01/15	
05/31/15	Janine	Honey	trainstripes@comcast.net	N. Main St	Pringle Ln	Soquel	plant overgrowth or interference	rider state completely overgrown. As pedestrian I must walk in roadway here.	General Dept of Co of SC	06/01/15	From Melissa - Thank you for reporting this issue. Your report was forwarded to the County Public Works dispatch office for scheduling of inspection. You may also reach that office directly by calling 477-3999. - 06/01/15	Bicycle Hazard Downloaded Images\2015\May\150531-N.MainSt-PringleLn.jpg
05/29/15	not supplied	not supplied	not supplied	Encinal St	River St	Santa Cruz	not supplied	rider states construction blocked off bicycle path through tannery to and from hwy 1 underpass. Signs indicating use north entrance to tannery. This would have me riding out on hwy 9 to get to from work.	Cheryl Schmitt	06/01/15		
05/29/15	Donna	Thomas	831 475 1455	East Cliff	13th Ave	Santa Cruz	plant overgrowth or interference	rider states overhead branches on tree hang very low in bike lane necessitating swerve or duck while on bike	General Dept of Co of SC	06/01/15	From Melissa - Thank you for reporting this issue. The report was forwarded to our road dispatch office for scheduling of inspection. - 06/01/15	
05/26/15	Elliot	Campbell	elliott.campbell@gmail.com	Park Ave	btwn Coronado and Kennedy	Capitola	plant overgrowth or interference	not supplied	Steve Jesberg	05/27/15		
05/17/15	not supplied	not supplied	not supplied	High St	Laurent St	Santa Cruz	not supplied	rider states tree roots have broken up bike path around 660-662 high st going westbound on high st toward empire grade. Extremely dangerous and I nearly lost control of my bicycle when going over the broken pavement.	Cheryl Schmitt	05/18/15	From Cheryl -Forwarded to Streets Maintenance - 05/18/15 - From Richard Smith - I will schedule the repair for this week or next - 05/18/15	
05/14/15	Edward	Miller	831 763 3717	SR 152	Fallowfield Ln	Watsonville	Excessive driveway slope	rider states new pavement just placed on sr 152 by caltrans has over 5 inch drop to entrance of fallowfield and is damaging expensive sports cars of 3 families who access their homes via fallowfield ln.	Tom Barnett Caltrans	05/15/15	From Tom - I will forward this to our construction office - 05/15/15 From Daniel Miller - I have contacted Bret Kinkade at O'Grady Paving and informed them of the situation. They will correct the situation today - 05/15/15	Bicycle Hazard Downloaded Images\2015\May\150514-SR152-FallowfieldLn.jpg
05/12/15	Ann	Hubble	hubbletalk@gmail.com	Water St	Ocean St	Santa Cruz	not supplied	rider states 3 smallish potholes, getting bigger.	Cheryl Schmitt	05/13/15	From Cheryl - Forwarded to Streets Maintenance - 05/13/15	Bicycle Hazard Downloaded Images\2015\May\150512-Water-Ocean.JPG
05/10/15	Victor	Valero	victorvalero69@gmail.com	Ocean St	Broadway	Santa Cruz	debris on shoulder or bikeway, bikeway not clearly marked, damaged bikeway signs, debris on sidewalk, damaged sidewalk, excessive driveway slope	rider states ocean st is damaged from broadway all the way down to barson and san lorenzo. There are big crack all along the road. No bike lane marker. Pot holes, sidewalk chipped away, weeds, big cracks and road breaking apart, gutter have grass growing in the cracks, 117 ocean st has big water leak flooding road at end.	Cheryl Schmitt	05/11/15	From Cheryl - I will forward your email to Streets Sweeping and Streets Maintenance and I will walk the corridor and send Notices to Repair Sidewalk as needed. There is only a bike lane on one side of the street as it is not wide enough for bike lanes in both directions - 05/11/15 From Renee Coletta - This is a reply to your email regarding a water leak at 117 Ocean Street. This is not a water leak, it is	
05/07/15	Thomas	Dindard	tmorrowd@yahoo.com	High St	Storey, Laurent St	Santa Cruz	plant overgrowth or interference; debris on shoulder or bikeway	rider states slippery mud, rockfall and overgrown bushes are impeding the bike lane creating a very unsafe condition. Narrow street and high car volume necessitates that cyclist have access to entire bike lane and currently do not.	Cheryl Schmitt	05/07/15	From Cheryl - I will send notices to the adjacent property owners to remove vegetation and debris. Let this serve as notification that action is being taken - 05/07/15	
05/06/15	Eva	Tordoff	eva.tordoff@gmail.com	Whispering Pines	Estrella Dr	Scotts Valley	vehicles or objects blocking sidewalk	rider states residents at 640 whispering pines dr park on sidewalk and always in bike lane day/night. Located on incline so it make it impossible to see if a care is coming when being forced to enter street to pass their vehicles. This is a major route for kids to get to the svms.	Trish McGrath, Frank Alvarez	05/07/15		

Date	First Name	Last Name	Contact Info	Location	Cross Street	City	Category	Additional Comments	Forwarded To	Forwarded Date	Response	Images
05/04/15	Rick	Hyman	bikerick@att.net	San Lorenzo Blvd	Ocean St	Santa Cruz	traffic signal problem	rider states waiting in the rightmost left turn lane to turn left onto ocean from san lorenzo blvd on the diagonal sensor strips. However the left turn arrow signal failed to turn green for me on my bike.	Cheryl Schmitt	05/04/15	From Cheryl - Forwarded to Traffic Signal Maintenance - 05/04/15	
05/01/15	Luke	Kammann	lkammann@gmail.com	King St	Olive	Santa Cruz	bikeway not clearly marked	rider states road is a bike route but the pavement is ancient, broken, cracked, and potholed creating safety issues for bikers.	Cheryl Schmitt	05/04/15	From Cheryl - The west segment of King Street is on this year's paving schedule and the east segment will be at a later date - 05/04/15	
04/29/15	not supplied	not supplied	eijohans@gmail.com	Bay St	Escalona Dr	Santa Cruz	not supplied	rider states drivers never see me in the bike lane when they pull out from escalona dr (daytime). Need a warning sign or similar. Bay st from ucsc entrance to escalona dr has no light. Lights should be put on bay st to encourage biking and avoid accidents	Cheryl Schmitt	04/30/15	From Cheryl - Forwarded to the Transportation Manager - 04/30/15	
04/28/15	Roxanne	Harrison	bikesantacruzca@gmail.com	Beach St Roundabout	Center St	Santa Cruz	railroad hazard, bikeway not clearly marked	rider states new roundabout is a huge hazard to bicyclists going around it and trying to get off to go towards depot park on center st. in order to square up to the tracks you have to overshoot the turn and then backtrack a bit which means if a car is behind you and doesn't realize what you are doing you could be hit. if you are able to square off to the track it is still a very hazardous area.	Cheryl Schmitt	04/28/15	From Cheryl - Forwarded to the Transportation Manager - 04/28/15	Bicycle Hazard Downloaded Images\2015\April\150428-BeachSt-CenterSt.pdf
04/18/15	Piet	Canin	pietcanin@gmail.com	Branciforte Drive	DeLaveaga Park	Santa Cruz	debris on shoulder/bikeway	rider states there is gravel in the bike lane and sand near the entrance of the dog park	Cheryl Schmitt	04/20/15	From Cheryl - Forwarded to Streets Sweeping. 04/21/15	
04/18/15	Piet	Canin	pietcanin@gmail.com	Market St	Avalon St	Santa Cruz	plant overgrowth or interference	rider states plant overgrowth forces cyclists into the curved narrow traffic lane	Cheryl Schmitt	04/20/15	From Cheryl - I will send a notice to the property owner to trim the vegetation. 04/21/15	
04/18/15	Piet	Canin	pietcanin@gmail.com	Branciforte Drive	Goss	Santa Cruz	plant overgrowth or interference	rider states plant overgrowth forces cyclists into the narrow traffic lane	Cheryl Schmitt	04/20/15	From Cheryl - I will send a notice to the property owner to trim the vegetation. 04/21/15 - From Melissa - Thank you for advising of this situation. Public Works will schedule an inspection - 05/19/15	
04/16/15	Christian	Fine	831 345 7549	Soquel Dr	Aptos St to Rio Del Mar Blvd	Santa Cruz County	plant overgrowth or interference	rider states poison oak is intruding into the bike lane in several areas along soquel dr.	General Dept of Co of SC	04/17/15	From Melissa - Email forwarded to Public Works Road Dispatch for scheduling of inspection. - 04/17/15	
04/16/15	Christian	Fine	831 465 8621	McGregor Dr	Park Ave to Mar Vista Dr	Capitola/Aptos	plant overgrowth or interference	rider states poison oak is intruding into the bike lane in several areas	General Dept of Co of SC	04/17/15	From Melissa - Email forwarded to Public Works Road Dispatch for scheduling of inspection. - 04/17/15	
04/16/15	Christian	Fine	831 465 8621	Park Ave	Coronado St to McGregor Dr	Capitola	plant overgrowth or interference	rider states poison oak is intruding into the bike lane in several areas	Steve Jesberg	04/17/15		
04/15/15	not supplied	not supplied	not supplied	Bay Dr	Escalona	Santa Cruz	plant overgrowth or interference	rider states tree down across bike path	Cheryl Schmitt	04/17/15	From Cheryl - Forwarded to Streets Maintenance. 04/21/15	
04/10/15	ben	Roberts	bsr316@gmail.com	Soquel Ave	Rio Del Mar	Aptos	plant overgrowth or interference	rider states overgrowth of vegetation into bike lane going east near 9535 soquel ave creating safety hazard. Has been a problem for several months now	General Dept of Co of SC	04/13/15	From Melissa - Thank you for reporting this issue. I've forwarded the report to our Road Dispatch for scheduling of inspection. You may also reach that office directly by calling 477-3999 - 04/14/15	
04/10/15	Ben	Roberts	bsr316@gmail.com	Soquel Ave	Btwn Aptos St & Rio Del Mar Blvd	Aptos	plant overgrowth or interference	rider states overgrowth of vegetation into bike lane on hwy one side of soquel ave across from 9039 creating a safety hazard. Problem for several months now	General Dept of Co of SC	04/13/15	From Melissa - Thank you for reporting this issue. I've forwarded the report to our Road Dispatch for scheduling of inspection. You may also reach that office directly by calling 477-3999. - 04/14/15	
03/25/15	Karen	Gropi	kgrop@ix.netcom.com	Brommer	38th & 41st	Santa Cruz County	rough pavement or potholes, pavement cracks	rider states pavement has vertical displacements and garbage cans block smoother gutter pan and forces bike into traffic lane	Steve Jesberg & Gen Dept of Co of SC	04/20/15	From Melissa - Thank you for reporting this issue. I've forwarded your report to the County Public Works Dispatch office for scheduling of inspection. You may also reach that office by calling 477-3999. 04/20/15	Bicycle Hazard Downloaded Images\2015\150325Brommer-38th-41st.jpg

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

Representing	Member Name/Contact Info	Appointment Dates
District 1 - Voting Soquel, Live Oak, part of Capitola	Kem Akol kemakol@msn.com 247-2944	First Appointed: 1993 Term Expires: 3/16
Alternate	Holly M. Tyler holly.m.tyler@comcast.net 818-2117	First Appointed: 2010 Term Expires: 3/16
District 2 - Voting Aptos, Corralitos, part of Capitola, Nisene Marks, Freedom, PajDunes	David Casterson, Chair dbcasteron@gmail.com 588-2068	First Appointed: 2005 Term Expires: 3/18
Alternate	Jim Cook wookiv@comcast.net 345-4162	First Appointed: 12/13 Term Expires: 3/18
District 3 - Voting Big Basin, Davenport, Bonny Doon, City of Santa Cruz	Peter Scott drip@ucsc.edu 423-0796	First Appointed: 2007 Term Expires: 3/16
Alternate	William Menchine (Will) menchine@cruzio.com 426-3528	First Appointed: 4/02 Term Expires: 3/16
District 4 - Voting Watsonville, part of Corralitos	Amelia Conlen director@peoplepowersc.org 425-0665	First Appointed: 5/13 Term Expires: 3/18
Alternate	Vacant	Term Expires: 3/18
District 5 - Voting SL Valley, Summit, Scotts Valley, part of Santa Cruz	Rick Hyman bikerick@att.net	First Appointed: 1989 Term Expires: 3/16
Alternate	Vacant	Term Expires: 3/16
City of Capitola - Voting	Andy Ward Andrew.ward@plantronics.com 462-6653	First Appointed: 2005 Term Expires: 3/17
Alternate	Daniel Kostelec dnlkostelec@yahoo.com 325-9623	First Appointed: 4/02 Term Expires: 3/17
City of Santa Cruz - Voting	Melissa Ott Melissaott4@gmail.com	First Appointed: 3/15 Term Expires: 3/18
Alternate	Wilson Fieberling anbfieb@yahoo.com	First Appointed: 2/97 Term Expires: 3/18
City of Scotts Valley - Voting	Lex Rau lexrau@sbcglobal.net 419-1817	First Appointed: 2007 Term Expires: 3/17
Alternate	Gary Milburn 427-3839 hm g.milburn@sbcglobal.net/438-2888 ext 210 wk	First Appointed: 1997 Term Expires: 3/17
City of Watsonville - Voting	Myrna Sherman calgary1947@gmail.com	Term Expires: 3/16
Alternate	Vacant	Term Expires: 3/16
Bike To Work - Voting	Emily Granville eglanville@ecoact.org 415-637-2744	First Appointed: 4/14 Term Expires: 3/16
Alternate	Piet Canin pcanin@ecoact.org 426-5925 ext. 127	First Appointed: 4/02 Term Expires: 3/16
Community Traffic Safety Coalition - Voting	Leo Jed, Vice-Chair leojed@gmail.com 425-2650	First Appointed: 3/09 Term Expires: 3/18
Alternate	Jim Langley jim@jimlangley.net 423-7248	First Appointed: 4/02 Term Expires: 3/18

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

From: [bikerick](#)
Cc: [Cory Caletti](#)
Subject: RE: Unified Corridors survey and workshop
Date: Tuesday, April 28, 2015 11:31:12 AM

Hi: Please distribute my comments to the other bicycle committee members in the next packet, thanks,

Rick

From: Grace Blakeslee [mailto:gblakeslee@sccrtc.org]
Sent: Sunday, April 19, 2015 5:56 AM
To: bikerick
Cc: Cory Caletti; Amelia Conlen
Subject: RE: Unified Corridors survey and workshop

Hi Rick,

Thank you for your review of bicycle infrastructure on Soquel. It was helpful that you identified some of the design features that present challenges. Your comments will be considered during RTC's development of bicycle modeling tools and draft goals to support the UCP.

Best,

.....
Grace Blakeslee
RTC -Transportation Planner
(831) 460-3219

From: bikerick [mailto:bikerick@att.net]
Sent: Thursday, April 16, 2015 11:43 AM
To: Grace Blakeslee
Cc: Cory Caletti; Amelia Conlen
Subject: Unified Corridors survey and workshop

Hi: Since the on line Unified Corridors survey is rather limited and generalized, here are my specific observations concerning bicycling along the Soquel Ave/Drive corridor:

First, the vast improvements to this corridor that have already occurred should be recognized and preserved. It took a concerted effort over time to obtain standard bike lanes on many segments, some improved intersections (e.g., at Capitola Rd, at 41st Ave) and frequent street sweeping. It is important to preserve these enhancements when faced with competing demands for travel or turn lanes, on-street parking, or funding.

As a result, although this corridor is one of the better arterials to bicycle on, the following remain primary deficiencies:

1. Eight segments with no bike lanes (e.g., Pacific to Front, wb (west bound), Branciforte to Ocean,

wb);

2. Segments with substandard bike lanes (i.e., less than a minimum 4 feet wide or 5 feet wide when next to parked motor vehicles). Even where the minimum 5 foot width is provided next to parallel parked cars, a danger to cyclists is opening of driver side doors; this danger is exacerbated and the bike lane's utility is diminished by the many vehicles observed parked over the parking stall markers into the bike lanes.
3. Intersections. As you know, most bike/motor vehicle collisions occur at intersections. In addition to the typical universal intersection conflict points, several intersections along the Soquel corridor are especially challenging and/or inconvenient for bicyclists:
 - those that have two travel lanes in one direction requiring the turning-off-Soquel cyclist to cross both to get into the left hand turn pocket lane (e.g., to turn into Dominican Hospital) and the turning-onto-Soquel cyclist to cross up to 5 lanes of traffic to get into the bike lane (e.g., from Chanticleer to wb Soquel)
 - those that are not four way crossroad intersections requiring tricky navigation through them (e.g., at Morrissey/Water)
 - those that have travel lane jogs (e.g., at Riverside, Frederick)
 - those that have synchronized traffic signals that stay red even when there is no cross traffic, frustrating waiting cyclists
 - those that have free right turn lanes (e.g., at Soquel Ave/Dr, Highway One)
 - those that are T's with full traffic signals, forcing cyclists to stop even when there is no conflicting traffic (e.g., 7th and Soquel Ave/Dr wb, Winkle Av and Dover Dr eb)

Additional deficiencies observed included instances of faded bike lane stripes and uneven pavement, utility covers, drainage grates, debris, buses, pedestrians and empty waste barrels left in the bike lanes.

Thus, priorities for improving the Soquel corridor for bicycling would be to:

1. Install bike lanes where they are not present. For the bridge over- and under-crossings, until they can be widened, then either adjacent parallel bypass bike paths need to be installed or better road markings and signs need to be installed to direct bicyclists into the travel lane and direct motorists to slow and yield to bikes.
2. Widen substandard bike lanes and relocate parking adjacent to bike lanes to off street parking lots or, where space exists, further away from the travel lane.
3. Employ a variety of physical intersection realignments and innovative treatments (e.g., bike boxes, left turn bike lane markings, bicycle traffic signals, accurate bicycle loop or camera detection, sufficient green signal time for cyclists to cross intersection, allowance for bicyclists to treat opposite side signalized T intersections as stop signs, pavement markings/coloring for cyclists' routing through intersection) to better direct and prioritize cyclists through the intersections and ensure that motorists do not cut off or crash into cyclists

Furthermore, improving the Soquel corridor for pedestrians by eliminating sidewalk gaps would also benefit cyclists because pedestrians would not have to walk in the bike lanes. And, improving the corridor for transit by constructing bus stop bays would also benefit cyclists because buses would not have to stop in the bike lanes.

Following is a detailed, although not necessarily complete, inventory of impediments to smooth, convenient and safe bicycle travel along the corridor:

Eastbound:

Riverside intersection: jog in bike lane

Riverside intersection: deep drain channel in bike lane

Oceanview to Caledonia: parked vehicles partially in bike lane

Cayuga to Seabright: faded bike lane stripe

At Staff of Life driveway: substandard bike lane width adjacent to parking space

Frederick intersection: jog in bike lane
 Pacheco intersection: jog in bike lane
 Hagemann intersection: uneven pavement at gutter pan which juts out around drain grate
 Forest intersection: uneven pavement at gutter pan which juts out around drain grate
 Forest intersection: jog in bike lane
 Capitola Road intersection: jog in bike lane
 La Fonda intersection: uneven pavement (brick crosswalk and utility covers)
 La Fonda to Capitola Rd extension: faded bike lane stripe
 7th to Soquel Ave/Dr: uneven pavement (utility covers)
 Soquel Ave/Dr intersection: free right turn
 Freeway on ramp: free right turn
 Winkle intersection: signalized T intersection
 Dover: signalized T intersection
 Daubenbiss to Main: parked vehicles partially in bike lane
 At Play it Again: substandard bike lane width adjacent to parking space
 Main to Center: no bike lane; vehicles parked in paved shoulder that bikes could use
 Beyond Center intersection: uneven pavement, drainage grate in bike lane
 First Cabrillo College driveway (on opposite side): signalized T intersection
 Along Cabrillo College: substandard bike lane width adjacent to parallel parking
 Park Ave. intersection: free right turn
 State Park Dr intersection: free right turn
 Aptos Wharf Rd to far end of bridge: no bike lane
 Aptos Creek Rd intersection: parked vehicles partially in bike lane adjacent to undefined/ unchannelled business parking area
 After Bay Federal to beyond underpass: no bike lane
 Before 9030 Soquel: vegetation growing into bike lane, bike lane stripe faded
 Around 9042 Soquel: vegetation growing into bike lane
 Rio del Mar Blvd intersection: free right turn

Westbound:

Around 9670 Soquel: parked vehicles partially in bike lane adjacent to unimproved vehicle parking area
 At 9659 Soquel: low vegetation overhanging bike lane
 At tall retaining wall beyond 9659 Soquel: vegetation, dirt, potholes in bike lane
 By 9099 Soquel (near covered bridge): rough and sunken pavement in bike lane
 Across from 9030 Soquel: debris, vegetation growing onto bike lane
 Aptos St to Trout Gulch: no bike lane
 Before Aptos Creek Rd: perpendicular parking adjacent to bike lane
 After 8017 Soquel to beyond end of overpass: no bike lane
 Aptos Rancho Dr intersection: jog in bike lane
 Before Sunset Way: gap in bike lane striping, broken pavement, drain grate in bike lane
 By 7575 Soquel and Windmere Ln intersection: vegetation growing onto bike lane
 After Aptos Hill Ln intersection: drain grate, uneven pavement in bike lane
 Along Cabrillo College: substandard bike lane width adjacent to parallel parking
 Last Cabrillo College driveway intersection: free right turn
 Park intersection: free right turn
 Center to Main: no bike lane
 Porter intersection: free right turn
 Rodeo Gulch intersection: jog in bike lane
 Freeway on ramp intersection: diagonal crossing of pathway cyclists must take to stay on Soquel by motor vehicles entering freeway
 End of freeway overpass: pavement bump in bike lane
 Soquel Ave/Dr intersection: T intersection
 Around Soquel Ave/Dr intersection: utility covers in bike lane
 7th Ave intersection: T intersection
 La Fonda intersection: uneven pavement (brick crosswalk)
 Morrissey to Poplar left turn lane to continue on Soquel, separated by raised markers: no defined bike

routing to access and use this narrow lane

Poplar intersection: no bike lane stripe around the narrow corner turn lane; sharp turn for cyclists in order not to be in path of motor vehicles

At Rite Aid driveway: poor pavement in bike lane

Branciforte to Ocean: no bike lanes

Front St intersection: bike lane ends abruptly at traffic signal island

Front to Pacific: no bike lanes (removed when parking garage constructed).

I will not be at Thursday's workshop, but look forward to participating in this process so that these observed deficiencies can be remedied.

Rick Hyman

Bike Smart!

South Santa Cruz County Youth Bicycle Safety Training

Funded by
**Santa Cruz County Regional Transportation Commission
Regional Surface Transportation Program**

Final Report

April 2015

**Santa Cruz County Regional Transportation Commission
Regional Surface Transportation Program**

South County Youth Bike Safety Training

Final Report

Project Title: South County Youth Bike Safety

Agency: Ecology Action

Contact Person: Piet Canin

Telephone Number: (831) 515 -1327

Project Summary:

Support from the Santa Cruz County Regional Transportation Commission through the Regional Surface Transportation Program Grants allowed Ecology Action's Bike Smart program to conduct extensive bicycle safety training to 8 elementary schools in South County Santa Cruz. Throughout the grant cycle, we trained 1,017 students from 36 classes, which amounted to a 13% increase over our target goal of 900 students.

Bike Smart conducted trainings at the following schools:

- Ann Soldo Elementary School
- Mintie White Elementary School
- HA Hyde Elementary School
- MacQuiddy Elementary School
- Bradley Elementary School
- Mar Vista Elementary School
- Rio Del Mar Elementary School
- Landmark Elementary School

Students received an in-class presentation, which covered numerous bicycle safety lessons including helmet use, how to be more visible, ways to ride predictably on the street, common potential conflicts and much more. In addition, students participated in discussions about the benefits of bicycling, both with a smaller-scale individual focus, as well as the larger impact on communities and the world.

Following the in-class presentation, students participated in an on-bike training, which allowed students to physically practice the bicycle safety tips previously discussed. Bike Smart uses an intersection-based layout, which allows students to practice navigating the safety course as they would ride on real city streets. Students were able to practice riding in a straight line, riding on the right side of the road, avoiding objects in the path, crossing rail road tracks, doing a shoulder check, stopping at stop signs, completing a right turn and left turn and proceeding straight through the intersection. By organizing the rodeo in such a way so that students are crossing paths as they navigate the intersection, each student is forced to be cognizant of other road users, communicate their intentions and ride in the correct manner to avoid potential traffic conflicts.

All trainings were conducted by a League of American Bicyclists League Certified Instructor.

Evaluation:

The Bike Smart program is dedicated to delivering a high quality, effective, fun bicycle safety program. As such, the program is diligent about collecting various points of data to assess the program's success. Bike Smart asks that all participating teachers provide an evaluation of the training components. For the presentation evaluation, teachers are asked to rate the presentation on a scale of 1 to 5 for each of the following topics: warm up activities (reasons to ride), helmet discussion, bicycle safety videos/animations, handouts, age appropriateness and the presentation skills of speaker. Overall, the teachers served throughout the course of this grant rated the presentation 4.7 out of 5 (94%).

Following the rodeo, teachers are additionally asked to rate the rodeo on the following criteria:

1. Youth learned important bicycle safety skills.
2. Students improved their bicycle safety skills.
3. Youth enjoyed the activities.
4. Staff and volunteers were knowledgeable and effective.

The average rating for these rodeo evaluations was 4.9 out of 5 (98%).

Teachers were also encouraged to provide written feedback for both the presentation and rodeo. Some examples of teacher comments include:

- *"Students became more aware about bike safety and safe bike riding by observing the rules."*
- *"Very important lesson for students this age."*
- *"This was a wonderful opportunity for students to learn the rules of biking and to practice them with someone monitoring them."*
- *"Some students learned to ride a bike for the first time!"*
- *"I feel the students are more motivated to use their bikes as a mode of transportation. Anything that is good for our students is good for our school and community."*
- *"Presentation was engaging and informative. The visuals were age appropriate and enhanced student understanding. They got it!"*

In addition to teacher feedback, Bike Smart also collects student data to ensure effectiveness of the program. Students are quizzed on their knowledge of bicycle safety both before and after participation. On average, across the 8 participating schools, students had a 13.9% increase in quiz score. Of all students that completed a post presentation quiz, approximately 74% scored 100% and 94% scored above 80%.

We also ask students to complete a rodeo evaluation survey. Analysis of those survey results show that 79% of students report that they will ride more safely after completing the Bike Smart program and 63% of students say they will ride more often. Additionally, 88% of students declare that the rodeo was Great/Good.

Measurable Results:

- 8 schools, 36 classes, 1,017 students

- Average Teacher Presentation Evaluation Score: 4.7/5 (94%)
- Average Teacher Rodeo Evaluation Score: 4.9/5 (98%)
- Student Quiz Score Improvement – 13.9% (with 74% of students scoring 100% and 94% of students scoring above 80%)
- 79% of students report that they will ride more safely
- 63% of students report that they will ride more often
- 88% of students rate the rodeo as great or good

RTC RSTP Grant

Elementary and Middle School - Presentations/Assemblies and Rodeos

School	Date of Presentation	Dates of Rodeos	Number of Classes Served	Number of Participants	AVG Presentation Eval	Quiz Improvement	AVG Rodeo Eval	Ride Safer	Ride More	Great / Good
✓ Ann Soldo	04/03/14	4/9/14, 4/14/14 and 5/13/14	4	114	4.95	12.75	5	70.3%	62.4%	86%
✓ Mintie White	03/17/15	3/23/15 and 3/24/15	5	140	4.12	15.46	4.3	80.0%	66.2%	90%
✓ HA Hyde	03/09/15	3/12/15 and 3/13/15	4	107	4.5	13.3	4.9	81.6%	59.9%	97%
✓ MacQuiddy	09/19/14	9/25/14 and 10/10/14	4	121	5	11.5	5	90.1%	80.9%	92%
✓ Bradley	10/17/14	10/21/14 and 10/23/14	5	134	4.9	18.86	4.9	81.0%	69.7%	92%
✓ Mar Vista	10/07/14	10/13/14 and 10/14/14	5	122	4.75	9.85	5	80.4%	62.4%	92%
✓ Rio Del Mar	09/10/14	9/18/14 and 9/22/14	6	179	4.85	10.78	5	57%	34%	67%
✓ Landmark	02/24/15	3/5/15 and 3/6/2015	3	100	4.54	19	5	91%	71%	91%
Totals			36	1017	4.70	13.94	4.89	79%	63%	88%

Teacher Comments:

Landmark Students became more aware about bike safety and safe bike riding by observing the rules.

Landmark You guys are awesome!

- "Students became more aware about bike safety and safe bike riding by observing the rules."
- "Very important lesson for students this age."
- "This was a wonderful opportunity for students to learn the rules of biking and to practice them with someone monitoring them."
- "Some students learned to ride a bike for the first time!"
- "I feel the students are more motivated to use their bikes as a mode of transportation. Anything that is good for our students is good for our school and community."
- "Presentation was engaging and informative. The visuals were age appropriate and enhanced student understanding. They got it!"

RSTP Quiz Scores

100%	74%
Above 80%	94%

Ann Soldo

	1	2	3	4	
100%	23	16	13	16	68
80%	4	7	10	7	28
TOTAL	27	27	27	26	107

100% 0.636
Above 80% 0.897

Mintie White

	1	2	3	4	5	
100%	22	8	19	12	22	83
80%	5	3	7	5	7	27
TOTAL	28	11	28	22	32	121

100% 0.686
Above 80% 0.909

HA Hyde

	1	2	3	4	
100%	20	23	16	21	80
80%	6	1	6	4	17
TOTAL	28	24	23	26	101

100% 0.792
Above 80% 0.960

MaQuiddy

	1	2	3	4	5	
100%	21	22	14	12	19	88
80%	5	9	7	1	6	28
TOTAL	31	34	26	13	26	130

100% 0.677
Above 80% 0.892

Bradley

	1	2	3	4	5	
100%	26	17	7	19	26	95
80%	4	9	3	8	2	26
TOTAL	30	26	12	29	28	125

100% 0.760
Above 80% 0.968

Mar Vista

	1	2	3	4	
100%	28	24	25	28	105
80%	2	3	3	3	11
TOTAL	30	27	28	31	116

100% 0.905
Above 80% 1.000

Rio Del Mar

	1	2	3	4	5	6	
100%	14	20	21	27	22	25	129
80%	12	7	6	2	5	2	34
TOTAL	27	27	27	30	27	28	166

100% 0.777
Above 80% 0.982

Landmark

	1	2	3	4	
100%	16	18	26	0	60
80%	7	9	4	2	22
TOTAL	29	29	32	2	92

100% 0.65
Above 80% 0.89



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

April 30, 2015

Caltrans, Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874, Sacramento, CA 94274-0001

RE: City of Watsonville Active Transportation Program (ATP) Grant Application for Rail Trail Walker Street Project

Dear ATP Grant Selection Committee:

On behalf of the Regional Transportation Commission's Bicycle Advisory Committee, I wish to extend support for the City of Watsonville's ATP application for the Rail Trail Walker Street Project. This project will fill a critical gap in the City's bicycle network by connecting a funded rail trail project with the heart of downtown Watsonville's retail, commercial, school and residential destinations.

The Regional Transportation Commission's Bicycle Advisory Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. Such a network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes and reduces the dependency on automobile travel. With that goal in mind, closure of this critical link will ensure that bicyclists and pedestrians will be able to travel on a continuous, safe, and comfortable facility that is separated from motor vehicle travel and thus will serve users of all ages and abilities.

This project ties in directly with the RTC's long standing commitment to develop a 32-mile rail-with-trail system throughout the length of Santa Cruz County. The RTC recently adopted a Master Plan for the rail-with-trail project and allocated \$1 million to a rail trail segment from Lee Road to 4,000 feet to the City's Slough Trail connection. Additional funding needed for the funded segment are being provided by the City of Watsonville and the Land Trust of Santa Cruz County demonstrating the community's commitment to increasing trips made by foot or bicycle. The ATP grant being solicited currently would enable the City to fill the missing link in the trail segment, thus leveraging a great deal of community investment.

The Committee thanks you for your consideration of this proposal. Please feel free to contact the RTC's Bicycle Program Manager and staff to the Bicycle Advisory Committee, Cory Caletti at (831) 460-3201 or by email at ccaletti@sccrtc.org, for this and any other committee related matters.

Sincerely,

David Casterson
Bicycle Committee Chair

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

S:\Bike\Committee\CORR\BC2015\City_of_Wats_ATP.docx



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

April 30, 2015

Caltrans, Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874, Sacramento, CA 94274-0001

RE: City of Santa Cruz Active Transportation Program (ATP) Grant Application for Branciforte Creek Pedestrian/Bicycle Bridge

Dear ATP Grant Selection Committee:

On behalf of the Regional Transportation Commission's Bicycle Advisory Committee, I wish to extend support for the City of Santa Cruz's ATP grant application for the Branciforte Creek Bicycle/Pedestrian Bridge project. This project will fill a critical gap in the City's bicycle network, most especially in the San Lorenzo River levee pathway which serves the downtown community, numerous commercial and residential nodes, as well as tourist attractions.

The Regional Transportation Commission's Bicycle Advisory Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. Such a network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes and reduces the dependency on automobile travel. With that goal in mind, closure of this critical link in the San Lorenzo River levee system will ensure that bicyclists and pedestrians will be able to travel on a continuous, safe, and comfortable facility that is separated from motor vehicle travel and thus will serve users of all ages and abilities.

Additionally, the RTC has a long standing commitment to develop a 32-mile rail-with-trail system that will directly tie into the San Lorenzo River Levee pathway. The RTC recently adopted a Master Plan for the rail-with-trail project and allocated \$4 million for a 2.4 mile project that is also being supplemented by the City of Santa Cruz with a \$1 million local match. The City's commitment to increasing trips made by foot or bicycle is evidenced in allocation of resources to pursuit of these projects.

The Committee thanks you for your consideration of this proposal. Please feel free to contact the RTC's Bicycle Program Manager and staff to the Bicycle Advisory Committee, Cory Caletti at (831) 460-3201 or by email at ccaletti@sccrtc.org, for this and any other committee related matters.

Sincerely,

David Casterson
Bicycle Committee Chair

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

S:\Bike\Committee\CORR\BC2015\City_of_SC_B40_ATP.docx

May 5, 2015

Caltrans, Division of Local Assistance, MS 1
Attn: Office of Active Transportation and Spec. Prog.
P.O. Box 942874, Sacramento, CA 94274-0001

RE: RTC Active Transportation Program (ATP) Grant Application for Santa Cruz County Bicycle Route Signage Program

Dear ATP Grant Selection Committee:

On behalf of the Regional Transportation Commission's Bicycle Advisory Committee, I wish to extend great support for the RTC's grant application for the Santa Cruz County-wide Bicycle Route Signage Program. This project will provide a critical way-finding tool for residents and tourists traveling by bike by direct them to safer routes, and alert motorists to expect greater bicycle travel on certain routes.

The Regional Transportation Commission's Bicycle Advisory Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. Such a network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes and reduces the dependency on automobile travel. With that goal in mind, the RTC seeks to provide continuous, safe, and comfortable facilities that incentivize bicycle travel. The Bike Route Signage Program will define a network of preferred routes; provide development and installation of signs; and increase bicycle ridership by attracting new riders who may be intimidated by traffic and other safety considerations. This program, should it be implemented, has the potential to extend a much needed welcoming mat to new and experienced cyclists alike.

The Committee thanks you for your consideration of this grant proposal. Please feel free to contact the RTC's Bicycle Program Manager and staff to the Bicycle Advisory Committee, Cory Caletti at (831) 460-3201 or by email at ccaletti@scrtc.org, for this and any other committee related matters.

Sincerely,



David Casterson
Bicycle Committee Chair

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

S:\Bike\Committee\CORR\BC2015\Bike_Route_Signage_ATP.docx



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

June 2, 2015

John Presleigh, Director
Department of Public Works, County of Santa Cruz
701 Ocean Street, Room 410
Santa Cruz, CA 95060

RE: County of Santa Cruz's rail-with-trail grant application

Dear Mr. Presleigh:

On behalf of the Regional Transportation Commission's Bicycle Advisory Committee, I wish to extend great support for the County's grant application for a mid-county portion of the Monterey Bay Sanctuary Scenic Trail Network (MBSST) and rail-with-trail project. As the lead agency for the broad 50-mile MBSST project and agency responsible for development of the award-winning MBSST Master Plan, the RTC is working with local jurisdictions and their public works departments to implement segments of the 32-mile rail trail spine. This critical project will serve large population concentrations and will provide safe access to schools, employment centers, tourist attractions and low-income populations through affordable and active transportation modes.

The Regional Transportation Commission's Bicycle Advisory Committee serves to assist in the development and maintenance of a complete, convenient and safe regional bicycle and pedestrian network. Such a network increases the opportunity and attractiveness of bicycle and pedestrian trips for transportation purposes and reduces the dependency on automobile travel. With that goal in mind, the RTC seeks to develop facilities that incentivize bicycle travel. This rail trail project will enable bicyclists and pedestrians to travel on a continuous facility that is separated from motor vehicle travel. Separated bike and pedestrian facilities are best suited to serving users of all ages and abilities and provide a comfortable gateway to getting around by bike and foot.

The Committee thanks you for your consideration of this grant proposal. Please feel free to contact the RTC's Bicycle Program Manager and staff to the Bicycle Advisory Committee, Cory Caletti at (831) 460-3201 or by email at ccaletti@sccrtc.org, for this and any other committee related matters.

Sincerely,

David Casterson
Bicycle Committee Chair

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

S:\Bike\Committee\CORR\BC2015\County of SC_Seg9.docx

TO: Bicycle Committee

FROM: Tegan Speiser, Sr. Transportation Planner

RE: Cruz511 Traveler Information Service for Santa Cruz County

RECOMMENDATION

Receive an update on the Cruz511 Traveler Information Service for Santa Cruz County.

BACKGROUND

With the support of a Caltrans Partnership Planning Grant, the Santa Cruz County Regional Transportation Commission (RTC) and the Transportation Agency for Monterey County (TAMC) completed a feasibility study and implementation plan for establishing a 511 traveler information service in the Monterey Bay Area. In December 2013, the RTC authorized staff to develop and implement a web-based 511 traveler information service for Santa Cruz County as outlined in the 511 Implementation Plan.

DISCUSSION

As a nationally recognized brand for traveler information, 511 provides travelers with easy access to traveler information and empowers people to better plan or adapt their trips based on knowledge about current travel conditions. Communities across California have developed and implemented 511 programs and the Monterey Bay Area is one of the few remaining gaps in this information network.

In May 2015, RTC launched Cruz511.org, a 511 mobile responsive website for Santa Cruz County travelers designed for viewing on smart phones and tablets as well as on computers. The Cruz511.org website features:

- Information on real-time traffic speeds, incident information and traffic cameras using data from Caltrans and the CHP
- Multimodal information and trip planning tools
- Specialized transportation
- Emergency alerts and notices
- Rideshare tools and information
- Station locations for electric vehicle charging and alternative fuels
- Links to local transportation providers, services and resources
- A strong focus on usability and convenience

Cruz511 is now the umbrella and brand under which all RTC traveler information services will take place including those previously delivered through Commute Solutions.

System monitoring is critical to the success of 511 services, and performance metrics are being established for these four categories: usage, reliability, accuracy and

customer engagement. Usage information is especially important to marketing and outreach activities and for fine-tuning how information is organized and presented on the website. Web analytics will help RTC gauge consumer response and engagement with 511 services.

Although many good traveler information tools and resources exist in our area, there is significant value in having them all in one place and easy to access. This will also allow the RTC's rideshare program to provide more online and streamlined delivery of information to users of the transportation system. The Cruz511 website is a one-stop shop for traveler information around the clock especially during emergencies that impact the transportation network.

SUMMARY

RTC developed and launched a 511 website, Cruz511.org, to provide traffic conditions and multimodal transportation information that is tailored to Santa Cruz County residents and visitors.

S:\Bike\Committee\BC2015\BCJune_2015\Cruz511-staff-report.docx

TO: Bicycle Committee

FROM: Rachel Moriconi and Karena Pushnik, Senior Transportation Planners

RE: Draft Passenger Rail Feasibility Study

RECOMMENDATIONS

Staff recommends that the Bicycle Committee receive a presentation on the Draft Passenger Rail Feasibility Study, provide feedback, and provide outreach assistance.

BACKGROUND

In order to expand mobility options along the most heavily traveled areas of the county, the Regional Transportation Commission acquired the 32-mile Santa Cruz Branch Rail Line -- a continuous transportation corridor from Davenport to Watsonville and Pajaro. Current, planned, and potential future uses of the rail corridor include freight and recreational passenger rail services, a new bicycle/pedestrian path next to the tracks, and new rail transit or intercity rail service connecting with local bus transit and planned regional and state rail service. The RTC used voter-approved bond funds designated for expanding passenger rail service to purchase the rail line from Union Pacific Railroad in October 2012.

With this transportation resource now in [public ownership](#), the Regional Transportation Commission (RTC) received a transit planning grant from the California Department of Transportation (Caltrans) to analyze the feasibility of rail transit on the Santa Cruz Branch Rail Line. Rail transit is regularly scheduled public transportation service, with established fares on fixed guide way railroad tracks. In May 2014, the RTC issued a contract with Fehr & Peers, a consulting firm specializing in transit planning, and their team of subconsultants to conduct the study. The consultant contract is \$180,000.

In summer 2014, over 2,000 people provided input through an online survey, a community meeting and by email on community goals and objectives, service parameters, including station locations. Agencies with experience planning and implementing rail transit provided peer review of technical information, and community stakeholders also provided input at several points during development of the study. The study was prepared in partnership with Santa Cruz METRO, Iowa Pacific/Santa Cruz & Monterey Bay Railway, and Caltrans who provided oversight as members of the Project Team.

In September 2014, the RTC approved service scenarios to undergo detailed analysis, as well as goals, objectives, and performance measures to evaluate those scenarios. The service scenarios include the length of service, number of stations, and frequency.

DISCUSSION

The Passenger Rail Feasibility Study – Draft Report was posted on the RTC website (www.sccrtc.org/rail) for public review on May 21. The study is a high-level analysis of a range of rail transit options on the Santa Cruz Branch Rail Line between Santa Cruz and Watsonville/Pajaro based on goals and objectives identified by the community.

Staff will provide a presentation on the draft Passenger Rail Feasibility Study and requests feedback from the committee as a group or individually.

Report contents

The study includes the following sections:

ES) Executive Summary

- 1) Introduction: Purpose of the study, rail corridor history, and coordination with the MBSST/Rail Trail, and summary of public outreach
- 2) Comparable Systems and Technology Options: Description of rail systems and range of rail vehicles used in the United States.
- 3) Study Goals and Objectives: Three core goals and corresponding objectives for rail transit used to evaluate each scenario.
- 4) Passenger Rail Service Alternatives: Description of all service scenarios initially considered and process for selecting seven scenarios for detailed analysis, representing a range of station locations, service hours, vehicle types.
- 5) Methods and Assumptions: General assumptions, operating details, and ridership forecasting methodology used for this study
- 6) Technical Assessment of Service Scenarios: Description of findings from the technical analysis of seven service scenarios.
 - Capital Cost Estimates
 - Operations & Maintenance Cost Estimates
 - Ridership Forecasts
 - Funding Assessment – funding sources currently used by Metro for bus transit operations were not considered
- 7) Evaluation of Service Scenarios: Summary of the level each scenario advances community goals and objectives.
- 8) Preferred Service Alternative: Discussion of the two highest rated service options.
- 9) Implementation: Describes next steps and timeline if the community decides to pursue implementation of passenger rail transit service in the near future; includes planning, design, environmental clearance activities and regulatory and governance considerations.

The Executive Summary is attached (Attachment 1). The Executive Summary, full plan and appendices are available for download on the RTC website – www.sccrtc.org/rail. Hard copies are also available for review at the RTC's downtown Santa Cruz office and the Santa Cruz Central, Aptos and downtown Watsonville libraries.

Key Findings

- The technical analysis and evaluation of the seven service scenarios found that phased implementation of rail service on the Santa Cruz Branch Rail Line is feasible.
- Differences between the scenarios include: type of train technology, speed of implementation, level of upfront investment, ongoing operating costs, and advancement of community goals.
- Ridership estimates range from 480,000 to 1,413,000 passengers per year (base year).
- Funding for construction would need to be secured from competitive grants.
- Some funding for operations would need to be secured from a local transportation ballot measure. Federal, state, and local funding sources currently used for operations by Metro for bus transit were not considered.
- Of seven scenarios analyzed, phased implementation could include:
 - Start up limited service (Scenario S) between Bay Street in Santa Cruz (connecting to buses to UCSC and Westside Santa Cruz) and Seacliff Village (with bus connections to Cabrillo College). Includes minimal upgrades to the rail line, fewer stations, and fewer trains in off-peak hours, using leased locomotive vehicles.
 - Local Service between Westside Santa Cruz and Aptos Village (Scenario E), serving 9 stations, with 30-minute headways, upgrades to the rail line and new Diesel Multiple Unit (DMU) vehicles aimed at attracting strong ridership, and maximizing operational efficiencies.
 - Expanded Local Service to Watsonville (Scenario G). Since this scenario is twice as long as Scenario E it has higher ridership, however the level of funding necessary for upfront capital investments and ongoing operations and maintenance would be more challenging to secure, or the service could be added as funding becomes available.

Public outreach

Public input gathered at the beginning of the analysis helped shape this study. Two community presentations were held on June 4; one to the Regional Transportation Commission board at their meeting held in Watsonville, and the other an evening Open House at the Simpkins Swim Center in Live Oak. **Input on the draft report received by the July 8 deadline will be reflected in the Final Report.** As always, wide-spread public participation and engagement is encouraged. The committee and the community (through the RTC's Rail eNews group which has over 2,000 email subscribers and neighborhood distribution lists) are encouraged to review the document and provide feedback.

In addition, information about the draft report is included in the RTC's web newsfeed, Facebook and Twitter pages, as well as through newsletters, news media, local business, and community partners. The Fact Sheet (Attachment 2) on the study and

flyers announcing the public open house were also distributed at multiple venues. In addition to the RTC Advisory Committees, staff is presenting information on the draft document to local technical stakeholders and community groups, the METRO board, and other community groups and service clubs.

There are several ways for members of the community to provide input on the Draft Study:

- An online survey will be available June 4 to July 8 from www.sccrtc.org/rail
- Written comments can be submitted to the RTC:
 - [online](http://www.sccrtc.org/rail) (sccrtc.org/rail) by using the comment form
 - via [email](mailto:info@sccrtc.org) to: info@sccrtc.org with the subject: "Draft Rail Study Comments"
 - by postal mail

This is an important community discussion about the possibility of adding a new transportation option in Santa Cruz County.

Next Steps

Staff will review comments received through July 8, seek RTC guidance on issues identified by the public, and request that the consultant team conduct additional analysis if needed. Consultants Fehr & Peers will prepare the final report for presentation to the RTC in the fall, including next step recommendations for consideration.

SUMMARY

The RTC was awarded a transit planning grant to analyze passenger rail transit service along the Santa Cruz Branch Rail Line. This high-level study focuses on public rail transit options within the most populated sections of the rail corridor. The study includes cost, ridership, and funding options for a range of transit service scenarios. All are encouraged to review the draft report (posted online and at public locations) and submit written comments on the draft report and use of an online survey (available online June 4) are encouraged through July 8, 2015 for consideration during development of the final report and recommendations. The Bicycle Committee may submit comments as a group or separately.

Attachments:

- 1) [Executive Summary](#) (the full report is available electronically on the RTC website – www.sccrtc.org/rail)
- 2) [Fact Sheet](#)

s:\bike\committee\bc2015\bcjune_2015\sr_drafrailstudy.docx



Passenger Rail Feasibility Study Draft Report

Study prepared with
funding from the California Department of
Transportation's FTA 5304 Transit Planning
Program

Study prepared by

- Fehr & Peers
- LTK Engineering Services
- RailPros
- Bob Schaevitz



Source: SCCRTC



Source: Howard Cohen



Santa Cruz
County Regional
Transportation
Commission



0.0 EXECUTIVE SUMMARY

Is passenger rail transit service feasible in Santa Cruz County? What criteria should be used to define what is feasible? How can the community maximize use of the publicly-owned Santa Cruz Branch Rail Line? How much would it cost and how many people would ride trains? Could it help advance the community's mobility, environmental, economic, and other goals? Is there a "starter" passenger rail service that could be implemented in the near term, and then augmented as demand and resources change? Could passenger rail service be part of an integrated transportation network? How will passenger rail service be coordinated with existing transit service, freight trains, and the planned Monterey Bay Sanctuary Scenic Trail Network – especially the 32 mile rail-with-trail project? These are some of the questions that spurred policy makers, agency staff, and community members to investigate if rail transit could serve some of Santa Cruz County's extensive transportation needs.

The Santa Cruz County Regional Transportation Commission (RTC) received a transit planning grant from the California Department of Transportation (Caltrans) to evaluate the feasibility of passenger rail transit service on the Santa Cruz Branch Rail Line. Rail transit provides regularly scheduled public transportation with established fares, using either locomotive-hauled or self-propelled railroad passenger cars on a fixed guideway (rail).¹ In May 2014, the RTC hired a team of consultants, led by Fehr & Peers to conduct this high-level study, based on their extensive transit planning experience. The study includes technical analysis of several public transportation service scenarios (developed based on input from the public), ridership projections, capital and operating cost estimates, review of train technologies, and evaluation of funding options. Service scenarios were evaluated against multiple goals and objectives identified by the community, and compared to other rail transit systems in the nation. The report also discusses integration with other rail corridor uses; connectivity to other bus and rail services; and identifies feasible options for further analysis, environmental clearance, engineering, and construction, if the community decides to implement rail transit service on the Santa Cruz Branch Rail Line.



¹ While there are many different types of passenger service that could operate on the Santa Cruz Branch Rail Line, this study focuses on public transportation options using the fixed guideway rail, characterized by passenger train service (using either locomotive hauled or self-propelled passenger cars) operated on a regular basis by or under contract with a public transit agency or Joint Powers Authority for the purpose of transporting passengers within urbanized areas, or between urbanized areas and outlying areas.



STUDY AREA

The Santa Cruz Branch Rail Line is a continuous transportation corridor offering a variety of mobility options for residents, businesses, and visitors. In October 2012 the RTC completed acquisition of the rail line, which has been a transportation corridor since the mid-1870s, bringing it into public ownership. Funding for acquisition was approved by the voters of both Santa Cruz County and the state of California. The rail corridor (see **Figure ES-1**) spans approximately 32 miles of Santa Cruz County's coast from Davenport to Watsonville/Pajaro, runs parallel to the often congested Highway 1 corridor, and connects to regional and state rail lines. This underutilized transportation corridor is within one mile of more than 92 parks, 42 schools and approximately half of the county's population. Based on public input, travel patterns, and analysis of existing and forecast future demographic conditions, this study focuses on the most populous and congested sections of Santa Cruz County – from the western edge of the city of Santa Cruz to downtown Watsonville; though service north west to Davenport is not precluded from future analysis.

Figure ES-1: Santa Cruz Branch Rail Line



Source: SCCRTC, 2015



Although Santa Cruz County is not considered a metropolitan area, the topography of the area concentrates development between the ocean and the mountains. The county's population density is one of the highest in California, about 600 people per square mile overall, with areas along the rail line significantly higher (City of Santa Cruz and the Seacliff area are over 4,000 people/square mile; Live Oak almost 5300 people/square mile, Twin Lakes area and City of Watsonville over 7,000 people/square mile).²

PURPOSE OF STUDY

The RTC was awarded a federal transit planning grant by Caltrans to conduct a passenger rail study for the Santa Cruz Branch Rail Line. The objective of this study is to analyze potential commuter rail service scenarios, along with potential station locations that could serve Santa Cruz County. If found to be feasible, this analysis is intended to lay the groundwork for decisions about pursuing more detailed definitions of operational characteristics and costs. Overall objectives of the study include:

- Analyze the feasibility of passenger rail service on the Santa Cruz Branch Rail Line.
- Identify, evaluate and compare a range of near- and long-term passenger rail service options.
- Understand how commuter and/or intercity passenger rail service can improve people's access to jobs, schools, recreation, goods/services, and other activities.
- Provide data regarding ridership potential, capital and operating/maintenance costs, revenue projections, and connectivity with other transportation modes.
- Identify governance and financing options.
- Meet sustainable communities, greenhouse gas emission reduction and natural environment protection goals.
- If found to be feasible, provide the community with practical recommendations regarding implementation of passenger rail service, in accordance with forecasted ridership demand and funding.
- If the community decides to implement passenger rail service, recommendations on station locations and train passing sidings will assist local entities in ensuring coordination of land use, transit, trail, and freight plans along the corridor.
- Involve the community and the RTC board in the decision making process.

² <http://quickfacts.census.gov/qfd/states/06000.html>



Why Consider Rail Transit for the Santa Cruz Branch Line?

When considering the current state of our strained infrastructure and the housing shortage in the County, as well as anticipated growth in population and jobs, we are faced with many questions. How will people get around? Where will they live? What kind of jobs will they find? What does this mean for quality of life? Will our highways support our growing transportation needs? Essential for a stronger local economy and quality of life, improvements in the housing supply and the transportation network will be needed.

“I don’t think we should plan for a [transportation] system that’s 1956. We should plan for 2045.”

**—Anthony Foxx,
US Secretary of Transportation**

- **The need to ease traffic congestion.** Congestion is not just an inconvenience – it is costly. Unpredictable trip times, wasted fuel and lost time are costs paid by residents and businesses alike. Trips taken by rail could free up capacity and provide relief for those able to use an alternative to Highway 1.
- **Rising demand for complete communities.** Walkable neighborhoods with good quality transit service and a variety of essential services nearby are increasingly desirable.
- **Rail supports compact land use** that allows cities and counties to make the most of existing infrastructure and reduce the number of miles driven through more integrated transportation and land use planning.
- **Reduce emissions.** Rail transit could reduce the number of miles people drive and decrease associated greenhouse gas and other emissions.
- **Improve connectivity.** A commuter rail service would provide a new option for travel within the County, and could connect with rail services to adjoining counties, the San Francisco Bay Area and Southern California.
- **Scalable.** Once investment is made in basic infrastructure such as track, structures, signals and stations, capacity of trains can be increased by adding railcars as demand grows.
- **Funding landscape is changing.** The state’s new Cap and Trade program includes significant funding for conventional as well as high-speed rail investments and is expected to grow over time.

Passenger rail service could contribute to or support many existing policies and goals of the RTC, local government, environmental groups and local business organizations. Coordination and collaboration with these other entities would be essential to realize many goals and policies. As the backbone of a more diverse transportation system, rail service would need to be integrated with existing fixed route bus service. It is not realistic to represent passenger rail as the singular solution to many problems, yet it could provide a very strong supporting role in the future development of healthy sustainable communities in Santa Cruz County.



Study Limitations

The scope of this study is limited to a high-level analysis of rail transit options along the Santa Cruz Branch Rail Line. This is not a detailed service or implementation plan. If the community decides to move forward with implementing service, environmental review and engineering level design work would be initiated to provide more detailed analysis of potential environmental impacts, station locations, parking needs, and integration with the planned Monterey Bay Sanctuary Scenic Trail (MBSST or “rail trail”). Train operating schedules would be evaluated and coordinated with METRO buses. Also, evaluation of multimodal transportation improvements along the heavily-traveled Santa Cruz to Aptos corridor is also in process as part of the Santa Cruz County Unified Corridors Plan. Starting with development of a multimodal county level travel demand model, the Unified Corridors Plan will analyze transportation investments on the parallel routes of Highway 1, Soquel Avenue/Drive and the Santa Cruz Branch Rail Line to identify the combination of investments that most effectively move people and provide transportation choices.

The RTC recognizes that there are also other options for the rail right-of-way that have been analyzed in the past or could be analyzed in the future. This includes other passenger rail service – such as recreational rail service or intercity rail service to the San Francisco Bay Area or Monterey County; or expanded freight service. Some members of the community have also expressed interest in using the Santa Cruz Branch Rail Line for bus rapid transit (BRT) or personal rapid transit (PRT). Expanding rail transit service up to Felton and other parts of San Lorenzo Valley, and operating train service from Santa Cruz to San Jose over the Santa Cruz Mountains have also been mentioned frequently. This study does not preclude future analysis of these and other options, but they are outside of the scope of this study.

MEASURING FEASIBILITY: GOALS AND OBJECTIVES

An initial step in development of this study, the RTC solicited input from the public on the goals, objectives and measures that should be used to evaluate the feasibility of rail service. Goals and objectives identified as priorities by the community are shown in **Figure ES-2**. These goals and objectives for rail transit in Santa Cruz County are consistent with regional, state and federal transportation planning goals and objectives related to access, mobility, maintenance, efficiency, economic vitality, safety, quality of life, and the environment.





Figure ES-2: Study Goals and Objectives

<i>Transportation Alternatives/Choices</i>	<i>Sustainability</i>	<i>Cost Effectiveness</i>
GOAL 1: Provide a convenient, competitive and accessible, travel option	GOAL 2: Enhance communities & the environment, support economic vitality	GOAL 3: Develop a rail system that is cost effective and financially feasible
More Options 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)	Reduce Traffic Reduce the number of cars on Highway 1 and local roads	Cost to Benefit (Cost Effectiveness) Develop a rail system that is cost effective
Ridership Increase the number of people using transit	Climate Reduce fuel consumption, greenhouse gas emissions, and air pollution	Cost per Rider Generate sufficient ridership to minimize per rider and system costs
Faster Travel Times Reduce how long it takes to get places	Other Car Impacts Reduce need for parking, road expansion and other land use effects of cars (preserve open space and reduce sprawl in other areas)	Existing Resources Optimize use of existing infrastructure
Transit Connections Connect to the existing (METRO) bus transit system	Serve Major Destinations Locate stations in areas with high concentrations of housing, jobs, services, visitors and activities	Financially Feasible Develop a system that keeps operating and capital costs to a minimum
Bike & Walk Connections Ensure connectivity to sidewalks, bike lanes and Monterey Bay Sanctuary Scenic Trail (or Rail-Trail)	Economy Support access to jobs, shopping, tourist, and other economic activity centers/opportunities	Funding Options Identify service options that are competitive for local, state, & federal funding sources
Non-Drivers Expand options for seniors, children, people with disabilities, low-income, and those who cannot or do not drive	Revitalization Stimulate sustainable development and revitalization of areas near stations	Efficiencies Maximize operational efficiencies, build partnerships with public and private agencies, groups and interests
Visitors Expand options for visitors and tourists to reduce traffic congestion	Minimize Impacts Minimize negative impacts of trains on neighborhoods, adjacent property owners, and the environment (including traffic, noise, parking, construction, etc.)	
Reliability Make it easier to predict how long it will take to get places (Improve reliability of transit travel times)	Safety Provide safety measures to avoid conflicts between trains & cars, bicyclists or pedestrians	
	Consistency Ensure consistency with local, regional, state, and federal plans and policies	



STATIONS AND SCENARIOS ANALYZED

Based on existing and forecasted future travel patterns, as well as input from community members, technical stakeholders and rail peers, a series of station locations and service scenarios were analyzed for this study. The project team conducted a high-level, initial screening of ten service scenario concepts, with varying station locations, termini, and service hours. This included a qualitative assessment of ridership potential, capital costs, and connectivity to local, regional, state transit and intercity rail systems. Taking into consideration the initial screening, service scenarios (which represent a range of costs and near and longer term implementation potential, were selected for more detailed evaluation.

- Limited Service, Santa Cruz ↔ Capitola: Weekday and weekend service limited to primary stations³ and a few key visitor destinations (Scenario B)
- Peak Express Service, Santa Cruz ↔ Watsonville: Service hours limited to peak weekday commute hours (Scenario D)
- Local Service, Santa Cruz ↔ Aptos: Weekday and weekend service to primary and secondary stations, including service near Cabrillo College (Scenario E)
- Expanded Local Service, Santa Cruz ↔ Watsonville: Weekday and weekend service to primary and secondary stations expanded to Watsonville (Scenario G)
- Santa Cruz ↔ Watsonville Locomotive-Powered (can comingle with freight): Weekday and weekend service to primary and secondary stations (Scenario G1)
- Regional Rail Connector, Santa Cruz ↔ Pajaro: service connecting to future Capitol Corridor/Amtrak and Coast Daylight service at Pajaro to test potential for ridership demand with regional rail accessibility (Scenario J)
- Limited Starter Service, Santa Cruz ↔ Seacliff/State Park Drive: Very limited weekday and weekend service hours and station stops utilizing locomotives. (Scenario S)

While this represents a range of rail transit service options, the locations where trains start and stop (route/termini), the number and location of station stops, service days and times, vehicle types, passing sidings, station design and other factors could ultimately reflect a scalable hybrid of these scenarios and could change over time if and when the community decides to add rail transit service.

³ Potential station locations anticipated to have higher ridership potential were identified as “primary stations”. “Secondary stations” also have promising ridership potential, but not as high as primary stations. Other potential station locations were screened out for this analysis; however could ultimately be developed, in-step with growth in ridership potential (jobs, housing, infrastructure development or transit connections) or be utilized at special time periods (such as seasonal weekends or for special events).



TECHNICAL ANALYSIS: RIDERSHIP AND COSTS

Technical analysis of the scenarios described above included ridership forecasts, capital cost estimates, as well as operations and maintenance cost estimates.

Ridership: Fehr & Peers conducted a ridership modeling analysis to determine potential ridership demand at each station under each scenario. Based on existing travel and land use patterns, population and employment levels, as well as projected train travel times, the ridership models found that in the base year,⁴ up to 1.65 million passengers per year (5,500 daily weekday boardings) would ride trains between Santa Cruz and Watsonville in Scenario G, which serves the greatest number of stations with the most frequency. In 2035, ridership could increase for this same service to over two million annual boardings. For the base year, the scenario with trains limited to morning and evening peak commute hours, serving significantly fewer stations had the lowest ridership estimate of 1,100 per day (287,500 annual boardings in Scenario D).

Capital Costs: In order to assess the capital needs of each scenario, consultants RailPros conducted an assessment of existing infrastructure conditions and identified upfront and long-term cost estimates for the track, signal systems, crossings, stations, vehicles, and other components. In many instances, to minimize construction impacts once service is initiated and to reduce maintenance needs, full replacement and reconstruction of many rail elements is recommended and included in the cost estimates; though it is possible to initiate passenger service before making all of the upgrades identified. The initial infrastructure construction costs (capital outlay) range from a low of \$23 million (Scenario B: Capitola to/from Santa Cruz) to a high of approximately \$48 million (Scenario G1: Watsonville to/from Santa Cruz using locomotives). In addition to the base (or “raw”) construction estimates, the study assumes an additional 30 percent for support costs (e.g. preliminary design and environmental review, preparing construction documents, permitting, construction management) and a 30 percent contingency. Not surprisingly, the capital cost is closely related to the amount of line that is utilized for passenger service, number of stations, and number of rail vehicles. The cost estimates are conceptual, based on recent unit costs on other rail projects, as no engineering was performed for this feasibility-level study. Actual capital costs could range between 70 percent and 130 percent of these estimates, with more precise cost estimates only available following detailed surveying and engineering analysis.

Operations and Maintenance: LTK Engineering Services developed travel time forecasts, identified where new passing tracks (sidings) may be required to allow trains traveling in opposite directions to pass, as well as annual operating and maintenance costs. This analysis found that with the capital upgrades identified, including new passing sidings, it would take 36 or 41 minutes for trains to travel between Santa Cruz and

⁴ “Base year” is based on 2010 AMBAG Regional Travel Demand Model information.



Watsonville, depending on the number of station stops (6 or 10, respectively). Service between the Westside of Santa Cruz to Capitola Village would take 16 minutes.

Estimated operating and maintenance costs included in this study vary depending on the number and distance of trains operating per day. Generally, the cost per revenue hour of \$376 was assumed in this study, using an average cost from similar peer rail systems. This number includes fuel, operator salaries, general rail and station maintenance, and other ongoing expenses utilizing a Diesel Multiple Unit (DMU) vehicle. Vehicle maintenance per DMU train set is assumed to be \$173,000 per year. General Administration, which includes marketing, security, scheduling, and other administrative activities, is assumed to be an extra 38 percent. The operating costs for scenarios utilizing locomotives pulling coaches are higher due to the additional vehicles and fuel use.

Table ES-1 provides a summary of the ridership, travel time, and cost estimates for each scenario analyzed. Preliminary capital and operating costs for Scenario S were provided by Iowa Pacific, then adjusted for consistency regarding contingency and support costs, Positive Train Control, and labor rates.

TABLE ES –1: SUMMARY OF TECHNICAL ANALYSIS

Metric	Scenario B SC-Cap	Scenario D Peak: SC-W	Scenario E SC-Aptos	Scenario G SC-W	Scenario G1 – FRA SC-W	Scenario J SC-Pajaro	Scenario S SC-Seacliff
Track Miles	6.6	20.5	9.5	20.5	20.5	21.8	7.6
One-way Travel Time	16 min	36 min	23 min	41 min	41 min	43 min	25 min
Trains per weekday (both directions)	60	24	60	60	60	12	36
Number of vehicles (train sets)	3	4	3	5	5	2	3 (leased)
Number of stations (weekday)	6	6	9	10	10	10	4 + 1 seasonal
Operating hours per year (rev train hours)	9800	4313	9800	13,591	13,591	5024	5513
Annual service miles (revenue train miles)	145,000	136,000	204,000	400,000	400,000	56,000	91,500
Annual Boardings Low Estimate (Base Year)	846,000	287,500	1,413,000	1,509,000	1,509,000	528,000	420,000
Annual Boardings High Estimate (2035)	1,287,000	405,000	1,926,000	2,031,000	2,031,000	741,000	660,000



TABLE ES –1: SUMMARY OF TECHNICAL ANALYSIS

Metric	Scenario B SC-Cap	Scenario D Peak: SC-W	Scenario E SC-Aptos	Scenario G SC-W	Scenario G1 – FRA SC-W	Scenario J SC-Pajaro	Scenario S SC- Seacliff
Daily weekday boardings Low Estimate (Base Year)	2,800	1,100	4,700	5,000	5,000	1,750	1,400
Daily weekday boardings High Estimate (2035)	4,300	1,600	6,400	6,800	6,800	2,500	2,200
Annual O&M cost <i>(operations, vehicle maintenance, general admin, & contingency)</i>	\$6.9M	\$3.8M	\$6.9M	\$9.9M	\$14M	\$3.7M	\$5.4M
“Raw” Construction-only outlay cost <i>(excluding vehicles, support and contingency)</i>	\$23M	\$40M	\$28M	\$41M	\$48M	\$41M	\$19.7M
Upfront Capital Cost (Outlay) <i>(tracks, stations, vehicles, +30% contingency & 30% support)</i>	\$77M	\$119M	\$85M	\$133M	\$176M	\$93M	\$31.5M <i>(vehicle lease under O&M)</i>
Total Capital Outlay/mile	\$12M	\$6M	\$9M	\$6M	\$9M	\$4M	\$4M

Source: Fehr & Peers, LTK, RailPros, 2015, Scenario S – Iowa Pacific, adjusted for consistency

Notes: SC =Santa Cruz, Cap = Capitola, W = Watsonville, FRA = Federal Railroad Administration; “Raw” items include capital construction costs such as tracks, stations, and sidings.

FUNDING ASSESSMENT

A core component of demonstrating feasibility for any transit project is the ability to secure adequate funding for project implementation (planning, environmental review, design, procurement and construction) and for ongoing system operations and maintenance. Initiation of new passenger rail service in Santa Cruz County will require a combination of federal and/or state capital funding, as well as new revenues for ongoing operations. This study includes an inventory of existing and potential new federal, state, regional, local, and private funding sources and identifies funding strategies or recommendations for sources or mechanisms that are most reasonable to pursue. The study also evaluated a range of passenger fare levels that could optimize revenues without significantly impacting ridership levels.



A base assumption used for this study was that funding sources used to fund the existing bus transit system would not be redirected to fund rail transit. The study found that a successful funding strategy for any scenario will need to include a new countywide sales tax with some portion dedicated to rail and some combination of the following sources – U.S. Department of Transportation TIGER grant program, Federal Transit Administration (FTA) §5309 Fixed Guideway Small Starts grant program, and/or California Cap and Trade program funds. Additional potential sources of revenue include regional shares of state and federal funds (e.g. State Transportation Improvement Program), federal Economic Development Administration public works grants, FTA §20005(b) Transit Oriented Development (TOD) grants, developer fees, smart cities, sustainable communities, healthy neighborhoods and other land use or planning type grants; as well as public-private partnerships (P3).

Taking into consideration the universe of sources that may be available for capital and ongoing operations, it appears unlikely that capital costs in excess of \$100 million can be met with grant programs and other sources that currently exist or could be potentially available. As with capital needs, annual operating subsidies in excess of \$10 million annually would be difficult to achieve in the current funding environment.

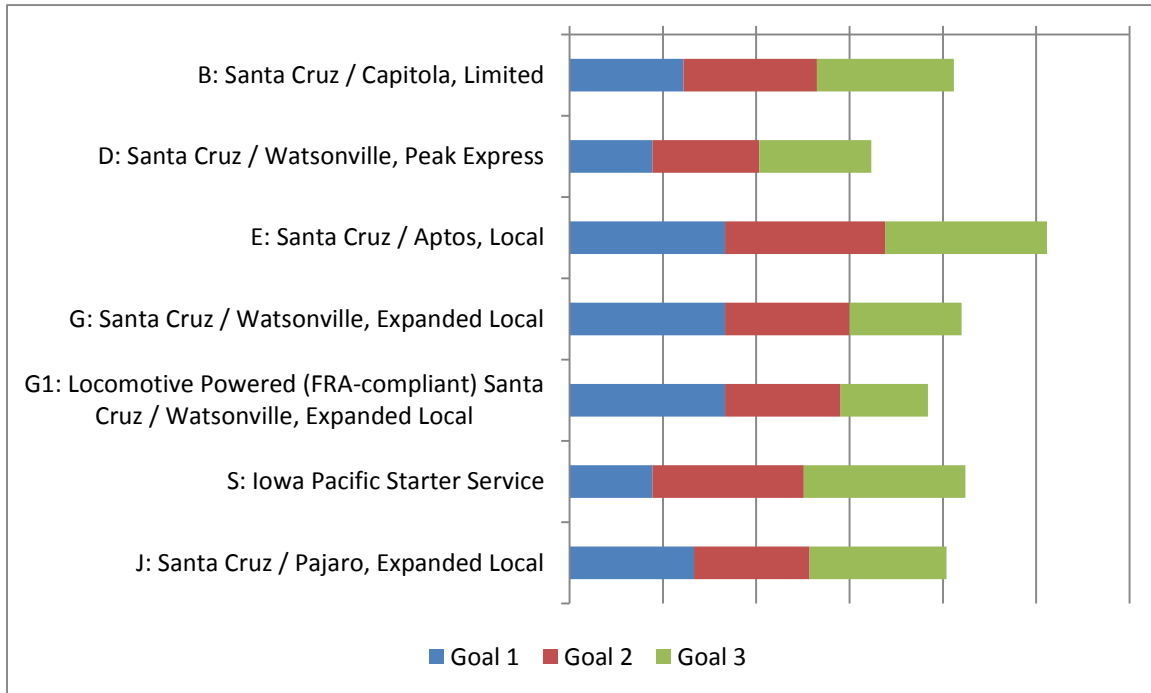
OTHER EVALUATION MEASURES/FEASIBILITY

In addition to the base metrics of ridership and cost described above, an evaluation framework was developed to evaluate rail transit service along the Santa Cruz Branch Rail Line in the context of the goals and objectives identified by the community for this study. Each of the seven scenarios was comparatively evaluated against several quantifiable metrics. These evaluation measures included criteria to measure transit operations and performance, connectivity and quality of access, livability and economic vitality, neighborhood and environmental impacts, impacts of construction on homes and businesses, capital and operating costs, and funding competitiveness. Comparing the seven service scenarios based on the evaluation measures and goals (Figure ES-3) each with equal weight, Scenario E (local service between Santa Cruz and Aptos Village), Scenario G (local service between Santa Cruz and Watsonville), and Scenario S scored the highest. Scenario D (Watsonville/Santa Cruz Peak Express), which only operates during peak commute hours, scored the lowest.



Figure ES-3: Evaluation of Scenarios

Advancement of project goals



GOAL 1 - Transportation Alternatives/Choices: Provide a convenient, competitive and accessible, travel option

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

GOAL 3 - Cost Effectiveness: Develop a rail system that is cost effective and financially feasible

Source: Fehr & Peers, 2015

PREFERRED ALTERNATIVE RECOMMENDATIONS

This study evaluates the feasibility of implementing rail transit service along the Santa Cruz Branch Rail Line based on how well the range of potential service scenarios advance goals and objectives identified by the community. The technical analysis and evaluation of the service scenarios found that phased implementation of rail service within Santa Cruz County is feasible.

Of the seven service scenarios, two potential strategies for implementing passenger rail transit service on the Santa Cruz Branch Line are recommended to move forward for further analysis. Both strategies are feasible options for introducing rail transit service on the corridor; the ultimate decision by the RTC Board to pursue and implement either option will be based on key decision factors.

- Option 1 (Higher investment) – Rail Transit | Scenario E, Santa Cruz to Aptos, Local Service.



- Option 2 (Lower investment) – Railroad | Scenario S, Santa Cruz to Seacliff, Limited Local Service.

Both service options are feasible from a constructability and operational standpoint. Both Scenario E and Scenario S would improve accessibility and mobility along a section of this passenger rail corridor that is currently underutilized.⁵ Available funding, ability to achieve community goals, and customer needs are the key factors to be considered by RTC when making a determination of which service alternative or hybrid of scenarios to pursue for implementation. Feasibility will rely heavily on securing a new sales tax with a portion of the funds dedicated for ongoing operation of rail transit service and which would provide an attractive match to federal and/or state grants for capital infrastructure.

NEXT STEPS/ IMPLEMENTATION

Implementation considerations include: regulatory requirements, freight integration, governance structure for operations, project development activities, and potential funding strategies. Based on the findings in this study, the following recommendations and action plan are organized into near-term (1-5 years) and mid-term (5-10 years) horizons with the objective of providing RTC with a program to follow for further planning, identification of funding sources, and potential implementation of service by the year 2025.

- Draft Environmental Studies and Conceptual Engineering –near-term.
- Preferred Alternative and Preliminary Engineering –near-term.
- Final Design, Construction Documents, and Funding – near-term
- Right-of-way (ROW) Acquisition for stations and sidings, if needed – near-term
- Contractor Procurement – mid-term
- Construction – mid-term
- Vehicle Procurement – mid-term
- Opening – mid-term

Other considerations that need to be addressed when passenger rail service moves through subsequent planning and design activities towards implementation include:

- Integration/coordination with freight service
- Rail line governance

⁵ With the exception of excursion services and occasional freight service in the Watsonville area.



- Regulatory agency requirements
- Coordination with Santa Cruz METRO
- Ridership forecasting using FTA Simplified Trips-on-Project Software (STOPs) methodology required for federal funding
- Funding competitiveness and procurement

PUBLIC INVOLVEMENT

Public interest in this study is high, as demonstrated by extensive public input gathered at the project outset in 2014. Broad community participation helped shape this study. Information about the study is posted online at: www.sccrtc.org/rail, was distributed through an eNews email group with over 1,700 subscribers. In summer 2014, 2,000 members of the community participated in online questionnaires, or attended public workshops and meetings. The community provided input on study goals and objectives, evaluation measures, service scenarios, station locations, and operating hours. Through this Draft Study, the RTC requests that the community consider the results of ridership, revenue and cost estimates and engage in a thoughtful discussion about the feasibility of future rail transit service. To receive additional information about the passenger rail study and to participate in the discussion, sign up for eNews at: <http://www.sccrtc.org/about/esubscriptions/>. Comments on the draft study should be submitted to the RTC.





Passenger Rail Study in Santa Cruz County

Fact Sheet

(updated May 2015)

The RTC was awarded a transit planning grant by Caltrans to analyze passenger rail transit service along the Santa Cruz Branch Rail Line. Rail transit is regularly scheduled public transportation service, with established fares on fixed guideway railroad tracks. This high-level study focuses on the most populated sections of the rail corridor, between Santa Cruz and Watsonville.

The Draft Report is now available online: www.sccrtc.org/rail

Public input gathered at the beginning of the analysis helped shape this study. The study includes:

- **Introduction** including why consider rail transit
- **Goals and Objectives** used to evaluate the feasibility of each scenario
- **Service Scenarios** representing a range of station locations, service hours, vehicle types (over for map)
- **Technical Assessment** of Seven Service Scenarios
 - Capital Cost Estimates
 - Operations & Maintenance Cost Estimates
 - Ridership Forecasts - how many people would ride trains
 - Funding Assessment - how it could be funded
- **Evaluation** of how well each scenario advances community goals and objectives
- **Preferred Service Alternatives** – two highest rated options based on evaluation criteria
- **Implementation Options**

Key Findings

- The technical analysis and evaluation of the seven service scenarios found that phased implementation of rail service within Santa Cruz County is feasible.
- Of seven scenarios analyzed, two are recommended to be considered for implementation.
- Differences between the scenarios include: type of train technology, speed of implementation, level of upfront investment, ongoing operating costs, and level community goals advanced.
- Ridership estimates range from 480,000 to 1,413,000 annually (base year), with a \$2.50 fare per ride.
- Funding for construction would need to be secured from competitive grants.
- Funding for operation would need to be secured from a local transportation ballot measure. Funding sources currently used for operations by Metro for bus transit were not considered.

Get Involved - Your participation will help ensure that the Final Report reflects community input.

Step 1: Review the Draft Report

- Online: www.sccrtc.org/rail
- In person: Review a print copy at the RTC's Santa Cruz office, Central Library or Watsonville Library
- Attend a meeting:
 - **RTC Board Meeting 6/4/15** –The RTC board will receive a presentation on the draft report from the consultant during its regular monthly meeting at the Watsonville City Council Chambers, 275 Main Street. The RTC meeting starts at 9:00 a.m. and will be rebroadcast on [Community TV](http://www.sccrtc.org/rail).
 - **Open House-Workshop 6/4/15, 6:30 pm** – View findings, hear overview presentation, and ask questions, Community Room at Simpkins Family Swim Center - 979 17th Avenue in Live Oak.

Step 2: Submit Comments by July 8, 2015

- **Comment Form:** Submit comments online - <http://www.sccrtc.org/rail-study-comments/>
- **Email:** Send your comments to info@sccrtc.org
- **Online Survey:** The Survey will be posted June 4 - July 8: www.sccrtc.org/rail

Step 3: Stay Involved - Sign up for eNews to receive information about the study and to participate in the discussion. <http://www.sccrtc.org/about/esubscriptions/>

*For more information, please visit the RTC web site: www.sccrtc.org or call (831) 460-3200.
Santa Cruz County Regional Transportation Commission, 1523 Pacific Avenue, Santa Cruz, CA 95060*

Rail Station Locations/Service Scenarios Analyzed



*Passing siding locations subject to change based on start/end times and service frequency.

From: [kem akol](#)
To: [Ryan Coonerty](#)
Cc: [Will Menchine](#); mposner@cityofsantacruz.com; [Peter Scott](#); [John Leopold](#); [Cory Caletti](#); [Regional Transportation Commission](#); steve.wiesner@santacruzcounty.us; [Michael A. Lewis, Ph.D.](#)
Subject: RE: Ryan- RE: Yacht Harbor transportation Plan/ Kem Akol
Date: Thursday, May 28, 2015 10:58:20 AM

Hi Ryan,

Thank you for responding to my request.

All political jurisdictions in our County should have up to date transportation plans. The City, and the County update their transportation plans every ten years. The Port has not updated its plan in the 42 years since its inception.

A transportation plan is the first step in identifying needs and issues, and is necessary to obtain sources of funding. Until we have a transportation plan that is established and vetted no funds will be available for any improvements, from any source.

If the Port had a viable transportation plan it would have enhanced our chances of getting this County TIGER grant.

As it stands today we have a one in 400 chance of getting this grant...good luck to us... This TIGER grant only includes connections to the Rail Trail. It does not include any connections from the main roadway (Murray St. Bridge) to the Harbor. It also does not address the one way bike traffic on Lake Blvd. (constructed by the former Santa Cruz County Redevelopment Agency), nor any connections to other surface streets or parks, or the new Arana Gulch pathway.

Without a transportation plan we have no strategy to solve the issues of conflicting user groups and their needs. We have no signage to direct people to where they want to go. And we have no plan for possible funding sources.

Because the Port District is within your Supervisorial District I would ask that you set up a meeting with the Port officials, the RTC staff, and myself to plan a strategy to fund this much needed transportation plan.

Thank you for your attention in this important matter.

Sincerely, Kem J. Akol ph. 831. 247-2944

> From: Ryan.Coonerty@santacruzcounty.us
> To: kemakol@msn.com
> Date: Wed, 27 May 2015 21:53:50 -0700
> Subject: Ryan- RE: Yacht Harbor transportation Plan/ Kem Akol

>

> Dear Kem,

>

> Thanks for your message. I agree that a better connection with the Yacht Harbor is a good idea. In fact, I already had an initial conversation with staff from the Department of Public Works where we touched on this issue.

>

> As you may know, the County is applying for a TIGER grant to help construct a segment of the rail trail from the San Lorenzo trestle to 17th Avenue. If the County receives this grant there will likely be an opportunity to connect to the path around the harbor.

>

> It is my understanding that the County should find out whether it will receive the TIGER grant this fall. If the County doesn't receive the TIGER grant, another funding strategy will be needed, but for now my plan is to actively support the TIGER grant application so that we can construct another important part of the rail trail and hopefully connect to the harbor in the process.

>

> Given that the City is also a key player in this, the Bike Committee may want to consider inviting City staff to Bike Committee meeting to discuss this project.

>

> Sincerely,

> Ryan

>

> From: kem akol [mailto:kemakol@msn.com]

> Sent: Wednesday, May 20, 2015 1:03 PM

> To: Ryan Coonerty

> Cc: Allison Endert; Cory Caletti; Will Menchine; Peter Scott; mposner@cityofsantacruz.com<mailto:mposner@cityofsantacruz.com>; info@sccrtc.org<mailto:info@sccrtc.org>

> Subject: Yacht Harbor transportation Plan

>

> Hi Ryan,

>

> I have been on the RTC Bike Committee for 22 years now as a representative from District One.

>

> When the Murray St bridge replacement plans were brought before us two years ago we asked if they could connect the new bridge to the pathway around the harbor. The City had the consultant draw up some preliminary plans for a connection onramp. These plans were shelved when it was discovered that the funding source only allowed for 'upgrades' and not new bike facilities. Although the new bridge plans have new, full width bike lanes, and

sidewalks, no new connections could be paid for out of that funding source.

> The Port commission says that they have no funds for the connection to the new bridge.

>

> In order to fund connections to the Harbor the Port commission needs to have an updated multi-modal transportation plan...(their only plan is one from 1972 when the harbor was built). This will enable staff to identify fund sources and programs to implement the plan.

>

> Many issues cause dangerous situations and disconnections between our communities. An example of which is the constant flow of dangerous wrong way cyclists across the Murray st bridge and the on Lake Blvd, (partially the result of the Redevelopment's improvements along Lake Blvd.) Another is the lack of connections on the City side of the harbor, and the recently closed pathway to Arena Gulch

>

> They claim not to have any planners, or any money to hire any planners. They do not see the need, or the value of such connections to the surrounding communities, (City of Santa Cruz or Live Oak).

>

> The Bike Committee does see the need and value of having such connections from the Harbor to the City of Santa Cruz, Live Oak, Arena Gulch, and the Rail Trail to the rest of the County. It was suggested at our last RTC Bike Committee meeting that I reach out to elected officials regarding this. Although I have spoken to the Mayor and to Micah, and to John Leopold regarding this issue, all claim the harbor not to be in their purview.

>

> The Port staff says that they haven't the expertise, nor the funds to tackle this issue.

>

> However, it is in your district. And because it connects three distinct elected areas, (the City, Live Oak, and the Port) it would seem to be the duty of the Regional Transportation Commission to connect communities within Santa Cruz County.

>

> I would like you to ask the Commission to come up with a plan and some funding source possibilities.

>

> This is non controversial item and I need a 'champion' to help this cause.

>

> Please give me 5-10 minutes of your time to outline this plan for a plan and some of the issues that need to be identified and solved. I am available anytime, day or night, or for a cup of coffee (or a stronger beverage).

>

> Thank you for your attention in this matter.

>

> Sincerely, Kem J. Akol Ph. 247-2944

From: [kem akol](#)
To: [Cory Caletti](#)
Cc: dcasterson@comcast.net
Subject: FW: Harbor Plan
Date: Monday, April 13, 2015 8:17:52 PM

I would like to have this topic agonized on the next Bike Committee meeting. Kem

From: kemakol@msn.com
To: drip@ucsc.edu; menchine@cruzio.com; anbfieb@yahoo.com
Subject: Harbor Plan
Date: Mon, 16 Jun 2014 12:51:45 -0700

Hi All,

Thank you for attending our Ad Hoc Committee of the RTC Bike Committee regarding developing a bike plan for the Santa Cruz Harbor. Our meeting began at 8:45 and lasted until 10:30 on Wednesday May 28th.

Items that were discussed included...

- interconnectivity to the Harbor, the Rail Trail, and the Murray st bridge. This would include a new trail on the North side of the tracks on the City side, and the proposed ramp on the County side between the Rail bridge and the Murray st bridge.
- interconnectivity to the surrounding neighborhoods and the new Arena Gulch bike paths.
- identifiable markings both on the ground and signage to guide cyclists around the harbor. The choice of ground markings were sharrows.
- a left turn pocket for cyclists at the corner of Lake and Eaton.

Please respond with your ideas on whether there are additions to the minutes of our first meeting.

thanks, Kem J. Akol