



Santa Cruz County Regional Transportation Commission's  
**Elderly & Disabled Transportation Advisory Committee**  
*(Also serves as the Social Service Transportation Advisory Council)*

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**NOTE LOCATION:**

**AGENDA ~ 1:30pm- 3:30pm, Tuesday, August 11, 2015**

Regional Transportation Commission Santa Cruz Office  
1523 Pacific Avenue, Santa Cruz, CA, 95062 (2nd Floor)

1. **1:30pm – Call to Order**
2. **1:30pm - Introductions**
3. **1:35pm - Oral communications**
4. **1:40pm- Additions or deletions to the consent or regular agenda**

**1:42pm- 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 E&D TAC or public wishes an item be removed and discussed on the regular agenda. Members of the E&D TAC 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 E&D TAC member objects to the change.*

5. **Approve minutes from June 9, 2015 (pg. 4-7)**
6. **Receive 6/18/15 Letter from E&D TAC to Santa Cruz Metropolitan Transit District regarding Structural Deficit (pg. 8-9)**
7. **Letter from E&D TAC to City of Santa Cruz supporting Bay Street Sidewalk Completion Grant application (pg. 10)**
8. **Recommend RTC Approve changes for First District Representative (Patti Shevlin to Brent Gifford) (pg. 11-13)**
9. **Receive Transportation Development Act Revenues Report (pg. 14)**

- 10. Receive RTC Meeting Highlights (pg. 15-16)**
- 11. Receive Information Items (pg. 17-20)**
  - a. Article: Role of Transportation for Older Adults
  - b. Article: Volunteer Senior Ride
- 12. Receive Agency TDA Reports (pg. 21-23)**
  - a. Volunteer Center- 3<sup>rd</sup> Quarter FY 14/15
  - b. Community Bridges- 3<sup>rd</sup> Quarter FY 14/15
- 13. Receive Agency Updates** *(other than items on the regular agenda)*
  - a. Volunteer Center
  - b. Community Bridges
  - c. Santa Cruz Metro – June 26, 2015 packet:  
<http://www.scmtd.com/images/departments/board/archive/agendas/2015/june2.pdf>

## **REGULAR AGENDA**

- 14. 1:55 pm Active Transportation Plan** – Claire Fliesler, City of Santa Cruz **(pg. 24-28)**
- 15. 2:25 pm Revisions to ParaCruz Customer Guide** – April Warnock, Metro **(pg. 29-45)**
- 16. 2:55 pm Scotts Valley Transportation Development Claim** – Scott Hamby, City of Scotts Valley Public Works **(pg. 46-52)**
- 17. 3:10 pm Update Guide for Specialized Transportation (pg. 53)**
- 18. 3:20 pm Pedestrian Safety Workgroup Update (oral report)**
- 19. 3:30 pm Adjourn**

**Next meeting: 1:30 pm, October 11, 2015 @ RTC Office, Santa Cruz**

Future Topics: Handicapped Parking Spaces in downtown Santa Cruz, Accessibility in the San Lorenzo Valley, Pedestrian FAQ, San Mateo paratransit presentation, rides to election sites, Annual Report , Uber Car

### **HOW TO REACH the RTC**

*Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue, Santa Cruz, CA 95060  
Phone: (831) 460-3200 / fax (831) 460-3215*

Email: [info@sccrtc.org](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)

## **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.*

## **TITLE VI NOTICE TO BENEFICIARIES**

*The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA 95112 or online at [www.sccrtc.org](http://www.sccrtc.org). A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.*



## Santa Cruz County Regional Transportation Commission

### Elderly & Disabled Transportation Advisory Committee

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#### Draft Minutes

Tuesday, June 9, 2015

**Regional Transportation Commission Office  
1523 Pacific Avenue, Santa Cruz, CA 95060**

1 Call to Order

2. Introductions

***Members Present:***

Kirk Ance, CTSA, Community Bridges, LiftLine  
Lisa Berkowitz, CTSA  
John Daugherty, Metro Transit  
Veronica Elsea, 3<sup>rd</sup> District  
Clay Kempf, Social Service Provider for Seniors  
Cara Lamb, Potential Transit User

***Alternates Present:***

Brent Gifford, 1st District  
Charlie Levine, 3<sup>rd</sup> District  
Donna Patters, Volunteer Center

***RTC Staff Present:***

Cathy Judd  
Karena Pushnik

***Excused Absences:***

Sally French, Social Services Provider- Disabled  
Patti Lou Shevlin, 1<sup>st</sup> District

***Unexcused Absences:***

Debbi Brooks, Social Service Provider - Persons  
Of Limited Means  
Michael Molesky, Social Service Provider  
Disabled

***Others Present:***

Pam Arnsberger, 2<sup>nd</sup> District

3. Oral Communications

- Santa Cruz County Budget Hearings to be held June 15<sup>th</sup> at 7:30 at City of Watsonville Council Chambers and on June 16<sup>th</sup> at the County Board of Supervisors Chambers. Members were encouraged to participate in the discussion about funding for social services to seniors and people with disabilities.
- The Seniors Council is conducting a Senior Needs Assessment for people over 60 living in Santa Cruz or San Benito Counties. The survey is available online at [seniorscouncil.org](http://seniorscouncil.org). Hard copies of the survey are available through the Seniors Council.
- Metro offers personalized Accessible Services to help clients use the bus and ParaCruz. The current Metro Headways including large print version was made available.

4. Additions or deletions to consent and regular agenda - None

## CONSENT AGENDA

*Action: The motion (Daugherty/Kempf) - - to approve the consent agenda with an amendment to note Kirk Ance as an excused absence for the April 14, 2015 E&D TAC meeting - - carries.*

*Ayes: Lisa Berkowitz, John Daugherty, Veronica Elsea, Clay Kempf, Cara Lamb*

*Nays: None*

*Abstain: Kirk Ance*

5. Approved minutes from April 14, 2015 meeting
6. Received E&D TAC letter supporting City of Scotts Valley Town Center 'Active Transportation Program' grant application
7. Received E&D TAC letter supporting City of Santa Cruz Branciforte Creek 'Active Transportation Program' grant application
8. Received Final Unmet Paratransit and Transit Needs
9. Received FY13/14 FTA 5310 Grant Award Information
10. Received resignation from Norm Hagen
11. Received Transportation Development Act Revenues Report
12. Received RTC Meeting Highlights
13. Received Information Item
14. Received Agency Updates
  - a. Volunteer Center
  - b. Community Bridges
    - i. 2<sup>nd</sup> Quarter FY 14/15 TDA Report
  - c. Santa Cruz Metro
    - i. ParaCruz Report
    - ii. SCMTD Board Items

## REGULAR AGENDA

15. Receive Committee Recruitment Results and Make Recommendation – Karena Pushnik, Senior RTC Planner, discussed the recent recruitment outreach for members to serve on the E&D TAC. The goal is to have a full committee with social service providers and representatives from the community, and to fill all member positions. Cara Lamb a new member to the E&D TAC and Pam Arnsberger a new applicant introduced themselves and shared information about their interest in serving on the E&D TAC. The committee also considered Greta Kleiner's application (included in the packet). She was unable to attend the meeting.

The 4<sup>th</sup> and 5<sup>th</sup> districts are still without representation.

*Action: The motion (Berkowitz/Ance) -- to recommend that the Regional Transportation Commission approve applicant Pam Arnsberger as District 2 representative – carries.*

Ayes: Lisa Berkowitz, John Daugherty, Veronica Elsea, Clay Kempf, Cara Lamb, Kirk Ance  
Nays: None  
Abstain: None

*Action: The motion (Kempf/Gifford) -- to recommend that the Regional Transportation Commission approve applicant Greta Kleiner as Potential Transit User Disabled -- carries.*

Ayes: Lisa Berkowitz, John Daugherty, Veronica Elsea, Clay Kempf, Cara Lamb, Kirk Ance  
Nays: None  
Abstain: None

16. Receive Metro Update and Ad Hoc Committee Status – John Daugherty, Metro, discussed Metro’s premium fares for Paratransit services, and the Accessible Services Coordinator position for mobility training. At Metro’s board meeting on April 10 the board approved an increase to the Highway 17 Express fare and related passes for that service. The new fare takes effect on September 10 and will increase from \$5.00 with \$2.50 discounted fare, to \$7.00 with \$3.50 discounted fare.

On April 10 and finalized on May 22, the Metro board also approved an increase to the paratransit fee to re-align service with Metro fixed route service. The fare will be \$4.00 per ride with an additional \$2.00 for additional rides or transfers. A will call return trip will be \$8.00 per one-way trip and re-dispatching a paratransit vehicle will be \$16 per one-way trip. On May 22 Metro decided to continue to run paratransit in Lompico and South Felton for the summer which will be premium fare service. Cuts for the Accessible Service Coordinator position will be considered at a later date along with other possible cuts. Savings from reductions will be used to partially offset \$75,000 of Board approved system wide ADA bus stop and facilities assessment mandated by law. A public hearing is set for June 26 to hear comments on Metro’s FY2015/16 and 2016/17 operating budget, and the FY2015/16 capital budget.

Discussion by the committee included:

- Concerns about seniors and people with disabilities being unaware of changes, not having funds to pay for increased fares, and becoming stranded and vulnerable.
- The rationale of cuts to service for seniors and people with disabilities happening before other service cuts and until the entire system is examined holistically.
- The cost impact of increased fares for bus and ParaCruz services to low-income riders. Some suggested that Metro consider instituting a fare coupon book for low income riders channeled into non-peak periods and research options used in other areas.

*Action: The motion (Berkowitz/Kempf) – to recommend that E&D TAC send a letter to Metro Board requesting that the following be considered – passed with John Daugherty abstaining:*

*1. Develop a comprehensive education and outreach plan which informs ParaCruz users of the changes which take effect in September, 2015. Suggested avenues for reaching affected persons could include: in-person meetings; on-hold phone messages at ParaCruz; reminders and information provided by dispatchers at the time of booking rides; mailings; literature and notices placed in Paratransit vehicles; information on Metro's web site; public service announcements on local media; notice sent to long-term care facilities, senior facilities; any agencies which refer clients to Metro's services.*

*2. Develop an emergency funding plan to cover ParaCruz riders who may be caught unable to pay for a return trip at the premium fare rate. This could include a scholarship fund, grace periods or other ways of obtaining waivers.*

*3. Make the date that approved changes to ParaCruz service take effect after the education and emergency funding plans have been fully created and implemented. E&D TAC also requests copies of these plans when they are finalized.*

*4. Request that Metro not cut services to seniors and those with disabilities unless such cuts are done holistically as part of a restructuring of the entire system. This includes services to seniors and those with disabilities such as the availability of an accessible services coordinator.*

Ayes: Lisa Berkowitz, Veronica Elsea, Clay Kempf, Cara Lamb, Kirk Ance

Nays: None

Abstain: John Daugherty

17. Receive Passenger Rail Feasibility Study – Draft Report – Karena Pushnik, Senior RTC Planner, provided an overview of findings from the Passenger Rail Feasibility Study Draft Report. This high-level study focuses on public rail transit options within the most populated sections of the county and looks toward meeting the transportation needs of all ages and abilities into the future. 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 available at public libraries. Comments may be submitted online via survey, email or comment form available on the RTC website, <http://www.sccrtc.org/projects/rail/passenger-rail/>. Members and attendees are encouraged to assist with outreach and submit written comments by the July 31, 2015 deadline for consideration during development of the final report and recommendations.
18. Receive Pedestrian Safety Workgroup Update – Veronica Elsea – Pedestrian Safety Workgroup Chair – gave an update on the Pedestrian Safety Workgroup. She mentioned that the Committee met with both the Community Traffic Safety Coalition and the South County Bike Work Group, and received good feedback. She requested attendee's help to distribute the *What Pedestrians and Motorists Want Each Other to Know* brochure. Ms. Elsea mentioned that the work group has room for one more member and the next meeting for Pedestrian Safety Work Group is June 22 at 1:30 pm in the RTC Conference room.
19. Adjourn 3:37 pm

Respectfully submitted, Cathy Judd, RTC Staff



## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

June 18, 2015

Dean Bustichi, Chair Board of Directors  
Santa Cruz Metropolitan Transit District 110 Vernon St.  
Santa Cruz, CA 95060

### RE: Santa Cruz Metro Structural Deficit Comments

Dear Board of Directors and Chair Bustichi:

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) advises the Santa Cruz County Regional Transportation Commission (RTC), the Santa Cruz Metropolitan Transit District (Metro), and other service providers on transportation needs for people with disabilities, seniors and persons with limited means.

In a letter dated February 25, 2015 the E&D TAC expressed serious concerns regarding the proposed changes to Santa Cruz Metro's ParaCruz services as the first segment of the structural deficit reduction plan. At its meeting on June 9, 2015 the committee reviewed the fare and service changes approved by the Metro board at the April 10 and May 22 meetings.

The E&D TAC remains concerned about the significant impacts of these changes on the most vulnerable transit users, many of whom have no other way to buy groceries or get to medical appointments. Prior to implementing these service and fare changes in September, the committee is requesting that Santa Cruz Metro create policies to address the following items:

### Education and Outreach

The E&D TAC is requesting that Metro create a comprehensive education and outreach plan designed to clearly inform all impacted transit riders of the final changes in service alignment, service coverage, increase to base fares, as well as the newly created premium fares. Paratransit users should be informed of the date on which these changes take effect and provided with a contact for questions or concerns which may arise.

Avenues for outreach to impacted persons could include:

- in-person meetings;
- on-hold phone messages at ParaCruz;
- reminders and information provided by dispatchers at the time of booking rides;
- mailings;
- literature and notices placed in Paratransit vehicles;
- Announcements on Metro's web site;
- public service announcements on local media;
- notices sent to long-term care facilities, senior facilities and any agencies which refer clients to Metro's services.

### Emergency Assistance Fund

The E&D TAC is requesting that Metro develop a policy to cover emergency financial assistance for any ParaCruz rider who may be suddenly unable to cover the cost of a premium fare which is required in order to complete a trip. Especially when circumstances may be beyond the person's control, the E&D TAC does not want anyone to be stranded somewhere due to inability to pay the premium fare.



Concern was also expressed that passengers' financial hardships in situations requiring "will call" or redispaching of vehicles could place drivers in uncomfortable roles if there is no clear policy in place as guidance.

Assistance could include:

- An emergency scholarship fund
- Establishing a grace period
- Allowing medical waivers in addition to dialysis
- Allowing other waivers determined at the time of sign-up for ParaCruz service.

The E&D TAC also requests that Metro provide a report and explanation of these policies and procedures when they are created and circulated to those who are governed by them.

In view of the concerns expressed in its letter to the board on February 25 and recent votes taken by the board, the E&D TAC is once again asking the board to not cut transit services for persons with disabilities until holistic review is performed and a comprehensive plan developed that identifies and considers changes throughout the entire transit system. This should also include any other services which enable persons with disabilities to make full use of the Metro system, such as those provided by the Accessible Services Coordinator.

Thank you very much for your prompt attention to these matters. The E&D TAC looks forward to receiving a report from you and to continuing to work with you to ensure that public transit remains accessible to all members of our community.

Sincerely,

A handwritten signature in black ink, appearing to read "Veronica Elsea", written over a light blue rectangular background.

Veronica Elsea, Chair  
Elderly and Disabled Transportation Advisory Committee

cc Alex Clifford, CEO and General Manager

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## SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION

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

July 10, 2015

Caltrans District 5  
District Local Assistance Engineer Garin Schneider  
50 Higuera Street  
San Luis Obispo, California 93401

**RE: Support for City of Santa Cruz HSIP Application - Bay Street Sidewalk Completion Project**

Dear Mr. Schneider,

On behalf of the Santa Cruz County Regional Transportation Commission's Elderly & Disabled Transportation Advisory Committee (E&D TAC), I am writing to express support for the Highway Safety Improvement Program (HSIP) grant application from the City of Santa Cruz for the Bay Street Sidewalk Completion Project. Expansion, safety amenities and maintenance of the local sidewalk network is critically important to the E&D TAC and its subcommittee, the Pedestrian Safety Work Group.

The Bay Street Sidewalk Completion Project will complete the sidewalk network on the west side of Bay Street between Escalona Drive and King Street and straighten the curb line north of Kenneth, leading to a reduction of collisions. The Bay Street corridor has a history of collisions, and the new sidewalk and curb straightening proposed in this application will improve safety for all travel modes.

The Bay Street Corridor is both a primary arterial roadway and a Safe Route to School serving two elementary schools (Bay View & Westlake), one middle school (Mission Hill), and the University of California Santa Cruz (UCSC) campus, with high numbers of students walking and bicycling to school. Recent school-based planning efforts show 38% of Bay View, 25% of Westlake, and 45% of Mission Hill students use active transportation to school. As a primary arterial roadway, a high volume of car, bicycle, and pedestrian traffic funnels into the Bay Street Corridor throughout the day. The level and variety of travel warrants a sidewalk on both sides of the road and new safety measures to address conflicts between motorists, bicyclists, and pedestrians on Bay Street.

**Reducing traffic injuries and fatalities is a goal for the E&D TAC.** This project supports the committee's mission and will help achieve HSIP's primary purpose of achieving a significant reduction in fatalities and serious injuries on all public roads through implementation of infrastructure with nationally recognized crash reduction factors.

**The Elderly & Disabled Transportation Advisory Committee strongly supports funding for these two projects on Bay Street to improve safety and reduce fatalities and serious injuries in the City of Santa Cruz.**

Sincerely,

Veronica Elsea, Chair  
Elderly & Disabled Transportation Advisory Committee

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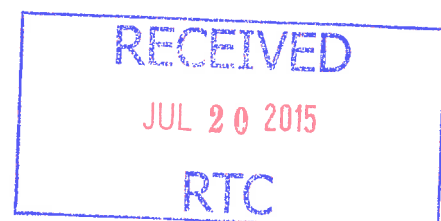
Elderly and Disabled Transportation  
Advisory Committee

I'm writing to tell you at  
this time I'm going to resign  
my seat on the commission.

I would ask that you put  
Brent Gifford to represent the  
1st district. That will open up  
the seat for an alternative.

Thank you so much  
for all of you & your dedication

Sincerely  
Patte Shwlin



Santa Cruz County Regional Transportation Commission's  
**ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE (E&D TAC)**  
**and SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)**

Membership Roster - August 2015

<b><u>Members</u></b>	<b><u>Representing</u></b>	<b><u>Alternate</u></b>
Clay Kempf (2015)	Social Service Provider - Seniors	Patty Talbot (2015)
Kari Bauman (application pending?)	Social Service Provider - Seniors (County)	vacant
Sally French (2015)	Social Service Provider - Disabled	Sheryl Hagemann (2017)
Michael Molesky (2017)	Social Service Provider - Disabled (County)	vacant
Debbie Brooks (2015)	Social Service Provider - Persons of Limited Means	Donna Patters (2018)
Lisa Berkowitz (2015)	CTSA (Community Bridges)	Bonnie McDonald (2017)
Kirk Ance (2017)	CTSA (Lift Line)	Laura Diaz (2018)
John Daugherty, vice chair (2015)	SCMTD (Metro)	April Warnock (2017)
Caroline Lamb (2018)	Potential Transit User (60+)	vacant
Greta Kleiner - pending (2018)	Potential Transit User (Disabled)	vacant

(Year in Parentheses) = Membership Expiration Date

Santa Cruz County Regional Transportation Commission's  
**ELDERLY & DISABLED TRANSPORTATION ADVISORY COMMITTEE (ED/TAC)**  
**and SOCIAL SERVICES TRANSPORTATION ADVISORY COUNCIL (SSTAC)**

Membership Roster –August 2015

<b><u>Members</u></b>	<b><u>Representing</u></b>	<b><u>Alternate</u></b>
<b><u>Supervisory District Representatives</u></b>		
Brent Gifford - pending (2017)	1st District (Leopold)	vacant
Pam Arrnsberger- pending (2018)	2nd District (Friend)	vacant
<b>Veronica Elsea, Chair</b> (2015)	3rd District (Coonerty)	Charlie Levine (2018)
vacant	4th District (Caput)	vacant
vacant	5th District (McPherson)	vacant

**Staff**

Grace Blakeslee, Transportation Planner, RTC 460-3219, [gblakeslee@sccrtc.org](mailto:gblakeslee@sccrtc.org)  
*(Karena Pushnik while G. Blakeslee is on maternity leave)*

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**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION  
TDA REVENUE REPORT  
FY 2014-2015**

<b>MONTH</b>	<b>FY13 - 14 ACTUAL REVENUE</b>	<b>FY14 - 15 ESTIMATE REVENUE</b>	<b>FY14 - 15 ACTUAL REVENUE</b>	<b>DIFFERENCE DIFFERENCE</b>	<b>DIFFERENCE AS % OF PROJECTION</b>	<b>CUMULATIVE % OF ACTUAL TO PROJECTION</b>
JULY	556,100	583,905	591,100	7,195	1.23%	101.23%
AUGUST	741,500	778,575	788,200	9,625	1.24%	101.23%
SEPTEMBER	818,354	859,272	791,871	-67,401	-7.84%	97.72%
OCTOBER	596,900	626,745	616,700	-10,045	-1.60%	97.87%
NOVEMBER	795,900	835,695	822,300	-13,395	-1.60%	97.99%
DECEMBER	732,985	769,634	719,449	-50,185	-6.52%	97.21%
JANUARY	557,700	595,461	601,300	5,839	0.98%	97.66%
FEBRUARY	728,800	793,948	801,800	7,852	0.99%	98.11%
MARCH	802,890	704,655	739,331	34,676	4.92%	98.84%
APRIL	504,100	530,042	524,400	-5,642	-1.06%	98.85%
MAY	672,100	706,686	699,200	-7,486	-1.06%	98.86%
JUNE	780,261	845,925	853,689	7,764	0.92%	99.06%
<b>TOTAL</b>	<b>8,287,590</b>	<b>8,630,543</b>	<b>8,549,340</b>	<b>-81,203</b>	<b>-0.94%</b>	<b>99%</b>

**Note:**

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

*CONTACTS: George Dondero, Executive Director  
Karena Pushnik, Senior Planner/Public Information Coordinator*

## **Santa Cruz County Regional Transportation Commission (RTC) June 4, 2015 Meeting Highlights**

### **Appreciation for completed murals on Santa Cruz Branch Rail Line**

The [Regional Transportation Commission](http://www.sccrtc.org) presented certificates of appreciation to Steven Allen, Allen Property Group and local mural artist Arturo Thomae for completion of a mural on the concrete wall of the railroad bridge over Soquel Drive in Aptos. The RTC also presented certificates of appreciation to the City of Capitola and local artists John Ton and Mya Negre for completion of a mural on the concrete wall of the railroad bridge over Wharf Road in Capitola. In addition, the RTC issued an appreciation award to Hal Turner, Turner Painting for volunteering his time and services to paint the railroad bridge over Soquel Drive and keep the railroad bridges in Aptos free from graffiti. The great work and generosity of these members of the community beautify Santa Cruz County, prevent graffiti and enhance the travel experience for residents and visitors.

### **Draft Passenger Rail Feasibility Study**

The [Regional Transportation Commission](http://www.sccrtc.org) received a presentation by consultants with the findings of the [Draft Passenger Rail Feasibility Study](#). The analysis was undertaken to get a better understanding of potential service scenarios including forecasted ridership, costs and train technologies. Ridership estimates range from 480,000 to 1,413,000 passengers per year (base year). The Draft Report also assesses funding options to construct and operate the service. Based on evaluation measures identified by the community, two of the seven scenarios analyzed are recommended for further analysis. The Draft Report is available on the RTC website ([www.sccrtc.org/rail](http://www.sccrtc.org/rail)) and the Santa Cruz, Aptos and Watsonville Libraries. Comments are due by July 31 to [info@sccrtc.org](mailto:info@sccrtc.org) and 1523 Pacific Avenue, Santa Cruz, CA 95060. A final report will be considered by the RTC in the fall.

### **Safe on 17 Program**

The [Regional Transportation Commission](http://www.sccrtc.org) received the Safe on 17 Safety Corridor Project – 2014 Annual Report. This report reviews the work done by the CHP, Caltrans, RTC and other stakeholders to continue to improve safety on Highway 17. Notable accomplishments from Safe on 17 include: a 30% decrease in fatal and injury collisions,

extra CHP enforcement and citations, coordination and cooperation by agencies across jurisdictional lines, public information, and Highway 17 safety improvements.

**Upcoming RTC and Committee Meetings:**

*Please check the RTC website [[www.sccrtc.org](http://www.sccrtc.org)] or call 831-460-3200 to confirm. Most agendas are posted to the website 4 business days before the meeting.*

**Bicycle Advisory Committee**

Monday, June 8, 2015, 6:00 pm  
RTC Offices, 1523 Pacific Avenue, Santa Cruz

**Elderly/Disabled Transportation Advisory Committee**

Tuesday, June 9, 2015, 1:30 pm  
RTC Offices, 1523 Pacific Ave., Santa Cruz

**Budget and Administration/Personnel Committee**

Thursday, June 11, 2015, 3:00 pm  
CAO Conference Room, 701 Ocean Street, 5<sup>th</sup> Floor, Santa Cruz

**Interagency Technical Advisory Committee**

Thursday, June 18, 2015 1:30 pm  
RTC Offices, 1523 Pacific Avenue, Santa Cruz

**Transportation Policy Workshop (TPW)**

Thursday, June 25, 2015, 9:00 am  
City of Santa Cruz Council Chambers, 809 Center St, Santa Cruz

**Commission Meeting**

Thursday, August 6, 2015, 9:00 am  
Scotts Valley City Council Chambers, 1 Civic Center Dr., Scotts Valley



# FL: Lack of Transportation Has Serious Consequences for Older Adults

*Jessica Inman On Jul 21, 2015*

*Source: Orlando Sentinel*

July 21--Ruth Combs stood on the sidewalk in front of her Orlando home in a pastel belted dress, stud earrings and rimless glasses, awaiting her ride on a recent afternoon. When the cherry-red Toyota Camry pulled up, she got in with ease.

"Since my husband has passed away, ITN has been like my soul mate again, you know?" said Combs, 80.

ITN Orlando is one of a handful of local groups that help shuttle the elderly to doctors appointments and errands. Central Florida offers few options for older Americans who are retiring their car keys. For seniors who can no longer drive, the lack of alternatives poses myriad health concerns, psychologists say.

"Next to losing their loved one, and for some, even above losing their loved one, losing their ability to drive is the most traumatic event in their life," said neuropsychologist and clinical psychologist Jodi De Luca of Boulder County, Colo. "Some have said, 'My life might as well be over. I can't go where I want to go, even for the smallest thing.'"

The resulting isolation can be associated with depression, anxiety and a lesser view of self, De Luca said.

"It is a monumental problem," said Randy Hunt, president and CEO of the Senior Resource Alliance, which connects older adults and their loved ones with resources specific to their needs and is located in Orlando. "We're so spread out. We're not like the New York subway or Chicago 'L.'"

ITN Orlando and Lynx are among the choices available to seniors. When calls come in to the alliance, Hunt asks for the caller's ZIP code. If it falls into the list of those served by ITN, from Altamonte Springs to Oviedo, he refers seniors there first.

Members who join ITN Orlando, a nonprofit organization with a mix of volunteer and paid drivers, create a profile with the company. Annual membership is \$60, with mileage rates lower than those of a taxi. They can then call for a ride in advance for anytime -- day or night -- and will be escorted to and from the vehicle.

Combs, whose husband died in 2013 after 60 years of marriage, said she feels safe with the drivers, who all undergo background checks. Hunt sends callers who fall out of ITN's area to Access Lynx, the para-transit alternative to Orlando's fixed-route bus system, which charges \$4 to \$7 per ride.

Tim May, manager at Access Lynx, said of the 2,300 passengers the bus system escorts door to door each day, about 25 percent are seniors. "Access Lynx is good, and there's not enough of them," Hunt said. "That's not their fault. There's not enough funding to help them." Other than relying on family members or neighbors, the remaining pickings are slim.

There are cab companies, but they can be pricey. Adult day-care centers might pick up a client but would likely charge, he said. And though SunRail is wheelchair-friendly, seniors may have to travel significantly farther on their own before arriving at their destination.

For ITN to continue to work, Hunt said, the organization will need to rely on more volunteers in the future. The organization transports an average of 150 individuals each month, for an average of 835 total rides per month, said Kimber Threet Saint-Preux, executive director for ITN Orlando.

"Not only do we have a difficult problem, but we have sparse resources to solve this problem," Hunt said. "Volunteers and additional public resources are a big part of the solution."

A solution will become increasingly important as baby boomers continue to age.

In 2014, transportation was a top concern for callers to Eldercare Locator, a nationwide senior-referral service. Of those who sought transportation resources, 64 percent had a pressing request for help, the data report says. Nearly 80 percent needed transportation help to reach doctor's appointments.

Hunt predicts that the lack of alternatives might mean older adults don't retire from driving even when necessary. It might also increase the number of people who turn to senior-living communities, he said. De Luca shares the sentiment.

"If you can't get food in you, and you can't get to the doctor and no one is available to look in on you, it gets to be pretty tough," Hunt said.

De Luca said it's important to make a plan with family members to set boundaries and expectations.

"When you're navigating life without transportation, this is your second job," De Luca said. "Look for ways to regain independence that are realistic and feasible."

De Luca said that defining happiness will look different as the older American adapts to a life that no longer means getting behind the wheel, but that it can still be achieved.

For Ruth Combs, who never had a drivers license of her own, ITN Orlando enabled her husband to quit driving with confidence. When he died, it became something more.

"As seniors we can go out to other organizations and volunteer because we have ITN to get us there, so we're not lost; we're there and kind of reborn with ITN because they're making it available for us to go, and that's what we really want to do," Combs said.

#### Sampling of rates

--Lynx: \$1 senior rate for standard bus routes.

--Access Lynx: \$4 standard; \$7 for premium trip, depending on proximity to standard routes.

--ITN Orlando: \$60 membership fee each year; \$4 plus \$1.50 per mile; CarTrade program allows older adults to exchange their cars for credit.

--Diamond Cab Taxi Co.: First mile is about \$4.20; each mile after that is \$2.40; \$27 for each hour the cab is left waiting.

# Sausalito's New Senior Ride Program Could Serve as Pioneer for Programs in Marin

*Mark Prado On Jun 22, 2015*

*Source: The Marin Independent Journal, Novato, Calif.*

The steep, winding hills of Sausalito are not easy for anyone to drive, and for seniors they can be downright frightening.

But a program started last month provides free, on-demand rides for senior residents in the community -- a program that could be replicated throughout Marin. The county has the oldest population in the Bay Area and will likely face transportation challenges in the years ahead, according to a recent report by the Association of Bay Area Governments.

"Senior transportation is a growing need in Marin," said Jon Gaffney, senior mobility analyst for Marin County Transit. "We are trying to get out in front of it by providing more choices to meet individual needs."

Marin Transit has established [www.marinaccess.org](http://www.marinaccess.org) as a clearinghouse for the services it helps provide, which are ever expanding. Whistlestop Wheels, based in San Rafael, serves many senior residents with special transportation needs through a contract with the county. With its fleet of 60 vehicles, Whistlestop provides more than 500 trips a day to those unable to use public transportation.

But in 2013, the county's civil grand jury was critical of transportation services for seniors. It cited a jumble of transit services that seniors were unaware of, or found hard to navigate.

More frequent service is needed for seniors living on hillsides far from bus stops, and for other seniors seeking to go to the mall, hospital or elsewhere, the panel said.

"Existing conventional transportation options for existing seniors are inadequate," the jury said, urging better bus stops and more convenient scheduling, along with an information campaign.

"There are more services than ever today," Gaffney said, but he acknowledged, "there will always be gaps."

The Association of Bay Area Governments' report, "State of the Region," synthesizes economic, demographic and land use data to assess how the region is changing and how planners are addressing issues across the Bay Area.

## Aging population

What stands out most for Marin is the age of its population: It has the oldest and most rapidly aging population in the Bay Area. Almost one in five of the county's residents is 65 or older.

The issue is top of mind in Sausalito, which has created a city-sponsored Age-Friendly Task Force. Tricia Smith, chairwoman of the group, said the city's population of those 60 and older increased by 72 percent between 2000 and 2010. She is also the program director for the fledgling Call A Ride For Sausalito Seniors -- or CARSS -- which began in early May. Marin Transit got the program up and running with a \$15,000 grant.

County officials believe it's the first on-demand service -- a ride can be requested the same day versus a day in advance -- in Marin.

A cadre of vetted volunteers provides rides from 10 a.m. to 2 p.m. Monday through Friday and delivers Sausalito seniors to banks, for groceries and, in Ann Buntter's case, yoga class.

"The convenience is just wonderful," Buntter said, as she rode in a car piloted by volunteer Mary Ann Griller. "I don't drive anymore because I got into an accident. You don't know what it is like not to be able to drive, you lose your independence, I had to sell my car. It broke my heart. It's hard to ask people for rides. This gives you independence."

The work is satisfying for Griller, a retiree: "I meet so many fun ladies, I take them right to their doors. It's gratifying for me."

Chris Ryan, a real estate agent, slips into driver mode between his work appointments.

"Sausalito is a beautiful place, but it is not a very easy place to age," Ryan said. "Older folks do not want to leave, but it can be hard to negotiate with all the steep hills. It's a nice service for them. You get to meet a lot interesting people too."

In its first six weeks, the system attracted 50 riders, with about five being added each week. The program has 21 drivers and more in training.

"I think there is a lot of potential there," Gaffney said of the Sausalito program. "We will monitor it."



**COMMUNITY BRIDGES**  
**PUENTES DE LA COMUNIDAD**

236 SANTA CRUZ AVE. P | 831.688.8840  
APTOS, CA 95003 F | 831.688.8302

July 16, 2015

Mr. Marc Pimentel  
Director of Finance  
City of Santa Cruz Finance Department  
809 Center St., Rm. 101  
Santa Cruz, CA 95060

RE: Third Quarter Report for 14/15  
(Contract between "City of Santa Cruz and Community Bridges/Consolidated  
Transportation Services Agency")

Dear Mr. Pimentel:

Enclosed please find the TDA Quarterly Report for the period beginning January 1, 2015 and  
ending March 30, 2015.

If you would like additional information or have any questions, please contact me at 831/688-  
8840, ext. 206, or email [susanm@cbridges.org](mailto:susanm@cbridges.org).

Sincerely,

Susan Marinschow  
Chief Administrative Officer

Encl.

cc: K. Ance, Division Director, CTSA: Lift Line  
C. Benson, Chief Financial Officer, Community Bridges  
G. Blakeslee, Transportation Planner, SCCRTC  
N. Duarte, Administrative Assistant III, City of Santa Cruz  
K. Pushnik, Senior Transportation Planner, SCCRTC

CC 20.23.26.32.38.31.39													CC 21					CC 29					CC 24.30					CC 31					CC 36					
#	Performance Measures to be Included in	Medical				Meals on Wheels				YTD % of Goals		Taxi Scrip				YTD % of Goals		Elderday				YTD % of Goals		ISSP				YTD % of Goals				Same Day				YTD % of 6 mo Goal	Qtr Total	YTD Total
		Medical				Meals on Wheels				YTD % of Goals		Taxi Scrip				YTD % of Goals		Elderday				YTD % of Goals		ISSP				YTD % of Goals				Same Day						
		Jan	Feb	Mar	Qtr	YTD	Jan	Feb	Mar	Qtr	YTD	Jan	Feb	Mar	Qtr	YTD	Jan	Feb	Mar	Qtr	YTD	Jan	Feb	Mar	Qtr	YTD	Jan	Feb	Mar	Qtr	YTD							
1	Unduplicated Passengers per Month	115	105	110	182	542	59	59	63	75	245	78	78	82	111	319	102	97	97	110	339	227	218	221	355	589	0	0	0	0	192	833	2,226					
2	Total Passenger Trips (Units of Service) per Month	727	682	680	2,089	5,472	1,122	1,002	1,196	3,320	11,976	256	173	183	612	2246	2,587	2,445	2,700	7,732	24,893	5,068	4,829	4,800	14,597	22,007	0	0	0	0	1,482	28,450	68,076					
3	Number of Incidents per Month	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	2	0	5	23		3	0	1	4	6	0	0	0	0	9	30					
4	Number of Accidents per Month	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	1	1	2	2	0	0	0	0	0	0	0	0	0	3	3						
5	Number of Mechanical Failures (including lift failure) per Month	0	0	0	0	1	0	0	0	0	0	N/A	N/A	N/A	0	0	1	0	1	2	9		0	0	0	0	0	0	0	0	2	10						
6	Number of No-Shows per Month	39	37	43	119	322	N/A	N/A	N/A	0	0	N/A	N/A	N/A	0	0	117	73	97	287	922	N/A	N/A	N/A	0	0	0	0	0	0	66	406	1,310					
7	Number of Turndowns or Referrals per Month	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
8	Total Donations per Month	\$14	\$39	\$169	\$222	\$1,010	N/A	N/A	N/A	\$0	0	N/A	N/A	N/A	\$0	0	N/A	N/A	N/A	\$0	0	N/A	N/A	N/A	\$0	0	N/A	N/A	N/A	\$0	\$ 222	\$1,010						
9	Operating Cost per Passenger Trip				38.50					\$8.62					\$8.78					\$11.95					\$2.15						\$0.00							
10	Operating Cost per Vehicle Service Hour				\$47.87					\$47.83										\$47.36					\$50.19						\$0.00							
11	Passengers per Vehicle Service Hour				1.19					5.55										3.99					23.31						0.00							
12	Passengers per Vehicle Service Mile				0.10					0.34										0.25					1.26						0.00							
13	Van Mileage per Program				19,694					9,594										30,301					11,631					0								

Footnotes:

- For the 3rd Qtr, we are doing very well by meeting or exceeding most of our projected units of service
- For Medical, we have picked up from our 2nd Qtr 2% shortfall and are now exceeding our goal by 3%.
- 5317 Funding for Same Day rides ended 12/31/14. Rides continue to a lesser extent using TDA Funding.
- Line 9 includes both taxi and Lift Line costs and units of service combined.
- Lines 10 through 13 reflect Lift Line data only and exclude taxi costs and units of service

	Santa Cruz	SLV/ SV	Watsonville	3rd Qrt Total <u>2014-2015</u>	3rd Qrt total <u>2013-14</u>
Volunteers	32	12	8	52	50
Unduplicated Clients	55	55	12	122	161
Total Rides	552	273	53	878	1264
				0	
Ride Requests unable to fill	33	16	12	61	4
				0	
Unfilled requests referred other agencies	0	11	0	11	1
				0	
Requests cancelled by client	54	17	0	71	46
				0	
<u>Trip destinations</u>				0	
Physician	180	118	19	317	383
Shopping & bank	153	46	7	206	244
Stroke Center				0	4
Hospitals and therapy				0	3
Convelescent homes				0	0
Doran Low Vision Center				0	0
Clinishare Dialysis				0	0
Other				0	36
Total	333	164	26	523	670

0

<u>Avg ride length (YTD)</u>	11.5
<u>Total Miles driven (YTD)</u>	97,500
<u>Total Reimbursement (YTD)</u>	\$858

# Memorandum

**To:** Santa Cruz County Regional Transportation Commission Elderly and Disabled  
Transportation Advisory Committee

**From:** Claire Fliesler, Transportation Planner I, City of Santa Cruz

**Date:** August 11, 2015

**Re:** **Active Transportation Plan Development**

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**BACKGROUND:** On April 14, 2015, the City Council approved development of an Active Transportation Plan (ATP) on the recommendation of the Transportation and Public Works Commission (TPWC). Previously, the City of Santa Cruz has had separate Bicycle and Pedestrian Plans, and there was a requirement of having an updated Bicycle Plan to obtain funding from certain sources. With recent changes in state legislation, there is no longer a requirement to have an updated Bicycle Plan and there is now guidance on the content of an Active Transportation Plan.

While an ATP is currently optional, the Active Transportation Plan elements align with the current funding program, include and expand on the requirements of the Bicycle Transportation Plan, and can serve as a tool to implement components of the City's General Plan and Climate Action Plan.

**DISCUSSION:** The City last updated the Bike Plan in 2008 and the Pedestrian Plan in 2003. While both of these documents serve as useful guides for planning and implementation of alternative transportation infrastructure and policy, they are in need of being updated. Neither of these plans are required to obtain funding. With the new Active Transportation Plan guidance issued by Caltrans, the City will be developing their first ever Active Transportation Plan. Caltrans ATP Guidelines are provided in **Attachment A**.

An Active Transportation Plan allows the planning process to consider the needs of non-motorized users at the same time and to identify a set of local improvements that will encourage more people to walk and bicycle. While the programmatic needs of cyclists and pedestrians can be different, many factors are the same, such as safety, connectivity, ease of use, and human scale wayfinding. The Active Transportation Plan will help to achieve stated General Plan and Climate Action Plan goals by prioritizing a list of projects and identifying funding to close gaps in the bicycle and pedestrian network and make Santa Cruz an easier place to move about using active modes.



The first round of public outreach is scheduled for August and September 2015. This outreach process will be combined with the outreach for the Corridor Plan Planning and Zoning Update to reach a wider audience and garner greater participation. A flyer advertising the workshops is provided in **Attachment B**. As part of the outreach plan, a stakeholder group of active transportation users and advocates will meet regularly to provide input on specific components of the plan.

Staff anticipates the following schedule to facilitate the Plan update:

March-May 2015: Data Collection and Review

May-June 2015: Existing Conditions Analysis

July-September 2015: Stakeholder and Community Engagement Round 1

November-February 2016: Stakeholder and Community Engagement Round 2

March 2016: Present findings and draft Plan to TPWC

May 2016: Present final Plan to TPWC

August 2016: Present final plan to City Council

#### ATTACHMENTS:

Attachment A: Active Transportation Plan Guidelines

Attachment B: Workshop Flyer

### **Active Transportation Plan Requirements**

An ATP plan prepared by a city or county may be integrated into the circulation element of its general plan or a separate plan which is compliant or will be brought into compliance with the Complete Streets Act, AB 1358 (Chapter 657, Statutes of 2008).

An active transportation plan must include, but not be limited to, the following components or explain why the component is not applicable:

- a) The estimated number of existing bicycle trips and pedestrian trips in the plan area, both in absolute numbers and as a percentage of all trips, and the estimated increase in the number of bicycle trips and pedestrian trips resulting from implementation of the plan.
- b) The number and location of collisions, serious injuries, and fatalities suffered by bicyclists and pedestrians in the plan area, both in absolute numbers and as a percentage of all collisions and injuries, and a goal for collision, serious injury, and fatality reduction after implementation of the plan.
- c) A map and description of existing and proposed land use and settlement patterns which must include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, major employment centers, and other destinations.
- d) A map and description of existing and proposed bicycle transportation facilities. Including a description of bicycle facilities that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of bicycling to school.
- e) A map and description of existing and proposed end-of-trip bicycle parking facilities.
- f) A description of existing and proposed policies related to bicycle parking in public locations, private parking garages and parking lots and in new commercial and residential developments.
- g) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These must include, but not be limited to, bicycle parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.
- h) A map and description of existing and proposed pedestrian facilities, including those at major transit hubs and those that serve public and private schools and, if appropriate, a description of how the five Es (Education, Encouragement, Enforcement, Engineering, and Evaluation) will be used to increase rates of walking to school. Major transit hubs must include, but are not limited to, rail and transit terminals, and ferry docks and landings.
- i) A description of proposed signage providing way-finding along bicycle and pedestrian networks to designated destinations.
- j) A description of the policies and procedures for maintaining existing and proposed bicycle and pedestrian facilities, including, but not limited to, the maintenance of smooth pavement, ADA level surfaces, freedom from encroaching vegetation, maintenance of traffic control devices including striping and other pavement markings, and lighting.
- k) A description of bicycle and pedestrian safety, education, and encouragement programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the law impacting bicycle and pedestrian safety, and the resulting effect on collisions involving bicyclists and pedestrians.

- l) A description of the extent of community involvement in development of the plan, including disadvantaged and underserved communities.
- m) A description of how the active transportation plan has been coordinated with neighboring jurisdictions, including school districts within the plan area, and is consistent with other local or regional transportation, air quality, or energy conservation
- n) A description of the projects and programs proposed in the plan and a listing of their prioritizations for implementation, including the methodology for project prioritization and a proposed timeline for implementation.
- o) A description of past expenditures for bicycle and pedestrian facilities and programs, and future financial needs for projects and programs that improve safety and convenience for bicyclists and pedestrians in the plan area. Include anticipated revenue sources and potential grant funding for bicycle and pedestrian uses.
- p) A description of steps necessary to implement the plan and the reporting process that will be used to keep the adopting agency and community informed of the progress being made in implementing the plan.
- q) A resolution showing adoption of the plan by the city, county or district. If the active transportation plan was prepared by a county transportation commission, regional transportation planning agency, MPO, school district or transit district, the plan should indicate the support via resolution of the city(s) or county(s) in which the proposed facilities would be located.

Source: Caltrans Local Assistance Program Guidelines: Chapter 22.

# What's your vision for the City's corridors and active transportation?



## Join us at a workshop to...

- Share your ideas for how to enhance the commercial, residential, and transportation experience of Mission, Ocean, Water, and Soquel
- Citywide bike and pedestrian planning

**August 22**

1 – 4 p.m.

Louden Nelson  
Community Center  
301 Center Street

**September 9**

5:30 – 7:30 p.m.

Bayview Elementary School  
1231 Bay Street

**September 15**

5:30 – 7:30 p.m.

Branciforte Small Schools  
840 N Branciforte Avenue

**September 22**

5:30 – 7:30 p.m.

Gault Elementary  
1320 Seabright Avenue



***DRAFT – For Discussion Purposes***

***Will likely be considered by the Metro Board on August 28, 2015***

# **METRO ParaCruz Customer Guide**

Santa Cruz Metropolitan Transit District's  
Americans with Disabilities Act  
(ADA) Complementary Paratransit Service

## Quick Start Guide

1. Call ParaCruz to reserve a ride one to three days in advance. Have your ride information ready.
2. Reservation lines are open daily from 8:00am to 5:00pm.  
**ParaCruz Reservations:**  
(831) 425-4664  
TTY 1-800-735-2929
3. Be ready to board the ParaCruz vehicle at any time during the **Ready Window**. The **Ready Window** begins ten minutes before your scheduled pick-up time, and ends twenty minutes after your scheduled pick-up time. A driver will wait up to five minutes for you to board the ParaCruz vehicle.
4. Pay for your ride before boarding the METRO ParaCruz vehicle. Remember to have exact fare, drivers do not make change.
5. Like METRO's fixed route bus service, ParaCruz is a shared-ride service. Expect stops along the way to pick up and drop off other clients before reaching your destination.
6. If your appointment is running late, call **ParaCruz** as soon as possible. If a ParaCruz vehicle has not yet been dispatched for your ride, the dispatcher will reschedule the pick up for a later time at no additional fare cost.

7. Cancel rides you will not be taking. Call **ParaCruz** at least one hour prior to your scheduled ride to avoid a “no-show.”

## **METRO ParaCruz Customer Guide**

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**METRO ParaCruz Contact Numbers**

**Hearing/Speech impaired: please connect through the California Relay Service by telephoning 711.**

METRO ParaCruz .....(831)**425-4664**

**METRO ParaCruz FAX.....(831)464-5400**

Paratransit Users Advocate

Central Coast Center for Independent Living.....(831)**462-8720**

METRO's Accessible Services Program

(Mobility Training).....(831)**423-3868**

METRO Ticket and Coupon Program Specialist

(Pre-paid ParaCruz coupons).....(831) **425-3822**

METRO Fixed Route Customer Service.....(831)**425-8600**



## Meeting Our Customers' Travel Needs

The Santa Cruz Metropolitan Transit District (METRO) provides mass public transit within Santa Cruz County. METRO operates a fleet of safe, clean, modern and accessible buses connecting people with educational, business, medical, shopping and social destinations. People with physical, cognitive and psychiatric disabilities that prevent them from using the fixed route bus system for some or all of their transportation needs may qualify for ADA complementary paratransit service (METRO ParaCruz).

### Fixed Route Bus Service

All METRO buses are accessible to better serve riders who use wheelchairs or scooters, or have difficulty getting up and down the bus steps. All major stops, intersections, and connecting points are announced to help riders recognize their bus stop or points of transfer. A limited number of seats near the front of the bus are designated as priority seating for seniors and people with disabilities. Every bus is equipped with specialized equipment to securely transport customers using wheeled mobility devices. Drivers are trained to assist with securing wheeled mobility devices.

For route and schedule information and any questions about using METRO's bus service, call METRO Customer Service at **425-8600** Monday through Friday from 7:00AM to 6:00PM.

### METRO's Accessible Services Program

Many customers find that our fixed route buses provide greater flexibility and independence while being less expensive than our paratransit service. Santa Cruz METRO's **Accessible Services Program** provides free individualized instruction to older adults and people with disabilities of all ages who want to learn how to:

- Ride the bus safely and confidently
- Use passenger lifts, ramps, kneeling bus steps, and other bus features
- Handle unique mobility situations
- Make connections between buses
- Obtain a **METRO Discount Photo ID Card**
- Purchase discount fare passes
- Read the **Headways Bus Rider's Guide**
- Plan your trip using METRO's website (<http://scmttd.com>)

For more information or to schedule training to use the bus, call the Accessible Services Coordinator at **423-3868**.

### **METRO ParaCruz Service**

METRO ParaCruz operates to insure that people who have a physical, cognitive, or psychiatric disability that **prevents** them from making some or all of their trips on fixed route buses have equivalent access to mass public transportation comparable to our fixed route service, as required by the Americans with Disability Act of 1990 (ADA).

METRO ParaCruz is a shared ride service provided with accessible minivans and small buses. METRO ParaCruz service operates in the same areas and during the same days and hours as the fixed route bus service. Rides must be reserved at least one day in advance of the intended trip.

### **Applying for METRO ParaCruz Service**

To apply, call METRO ParaCruz at 425-4664 and request an appointment for a transit evaluation with METRO's Eligibility Coordinator. Transit evaluations normally take about 30 minutes. If you need transportation to and from the evaluation, ParaCruz will provide a ride at no charge to you. The ride must start and end within our service area. The person who interviews you will discuss your travel abilities and needs, and answer questions you may have. METRO ParaCruz service is limited to people who have been certified as meeting the strict eligibility criteria described in the ADA. If, as a result of a disability, you can never use the fixed route bus service under any conditions, your status will be determined as **"unrestricted."**

If you can use fixed route buses for some trips, you may be determined eligible but **"restricted"** from those trips that you could make using the fixed route bus system.

If, due to unforeseeable circumstances you may need transportation before completing the eligibility process, you may be provided **"immediate need"** eligibility for up to fourteen days.

If you have a limited term condition that prevents you from using METRO's fixed route bus system, **"temporary"** eligibility is available.

For a Personal Care Attendant (PCA) to ride free with you, your need for a PCA must be determined necessary during your transit evaluation.

If your condition has changed since your eligibility certification and you now require an attendant, call the ParaCruz Eligibility Coordinator for more information.

Once approved to use ParaCruz, a letter and ID card will be sent to you. Your ParaCruz ID card may be used when riding on METRO's fixed route bus service. Like METRO's Senior and Disabled Discount Card, a ParaCruz ID card entitles you to a discounted fare on METRO's fixed route buses.

METRO ParaCruz eligibility is good for a maximum of three years. Prior to your expiration date, you will be asked to verify:

- If your condition still prevents you from using the fixed route bus
- your contact information
- your mobility device(s).

Customers who indicate that they have had a change in their mobility or mobility device may be asked to attend another transit evaluation.

If you wish to appeal your eligibility determination for any reason, you may initiate an appeal in writing (forms are included with eligibility denials) within 60 days of the determination. Address the appeal to:

**METRO ParaCruz Eligibility Department**  
**2880 Research Park Dr, Suite 160**  
**Soquel, CA 95073**

## **Visitors**

If you are eligible for ADA complementary paratransit services in another part of the country, you can use METRO ParaCruz for up to 21 days within a 365-day period. If you do not have this kind of eligibility because you live in an area without public transit service, you will be asked for documentation of your disability and verification of your place of residence.

Visitors seeking to ride more than 21 days within a 365-day period will need to participate in our evaluation process to continue to ride.

## **METRO ParaCruz Service Area and Service Hours**

METRO ParaCruz service mirrors the fixed route bus service. ParaCruz operates in the same geographical areas, on the same days, and at the same time of day as the fixed route bus service operates.

METRO ParaCruz rides **must** begin and end within our service area, which is  $\frac{3}{4}$  mile around a fixed route bus line (Commuter lines exempted)

See METRO's HEADWAYS for the most current information regarding when and where specific routes operate. <http://www.scmttd.com> .

During the summer months, METRO ParaCruz operates complementary paratransit service adjacent to fixed routes #33 and #34 on **weekdays** only, and only during the times the bus normally runs when school is in session.

You may be eligible for ParaCruz service if you live outside our service area, however, you will have to make other arrangements to travel into our service area to access ParaCruz.

**METRO ParaCruz does not operate on the following holidays:**

Memorial Day	Labor Day	Independence Day
Thanksgiving Day	Christmas Day	New Years Day

**Fares**

The one-way fare for METRO ParaCruz service is \$4.00 or \$6.00, depending on the origin and destination of your paratransit trip.

Fares are based on a 'full fare' concept, which means if a fixed route rider needed to take more than one bus to get from their origin to their destination, they would pay more than one full fare. (METRO does not provide transfers) For a paratransit trip of equal length, a second fare of \$2.00 would be paid. As such, your ride may cost up to \$6.00.

***A Reservationist will inform you of the fare for each ride you reserve at the time of the ride booking.*** Please see Premium Fares; **page 11**, for fare information regarding will call returns and re-dispatched vehicles.

**Premium Fares**

Will Call Returns - \$8.00 (See **page 11** for more information)

Re-dispatched Vehicle\* - \$16.00 (See **page XX** for more information)

\*ParaCruz will not re-dispatch a vehicle for a trip missed that originates at a client's residence.

**Fare must be paid each time, before you board the vehicle.** Customers who do not pay the fare may not be transported. Fares can be paid as:

- **Cash.** Exact fare only. **Drivers cannot make change.**
- **Pre-paid METRO ParaCruz Coupons.**
- **Combination of cash and coupons.**

Coupons are available in denominations of \$2.00 and \$4.00.

Coupons may be purchased at the METRO Center Information Booth, by mail, or from our website (mail order, credit cards only):<http://scmtd.com/fares/buy-passes-online>

**METRO ParaCruz Coupons**  
**METRO Center**  
**920 Pacific Avenue, Suite 21**  
**Santa Cruz, CA 95060**

## **Reserving Rides on METRO ParaCruz**

You can reserve a METRO ParaCruz ride one to three days in advance of your trip. Reservation telephones are open seven days a week from 8:00AM until 5:00PM (except holidays). Call ParaCruz at (831) 425-4664 or connect through the California Relay Service (711)

If you **must** call on a holiday to request a ride for the **next day**, you may leave a message with your ride request and the scheduler will call you back that evening between 5:00PM and 9:00PM to confirm your ride.

The reservationist will guide you through the reservation process. Please have the following information ready when you call to make a reservation:

1. Your first and last name.
  2. The date and day of the week you need to ride.
  3. The street address where you need to be picked up.
  4. The street address or a known landmark where you are going and the telephone number (if you have it) or your cell phone number. If you will be going to a large facility with several entrances), please specify the entrance where you would like to be dropped off or picked up at.
  5. The time you would like to arrive.
  6. The time you will be ready to be picked up for a return trip
- Additional information may be requested by the Reservationist.

## The “Ready Window”

The ‘**Ready Window**’ is a 30-minute period of time that begins ten (10) minutes before your scheduled pick up time, and ends twenty minutes after your scheduled pick up time. After you have requested your trip(s), the reservationist will read your request back to you and inform you of your ready window for each one-way trip. Keep in mind when scheduling a ride, that **like the bus, METRO ParaCruz is a *shared-ride service***. The driver may pick up and drop off other passengers while you are on board, which will take more time than a direct ride to your destination.,

***The ParaCruz vehicle may arrive any time within your Ready Window.***

## Will-Call Returns

**Please *schedule* your return trip times whenever possible.** If you are taking a trip for an appointment and you do not know when you will be ready for your return trip, you may request a Will-Call return. (for a different option see ‘If your appointment is running late’ **page XX**)

To activate your will call you will need to call METRO ParaCruz at 425-4664 when you are ready for your next ride. You may have to wait up to an hour or longer for the vehicle to arrive. Will-Call returns are only available until 7:00PM. All return trips after 7:00PM require a definite pickup time that coincides with the fixed route times serving the return address location. ***The fare for a will call return is \$8.00. A Reservationist will notify you of the fare when you call to reserve your ride.***

## Scheduling Multiple Trips

You may request up to three (3) round-trips per telephone call. If you have more than three trips you need to schedule, please call again later to schedule the additional trips.

## Subscription Service

If you need a ride to the ***same place***, at the ***same time***, at least once a week “Subscription Service” may be a good option for you. Your rides will be automatically placed on the schedule each week with the same ready window, pick up location, and destination location.

If you are receiving Subscription Service, it is important to ***let us know in advance if you don’t need a ride on a particular day***. Call ParaCruz to cancel unneeded rides. Subscription rides for days ParaCruz does not operate will automatically be cancelled. On all other days, if you don’t cancel you may be charged with a “no show”.

Excessive cancellations or changes to subscription rides may result in removal from the subscription list.

### **How to Change a Scheduled Ride**

If your plans change and you need to adjust your ride times, destinations, seating type or other aspects of your trip, call METRO ParaCruz **before** 5:00PM the day prior to your trip.

The reservationist will try to accommodate your needs. Changes to your original ride request may result in adjustment to your ready window and ride time, subject to schedule availability.

**If there are circumstances beyond your control, you may request METRO ParaCruz to change pick-up times or pick-up/drop-off locations or your seating type on the day of your ride upon request.**

### **If Your Appointment is Running Late**

ParaCruz encourages clients to reserve adequate time for their errands and appointments. However, If you are still running late and do not think that you will be ready when ParaCruz is scheduled to arrive for pick-up, call ParaCruz immediately. Every effort will be made to locate the driver who has been assigned your ride, and if the driver has not been dispatched for your ride yet, dispatch will re-direct the driver in order to accommodate a later return for you.

Because schedules are set the day before, there may be **a delay of an hour or more before another vehicle is available** to accommodate your trip. ParaCruz recommends calling at least 20 to 30 minutes before the beginning of your Ready Window. If you call before the ParaCruz vehicle has been dispatched for your original scheduled time, you will not be charged the premium fare for a re-dispatched vehicle (\$16.00) Rescheduling shall be made at the discretion of ParaCruz, within it's operating restrictions. .

### **To Check on Your Ride**

If a ParaCruz vehicle has not arrived by the end of your Ready Window, please call METRO ParaCruz and request an estimated arrival time. The dispatcher will contact the driver for you.

### **How to Cancel a Scheduled Ride**

Call METRO ParaCruz at 425-4664 between 5:00AM and 10:30PM.

**If you need to cancel a trip on the day of your ride, please call at least one hour before the beginning of your Ready Window.** It is important to notify METRO ParaCruz in time so that the driver does not make an unnecessary trip, and so you are not considered a no-show.

## **No-Shows**

No-shows occur when:

1. After scheduling a trip, you no longer need the ride and you fail to call and cancel at least one (1) hour before the start of your Ready Window
2. The ParaCruz vehicle arrives within the Ready Window, but the Operator cannot locate you at the requested pick-up location within five (5) minutes; or
3. The vehicle arrives within your Ready Window but you are not ready to go within five (5) minutes and you do not board the vehicle.

If you “No-Show” for the first leg of a trip, any subsequent leg or return trip will **not** be canceled automatically and may result in an **additional** “No-Show” assessment if not canceled.

ParaCruz service may be suspended for establishing a “pattern or practice” of missing scheduled trips which result in assessed “no-shows”. For additional information, go to <http://paracruz.com>

If a customer takes twenty-four (24) rides or more within a twelve (12) month period without being assessed a “No-Show”, he/she shall be allowed one round-trip ride free of charge.

## **Door-to-door service**

Door-to-door service means that the driver will escort you from the entrance of the building you are being picked up from to the entrance of your destination.

## **Door-to-Curb service- upon request**

Door-to-curb service means that the driver will escort you from the entrance of the building you are being picked up from, to the **curb** as close as possible to the designated entrance of your destination. Door-to-Curb service **must** be requested at the time you book your ride. If the driver has concerns about your ability to get to the door of your destination, the driver may elect to escort you.

## **What the Driver Will Do:**

- Arrive at your pick up location and wait for up to five minutes.



- Provide assistance from your front door to the vehicle. (If your pick up is from a skilled nursing or group facility, drivers will meet you in the main lobby.)
- Provide assistance into and out of the vehicle.
- Operate the wheelchair ramp or lift.
- Assist with all necessary securement systems
- Provide assistance with packages up to 30 pounds total. Driver must be able to load and unload them in one trip, without delaying the vehicle.
- Provide you with assistance to the street level entrance of your destination.

### **What the Driver Will Not Do:**

- Drivers are not permitted to escort you beyond the entrance to any building
- Drivers will not go beyond the lobby of a skilled nursing or group facility
- Drivers may not go into your purse or wallet to get your fare.
- Drivers do not provide assistance loading or unloading objects over 30 pounds.
- Drivers are not allowed to lift passengers under any circumstances.
- Drivers are not permitted to take wheelchairs (over 30 pounds) up stairs or excessively steep ramps or driveways.
- ***Drivers do not accept tips.***

### **Personal Care Attendants**

Some people need a Personal Care Attendant (PCA) to assist with personal care or tasks. Your PCA must get on and off the vehicle at the same place and time as you, and is not required to pay a fare. The driver does not provide assistance to the PCA beyond boarding and alighting from the vehicle. Some of the duties expected from a PCA are:

- Escort you to/from the door of your destination to/from the ParaCruz vehicle.
- Assist you in loading and unloading packages in excess of thirty (30) pounds without delaying the vehicle
- Assist you with portable life support equipment

## Guests

A guest is someone you want to bring along to share the trip, not someone you must bring to assist you with personal care or tasks. You must arrange for guests at the time you book your ride. Guests must pay a fare when accompanying you, and must get on and off the vehicle at the same place and time as you. You may bring one guest with you. However, any additional guests will be accommodated only if there is enough space on the vehicle.

## Children

When an eligible child is traveling with an adult (who is serving as a PCA), a fare must be paid for the child and the PCA rides free. All children less than 46 inches tall must be accompanied by an adult. If traveling with an eligible fare-paying adult, children under 46 inches tall ride for free. Not more than 3 children less than 46 inches may ride free with one fare paying adult.

The California Vehicle Code requires that children under eight (8) years of age (or under four feet 9 inches (57) inches tall) must travel in an **approved child car seat or booster seat**. METRO ParaCruz has a limited number of child car seats and booster seats available. Please let the reservationist know if you need one when booking your trip. If you choose to travel using your personal car seat, METRO ParaCruz will contact you to ensure it meets the Code standards. ***An adult accompanying a child on METRO ParaCruz is responsible for the child.*** Drivers can assist with securing child car or booster seats.

## Wheelchairs and Mobility Devices

METRO ParaCruz vehicles are designed to accommodate most wheelchairs and mobility aids. Wheelchairs and scooters will be secured upright in a non-reclining position, facing forward. Santa Cruz METRO allows for all mobility devices to access our vehicles regardless of weight or size, and will attempt to carry any wheelchair or mobility device that can physically and safely be accommodated on either our fixed route or paratransit equipment. As long as the device can maneuver the ramp or be picked up by the lift, and the customer can maneuver the device into the passenger area in a forward facing position for securement, boarding is permitted.

## Respirators and Portable Oxygen Equipment

Portable oxygen equipment and portable respirators are permitted on METRO ParaCruz. The driver will assist you in securing this equipment on the vehicle. Drivers are not permitted, to assist you in using this equipment.

## **Service Animals**

Service Animals are welcome on METRO ParaCruz vehicles. Service animals include any dog, or other animal individually trained to do work or perform tasks for the benefit of a qualified individual with a disability, including psychiatric, cognitive or mental disabilities. Service Animals must be under the full control of the owner at all times. Service Animals shall not occupy vehicles seats and must ride on the floor in either a sit or “down” position.

## **Pets and Companion Animals**

Pets and companion animals may ride on METRO ParaCruz if they are in a carrier specifically designed for that purpose and under the full control of their owner. Drivers are not permitted to carry carriers (including the animal) heavier than 30 pounds on or off of METRO ParaCruz vehicles.

## **Safety Belts and Securement Devices**

For your safety and security, the California Vehicle Code requires that all passengers use available restraint equipment and remain seated while riding on ParaCruz vehicles.

## **Packages and Personal Items**

You may bring packages or personal items with you on METRO ParaCruz. No item may be greater than five (5) feet in any dimension. Drivers will assist with packages and personal items weighing no more than 30 pounds, but they must maintain sight of their vehicle. You may bring packages in excess of this limit onboard the vehicle, but you and/or your PCA or guest must be able to load and unload them in one trip and without delaying the vehicle. You may bring packages on-board in personal two-wheeled, collapsible carts.

## **Lost and Found Items**

Lost and found items may be inquired for by calling METRO ParaCruz at 425-4664. Dispatch will update you on the status of your item.

## **Inclement Weather and Natural Disasters**

METRO reserves the right to suspend, modify or cancel service during times of hazardous weather conditions or natural disasters which may jeopardize the safety of our passengers and employees. If service is suspended METRO ParaCruz will make every effort to contact you to advise you of service suspension.

## **Rider Courtesy**

METRO has a list of common-sense rules to ensure the safety and comfort of all riders and drivers. We ask that you observe the following Rules of Conduct:

- Smoking is not permitted on, or within forty (40) feet of, the vehicles.
- Please travel fragrance free.
- No abusive, threatening, or obscene language or actions.
- No playing of radios, cassette tape players, mp3 players, or compact disc players (without earphones), or other noisy equipment while on-board.
- No operating or tampering with any vehicle equipment while on-board.

## **Suggestions, Comments, Compliments and Complaints**

Feedback about METRO ParaCruz service is encouraged. If you have a comment or complaint about a particular trip or reservation experience, please call and ask to file a Customer Service Report. Comments about service policies may be directed to the Paratransit Superintendent by phone (831.425.4664), email ([paracruz@scmtd.com](mailto:paracruz@scmtd.com)) , or in writing to:

**Paratransit Superintendant  
2880 Research Park Dr, Suite 160  
Soquel, CA 95073**

To allow us to follow-up on your comments or suggestions, please be specific and provide us with the following information:

- Your name, mailing address, and telephone number.
- The date, time, and location of the incident.
- An account of your concern

All Customer Service Reports will be investigated and you will be provided with the findings of your report within thirty (30) days.

## **Advisory Body and Public Participation**

The METRO Advisory Committee (MAC) is the officially recognized advisory body for METRO ParaCruz service. MAC meetings are held once a month and are open to the public. For more information, contact the Executive Assistant at (831) 426-6080.

## **Paratransit Users Advocate**

The Paratransit Users Advocate is available to assist customers with addressing METRO ParaCruz service issues.

If you require assistance, you may contact the Paratransit Users Advocate at:

**Central Coast Center for Independent Living (CCCIL)**

**1395 41<sup>st</sup> Avenue, Suite B**

**Capitola, CA 95010**

**Email: [CCCIL@cccil.org](mailto:CCCIL@cccil.org)**

**Website: *www.cccil.org***

**Phone: 831-462-8720**

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

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

**Project Information**

1. Project Title: **Scotts Valley Crosswalk Safety Improvement Project**
2. Implementing Agency: **City of Scotts Valley**
3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant: **Same**
4. TDA funding requested this claim: **\$30,000**
5. Fiscal Year (FY) for which funds are claimed: **FY 2015/2016**
6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims: ☒ **Article 8 Bicycle and/or Pedestrian Facility**
7. Contact Person/Project Manager: **Scott Hamby**  
Telephone Number: **831-438-5854** E-mail: **shamby@scottsvalley.org**  
  
Secondary Contact (in event primary not available): **Jo Fleming**  
Telephone Number: **831-706-7384** E-mail: **jo.fleming@envirocentives.com**
8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks): **Install rectangular rapid flashing beacon style crosswalks at three heavily traveled locations in Scotts Valley. Two of the locations are located at public school sites and the third connects the Scotts Valley Post office to the Kings Village Shopping Center. All of the locations have existing unprotected crosswalks.**
  1. **241 Kings Village Road (Post Office) – 8107 vehicles per day: This cross walk location connects the Post Office with Kings Village Shopping Center. This popular shopping center is home to Nob Hill Foods, the Scotts Valley Cinemas, Ace Hardware and many other stores and restaurants. Kings Village Road is heavily traveled as it is the location of the Metro Station, Library, Community Center, Senior Center, SV Parks and Recreation offices and the City’s very popular Sky Park. The new RRFB at this location would also include an audible message when activated. This long straight portion of the road is heavily used and lends itself to high traffic speeds.**
  2. **8 Bean Creek Road – 5,400 vehicles per day: This location connects the Scotts Valley Middle School to the west side of Bean Creek Road. With no other crosswalk in the area this is the only way for pedestrians to cross from the high density residential area on the west side of the Bean Creek Road to east side of the street where the school is located. This area sees heavy foot traffic from middle school students at before and afterschool times. Due to the proximity of residential homes**

the audible component is not recommended for this location.

3. **151 Vine Hill School Road – 1,458 vehicles per day:** Vine Hill School Road is the location of Vine Hill Elementary School and Siltanen Park. A parking lot located across the street on the south side of Vine Hill School Road is a pick up and drop off location for the elementary school and also the only parking for the Siltanen Park that is busy seven days and evenings a week. The park is home to a children's day care facility, Scotts Valley Girls Softball, Little League Baseball, youth and adult soccer leagues and adult softball leagues. This is an extremely heavily used crosswalk in a long straight portion of the road that lends itself to high traffic speeds if motorists are not made aware of foot traffic. Due to the proximity of residential homes the audible component is recommended for this location.

9. Number of people to be served/anticipated number of users of project/program:

1. **The exact number to be served by the Kings Village Road location is difficult to estimate; however, more than 8,000 vehicles per day travel this road. This is a heavily used crosswalk as there are 40 retail stores and businesses in the shopping center that is directly connected to the post office via this crosswalk.**
2. **589 students at the middle school plus nearby residents will be served by the Bean Creek location.**
3. **554 students plus parents will be served by Vine Hill School Road location in addition to 100 to 200 residents using the park each weekday afternoon and evening. On a typical Saturday or Sunday Siltanen Park will have 500-1,500 users.**

10. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):  
**See attachments 1, 2 & 3**

11. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed; project benefits; importance to the community):  
**All of the crosswalks proposed for Rectangular Rapid Flashing Beacons (RRFBs) are existing and unprotected. This project will greatly enhance the safety of all who utilize these crosswalks.**

12. Consistency and relationship with the 2014 Regional Transportation Plan (RTP) – please reference Project or Policy:  
**Policies (p. 4-3 of RTP): Improve multimodal access to and within key destinations; Close gaps in the bicycle, pedestrian, and vehicles; Safety: prioritize funding for safety projects and programs that will reduce fatal or injury collisions; Safety: Encourage projects that improve safety for youth.**  
**RTP Project #SV-P05 – Citywide Sidewalk Program**

13. Measures of performance, success or completion to be used to evaluate project/program:  
**Installations of RRFBs at unprotected crosswalks already have a proven track record. The following is one example taken from a September 2010 US Department of Transportation, Federal Highway Transportation Report on the effects of RRFBs:**

- **The installation of the two beacon system increased yielding compliance from 18 to 81%.**

- Yielding compliance increased from 81 to 88% following the installation of the four-beacon system at these sites.
- The percentage of drivers yielding at more than 100ft doubled over the baseline condition during the four-system treatment. Many of the drivers yielded at distances much greater than 100ft after the RRFB system was installed. This outcome reduced the chance that a pedestrian may have been struck by drivers due to the inability to see the pedestrian when a yielding vehicle blocked the view of the driver in the passing vehicle.
- The effects of the RRFB on driver yielding persisted for 2years, and there was no tendency for them to decrease in effectiveness.

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

**There will be no impact on other modes of travel.**

15. Project Cost/Budget, including other funding sources, and Schedule:

**Capital Projects – OR ATTACH PROJECT BUDGET**

**Project Start Date: November 2015**

	Planning	Environmental	Design/ Engineering	ROW	Construction	Other *	Contingency	Total
<b>SCHEDULE (Month/Yr) Completion Date __/__/__</b>	<b>Done</b>	<b>Exempt</b>	<b>N/A Purchased equipment City installation</b>	<b>N/A</b>	<b>November 30, 2015</b>			<b>November 30, 2015</b>
<b>Total Cost/Phase</b>					<b>\$30,000</b>			<b>\$30,000</b>
<b>\$TDA Requested (this claim)</b>					<b>\$25,000</b>			<b>\$25,000</b>
<b>Prior TDA:</b>					<b>\$0</b>			<b>\$0</b>
<b>Source 3: City Funds</b>					<b>\$5,000</b>			<b>\$5,000</b>
<b>Source 4:</b>								

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

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

**17. 100% after completion**

18. TDA Eligibility:

	<b>YES?/NO?</b>
<b>A.</b> Has the project/program been approved by the claimant's governing body? Attach resolution to claim. (If "NO," provide the approximate date approval is anticipated.)	<b>Yes</b>
<b>B.</b> Has this project previously received TDA funding?	<b>No</b>
<b>C.</b> For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency for the next 20 years?	<b>Yes</b>
<b>D.</b> Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled	<b>Est. August</b>



Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	<b>2015</b>
<b>E.</b> For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: <a href="http://www.dot.ca.gov">http://www.dot.ca.gov</a> ).	<b>N/A</b>

### **Documentation to Include with Your Claim:**

#### **All Claims**

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

#### **Article 8 Bicycle/Pedestrian Claims**

- ☐ Evidence of environmental review for capital projects

### ***Local Agency Certification:***

I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

Signature \_\_\_\_\_ Title: \_\_\_\_\_ Date: \_\_\_\_\_

*This TDA Claim Form has been prepared in accordance with the SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (<http://www.dot.ca.gov/hq/MassTrans/State-TDA.html>).*

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## **RESOLUTION NO. 1907**

### **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF SCOTTS VALLEY SUPPORTING THE USE OF TRANSPORTATION DEVELOPMENT ACT (TDA) FUNDING FOR THE CITY OF SCOTTS VALLEY CROSSWALK SAFETY IMPROVEMENT PROJECT**

WHEREAS, The Installation of Rectangular Rapid Flashing Beacons (RRFBs) at unprotected crosswalks have a proven track record; and

WHEREAS, Installations of RRFBs systems have shown to increase vehicle yielding compliance from 18 to 81%; and,

WHEREAS, The percentage of drivers yielding at more than 100ft doubled over the baseline condition, many drivers yield at distances much greater than 100ft after the RRFB system was installed; and,

WHEREAS, This outcome reduced the chance that a pedestrian may have been struck by drivers due to the inability to see the pedestrian when a yielding vehicle blocked the view of the driver in the passing vehicle; and,

WHEREAS, The effects of the RRFB on drivers have persisted for two years with no tendency for them to decrease in effectiveness; and,

WHEREAS, The City of Scotts Valley has identified three unprotected crosswalks with high traffic and heavy pedestrian use as ideal locations for RRFBs.

NOW, THEREFORE, BE IT RESOLVED, that at the following three unprotected crosswalk locations the City of Scotts Valley will install RRFBs to further increase pedestrian safety;

1. 241 Kings Village Road (Post Office) – 8107 vehicles per day: This cross walk location connects the Post Office with Kings Village Shopping Center.
2. 8 Bean Creek Road – 5,400 vehicles per day: This location connects the Scotts Valley Middle School to the west side of Bean Creek Road.
3. 151 Vine Hill School Road – 1,458 vehicles per day: This location connects Vine Hill Elementary School and Siltanen Park to the parking lot to the south side of Vine Hill School Road; and,

BE IT FURTHER RESOLVED, that for the protection of school children and all pedestrians using unprotected crosswalks, the City of Scotts Valley supports the use of TDA funds for the installation of RRFBs at the aforementioned locations and hereby urges the Santa Cruz Regional Transportation Commission to approve the City of Scotts Valley's TDA Local Transportation Funds Claim Request of \$25,000.

This resolution was adopted on the **5<sup>th</sup> day of August 2015**, at a duly held regular meeting of the City Council of the City of Scotts Valley, by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

Approved: \_\_\_\_\_  
Dene Bustichi, Mayor

Attest: \_\_\_\_\_  
Tracy Ferrara, City Clerk



MODEL

# R920<sup>SERIES</sup>

RECTANGULAR RAPID FLASHING BEACON

## Pedestrian-actuated warning system for uncontrolled marked crosswalks

RRFBs have been found to provide vehicle yielding rates between 72 and 96 percent for crosswalk applications, including 4 lane roadways with average daily traffic (ADT) exceeding 12,000\*.

### Superior Design and Technology

The R920 utilizes a self-contained solar engine integrating the energy management system with an on-board user interface, housed in a compact enclosure together with the batteries and solar panel. In low light conditions, the ambient auto-adjust option provides over-lighting protection and system efficiency, while still meeting MUTCD light intensity requirements.

### Easy Installation

With its highly efficient and compact design, installation is quick and uncomplicated, dramatically reducing installation costs. Retro-fitting can be done where existing sign bases are used to enhance existing marked crosswalks in minutes, and new installations can be completed without the cost of larger poles and bases.

### Advanced User-Interface

The R920 is the first RRFB with an on-board user interface and display for quick configuration and status monitoring. It allows for simple in-the-field set-up adjustment to flash duration, ambient settings, and night intensity. Settings are broadcasted automatically to all units in the system.

### Reliable

Designed with Carmanah's industry leading solar modeling tools to provide dependable year-after-year operation.

### Trusted

With thousands of installations in the field, Carmanah solar beacons and solar LED lights have become the benchmark in traffic applications and other transportation applications worldwide.

The R920 is the benchmark for Rectangular Rapid Flashing Beacons (RRFBs):

- Ultra-efficient optical and Energy Management System (EMS)
- Compact design to simplify installation
- Proven technology platform
- Exceeds FHWA standards



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\* U.S. Department of Transportation Federal Highways Administration, Publication No FHWA-HRT-10-043 - "Effects of Yellow Rectangular Rapid-Flashing Beacons on Yielding at Multilane Uncontrolled Crosswalks"

**TO:** Elderly & Disabled Transportation Advisory Committee  
**FROM:** Karena Pushnik, Senior Transportation Planner  
**RE:** Guide for Specialized Transportation - Update

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## **RECOMMENDATIONS**

Staff recommends that the Elderly & Disabled Transportation Advisory Committee:  
Review the current Guide for Specialized Transportation and recommend updates, as needed.

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## **BACKGROUND**

The Elderly & Disabled Transportation Advisory Committee (E&D TAC) produces a 'Guide to Specialized Transportation Services for Seniors and People with Disabilities.' The booklet contains information about eligibility, hours/schedule, securing service, trip priorities, wheelchair accommodation and languages spoken. The Guide is printed and posted on the Regional Transportation Commission's website:

<http://www.sccrtc.org/services/accessible-transportation/>

## **DISCUSSION**

Based on changes to the ParaCruz service, the RTC is updating the Guide for Specialized Transportation Services. Staff recommends that the E&D TAC review the Guide and provide amendments.

## **SUMMARY**

Staff recommends that the E&D TAC provide information about amendments needed to the Guide for Specialized for the next update.