



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

NOTE LOCATION:

AGENDA ~ 1:30pm- 3:30pm, Tuesday, October 13, 2015

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

1. **Call to Order**
2. **Introductions**
3. **Oral communications**
4. **Additions or deletions to the consent or regular agenda**

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 August 11, 2015 - pg 3**
6. **Receive Transportation Development Act Revenues Report - pg 6**
7. **Receive RTC Meeting Highlights – pg 7**
8. **8/19/15 Letter from E&D TAC to Metro regarding Revisions to ParaCruz Customer Guide – pg 10**
9. **CTC staff recommended Active Transportation Grant (subject to CTC Board approval on 10/27/15) – pg 12**
10. **Receive Information Items**
11. **Receive Agency TDA Reports**
12. **Receive Agency Updates** *(other than items on the regular agenda)* – **pg 14**
 - a. Volunteer Center
 - b. Community Bridges
 - c. Santa Cruz Metro – September 25, 2015 packet:
<http://scmtd.com/images/departments/board/current/092515AGENDAPost.pdf>

REGULAR AGENDA

13. **Caltrans Americans with Disabilities (ADA) Pedestrian Upgrades to local Highways** – Bertha Roman, Caltrans – pg 22
14. **Monterey Bay Sanctuary Scenic Trail Update (oral report)** – Cory Caletti, RTC
 - a. Project Webpage: www.sccrtc.org/trail
 - b. Project Factsheet: http://www.sccrtc.org/wp-content/uploads/2011/04/trail-fact-sheet_Aug_2015.pdf
15. **Class IV Bikeways** –Veronica Elsea, Caltrans Accessibility Committee – pg 24
16. **Pedestrian Safety Workgroup Update (oral report)** – Veronica Elsea, Chair
17. **Adjourn**

Next meeting: 1:30 pm, December 8, 2015 @ RTC Office, Santa Cruz

Future Topics: Highway 1 Environmental Impact Document (Dec), Final Passenger Rail Study (Dec), 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 / website: www.sccrtc.org*

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

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

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. 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

Draft Minutes

Tuesday, August 11, 2015

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

1. Call to Order – 1:35 pm
2. Introductions

Members Present:

Kirk Ance, CTSA, Community Bridges,
Lift Line
Pam Arnsberger, 2nd District
Lisa Berkowitz, CTSA
John Daugherty, Metro Transit
Veronica Elsea, 3rd District
Sally French, Social Services Provider-
Disabled
Brent Gifford, 1st District
Clay Kempf, Social Service Provider for
Seniors
Cara Lamb, Potential Transit User

Alternates Present:

April Warnock, Metro ParaCruz

Excused Absences:

Debbi Brooks, Social Service
Provider – Persons of Limited Means

Unexcused Absences:

Michael Molesky, Social Service
Provider Disabled

Others Present:

Claire Fliesler, City of Santa Cruz
Scott Hamby, City of Scotts Valley
Leslyn Syren, Metro

RTC Staff Present:

Cathy Judd
Rachel Moriconi

3. Oral Communications
 - Pam Arnsberger will email a summary document to Karena Pushnik to add to the October E&D TAC meeting agenda regarding paratransit use around the country.
 - Claire Fliesler thanked committee members for support letter for Bay Street Sidewalk Completion Grant application.
4. Additions or deletions to consent and regular agenda

CONSENT AGENDA

Action: The motion (Berkowitz/Ance) carries -- to approve the consent agenda.

Ayes: Kirk Ance, Lisa Berkowitz, Veronica Elsea, Sally French, Brent Gifford, Clay Kempf, Cara Lamb

Nays: None

Abstain: None

5. Approved minutes from June 9, 2015 meeting

6. Received 6/18/15 letter from E&D TAC to Santa Cruz Metropolitan Transit District regarding Structural Deficit
7. Received letter from E&D TAC to City of Santa Cruz supporting Bay Street Sidewalk Completion Grant application
8. Recommended that RTC approve changes for First District Representative (Patti Shevlin to Brent Gifford)
9. Received Transportation Development Act Revenues Report
10. Received RTC meeting highlights
11. Received Information Item
 - a. Article: Role of Transportation for Older Adults
 - b. Article: Volunteer Senior Ride
12. Received Agency TDA Reports
 - a. Volunteer Center – 3rd Quarter FY 14/15
 - b. Community Bridges – 3rd Quarter FY 14/15
13. Received Agency Updates
 - a. Volunteer Center
 - b. Community Bridges
 - c. Santa Cruz Metro – June 26, 2015 packet

REGULAR AGENDA

14. Active Transportation Plan – Claire Fliesler, City of Santa Cruz, provided background on the Active Transportation Plan (ATP) for the City of Santa. The Active Transportation Plan is optional; however, 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. Public outreach is scheduled for August and September 2015. A stakeholder group of active transportation users and advocates will meet regularly to provide input on specific components.

Ms. Fliesler asked members to share information about the Active Transportation Plan providing a short statement and/or forwarding the link to the City's webpage; www.cityofsantacruz.com/activetransportation for the plan, where comments may be submitted.

15. Revisions to ParaCruz Customer Guide – April Warnock, METRO, discussed the Draft METRO ParaCruz Customer Guide approved by the METRO board that includes changes for efficiencies and alignment to METRO fixed route service.
Discussion included:
 - Opposition to wording in the Draft METRO ParaCruz Customer Guide that refers to door-to-curb service as it raises concerns about the safety of individuals with cognitive impairments. Members would like to make sure that door-to-door service be maintained and stated in the Draft METRO ParaCruz Customer Guide
 - Include a sentence for clarity to the 'Will-Call Returns' information to let riders know that re-dispatching rides will cost \$16.00
 - Include in the Draft METRO ParaCruz Customer Guide that the E&D TAC be included as an Advisory body to METRO
 - Add information that guest fares will cost the same as the fee for the rider
 - Concerns about no-shows and/or re-dispatching a ride and the ability of the rider to pay the fee without prior information regarding the fee

Action: The motion (Kempf/Arnsberger) carries -- for the E&D TAC to write a letter in opposition of door-to-curb service in the Draft METRO ParaCruz Customer Guide and request that METRO ParaCruz maintain door-to-door service.

Ayes: Lisa Berkowitz, Veronica Elsea, Sally French, Brent Gifford, Clay Kempf, Cara Lamb
Nays: None
Abstain: Kirk Ance, April Warnock

Action: The motion (Berkowitz/Lamb) carries -- to approve the Draft METRO ParaCruz Customer Guide as presented with recommended changes to include:

- *Fare information in the 'Quick Guide' for re-dispatching rides*
- *Adding the E&D TAC as an advisory committee to METRO ParaCruz*
- *Fee information for guest fares*

Ayes: Lisa Berkowitz, Veronica Elsea, Sally French, Brent Gifford, Clay Kempf, Cara Lamb
Nays: None
Abstain: April Warnock

16. Scotts Valley Transportation Development Act Claim – Scott Hamby, City of Scotts Valley Public Works discussed the Transportation Development Act (TDA) Claim for the City of Scotts Valley to install rectangular rapid flashing beacon style crosswalks at three heavily traveled unprotected locations in Scotts Valley:
- 241 Kings Village Road
 - 8 Bean Creek Road
 - 151 Vine Hill School Road

Members discussed that a speech message alone is unsafe for unsighted pedestrians and not sufficient for ambient sounds near the crosswalks.

Action: The motion (Gifford/Ance) carries -- for the E&D TAC to approve the TDA claim for the City of Scott Valley contingent upon adding recommended modifications for audible accessible pedestrian component beacons at all three locations.

Ayes: Lisa Berkowitz, John Daugherty, Veronica Elsea, Sally French, Brent Gifford, Clay Kempf, Cara Lamb
Nays: None
Abstain: None

17. Update Guide for Specialized Transportation – Rachel Moriconi, RTC Senior Planner, discussed the update for the 'Guide to Specialized Transportation Services for Seniors and People with Disabilities'. RTC staff is working on updates and requested update information to complete this project and requested that information be submitted within a week. Members requested that the font size be increased for ease of use.
18. Pedestrian Safety Workgroup Update – Veronica Elsea, Pedestrian Safety Workgroup Chair mentioned that the group is continuing distribution of the brochure 'What Pedestrian and Motorists Want Each Other to Know'. The group is in the early stages working on a draft brochure for 'What Pedestrians and Bicyclists Want Each Other to Know'. Ms. Elsea mentioned that there is still a vacancy on the workgroup. The next meeting of the Pedestrian Safety Workgroup is on September 8 at 10:00 am in the RTC conference room.
19. Adjourned at 3:48 pm

Respectfully submitted, Cathy Judd, RTC Staff

**SANTA CRUZ COUNTY REGIONAL TRANSPORTATION COMMISSION
TDA REVENUE REPORT
FY 2015-2016**

| MONTH | FY14 - 15 ACTUAL REVENUE | FY15 - 16 ESTIMATE REVENUE | FY15 - 16 ACTUAL REVENUE | DIFFERENCE AS % OF DIFFERENCE PROJECTION | DIFFERENCE AS % OF PROJECTION | CUMULATIVE % OF ACTUAL TO PROJECTION |
|--------------|---|---|---|---|--|---|
| JULY | 591,100 | 602,922 | 601,300 | -1,622 | -0.27% | 99.73% |
| AUGUST | 788,200 | 803,964 | 801,800 | -2,164 | -0.27% | 99.73% |
| SEPTEMBER | 791,871 | 807,709 | 872,384 | 64,675 | 8.01% | 102.75% |
| OCTOBER | 616,700 | 629,034 | 0 | | | |
| NOVEMBER | 822,300 | 838,746 | 0 | | | |
| DECEMBER | 719,449 | 733,838 | 0 | | | |
| JANUARY | 601,300 | 580,629 | 0 | | | |
| FEBRUARY | 801,800 | 758,764 | 0 | | | |
| MARCH | 739,331 | 835,900 | 0 | | | |
| APRIL | 524,400 | 524,826 | 0 | | | |
| MAY | 699,200 | 699,732 | 0 | | | |
| JUNE | 853,689 | 812,340 | 0 | | | |
| TOTAL | 8,549,340 | 8,628,404 | 2,275,484 | 60,889 | 0.71% | 26% |

Note:

I:\FISCAL\TDA\MonthlyReceipts\[FY15 - 16.xlsx]FY2016



Santa Cruz County Regional Transportation Commission
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Santa Cruz County Regional Transportation Commission (RTC)

September and October 2015 Meeting Highlights

September 3, 2015

Washington Report from Congressman Farr

[Congressman Sam Farr](#) provided a report on federal legislative issues, expressing frustration that a long-term transportation act has not yet been approved in the House. With insufficient federal gas tax revenue, due to the tax not having been increased since 1994 and losing value due to inflation and more fuel efficient vehicles, funding for transportation projects is sparse and projects will need to be “shovel ready” when funding becomes available. The RTC delivered an excellence award from the American Planning Association Award to the Congressman in recognition of the Monterey Bay Sanctuary Scenic Trail Master Plan. Congressman Farr has long championed the trail project for which he has helped secure millions of dollars. He emphasized the importance of the project for providing access to the coastline for transportation and recreation.

Monterey County Rail Project Update

The [Regional Transportation Commission](#) received an update from the [Transportation Agency for Monterey County \(TAMC\)](#) on the [Rail Extension to Monterey County](#) and Coast Daylight projects. TAMC is working on extending the Capitol Corridor train, which currently operates between Sacramento and San Jose south to Salinas, providing an alternative to US 101. The first phase is called the “Salinas Rail Extension Kick-Start project”, with an estimated cost of \$70 million. The Coast Daylight project is a planned extension of the Pacific Surfliner trains, from downtown San Francisco to downtown Los Angeles (or San Diego). Both rail services would include a Pajaro/Watsonville station, which could also be used for future passenger service on the Santa Cruz Branch Line.

Public Input on the Draft Passenger Rail Study

The [Regional Transportation Commission](#) received a summary of [public comments](#) on the Passenger Rail Feasibility Study – Draft Report. The study identifies sample rail transit options on the Santa Cruz Branch Rail Line between Santa Cruz and Watsonville/Pajaro including cost, ridership, and funding information. Extensive public outreach activities were conducted by the RTC to encourage community engagement and discussion about rail transit including public and stakeholder meetings, a survey, social and other media, presentations to community groups and attendance at local events. The public comment period extended from May 21 to July 31, 2015. Over 2,600 online survey responses and over 430 comments as letters, emails and comment forms were received. Comments ranged from strong support, to voicing concerns and suggestions, to opposition of any activity on the rail line. A summary of topics raised and amendments for the final report was also provided to the RTC Board. The final report is planned to be available later this year.

Highway 1 Project – Status Report

The [Regional Transportation Commission](#) received information on the environmental document for the [Highway 1 Corridor Investment Program](#) (previously referenced as the Hwy 1 HOV Lane Project). The environmental document is now tiered to include a program-level assessment of the corridor between Santa Cruz and Aptos (Tier 1) and a detailed project-level assessment of the 41st Avenue/Soquel Auxiliary Lanes Project including a bicycle/pedestrian bridge at Chanticleer (Tier 2). The environmental document is currently being reviewed by the Federal Highway Administration (FHWA) for compliance with the National Environmental Protection Act (NEPA), following review by Caltrans for compliance with the California Environmental Quality Act (CEQA). The public release of this document is anticipated in late October for public review.

State Transportation Improvement Program (STIP) Update

The [Regional Transportation Commission](#) received information that due to changes in state law and a drop in the excise tax on gasoline, no new [State Transportation Improvement Program \(STIP\)](#) funding will be available for programming to new projects this year and the California Transportation Commission (CTC) is asking regions to delay some projects. Typically \$3-5 million a year in STIP funding is available for a wide range of projects in Santa Cruz County. Unless new state legislation is approved that includes new funding, the Commission will evaluate projects that are currently programmed later this year.

October 1, 2015

North Coast Rail Trail Project – Funding Update

The [Regional Transportation Commission](#) was informed that the Land Trust of Santa Cruz County Board of Trustees agreed to provide an additional \$300,000 needed to complete the funding match for a \$6.3M grant from the Federal Lands Access Program for a 5-mile Monterey Bay Sanctuary Scenic Trail project. The RTC previously agreed to provide the match for the rail trail project and the Land Trust's contribution relieves the RTC from that commitment. The RTC expressed gratitude to the Land Trust for their partnership and directed RTC staff to send an official correspondence to that effect.

Highway 1 Tier 1 & 2 Draft EIR/EA

The [Regional Transportation Commission](#) was informed that draft environmental documents for the Highway 1 corridor improvement projects remain on schedule with the Federal Highway Administration currently completing their final review of the documents. The anticipated public release of the environmental documents is set for the end of October. As requested by the RTC at the September meeting, Caltrans has agreed to extend the comment period to 75 days, making comments due in mid January 2016. An Open House/Public Meeting on the environmental documents is scheduled for December 3rd from 6:00 – 8:30 pm at the multi-purpose room of Live Oak Elementary School. An overview of the draft environmental documents will be provided at the November 5th RTC meeting.

Rail Motorcar Excursion on the Santa Cruz Branch Line

The [Regional Transportation Commission](#) received information on a rail motorcar excursion from Watsonville to Bonny Doon Beach. The operators and their passengers of the 30 individual motorcars anticipated to participate adhere to strict safety procedures and will add to Santa Cruz County's visitor economy. The RTC approved the rail motorcar excursion on the Santa Cruz Branch Rail Line for October 10, 2015 organized by the North American Railcar Operators Association (NARCOA) and authorized the Executive Director to approve licenses for future rail motorcar excursions, up to twice per year.

2040 Regional Transportation Plan and Environmental Impact Report

The [Regional Transportation Commission](#) received information on the Regional Transportation Plan (RTP) update that is being developed to identify the transportation needs of the county through 2040. With the significant re-visioning of the [2014 RTP](#) to address transportation sustainability, the 2040 RTP will be a minor update and is scheduled for adoption in June 2018. The Regional Transportation Commission authorized staff to coordinate with and enter into agreements with the Association of Monterey Bay Governments (AMBAG), Transportation Agency for Monterey (TAMC), and San Benito Council of Governments (SbCOG); and for the RTC to contribute \$60,000 for the Environmental Impact Report for the 2040 Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) and RTPs.



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

August 19, 2015

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

RE: Revisions to ParaCruz Customer guide

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.

At its meeting on August 11, 2015 the E&D TAC reviewed the draft version of the revised ParaCruz customer guide. The purpose of this letter is to request that Santa Cruz Metro continue its "door-to-door" service and not introduce a "door-to-curb" option, even if requested by customers. The Elderly and Disabled Transportation Advisory Committee (E&D TAC) has strong concerns for the safety of people with cognitive impairments, which are hard to assess and can change quickly.

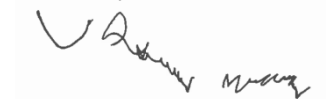
For instance, customers with early or undiagnosed dementia, could appear fully coherent in conversation, yet may easily become disoriented or lost when trying to find their way from the paratransit vehicle to their destination. Several committee members recounted past incidents where people did become lost, explaining the heart break of participating in the search party or bringing bad news to family members. Other committee members who regularly evaluate those facing the early stages of dementia in their professional capacities explained how difficult it is to make such a diagnosis and how rapidly a person's condition and capability can change. While Metro drivers and staff get to know regular customers and serve them well, they are not trained to diagnose dementia or recognize changes in its status. Members expressed concern that this policy could place undue burden and/or liability on well-meaning Metro drivers and intake staff.

It was suggested that by allowing "door-to-curb" service, the minimum ADA requirement, ParaCruz service would be more efficient because a driver would not be required to take the extra 5 minutes to escort each passenger to the destination building. In its discussion the committee noted Metro's past history of providing great customer service, going above and beyond the minimal amount of assistance and interaction required. It was also noted that under the current policy, many drivers would wait by the vehicle and watch to insure that passengers safely reached their destination. Such a response does allow passengers to independently go into a building while providing the opportunity for a driver to intervene if a passenger should become disoriented or lost.

Improvement in efficiency is not worth the potential risk to passenger safety, or grief experienced by families and Metro staff or potential liability resulting from any passenger failing to safely reach his or her destination.

The Elderly & Disabled Transportation Advisory Committee urges Metro to continue to provide "door to door" service for all ParaCruz customers, keeping everyone safe, and leaving rules and guidelines clear and easy to follow by Metro drivers and staff.

Sincerely,

A handwritten signature in black ink, appearing to read 'Veronica Elsea', is written over a light gray rectangular background.

Veronica Elsea, Chair
Elderly and Disabled Transportation Advisory Committee

Cc: Alex Clifford, CEO and General Manager

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2015 Active Transportation Program

Attached are the Staff Recommendations for the Statewide and Small Urban & Rural Components of the 2015 Active Transportation Program (ATP). Please be advised that these are the staff recommendations only. The program of projects will not be final until the Commission adopts the program at the October 21-22 Commission meeting.

The ATP consists of three components; the statewide component (50% of the funds), the small urban & rural component (10% of the funds), and the large Metropolitan Planning Organization (MPO) component (40% of the funds). Projects located within the boundaries of one of the 9 large MPOs that were not selected in the statewide component will be considered for funding through the MPO component.

For the 2015 ATP Cycle, 617 applications were submitted, requesting over \$1 billion in funds. Questions one through seven of each application were reviewed by a team of volunteer evaluators and given a consensus score. Questions 8 and 9 were reviewed by Caltrans. For question 8 (Conservation Corps), 5 points were deducted if the applicant chose not to contact the Corps to determine if they could perform some of the work. For question 9, Caltrans reviewed agency past performance and project deliverability and did not recommend point deductions. Instead, Caltrans will work closely with all agencies to ensure project deliverability. In addition, Caltrans reviewed each application to identify potentially ineligible project components. Caltrans may contact successful applicants regarding project eligibility.

The project recommendation scoring cut-off was 88 points for the statewide component and 78 points for the small urban & rural component. There is not sufficient funding remaining for all twelve projects in the statewide component that scored an 88 and all three projects in the small urban & rural component that scored a 78. Therefore, Commission staff used a secondary ranking system to choose which projects to recommend. This secondary ranking consisted of first prioritizing infrastructure projects and then prioritizing projects that scored the highest on Question 1 of the application – Potential for Increased Walking and Biking.

Statewide Component

- 86 projects, totaling \$179.7 million (includes Technical Assistance Resource Center)
- 88% of funds directly benefit disadvantaged communities
- 43 projects are safe routes to school
- State-only funds are indicated per applicant request, but no final decision has yet been made

Small Urban and Rural Component

- 27 projects, totaling \$35.5 million
- 74% of funds directly benefit disadvantaged communities
- 15 projects are safe routes to school
- State-only funds are indicated per applicant request, but no final decision has yet been made

2015 Active Transportation Program - Small Urban and Rural Component
Staff Recommendation
(\$1000's)

| Co | Applicant | Project Title | State Only | Total Project Cost | Total Fund Request | 16-17 | 17-18 | 18-19 | RW | CON | PAED | PSE | DAC | Plan | SRTS | SRTS-NI | OTH-NI | REC TR | Eval Team Score | Q8 Deduction | Adjusted Score |
|--------------|------------------------------------|--|------------|--------------------|--------------------|--------|--------|-------|-----|--------|-------|-------|--------|------|--------|---------|--------|--------|-----------------|--------------|----------------|
| AMA | Plymouth | Main Street /Shenandoah Routes to School Project | SOF | 1,099 | 1,081 | 311 | 770 | - | 145 | 770 | 10 | 156 | 1,081 | - | - | - | - | - | 80.00 | - | 80.00 |
| BUT | Biggs | SRTS-B Street and 2nd Street Sidewalk Improvement Project | SOF | 819 | 809 | 120 | 689 | - | - | 689 | 30 | 90 | 809 | - | 809 | - | - | - | 82.00 | - | 82.00 |
| BUT | Chico | State Route 99 Bikeway Phase 4 Improvements | | 1,781 | 800 | - | 800 | - | - | 800 | - | - | 320 | - | 800 | - | - | - | 81.00 | - | 81.00 |
| BUT | Paradise | Ponderosa Elementary SRTS Project | SOF | 1,736 | 1,504 | 221 | 80 | 1,203 | 80 | 1,203 | 66 | 155 | 1,504 | - | 1,504 | - | - | - | 79.00 | - | 79.00 |
| BUT | Paradise | Downtown Paradise Equal Mobility Project | SOF | 553 | 539 | 48 | 49 | 442 | 49 | 442 | 24 | 24 | 539 | - | - | - | - | - | 79.00 | - | 79.00 |
| COL | Colusa County | Colusa County Safe Routes to School Plan | | 200 | 200 | 200 | - | - | - | 200 | - | - | 200 | 200 | 200 | - | - | - | 81.00 | - | 81.00 |
| HUM | Arcata | Arcata SRTS Improvements 2015 | | 606 | 526 | 64 | 462 | - | - | 484 | 22 | 20 | 263 | - | 526 | 42 | - | - | 84.00 | - | 84.00 |
| HUM | Humboldt County Public Works | Manila Moves Campaign and Shared use Path | | 1,718 | 1,718 | 350 | 1,368 | - | 50 | 1,368 | 140 | 160 | 1,718 | - | - | - | 10 | - | 81.00 | - | 81.00 |
| INY | Bishop | Spruce Yaney Hanby Sidewalks | SOF | 1,158 | 1,158 | 129 | 86 | 943 | - | 943 | 129 | 86 | 1,158 | - | - | - | - | - | 85.00 | - | 85.00 |
| LAK | Lake County | Middletown Multi-Use Path | SOF | 1,430 | 1,430 | 46 | 152 | 1,232 | 15 | 1,232 | 46 | 137 | 1,430 | - | - | - | - | 1,430 | 83.00 | - | 83.00 |
| LAK | Lake County | Upper Lake Pedestrian Improvements | SOF | 481 | 481 | 65 | 416 | - | 8 | 416 | 18 | 39 | 481 | - | 481 | - | - | - | 80.00 | - | 80.00 |
| MAD | Madera | Fresno River Trail Safe Routes Project | | 937 | 379 | 379 | - | - | - | 379 | - | - | 379 | - | 379 | - | - | 379 | 81.00 | - | 81.00 |
| MER | Merced County Public Works | Walnut Avenue Complete Street Upgrade, Segment 2 | | 1,845 | 1,845 | 330 | 1,515 | - | - | 1,515 | 165 | 165 | 1,845 | - | 1,845 | - | - | - | 87.50 | - | 87.50 |
| MER | Merced County Public Works | Lobo Avenue Complete Street Project | | 983 | 973 | 100 | 158 | 715 | 100 | 715 | 100 | 58 | 973 | - | 973 | - | - | - | 82.00 | - | 82.00 |
| MNO | Town of Mammoth Lakes | Mammoth Creek Gap Closure Project | | 926 | 847 | 300 | 547 | - | 250 | 547 | - | 50 | 847 | - | 847 | - | - | 847 | 80.00 | - | 80.00 |
| MON | Monterey | Active Transportation/Demand Management Program | | 495 | 495 | 495 | - | - | - | 495 | - | - | 495 | - | - | - | 495 | - | 85.00 | - | 85.00 |
| MON | Salinas | Bardin Road SRTS to School Improvements | | 4,430 | 4,430 | 786 | 30 | 3,614 | 30 | 3,614 | 120 | 666 | 4,430 | - | 4,430 | - | - | - | 81.00 | - | 81.00 |
| NEV | Town of Truckee | Glenshire Drive Pedestrian and Bicycle improvements Project | SOF | 1,131 | 905 | 905 | - | - | - | 905 | - | - | - | - | - | - | - | - | 82.00 | - | 82.00 |
| PLA | Tahoe Transportation District | Route 89 Fanny Bridge Community Revitalization - Active Transp. Improvements | | 7,720 | 4,900 | 4,900 | - | - | - | 4,900 | - | - | - | - | - | - | - | 3,000 | 78.00 | - | 78.00 |
| SB | City of Santa Barbara Public Works | SRTS Carpinteria at Voluntario Pedestrian Improvements Project | SOF | 645 | 632 | 50 | 65 | 517 | 5 | 517 | 50 | 60 | 632 | - | 632 | - | - | - | 83.00 | - | 83.00 |
| SCR | Santa Cruz | Citywide Safe Routes to School Crossing Improvement Program | | 1,404 | 1,404 | 91 | 1,313 | - | 1 | 1,313 | 10 | 80 | 842 | - | 1,404 | 225 | - | - | 87.00 | - | 87.00 |
| SCR | Santa Cruz County RTC | Countywide Bicycle Route Signage Project | SOF | 370 | 320 | 320 | - | - | - | 275 | 3 | 42 | 64 | - | - | - | 20 | - | 84.50 | - | 84.50 |
| SCR | Santa Cruz | Branciforte Creek Bicycle/Pedestrian Bridge | | 2,600 | 1,800 | 1,800 | - | - | - | 1,800 | - | - | - | - | - | - | - | - | 81.00 | - | 81.00 |
| SHA | Redding | Diestelhorst to Downtown Non-Motorized Improvement Project | | 2,638 | 2,138 | 504 | 1,634 | - | 40 | 1,634 | 148 | 316 | 2,638 | - | - | - | - | 2,638 | 81.50 | - | 81.50 |
| SHA | Shasta County | Old Oregon Trail Shasta College Active Transportation Project | | 716 | 572 | 37 | 84 | 451 | 5 | 451 | 37 | 79 | 572 | - | - | - | - | - | 80.00 | - | 80.00 |
| SHA | Redding | Quartz Hill Road Active Transportation Project | | 3,528 | 3,177 | 3,177 | - | - | - | 3,177 | - | - | 3,177 | - | 3,177 | - | - | - | 80.00 | - | 80.00 |
| SHA | Shasta County | Junction School SRTS | | 578 | 462 | 20 | 65 | 377 | 5 | 377 | 20 | 60 | - | - | 462 | - | - | - | 79.00 | - | 79.00 |
| Total | | | | 42,527 | 35,525 | 15,748 | 10,283 | 9,494 | 783 | 31,161 | 1,138 | 2,443 | 26,397 | 200 | 18,469 | 267 | 525 | 8,294 | | | |

SOF: State-Only Funding

RW: Right-of-Way Phase

CON: Construction Phase

PAED: Project Approval/Environmental Document Phase

PSE: Plans, Specifications & Estimate Phase

DAC: Benefit to Disadvantaged Communities

Plan: Active Transportation Plan

SRTS: Safe Routes to School

NI: Non-Infrastructure

Q8: Use of California Conservation Corps

REC TR: Recreational Trails Eligible



DATE: September 25, 2015

TO: Board of Directors

FROM: April Warnock, Paratransit Superintendent

**SUBJECT: ACCEPT AND FILE THE METRO PARACRUZ OPERATIONS STATUS REPORT
FOR MAY, JUNE AND JULY 2015**

I. RECOMMENDED ACTION

That the Board of Directors accept and file the Metro ParaCruz Operations Status Report for May, June and July 2015

II. SUMMARY

- Summary review of monthly operational statistics for ParaCruz.
- Summary of monthly operational information about ParaCruz.

III. DISCUSSION/BACKGROUND

Comparing April 2015 statistics to May 2015, ParaCruz rides increased by 88 rides.

Comparing May 2015 statistics to June 2015, ParaCruz rides decreased by 874 rides.

Comparing June 2015 statistics to July 2015, ParaCruz rides decreased by 73 rides.

Comparing the monthly statistics of 2014 to the monthly statistics of 2015, for the month of May the number of ParaCruz rides decreased by 405. For the month of June, ParaCruz rides decreased by 402. For the month of July, ParaCruz rides decreased by 508. These decreases follow the general trend line for the two previous years.

For the past six weeks, ParaCruz has worked diligently to provide information about the September 10, 2015, changes the Board approved on April 10, 2015. ParaCruz has distributed brochures, mass mailed an informational letter, and spoken with clients whenever they called to book a ride or ask questions. ParaCruz staff has provided individualized information for clients regarding the costs and availability of their specific rides after the changes would be implemented. All media has been distributed in Spanish and English.

ParaCruz Operators have distributed the revised Customer Guides to clients on the vehicles, and staff has visited over 20 different facilities, senior centers, dialysis centers, and schools, distributing the Customer Guide at each.

Translation of the Guide into Spanish is in progress, and should be finished before too long, and then we will be mailing Customer Guides out to those clients who haven't received one from an Operator already.

Santa Cruz Metropolitan Transit District (METRO) ParaCruz is the federally mandated ADA complementary paratransit program of the METRO, providing shared ride, door-to-door demand-response transportation to customers certified as having disabilities that prevent them from independently using the fixed route bus.

IV. FINANCIAL CONSIDERATIONS/IMPACT

There are no financial considerations for this report

V. ALTERNATIVES CONSIDERED

Not applicable

VI. ATTACHMENTS

- Attachment A:** ParaCruz On-time Performance Chart for May, June & July 2015
- Attachment B:** Comparative Operating Statistics Tables for May, June & July 2015
- Attachment C:** Number of Rides Comparison Chart and Data Table
- Attachment D:** Shared vs. Total Rides Chart and Data Tables
- Attachment E:** Mileage Comparison Chart and Mileage Data Tables
- Attachment F:** Monthly Assessments

Prepared By: April Warnock, Paratransit Superintendent

Attachment A

Board Meeting September 25, 2015

ParaCruz On-time Performance Report

| | May 2014 | May 2015 |
|--|-----------------|-----------------|
| Total pick ups | 8915 | 8210 |
| Percent in “ready window” | 93.31% | 90.05% |
| 1 to 5 minutes late | 2.66% | 3.95% |
| 6 to 10 minutes late | 1.79% | 2.68% |
| 11 to 15 minutes late | .89% | 1.46% |
| 16 to 20 minutes late | .61% | .89% |
| 21 to 25 minutes late | .22% | .40% |
| 26 to 30 minutes late | .25% | .28% |
| 31 to 35 minutes late | .15% | .15% |
| 36 to 40 minutes late | .07% | .12% |
| 41 or more minutes late (excessively late/missed trips) | .06% | .02% |
| Total beyond “ready window” | 6.69% | 9.95% |

During the month of May 2015, ParaCruz received seven (7) Customer Service Reports. Three (3) reports were compliments. Four (4) of the reports were not verifiable or valid.

| | June 2014 | June 2015 |
|--|------------------|------------------|
| Total pick ups | 8038 | 7636 |
| Percent in “ready window” | 92.61% | 90.78% |
| 1 to 5 minutes late | 2.96% | 3.70% |
| 6 to 10 minutes late | 1.82% | 2.33% |
| 11 to 15 minutes late | .89% | 1.01% |
| 16 to 20 minutes late | .56% | .69% |
| 21 to 25 minutes late | .18% | .29% |
| 26 to 30 minutes late | .12% | .21% |
| 31 to 35 minutes late | .10% | .19% |
| 36 to 40 minutes late | .02% | .11% |
| 41 or more minutes late (excessively late/missed trips) | .01% | .04% |
| Total beyond “ready window” | 7.39% | 9.22% |

During the month of June 2015, ParaCruz received six (6) Customer Service Reports. Four (4) reports were valid. Two (2) of the reports were not verifiable or valid.

Attachment A

Board Meeting September 25, 2015

| | July 2014 | July 2015 |
|--|-----------|-----------|
| Total pick ups | 8071 | 7563 |
| Percent in “ready window” | 90.61% | 88.88% |
| 1 to 5 minutes late | 3.89% | 4.40% |
| 6 to 10 minutes late | 2.48% | 2.79% |
| 11 to 15 minutes late | 1.25% | 1.66% |
| 16 to 20 minutes late | .85% | .93% |
| 21 to 25 minutes late | .40% | .58% |
| 26 to 30 minutes late | .26% | .33% |
| 31 to 35 minutes late | .17% | .16% |
| 36 to 40 minutes late | .06% | .10% |
| 41 or more minutes late (excessively late/missed trips) | .02% | .04% |
| Total beyond “ready window” | 9.39% | 11.12% |

During the month of July 2015, ParaCruz received seven (7) Customer Service Reports. One (1) report was valid. Two (2) of the reports were compliments. Four (4) of the reports were not verifiable or valid.

ParaCruz’ on-time performance was lower than usual in July, it was 88.88%. This is attributed to being down Operators, and the high level of traffic congestion that occurred.

In March of 2014, METRO ParaCruz received an upgrade to their scheduling software, Trapeze. The upgrade was needed to prepare Trapeze for the addition of Mobile Data Computers (MDC’s) to the system, those installations happened in mid-May. July 2014 was the first full month of real-time data entered by Operators into the MDC’s. Recognizing that data was manually entered previously, from handwritten manifests, by Operators and Reservationists, it is not surprising that there is a shift in the data being gathered and compiled. The ‘on-time’ statistics reflected utilizing the ‘real-time’ equipment reflects a lower level of ‘on time’ performance than previously realized, as shown in the chart above.

This more accurate data is providing staff the opportunity to focus on the late pick-ups and to work incrementally towards achieving a target of 95% in “ready window” with an initial goal of achieving 92% by the end of FY15.

Attachment B

Board Meeting September 25, 2015

Comparative Operating Statistics through May 2015.

| | May 2014 | May 2015 | Fiscal 13-14 | Fiscal 14-15 | Performance Averages | Performance Goals |
|---|---------------------|---------------------|-------------------------|-------------------------|---------------------------------|----------------------------------|
| Requested | 9490 | 9059 | 94,943 | 97,753 | 8847 | |
| Performed | 8915 | 8210 | 88,810 | 90,460 | 8209 | |
| Cancelers | 19.92% | 19.44% | 19.69% | 20.62% | 20.46% | |
| No Shows | 3.15% | 3.47% | 2.97% | 3.00% | 3.04% | Less than 3% |
| Total miles | 64,339 | 63,353 | 634,848 | 665,306 | 60,215 | |
| Av trip miles | 4.92 | 5.67 | 4.78 | 5.40 | 5.12 | |
| Within ready window | 93.31% | 90.05% | 95.07% | 90.72% | 90.84% | 92.00% or better |
| Excessively late/missed trips | 5 | 2 | 32 | 44 | 3.92 | Zero (0) |
| Call center volume | 5615 | 5779 | N/A | 68,528 | 6264 | |
| Hold times less than 2 minutes | 97.1% | 94.0% | N/A | 95.4% | 95.58% | Greater than 90% |
| Distinct riders | 852 | 820 | 1845 | 1894 | 824 | |
| Most frequent rider | 61 rides | 61 rides | 474 rides | 502 rides | 59 rides | |
| Shared rides | 65.5% | 66.2% | 64.5% | 65.2% | 65.09% | Greater than 60% |
| Passengers per rev hour | 2.01 | 1.98 | 1.98 | 2.00 | 2.00 | Greater than 1.6 passengers/hour |
| Rides by supplemental providers | 5.52% | 7.97% | 9.48% | 7.49% | 6.58% | No more than 25% |
| Vendor cost per ride | \$24.07 | \$23.76 | \$24.02 | \$24.25 | \$24.48 | |
| ParaCruz driver cost per ride (estimated) | \$30.71 | \$27.61 | \$30.69 | \$30.67 | \$29.60 | |
| Rides < 10 miles | 62.19% | 67.81% | 63.21% | 64.07% | 64.26% | |
| Rides > 10 miles | 37.81% | 32.19% | 36.79% | 35.93% | 35.75% | |
| Denied Rides | 0 | 0 | 0 | 0 | 0 | Zero |

ParaCruz Operations Status Report

8-05B.1

Attachment B

Board Meeting September 25, 2015

Comparative Operating Statistics through June 2015.

| | June 2014 | June 2015 | Fiscal 13-14 | Fiscal 14-15 | Performance Averages | Performance Goals |
|---|----------------------|----------------------|-------------------------|-------------------------|---------------------------------|----------------------------------|
| Requested | 8414 | 8267 | 103,357 | 106,020 | 8835 | |
| Performed | 8038 | 7636 | 96,848 | 98,096 | 8175 | |
| Cancel | 19.13% | 17.96% | 19.65% | 20.42% | 20.37% | |
| No Shows | 3.39% | 3.53% | 3.00% | 3.04% | 3.05% | Less than 3% |
| Total miles | 59,974 | 60,397 | 694,821 | 725,703 | 60,250 | |
| Av trip miles | 5.31 | 5.86 | 4.83 | 5.43 | 5.16 | |
| Within ready window | 92.61% | 90.78% | 95.26% | 90.73% | 90.68% | 92.00% or better |
| Excessively late/missed trips | 3 | 3 | 27 | 47 | 3.92 | Zero (0) |
| Call center volume | 5541 | 5566 | N/A | 70,742 | 6266 | |
| Hold times less than 2 minutes | 96.8 | 96.8% | N/A | 95.5% | 95.58% | Greater than 90% |
| Distinct riders | 818 | 804 | 1780 | 1972 | 824 | |
| Most frequent rider | 55 rides | 56 rides | 440 rides | 531 rides | 59 rides | |
| Shared rides | 63.5% | 63.3% | 64.4% | 65.1% | 65.08% | Greater than 60% |
| Passengers per rev hour | 1.97 | 1.93 | 1.98 | 2.00 | 2.00 | Greater than 1.6 passengers/hour |
| Rides by supplemental providers | 2.45% | 4.77% | 8.90% | 7.25% | 6.77% | No more than 25% |
| Vendor cost per ride | \$23.85 | \$26.31 | \$24.02 | \$24.35 | \$24.44 | |
| ParaCruz driver cost per ride (estimated) | \$30.47 | N/A | \$30.48 | N/A | N/A | |
| Rides < 10 miles | 62.42% | 66.88% | 63.14% | 64.29% | 64.63% | |
| Rides > 10 miles | 37.58% | 33.12% | 36.86% | 35.71% | 35.37% | |
| Denied Rides | 0 | 0 | 0 | 0 | 0 | Zero |

Attachment B

Board Meeting September 25, 2015

Comparative Operating Statistics through July 2015.

| | July 2014 | July 2015 | Fiscal 14-15 | Fiscal 15-16 | Performance Averages | Performance Goals |
|---|----------------------|----------------------|-------------------------|-------------------------|---------------------------------|----------------------------------|
| Requested | 8323 | 8302 | 8323 | 8302 | 8833 | |
| Performed | 8071 | 7563 | 8071 | 7563 | 8133 | |
| Cancel | 19.04% | 19.67% | 19.04% | 19.67% | 20.42% | |
| No Shows | 3.11% | 3.25% | 3.11% | 3.25% | 3.06% | Less than 3% |
| Total miles | 58,954 | 62,287 | 58,954 | 62,287 | 60,528 | |
| Av trip miles | 5.28 | 6.04 | 5.28 | 6.04 | 5.23 | |
| Within ready window | 90.61% | 88.88% | 90.61% | 88.88% | 90.54% | 92.00% or better |
| Excessively late/missed trips | 2 | 5 | 2 | 5 | 4.17 | Zero (0) |
| Call center volume | 6049 | 6231 | 6049 | 6231 | 6282 | |
| Hold times less than 2 minutes | 96.9% | 92.0% | 96.9% | 92.0% | 95.17% | Greater than 90% |
| Distinct riders | 795 | 807 | 795 | 807 | 825 | |
| Most frequent rider | 58 rides | 58 rides | 58 rides | 58 rides | 59 rides | |
| Shared rides | 63.2% | 63.7% | 63.2% | 63.7% | 65.12% | Greater than 60% |
| Passengers per rev hour | 1.96 | 1.90 | 1.96 | 1.90 | 2.00 | Greater than 1.6 passengers/hour |
| Rides by supplemental providers | 5.81% | 4.84% | 5.81% | 4.84% | 6.69% | No more than 25% |
| Vendor cost per ride | \$22.99 | \$22.00 | \$22.99 | \$22.00 | \$24.36 | |
| ParaCruz driver cost per ride (estimated) | \$32.35 | N/A | \$32.35 | N/A | N/A | |
| Rides < 10 miles | 67.03% | 67.30% | 67.03% | 67.30% | 64.65% | |
| Rides > 10 miles | 32.97% | 32.70% | 32.97% | 32.70% | 35.35% | |
| Denied Rides | 0 | 0 | 0 | 0 | 0 | Zero |

ParaCruz Operations Status Report

8-05B.3

Attachment F

Board Meeting September 25, 2015

Monthly Assessments

| | UNRESTRICTED | RESTRICTED CONDITIONAL | RESTRICTED TRIP BY TRIP | TEMPORARY | DENIED | TOTAL |
|----------------|--------------|---------------------------|----------------------------|-----------|--------|-------|
| MAY 2014 | 27 | 2 | 2 | 1 | 1 | 33 |
| JUNE 2014 | 45 | 1 | 3 | 5 | 1 | 55 |
| JULY 2014 | 32 | 3 | 3 | 2 | 1 | 41 |
| AUGUST 2014 | 52 | 6 | 4 | 0 | 0 | 62 |
| SEPTEMBER 2014 | 62 | 0 | 9 | 3 | 0 | 74 |
| OCTOBER 2014 | 51 | 5 | 7 | 7 | 0 | 70 |
| NOVEMBER 2014 | 34 | 0 | 2 | 4 | 1 | 41 |
| DECEMBER 2014 | 89 | 3 | 2 | 2 | 0 | 96 |
| JANUARY 2015 | 28 | 1 | 3 | 11 | 1 | 44 |
| FEBRUARY 2015 | 34 | 0 | 2 | 5 | 0 | 41 |
| MARCH 2015 | 35 | 0 | 3 | 1 | 0 | 39 |
| APRIL 2015 | 52 | 1 | 0 | 0 | 0 | 53 |
| MAY 2015 | 39 | 0 | 0 | 2 | 0 | 41 |
| JUNE 2015 | 36 | 0 | 4 | 4 | 0 | 44 |
| JULY 2015 | 40 | 0 | 0 | 5 | 0 | 45 |

Number of Eligible Riders for the month of May 2015 = 3617

Number of Eligible Riders for the month of June 2015 = 3671

Number of Eligible Riders for the month of July 2015 = 3736

TO: Elderly & Disabled Transportation Advisory Committee
FROM: Karena Pushnik, Senior Transportation Planner
RE: Caltrans Pedestrian Upgrades to Local Highways

RECOMMENDATIONS

Informational item

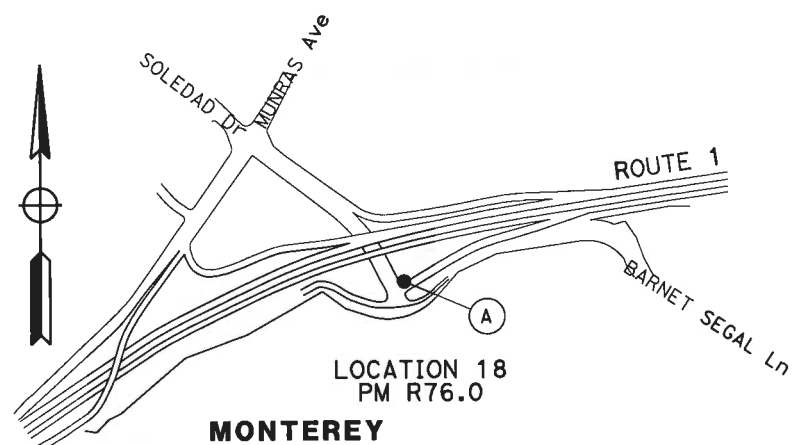
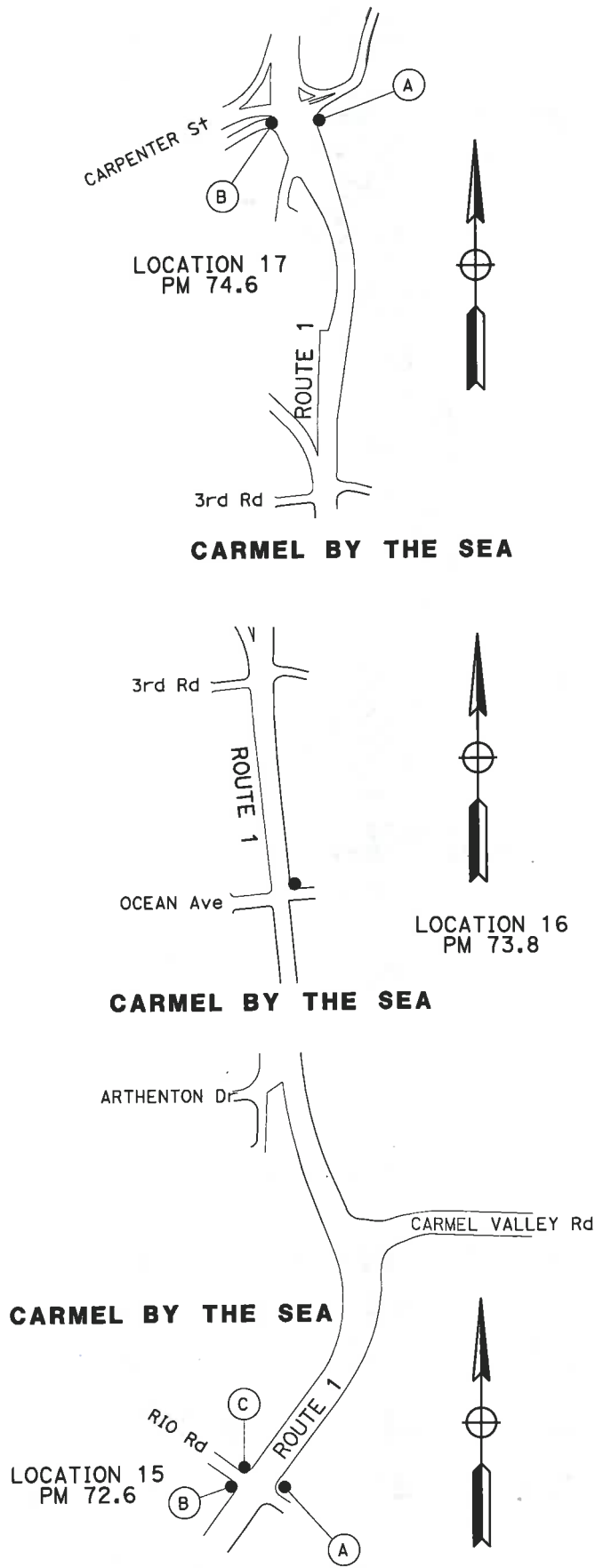
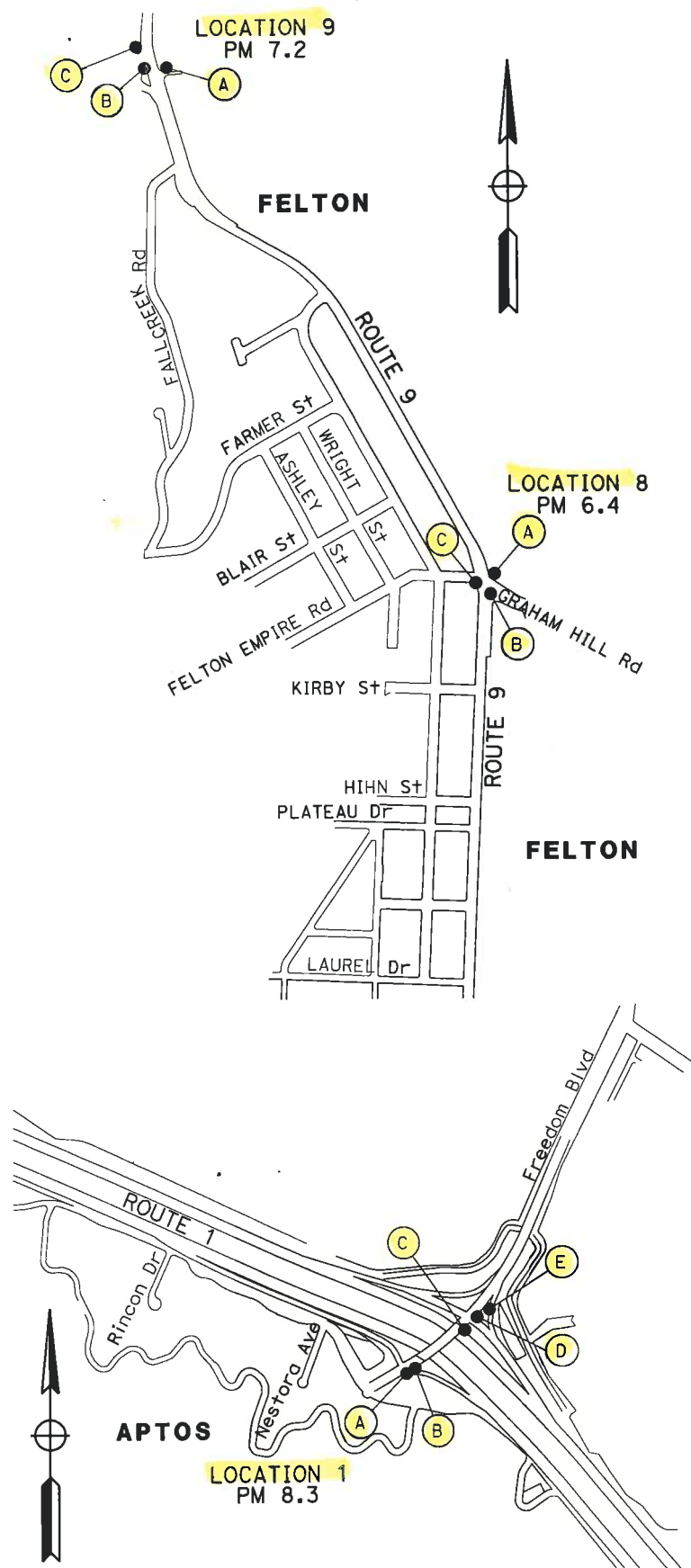
Caltrans staff will attend the Elderly & Disabled Transportation Advisory Committee to discuss planned pedestrian components on local highways in Santa Cruz County. The attached outlines some locations in Felton and Aptos ([Attachment 1](#)).

Attachment:

1. Map of projects in Felton and Aptos

I:\E&DTAC\2015\08-Aug-11\SR_Members_ShevlinGifford_Roster.docx

STATE OF CALIFORNIA - DEPARTMENT OF TRANSPORTATION
06-DESIGN
06-TRANS
BORIS AYAVIRI
FUNCTIONAL SUPERVISOR
CHECKED BY
CALCULATED-
DESIGNED BY
MARIO JARAMILLO
ANONH SENGMA
REVISOR
DATE
REVISED



| Loc No. | | ROUTE | PM | CITY/COUNTY | DESCRIPTION |
|---------|---|-------|-------|--------------|---|
| 1 | A | 1 | 8.3 | APTOS/SCR | SB ON-RAMP ROUTE 1 @ FREEDOM Blvd |
| | B | | | | SB ON-RAMP ROUTE 1 @ FREEDOM Blvd |
| | C | | | | NB OFF-RAMP ROUTE 1 @ FREEDOM Blvd |
| | D | | | | NB OFF-RAMP ROUTE 1 @ FREEDOM Blvd |
| | E | | | | NB OFF-RAMP ROUTE 1 @ FREEDOM Blvd |
| 8 | A | 9 | 6.4 | FELTON/SCR | PASSAGEWAY ROUTE 9 @ GRAHAM HILL Rd |
| | B | | | | PASSAGEWAY ROUTE 9 @ GRAHAM HILL Rd |
| | C | | | | PASSAGEWAY ROUTE 9 @ GRAHAM HILL Rd |
| 9 | A | 9 | 7.2 | FELTON/SCR | NB ROUTE 9 @ SAN LORENZO VALLEY High School |
| | B | | | | SB ROUTE 9 @ SAN LORENZO VALLEY High School |
| | C | | | | SB ROUTE 9 @ SAN LORENZO VALLEY High School |
| 15 | A | 1 | 72.6 | CARMEL/Mon | NE CORNER ROUTE 1 @ RIO Rd |
| | B | | | | SW CORNER ROUTE 1 @ RIO Rd |
| | C | | | | NW CORNER ROUTE 1 @ RIO Rd |
| 16 | A | 1 | 73.8 | CARMEL/Mon | NE CORNER ROUTE 1 @ OCEAN Ave |
| 17 | A | | 74.6 | | SE CORNER ROUTE 1 @ CARPENTER St |
| 18 | A | 1 | R76.0 | MONTEREY/Mon | SW CORNER PASSAGEWAY ROUTE 1 @ CARPENTER St |
| | | | | | NB ON-RAMP ROUTE 1 @ SOLEDAD Dr |

LOCATIONS OF CONSTRUCTION
LC-1

Dist 05

COUNTY Mon,Scr

ROUTE 1,9

POST MILES TOTAL PROJECT 68,218

SHEET No. 2

TOTAL SHEETS 120

1-30-15

DATE

ANONH SENGMA

REGISTERED CIVIL ENGINEER

3-23-15

PLANS APPROVAL DATE

THE STATE OF CALIFORNIA OR ITS OFFICERS OR AGENTS SHALL NOT BE RESPONSIBLE FOR THE ACCURACY OR COMPLETENESS OF SCANNED COPIES OF THIS PLAN SHEET.

STATE OF CALIFORNIA

DATE PLOTTED => 20-MAY-2015
TIME PLOTTED => 10:07
LAST REVISION 03-10-15

Class IV Bikeway

The Protected Bikeways Act of 2014 (Assembly Bill 1193 – Ting, Chapter 495) requires the California Department of Transportation (Caltrans), in cooperation with local agencies and in consultation with the existing advisory committee of the department dedicated to improve access for persons with disabilities, to establish minimum safety design criteria for Class IV Bikeways, also referred to as cycle tracks or separated bikeways.

A Class IV Bikeway Summit was held on Wednesday May 27, 2015 in Sacramento. The Summit was an all-day event to gather input from a wide cross-section of our external transportation partners and stakeholders interested in improving transportation in California. The purpose and goal for the Summit was to obtain preliminary input to help identify pertinent issues, concerns and recommendations relative to content, style and format of the design and traffic operations guidance.

The new guidelines are scheduled to be published by January 1, 2016.

Here is a link to the text of Assembly Bill 1193:

http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140AB1193



California.
LEGISLATIVE INFORMATION

AB-1193 Bikeways. (2013-2014)

Assembly Bill No. 1193

CHAPTER 495

An act to amend Sections 890.4, 890.6, and 891 of, to add Section 885.1 to, and to repeal Section 891.1 of, the Streets and Highways Code, relating to bikeways.

[Approved by Governor September 20, 2014. Filed with Secretary of State September 20, 2014.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1193, Ting. Bikeways.

(1) Existing law defines "bikeway" for certain purposes to mean all facilities that provide primarily for bicycle travel. Existing law categorizes bikeways into 3 classes of facilities.

This bill would additionally categorize cycle tracks or separated bikeways, as specified, as Class IV bikeways.

(2) Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish and update minimum safety design criteria for the planning and construction of bikeways, and requires the department to establish uniform specifications and symbols regarding bicycle travel and bicycle traffic related matters. Existing law requires all city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted to utilize all of those minimum safety design criteria and uniform specifications and symbols.

This bill would revise these provisions to require the department, in cooperation with local agencies and in consultation with the existing advisory committee of the department dedicated to improve access for persons with disabilities, to establish minimum safety design criteria for each type of bikeway with consideration for the safety of vulnerable populations, as specified, and would require the department to publish the new criteria by January 1, 2016. The bill would authorize a local agency to utilize other minimum safety criteria that meet specified conditions if adopted by resolution at a public meeting, as specified.

(3) Existing law requires the Department of Transportation to establish, by June 30, 2013, procedures for cities, counties, and local agencies to be granted exceptions from the requirement to use design criteria and uniform specifications for purposes of research, experimentation, testing, evaluation, or verification. Existing law requires the department, by November 1, 2014, to report to the transportation policy committees of both houses of the Legislature the steps that the department has taken to implement those requirements, including, but not limited to, information regarding requests received and granted by the department from July 1, 2013, to June 30, 2014, inclusive, for those exceptions, and the reasons the department rejected any requests for those exceptions.

This bill would repeal those requirements.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. The Legislature finds and declares all of the following:

(a) It is the goal of the state to increase the number of trips Californians take by bicycling, walking, and other forms of active transportation in order to help meet the state's greenhouse gas emissions reduction goals, improve Californians' health by helping more people be active, and stimulate the economy.

(b) Protected bikeways are part of a vital transportation infrastructure used by many to commute to and from work and other destinations. Unlike trails or pathways used for recreation, protected bikeways provide alternatives to vehicles that otherwise would transport citizens across the state's roads and highways.

(c) Property and businesses adjacent to protected bikeways experience increases in real estate values and sales compared to unimproved streets.

(d) Bicycling accounts for 2,000,000 trips every day in California, showing the important role that bicycles play in transportation.

(e) Safe street-level bikeways are proven to reduce bike riding on the sidewalk, wrong-way riding, and other illegal or unsafe bicycling practices.

(f) It is the objective of the state to encourage the planning, design, and construction of protected bikeways, so as to foster bicycling as a means of transportation, in a manner that improves safety for all users, including motorists, transit users, pedestrians, and persons with disabilities, with special attention to the needs of visually impaired persons.

SEC. 2. Section 885.1 is added to the Streets and Highways Code, to read:

885.1. This chapter shall be known, and may be cited, as the Protected Bikeways Act of 2014.

SEC. 3. Section 890.4 of the Streets and Highways Code is amended to read:

890.4. As used in this article, "bikeway" means all facilities that provide primarily for, and promote, bicycle travel. For purposes of this article, bikeways shall be categorized as follows:

(a) Bike paths or shared use paths, also referred to as "Class I bikeways," which provide a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.

(b) Bike lanes, also referred to as "Class II bikeways," which provide a restricted right-of-way designated for the exclusive or semiexclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.

(c) Bike routes, also referred to as "Class III bikeways," which provide a right-of-way on-street or off-street, designated by signs or permanent markings and shared with pedestrians and motorists.

(d) Cycle tracks or separated bikeways, also referred to as "Class IV bikeways," which promote active transportation and provide a right-of-way designated exclusively for bicycle travel adjacent to a roadway and which are protected from vehicular traffic. Types of separation include, but are not limited to, grade separation, flexible posts, inflexible physical barriers, or on-street parking.

SEC. 4. Section 890.6 of the Streets and Highways Code is amended to read:

890.6. (a) The department, in cooperation with county and city governments, shall establish minimum safety design criteria for the planning and construction of each type of bikeway identified in Section 890.4 and roadways where bicycle travel is permitted.

(b) The criteria shall include, but not be limited to, the design speed of the facility, minimum widths and clearances, grade, radius of curvature, pavement surface, actuation of automatic traffic control devices, drainage, and general safety, with consideration for the safety of vulnerable populations, such as children, seniors, persons with impaired vision, and persons of limited mobility. The criteria shall be published by January 1, 2016, and updated biennially, or more often, as needed.

(c) The criteria shall be established in consultation with the existing advisory committee of the department dedicated to improving access for persons with disabilities.

SEC. 5. Section 891 of the Streets and Highways Code is amended to read:

891. (a) All city, county, regional, and other local agencies responsible for the development or operation of bikeways or roadways where bicycle travel is permitted shall utilize the minimum safety design criteria established pursuant to Section 890.6, except as provided in subdivision (b), and shall utilize the uniform specifications and symbols for signs, markers, and traffic control devices established pursuant to Section 890.8.

(b) An agency may utilize minimum safety design criteria other than those established by Section 890.6 if all of the following conditions are met:

(1) The alternative criteria have been reviewed and approved by a qualified engineer with consideration for the unique characteristics and features of the proposed bikeway and surrounding environs.

(2) The alternative criteria, or the description of the project with reference to the alternative criteria, are adopted by resolution at a public meeting, after having provided proper notice of the public meeting and opportunity for public comment.

(3) The alternative criteria adhere to guidelines established by a national association of public agency transportation officials.

SEC. 6. Section 891.1 of the Streets and Highways Code is repealed.