



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

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**MEETING AGENDA**

**Monday, July 8, 2024**

**5:30 pm to 8:00 pm**

**In-Person Meeting**

**SCCRTC Office: 1101 Pacific Ave, Suite 250, Santa Cruz, CA**

Remote Participation

Remote participation for a) members of the public, b) nonvoting alternates, or c) voting Committee members unable to attend in person due to an emergency or for cause per AB 2449 (see p. 3 below for more information):

<https://us02web.zoom.us/j/85236961801?pwd=Z6K6IK9tAm0ydihhg0wd0SkqFzc682.1>

Online meeting ID: 852 3696 1801

Password: 531990

Dial-in: +1 669 900 9128 or +1 669 444 9171

**COMMITTEE MEMBERSHIP**

<u>Member</u>	<u>Alternate</u>	<u>Representing</u>
Scott Roseman	Corrina McFarlane	District 1
Aaron Robinson	John Hunt	District 2
Sally Arnold	Peter Scott	District 3
Anna Kammer	Steven Jonsson	District 4
Rick Hyman	Theresia Rogerson	District 5
Paula Bradley	Vacant	City of Capitola
Matt Farrell	Jae Riddle	City of Santa Cruz
Vacant	Vacant	City of Scotts Valley
Gina Cole	Drew Rogers	City of Watsonville
Matt Miller	Jennifer Villegas Moreno	Ecology Action/Bike To Work
Leo Jed	Kelly Curlett	Comm. Traffic Safety Coalition

The majority of the Committee constitutes a quorum for the transaction of business.

1. Call to Order
2. Introductions
3. Consider any AB 2449 requests by voting members to participate remotely.
4. Announcements – RTC staff

5. Oral communications – members and public

*The Committee will receive oral communications during this time on items not on today’s agenda. Topics must be within the jurisdiction of the Committee and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any Oral Communications presented but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.*

6. Additions or deletions to consent and regular agendas

**CONSENT AGENDA**

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

7. Approve draft minutes of the May 13, 2024, Bicycle Advisory Committee Meeting

8. Receive Summary of Hazard Reports

9. Recommend to the Regional Transportation Commission (RTC) the nomination of new committee appointment

10. Accept and receive Letter of Support for RTC ATIIP Application

**REGULAR AGENDA**

11. Updates related to committee functions

12. Climate Adaptation Vulnerability Assessment and Transportation Priorities Milestone 2 Update from RTC staff

13. Zero Emission Passenger Rail & Trail Project update from RTC staff

14. Adjourn

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for August 12, 2024, from 5:30pm to 8:00pm at the RTC offices. Members of the public and non-voting committee alternates may join remotely.

**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.)*

**HOW TO REACH US**

*Santa Cruz County Regional Transportation Commission | 1101 Pacific Avenue Ste. 250, Santa Cruz, CA 95060*

## **AGENDAS ONLINE**

To receive email notification when the Bicycle Advisory Committee meeting agenda packets are posted on our website, visit <https://sccrtc.org/about/esubscriptions/> and choose “BAC Interest – Bicycle”

## **REMOTE PARTICIPATION –Committee Members (AB 2449)**

This meeting is being held in accordance with the California Brown Act. Under traditional Brown Act rules, members of the Committee may attend by teleconference if the location they are attending from is also open to the public to participate and the remote meeting location is listed on the agenda. Members of the Committee may also attend via Zoom up to two times per year due to an emergency or for cause according to requirements set forth in AB 2449, as long as a quorum of the committee is present in person at the RTC office. Committee alternates who are not voting are considered members of the public, not Committee members.

- AB 2449 defines “just cause” as:
  - Care of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner;
  - a contagious illness that prevents a member from attending in person;
  - a need related to a physical or mental disability as defined by statute; or
  - travel while on official business of the RTC or another state or local agency.
- AB 2449 defines “emergency circumstances” as a physical or family medical emergency that prevents a member from attending in person. The Committee member must provide a general description of the circumstances relating to your need to appear remotely at the given meeting (not exceeding 20 words). Medical condition does not need to be disclosed. The Committee must take action to approve the request to participate due to an emergency circumstance at the start of their regularly scheduled meeting.

## **REMOTE PARTICIPATION - Public**

The public may participate in the meetings of the Regional Transportation Commission (RTC) and its committees in person or remotely via the provided Zoom link. If technical difficulties result in the loss of communication for remote participants, the RTC will work to restore the communication; however, the meeting will continue while efforts are being made to restore communication to the remote participants. Members of the public participating by Zoom are instructed to be on mute during the proceedings and to speak only when public comment is allowed, after requesting and receiving recognition from the Chair.

## **PARTICIPACIÓN REMOTA – El público**

El público puede participar en las juntas de la Comisión Regional de Transporte (RTC) en persona o remotamente a través del enlace Zoom proporcionado. Si problemas técnicos resultan en la pérdida de comunicación con quienes participan remotamente, la RTC hará lo posible por restaurar la comunicación. Pero, la junta continuara mientras se hace lo posible por restaurar la comunicación con quienes participan remotamente.

## **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.

## **TITLE VI NOTICE**

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 1101 Pacific Avenue Ste. 250, Santa Cruz, CA, 95060 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's**

**BICYCLE ADVISORY COMMITTEE**

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**MEETING  
DRAFT MINUTES  
Monday, May 13, 2024  
5:30 pm to 8:00 pm**

This meeting was held in person at the RTC Offices, 1101 Pacific Ave, Suite 250, Santa Cruz.  
Remote participation was via Zoom and followed AB 2449 requirements.

1. Call to Order: Chair Anna Kammer called the meeting to order at 5:35 pm.
2. Introductions

**Members Present, in Person:**

Scott Roseman, District 1  
Aaron Robinson, District 2  
Sally Arnold, District 3  
Anna Kammer, District 4 (Chair)  
Theresia Rogerson, Dist. 5 (Alt.)  
Paula Bradley, City of Capitola  
Matt Farrell, City of Santa Cruz  
Gina Cole, City of Watsonville (Vice Chair)

**Members Remote, Voting under Just  
Cause or Emergency:**

Jennifer Villegas Moreno, Ecology Action (Alt.)  
Leo Jed, CTSC

**Staff:**

Tommy Travers, Transportation Planner

**Members Remote, Not Voting:**

Corrina McFarlane, District 1 (Alt.)  
Steven Jonsson, District 4 (Alt.)  
Jae Riddle, City of Santa Cruz (Alt.)

**Unexcused Absences:**

**Excused Absences:**

John Hunt, District 2 (Alt.)  
Peter Scott, District 3 (Alt.)  
Rick Hyman, District 5  
Drew Rogers, City of Watsonville (Alt.)  
Matt Miller, Ecology Action  
Kelly Curlett, CTSC (Alt.)

**Vacancies:**

City Capitola – Alternate  
City of Scotts Valley – Primary  
City of Scotts Valley – Alternate

**Guests:**

3. Considered any AB 2449 requests by voting members to participate remotely.  
Jennifer Villegas Moreno and Leo Jed remote due to just cause.
4. Staff announcements  
None
5. Oral communications  
None
6. Additions or deletions to consent and regular agendas  
Attachment 1c of item 12 was replaced and posted online on May 10.

## **CONSENT AGENDA**

7. Approved draft minutes of the March 4, 2024, Bicycle Advisory Committee meeting.
8. Received Summary of Hazard Reports  
Committee members discussed desire for more public outreach about the existence of the Hazard Report service.
9. Recommended to the RTC to approve Ecology Action's Transportation Development Act (TDA) allocation request for \$72,000 for the Bike to Work/School Program

Motion to approve the Consent Agenda (Roseman/Farrell).  
Passed unanimously with Scott Roseman, Aaron Robinson, Sally Arnold, Anna Kammer, Theresia Rogerson, Paula Bradley, Matt Farrell, Gina Cole, Jennifer Villegas Moreno, and Leo Jed voting in favor.

## **REGULAR AGENDA**

10. Committee Elections for Chair and Vice Chair

Nomination of Anna Kammer for Chair (Arnold/Farrell)  
Elected with Scott Roseman, Aaron Robinson, Sally Arnold, Anna Kammer, Theresia Rogerson, Paula Bradley, Matt Farrell, Gina Cole, Jennifer Villegas Moreno, and Leo Jed voting in favor.

Nomination of Gina Cole for Vice Chair (Arnold/Farrell)  
Elected with Scott Roseman, Aaron Robinson, Sally Arnold, Anna Kammer, Theresia Rogerson, Paula Bradley, Matt Farrell, Gina Cole, Jennifer Villegas Moreno, and Leo Jed voting in favor.

11. Updates related to Committee functions (oral updates)  
Scott Roseman, Paula Bradley, other members, and staff discussed topic of the Construction Zone Subcommittee and that they continue to see projects lacking even minimum MUTCD requirements. They intend to plan a presentation to the RTC's Interagency Technical Advisory Committee.
12. TDA allocation request for \$156,000 for County Health Services Agency's Vision Zero Program  
Theresia Rogerson presented what Vision Zero and the Safe Systems Approach are, what the Community Traffic Coalition and Watsonville Vision Zero Task Force are, provided recent bicycle and pedestrian crash statistics, and reviewed details of such crashes that occurred during the July – December 2023 period. She presented the Vision Zero Work Plan and highlighted how it focuses on high-injury roadways and equity priority communities. She also described the agency's bicycle safety education programs and its e-bike safety subcommittee.

Committee members commented on the importance of youth bicycle education, e-bike education, and the importance of treating traffic crashes with non-passive terms and as preventable.

Motion to recommend the request for \$156,000 for the program (Bradley/Roseman).

Passed with Scott Roseman, Aaron Robinson, Sally Arnold, Anna Kammer, Paula Bradley, Matt Farrell, Gina Cole, Jennifer Villegas Moreno, and Leo Jed voting in favor and Theresia Rogerson abstaining.

13. Consider input to RTC staff regarding California Highway Design Manual update – Tommy Travers, Transportation Planner (oral report)  
Staff stated that they are seeking input from Committee members on improvements to the Highway Design manual.

Committee members directed the Chair or Vice Chair to draft a simple letter requesting that those working to update the Highway Design Manual align with Caltrans’s Complete Streets Policy, in particular with regards to appropriate design speeds.

14. Adjourn 7:15

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for June 10, 2024, from 5:30pm to 8:00pm at the RTC Offices. Members of the public and non-voting Committee alternates may join remotely.

Minutes respectfully prepared and submitted by:  
Tommy Travers, Transportation Planner

# Bicycle Hazard Reports July 8, 2024

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
06/23/24	Molly	Malone	Thurber Ln near Sequoia Dr	Sequoia Dr	Live Oak	Bike: Plant overgrowth or interference	Thurber Ln- near Sequoia Dr but also various places up the road. Need to duck or move into the road to ride. Also bushes blocking sidewalks in places on Thurber Ln. thanks!	DPW	06/24/24	<b>6/24/24 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Operations division for review & response. <b>6/24/24 Stacey Muller:</b> Hello, This has been received and assigned the following: SR 24-001360 – please contact Road Operations dispatch at 831-477-3999 for further updates.
06/07/24	Andrea	Cody	Encinal St	N/A	Santa Cruz	Bike: Bikeway not clearly marked	Riding down Encinal there is no clearly marked bike lanes. With many bikes commuting Encinal it poses many hazards, the sidewalk is not easily accessible forcing bicycles into unsafe traffic conditions with large trucks and other vehicles. There are many parks, businesses, a school, multiple mountain biking paths that are used by hundreds of bicyclists everyday on this road. We need to make it safer to be a pedestrian and bicyclist in the Harvey West area, I have personally almost been hit by vehicles on multiple occasions.	Dan Estranero, Joanna Edmonds	06/11/24	<b>6/25/24 Joanna Edmonds:</b> Hello Andrea, Thank you for your feedback about the lack of bike lanes on Encinal St.
06/06/24	Tom	Brady	Valencia Rd between Valencia Schoolhouse Road and Siesta Dr.	Valencia Schoolhouse Rd	Aptos	Bike: Rough pavement or potholes	This road section is highly dangerous for cyclists with potholes, massive cracks, and buckling. Road buckling is severe enough to launch bikes airborne. Adding to the danger, this road is under a very heavy tree canopy, so it is very dark, even in the middle of the day. This road is beyond patching; it needs full resurface.	DPW	06/11/24	<b>6/11/24 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Operations division for review & response.
06/06/24	Tom	Brady	HWY 1 Northbound Lane, 50-100 feet before the two lane section begins by Four Mile beach.	N/A	Santa Cruz	Bike: Plant overgrowth or interference	HWY 1 Northbound Lane, 50-100 feet before the two lane section begins by Four Mile beach. There is a slip out blocking the shoulder, forcing cyclists into the highway. 36.968774, -122.115328	Jonathan Wulff (Caltrans)	06/11/24	<b>6/11/24 Jonathan Wulff:</b> Good Morning all! The area Superintendent and Maintenance Supervisor responsible for maintaining this region have been notified and will investigate your concern. Scheduling and completion of the reported issue may be affected by several factors, including available resources, safety issues, and priority level. Thank you for your concern for the California transportation system.  Caltrans

# Bicycle Hazard Reports July 8, 2024

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
06/05/24	Andrea	Cody	Limekiln St	Encinal St	Santa Cruz	Bike: Bikeway not clearly marked	With schools, major businesses, large trucks, mountain bike trails, bike pump track and parks there are hundreds of bicycles riding in Harvey West area and not one clearly marked bike lane. I was almost hit today if I didn't jump out of the way.	Dan Estranero, Joanna Edmonds	06/05/24	<b>6/25/24 Joanna Edmonds:</b> Hello Andrea, Thank you for your feedback about the lack of bike lanes on Limekiln St.
05/04/24	Eric	Rowland	Broadway St	N/A	Santa Cruz	Bike: Bikeway not clearly marked	Not a hazard, but trying to understand why the green 'bikeway' marks on the pavement on Broadway have been scraped off not so long after they were put down. I don't get it.	Dan Estranero, Joanna Edmonds	06/03/24	<b>6/25/24 Joanna Edmonds:</b> Hello Eric, Thank you for your feedback about the bikeway markings on Broadway. The striping in that area was affected by the Pure Water Soquel Project and will be repainted when work is completed in that area. You can find more information about the Pure Water Soquel project at <a href="https://www.soquelcreekwater.org/260/Informational-Materials">https://www.soquelcreekwater.org/260/Informational-Materials</a> .
05/22/24	Logun	Fagundes	4425 Portola Dr	Adriene Way	Santa Cruz	Bike: Debris on shoulder or bikeway	Vehicle blocking bike lane. Dark blue or black Ford pickup, medium sized	DPW	05/22/24	<b>5/22/24 Stacey Muller:</b> Hello, Thank you for your email. Please contact the sheriff's office for abandoned vehicle reporting or for additional information regarding illegal parking: Abandoned Vehicles (scsheriff.com) Officer Needed Non Emergency 471 1121 Patrol 454-7620
05/20/24	Ryan	Moroney	Murray St	Seabright Ave	Santa Cruz	Bike: Bikeway not clearly marked	The road narrows at this location and the bike lane curves out into the traffic lane presenting an extremely dangerous bottleneck which many automobile drivers do not react to. The bike lane paint is also very weathered here (likely due to automobiles driving over it). Would suggest re-striping, green bike lane paint, and possibly some other calming or barrier measure.	Dan Estranero, Joanna Edmonds	05/21/24	<b>7/2/24 Joanna Edmonds:</b> Good morning Ryan, Thank you for your feedback about the bike lanes on Murray St. There will be bike and pedestrian improvements at this intersection as part of the Rail Trail Segments 8 and 9 project. I also wanted to share that you can report issues within City limits directly to the City of Santa Cruz at <a href="https://www.cityofsantacruz.com/how-do-i/report">https://www.cityofsantacruz.com/how-do-i/report</a>
05/15/24	Leslie	Morgan	Bay St	High St	Santa Cruz	Bike: Plant overgrowth or interference	Bay Street between Escalona and High street traveling towards High st. The bike path is overgrown with bushes from the hill side which forces bike riders into the high speed traffic of speeders going to the university. Please trim or mow back limbs and bushes.	Dan Estranero, Joanna Edmonds	05/15/24	<b>5/15/24 Joanna Edmonds:</b> Good morning Leslie, Thank you for sharing your concerns. The City of Santa Cruz Streets crew have this area scheduled for vegetation management at the end of the month. I also wanted to share that you can report issues within City limits directly to the City of Santa Cruz at <a href="https://www.cityofsantacruz.com/how-do-i/report">https://www.cityofsantacruz.com/how-do-i/report</a>

# Bicycle Hazard Reports July 8, 2024

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
05/10/24	Christine	Weir	E Cliff Dr	18th Ave	Twin Lakes	Bike: Other	I am reporting a stop sign intersection that is hard to notice on E.Cliff and 18th. It's the stop sign when you are going towards Capitola. I rode my bike straight through this stop sign without realizing it. I wouldn't have known that I went through a stop sign but I got pulled over by a police officer who was sitting close to that intersection. I think this officer must have been watching this intersection because it's common for people to go through the stop sign without noticing. The view of the stop sign is obscured by a bush. When the sun is low in the sky the stop sign is shaded out by the bush while the rest of the road is in the sun. The stop sign line for that intersection doesn't go all the way to the edge of the road (it doesn't cross the bike lane!) this makes it more difficult to see that it is an intersection. The stop sign on the opposite side of the intersection DOES have the line that goes all the way across the bike lane. Please trim back the hedge, and have the line painted all the way. While this isn't a super busy intersection it's always dangerous to cross a stop sign intersection without knowing to stop or even look around!	DPW	05/14/24	<b>5/14/24 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Operations division for review & response. <b>5/14/24 Stacey Muller:</b> Hello, Please see the assigned SR#'s for the request. Please contact our Road Operations at 831-477-3999 for more information if needed. <b>SR 24-001129</b> Pavement markings <b>SR 24-001128</b> Brush clearing around stop sign
05/09/24	Clive	Bagshaw	Bay St	High St	Santa Cruz	Bike: Other	Bay Street - up the hill from king st intersection Vegetation completely blocking bike lane	Dan Estranero, Joanna Edmonds	05/14/24	<b>5/14/24 Joanna Edmonds:</b> Good morning Clive, Thank you for sharing your concerns. The City of Santa Cruz Streets crew have this area scheduled for vegetation management at the end of the month. I also wanted to share that you can report issues within City limits directly to the City of Santa Cruz at <a href="https://www.cityofsantacruz.com/how-do-i/report">https://www.cityofsantacruz.com/how-do-i/report</a>
05/07/24	Anna	Kammer	Hames Rd between milepost .73 and 1.27	N/A	Aptos	Bike: Other	The shoulder on Hames Rd between Post mile .73 and Post Mile 1.27 needs to be cleared of dirt, gravel and debris to make this roadway section safer for cyclists going up the hill. Currently cyclists have to ride in the vehicle travel lane on this section of narrow roadway while vehicles are ascending the hill, often exceeding the 25 mph speed limit.	DPW	05/08/24	<b>5/8/24 Ruby Zaragoza:</b> Thank you for reporting this. I will forward your email to our Traffic Division and our Road Maintenance division for review and response.
05/03/24	Sherie	Call	Bay St	Nobel Dr	Santa Cruz	Bike: Other	The cross walk on Bay and Nobel closest to Torrey Pine Terrace alert system is cycling and alarming non stop from 3am and on regardless of pedestrians on the street. The beeping to identify the time has passed to cross alarms every 12 seconds.	Trish McGrath, Mathew Spencer-Cooke	05/08/24	<b>Follow up email sent 6/3/2024</b>

# Bicycle Hazard Reports July 8, 2024

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
05/02/24	Shirley	Bussell	Live Oak Ave	Pine St	Ben Lomond	Bike: Other	There is a very sharp curve at Upper Glen Arbor and Live Oak Avenue/Pine Street in Ben Lomond. Since lighting is limited in the evening and people come around the curve way too fast, there have been many occasions when drivers have lost control of their vehicle and run up on the side of the road, not realizing there is a severe curve. On one occasion someone ran up on my hillside, took out the fence and landed in my front yard. On other occasions people have run up on the hillside, hit the trees and gotten stuck or flipped their car. It would be helpful to have some large reflective arrows put in around the curve alerting people of the sharp curve and/or guard rails installed.	DPW	05/08/24	<b>5/8/24 Ruby Zaragoza:</b> Thank you for reporting this. I will forward your email to our Traffic Division and our Road Maintenance division for review and response.
04/30/24	Sandrine	Georges	3090 Brommer St	N/A	Santa Cruz	Bike: Other	Shattered glass just before 3090 mailbox	DPW	05/07/24	<b>5/7/24 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Roads Maintenance division for review & response.
04/29/24	Harry	Jones	E Ledyard Way	Soquel Dr	Aptos	Bike: Other	many huge and very deep potholes along gutter area (west side of E Ledyard Way)	DPW	04/30/24	<b>4/30/24 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Roads Maintenance division for review & response.
04/28/24	Ryan	Morper	Green Hills Rd in front of Falcon Ridge HOA	Falcon Ridge Rd	Scotts Valley	Bike: Other	Road failing- very dangerous condition.	Trish McGrath, Mathew Spencer-Cooke, Brett Swain, Athena Cheung	04/29/24	<b>6/3/24 Matt Spencer-Cooke:</b> Good Morning, The hazard has been removed.
04/19/24	Vickie	Davis	Freedom Blvd	Airport Blvd	Watsonville	Bike: Other	Restriping was done, but it really needs repaving or some extensive pothole and crack repair.	Watsonville Public Works	04/24/24	<b>Follow up email sent 5/8/2024</b>

**TO:** Bicycle Advisory Committee  
**FROM:** Tommy Travers and Max Friedman, Transportation Planners  
**RE:** Bicycle Advisory Committee Membership Appointments

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## **RECOMMENDATIONS**

Staff recommends that the Committee recommend to the Regional Transportation Commission (RTC) the nomination of Tibi Szilagyi to serve on the Committee.

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## **BACKGROUND**

Seats on the RTC Bicycle Advisory Committee correspond to City and Supervisorial District seats on the RTC. Commissioners of the four cities may nominate individuals for RTC consideration. Commissioners of the five Supervisorial Districts may appoint representatives directly. Two additional seats for Bike to Work and the Community Traffic Safety Coalition (CTSC) also exist, and appointments are made by the respective organization. Seats for the Bicycle Committee are for four-year terms (Supervisorial Districts) or three-year terms (all others). Each seat has a primary (voting) member and an alternate member. The Bicycle Advisory Committee's description, role, and membership are in the 2022 RTC Rules and Regulations available on the RTC website.

## **DISCUSSION**

On March 31, the term for representatives for Scotts Valley ended. RTC staff updated its website and notified the Commissioner. In addition, in January staff created a public notice about current vacancies and upcoming term endings for advisory committees.

The following nomination to the Committee has been made:

- Commissioner Randy Johnson nominated Tibi Szilagyi as the primary representative for Scotts Valley

Staff continues to seek applicants to fill existing vacancies and any potential future vacancies as terms end, and welcomes recommendations from Committee members. The application and information about the Committee are available on the RTC webpage <https://scrtc.org/meetings/bicycle-advisory-committee/>. Currently there are two vacancies: alternate representatives for the City of Capitola and for Scotts Valley.

A current roster is included as Attachment 2.

**As communicated by Commissioner Johnson, staff recommends that the Committee recommend to the RTC the nomination of Tibi Szilagyi.**

**SUMMARY**

The terms for the Scotts Valley seats on the Committee ended in March. Staff recommends that the Committee recommend the nomination of a new member for Scotts Valley.

Attachment:

1. Application for Tibi Szilagyi
2. Draft July 2024 Bicycle Advisory Committee Roster

# COMMITTEE APPOINTMENT APPLICATION

## Santa Cruz County Regional Transportation Commission (SCCRTC) Bicycle Advisory Committee

The Bicycle Advisory Committee consists of eleven seats: one for each city within Santa Cruz County, one for each of the county supervisorial districts, one representing the Bike to Work program, and one representing the Community Traffic Safety Coalition. Each has an alternate member appointed in the case that the primary member is unable to attend a meeting.

Meetings are usually held the second Monday of the month, up to 8 times per year, from 5:30 p.m. to 8:00 p.m. in the Santa Cruz County Regional Transportation Commission conference room, located at 1101 Pacific Avenue Ste. 250 in downtown Santa Cruz. One or two meeting per year are typically held in mid- or south-county. Please refer to the Committee description and bylaws for more information: <https://sccrtc.org/meetings/bike-committee/>.

If you are interested in serving on this committee, we recommend reviewing the by-laws and attending a meeting to familiarize yourself with the committee process. After doing so, please complete this application and email a signed copy to [ttravers@sccrtc.org](mailto:ttravers@sccrtc.org) or return a printed copy to the RTC office.

Name:	Tibi Szilagy
Home address:	[REDACTED]
E-mail:	[REDACTED]
Phone:	[REDACTED]
Length of residence in Santa Cruz Co.:	32 years

I am applying to represent:

- City of Capitola  
 City of Scotts Valley  
 Other: \_\_\_\_\_

I would consider a different position

- Yes  
 No

**Previous experience on a government commission or committee:** (Please describe the committee/commission’s purpose and your role.)

No previous experience on a government commission.

**Other Relevant Work or Volunteer Experience**

Organization	Location	Position	Dates
SCMC	Scotts Valley Middle School	Coach	2023-2024

**Statement of Qualifications:** Please describe why you are interested in serving on this committee and why you are qualified for the appointment. If you have served on this committee in the past, please summarize your accomplishments on the committee and indicate which of the committee’s potential future endeavors most interest you.

I’ve been a bike enthusiast all my life! Raced in several different bike categories for over 25 years. I would love to help to improve safety and riding availability in our county in any way I can!

**Diversity of Representation:** Please describe whether you are someone whose background or community is not well represented in local government and decision-making. For example, non-white, young adult, senior over 75, immigrant, very low income, unhoused, disabled, or of marginalized gender or sexuality:

**Certification:** I certify that the above information is true and correct and I authorize the verification of the information in the application in the event I am a finalist for the appointment.



04/12/2024

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Signature

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Date

**Return Application to:**

SCCRTC Attn: Tommy Travers  
1101 Pacific Avenue Ste. 250  
Santa Cruz, CA 95060  
Or email: [ttravers@sccrtc.org](mailto:ttravers@sccrtc.org)

**Questions or Comments:**

Contact Tommy Travers at (831) 460-3200 or by email at [ttravers@sccrtc.org](mailto:ttravers@sccrtc.org).

## Draft July 2024 Bicycle Advisory Committee Roster

Member	Representing	Alternate
Scott Roseman	County of Santa Cruz-District 1	Corrina McFarlane
Aaron Robinson	County of Santa Cruz-District 2	John Hunt
Sally Arnold	County of Santa Cruz-District 3	Peter Scott
Anna Kammer, Chair	County of Santa Cruz-District 4	Steven Jonsson
Rick Hyman	County of Santa Cruz-District 5	Theresia Rogerson
Paula Bradley	City of Capitola	Vacant
Matt Farrell	City of Santa Cruz	Jae Riddle
Tibi Szilagyi*	City of Scotts Valley	Vacant
Gina Cole	City of Watsonville	Drew Rogers
Matt Miller	Bike to Work	Jennifer Villegas Moreno
Leo Jed	Community Traffic Safety Coalition	Kelly Curlett

\*New nomination

3 June, 2024

The Honorable Pete Buttigieg  
Secretary of the United States Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary Buttigieg:

The Bicycle Advisory Committee supports the Santa Cruz County Regional Transportation Commission's (RTC) Active Transportation Infrastructure Investment Program grant application efforts for the **Santa Cruz County Coastal Rail Trail Segments 8 & 9 and 10 & 11 Project** to construct 6.9 miles of continuous Class I bicycle and pedestrian facilities that will enhance safety for active transportation modes; reduce vehicle miles traveled (VMT) and greenhouse gas emissions (GHG); and improve access to jobs, housing, and recreational opportunities for transportation disadvantaged community members. The Coastal Rail Trail is part of the Monterey Bay Sanctuary Scenic Trail Network—envisioned 20 years ago by then-U.S. Congressman Sam Farr—providing a continuous bicycle/pedestrian path through the most densely populated areas of Santa Cruz County. The Project also connects with other trails spanning 32-miles of Santa Cruz County coastline and south to Pacific Grove in Monterey County.

This Project is particularly important for enhancing safety. This facility will separate people biking and walking from vehicular traffic, which is one of the most effective strategies for reducing bicycle/pedestrian and vehicle collisions. Santa Cruz County has unacceptably high collision rates involving bicyclists and pedestrians; from 2016 to 2019, the County ranked 3rd and 4th worst in the State for bike collisions resulting in injuries and fatalities. The community has vocalized significant project support based on the need to alleviate conflict points between vulnerable roadway users and vehicles, and to provide a safe crossing over Highway 1.

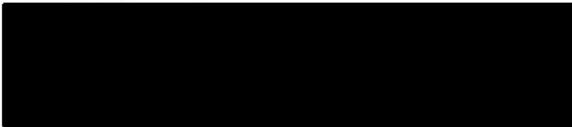
By alleviating inequities and closing a major gap in existing multimodal infrastructure, the Project will expand travel options for those who do not or cannot travel by personal vehicle. It improves equity and access by serving residents in Historically Disadvantaged Communities (HDC) and Areas of Persistent Poverty (APP), and provides a new connection for low-income households to employment, education, and other identified destinations without the added costs of a personal vehicle.


The Project encourages a mode shift from single-occupancy vehicles to bicycling and walking, and reduces VMT and GHG emissions by providing an attractive, direct, comfortable, and convenient alternative to driving. Residents and visitors will especially choose to bicycle and walk during periods of high automobile congestion on parallel roadways to reduce travel times and achieve public health benefits.

The Project represents a strong collaboration between the RTC, the City of Santa Cruz, Santa Cruz County, and Caltrans. Having all the agencies working together is an important accomplishment. In addition, over 70% of the County's electorate supported RTC's commitment to the Coastal Rail Trail.

The Bicycle Advisory Committee enthusiastically supports the implementation of the Project. It will transform Santa Cruz County's active transportation network and improve the quality of life for residents in Monterey Bay communities.

Sincerely,

A large black rectangular redaction box covering the signature area.

Anna Kammer  
RTC Bicycle Advisory Committee Chair  
Email: 

**AGENDA:** July 8, 2024

**TO:** Santa Cruz County Regional Transportation Commission Bicycle  
Transportation Advisory Committee

**FROM:** Brianna Goodman, Transportation Planner

**RE:** Climate Adaptation Vulnerability Assessment and Priorities Report  
(CAVA) – Draft Prioritization

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Transportation Advisory Committee provide input on the Draft Asset Prioritization for the Climate Adaptation Vulnerability Assessment and Priorities Report (CAVA).

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## **BACKGROUND**

A Climate Adaptation Vulnerability Assessment and Priorities Report (CAVA) is being developed for roads, rail lines, bridges, culverts, and other transportation assets owned by Santa Cruz County and the Santa Cruz County Regional Transportation Commission. The CAVA will assess how climate change-accelerated hazards and natural disasters are projected to affect the transportation system and will prioritize assets to identify the order in which they will undergo further actions to enhance resilience.

The goal of the CAVA report is to identify which transportation assets are likely to be most vulnerable to climate change and the priority order in which these assets need to be addressed for either operational or capital improvements to enhance their resilience. This project will not identify preferred resilience solutions, but rather the order in which that work should be completed. A comprehensive and prioritized list of transportation assets requiring further analysis for climate adaptation better positions Santa Cruz County to pursue local, State and Federal climate resiliency funding for climate adaptation measures. It will also support integration into other local planning efforts such as the County’s Hazard Mitigation Plan (HMP) and Capital Improvements Plan (CIP).

The project framework for this analysis was developed based on several driving factors. It was created to align with industry best practices and grant funding criteria for resilience-related transportation projects. It was also informed by data and information availability. Furthermore, it was modified to align with community feedback and priorities.

The CAVA includes the following climate change-intensified natural hazards, selected based on their high potential to negatively impact transportation infrastructure in the County, their links to climate change, and the availability of

sufficient data:

- Riverine and other inland flooding
- Landslides/slope failures
- Wildfire direct impacts and debris flows
- Extreme wind events
- Coastal flooding
- Coastal erosion

These hazards are expected to be exacerbated by climate change, and this study will incorporate the best available projections of how these hazards change over time into the analysis.

In terms of transportation assets, the focus of the CAVA is the County unincorporated roads and the Santa Cruz Branch Rail Line (SCBRL). The analysis includes the roadways and railways themselves, as well as bridges and culverts along them. These generally correspond to where most of the damage has occurred to transportation systems in the past. The presence of bicycle facilities along County roadways and the presence of existing or planned bicycle and pedestrian facilities along the Branch Rail Line are also included in the analysis.

The prioritization process that produced the draft prioritization mapping under discussion today incorporated data related to hazard likelihood and consequence. For the purposes of the CAVA, hazard likelihood is defined as the relative probability of an asset being adversely affected by a hazard, and consequence defined as the degree to which an asset is being adversely affected in turn impacts the overall transportation system and its users.

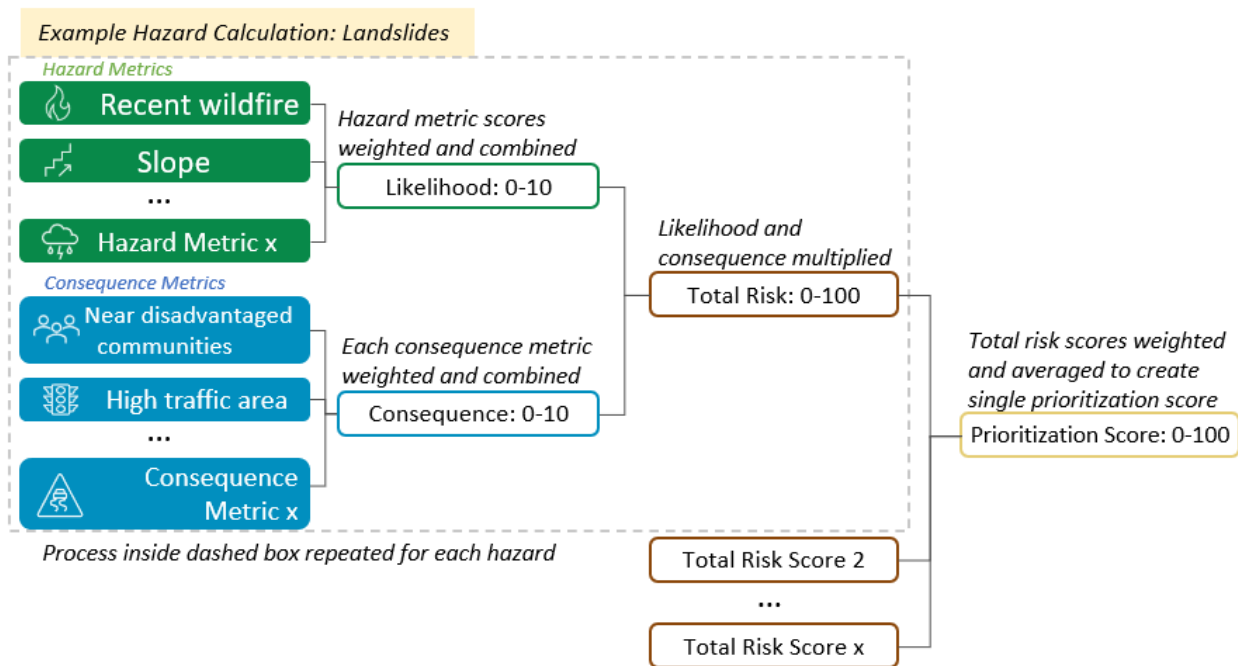
Prioritization scores were created based on a set of metrics that capture relevant data on hazard likelihood and degree of consequence. Some consequence metrics include:

- Average Annual Daily Traffic (AADT)
- Location within/near Disadvantaged Communities, as defined in the SCCRTC 2045 Regional Transportation Plan (RTP)
- Time to detour around asset, including if no detour is available
- If defined County Critical Facilities are located along the asset (hospitals, evacuation centers, water treatment plants, etc.)
- Presence of existing or planned bicycle, pedestrian, and transit facilities
- Presence of electricity transmission lines

The specific metrics included are described in more detail in the [CAVA Project Framework](#) approved by RTC at their February meeting. The prioritization scores are intended to capture relative risk – a function of both likelihood and consequence – posed by the hazards to the different assets.

**DISCUSSION**

Figure 1 depicts how the prioritization scores were developed from the metrics for each asset for a given climate hazard. For each hazard, a set of hazard likelihood metrics are placed on scales from 0 to 10 and then weighted and combined into a hazard likelihood score, also ranging from 0 to 10. Similarly, a set of consequence metrics are scaled and weighted together into a consequence score ranging from 0 to 10. The hazard likelihood and consequence scores are multiplied into a hazard risk score ranging from 0 to 100. These hazard risk scores are developed for each hazard. Finally, a given transportation asset’s hazard risk scores are averaged together to produce a single 0 to 100 prioritization score, with 100 being the highest priority.



**Figure 1. Process for Assigning Prioritization Scores to an Asset**

The results of the scoring can be accessed via [this map link](#), which is the internal working version of the mapping and allows the user to click on individual asset icons or segments to view metrics such as Average Annual Daily Traffic (AADT) and Disadvantaged scoring that contributed to the final ranking. The Disadvantaged score 0-10 is based on the Disadvantaged definition in the SCCRTC 2045 Regional Transportation Plan (RTP), and was calculated as follows:

- Minority: Census tracts where >65% of the total population is non-white – 5 points
- Low-Income: Census tracts where >=33% of residing families earn less than 200% of the 2015 federal poverty level – 7 points
- Poverty: Census tracts where >25% of households earned less than the 2015 federal poverty level – 10 points

- Low Community Engagement:
  - Census tracts where  $\geq 15\%$  of households where English is not spoken “very well” – 1 point
  - Census tracts where  $\geq 15\%$  of people are over the age of 25 without a high school diploma – 1 point
- Low Mobility:
  - Census tracts where  $\geq 5\%$  of households have zero car ownership – 1 point
  - Census tracts where  $\geq 11.35\%$  of the population have a disability – 1 point
  - Census tracts where the senior population of 65 plus has  $\geq 15\%$  that are below poverty level – 1 point

Consequence, Likelihood, and overall Risk (Likelihood multiplied by Consequence) scores are shown at the bottom of each asset metadata table. “CrossHazard\_Risk” is the average risk score across all types of climate hazards analyzed, ranging from 0 to 100. Prioritization for each asset type (e.g. road bridges) was then divided into 5 “bins”, with the top 20% of a given asset type receiving red/highest priority, and the bottom 20% receiving the dark blue/lowest priority.

## NEXT STEPS

Throughout June and early July, the CAVA project team has been conducting outreach to gather community feedback on this draft prioritization. A public version of the prioritization mapping, including the opportunity to provide feedback on the ranking of individual assets, is available via the survey link on the <https://www.sccrtc.org/cava> webpage in English and Spanish. Some examples of outreach efforts include:

- Public Workshops in South and North County
  - Tuesday June 11: 6-7:30pm at the Henry Mello Center, Watsonville
  - Wednesday June 12: 6-7:30pm at the Felton Community Hall, Felton
- Virtual Stakeholder Focus Groups for North and South County
- Tabling at public events in South, North, and Mid-County
- Tabling at Farmer’s Markets in South, North, and Mid-County
- Presenting to community groups, non-profit organization board meetings, and other opportunities to meet the community where they are to receive input

The CAVA team will consider input received by stakeholders and the public throughout the outreach process, and determine what modifications to metric weighting or other framework and/or analysis components is needed before bringing a draft final prioritization to the Regional Transportation Commission at their August 1 meeting.

**SUMMARY**

The Climate Adaptation Vulnerability Assessment and Priorities Report (CAVA) has produced a draft prioritization of County and SCBRL transportation infrastructure assets, to determine the order in which these assets should undergo more detailed analysis for climate adaptation and resiliency. The CAVA project team seeks input from the Bicycle Transportation Advisory Committee on the results of this analysis, which can be viewed via [this map link](#).

**TO:** Bicycle Advisory Committee

**FROM:** Riley Gerbrandt, P.E., Associate Transportation Engineer

**RE:** Zero Emission Passenger Rail and Trail Project Initial Conceptual Alignment and Conceptual Rail Transit Vehicle Type Analysis

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Advisory Committee receive a presentation and provide input on the Zero Emission Passenger Rail and Trail Project’s initial conceptual alignment and analysis of conceptual rail transit vehicle types.

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## **BACKGROUND**

In 2012, the Santa Cruz County Regional Transportation Commission (RTC) acquired the Santa Cruz Branch Rail Line (Branch Line), which provides a unique opportunity for Santa Cruz County to have a dedicated transportation facility connecting the county’s two largest cities, Watsonville and Santa Cruz, and the communities in between. It also provides a connection to locations outside of Santa Cruz County and to other parts of the state. Subsequently, several planning studies evaluated public transportation investment options for Santa Cruz County. These culminated in a preferred scenario comprising high-capacity zero emission passenger rail with a multi-use bicycle and pedestrian trail (Coastal Rail Trail) along the Branch Line. Seventeen miles of Coastal Rail Trail projects have been constructed or are under development as separate projects.

In 2022, the Commission solicited proposals from qualified and experienced professional consultants to develop the project concept and subsequently the environmental documentation for the proposed passenger rail transit and Coastal Rail Trail project. The scope includes zero emission passenger rail along the Branch Line between Pajaro and Santa Cruz, and the remaining segments of the Coastal Rail Trail including between Rio del Mar and Pajaro (Segments 13 through 20) as well as the Capitola Trestle (Segment 11, Phase 2). In 2023, the Commission awarded a Professional Engineering Services Agreement to HDR Engineering, Inc. to complete the Project Concept Report for the Zero Emission Passenger Rail and Trail project (Project).

At the April 4, 2024 Commission meeting, the Commission adopted loading guidelines for railroad bridge repairs and replacements. At the May 2, 2024 Commission meeting, the Commission adopted typical design cross sections for preferred, constrained, and unconstrained scenarios for the rail and trail facilities. Additionally, the Commission adopted horizontal setback guidelines from the Branch Line right-of-way at the May meeting.

## **DISCUSSION**

The Project has reached Community Engagement Milestone 2 in the development of the Project Concept Report. This project milestone includes presenting and seeking input on the initial conceptual Project alignment and on the analysis of conceptual rail transit vehicle types.

### Draft Initial Conceptual Alignment Development

At this stage, the Project team is presenting the conceptual rail transit and adjacent Coastal Rail Trail alignments that:

- Optimize the width of the existing right-of-way while accommodating both the rail and trail;
- Optimize operations (transit headways<sup>1</sup> and total travel times<sup>2</sup>); and
- Allow for faster train travel speeds, where possible, to reduce end-to-end point total travel time.

The initial conceptual alignment, which, starting June 6<sup>th</sup>, became available for public viewing and comment at the Project online open house at <http://www.zeptr.com/>, provides a “first pass” alignment, from which over the coming months the Project team will undertake technical analyses and modelling in order to develop a refined conceptual alignment that will be presented during the Project’s Community Engagement Milestone 3. The intent of the “first pass” alignment is to fit, to the extent feasible, the rail and trail facilities within the existing right-of-way and to incorporate minor adjustments to the alignment to optimize transit operations. Potential locations of passing sidings, stub-ended terminal station tracks, and stations are shown. Project typical design cross sections previously adopted by the Commission were utilized to develop the initial conceptual alignment.

While developing the initial conceptual alignment, the Project team has identified a number of constraints and has developed conceptual potential solutions. For instance, in some locations the existing rail corridor right-of-way width is narrow and is not wide enough for the typical design cross sections that the Commission adopted in May. Potential options for solutions

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<sup>1</sup> The amount of time between transit vehicle arrivals at a station going in the same direction.

<sup>2</sup> The duration of time a passenger would take to travel from one end of the service to the other end.

for locations of narrow corridor width are: acquire additional right-of-way, consider design exceptions for widths of the trail, and deviate the trail alignment out of the rail corridor. The Project team is seeking community input on the initial conceptual alignment.

Over the next several months, the Project team will iteratively refine the initial conceptual alignment through technical analyses, ridership and operations modeling, environmental screening and geometric design in order to develop the refined conceptual alignment. This process will review community input received during the Milestone 2 community engagement and will also include a conceptual evaluation of potential modifications to the conceptual alignment that would allow an increase in design speed and resiliency along the Branch Line.

Draft Analysis of Conceptual Rail Transit Vehicle Types

Community Engagement Milestone 2 also includes an evaluation of potential rail transit vehicle types being considered for the Project. The rail transit vehicle types being evaluated include locomotive hauled trains, multiple unit

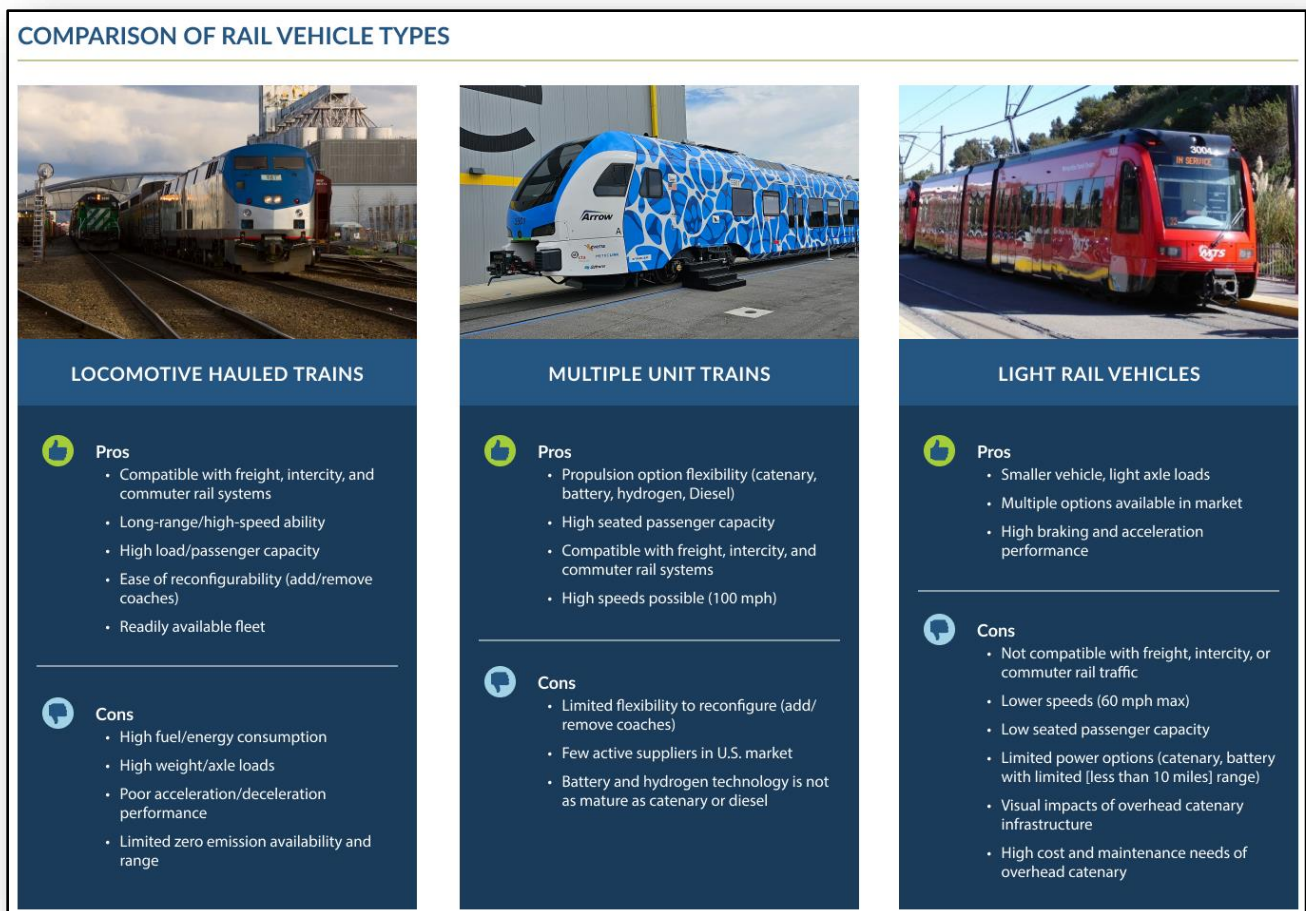


Figure 1 - Comparison of Rail Vehicle Types

trains, and light rail vehicles. The rail transit vehicle type selected will influence the design of other Project elements including platforms, bridges, signaling, power supply, and freight interface. The type of vehicle may also influence how competitive the Project will be for future state and federal grants. A list of vehicle type pros and cons is presented in Figure 1. Through the Milestone 2 community input opportunities, the Project team will solicit input on which potential rail transit vehicle types would be most beneficial and what factors or considerations should be prioritized in the selection of the vehicle type.

### Community Engagement – Milestone 2

Community engagement for Milestone 2 is being conducted in June and July, focusing on providing information and seeking feedback on the Project's initial conceptual alignment and analysis of conceptual rail transit vehicle types, both of which will be available for public review at the Project in-person and virtual open houses. Input can be provided at this Bicycle Advisory Committee, at the virtual open house, and via email at [zeprt@scrtc.org](mailto:zeprt@scrtc.org).

A virtual open house meeting is available at <http://www.zeprt.com/> through July 18, 2024. Two in-person open houses were held in Watsonville on June 24 and Santa Cruz on June 25, respectively.

The Project's June Open House flyer is included as Attachment 1. Partner agency briefings, presentations to technical advisory committees, and community engagement events will continue throughout June and July.

### **NEXT STEPS**

Input received from the public and stakeholders during Community Engagement Milestone 2 regarding both the Project's initial conceptual alignment and on the analysis of conceptual rail transit vehicle types will aid in the development of the project concept. The Project team will review the input received during this period, and staff will return to a later RTC meeting to present and summarize the input received.

Using feedback received during Milestone 2, the Project team will continue to develop the conceptual alignment and present a refined conceptual alignment and details on proposed station, layover facility, and maintenance facility locations as Milestone 3 in the fall of 2024. As shown in Figure 2, the draft Project Concept Report, as Milestone 4, is expected to be completed with preliminary cost estimates in early 2025, with the final Project Concept Report being completed in spring 2025.

## PROJECT CONCEPT REPORT

Milestones and Engagement Opportunities



*Figure 2: Project Concept Report Milestones*

### SUMMARY

A presentation was provided to the Bicycle Advisory Committee regarding the Zero Emission Passenger Rail and Trail Project, which has reached Community Engagement Milestone 2 in the development of the Project Concept Report. This Project milestone includes the initial conceptual rail and trail alignments and the analysis of conceptual rail transit vehicle types. Additional input can be provided at the Project virtual open house at [www.zeprt.com](http://www.zeprt.com) or via email to [zeprt@scrtc.org](mailto:zeprt@scrtc.org).

### ATTACHMENTS

1. Open House Flyer

# ZERO EMISSION PASSENGER RAIL AND TRAIL PROJECT



The project proposes new passenger rail service and stations on approximately 22 miles of the Santa Cruz Branch Rail Line and 12 miles of Coastal Rail Trail: Segments 13-20 as well as the Capitola Trestle reach (Segment 11, Phase 2).



In February, we heard from you about the project's Purpose and Need. RTC is sharing a project update and wants your feedback on proposed rail vehicles and the initial conceptual alignment. HERE IS HOW TO PARTICIPATE:

## VIRTUAL OPEN HOUSE

June 6–July 18  
[zeprt.com](http://zeprt.com)



OR

## IN PERSON OPEN HOUSE

**Monday,  
June 24**  
6:00–7:30pm  
Civic Plaza  
Community Room  
275 Main Street  
Watsonville

**Tuesday,  
June 25**  
6:00–7:30pm  
Live Oak Grange  
1900 17<sup>th</sup> Avenue  
Santa Cruz



# ZERO EMISSION PASSENGER RAIL AND TRAIL PROYECTO



El proyecto propone nuevos servicios ferroviarios de pasajeros y estaciones en aproximadamente 22 millas del ramal ferroviario de Santa Cruz y 12 millas de Coastal Rail Trail: Segmentos 13-20, así como el tramo Capitola Trestle (Segmento 11, Fase 2).



En Febrero, escuchamos de usted sobre el propósito y la necesidad del proyecto. RTC está compartiendo una actualización del proyecto y quiere recibir su opinión sobre los vehículos ferroviarios propuestos y la alineación conceptual inicial.. **CÓMO PARTICIPAR:**

## CASA ABIERTA VIRTUAL

Junio 6–Julio 18  
[zeprt.com](http://zeprt.com)



## JORNADA DE PUERTAS ABIERTAS

**Lunes, Junio 24**  
6:00–7:30pm  
Civic Plaza  
Community Room  
275 Main Street  
Watsonville

**Martes, Junio 25**  
6:00–7:30pm  
Live Oak Grange  
1900 17<sup>th</sup> Avenue  
Santa Cruz

