



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

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**MEETING AGENDA**

**Monday, May 19, 2025**

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

**In-Person Meeting**

**SCCRTC Office: 1101 Pacific Ave, Suite 250A, 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/84775042289?pwd=fU1zM7wHkIrLoli9KPTztSHJ8rIjQ4.1>

Online meeting ID: 847 7504 2289

Password: 804639

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
Jack Brown	Vacant	District 2
Sally Arnold	Alex Santiago	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	Vacant	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 April 14, 2025, Bicycle Advisory Committee Meeting

8. Receive Summary of Hazard Reports

8A. Accept direct appointment of member to serve on Bicycle Advisory Committee

**REGULAR AGENDA**

9. Review and provide input on 2025 Consolidated Call for Projects Process & Evaluation Criteria – Amy Naranjo, RTC

10. Review and provide input on Rural Highways Safety Plan Existing Conditions – Brianna Goodman, RTC

11. Review and provide input on Zero Emission Passenger Rail and Trail Project Update – Riley Gerbrandt, RTC

12. Updates related to committee functions – Committee members (oral updates)

13. Adjourn

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for June 9, 2025, 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  
phone: (831) 460-3200 | email: [info@sccrtc.org](mailto:info@sccrtc.org) | website: [www.sccrtc.org](http://www.sccrtc.org)

## **AGENDAS ONLINE**

To receive email notification when the Bicycle 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 Ralph M. Brown Act as amended by AB2449 of 2022 and AB2302 of 2024 and as interpreted by Attorney General Opinion 23-1002.

1. Members of the committee may attend by teleconference if the location from which they are attending is open to the public to participate and the remote meeting location is listed on the agenda.
2. Members of the committee may attend via zoom up to two times per year due to an emergency or for cause according to requirements set forth in Government Code Section 54953, as long as a quorum of the committee is present in person at one meeting location within the county. The remote location from which the member is participating does not need to be listed on the agenda and does not need to be available to the public.
  - Government Code Section 54953(j) 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
  - Government Code Section 54953(j) 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 ITAC must take action to approve the request to participate due to an emergency circumstance at the start of their regularly scheduled meeting.
3. Per Attorney General Opinion 23-1002, members with an Americans with Disabilities Act (ADA) qualifying disability that precludes their in-person attendance may participate remotely as a reasonable accommodation due to their disability.
4. **Under any circumstance that a member is participating remotely:** The members must be connected in real time through both audio and visual means, and they must disclose the identities of any adults present with them at the remote location.

## **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, April 14, 2025  
5:30 pm to 8:00 pm**

This meeting was held in person at the Aptos Branch Library, 7695 Soquel Dr, Aptos, CA.  
Remote participation was via Zoom and followed AB 2449 requirements.

1. Call to Order: Chair Anna Kammer called the meeting to order at 5:47 pm.

2. Introductions

**Members Present, in Person:**

Scott Roseman, District 1  
Aaron Robinson, District 2  
Sally Arnold, District 3  
Anna Kammer, District 4 (Chair)  
Rick Hyman, District 5  
Theresia Rogerson, Dist. 5 (Alt.)  
Paula Bradley, City of Capitola  
Matt Farrell, City of Santa Cruz  
Bill Arnold, City of Scotts Valley  
Gina Cole, City of Watsonville (Vice Chair)  
Matt Miller, Ecology Action  
Kelly Curlett, CTSC (Alt.)

**Members Remote, Voting under Just Cause or Emergency:** None

**Staff:**

Tommy Travers, Transportation Planner  
Max Friedman, Transportation Planner

**Members Remote, Not Voting:**

Corrina McFarlane, District 1 (Alt.)  
Alex Santiago, District 3 (Alt.)  
Leo Jed, CTSC

**Unexcused Absences:**

**Excused Absences:**

Steven Jonsson, District 4 (Alt.)  
Jae Riddle, City of Santa Cruz (Alt.)  
Jennifer Villegas Moreno, Ecology Action (Alt.)

**Vacancies:**

District 2 - Alternate  
City Capitola - Alternate  
City of Scotts Valley - Alternate  
City of Watvonsille - Alternate

**Guests:**

Claire Gallogly, City of Santa Cruz  
Rebecca Downing, RTC Commissioner  
Jack Brown, Member of the public  
Johanna Lighthill, Member of the public  
Ari Newby, Member of the public  
Ron Goodman, Member of the public

3. Considered any AB 2449 requests by voting members to participate remotely: None.

4. Staff announcements

The dates for the equity training have changed.

5. Oral communications

Gina Cole announced recent and upcoming Watsonville group rides. Rebecca Downing promoted A Week Without Driving, an event where elected and appointed officials are asked to take alternative transportation to better understand the needs of those who commute through alternative modes. Jack Brown noted that the RTC hazard report form was not functioning properly.

6. Additions or deletions to consent and regular agendas:  
Staff announced the handout for item 5.

### **CONSENT AGENDA**

7. Approved draft minutes of the March 17, 2025, Bicycle Advisory Committee Meeting
8. Received Summary of Hazard Reports
9. Recommended to the RTC the TDA Claim for the FY 25/26 Vision Zero Program from the County of Santa Cruz Health Services Agency
10. Accept the nomination of new Bicycle Advisory Committee appointment

A Committee member requested a correction to the minutes, and a Committee member commended the Vision Zero Program.

**A motion was made (Roseman/Farrell) to approve the consent agenda. The motion passed unanimously with Roseman, Arnold, Kammer, Hyman, Bradley, Farrell, Cole, Miller, and Curlett voting in favor.**

### **REGULAR AGENDA**

11. Presentation on Netherlands Cycling Trip - Matt Miller, Ecology Action

Matt Miller gave a presentation on a trip organized by Ecology Action in which elected officials and government employees in Santa Cruz County visited the Netherlands in 2024 to learn about and experience their bicycle infrastructure, transportation network planning approach, all-age target user approach, and how to employ lessons learned to advance innovative local projects.

12. Review and provide input on Bay Corridor Design Project – Claire Gallogly, City of Santa Cruz

Claire Gallogly presented the Bay Corridor Project, a comprehensive initiative to develop a complete street connecting West Cliff Drive to the University of California, Santa Cruz. The project is currently at 10% design. The project includes pedestrian, bicycle, and transit improvements along Bay Avenue. She sought Committee input on several elements. She clarified that the City is creating concept-level plans for roundabouts but is not constructing them as part of this project. The project is intended to be ready for construction to coincide with adjacent Caltrans work at the

Mission St/Bay St intersection. She clarified that any proposed turn restrictions for motor vehicles would allow bicyclists to pass.

Individual Committee members provided the following feedback and questions:

- The school bus pull-out should instead be an in-lane stop like the METRO bus stops.
- Concerns were expressed about vehicle speeds on Escalona Drive, particularly for cyclists navigating downhill traffic, and about mixing pedestrians and fast e-bike riders in an intersection “scramble” phase.
- Commendation of aspects of the project, including improved connections from lower California Street to the rail trail, bus stop improvements, left-turn restrictions at side streets, and the proposed treatment at the Bay St/California St intersection.
- Existing bike lanes on Bay Street south of California are generally adequate as is, and proposed improvements there will somewhat duplicate the investment in the rail trail. Concerns were raised about the proposed two-way bikeway (cycle track) being only 8 feet wide in some areas, including limited maneuverability due to raised curbs, potential conflicts with oncoming bicycles—particularly e-bikes—and the need for multiple street crossings. Retention of a bike lane on the opposite side of the street from the two-way bikeway was requested.
- Recommendations were provided for additional bike markings for the King St/Bay St intersection, installing a robust crossing at Seaside Avenue, incorporating traffic calming measures, considering bike-specific signal phases only at certain times of day, and considering sidewalk widening in front of the school, provided that the northbound bike lane is preserved.

Ron Goodman commented on a need for further data collection to better understand pedestrian and bicycle behaviors, particularly among school-aged children who may not consistently follow traffic laws and at the signalized intersections.

### 13. Adjourn

The meeting adjourned at 8:07 p.m.

**NEXT MEETING:** The next Bicycle Committee meeting is a special meeting scheduled for May 12, 2025, 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:  
Max Friedman, Transportation Planner

# Bicycle Hazard Reports

## May 14, 2025

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
05/12/25	Valerie	Justus-Rusconi	Eureka Canyon road just past pm 5.88	N/A	Watsonville	Bike: Other	Tree down blocking uphill side on a right turn curve!	DPW	05/13/25	<b>5/13/25 Jacqueline Lopez:</b> Hello, All road emergencies should be reported immediately at 831-477-3999. We have On Call units 24/7, please don't email emergency requests.
05/09/25	Anne	Berne	1261 Brommer St	El Dorado Ave	Santa Cruz	Bike: Plant overgrowth or interference	Overgrown low creeping shrub blocking over half the bike lane near 1261 brommer. It's on the odd number side of the street. If you're going towards santa Cruz, it's before you go down the hill near El dorado.	DPW	05/13/25	<b>5/13/25 Arizza Murillo:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
05/05/25	Cindy	Engelbrechts	Rio Del Mar Blvd from the freeway to Deluxe	N/A	Aptos	Bike: Rough pavement or potholes	Rio Del Mar Blvd from the freeway to Deluxe has lots of potholes going towards the beach.	DPW	05/13/25	<b>5/13/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
05/05/25	Jack	Brown	229 Rio Del Mar Blvd	N/A	Aptos	Bike: Rough pavement or potholes	Extremely dangerous for uphill riders when a car is parked. Forces bike into car traffic. I have nearly fallen trying to navigate around.	DPW	05/13/25	<b>5/13/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
05/05/25	Jack	Brown	273 Rio Del Mar Blvd	Cliff Ct	Aptos	Bike: Rough pavement or potholes	Asphalt has sunk a good 5 inches below the concrete which could easily pop the bead of a tire or cause a bike rider to fall.	DPW	05/13/25	<b>5/13/25 Arizza Murillo:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
05/05/25	Jack	Brown	Bayview Dr	Cliff Dr	Rio Del Mar	Bike: Rough pavement or potholes	N/A	DPW	05/13/25	<b>5/13/25 Arizza Murillo:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response. <b>5/13/25 Stacey Muller:</b> Hello, your email, this has been assigned SR 25-000803. If you need additional information, please contact the Road Maintenance division at 831-477-3999.
04/30/25	Chris	Markham	West Zayante Rd	Mile Marker .05	Felton	Bike: Rough pavement or potholes	There is an approx 3' x 3' sink hole which is about 1' deep. This sink continues off the road edge and appears to be caused by water diverting around the drain pipe and/or drain pipe sinking under the road. It is a crash hazard to bicycles and a handling hazard on a curve at a cliff/creek edge for autos.	DPW	05/13/25	<b>5/13/25 Arizza Murillo:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response. <b>5/13/25 Stacey Muller:</b> Hello, We just received an update from our Road Maintenance division with the following information: Hazard on W Zayante Rd near PM 0.05 was reported last week, and crew covered the area with four steel plates and signage. If you would like any additional information, please feel free to contact them directly at 831-477-3999.
04/24/25	Katie	Herlihy	McGregor Ave	Mar Vista Dr	Capitola	Bike: Bikeway not clearly marked	The construction area for the Mar Vista overpass removes the bike lane along McGregor Avenue. There is a lack of signs for cars to indicate the car lane is shared. Also, it seems the length of the jersey barriers could be shortened to allow bikes to get back in the bike lane sooner. It is unsafe during my morning commute by bicycle. Add signs and decrease length of Jersey barriers.	DPW	04/29/25	<b>4/29/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Encroachment division for review & response.

# Bicycle Hazard Reports

## May 14, 2025

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
04/17/25	S	Bennett	NB McGregor after stop sign at Mar Vista	Mar Vista Dr	Seacliff	Bike: Bikeway not clearly marked	The first day biking I tried using full lane and had cars passing me on left including a driver yelling out his window to get out of road. Since then I try to ride as close to cement barrier but cars still pass me on the left crossing double yellow into oncoming traffic.	DPW	04/22/25	<b>4/22/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
04/17/25	Laura	Knobel	Highway 17 off-ramp	Pasatiempo Dr	Santa Cruz	Bike: Rough pavement or potholes	This pothole reappeared about a week ago and is getting bigger by the day. Geographic Location of Situation: It's at the intersection of the Highway 17 Pasatiempo overpass, where North Plymouth turns into El Rancho Dr.	Jonathan Wulff (Caltrans)	04/22/25	<b>4/22/25 Jonathan Wulff:</b> We went out there and it looks like it got fixed by someone else.
04/15/25	Anna	Kammer	Hames Rd from Orcahrd Heights Rd to Pleasant Valley Rd	Heights Rd	Day Valley	Bike: Debris on shoulder or bikeway	The shoulder on this section of Hames Rd needs to be cleared of dirt, gravel and debris to make this roadway section safer for cyclists going up the hill. It would be great if the dirt at the top of the hill where the mud slid into the roadway could be cleared. Vegetation is growing over the shoulder and needs to be cutback. 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	04/16/25	<b>4/16/25 Stacey Muller:</b> Hello, This was reported yesterday 4/15 and has been assigned SR 25-000652. Please contact our Road Maintenance division at 831-477-3999 for any additional information and reference the SR #.
04/08/25	Sandrine	Georges	Between 2998 and 2650 Brommer St	N/A	Santa Cruz	Bike: Debris on shoulder or bikeway	Between 2998 and 2650 Brommer St. Santa Cruz, just a few feet after intersection with 30th Ave, going northbound ON Brommer, down the hill from Brommer St County Park. Broken glass debris in bike lane going northbound.	DPW	04/08/25	<b>4/8/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
04/06/25	Rick	Hyman	400 Front St	Maple St	Santa Cruz	Bike: Rough pavement or potholes	The pavement on this section of the Riverwalk, alongside the construction occurring on the adjacent Front Street property is all torn up, causing potential hazards for cyclists and pedestrians. This pavement needs to be kept in rideable condition during construction.	Dan Estranero, Joanna Edmonds	04/08/25	<b>4/10/25 Joanna Edmonds:</b> We will have staff take a look to determine if this is related to the construction in that area and respond accordingly.

May 19, 2025

**TO:** Bicycle Advisory Committee  
**FROM:** Max Friedman, Transportation Planner  
**RE:** Bicycle Advisory Committee Membership Appointment

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Advisory Committee accept the following direct appointments of persons to serve on the Bicycle Advisory Committee (Committee)

- Jack Brown – new appointment for County District 2
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## **BACKGROUND**

Seats on the Regional Transportation Commission's 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 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 representative. The Bicycle Advisory Committee's description, role, and membership are in the 2024 RTC Rules and Regulations available on the RTC website.

## **DISCUSSION**

There was recently a vacancy in the Bicycle Advisory Committee for the primary seat for District 2. RTC staff updated its website and notified the Commissioner for this district. Staff provided the Commissioner recent applications from people either applying for or living in the district. Via email to staff, Commissioner DeSerpa appointed Jack Brown ([Attachment 1](#)) to the Committee as the alternative representative for County Supervisorial District 2.

Staff continues to seek applicants to fill existing vacancies and any potential future vacancies as terms end, and welcomes recommendations from Commissioners. The application and information about the Committee are

available on the RTC webpage <https://sccrtc.org/meetings/bicycle-advisory-committee/>. Currently there are five vacancies: the alternate representative for County District 2, the alternate for Capitola, the alternate for Watsonville, and the primary and alternate for Scotts Valley.

A current roster is included as Attachment 2.

**Staff recommends that the Committee accept the appointment of Alex Santiago to serve on the Bicycle Advisory Committee.**

**SUMMARY**

Staff recommends that the Bicycle Advisory Committee accept the direct appointment to the Bicycle Advisory Committee from Commissioner DeSerpa.

Attachments:

1. Application for Jack Brown
2. May 2025 Bicycle Advisory Committee Roster



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## New BAC Application Submission

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**From** RTC <info@sccrtc.org>

**Date** Mon 4/14/2025 12:22 PM



**Name**

Jack Brown

**Address**



**Position(s) I am applying for:**

Bicycle Advisory Committee representative for District 2

**I am willing to serve in any appropriate position**

- Yes

**Length of residence in Santa Cruz County:**

13 years 7 months

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

None

**Other Relevant Work or Volunteer Experience**

Board of Directors for the Electric Vehicle Association (Feb 2017-Apr 2019)

I was appointed to the national Board of Directors of the Electric Auto Association (EAA). The EAA is a non-profit educational organization that promotes the advancement and widespread adoption of Electric Vehicles.

Board of Directors - Monterey Bay Electric Vehicle Alliance / Electric Vehicle Association Central Coast Chapter (April 2012 to Present)

Assist with organization presence in area, coordinated several National Drive Electric Week, Earth Day, West End

8A-3

Celebration and social media.

Shift Captain - Monterey Bay Aquarium (April 2012 - Present)

Provide leadership and scheduling to 45+ volunteers of diverse backgrounds. supporting the weekend morning shift operations of the Monterey Bay Aquarium's volunteer program. This position ensures the shift runs smoothly by providing guidance, communication, scheduling, encouragement, coordination and inclusion among the volunteer team and Aquarium staff to serve visitors of the aquarium.

**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 am interested in serving on the Santa Cruz County Regional Transportation Commission's Bicycle Advisory Committee (BAC) for District 2 because I care deeply about sustainable transportation, equitable infrastructure, and active community engagement. Bicycling plays a vital role in shaping a healthier, more connected, and environmentally responsible future for our region. I would be honored to contribute to the planning and visioning of bicycle infrastructure that is safe, inclusive, and accessible for riders of all ages and abilities. Working in Santa Cruz County, I also try to bike commute as often as possible with a 21 mile round trip commute from Aptos to Santa Cruz. In 2024, I bike commuted over 1,700 miles to work.

My longstanding commitment to sustainability and community service makes me well-qualified for this appointment. I have over a decade of experience in regional environmental and transportation advocacy, as well as in volunteer leadership roles.

Through these roles, I have developed a strong understanding of public education, sustainability advocacy, and inclusive leadership—skills that I believe will be an asset to the Bicycle Advisory Committee. I'm especially interested in how we can expand and improve safe bicycle infrastructure in South County and strengthen connections between transportation planning, public health, and climate resilience.

I would be grateful for the opportunity to serve and contribute my skills and energy to this important work.

**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:**

While not being a person of color, I am married to a naturalized citizen who was born in El Salvador and a child who grew up in the area and was the Vice-President of the Aptos High Migrant Student Union, I try to do my part in being an ally to those who are underrepresented in our local government.

I have a functional disability of Charcot arthropathy, a progressive and potentially debilitating condition that primarily affects the joints in individuals with significant nerve damage that has caused some mobility impairment, but I have found relief from the symptoms through bike riding.

#### **Certification**

- I certify that the above information is true and correct.

## Draft May 2025 Bicycle Advisory Committee Roster

Member	Representing	Alternate
Scott Roseman	County of Santa Cruz-District 1	Corrina McFarlane
Jack Brown*	County of Santa Cruz-District 2	Vacant
Sally Arnold	County of Santa Cruz-District 3	Alex Santiago
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
Vacant	City of Scotts Valley	Vacant
Gina Cole	City of Watsonville	Vacant
Matt Miller	Bike to Work	Jennifer Villegas Moreno
Leo Jed	Community Traffic Safety Coalition	Kelly Curlett

\*New Appointment

**TO:** RTC Advisory Committees  
**FROM:** Amy Naranjo, Transportation Planner  
**RE:** 2025 Consolidated Call for Projects Process & Evaluation Criteria

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Advisory Committee (BAC), Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) review and provide input on the proposed Consolidated Call for Projects process and evaluation criteria ([Attachment 1](#)).

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## **BACKGROUND**

The Santa Cruz County Regional Transportation Commission (RTC), in its capacity as the state-designated Regional Transportation Planning Agency (RTPA) is responsible for selecting projects to receive certain federal and state funds. Selected projects are programmed in the RTC's Regional Transportation Improvement Program (RTIP) and/or RTC budget, as appropriate.

Regions are expected to document that they employ a regionwide, competitive, performance-based project selection process and programming decisions should reflect Regional Transportation Plan (RTP) priorities. RTC addresses these requirements by periodically revisiting criteria used to evaluate projects, programs, services, and planning efforts. This process ensures that investments align with the goals and policies in the RTP, thereby maximizing the efficiency and cost-effectiveness of RTC's limited discretionary transportation funds.

## **DISCUSSION**

Evaluation measures are used to guide project sponsors, RTC staff and advisory committees in making recommendations and providing comments related to transportation funding and planning.

Through the RTC's Regional Transportation Improvement Program (RTIP), projects are evaluated to ensure they meet the objectives and policies outlined in the Regional Transportation Plan, state and federal guidelines, legislative requirements, and executive orders. **Staff requests that RTC Advisory Committees provide**

**input on proposed project evaluation criteria (Attachment 1).** One of the key reasons for using evaluation criteria is to focus limited resources on actions that will do the most to advance local, regional, state, and federal goals in the next two to five years.

Below is a summary of criteria that have regularly been used by the RTC to evaluate projects and transportation decisions. These criteria support the Regional Transportation Plan (RTP), state, and/or federal goals and policies.

1. **Access for All:** Expand affordable and convenient multi-modal travel options and choices, especially to and within key destinations, to allow people to access their regular needs.
2. **Safety and Health:** Reduce transportation related fatalities and serious injuries (crashes) and enhance healthy, safe transportation options.
3. **System Preservation / Infrastructure:** Maintain and improve the condition of transportation assets cost effectively and responsive to the needs of all transportation system users.
4. **System Performance:** Improve efficiency and enhance performance of the transportation system while protecting and enhancing the natural environment. Includes improving goods movement, supporting economic development, improving travel times, and reducing congestion.
5. **Climate Change and Resiliency:** Reduce vehicle miles traveled and greenhouse gas (GHG) emissions and establish a climate-resilient transportation system that anticipates, adapts to, and mitigates the impacts of climate change.
6. **Equity:** Ensure that plans, investments, policies, and transportation decisions will reduce disparities for historically and systemically marginalized, underserved, and excluded populations. Notably, the equity analysis discussed in a separate staff report would be a complementary evaluation process.

Based on input previously received, staff recommends that priority be given to projects that build climate preparedness, reduce greenhouse gas emissions, address the needs of the region's most vulnerable populations, and integrate complete streets. Other considerations include project readiness, public participation and community support, leveraging of non-RTC discretionary funds, and geographic equity. While projects may not address every RTP goal or policy, those that provide multiple benefits to the community will be scored more favorably than single-benefit projects.

## **Consolidated Call for Projects**

The consolidated call for projects is expected to be issued on June 27<sup>th</sup> (pending RTCs authorization and discussion at the California Transportation Commission's June meeting regarding State Transportation Improvement Program funding) and applications will be due by 5:00pm on August 29<sup>th</sup>. While Caltrans and the CTC are still refining funding estimates, staff estimates that \$15 to \$17 million will be made available this funding cycle from the region's formula share of state and federal funds. These funds include:

- 2026 State Transportation Improvement Program (STIP): Approximately \$6-8 million, available through Fiscal Year (FY) 2030-31. Caltrans will release the draft 2026 STIP Fund Estimate (FE) for regions by late June 2025 with the final FE slated for CTC adoption mid-August 2025.
- Surface Transportation Block Grant (STBG) / Regional Surface Transportation Program (RSTP): Approximately \$8 million, available through FY 2027-28.
- 2024 Local Partnership Program (LPP-f): \$1.1 million, available through FY 2028-29.

Funds are available for transportation projects and programs in Santa Cruz County. Eligible projects include a wide range of public street/road and highway, local roadway reconstruction/rehabilitation, bicycle, pedestrian, transit, transportation system management, transportation demand management and other projects

Cities, the County of Santa Cruz, SCCRTC, Caltrans, Santa Cruz Metropolitan Transit District (METRO), University of California at Santa Cruz (UCSC) and other governmental agencies with a Master Agreement with Caltrans are eligible recipients of these funds. Non-governmental and other entities interested in applying for funds are required to have a public agency sponsor (with a Master Agreement with Caltrans) that will be responsible for ensuring state and federal accounting and implementation requirements are met.

Projects approved for State Transportation Improvement Program (STIP) funding are subject to concurrence and allocation from the California Transportation Commission (CTC). Projects approved for federal funds or considered capacity increasing or regionally significant are also programmed in the Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Improvement Program (MTIP).

## Schedule

The following schedule outlines the key milestones for the Consolidated Call for Projects, detailing the review process and timelines for project selection and funding.

- **May 2025** – Advisory committee review of evaluation criteria and call for project process. (Current)
  - May 12 – BAC
  - May 13 – EDTAC
  - May 15 – ITAC
- **June 12** – RTC approval of evaluation criteria and authorization to issue call for projects.
- **June 27** – Issue call for projects.
- **August 29** – Project applications due to RTC by 5:00pm.
- **October 3** – Staff recommendations released.
- **October 2025**– Advisory committees review staff recommendations.
  - Oct 6 – BAC
  - Oct 14 – EDTAC
  - Oct 16 – ITAC
- **November 6** – Public Hearing; RTC adoption of program of projects (and Measure D Regional Projects)
- **December 15** – RTIP submission to CTC for proposed STIP funded projects.
- **March 2026** – CTC adoption of the 2026 STIP program of projects.

After the May advisory committee meetings and the collection of public comments, staff will compile the information into recommendations for the RTC's June meeting, requesting approval of the evaluation criteria and authorization to open the call for projects.

## SUMMARY

Given that current transportation funding is insufficient to address all of the region's multimodal transportation needs, staff recommends that the committees and public provide input on evaluation criteria. These criteria will be used to prioritize which transportation projects and services are most critical to pursue, construct, maintain, or otherwise implement over the next three to five years.

## ATTACHMENTS

1. Proposed Evaluation Criteria

## LINKS

- [2050 Regional Transportation Plan – Goals and Policies](#)

- [2026 State Transportation Improvement Program \(STIP\) Guidelines](#) pending CTC adoption (August 2025)
- [Surface Transportation Block Grant \(STBG\) Fact Sheet](#)
- [2024 Local Partnership Formulaic Program \(LPP-f\) Guidelines](#)

*<https://rtcsc.sharepoint.com/sites/programming/Shared Documents/Staff Reports/25-05 RTIP Evaluation Criteria/25-05 SR RTIP Evaluation Criteria.docx>*

## 2025 Consolidated Call for Projects Evaluation Criteria

State and federal regulations require state departments of transportation (Caltrans), regions (RTC and AMBAG), and transit agencies to establish and advance projects that meet performance targets. A performance-based approach to transportation planning and programming aims to ensure the most efficient investment of transportation funds, support improved decision-making, and increase accountability and transparency. Projects will be evaluated to ensure they meet the objectives and policies outlined in the Regional Transportation Plan (RTP), including meeting state and federal guidelines, legislative requirements, and executive orders.

### Evaluation Criteria

Responses to the evaluation criteria must demonstrate how the project nomination meets the objectives and policies outlined in the Regional Transportation Plan. Project sponsors should respond only to those evaluation questions that are applicable to the nature and scope of their proposed project. Project applications will be evaluated, scored, and then prioritized based on how well the project nomination addresses and demonstrates the following criteria:

- Access for All
- Collisions and Safety
- System Preservation
- System Performance
- Public Health and Benefits to Equity Priority Communities
- Climate Change and Resiliency
- Funding Plan
- Project Readiness
- Complete Streets Integration
- Public Participation
- Other Considerations

### Access for All

Expand affordable and convenient multi-modal travel options and choices, especially to and within key destinations, to allow people to access their regular needs.

- How will your project expand affordable and convenient multi-modal travel options and choices, particularly to and within key destinations, to improve accessibility for all people to their regular needs?
- In what specific ways will your project address the transportation needs of people with limited mobility?
- If your project aims to increase walking, please describe the new sidewalks, crosswalks, or obstacle minimization efforts it will include. What is the anticipated increase in walking as a result of the project?
- If your project aims to increase bicycling, please describe the new bicycle lanes/paths, network gap closures, or bicycle box installations at intersections. What is the anticipated increase in bicycling as a result of the project?
- How will your project increase public transit access or improve the quality of the transit rider experience? Please provide specific details. What is the anticipated impact on transit ridership?
- Does your project fill a gap in the complete streets network and increase network connectivity by closing gaps in the bike, sidewalk, and transit networks? If so, please describe the gap(s) being addressed. Are there currently no alternate routes for these modes of transportation in the project area?

- How will your project expand the bicycle and pedestrian network across physical barriers such as creeks, freeways, and private property? Please describe the specific crossings or connections proposed.
- Does your project include any education and encouragement programs to promote walking, bicycling, or transit use? If so, please describe these initiatives.

### **Collisions and Safety**

Reduce transportation related fatalities and serious injuries (crashes) and enhance healthy, safe transportation options.

- Is there a documented history of collisions in the project area? If so, how will the proposed safety measures in your project specifically reduce collisions or address identified hazards? Please provide relevant collision data.
- What specific countermeasures are incorporated into your project design to reduce collisions, with a particular focus on preventing fatalities and serious injuries? Please provide details on these measures and their anticipated impact.
- How will your project reduce the potential for conflict between bicyclists, pedestrians, and vehicles? Please describe the design elements that will improve safety for all modes.
- In what specific ways will your project improve safety for more vulnerable users, such as low-income individuals, seniors, people living with disabilities, people of color, and youth? Please provide data or analysis to support your claims.
- If your project involves transit, will it reduce or prevent major mechanical failures for transit vehicles? If so, how? What is the current rate of mechanical failures?
- Does your project address any perceived safety or security issues that currently discourage increased transit ridership, biking, or walking (e.g., lack of lighting at bus stops, unsafe crossings)? If so, please describe the issues and the proposed solutions. What is the anticipated impact on ridership or active transportation?
- If your project fills a gap in the bicycle or pedestrian network within the project area, how will this contribute to improved safety for these users?
- Does your project eliminate any existing hazards, such as trees in roadways, dips in roads, or drainage issues? If so, please describe the hazards and the proposed solutions.
- How will your project improve access to and for emergency services and emergency evacuation routes? Please provide details.

### **System Preservation & Infrastructure Condition**

Maintain and improve the condition of transportation assets cost-effectively and responsive to the needs of all transportation system users.

- How will your project contribute to an increase in the percentage of transportation facilities in good condition? Please provide current condition data and anticipated improvement.
- If your project involves transit vehicles, how will it reduce the percentage of vehicles that have met or exceeded their useful life benchmark? What is the current percentage and the anticipated reduction?
- Will your project extend the useful life of a transportation facility or program? If so, by how much and what is the current estimated lifespan?
- How will your project ensure that transportation facilities are maintained in a state of good repair? Please describe the maintenance aspects of the project.

- Does your project incorporate sustainable pavement practices? If so, please describe the specific practices being used and their benefits.

## System Performance

Improve efficiency and enhance performance of the transportation system while protecting and enhancing the natural environment. Includes improving goods movement, supporting economic development, improving travel times, and reducing congestion.

- Reduction of Vehicle Miles Traveled (VMT): How will your project minimize vehicle miles traveled while maximizing person throughput? Please provide data or modeling to support your claims. What is the anticipated reduction in VMT?
- Reduction of Greenhouse Gases: How will your project reduce greenhouse gas emissions and criteria pollutants? Please describe the specific mechanisms and provide any relevant emissions reduction estimates or air quality benefits. How does your project advance air quality and climate goals?
- Potential for Mode Shift: How will your project encourage a shift from automobile travel to alternative modes such as bicycling, walking, transit, or carpooling? What is the anticipated percentage increase in trips made via these modes? Does your project involve increasing telecommuting options or coordinating land-use, housing, and transportation policies to reduce the need for travel? Please explain.
- System Reliability: How will your project improve the reliability and efficiency of the multimodal transportation system? Will it reduce variability in travel times, especially during peak travel periods and for transit? Please provide data or analysis to support your claims.
- Freight & Goods Movement: If applicable, how will your project improve freight and goods movement efficiency? Will it increase freight throughput on existing facilities or services? Please provide details and any relevant metrics.

## Public Health and Benefits to Equity Priority Communities

Ensure that plans, investments, policies, and transportation decisions will reduce disparities for historically and systemically marginalized, underserved, and excluded populations.

- Improves Public Health: Does your project directly target specific public health issues such as obesity, physical inactivity, asthma, or other health concerns? If so, please describe how and provide any relevant data or anticipated health outcomes.
- Reduce Disparities: How will your project specifically reduce disparities in safety and access for people who are transportation disadvantaged due to age, income, disability, language, or race/ethnicity? Please provide data or analysis to support your claims.
- Serves Disadvantaged Populations: Does your project directly serve transportation disadvantaged populations? Will it avoid placing substantial burdens on a disadvantaged community? Please explain.
- Demographics: What is the estimated percentage of the population in the project area that identifies as minority or low-income? Please provide the data source.
- Concentration of Underserved Groups: Does the project area contain higher than average concentrations of traditionally underserved groups when compared to the surrounding area, city, or county as a whole? Please provide data to support your answer.

- **Disproportionate Impacts:** Are the areas where these populations are located currently subject to disproportionate negative transportation impacts (e.g., higher pollution, lower safety, limited access)? Please describe these impacts.
- **Increased Traffic in Disadvantaged Neighborhoods:** Will the proposed project potentially increase traffic in low-income and minority neighborhoods? If so, what measures will be taken to mitigate any negative impacts?
- **Impact on Minority-Owned Businesses:** Will minority-owned businesses that serve a minority or low-income population be impacted by the project? If so, please describe the potential impacts and any proposed mitigation measures.

### Climate Change and Resiliency

Build a climate-resilient transportation system by preparing for, adjusting to, and reducing the effects of climate change. This includes making roads, bridges, and other surface transportation infrastructure more resistant to natural hazards like climate change, rising sea levels, floods, severe weather, and other disasters.

- **Wildfire and Emergency Evacuation:** How will your project increase safety and reduce emergency evacuation times in the event of a wildfire or other emergency?
- **Extreme Heat:** Does your project include measures to alleviate the impacts of extreme temperatures across the region (e.g., bus shelters with shade, improved ventilation)? Please describe these strategies and their anticipated benefits.
- **Flooding:** How will your project address increased rainfall, erosion, and flooding? Please describe the specific improvements.
- **Erosion:** How will your project mitigate slope erosion and flooding vulnerability? If applicable, describe any hillside stabilization efforts to prevent repeated slides.
- **At-risk Coastal Infrastructure:** If your project is located along the coast, how will it protect communities and natural resources from sea-level rise, with a focus on the adaptation of public infrastructure?

### Funding Plan

- **Committed Funding:** What other funding sources have already been secured for this project? Please provide details on the amount and source of each committed fund.
- **Leveraging:** Will the funds you are requesting from RTC be used to leverage other grants? If so, please identify those grants and the potential funding amounts. If RTC funding is not approved, will any of this other funding be at risk of being lost? Please explain.
- **Eligibility for Other Grants:** Is this project eligible for any other competitive grants? If so, what other grants are reasonably available for this project, and what is the status of those applications?
- **Funding for Cost Increases:** What potential funding sources are available to cover unanticipated cost increases for the project? Please identify potential sources and their likelihood of being accessible.
- **Delivery Risk:** If these funds are approved, will the project be fully funded? If not, how much additional funding is needed, and what is the likelihood of securing those funds? Please provide a realistic assessment of the project's overall funding security.

## Project Readiness

- **Schedule:** How quickly can the project be implemented to provide benefits to the community? Please provide a realistic project schedule with key milestones. Are there any potential risks that could impact the project schedule? Please identify these risks and proposed mitigation strategies.
- **Deliverability:** What is your agency's ability to complete this project on schedule and within budget? Please provide examples of your agency's performance on past grant-funded projects and discuss the timing of any other relevant projects that may impact deliverability. Are there opportunities to consolidate this project with other planned projects (e.g., timed utility upgrades, new development)?
- **Potential Risks:** Please describe the efforts undertaken to minimize risks to project implementation, beyond schedule risks.
- **Other:** Are there any other potential risks (financial, operational/asset, strategic/organizational compliance, political, etc.) that could delay the project? Please describe these risks and proposed mitigation strategies.

## Complete Streets Integration

Complete streets are roadways designed to safely and comfortably accommodate all users of all ages and abilities. Complete streets expand transportation choices by making walking, bicycling, and public transportation more convenient and safer.

- **Complete Streets Checklist:** Has the project sponsor completed the project checklist in the [Monterey Bay Area Completes Streets Guidebook](#) (page 122)? Provide confirmation.
- **Consistency with Guidelines and Policies:** Is the project consistent with current complete streets guidelines and policies? Please cite the specific guidelines and policies.
- **Integration of Components:** How does the project integrate complete streets components appropriate for the project type and location to safely and comfortably accommodate all users of all ages and abilities? If the project does not incorporate complete streets design treatments, please document why not and what alternative accommodations will be provided for pedestrians, bicyclists, and/or transit users (unless the project is exempt).

## Public Participation and Community Engagement

Describe how the project was identified as a community priority. List any public outreach that has already occurred.

- **Community Priority:** Please describe how this project was identified as a community priority. What community needs or desires does it address?
- **Prior Outreach:** Please list any public outreach that has already occurred for this project, including dates, methods, and key outcomes.
- **Ongoing Participation:** How will the project provide early and ongoing opportunities for meaningful public participation for all users throughout the project lifecycle?
- **Diverse Participation:** How will you ensure participation from diverse and historically underrepresented members of the public in project planning? Please describe specific outreach strategies.
- **Planned Outreach:** Describe any planned outreach activities that will occur during project planning and/or implementation (e.g., outreach to stakeholder groups, advisory committees, other

jurisdictions/agencies, transit, environmental groups, seniors, surveys, open houses). Please be specific about the methods and target audiences.

- Outreach to Underserved Residents: What specific outreach to low-income, BIPOC (Black, Indigenous, and People of Color), etc., residents about this project has already been conducted or is planned?
- Resident Involvement: How have residents in the project area been involved in the decision-making or project information process to date? How will they be involved moving forward?

### Other Considerations

- RTP Consistency: Is the project included in the current Regional Transportation Plan (RTP) Project List, which implements the SB375-mandated Sustainable Communities Strategy (SCS)? Please provide the RTP Project List reference if applicable.
- Consistency With Other Plans: Is the project consistent with other regional and/or local plans? If so, please identify the specific plans and describe the alignment:
  - Active Transportation Plans, Complete Streets Plans, Safe Routes to Schools Plans
  - Transit asset management, Public Transportation Agency Safety Plan (PTASP) and other transit plans
  - General Plans
  - Capital Improvement Programs
  - Unmet Transit Needs
  - Vision Zero/zero traffic fatalities, local roadway safety plans
  - Unified Corridor Investment Study (UCS)
  - Local Roadway Safety Plans
  - Safe Streets for All Plan
- Scale of Benefits: How many people could potentially benefit from this project? What is the estimated number of anticipated users for the facility, service, or program (e.g., number of cars, transit riders, bicyclists, and/or pedestrians)? Please provide data to support these estimates, such as:
  - Current traffic volumes, transit ridership, bicycle and pedestrian counts (if available).
  - A work plan for a program and the targeted number of people to use program.
  - The key destinations served by the project (e.g., employment center, transit center, retail/commercial area, visitor destination, school).
  - Modeling information for future use, if available.

## **Project Rating and Selection Process**

Project nominations will be evaluated and ranked based on the established criteria. Each criterion will receive a rating of "High," "Medium-High," "Medium," "Medium-Low," or "Low." Projects that demonstrate strong performance across multiple evaluation criteria and offer a wider range of benefits to the community will generally be ranked higher. Projects that receive the highest overall scores will have provided data-supported responses to strengthen their narrative. These highest-rated project nominations will be recommended for inclusion in the program. While the evaluation score is a key factor in project selection, additional criteria may be considered if multiple projects receive the same score.

An applicant submitting multiple project nominations must clearly prioritize its project nominations. The Regional Transportation Commission may elect to only award the highest priority project nomination submitted by each applicant. To ensure a balanced distribution of transportation projects throughout the region, the Regional Transportation Commission may also take geographic balance into account when approving funding.

[https://rtcsc.sharepoint.com/sites/programming/shared documents/2026 rtip/draft evaluation criteria.docx](https://rtcsc.sharepoint.com/sites/programming/shared%20documents/2026%20rtip/draft%20evaluation%20criteria.docx)

**TO:** Transportation Advisory Committees  
**FROM:** Brianna Goodman, Transportation Planner  
**RE:** Rural Highways Safety Plan Existing Conditions

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## **RECOMMENDATION**

Staff recommend that the Committee receive information and provide input on Milestone 2: Transportation Strategy Development of the Rural Highways Safety Plan (RHSP).

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## **BACKGROUND**

The Santa Cruz County Rural Highway Safety Action Plan (RHSP) seeks to eliminate traffic related deaths and serious injuries and enhance safety for all users of the County's six conventional highways, specifically: Highway 1 north of the City of Santa Cruz, Highway 9, Highway 236, Highway 35, and Highways 129 and 152 outside the City of Watsonville, which collectively function as main streets, intercommunity connectors, and rural highways.

Understanding that addressing roadway safety is a shared responsibility, this RHSP plan will be developed through collaboration with Caltrans District 5, the Santa Cruz County Community Traffic Safety Coalition, County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO), San Lorenzo Valley Unified School District (SLVUSD), Pajaro Valley Unified School District (PVUSD), UC Santa Cruz, first responders, local stakeholders such as community-based business associations, neighborhood associations, and residents of the community.

The objective is to identify crash patterns and use contextual data, such as surrounding land uses and roadway features, to generate and prioritize a suite of implementable countermeasures. The intent is to achieve zero traffic deaths and serious injuries by 2050 with projects and strategies implemented through close partnerships with Caltrans.

As part of Milestone 2: Transportation Strategy Development, the project team finalized the Existing Conditions Report and identified a series of crash profiles to understand safety needs and patterns on the Study Highways.

## **DISCUSSION**

Milestone 2 presents a comprehensive overview of Santa Cruz County’s existing transportation facilities in the six-corridor study area, laying the groundwork for final development of the Rural Highway Safety Plan (RHSP). These six conventional highways collectively function as main streets, intercommunity connectors, and rural highways as they traverse a range of communities and contexts in the County. To address the unique needs and functions of these different types of highways, we assigned place types to the road segments based on Caltrans identified place types in Design Information Bulletin 94 (“DIB 94”) - Complete Streets: Contextual Design Guidance. While DIB 94 defines three rural areas place types, the RHSP developed an additional rural place type to better suit the County and its specific needs. The RHSP place types include Rural Main Streets, Transitional Areas, Undeveloped Non-Mountainous Areas, and Undeveloped Mountainous.

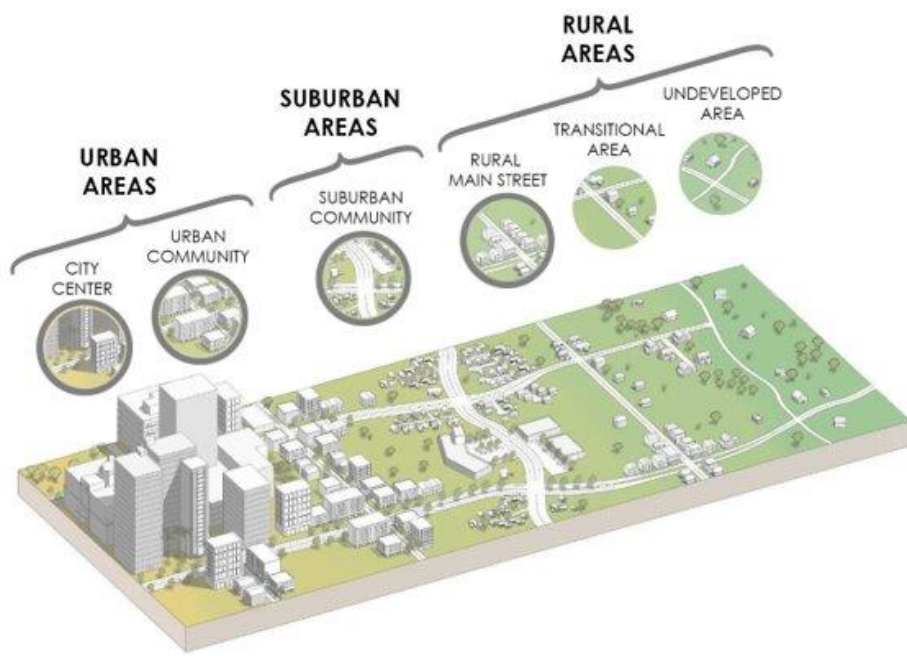


Figure 1: Caltrans Place Types for Contextual Design Guidance (Caltrans, DIB 94)

Fehr & Peers conducted a data driven safety analysis for the Existing Conditions Report including a risk network analysis, review of crash history, and summary of community input.

**Risk Analysis**

The risk analysis proactively identifies and addresses potential risk factors that may lead to serious and fatal injuries when crashes occur. The RHSP is focused on locations where the greatest number of potential risk factors are present. Some areas with many potential risk factors are characterized by inadequate geometry for Rural Main Streets such as portions of Highway 1 and Highway 9. These areas are typified by high volumes across all modes, frequent intersections with minimal intersection controls, and high vehicle speeds. Additionally, some Mountainous Rural Areas have many potential risk factors. These areas tend to have high

pedestrian, bicycle, and vehicle volumes for recreational trips, can lack adequate sight distance, lighting, and/or shoulders, and have high speeds.

## Crash History

In addition to the proactive risk factors assessment, the project team reviewed a comprehensive crash history of the six study highways to identify notable trends and patterns in killed and severe injury (KSI) crashes. The analysis was based on crash data for the past ten years (2014 to 2023) from Traffic Incident Mapping System (TIMS).

From 2014 to 2023, there were 1,301 reported crashes on the six study highways; 265 of those were KSIs, as illustrated in **Figure 1**. Over the ten-year period, approximately one in five crashes on the study highways resulted in a KSI. While pedestrians and bicyclists made up 11% of all crashes, they were overrepresented in KSI crashes, comprising over twice the share of KSI crashes (22% or 59 crashes). This highlights the vulnerability of pedestrians and bicyclists among road users and is disproportionate to their very low mode share in the study corridors.



Figure 2: Crashes on Study Highways 2014 – 2023

## Community Input

Santa Cruz County Regional Transportation Commission (RTC) and the project team conducted a series of community engagement activities in Fall 2024 as part of the project’s Milestone 1 update. Participants were asked to provide feedback pertaining to existing conditions, including their own experiences relevant to safety, transportation facilities, and collisions or near-miss incidents on the study corridors.

A summary of the input was included in the Existing Conditions Report and was used to help inform the crash profiles and priority locations.

## Crash Profiles

Building on the safety landscape analysis in the Existing Conditions Report, the project team developed a series of systemic crash profiles that can be extrapolated to similar locations in the study corridors and point to relevant countermeasures. Aligned with the NCHRP's 893 and 955 guidance, these profiles identify the primary factors associated with vehicle, bicycle, and pedestrian collisions and that best reflect the fundamental safety challenges along the Study Highways. The profiles typically represent 5% or more of KSI crashes and are as follows:

- **Excessive Speed:** Observed speed is 10 mph over target speed
- **Pedestrian Crashes:** Crashes involving pedestrians
- **Turns on Transitional Streets:** Mid-block vehicle-only crashes involving turns on transitional streets
- **Weekend Driving on Undeveloped Non-Mountainous Roads:** Vehicle crashes on weekends on Undeveloped Non-Mountainous roads
- **DUIs on Undeveloped Mountainous Roads:** DUI related crashes on Undeveloped Mountainous Roads
- **Bicyclists on Narrow Roads:** Bike crashes on narrow roadway segments (<36 feet roadway)
- **Lane Departures:** Head-On or Hit Object vehicle crashes
- **Pedestrians at Night:** Pedestrian crashes when lighting conditions were noted as Not Daylight

The project team identified a series of appropriate countermeasures that would likely be most effective at a given location and identified general locations to prioritize for project development. Countermeasures for these profiles can be categorized into three categories:

- **Demand management:** Manage crash exposure (length of trips and number of trips) by shifting road users out of single occupancy vehicles. The goal is to reduce the number of roadway users potentially experiencing a crash.
- **Speed management:** Reduce vehicle speeds through physical and self-enforcing improvements. The goal is to reduce the crash severity in a crash should it occur.

- **Conflict management:** Manage conflicts between different users by increasing visibility and separating users. The goal is to reduce the number of collisions that result in fatalities or serious injuries.

The first two categories can be applied systemically and should be prioritized to align with the Safe System Approach. The last category, conflict management, are often location-specific and may include physical improvements to improve visibility and separate users in space and time.

## **Next Steps**

The project team will use the input from Milestone 1 and the more focused discussions and input from Milestone 2 to determine 10 specific priority locations. The project team will pair priority locations with specific countermeasure improvements. The pairing will then lead to a fully developed project list for the top priority project locations. This will include countermeasures that respond to the systemic and collision history aspects of each location. The project team will develop one-to-two-page project fact sheets that describe project elements and include a visualized concept, quick-build opportunities, key implementation considerations or complexities (i.e., environmental, right of way, cost, regulatory approvals), crash data summary, preliminary cost estimates, and candidate funding sources.

## **SUMMARY**

Staff recommends that the Committee receive information and provide input to RTC staff on Milestone 2: Transportation Strategy Development of the Rural Highways Safety Plan. The Milestone 2 output is briefly summarized in the TAC presentation, but full analysis details can be found in [Attachment 2](#).

### Attachments:

1. [Crash Data Map](#)

AGENDA: May 19, 2025

TO: Bicycle Advisory Committee (BAC)  
FROM: Riley Gerbrandt, P.E., Associate Transportation Engineer  
RE: Zero Emission Passenger Rail and Trail Project Update

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## RECOMMENDATIONS

Staff recommends that the Committee receive an informational update and provide input on the Zero Emission Passenger Rail and Trail Project's concept development, including rail and trail alignment options.

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## BACKGROUND

The Regional Transportation Commission (RTC) is preparing a project concept report for passenger rail transit between Pajaro and Santa Cruz and the multi-use bicycle and pedestrian trail (Coastal Rail Trail) along the Santa Cruz Branch Line, including between Rio del Mar and Pajaro (Segments 13 through 20) and the Capitola Trestle (Segment 11, Phase 2). Work over the past year has included development of the purpose and need statement; loading guidelines for railroad bridge repairs and replacements; typical design cross sections; horizontal setback guidelines; initial and revised conceptual alignments; analysis of rail transit vehicle types and station locations; consideration of funding opportunities and integration with state and interregional rail plans; and regulatory requirements. The project team continues to solicit input from the community, RTC Commissioners, stakeholders and partner agencies on project milestones. Information on the project is online at: <http://www.sccrtc.org/zeprt>.

Public engagement conducted from October through December 2024, focused on the Project's updated conceptual alignment, potential station locations and features, quiet zones, funding and service, and bridge infrastructure. The RTC also received a project update from staff at its March 2025 meeting, which included a summary of Milestone 3 engagement activities and key takeaways, as well as an update on the work that the project team had progressed over the winter months. The latter included a reviews of the project infrastructure evaluation as well as potential funding opportunities for the project. The March 2025 staff report is Item #29 of the meeting agenda, which can be referenced from the RTC's website at via the following link: <https://www.sccrtc.org/meetings/regional-transportation-commission/agendas/>.

During the March 2025 RTC meeting, the Commission directed staff to pursue intercity passenger rail service on the Branch Line by aligning the Zero Emission Passenger Rail Project Concept with what is envisioned in the [California State Rail Plan](#). At this meeting, the Commission also formed two Commissioner ZEPRT working groups, to focus on understanding and resolving key project alignment challenges, specifically in the areas of Watsonville and Santa Cruz.

## **DISCUSSION**

The RTC is currently providing updates to RTC advisory committees and the community on the project concept, including the proposed rail and trail alignments and stations. Input received will be reviewed and considered for inclusion in the draft project concept report which is expected to be completed in mid-June 2025.

In-person workshops are being held for the community on May 12<sup>th</sup> and May 14<sup>th</sup> in Watsonville and Santa Cruz. Flyers for the community workshops are included as [Attachment 1](#). Attendees will receive a presentation from the project team and be invited to learn more and provide feedback on the project concept proposals at activity tables.

Monday, May 12, 2024 from 6:00 to 7:30 PM  
Location: Civic Plaza Community Room  
Address: 275 Main Street, Watsonville, CA 95076

Wednesday, May 14, 2025 from 6:00 to 7:30 PM  
Location: London Nelson Community Center, Multipurpose Room  
Address: 301 Center Street, Santa Cruz, CA 95060

## **NEXT STEPS**

Input received from the public and stakeholders during the current community engagement for Milestone 3 will inform the content and development of the draft Project Concept Report. At the June 12<sup>th</sup> RTC meeting, staff plan to kick off Milestone 4, share virtual open house materials, and describe the content and conclusions of the draft project concept report, including the proposed conceptual alignment. As shown in Figure 1 (below), the draft Project Concept Report, as Milestone 4, is expected to be released in summer 2025 together with preliminary and conceptual capital, operations, and maintenance cost estimates. The project team may also hold informational community sessions on the contents of the draft Project Concept Report in late May or early June, in advance of kicking off Milestone 4.

Milestone 4 will continue through June, July and August 2025, and staff will continue to collect community, stakeholder and partner feedback, after which the project team will summarize the Milestone 4 public engagement efforts and feedback received, then prepare the final project concept report in Fall 2025.

After adoption of the Project Concept Report and subject to the availability of funding, the Project could begin California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) environmental review and preliminary engineering.

## PROJECT CONCEPT REPORT

### Milestones and Engagement Opportunities



Figure 1: Project Concept Report Milestones

### SUMMARY

Staff will provide an update on the Zero Emission Passenger Rail and Trail Project’s concept development, including rail and trail alignment options that are in development.