



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

MEETING AGENDA

Monday, June 9, 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/88686439724?pwd=08QlTh8zOmRghiqOG2BEaShVQnx8Pf.1>

Online meeting ID: 886 8643 9724

Password: 147382

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

COMMITTEE MEMBERSHIP

Member

Scott Roseman
Jack Brown
Sally Arnold
Anna Kammer
Rick Hyman
Paula Bradley
Matt Farrell
Vacant
Gina Cole
Matt Miller
Leo Jed

Alternate

Corrina McFarlane
Vacant
Alex Santiago
Steven Jonsson
Theresia Rogerson
Christopher O'Connell
Jae Riddle
Vacant
Vacant
Jennifer Villegas Moreno
Kelly Curlett

Representing

District 1
District 2
District 3
District 4
District 5
City of Capitola
City of Santa Cruz
City of Scotts Valley
City of Watsonville
Ecology Action/Bike To Work
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 19, 2025, Bicycle Advisory Committee Meeting
8. Receive Summary of Hazard Reports

REGULAR AGENDA

9. 41st Ave Multimodal Improvements and Pavement Rehabilitation Project – Kailash Mozumder, City of Capitola
10. Review and provide input on The North Coast Transportation Demand Management Plan Existing Conditions – Max Friedman, RTC
11. Discuss construction safety for roadwork and encroachments affecting bikeways – Committee members *(See May 2023 meeting staff report for background)*
12. Updates related to committee functions – Committee members (oral updates)
13. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for August 11, 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 | website: 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. 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

**MEETING
DRAFT MINUTES
Monday, May 19, 2025
5:30 pm to 8:00 pm**

This meeting was held in person at the RTC Offices, 1101 Pacific Ave #250, Santa Cruz, CA 95060
Remote participation was via Zoom and followed AB 2449 requirements.

1. Call to Order: Chair Anna Kammer called the meeting to order at 5:40 pm.

2. Introductions

Members Present, in Person:

Corrina McFarlane, District 1 (Alt.)
Jack Brown, District 2
Sally Arnold, District 3
Anna Kammer, District 4 (Chair)
Rick Hyman, District 5
Paula Bradley, City of Capitola
Matt Farrell, City of Santa Cruz
Gina Cole, City of Watsonville (Vice Chair)
Matt Miller, Ecology Action
Leo Jed, CTSC

Members Remote, Voting under Just Cause or Emergency: None

Staff:

Tommy Travers, Transportation Planner
Max Friedman, Transportation Planner
Brianna Goodman, Transportation Planner
Amy Naranjo, Transportation Planner
Riley Gerbrandt, Associate Transportation Engineer

Members Remote, Not Voting:

Steven Jonsson, District 4 (Alt.)
Theresa Rogerson, Dist. 5 (Alt.)

Unexcused Absences:

Excused Absences:

Scott Roseman, District 1
Alex Santiago, District 3 (Alt.)
Christopher O'Connell, City of Capitola (Alt.)
Jae Riddle, City of Santa Cruz (Alt.)
Jennifer Villegas Moreno, Ecology Action (Alt.)
Kelly Curlett, CTSC (Alt.)

Vacancies:

District 2 - Alternate
City of Scotts Valley - Primary and Alternate
City of Watsonville - Alternate

Guests:

Abe Downey, Member of the public

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

4. Staff announcements

Staff announced that the RTC bicycle purchase and bikeshare incentive program, Go Bike, will be launching soon. Staff also announced an upcoming virtual public workshop for the North Coast Transportation Demand Management Plan. Additionally, staff noted that the upcoming RTC meeting will be held at a different time than usual.

5. Oral communications

Matt Farrell noted that there will be a ribbon cutting event for Segment 7B of the Coastal Rail Trail on Wednesday, May 21st. Matt Miller shared that May is Spring Bike Month and highlighted events hosted by Ecology Action including an e-bike safety workshop and other related activities. Corrina McFarlane noted that the Whale Bridge (Chanticleer) opening was postponed and expressed concern that the delay was not clearly communicated to the public, as evidenced by the fact that many people showed up to the event on the canceled date. Steven Jonsson announced that Bike Santa Cruz County is organizing a community ride this Saturday, May 24th in Watsonville.

6. Additions or deletions to consent and regular agendas:

Staff announced that two attachments for Item 11 and replacement page for Item 8A were provided.

CONSENT AGENDA

7. Approved draft minutes of the April 14, 2025, Bicycle Advisory Committee Meeting
A Committee member noted an error in attendance and voting in the minutes; Paula Bradley was not in attendance.

8. Received Summary of Hazard Reports
Committee members noted hazards related to construction zones, discussed receipt of resolutions to reports, and noted that the system may not be configured correctly regarding the file size limit of photo attachments.

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

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

REGULAR AGENDA

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

Amy Naranjo presented on proposed evaluation criteria for the upcoming consolidated call for projects. The call is for applications from local jurisdictions and others to apply, through a competitive process, for certain federal and state transportation funds that the RTC has discretion over.

Committee members suggested that weighted scoring would more clearly prioritize community goals. Individual members requested the following areas of prioritization in scoring projects:

- Reduction in deaths and serious injuries (both in the Safety section and the Public Health section)
- Consistency with Vision Zero policies and plans
- Complete streets elements that are community-identified priority projects
- Reduction of vehicle miles traveled (VMT)
- Projects that fill major gaps in the active transportation network
- Projects that improve multimodal connections

A committee member also requested that the importance of reducing deaths and serious injuries be featured prominently overall in the call for projects.

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

Brianna Goodman gave a presentation on the Rural Highways Safety Plan's Existing Conditions Report and requested input based on committee members' experience on the subject state highways in comparison to the findings, particularly on the proposed focus locations. Committee members asked whether crash data distinguishes between recreational and commuting cyclists; staff noted that it does not, but the RHSP team understands which highways are typically used for recreational cycling, which may allow result in more effective recommendations. A committee member commented on conflicts on the North Coast and the potential safety benefits of the Coastal Rail Trail Segment 5. It was asked if staff is considering exploring separated trails in other parts of the project area and staff mentioned that there was interest in exploring a multi-use path from Highway 152 to the fairgrounds in Watsonville. Additional questions were raised about whether reducing speed limits in certain segments is being considered and if more could be done along Highway 1 to better separate cyclists from vehicles. A committee member emphasized that education and enforcement need to remain dynamic, suggesting that certain safety solutions should be targeted at more specific locations and change over time. It was also mentioned that a survey is currently open for the [Santa Cruz County Safety Action Plan](#). Abe Downey commented on the importance of considering the needs of not just current riders, but also those who are currently not bicycling on rural highways for transportation due to safety concerns.

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

Riley Gerbrandt provided a presentation on Zero Emission Passenger Rail and Trail project updates and solicited feedback from the committee. He provided detail on the most recent preferred alignment for the trail and the rail station in Watsonville and on the impacts of the rail alignment options along Beach Street in Santa Cruz. A committee member expressed approval about the proposed trail on San Andreas Road in Watsonville and noted concern about rerouting the trail to West Beach in Watsonville, stating a preference for keeping it along the rail corridor. A committee

member said Rodriguez Street realignment is a sensible improvement. Staff explained that the public expressed a desire for the trail to be closer to destinations. A committee member asked whether more renderings of the Beach Street (Santa Cruz) area would be made available and emphasized the importance of ensuring the visuals accurately represent conditions. A committee member expressed a strong desire for the rail trail not to be delayed by rail planning, and requested improvements to the bicycle network between Cliff Street and 3rd Street, due to the one-way restrictions. Abe Downey, commented that raised-grade rail crossings are much safer. The ad hoc committee for reviewing and commenting on alignments of the ZEPRT project is reconvening and currently includes Paula Bradley, Sally Arnold, and Gina Cole.

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

Regarding previous conversations on concerns about safety in construction zones, Paula Bradley noted that a letter had been sent to public works directors, but no responses had been received. Members requested that this item be agendaized for the next meeting.

13. Adjourn

The meeting adjourned at 8:04 p.m.

NEXT MEETING: The next Bicycle Committee meeting is a special meeting 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.

Minutes respectfully prepared and submitted by:
Max Friedman, Transportation Planner

Bicycle Hazard Reports

June 2, 2025

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
05/17/25	Gregg	Schlaman	West Hilton Dr	N/A	Boulder Creek	Bike: Rough pavement or potholes	Roadway is badly deteriorating	DPW	05/20/25	5/20/25 Stacey Muller: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
05/14/25	Sandrine	Georges	2360 Brommer St	Lisa Ln	Santa Cruz	Bike: Debris on shoulder or bikeway	Broken glass in bike lane going down hill/southbound	DPW	05/20/25	5/20/25 Stacey Muller: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.

TO: Bicycle Advisory Committee (BAC)
FROM: Max Friedman, Transportation Planner
RE: 41st Ave Multimodal Improvements and Pavement Rehabilitation Project

RECOMMENDATION

RTC staff recommends that the Bicycle Advisory Committee (BAC) review and provide input on the 41st Ave Multimodal Improvements and Pavement Rehabilitation Project.

BACKGROUND

The 41st Avenue Reconstruction Project is located between Cory Street and Clares Street. This project aims to address several key transportation and accessibility issues. The primary goals of the project include:

- Full road surface reconstruction: This comprehensive overhaul will improve the overall quality and longevity of the road surface, enhancing safety and comfort for all road users.
- Improved wayfinding: The project will provide pavement markings and signage to facilitate easier access to State Route 1 (SR-1) ramps, benefiting both local residents and visitors to the area.
- Enhanced pedestrian and bicycle accessibility: This will be achieved through the installation of new crossings, signs, striping, as well as the construction of a separated bikeway. These improvements aim to increase safety and ease of movement for pedestrians and cyclists.
- Minimal construction delays: Recognizing the impact of construction on the local community, the project team is committed to implementing strategies that will minimize timing delays and disruptions to existing residents throughout the reconstruction process.

This project is funded through State Transportation Improvement Funds (via the RTC) and City of Capitola local funds.

DISCUSSION

The proposed road repair and improvement project for 41st Avenue incorporates several features designed to enhance the overall transportation experience for all users.

Road Repair Methodology

The project proposes to use Partial Depth Recycling (PDR) for the road repair. This method offers several advantages:

- **Cost-effectiveness:** PDR treats the existing asphalt as an asset, allowing for the restoration and reuse of existing materials. This approach significantly reduces material costs.
- **Efficiency:** By reusing on-site materials, PDR reduces the amount of material that needs to be hauled off or brought to the site, minimizing environmental impact and construction traffic.
- **Speed:** The PDR process allows for rapid completion, with users able to return to the street on the same day as the paving process. This feature will greatly reduce disruption to local traffic and residents.

Bicycle Infrastructure Improvements

The project includes enhancements to bicycle infrastructure:

- Restriping of existing Class II bike lanes south of Gross Road.
- Upgrade of Class II bike lanes to Class IV from Gross Road to the City Boundary. This includes the addition of a buffer, raised interstate curb, and delineators, providing increased safety and comfort for cyclists.
- The repaved roadway will improve the overall cycling experience and access along Clares Street.

Wayfinding Enhancements

To improve navigation and reduce confusion, especially for visitors and those accessing State Route 1, the project incorporates:

- Pavement markings to assist with lane selection for SR-1 ramp access.
- Overhead signage to further guide drivers in selecting the appropriate lane for SR-1 ramp access.

Pedestrian Safety Features

The project addresses pedestrian safety through the implementation of high-visibility crosswalks enhancing pedestrian visibility to motorists and improving overall safety.

The project is anticipated to follow a timeline that includes completing the engineering, design, and approval process in Summer 2025, bidding the project for construction in Winter 2025, and constructing the project in Spring 2026.

SUMMARY

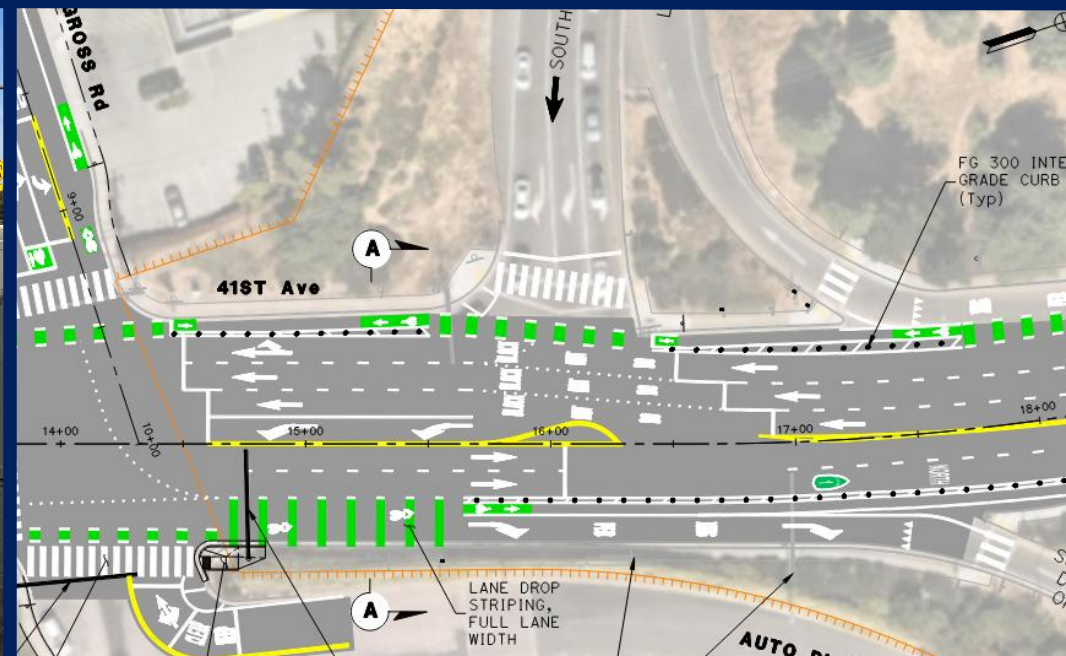
RTC staff recommends that the BAC provide input on the project to City of Capitola staff.

Attachments:

1. 41st Ave Multimodal Improvements and Pavement Rehabilitation Project Slide Deck



41st Ave Multimodal Improvements and Pavement Rehabilitation Project



41st Avenue

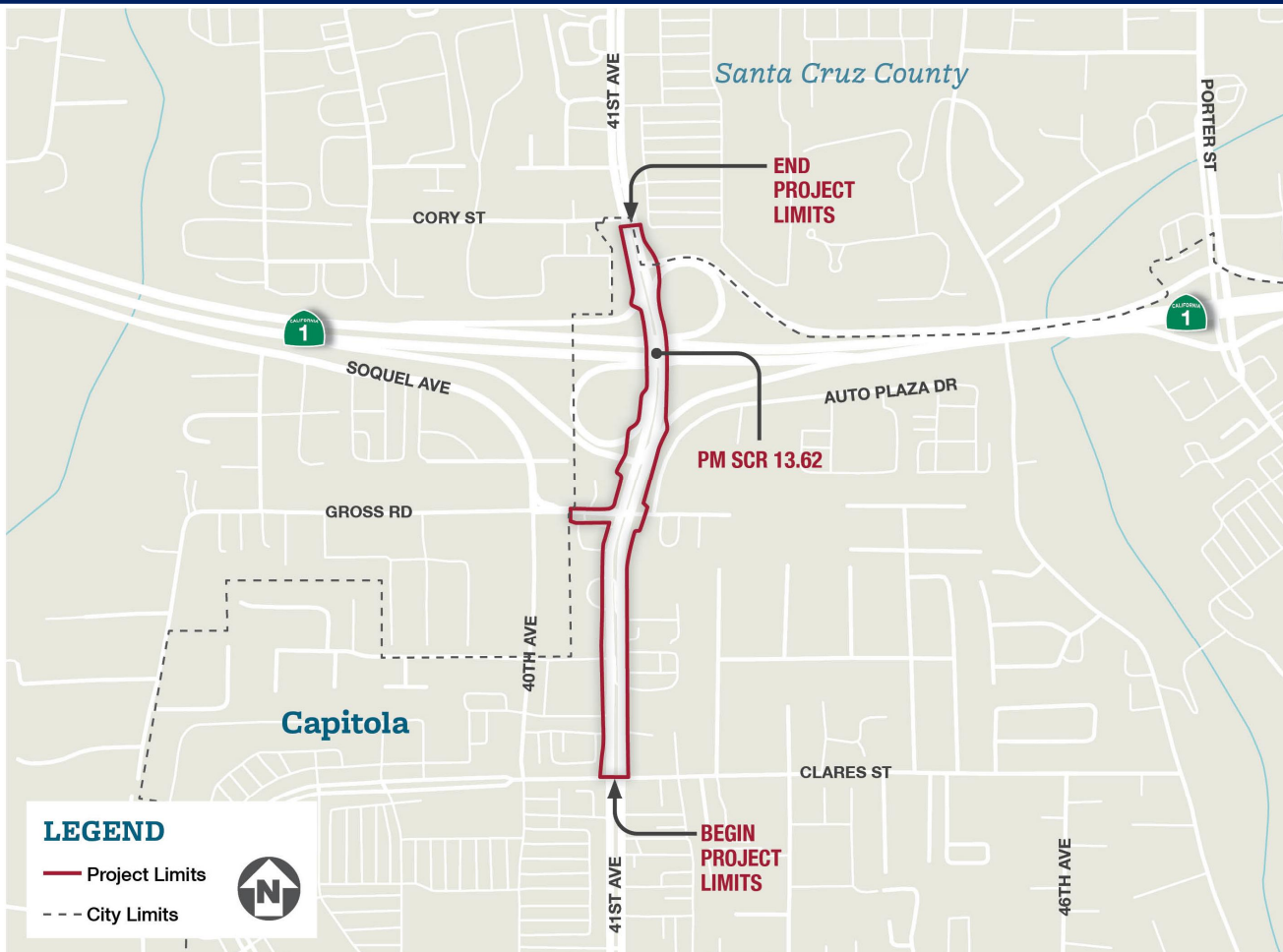
Presentation Overview



- Project background
- Project Goals and Objectives
- Overview of project features
- Upcoming project milestones

41st Avenue

Project Overview Map



41st Avenue

Existing Conditions



Depressions and Uneven Pavement



Old Utility Trench Repairs and Faded Striping



Poor Wayfinding on 41st Ave for SR-1 Ramp Access



Alligator Cracking



Uncomfortable Bicycle Facilities with High Traffic Congestion



Poor Wayfinding on Gross Road for SR-1 Ramp Access



41st Avenue

Project Background

- Project purpose and goals:

- 1 Full road surface reconstruction
- 2 Enhance pedestrian and bicycle accessibility with new crossings, signs, striping, and separated bikeway
- 3 Provide wayfinding improvements for SR-1 ramp access with advance pavement markings and signage
- 4 Minimize construction timing delays to existing residents

- Project funded by STIP and local funds

41st Avenue Roadway Speeds



Existing Posted Speed: 25 MPH

*Proposed Posted Speed: 25 MPH
From Clares Street to City Boundary*

Existing Posted Speed: 30 MPH

41st Avenue

Proposed Road Repair

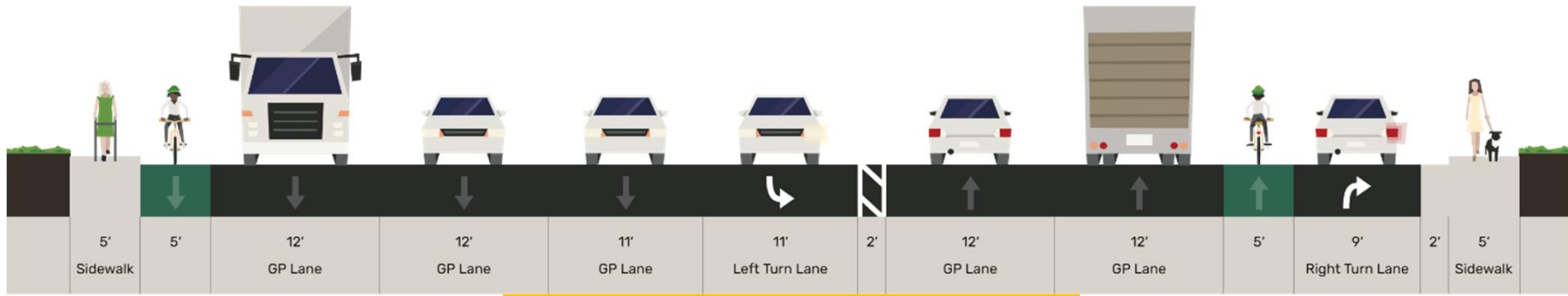


- Partial Depth Recycling (PDR) – this treatment treats the existing asphalt as an asset.
 - Cost effective - restore and reuse the existing material
 - Efficient - reducing the amount of material to be hauled off/to the site
 - Quick - cars back on the street the same day the paving process

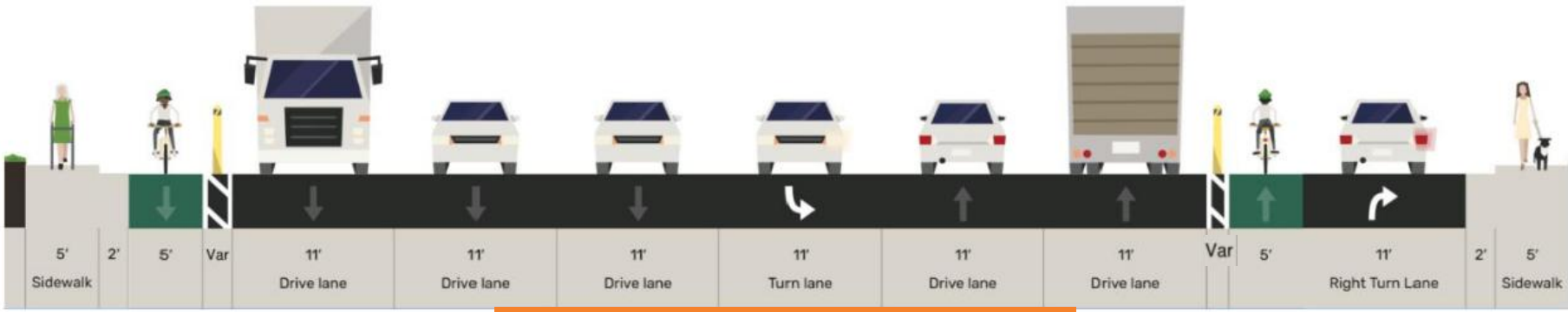


41st Avenue

Proposed Cross Section



Existing



Proposed



41st Avenue

Bicycle Features

- Existing Class II bike lanes would be restriped south of Gross Rd
- Existing Class II bike lanes would be restriped to Class IV from Gross Rd to City Boundary with buffer and raised interstate curb and delineators
- Repaved roadway would improve bicycle experience and access along Clares Street



Green Pavement Markings



Delineators on Plastic Curb



Green Conflict Striping for Bike Transition

41st Avenue

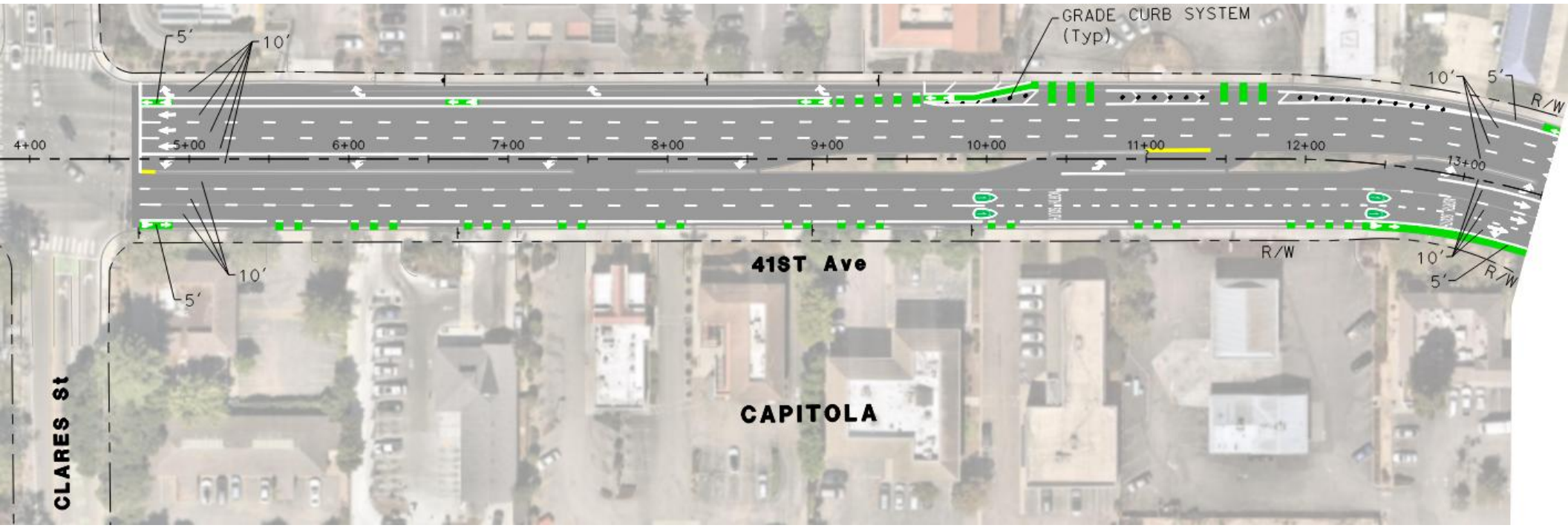
Wayfinding Features



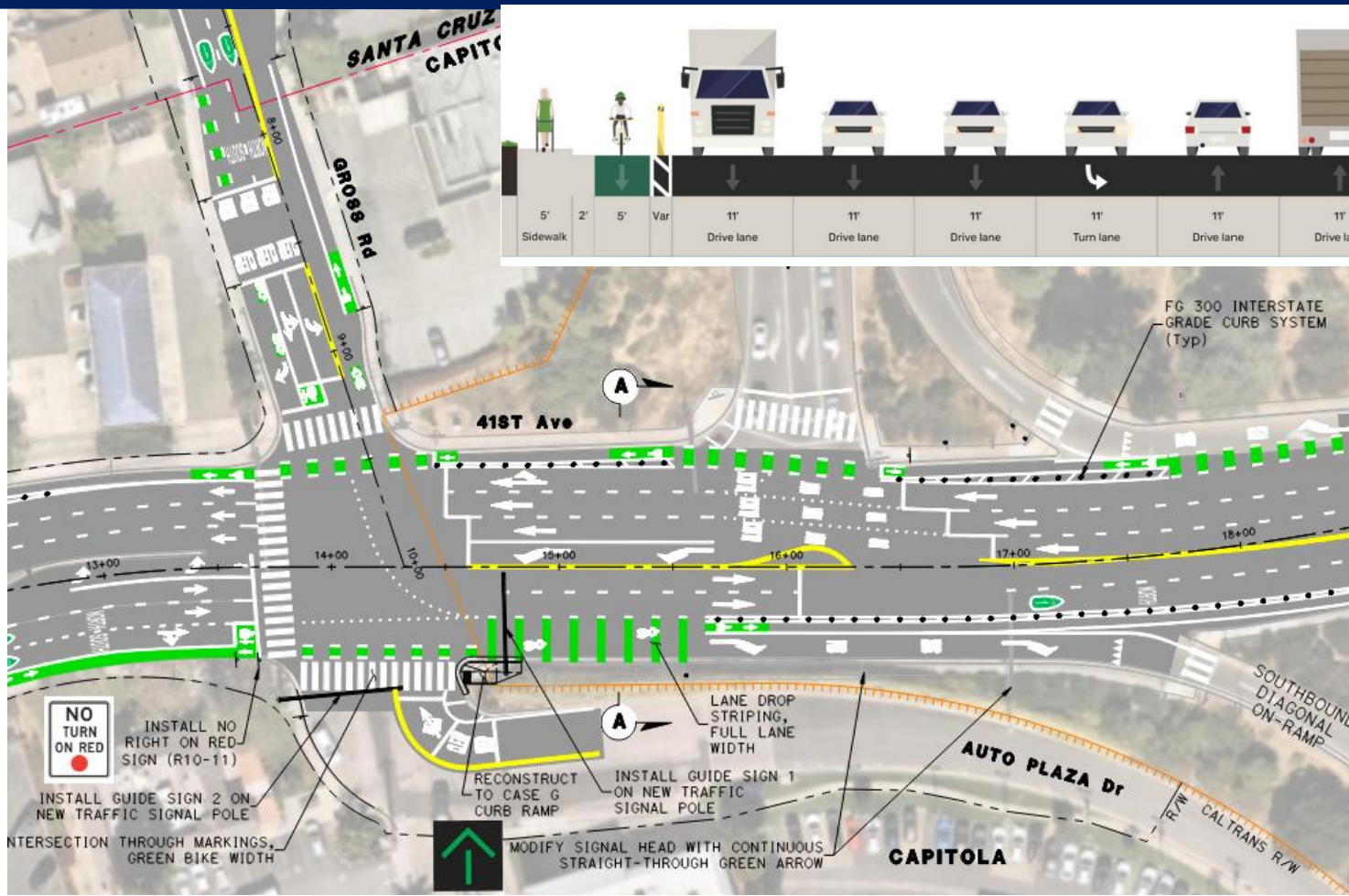
- Advance Pavement Markings for lane selection for SR-1 ramp access
- Advance overhead signage for lane selection for SR-1 ramp access



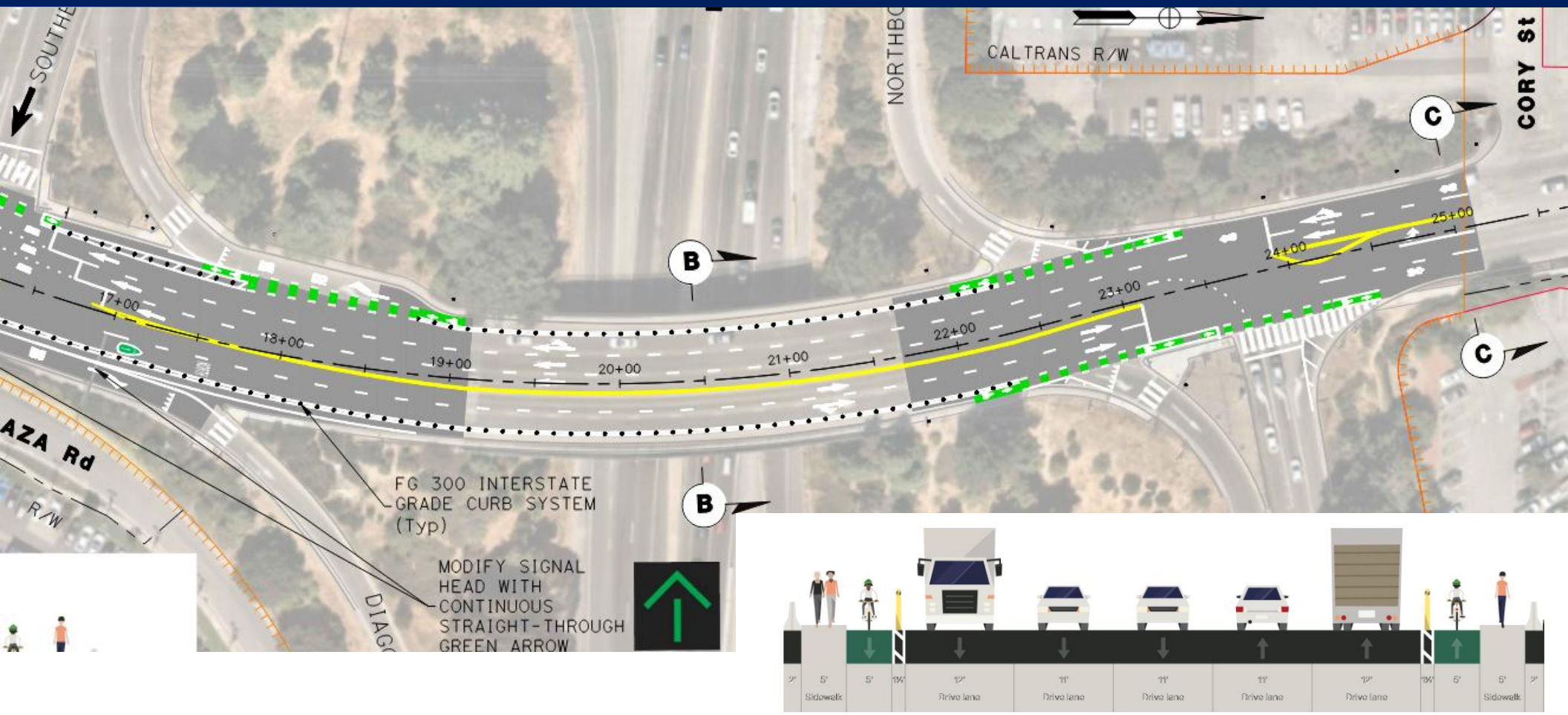
41st Avenue Improvements



41st Avenue Improvements

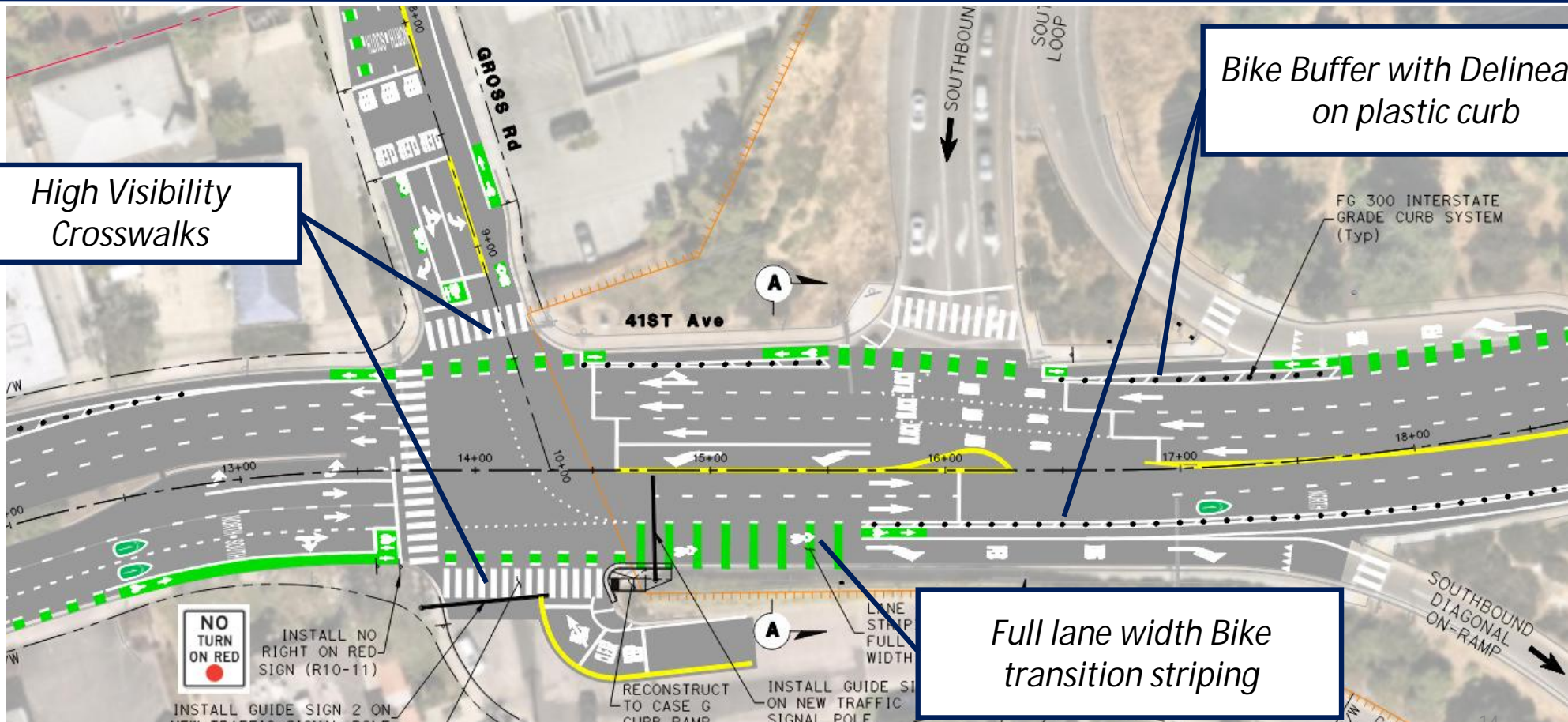


41st Avenue Improvements



41st Avenue

Bicycle and Pedestrian Features



High Visibility Crosswalks

Bike Buffer with Delineator on plastic curb

Full lane width Bike transition striping

NO TURN ON RED
INSTALL NO RIGHT ON RED SIGN (R10-11)

RECONSTRUCT TO CASE G CURB RAMP
INSTALL GUIDE SIGN ON NEW TRAFFIC SIGNAL POLE

LANE STRIP FULL WIDTH

FG 300 INTERSTATE GRADE CURB SYSTEM (Typ)

A

A

41st Avenue

Wayfinding Improvements – Location 1

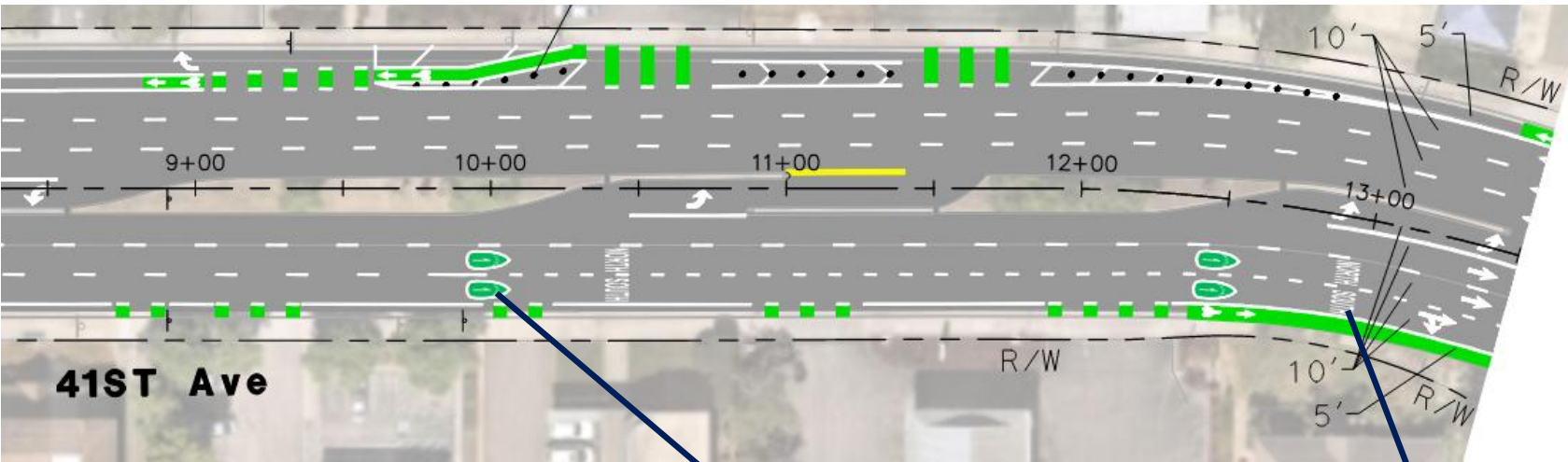


Wayfinding Sign on 41st Ave



41st Avenue

Wayfinding Improvements – Location 1



41ST Ave

Advance Pavement Marking "Direction"

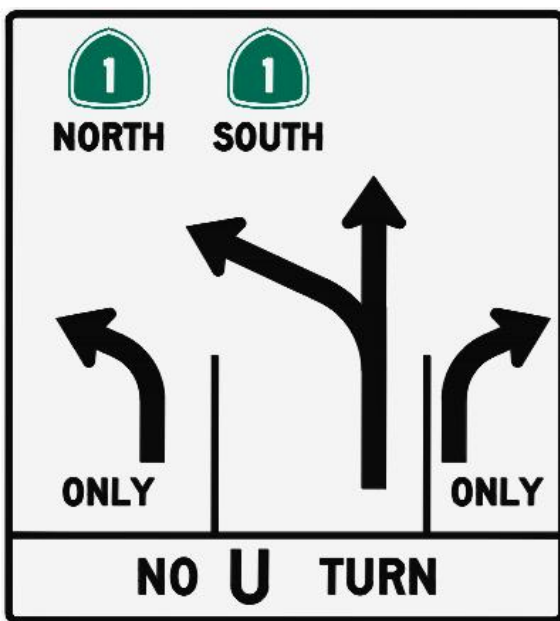
Advance Pavement Marking "SR-1"



Wayfinding Pavement Marking

41st Avenue

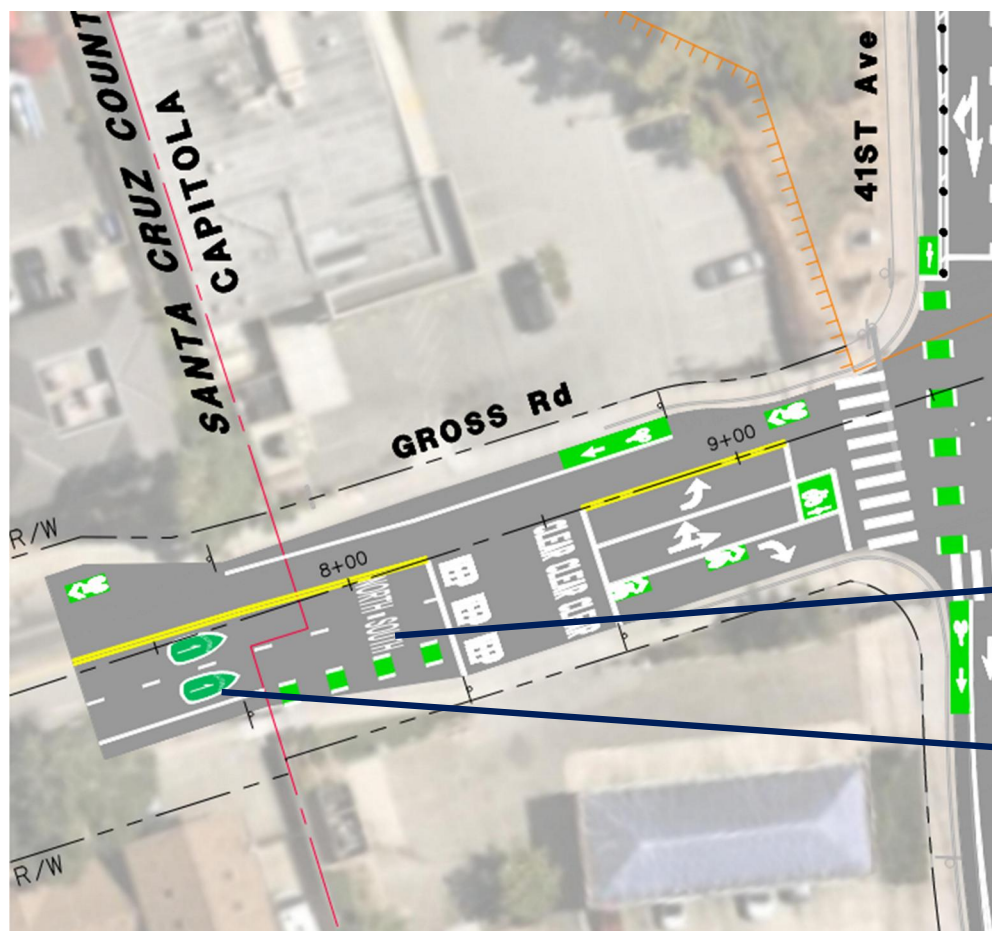
Wayfinding Improvements – Location 2



Wayfinding Sign on Gross Rd

41st Avenue

Wayfinding Improvements – Location 2



Wayfinding Pavement Marking

Advance Pavement Marking "Direction"

Advance Pavement Marking "SR-1"

41st Avenue

Estimated Project Schedule



Timeline	Milestone
Summer 2025	Complete Engineering Design/Caltrans Approval Process
Winter 2025	Bid Project for Construction
Spring 2026	Construct Project

41st Ave Multimodal Improvements and Pavement Rehabilitation Project



THANK YOU!



Kimley»»Horn

Chris Brecheisen



Kailash Mozumder & Jessica Kahn

20

TO: Transportation Advisory Committees

FROM: Max Friedman, Transportation Planner

RE: North Coast Transportation Demand Management Plan Existing Conditions

RECOMMENDATION

Staff recommends that the Committee receive information and provide input on the draft Existing Conditions Report of the North Coast Transportation Demand Management (TDM) Plan.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) is creating a Transportation Demand Management (TDM) Plan for the approximately 17-mile coastal highway corridor along State Route 1 (SR 1) from the northern end of the City of Santa Cruz to the Santa Cruz/San Mateo County line, known as the Santa Cruz North Coast. As part of Milestone 1, the project team summarized existing travel conditions along the corridor and conducted a first round of engagement activities. This summary provides an overview of existing transportation conditions on the North Coast, laying the groundwork for future phases of the North Coast TDM Plan.

DISCUSSION

Existing Travel Conditions

The North Coast is located between the San Francisco, San José, and Santa Cruz population centers and provides access to many attractive beaches, parks, and trails.

Key destinations include beaches, two state parks, the Cotoni-Coast Dairies National Monument, the town of Davenport, and several coastal residential areas and farms along SR 1. These destinations have attracted an increasing number of visitors from the Bay Area and Santa Cruz County in recent years, demonstrating a growing need for effective transportation management within the region. To preserve the area's natural charm and ensure a pleasant travel experience for current and future visitors and residents, the TDM Plan will help manage current and future travel needs by expanding options for travel and managing transportation operations and demand.

Transportation Context and Needs

In addition to California State Route 1 (SR 1), the transportation network on the North Coast includes a mix of scenic trails, bike and pedestrian paths, local roadway facilities, and limited transit service, reflecting the region's rural character and emphasis on outdoor recreation.

SR 1 is the main vehicle corridor along the North Coast. SR 1 is primarily a two-lane highway, with passing lanes in some areas. The speed limits are generally around 55 mph but lower to 40 mph through Davenport. SR 1 provides access to many key destinations with formalized parking lots and informal parking areas along the highway.

Trails on the North Coast include a mix of scenic shoreline paths and inland routes that offer access to beaches and natural areas. Trails are fragmented in places, with significant gaps and barriers limiting continuous travel. Recreational and long-distance bicyclists use SR 1 as a major connector, however in some places, the shoulders are narrow with limited space for bicyclists to ride alongside vehicles.

The North Coast is served by limited commuter service via Route 40 from Santa Cruz Metro Center to Davenport. Route 40 service largely serves middle and high school commuters traveling to and from Davenport to the middle and high schools in Santa Cruz. Service during the week includes three buses in the morning and four buses in the evening aligned with school start and end times. Service on the weekends is more limited with only three trips per day.

Parking on the North Coast is limited, with only four official parking lots located at Wilder Ranch, Bonny Doon Beach, Greyhound Rock Beach, and Waddell Creek Beach. There are several informal parking areas along SR 1 including roadside parking and unpaved off-street parking areas. These informal lots may be hard to see and can cause conflicts and unexpected maneuvers between through traffic, vehicles accessing or existing parking areas, and bicyclists. This is identified as a focus area of the Rural Highway Safety Plan for SR 1, a separate study being conducted by RTC.

Parking can be limited on the weekends, with many parking areas becoming fully occupied and resulting in visitors parking in undesignated areas. There are limited pedestrian facilities to connect informal parking areas and their destinations.

Travel Patterns

The project team assessed existing travel patterns to evaluate existing travel demand and needs and inform strategies that meet the needs of travelers today and in the future. Travel pattern analysis used data from prior studies and travel surveys as well as anonymized mobile device data to identify key travel characteristics.

Findings were validated based on in-person observations and community feedback.

The key visitor travel pattern findings include:

Where do people travel from?

- Most people visiting the Santa Cruz North Coast begin their journey from nearby areas including Santa Cruz County and the Santa Clara County and other places in the San Francisco Bay Area as shown in **Figure 1**.
- Most visitors come from the City of Santa Cruz or Santa Clara County. Smaller shares of visitors arrive from other California counties such as Monterey (4%), San Benito (1%), and San Joaquin (1%), and these travelers are more likely to stay overnight due to longer travel distances. (This data reports where journeys to the North Coast originated – therefore it only includes the “same-day” origin for out of state or international visitors travelling to the North Coast.)

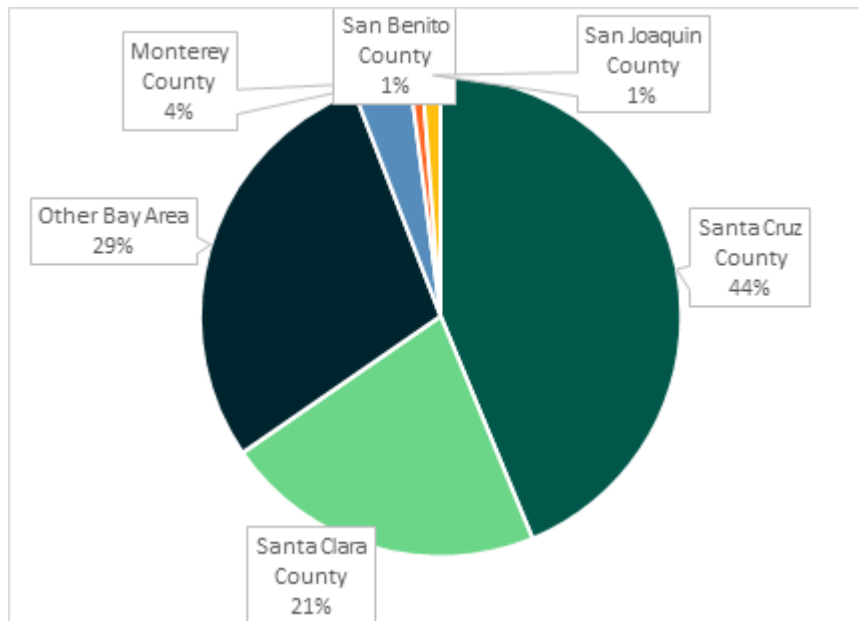


Figure 1: Visitor Trip Origin by County, 2024

Source: Fehr & Peers, 2025.

When is the North Coast Most Popular?

- Peak visitation seasons are Spring and Summer
- Peak visitation days are weekends, and peak visitation hours range from 12 PM – 4 PM in the afternoon
- Peak visitor periods vary depending on the primary uses at different beaches. Beaches associated with hiking, photography, and surfing/water sports tend to have earlier afternoon peaks (12 PM to 4 PM). Beaches more oriented toward family activities and general beach-going tend to have later afternoon peaks (2 PM to 6 PM).

Milestone 1 Engagement

While the existing conditions analysis was based on available data and observations, the TDM Plan is also informed by community input. Milestone 1 engagement was focused on understanding existing transportation challenges and the community's vision for the TDM Plan. Engagement events included the following:

- Hybrid stakeholder meeting in Davenport
- In person Pop-up events
- Rancho Del Osos Pop-Up – Sunday, May 4
- Bike to Work Day – Thursday, May 15
- North Coast Rail Trail Ribbon Cutting – Wednesday, May 21
- Davenport/Greyhound Pop-up – Sunday, May 25
- Downtown Farmer's Market – Wednesday May 28
- Midtown Friday – Friday May 30
- Virtual Community Workshop – Thursday May 29
- Online TDM Plan survey – open April 28 to July 7
- The project team is currently in the process of processing and summarizing feedback from outreach events. The feedback will be used to inform the project vision and goals and identify project needs.

Next Steps

The existing conditions analysis, supplemented by the community engagement findings will help inform the TDM Plan vision and objectives. Upcoming plan tasks include:

- Project visioning will include place-based project goals and objectives to fit up to four different travel profiles: Summer 2025
- Development of a TDM evaluation framework to evaluate TDM strategies and evaluate expected needs for all travel modes, in terms of access and circulation through the North Coast project area: Fall 2025
- Summary of future needs and preliminary TDM opportunities: Fall 2025
- Milestone outreach on potential TDM strategies: Fall 2025

SUMMARY

Staff recommends that the Committee receive information and provide input to RTC staff on the draft Existing Conditions Report and of the North Coast TDM Plan.

Attachments:

1. Draft Existing Conditions Report (This will be made available as a handout on the website)