



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

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**MEETING AGENDA**

**1:30 – 3:30pm**

**Tuesday, August 12, 2025**

**In-Person Meeting**

**1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060**

**REMOTE Participation:** Remote Participation is offered to members of the public, nonvoting alternates, and committee members unable to attend in person due to an emergency or for cause per AB2449. E&D TAC Members who need to participate remotely under AB2449 should provide justification prior to the meeting to [amarino@sccrtc.org](mailto:amarino@sccrtc.org) (see end of the agenda for more information)

**Join the online meeting to see presentations:**

<https://us02web.zoom.us/j/82217044415>

**Meeting ID: 822 1704 4415**

**Dial by your location: +1 669 900 9128**

- 1. 1:30pm — Call to Order**
- 2. 1:30pm — Introductions**
- 3. 1:32pm — Consider AB2449 request(s) to participate in the meeting remotely due to emergency circumstances (a physical or family medical emergency that prevents a member from attending in person)**
- 4. 1:35pm — Oral communications**
- 5. 1:40pm — Additions or deletions to the consent or regular agenda**

**CONSENT AGENDA**

All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the E&D TAC or public wishes an item be removed and discussed on the regular agenda. Members of the E&D TAC may raise questions, seek clarification or add directions

to Consent Agenda items without removing the item from the Consent Agenda as long as no other E&D TAC member objects to the change.

**6. Receive Information Items**

- a. Community Traffic Safety Coalition 2014-2023 Crash Report – pg. 5

**7. Receive RTC Meeting Highlights— pg. 40**

**8. Approve Minutes from March 4, 2025— pg. 42**

**REGULAR AGENDA**

**9. Senate Bill 1 Transit State of Good Repair Program – pg. 47**

**10. Capitola Wharf Master Plan – pg. 67**

**11. North Coast Transportation Demand Management Plan Existing Conditions – pg. 105**

**12. 2025 Guide for Specialized Transportation Update – pg. 143**

**13. AMBAG Coordinated Plan Draft – pg. 196**

**14. Zero Emission Passenger Rail and Trail Project Update – pg. 208**

**15. Receive Program Updates— pg. 208**

- a. Volunteer Center
- b. Community Bridges
- c. Santa Cruz Metro
- d. SCCRTC
- e. Pedestrian Ad-hoc Subcommittee
  - i. Pedestrian Hazard Report

**3:30 pm — Adjourn**

**Next meeting: October 14, 2025, 1:30 pm RTC Office & Zoom.**

**Visit [www.sccrtc.org](http://www.sccrtc.org) for updates.**

**HOW TO REACH US**

*Santa Cruz County Regional Transportation  
Commission  
1101 Pacific Avenue, Suite 250,  
Santa Cruz, CA 95060  
Phone: (831) 460-3200 / fax (831) 460-3215  
Email: [info@sccrtc.org](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)*



## **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 E&D TAC 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.*

## **ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES**

*The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person affected, please attend the meeting smoke and scent-free.*

## **SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES**

*Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborales de anticipo al (831) 460-3200 para hacer los arreglos necesarios.*

*Spanish language translation is available on an as needed basis. Please make advance arrangements at least three days in advance by calling (831) 460-3200.*

## **TITLE VI NOTICE**

*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) 460-3200 or 1101 Pacific Avenue Suite 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.*

**TO:** Elderly and Disabled Transportation Advisory Committee

**FROM:** Sierra Topp, Transportation Planning Technician

**RE:** Community Traffic Safety Coalition 2014-2023 Crash Report

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## **RECOMMENDATION**

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) receive information on the Community Traffic Safety Coalition (CTSC) 2014-2023 Crash Report.

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## **BACKGROUND**

The mission of the Community Traffic Safety Coalition CTSC is to prevent traffic-related injuries and fatalities for all road users, with a focus on people bicycling and walking. The CTSC envisions safe, accessible and equitable transportation for all.

Formed in 1992, the CTSC is a collaborative group including community organizations, government agencies, businesses, and individuals representing law enforcement, transportation, public works, education, health and injury prevention, parents, bicycling advocates, retailers, and manufacturers. The CTSC is staffed by employees of the Santa Cruz County Health Services Agency (HSA).

In 1995, the CTSC formed a group in Watsonville, now called the Watsonville Vision Zero Task Force to address the unique strengths and needs in this part of the county. Both the CTSC and the Watsonville Vision Zero Task Force are exceptional examples of the power of collaboration to accomplish a community's goals.

The CTSC of Santa Cruz County developed a county-wide crash report (Attachment 1) to highlight the ongoing impact of traffic violence in Santa Cruz County. The Coalition hopes that by sharing this crash data, our community will advocate for change and prioritize traffic safety as a major public health issue in our county. This report aims to raise awareness of local traffic safety issues and mobilize a collective call to action.

## DISCUSSION

Traffic fatalities and serious injuries are a major public health issue in Santa Cruz County. From 2014-2023, 224 individuals were killed and 1,456 seriously injured in collisions on our roadways. This means, a motorist, bicyclist, or pedestrian is involved in a serious crash once every two days in the county. Traffic fatalities and severe injuries can be prevented through Vision Zero's Safe System Approach, which addresses street design, speed, vehicle technology, post-crash care, and individual behavior.

The CTSC's Crash Report includes research methods and data used, where Santa Cruz ranks in annual crashes compared to the rest of California, the severity of crashes and primary collision factors, and a closer look at bicycle and pedestrian crashes.

The data shows that individuals who bike or walk in our community are disproportionately impacted by traffic crashes. 77 bicyclists and pedestrians were killed and 430 seriously injured, which is why the safety of bicyclists and pedestrians is the primary focus of CTSC.

The Coalition asks community members to support traffic safety efforts and help stop these preventable tragedies by engaging with local and state leaders, attending meetings and workshops, participate in traffic calming programs, attend the county's annual World Day of Remembrance for Road Traffic Victims in November, and learn about bicycle safety by attending CTSC's Bicycle Traffic School.

An overview of the report can be found in the CTSC presentation ([Attachment 2](#)).

**Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) receive information on the Community Traffic Safety Coalition (CTST) 2014-2023 Crash Report.**

## SUMMARY

The Community Traffic Safety Coalition (CTSC) works to prevent traffic-related injuries and deaths, especially among people walking and biking, and envisions safe, equitable transportation for all. Formed in 1992, the CTSC is a collaborative effort led by the Santa Cruz County Health Services Agency. A Watsonville-based Vision Zero Task Force was created in 1995 to address local needs. CTSC's countywide crash report reveals that traffic violence is a major public health issue, with 224 deaths and 1,456 serious injuries from 2014–2023. The coalition urges community action to prioritize safety and protect vulnerable road users through advocacy, education, and engagement.

Attachments:

1. Community Traffic Safety Coalition 2014 – 2023 Crash Report
2. Community Traffic Safety Coalition 2014 – 2023 Crash Report Presentation

*[https://rtcsc.sharepoint.com/sites/Planning/Shared Documents/E&D TAC/2025/08-12/Word Docs/SR\\_2014-2023 Crash Report.docx](https://rtcsc.sharepoint.com/sites/Planning/Shared Documents/E&D TAC/2025/08-12/Word Docs/SR_2014-2023 Crash Report.docx)*



# COMMUNITY TRAFFIC SAFETY COALITION 2014–2023 CRASH REPORT



**Community Traffic Safety Coalition**

A program of the Santa Cruz County  
Health Services Agency's Public Health Division

July 2025





## Community Traffic Safety Coalition 2014–2023 Crash Report



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# Summary

Traffic fatalities and serious injuries are a major public health issue in Santa Cruz County. Based on reported data, a motorist, bicyclist, or pedestrian is involved in a serious crash once every two days in the county. This report aims to raise awareness of local traffic safety issues and mobilize a collective call to action. Traffic fatalities and severe injuries can be prevented through Vision Zero's Safe System Approach, which addresses street design, speed, vehicle technology, post-crash care, and individual behavior.

The data presented in this report were collected from the California Office of Traffic Safety (OTS) and the California Transportation Information Mapping System (TIMS). In 2022, the most recent year for which OTS data is available, Santa Cruz County ranked 11th highest (or worst) of all 58 California counties for crash victims killed and injured. Furthermore, our county ranked among the highest for bicyclists and pedestrians killed and injured, alcohol involved fatalities and injuries, as well as speed related and nighttime fatal and injury crashes.<sup>1</sup>

The data collected from TIMS include fatal and serious injury crashes reported to law enforcement from 2014–2023. Crash trends indicate an overall increase in people killed or seriously injured (KSI) during this time frame. A total of 224 individuals were killed and 1,456 seriously injured. This is an average of 22 fatalities and 146 serious injuries each year. Moreover, individuals who bike or walk in our community are disproportionately impacted. Bicyclists and pedestrians experience 30% of reported fatalities and severe injuries despite representing 7% of the overall commuting population.<sup>2,3</sup> There were 12 reported bicyclist fatalities and 242 serious injuries, and 65 reported pedestrian fatalities and 188 serious injuries.<sup>2</sup>

The Community Traffic Safety Coalition (CTSC) is committed to promoting traffic safety policies and strategies. The Coalition urges community members to contribute to traffic safety efforts. Some different ways to contribute include advocating for both roadway improvements, such as separated bikeways, and policy changes, such as reduced speed limits; driving within the speed limit and observing traffic safety laws; participating in county-wide traffic safety campaigns; and becoming a member of CTSC. Together, our community can create safer roadways for all—whether driving, walking, biking, or using public transit.



# Introduction & Purpose

The Community Traffic Safety Coalition (CTSC) of Santa Cruz County developed this county-wide crash report to highlight the ongoing impact of traffic violence in Santa Cruz County. From 2014-2023, 224 individuals were killed and 1,456 seriously injured in collisions on our roadways. The Coalition hopes that by sharing this crash data, our community will advocate for change and prioritize traffic safety as a major public health issue in our county.

Traffic crashes have a broad and significant impact, affecting individuals, families, and the wider community. These impacts are physical, emotional, social, and financial, with long lasting consequences.

Watsonville resident, Victor Kimura, shares what happened to him after he was struck by a vehicle while walking his dog on November 2, 2018:

"Fourteen bones were broken in my body. My jaw was broken in three places, and the brain concussion was severe enough that I lost parts of my memory, most of my sense of smell, much of my ability to taste certain kinds of food, and my sense of direction. I'm at the point now, after over six years, where I can move around by virtue of a cane. All athletic endeavors have ceased, which included running, walking, tennis, racquetball, bowling, basketball, baseball, and weightlifting."

—Victor Kimura

If you or someone you know was seriously injured or lost a loved one in a crash, [Families for Safe Streets](#) offers support resources.



Motor vehicle crashes are a leading cause of deaths and injuries in the United States. In 2022, almost 44,000 people were killed in traffic crashes, which is more than 120 people killed every day. Deaths from crashes in 2022 resulted in over \$470 billion in total costs. There were also over 2.6 million emergency department visits for traffic injuries.<sup>4</sup> Yet, traffic fatalities and injuries do not make headlines like those from gun violence or other violent deaths and injuries. To improve roadway safety, communities need to actively raise awareness regarding traffic violence and mobilize a collective call to action.

CTSC includes representatives from law enforcement, transportation, public works, health and injury prevention, schools, and bicycle and pedestrian advocacy groups. The mission of CTSC is to prevent traffic-related injuries and fatalities for all road users, with a focus on people bicycling and walking. CTSC envisions safe, accessible, and equitable transportation for all. The mission and vision align with **Vision Zero**, an international strategy that aims to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.

Traffic fatalities and serious injuries are preventable and not random, unavoidable accidents. Vision Zero acknowledges that people make mistakes, but those mistakes do not have to cost lives. Through Vision Zero's **Safe System Approach**—a holistic framework that addresses street design, speed, vehicle technology, post-crash care, and individual behavior—communities can prevent deaths and serious injuries. Together, we can ensure safer travel for all.

"Traffic violence is not an accident. It is preventable, not inevitable, and not acceptable in our community. It is a public health issue we are all responsible for changing. When we work together to create safer streets for our residents, it demonstrates the value we hold for each precious life, and every life in Santa Cruz County."

—Rebecca Downing  
Board Chair, Santa Cruz Metropolitan Transit District Board Chair

[Learn more about Vision Zero](#)



# Methods

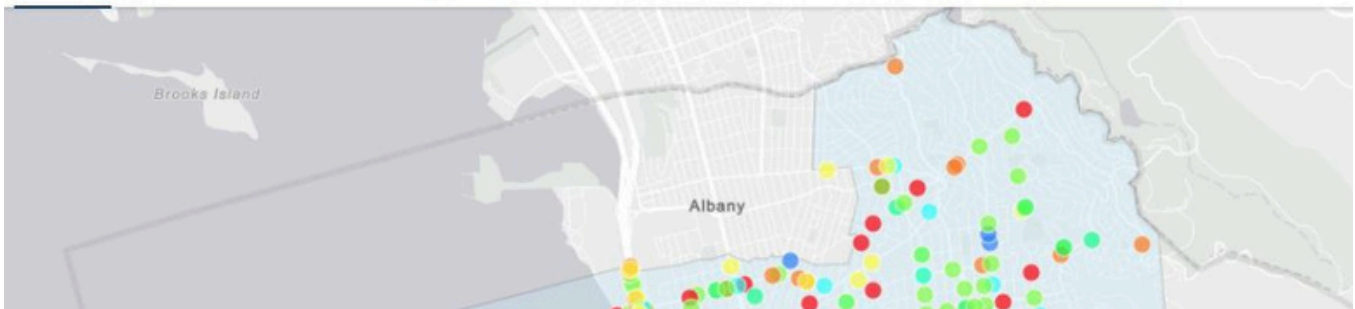
This report presents the results from the 2022 statewide Office of Traffic Safety (OTS) Crash Rankings. The data for these rankings are collected from the California Highway Patrol (CHP) Statewide Integrated Traffic Records System (SWITRS).

The report also presents serious crashes that occurred in Santa Cruz County from 2014–2023 based on data collected from the California Transportation Information Mapping System (TIMS). TIMS obtains its crash data from SWITRS. While the TIMS data from 2014–2022 are final, the data from 2023 are provisional and subject to change. The Coalition will continue to develop county-wide crash reports as more current data becomes available.

The data presented in this report only include crashes that were reported to local law enforcement agencies and collected by CHP in the SWITRS database. The data do not include collisions that may have occurred off-road, nor does it include reports from medical providers or self-reported incidents.

## Transportation Injury Mapping System

[Home](#) [About ▾](#) [Statewide Summary ▾](#) [Tools ▾](#) [Help](#) [Donate](#)



[Learn more about and access TIMS data](#)

# Santa Cruz County Crash Rankings



The California Office of Traffic Safety (OTS) provides annual crash rankings for California counties and cities. The rankings were developed so that counties and cities could compare their traffic safety statistics to those of other counties and cities. Counties are assigned statewide rankings, while cities are assigned population group rankings. The rankings are based on a variety of factors, including observed crash counts, population size, and total vehicle miles traveled. This report compares Santa Cruz County's 2022 crash rankings with rankings from 2017–2021. According to the 2022 rankings, which are the most recent, Santa Cruz County **ranked 11th highest (worst) of all 58 California counties** for total victims killed and injured in traffic collisions.

## 2022 Statewide OTS CRASH RANKINGS

Santa Cruz County **ranked among the 10 highest (worst)** counties for the crash categories in the below three tables involving motor vehicles, bicyclists, and pedestrians.

**Lowest Ranking  
(Best)**

58th

**Middle Ranking  
(Average)**

29th

**Highest Ranking  
(Worst)**

1st

Santa Cruz County consistently ranks high for bicyclists and pedestrians killed and injured in roadway collisions. From 2017–2022, our county ranked in the top 5 for bicyclists killed and injured. Our county ranked in the top 17 for pedestrians killed and injured in all years except 2019, and we ranked 5th in both 2021 and 2022. We ranked in the top 12 for bicyclists under the age of 15 category, and in the top 11 for pedestrians ages 65 and older category in all years except 2019 when we ranked 23<sup>rd</sup> and 52<sup>nd</sup>, respectively.

| Crash Type (victims killed and injured) | 2022 SCC Crash Ranking |
|---|------------------------|
| Bicyclists                              | 2nd                    |
| Bicyclists (under age 15)               | 2nd                    |
| Pedestrians                             | 5th                    |
| Pedestrians (ages 65+)                  | 5th                    |

Santa Cruz County also ranks high for drivers, pedestrians, and bicyclists killed and injured where alcohol was involved. Except for 2019, we ranked in the top 10 counties for fatalities and injuries where an underage driver had been drinking alcohol. We are seeing **alarming new trends** in the other two alcohol-related categories. Our county went from ranking 19th for fatalities and injuries where a driver between the ages of 21–34 had been drinking in 2021 to ranking fifth in 2022. Similarly, our ranking for fatalities and injuries involving either a pedestrian, bicyclist, or driver that had been drinking increased from 14th in 2021 to second in 2022.

| Crash Type (victims killed and injured) | 2022 SCC Crash Ranking |
|---|------------------------|
| Alcohol Involved                        | 2nd                    |
| Had Been Drinking Driver (under 21)     | 2nd                    |
| Had Been Drinking Driver (ages 21–34)   | 5th                    |

The county is revealing other **alarming new trends** for speed related and nighttime fatal and injury crashes. Our ranking for the nighttime crash category increased from 17th in 2021 to 9th in 2022. Our ranking for the speed related crash category increased even more significantly from 23rd in 2021 to fifth in 2022.<sup>1</sup> This is especially alarming since **speed is a major factor** in fatal crashes, contributing to 29% of fatalities in the U.S. in 2023.<sup>5</sup>

| Crash Type (fatal and injury crashes) | 2022 SCC Crash Ranking |
|---------------------------------------|------------------------|
| Speed related                         | 5th                    |
| Nighttime                             | 9th                    |

The OTS crash rankings are only indicators of potential problems—there are many factors that may either understate or overstate a county ranking that must be evaluated based on local circumstances. **A factor for consideration** for Santa Cruz County is the large number of people who bike and walk in our community. According to the American Community Survey’s most recent data, roughly 1% of commuters bike and 2% walk in California; whereas, about 2% of commuters bike and 5% walk in Santa Cruz County. Since these census data only record work commute mode of travel, the 7% of people who bike and walk is likely an undercount.<sup>2</sup>

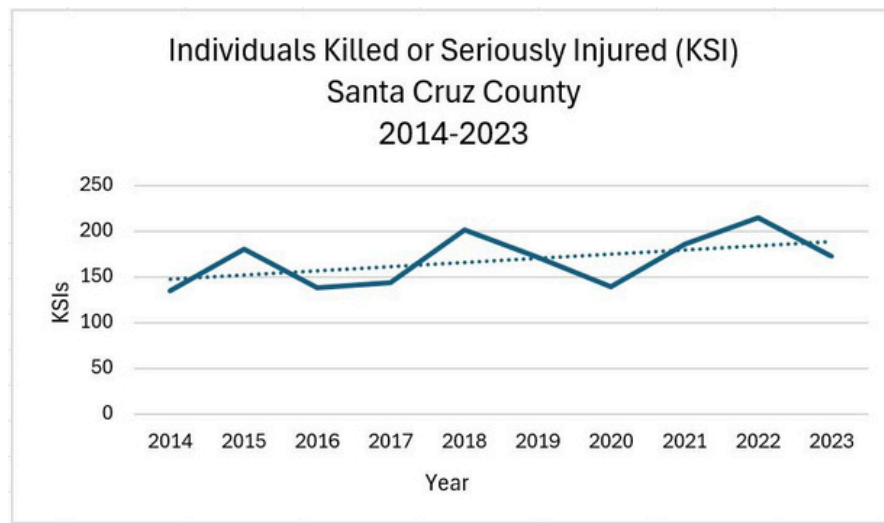
[Learn more about and view the OTS Crash Rankings](#)



# Santa Cruz County Crashes



From 2014–2023, there were a total of 11,637 reported crashes involving motor vehicles, bicycles, and pedestrians. Of those, 1,497 were killed or serious injury (KSI) crashes, resulting in **224 fatalities** and **1,456 serious injuries**.\* This is an average of 22 fatalities and 146 serious injuries each year. The **dotted trend line** in the graph below indicates an overall increase in KSIs, with the most occurring in 2018 (201 KSIs) and 2022 (214 KSIs).<sup>2,7</sup>



Santa Cruz County KSIs 2014–2023

| Year      | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|-----------|------|------|------|------|------|------|------|------|------|------|
| KSI count | 135  | 180  | 138  | 144  | 201  | 171  | 139  | 186  | 214  | 172  |

| Year              | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|-------------------|------|------|------|------|------|------|------|------|------|------|
| Killed only count | 21   | 20   | 21   | 19   | 22   | 19   | 19   | 30   | 29   | 24   |

## The top primary collision factor violations\*\* for KSI crashes from 2014–2023:

- Driving or bicycling under the influence of alcohol or drugs (21%)
- Unsafe speed (20%)
- Improper Turning (20%)
- Right of Way Violations (9%)

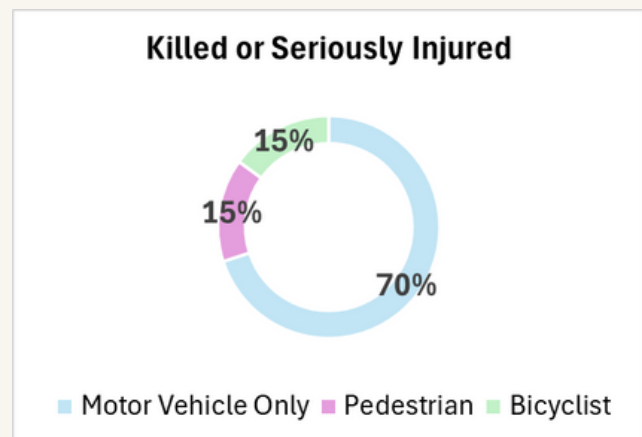
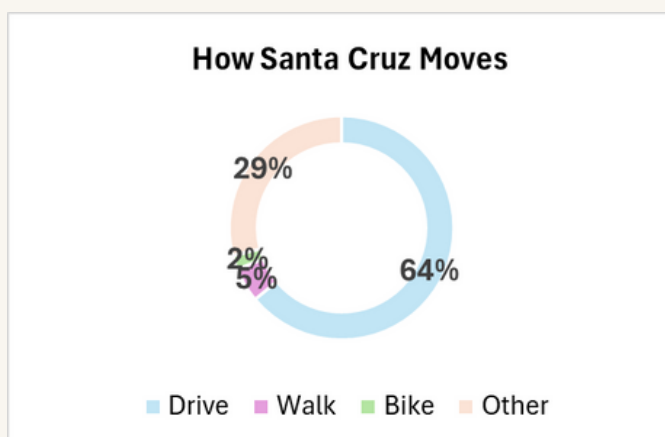
\* CHP defines a “suspected serious injury” as an injury resulting in severe lacerations, broken bones, crush injuries, unconsciousness at the scene, paralysis, and any other injury resulting in possible severe internal injury or significant blood loss.<sup>6</sup>

\*\*The primary collision factor violations refer to the specific action or condition that an officer believes was the primary cause of the crash, although crashes may have multiple causes.<sup>6</sup>

# Bicycle and Pedestrian Crashes in Santa Cruz County

Individuals who bike or walk in our community are **disproportionately impacted** by traffic crashes, which is why the safety of bicyclists and pedestrians is the primary focus of CTSC. Bicyclists and pedestrians experience 30% of the total reported fatalities and severe injuries despite representing 7% of the overall commuting population.<sup>2,3</sup> All road users have the right to be safe using the transportation network we all depend on every day—whether driving, biking, walking, or using public transit.

## Santa Cruz County: Travel Mode vs. Traffic Fatalities and Serious Injuries



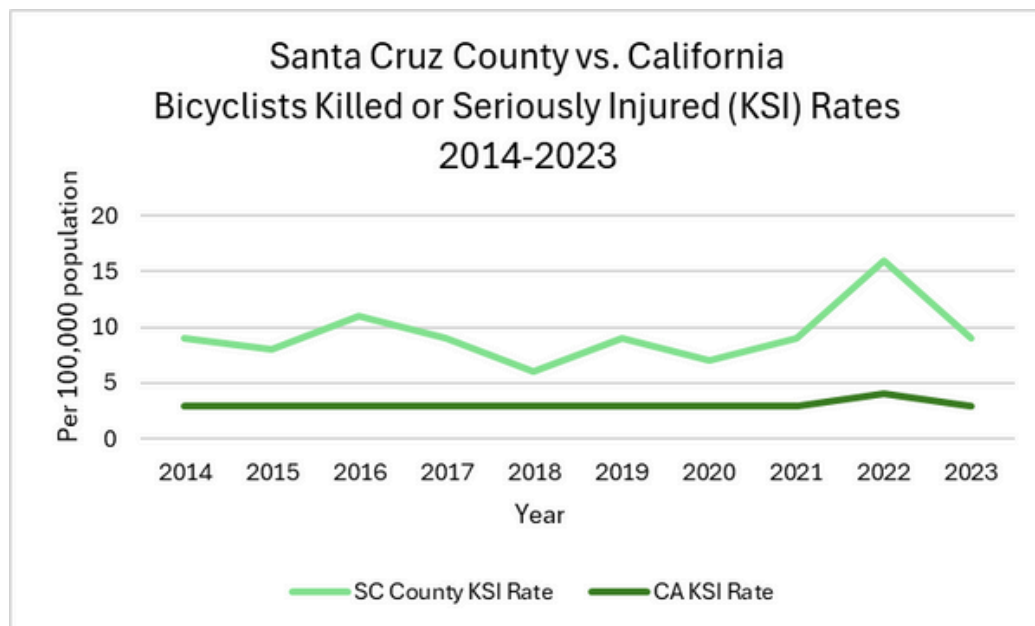
"It's critical to build new infrastructure as well as redesign our streets to be inclusive of all modes, including bicycling and walking. Increases in active transportation improve physical and mental health, protect the environment, and promote social engagement and a thriving local economy. It's about having a vibrant, livable community."

—Tawn Kennedy  
Community Bike Team Program Manager,  
Ecology Action



# Bicycle Crashes

A total of **12 bicyclists were killed** and **242 seriously injured** in reported collisions from 2014-2023. The average Santa Cruz County bicyclist KSI crash rate was 3 times higher than the state rate as shown in the graph below. The greatest difference in rate between Santa Cruz County and California occurred in 2022, when the KSI crash rate was 16 per 100,000 population compared to 4 per 100,000 population, respectively.<sup>2,7</sup>



## Bicyclist KSI Rates per 100,000 Population

| SCC vs. CA    | 2014  | 2015  | 2016  | 2017  | 2018  | 2019  | 2020  | 2021  | 2022  | 2023  |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| SCC KSI count | 23    | 23    | 29    | 26    | 16    | 25    | 18    | 24    | 44    | 26    |
| SCC Rate      | 9     | 8     | 11    | 9     | 6     | 9     | 7     | 9     | 16    | 9     |
| CA KSI count  | 1,088 | 1,147 | 1,113 | 1,141 | 1,241 | 1,197 | 1,095 | 1,176 | 1,445 | 1,337 |
| CA KSI Rate   | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 3     | 4     | 3     |

## SCC Bicyclists Killed

| Year              | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|-------------------|------|------|------|------|------|------|------|------|------|------|
| killed only count | 2    | 0    | 3    | 1    | 1    | 2    | 1    | 1    | 1    | 0    |

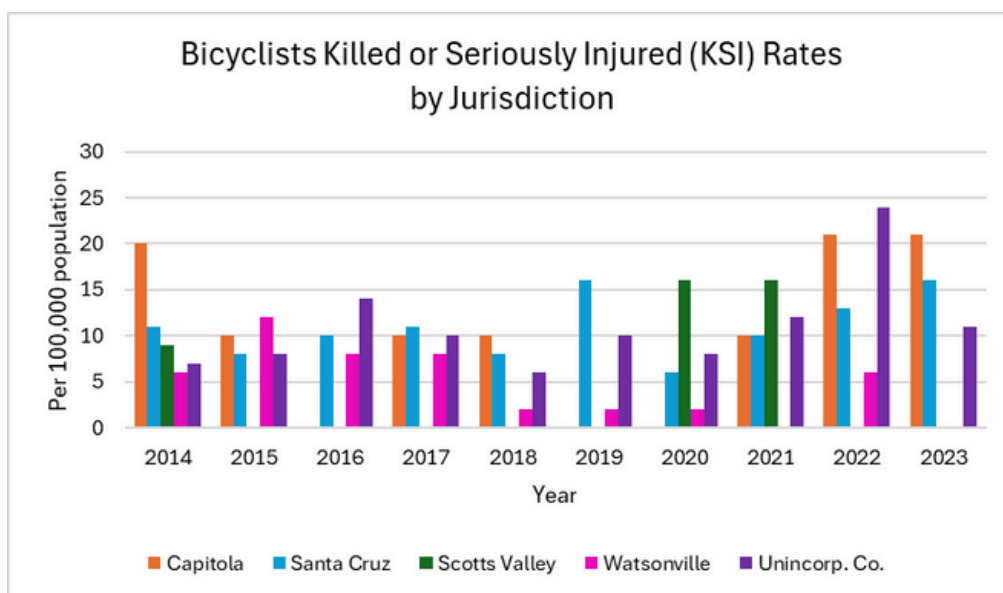


In examining bicyclist KSI rates by jurisdiction, the City of Santa Cruz, Unincorporated Santa Cruz County, and the City of Capitola experienced overall higher rates per 100,000 population compared to the Cities of Scotts Valley and Watsonville. The Unincorporated County had the highest rate in 2022 with a 24 KSI bicyclist crash rate (31 KSIs). The City of Capitola had very high rates for 2022 and 2023 with 21 KSI bicyclist crash rates (2 KSIs) in both years.<sup>2,7</sup>

The total bicyclist KSI count per jurisdiction from 2014–2023 is as follows: Capitola (10), Santa Cruz (68), Scotts Valley (5), Watsonville (23), and Unincorporated County (146).

No reported bicyclist deaths occurred in Capitola or Scotts Valley. There were 3 reported bicyclist deaths in Santa Cruz, 4 in Watsonville, and 7 in the Unincorporated County.

**Please note:** This is for general information and not for the purpose of drawing comparisons between jurisdictions.



#### Bicyclist KSI Rates per 100,000 Population

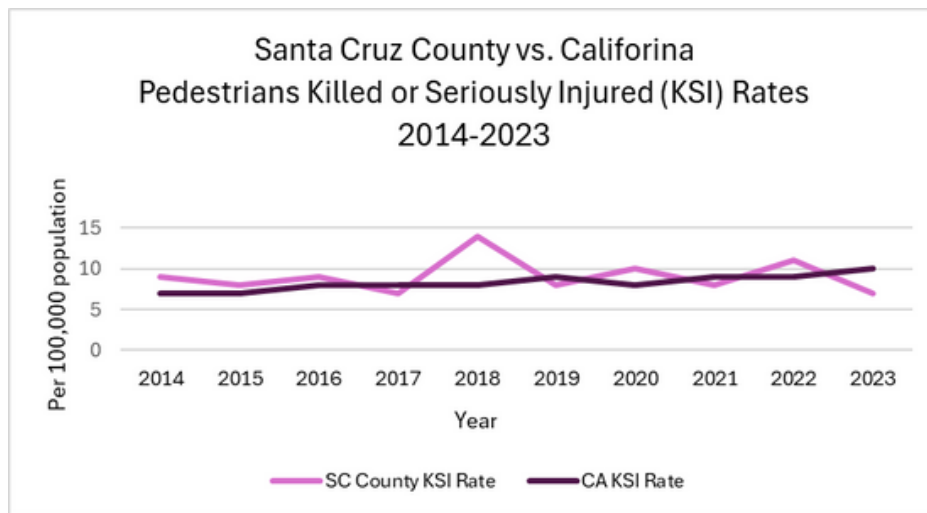
| Jurisdiction            | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|-------------------------|------|------|------|------|------|------|------|------|------|------|
| Capitola KSI count      | 2    | 1    | 0    | 1    | 1    | 0    | 0    | 1    | 2    | 2    |
| Rate                    | 20   | 10   | 0    | 10   | 10   | 0    | 0    | 10   | 21   | 21   |
| Santa Cruz KSI count    | 7    | 5    | 6    | 7    | 5    | 10   | 4    | 6    | 8    | 10   |
| Rate                    | 11   | 8    | 10   | 11   | 8    | 16   | 6    | 10   | 13   | 16   |
| Scotts Valley KSI count | 1    | 0    | 0    | 0    | 0    | 0    | 2    | 2    | 0    | 0    |
| Rate                    | 9    | 0    | 0    | 0    | 0    | 0    | 16   | 16   | 0    | 0    |
| Watsonville KSI count   | 3    | 6    | 4    | 4    | 1    | 1    | 1    | 0    | 3    | 0    |
| Rate                    | 6    | 12   | 8    | 8    | 2    | 2    | 2    | 0    | 6    | 0    |
| Unincorp. KSI count     | 10   | 11   | 19   | 14   | 8    | 13   | 11   | 15   | 31   | 14   |
| Rate                    | 7    | 8    | 14   | 10   | 6    | 10   | 8    | 12   | 24   | 11   |

|  | Capitola | Santa Cruz | Scotts Valley | Watsonville | Unincorp. |
|--|----------|------------|---------------|-------------|-----------|
| Bicyclists <b>killed only</b> count by jurisdiction <b>2014–2023</b> | 0        | 3          | 0             | 4           | 7         |



# Pedestrian Crashes

A total of **65 pedestrians were killed** and **188 seriously injured** in reported collisions from 2014–2023. When comparing pedestrian KSI rates between our county and the state as shown in the graph below, we had higher rates for most years. The greatest difference in rate occurred in 2018, when the KSI crash rate was 14 per 100,000 population compared to 8 per 100,000 population, respectively.<sup>2,7</sup>



**Pedestrian KSI Rates per 100,000 Population**

| SCC vs. CA    | 2014  | 2015  | 2016  | 2017  | 2018  | 2019  | 2020  | 2021  | 2022  | 2023  |
|---------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| SCC KSI count | 24    | 21    | 25    | 19    | 39    | 23    | 27    | 23    | 33    | 19    |
| SCC Rate      | 9     | 8     | 9     | 7     | 14    | 8     | 10    | 8     | 11    | 7     |
| CA KSI count  | 2,526 | 2,665 | 3,034 | 3,159 | 3,332 | 3,501 | 3,096 | 3,620 | 3,716 | 3,728 |
| CA KSI Rate   | 7     | 7     | 8     | 8     | 8     | 9     | 8     | 9     | 9     | 10    |

**SCC Pedestrians Killed**

| Year              | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|-------------------|------|------|------|------|------|------|------|------|------|------|
| killed only count | 6    | 3    | 7    | 6    | 12   | 5    | 8    | 4    | 9    | 5    |

"Santa Cruz, wake up! 65 pedestrians killed and 188 seriously injured over a 10-year period is unacceptable. These numbers rival murder rates, yet we seem to feel less urgency about stopping this violence.

We must get more serious about traffic safety in Santa Cruz County. We have the power to take steps to prevent these deaths and injuries."

—Debbie Bulger  
pedestrian advocate

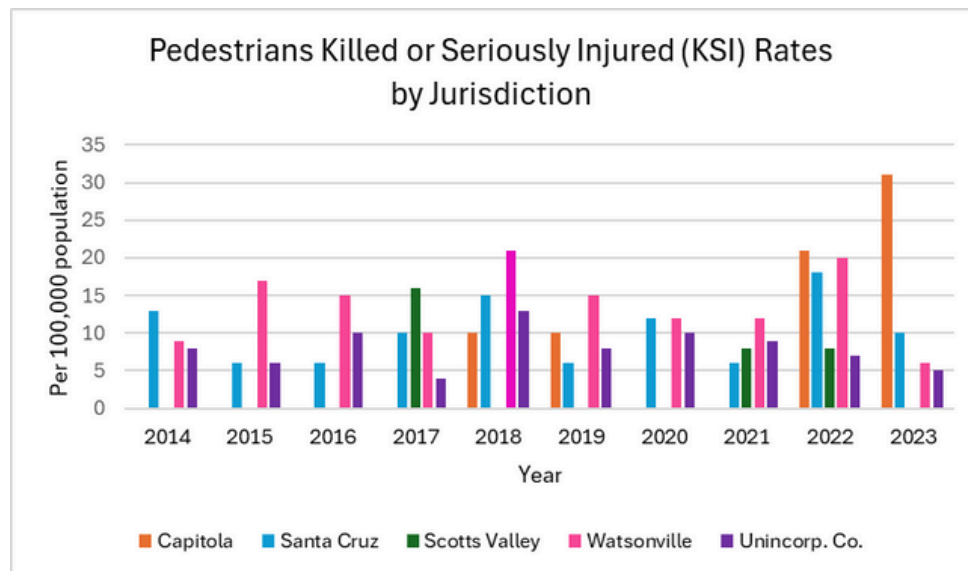


In examining pedestrian KSI rates by jurisdiction, the City of Watsonville experienced the highest overall rates per 100,000 population compared to all other jurisdictions; whereas, the City of Scotts Valley experienced the lowest rates. The City of Capitola had comparatively high rates in 2022 with a 21 KSI pedestrian crash rate (2 KSIs) and in 2023 with a 31 KSI pedestrian crash rate (3 KSIs).<sup>2,7</sup>

The total pedestrian KSI count per jurisdiction is as follows: Capitola (7), Santa Cruz (64), Scotts Valley (4), Watsonville (71), and Unincorporated County (106).

No reported pedestrian deaths occurred in Scotts Valley. There were 3 reported pedestrian deaths in Capitola, 14 in Santa Cruz, 20 in Watsonville, and 28 in the Unincorporated County.

**Please note:** This is for general information and not for the purpose of drawing comparisons between jurisdictions.



**Pedestrian KSI Rates per 100,000 Population**

| Jurisdiction  | 2014   | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|---|--|------|------|------|------|------|------|------|------|------|
| Capitola KSIs count   | 0  | 0    | 0    | 0    | 1    | 1    | 0    | 0    | 2    | 3    |
| Rate  | 0  | 0    | 0    | 0    | 10   | 10   | 0    | 0    | 21   | 31   |
| Santa Cruz KSI count  | 8  | 4    | 4    | 6    | 9    | 4    | 8    | 4    | 11   | 6    |
| Rate  | 13   | 6    | 6    | 10   | 15   | 6    | 12   | 6    | 18   | 10   |
| Scotts Valley KSI count   | 0  | 0    | 0    | 2    | 0    | 0    | 0    | 1    | 1    | 0    |
| Rate  | 0  | 0    | 0    | 16   | 0    | 0    | 0    | 8    | 8    | 0    |
| Watsonville KSI count   | 5  | 9    | 8    | 5    | 11   | 8    | 6    | 6    | 10   | 3    |
| Rate  | 9  | 17   | 15   | 10   | 21   | 15   | 12   | 12   | 20   | 6    |
| Unincorp. KSI count   | 11   | 8    | 13   | 5    | 18   | 10   | 13   | 12   | 9    | 7    |
| Rate  | 8  | 6    | 10   | 4    | 13   | 8    | 10   | 9    | 7    | 5    |
| <div> <div>Capitola</div> <div>Santa Cruz</div> <div>Scotts Valley</div> <div>Watsonville</div> <div>Unincorp.</div> </div> |  |      |      |      |      |      |      |      |      |      |
| <b>Pedestrians killed only count by jurisdiction 2014-2023</b>  | <div> <div>3</div> <div>14</div> <div>0</div> <div>20</div> <div>28</div> </div> |      |      |      |      |      |      |      |      |      |

# Conclusion

Serious traffic collisions are a significant public health issue in Santa Cruz County. A total of 224 people were killed and 1,456 seriously injured in reported collisions from 2014–2023. Furthermore, vulnerable road users, including bicyclists and pedestrians, are disproportionately impacted. 77 bicyclists and pedestrians were killed and 430 seriously injured. Prioritization of traffic safety and emphasis on the Safe System Approach is needed to ensure safer travel for all and particularly for individuals engaging in active transportation.

CTSC has been focused on Vision Zero efforts since 2016, and made great strides in supporting Watsonville, Scotts Valley, and Unincorporated Santa Cruz County, with adopting Vision Zero and securing federal Safe Streets & Roads for All (SS4A) funding to develop Vision Zero Action Plans. CTSC also formed the Watsonville Vision Zero Task Force (WVZTF) to address the unique strengths and needs in Watsonville.

The Coalition urges community members to support traffic safety efforts and help stop these preventable tragedies.

## **Here are some ways to get involved in traffic safety:**

- Engage with local and state elected officials to voice your concerns and advocate for street design and policy changes.
- Attend CTSC or WVZTF meetings.
- Participate in CTSC traffic calming programs, including drive slowly trash can stickers and pace car stickers.
- Participate in the county's annual World Day of Remembrance for Road Traffic Victims in November.
- Learn about bicycle safety by attending CTSC's Bicycle Traffic School.

[Learn more about how to get involved](#)

Funding for this project was provided by the Santa Cruz County Regional Transportation Commission.

# Appendix: The Safe System Approach

Unlike prior traffic safety approaches that prioritize human behavior and place most of the blame on the individuals involved in a crash, the Safe System Approach works by building and reinforcing multiple layers of protection to prevent crashes from happening and minimizing harm to individuals when crashes occur.

## The Objectives of a Safe System Approach:

**Safer People:** Encourage safe, responsible behavior by road users and create conditions that prioritize their ability to reach their destination unharmed.

**Safer Roads:** Design roadway environments to mitigate human mistakes and reduce the chances of severe injury and death to facilitate safe travel by the most vulnerable road users.

**Safer Vehicles:** Expand the availability of vehicle systems and features that help to prevent crashes and minimize the impact of crashes on both occupants and non-occupants.

**Safer Speeds:** Promote safer speeds in all roadway environments through a combination of roadway design, speed-limit setting, education, and enforcement.

**Post-Crash Care:** Enhance the survivability of crashes through expedient access to emergency medical care. Enhance trauma support to crash victims and generate greater awareness of crashes and the impact they have on communities.

[Learn more about the Safe System Approach](#)



# References

1. California Office of Traffic Safety

<https://www.ots.ca.gov/media-and-research/crash-rankings/>

2. Transportation Information Mapping System

<https://tims.berkeley.edu/tools/query/summary.php>

3. United States Census Bureau, American Community Survey Reports (2018–2021)

<https://www.census.gov/programs-surveys/acs>

4. CDC Transportation Safety

<https://www.cdc.gov/transportation-safety/about/index.html>

5. National Safety Council–Injury Facts

<https://injuryfacts.nsc.org/motor-vehicle/motor-vehicle-safety-issues/speeding/>

6. California Highway Patrol, Glossary

<https://www.chp.ca.gov/InformationManagementDivisionSite/Documents/GLOSSARY2016.pdf>

7. United States Census Bureau

[census.gov](https://www.census.gov)



Public Health Division

# Community Traffic Safety Coalition 2014–2023 Crash Report

**Kelly Curlett, MPH**  
Safe and Active Transportation Health Educator

August 2025

# Community Traffic Safety Coalition



**Vision:** Safe, accessible, and equitable transportation for all.

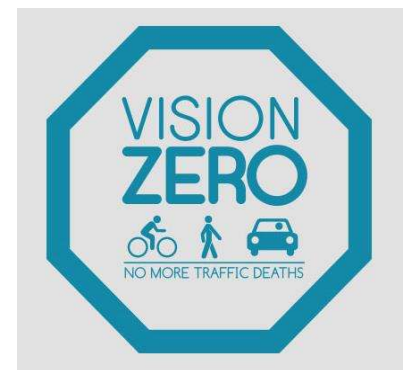
**Mission:** Prevent traffic-related injuries and fatalities for all road users in Santa Cruz County, with a focus on people bicycling and walking.



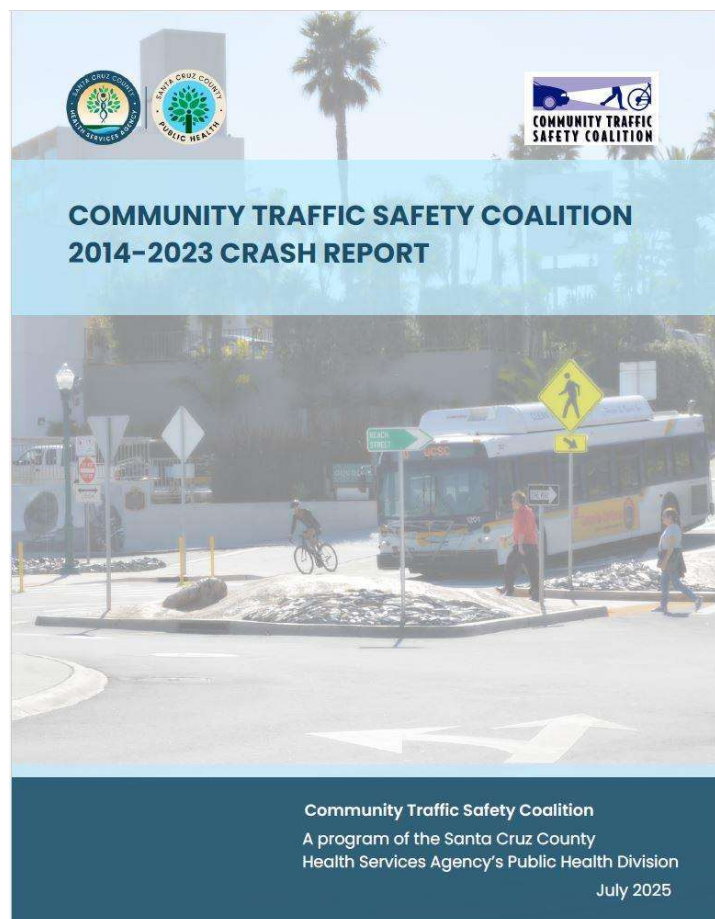
# Vision Zero & The Safe System Approach



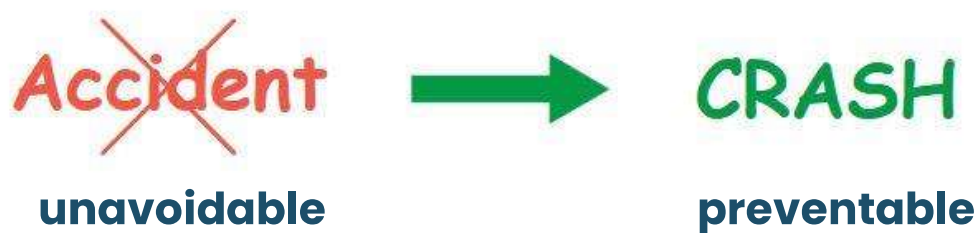
- International policy that aims to eliminate all traffic fatalities and severe injuries while increasing safe, healthy, and equitable mobility for all.
- Utilizes the Safe System Approach which evaluates our roadway safety from a systems-level perspective.



# 2014–2023 Crash Report: Purpose



- **Raise awareness** of fatal and serious injury crashes to prioritize traffic safety and reinforce the need for street design and policy changes
- **Change the cultural perception** that traffic fatalities and serious injuries are random, inevitable “accidents” to preventable, avoidable “crashes”



## 2022 Statewide OTS CRASH RANKINGS

Santa Cruz County **ranked 11th highest (or worst)** of all 58 counties in the state for total victims killed and injured in traffic collisions.

Ranked in top 10 for the crash categories below:

| Crash Type (victims killed and injured) | 2022 SCC Crash Ranking |
|---|------------------------|
| Bicyclists                              | 2nd                    |
| Bicyclists (under age 15)               | 2nd                    |
| Pedestrians                             | 5th                    |
| Pedestrians (ages 65+)                  | 5th                    |

**Lowest Ranking**  
(Best)  
58th

**Middle Ranking**  
(Average)  
29th

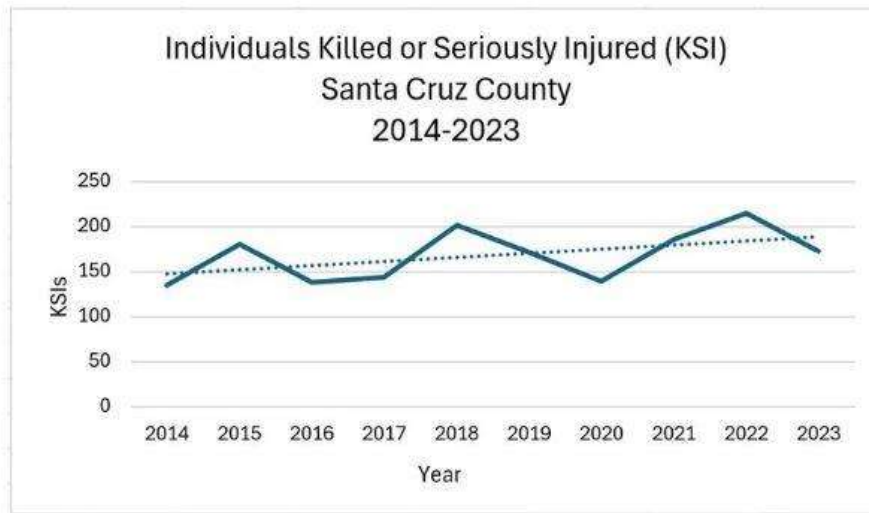
**Highest Ranking**  
(Worst)  
1st

## 2022 Statewide OTS CRASH RANKINGS

| Crash Type (victims killed and injured) | 2022 SCC Crash Ranking |
|---|------------------------|
| Alcohol Involved                        | 2nd                    |
| Had Been Drinking Driver (under 21)     | 2nd                    |
| Had Been Drinking Driver (ages 21-34)   | 5th                    |

| Crash Type (fatal and injury crashes) | 2022 SCC Crash Ranking |
|---------------------------------------|------------------------|
| Speed related                         | 5th                    |
| Nighttime                             | 9th                    |

# Santa Cruz County Crash Overview (2014-2023)



Santa Cruz County KSIs 2014-2023

| Year      | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|-----------|------|------|------|------|------|------|------|------|------|------|
| KSI count | 135  | 180  | 138  | 144  | 201  | 171  | 139  | 186  | 214  | 172  |

| Year              | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | 2023 |
|-------------------|------|------|------|------|------|------|------|------|------|------|
| Killed only count | 21   | 20   | 21   | 19   | 22   | 19   | 19   | 28   | 26   | 23   |

## Totals

Reported crashes: 11,637

Killed or Serious Injury (KSI)  
Crashes: 1,497

Fatalities: 224

Serious Injuries: 1,456

## Top primary collision factor violations for KSI crashes:





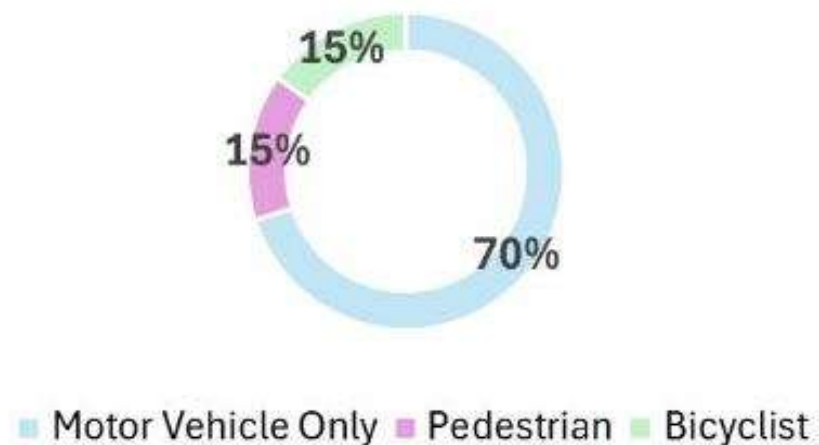
# Bicycle and Pedestrian Crashes

## Santa Cruz County: Travel Mode vs. Traffic Fatalities and Serious Injuries

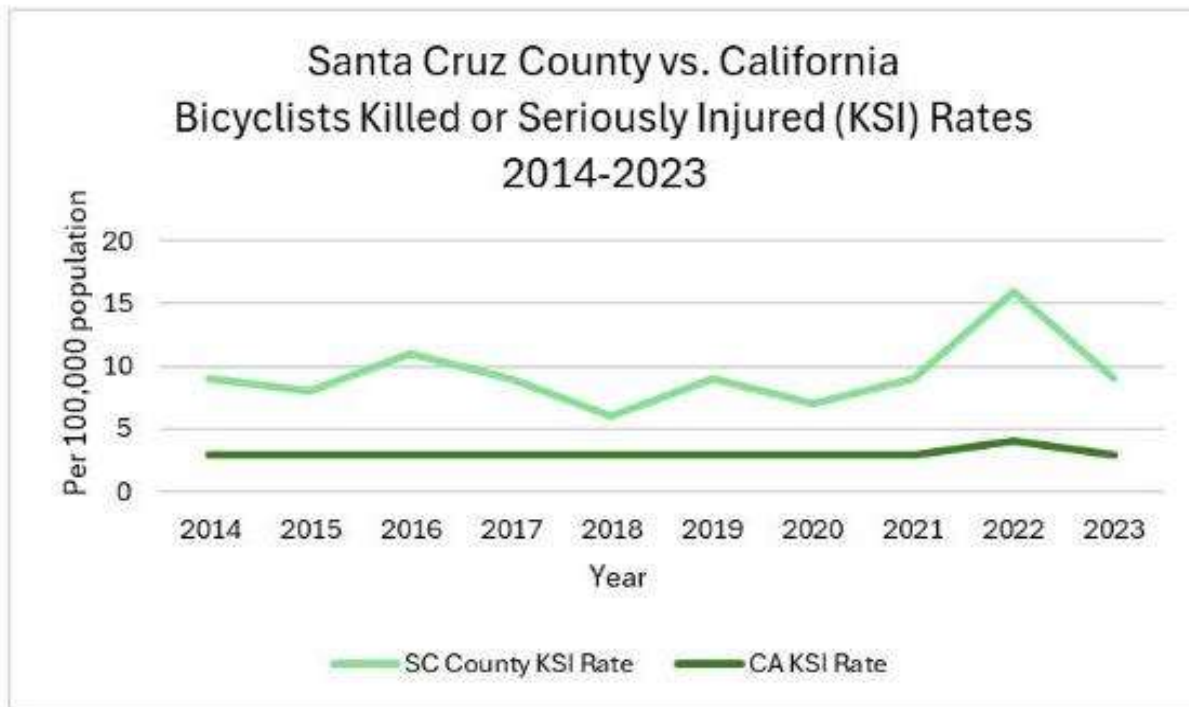
How Santa Cruz Moves



Killed or Seriously Injured



# Bicycle Crashes



## Totals:

Killed: 12

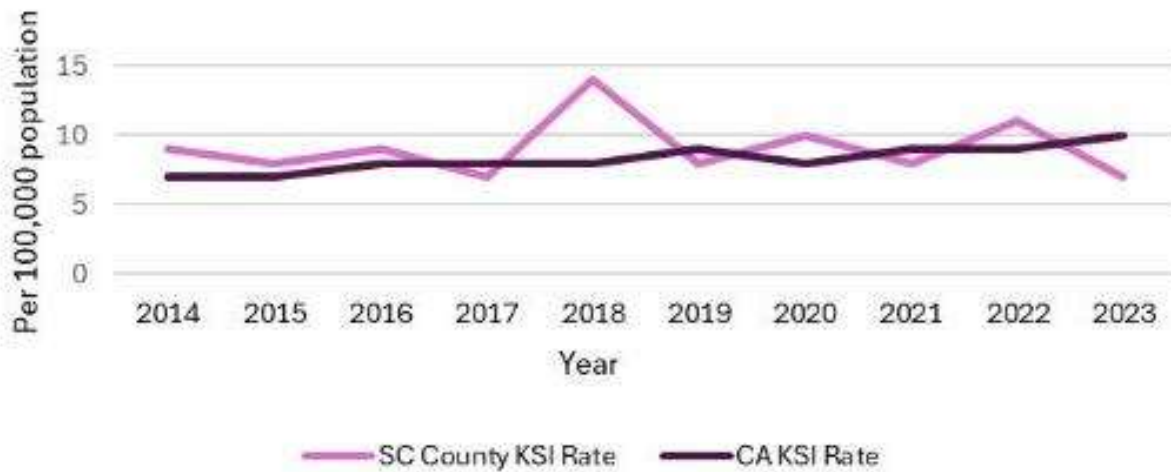
Seriously Injured: 242

Average Santa Cruz County bicyclist KSI crash rate was **3X higher** than the state bicyclist KSI crash rate



# Pedestrian Crashes

Santa Cruz County vs. California  
Pedestrians Killed or Seriously Injured (KSI) Rates  
2014-2023

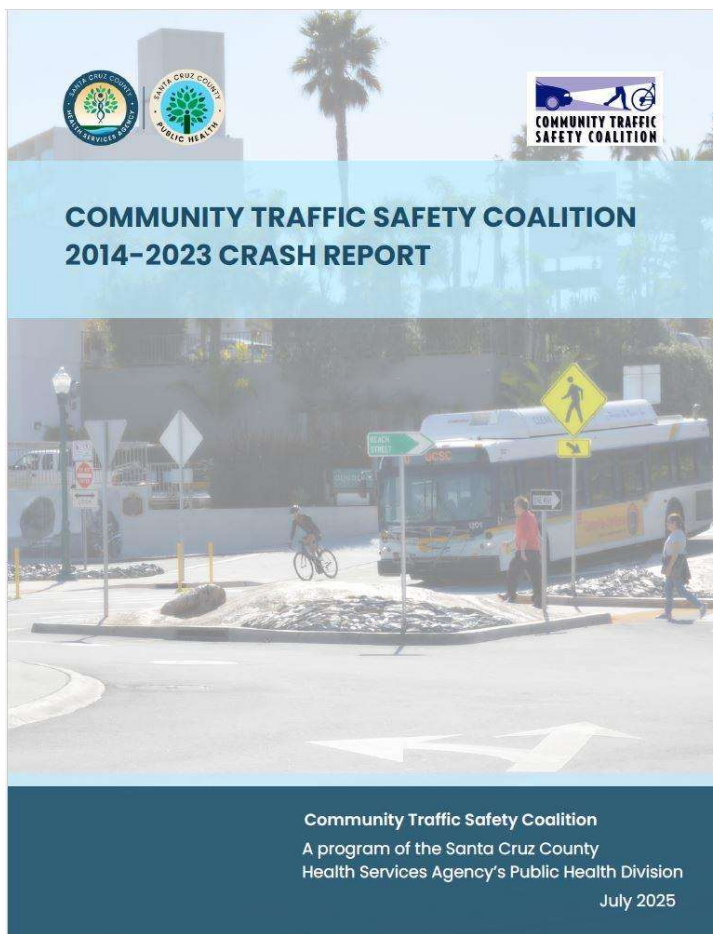


## Totals:

Killed: 65

Seriously Injured: 188

Higher rates compared to the state for most years, with greatest difference in 2018



[2014-2023 Crash Report](#)

THE IMPACT OF

# TRAFFIC VIOLENCE

ON SANTA CRUZ COUNTY

Crash Report  
OVERVIEW &  
KEY FINDINGS  
2014-2023

**A motorist, bicyclist, or pedestrian is involved in a serious crash once every two days in Santa Cruz County.**

From 2014-2023, a total of 224 people were killed and 1,456 seriously injured in crashes. This is an average of 22 fatalities and 146 serious injuries each year.

Severe crashes have been on the **rise** in our community.

Traffic Deaths and Serious Injuries  
Santa Cruz County  
2014-2023

Source: [Transportation Injury Mapping System \(TIMS\)](#)

**Please Note:** Data only includes crashes reported to law enforcement. TIMS data for 2023 are provisional.

**We have the power to stop traffic violence!**

The Community Traffic Safety Coalition (CTSC) is committed to traffic safety. By using Vision Zero strategies, we can prevent deaths and serious injuries.

**Santa Cruz County  
Crash Rankings**

Compared to all 58 CA counties, **we rank among the worst** for these types of crashes:

**INJURIES & FATALITIES  
among bicyclists  
2<sup>nd</sup> Worst**

**Alcohol Involved  
INJURIES & FATALITIES  
2<sup>nd</sup> Worst**

**INJURIES & FATALITIES  
among pedestrians  
5<sup>th</sup> Worst**

**Speed Related  
FATAL & INJURY CRASHES  
5<sup>th</sup> Worst**

Source: QTS Crash Rankings, 2022

The Impact of Traffic Violence on Santa Cruz County  
([English](#), [Spanish](#))

## References:

California Office of Traffic Safety

<https://www.ots.ca.gov/media-and-research/crash-rankings/>

Transportation Information Mapping System

<https://tims.berkeley.edu/tools/query/summary.php>

United States Census Bureau, American Community Survey Reports (2018–2021)

<https://www.census.gov/programs-surveys/acs>

United States Census Bureau

[census.gov](https://www.census.gov)

## Community Resources:

- OTS “Go Safely, California” educational program: [gosafelyca.org](https://gosafelyca.org)
- Commuter traffic education and workshops: [gosantacruzcounty.org](https://gosantacruzcounty.org)
- Active transportation programs and safety resources: [letsmodo.org](https://letsmodo.org)
- Santa Cruz County’s Bicycle Traffic School program: [sctrafficsafety.org](https://sctrafficsafety.org)
- Grief and trauma resources: [familiesforsafestreets.org/national-resource-guide](https://familiesforsafestreets.org/national-resource-guide)
- E-bike Safety Handouts: [santacruz.bcycle.com/nav/safe-biking-practices](https://santacruz.bcycle.com/nav/safe-biking-practices)

# Questions?

Thank You

**Email:** [ctsc@santacruzcounty.us](mailto:ctsc@santacruzcounty.us)

**Phone:** 831-454-7551

**Website:** [sctrafficsafety.org](http://sctrafficsafety.org)

**Facebook and Instagram:** [sctrafficsafety](https://www.facebook.com/sctrafficsafety)





*Santa Cruz County Regional Transportation Commission  
1101 Pacific Avenue, Suite 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)*

*CONTACT: Shannon Munz, Communications Specialist ([smunz@sccrtc.org](mailto:smunz@sccrtc.org))*

## **Santa Cruz County Regional Transportation Commission (RTC) June 12 2025 Meeting Highlights**

### **Zero Emission Passenger Rail and Trail Project Update**

Following a presentation by Riley Gerbrandt, Associate Engineer and Mark McLaren, Project Manager from HDR, Inc., the Commission discussed the results of Milestone 4 in the development of the project concept report. The Draft Project Concept Executive Summary was included in the report and posted to the website as an Attachment to item 31. The full Concept Report, expected later this summer, will include the Project Purpose and Need, Conceptual Project Definition, Transit Ridership and Revenue Forecast, Station Locations and Access, Conceptual Rail and Trail Alignments, Rail Operations Plan and Vehicle Type, Conceptual Rail Transit Station and Layover and Maintenance Facility Locations, Conceptual Passenger and Freight Rail Interface Assessment, Railroad Bridge Assessment and Network Infrastructure, Conceptual Project Cost Estimates, Environmental Screening, Funding and Regulatory Strategy, and Public Engagement Findings. The virtual open house for Milestone 4 went live on June 12, 2025.

The Commission directed staff to prepare and present a financial report utilizing the data in the project concept report to calculate the amount required to cover 20%, 30%, 40% and 50% of capital costs and cover 100% of operations and maintenance costs with local funds, and provide a table of taxes that could provide such local funds.

### **2025 Consolidated Grants Evaluation Criteria and Process**

In its capacity as the state-designated Regional Transportation Planning Agency (RTPA), the RTC is responsible for selecting projects to receive certain federal and state funds employing a competitive and performance-based selection process reflecting Regional Transportation Plan (RTP) priorities. Approved projects are programmed in the RTC's Regional Transportation Improvement Program. To achieve this, the RTC conducts a consolidated grants process and the call for projects is expected to be issued on June 30, 2025. Applications will be due on September 15, 2025. The RTC approved criteria that will be used to evaluate projects and guide project sponsors, and which include Access for All, Safety and Health, System Preservation/Infrastructure, System Performance, Climate Change and Resiliency, and Equity.

Staff expects between \$10-17 million to be made available this funding cycle from the region's formula share of state and federal funds. Funding sources will include the 2026 State Transportation Improvement Program (STIP), the 2024 Local Partnership Program (LPP-f), and the

Surface Transportation Block Grant (STBG)/Regional Surface Transportation Program Exchange (RSTPX).

**Upcoming RTC and Committee Meetings**

**Regional Transportation Commission Meeting**

Thursday, August 7, 2025, 9:00 a.m.

**Bicycle Advisory Committee**

Monday, August 11, 2025, 5:30 p.m.

**Elderly & Disabled Transportation Advisory Committee**

Tuesday, August 12, 2025, 1:30 p.m.

**Interagency Technical Advisory Committee**

Thursday, August 21, 2025, 1:30 p.m.

RTC and committee meetings are held in person. Non-voting members of the Commission and its committees, as well as members of the public and staff, will have the option to participate in person or remotely, provided equipment is available at the meeting location to allow remote participation. If there are technical difficulties during a meeting that prevent remote participation, the meeting will continue. Please check the RTC website

[<https://sccrtc.org/meetings/calendar/>] or call 460-3200 to confirm meeting and video conference information for future meetings. Agendas are posted to the website at least 3 days before the meeting and will also include attendance information. Meetings may be canceled if there are no action items to be considered by the committee.

The RTC is committed to its compliance with the Americans with Disabilities Act (ADA). Please contact the RTC at least 3 days in advance of a meeting if special accommodations are needed. If any document, webpage, meeting, or recording is inaccessible to you, kindly notify us at [info@sccrtc.org](mailto:info@sccrtc.org) or by calling 831-460-3200.

*Public input on transportation issues is welcomed and encouraged. For more information, visit the SCCRTC website at [www.sccrtc.org](http://www.sccrtc.org) or call 460-3200. Some Regional Transportation Commission meetings are televised countywide by Community TV of Santa Cruz. Consult [www.communitytv.org](http://www.communitytv.org) or call 831-425-8848 for schedule and station information.*





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

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**FINAL MEETING MINUTES**

**1:30 – 3:30pm**

**Tuesday, May 13, 2025**

**In-Person Meeting**

**1101 Pacific Avenue, Suite 250, Santa Cruz, CA 95060**

**1. Vice Chair Michael Pisano called the meeting to order at 1:34pm**

***Members Present***

Patty Talbot, Social Services Provider – Seniors  
Elizabeth Byrd, Social Services Provider – Seniors (County)  
Stephanie Auld, Social Services Provider – Disabled (County)  
Ares Wakamo, Social Services Provider – Persons of Limited Means  
Jesus Bojorquez, CTSA Lift Line  
Caroline Lamb, Potential Transit User (Disabled)  
Katie Nunez, 4th District (Hernandez)

***Members Remote, voting under Just Cause or Emergency***

Michael Pisano, Vice Chair, Potential Transit User (60+)

***Members Remote, not voting***

Tara Ireland, Social Services Provider – Persons of Limited Means

***Unexcused Absences***

Phil Kipnis, 1<sup>st</sup> District  
Portia Ramer, 5<sup>th</sup> District  
Michael Bois, SCMTD (METRO)

***RTC Staff Present***

Amanda Marino, Transportation Planner

Sierra Topp, Transportation Planning Technician  
Amy Naranjo, Transportation Planner  
Riley Gerbrandt, Associate Transportation Engineer  
Brianna Goodman, Transportation Planner

***Guests Present:***

Kailash Mozumder, City of Capitola PW  
Matt Saltzman, Ready Steady Transportation  
Cameron Compton, County of Santa Cruz  
Kelly Curlett, County of Santa Cruz  
Raymon Cancino, Community Bridges

**2. Introductions**

**3. Consider AB2449 request(s) to participate in the meeting remotely due to emergency circumstances (a physical or family medical emergency that prevents a member from attending in person)**

Michael Pisano, Vice Chair, is participating in the meeting remotely due to a family emergency

**4. Oral communications**

*No oral communication.*

**5. Additions or deletions to the consent or regular agenda**

*No action taken.*

**CONSENT AGENDA**

**6. Received Information Items**

- a. Ready Steady Transportation Services

**7. Received RTC Meeting Highlights**

**8. Approved Minutes from March 4, 2025**

*Due to the lack of a quorum, the Consent Agenda, including approval of the meeting minutes, was not acted upon and will be continued to the next regular meeting.*

## **REGULAR AGENDA**

### **9. FY 2025/26 Vision Zero Program TDA funding request**

*Committee Members Katie Nunez and Jesus Bojorquez arrived at the meeting.*

Kelly Curlett, from the County of Santa Cruz, presented an overview of the Vision Zero program TDA funding request and answered questions from the Committee.

Committee members asked if the bicycle and pedestrian data used is based on per capita numbers. A request was made to include people in wheelchairs in presentations and marketing materials to raise awareness and highlight visibility. There was a request to endorse in favor of rail and trail to enhance safety for vulnerable users.

*Motion (Auld/Lamb) to recommend that the RTC approve the County of Santa Cruz's 2025/26 TDA claim. The motion passed unanimously with committee members Michael Pisano, Stephanie Auld, Caroline Lamb, Patty Talbott, Elizabeth Byrd, Ares Wakamo, Katie Nunez, and Jesus Bojorquez voting "aye".*

### **10. 41st Ave Multimodal Improvements and Pavement Rehabilitation Project**

Kailash Mozumder, City of Capitola Public Works, presented updates on the 41<sup>st</sup> Ave Multimodal Improvements and Pavements Rehabilitation Project. Committee members expressed concerns over the need for safer crossings, especially near the highway's on and off ramps.

*No action taken.*

### **11. Rural Highways Safety Plan Existing Conditions**

Brianna Goodman, RTC Transportation Planner, reviewed the progress thus far on the Rural Highway Safety Plan project and presented the findings from the existing conditions assessment.

The committee provided comments regarding incorporating art and visuals to slow traffic and shared concerns over pedestrian crossings on Highway 1 to access beaches, cars safely re-entering the highway from parking spots, and a need for increased overhead lighting at crosswalks and bus stops on all rural highways.

*No action taken.*

### **12. 2025 Consolidated Call for Projects Process & Evaluation Criteria**

Amy Naranjo, RTC Transportation Planner, reviewed with the committee the 2025 consolidated call for projects process & evaluation criteria. Ms. Naranjo requested feedback from the committee about the criteria and what the priorities should be for reviewing projects.

The committee asked if the criteria are being updated from a previous version or if it is brand new. Ms. Naranjo explained it is existing criteria being updated. To rank projects RTC staff will balance the weight of program benefits and project readiness.

Any additional comments or concerns on this process can be submitted to [programming@sccrtc.org](mailto:programming@sccrtc.org).

*No action taken.*

### **13. Zero Emission Passenger Rail and Trail Project Update**

Riley Gerbrandt, RTC Associate Transportation Engineer, presented updates on the Zero Emission Passenger Rail and Trail project and requested feedback on station locations.

Committee members commented that the west side of the city of Santa Cruz needs reliable and permanent public transit service. Committee member Caroline Lamb noted that bus routes can change but a train would be permanent. Committee member Stephanie Auld commented that it is crucial to connect Santa Cruz County to inter-regional transit to access medical appointments, such as in San Jose.

Committee members noted resources that could help determine stops and amenities like Central California Alliance for Health (CCAH). CCAH connects medical facility representatives and people with disabilities to regional transit options.

Committee members also expressed a need for better marketing to show benefits of rail transit. A marketing plan could show benefits to individuals with disabilities, families, and other groups. The use of icons or avatar personas could show who will be using the rail line and be used for targeted outreach.

Lastly, there is a request to continue trying to reach people who are disabled and not able to as easily participate in public engagement. Committee members commented that project managers need to be exposed to voices who are unable to attend meeting and workshops.

*No action taken.*

#### **14. Receive Program Updates**

- a. Volunteer Center
- b. Community Bridges
- c. Santa Cruz Metro
- d. SCCRTC
  - i. Otter.ai
  - ii. Capitola Wharf
  - iii. Unmet Needs List
- e. Pedestrian Ad-hoc Subcommittee
  - i. Pedestrian Hazard Report

This item was moved to the next E&D TAC meeting on August 12, 2025 due to time constraints.

*No action taken.*

#### **3:52 pm — Adjourn**

**The June E&D TAC meeting is cancelled.**

**Next meeting: 1:30 pm, August 12, 2025, located at the SCCRTC office at 1101 Pacific Ave, Suite 250, Santa Cruz, CA 95060. Visit [www.sccrtc.org](http://www.sccrtc.org) for updates.**

Respectfully submitted, Sierra Topp, Transportation Planning Technician

**TO:** Elderly and Disabled Transportation Advisory Committee

**FROM:** Rachel Moriconi, Senior Transportation Planner

**RE:** Senate Bill 1 Transit State of Good Repair Program

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## **RECOMMENDATION**

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&DTAC) recommend projects to receive the region's formula shares of Fiscal Year (FY) 2025-26 Senate Bill 1 (SB 1) Transit State of Good Repair (SGR) funds.

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## **BACKGROUND**

The Senate Bill 1 The Road Repair and Accountability Act of 2017 (SB 1) provides funding for a variety of transportation programs, including a transit State of Good Repair Program (SGR). The goal of the State of Good Repair Program is to keep public transit and other community transit service systems in a state of good repair by providing funding for operators to upgrade, repair, and improve transportation infrastructure and to modernize California's existing local transit systems. These investments lead to cleaner transit vehicle fleets, increased reliability and safety, and reduced greenhouse gas emissions and other pollutants.

The State of Good Repair Program is funded from a portion of the Transportation Improvement Fee on vehicle registrations. These funds are allocated to regional transportation planning agencies and public transportation operators using State Transit Assistance (STA) formulas. The Regional Transportation Commission (RTC), as the Regional Transportation Planning Agency (RTPA) for Santa Cruz County, is responsible for allocating SGR population-based formula funds (PUC 99313) to eligible transit projects in the region based on local needs. PUC 99313 allocations are based on the latest available annual population estimates from the State Department of Finance. RTC is also responsible for sub-allocating SGR transit revenue-based formula funds (PUC 99314) to eligible public transportation operators (Santa Cruz METRO).

The region's population-based formula (PUC 99313) State of Good Repair and State Transit Assistance funds are available to METRO and community transit operators. Proposals from local transit and paratransit providers are evaluated based on the benefits of the projects, consistency with state goals

and guidelines, the Unmet Transit Needs List and priorities identified by the RTC's Elderly and Disabled Transportation Advisory Committee (E&D TAC).

## DISCUSSION

The SB1-State of Good Repair (SGR) program provides funding for transit maintenance, rehabilitation and capital projects statewide. The state estimate that \$460,626 in population-formula funds are available in FY 2025-26 for projects selected by the RTC. The RTC can program these funds to eligible projects implemented by METRO and/or agencies, such as Lift Line, that provide community transit services that meet [TDA Article 4.5 requirements](#). An estimated \$422,417 in additional SGR-PUC 99314 revenue-based formula funding is only available for projects sponsored by the Santa Cruz Metropolitan Transit District (METRO).

Capital maintenance projects and services eligible for SGR funds include:

- Purchase of new transit vehicles, the maintenance, rehabilitation and modernization of existing transit vehicles or facilities. This includes replacement or rehabilitation of transit rolling stock, passenger stations and terminals, security equipment and systems, maintenance facilities and equipment, ferry vessels, and rail transit; preventative maintenance; and new maintenance facilities or maintenance equipment if needed to maintain existing transit service.
- The design, acquisition and construction of new vehicles or facilities that improve existing transit services.
- Transit services that complement local efforts for repair and improvement of local transportation infrastructure. *Transit operations, transit agency administration, and program management are not eligible.*
- Transit preventative maintenance to maintain existing infrastructure and vehicles in a state of good repair, essentially repair and rehabilitation. *Normal maintenance such as oil changes and other regularly scheduled vehicle maintenance are not eligible for State of Good Repair funding.*

Projects must meet SGR eligibility requirements, be consistent with the Regional Transportation Plan (RTP), Unmet Needs List, and transit plans for the region. Caltrans has recommended that to the extent possible, cost effective, and where feasible, “fix-it-first” transit capital projects that reduce greenhouse gases and help achieve the state’s environmental goals should be prioritized, such as such replacement of vehicles with partial and/or zero emission vehicles, green technology equipment enhancements, or transit facility upgrades to improve energy efficiency.

On July 16, 2025, following release of Caltrans Guidelines, staff released the call for projects for the FY25/26 program, with applications due August 7, 2025. The RTC received three applications for this year's funds which are



attached and summarized below:

- Santa Cruz METRO: HASTUS by CSched 2026 Upgrade  
Request: \$2,167 SGR 99313; \$422,417 SGR 99314.  
Description: Upgrade METRO's scheduling and operations software.
- Santa Cruz METRO: 809 W. Beach Street Parking Lot Improvements –  
Request: \$457,833 SGR 99313  
Description: Improvements to parking lot in Watsonville used for bus overflow parking lot, including new overhead lighting, security fencing, security cameras, and paving/stripping.
- Lift Line: Lift Line Fleet Electrification  
Request: \$295,128.42 SGR 99313  
Description: Purchase two seven-passenger zero emission paratransit vehicles.

**Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&DTAC) review requests for funds (Attachments 1-3) and provide recommendations to the RTC on distribution of \$460,000 in SGR 99313 funds and SGR 99314 funds.**

Next Steps:

The RTC will consider recommendations from the Elderly and Disabled Transportation Advisory Committee (E&DTAC) and staff and adopt the FY25/26 SGR project list at its September 4 meeting. The RTC-approved project list will be subject to Caltrans review and final approval. Recipients of these funds will be responsible for reporting project status and expenditures to Caltrans and complying with all relevant federal and state laws, regulations, and funding policies.

**SUMMARY**

The SB1 State of Good Repair (SGR) program provides funding for certain transit maintenance, rehabilitation and capital projects statewide. Approximately \$460,000 in FY25/26 population-based formula funding is anticipated to be available for projects selected by the RTC. Applications for these funds were due to the RTC on August 7 and the RTC board approved project list is due to Caltrans in early September 2025. Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&DTAC) recommend projects to receive these funds.

Attachments:

1. METRO Scheduling Software Application
2. METRO Parking Lot Improvements Application
3. Lift Line Fleet Electrification Application

**FY25/26 SB1- Transit State of Good Repair (SGR) Project Application**  
**(Project #1)**

*Submit to Santa Cruz County Regional Transportation Commission via  
[programming@sccrtc.org](mailto:programming@sccrtc.org) by noon on August 7, 2025.*

1. Implementing Agency/Transit Operator:

Santa Cruz Metropolitan Transit District

2. Contact Person (name, phone, email):

Derek Touns

831-420-2580

dtouns@scmttd.com

3. Project Title:

HASTUS by CSched 2026 Upgrade

4. Project Description (Scope of Work) – *add additional pages if needed:*

The Santa Cruz Metropolitan Transit District (METRO) will apply FY26 SGR funding toward the capital cost of upgrading METRO's scheduling and operations software package (Giro HASTUS) from version 2009 (which is years' beyond its end-of-life and has been deprecated by Giro) to a 2026 cloud-native version of HASTUS hosted by CSched. The one-time implementation (capital) cost of the software upgrade is \$481,250. This includes implementation services and license/support for one year (initial warranty period). HASTUS is currently used by more than 300 transit agencies globally and METRO is the only North American agency yet to migrate from the deprecated 2009 version of HASTUS. The 2026 version by CSched updates all of the core modules and gives METRO access to the latest software tools that will allow METRO to improve service for its riders and respond more agilely to changes in daily operations. METRO intends to utilize the 2026 HASTUS software version for the next three years, at least.

5. Eligible Project Type (*mark one or more categories*):

- ☒ Transit capital project or service to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including

the rehabilitation and/or modernization of the existing vehicles or facilities.

6. *If this is a vehicle or rolling stock project:* Indicate the number of vehicles, size, passenger count, accessibility, and fuel type for each vehicle.

N/A

7. What is the current condition of the asset (Poor, Fair, Good, New)?

Poor. HASTUS version 2009 was deprecated by Giro several years ago.

8. What are the estimated benefits of this project?

The HASTUS upgrade will provide METRO with the most up-to-date software tools to improve daily operations for riders and the agency as a whole. The hosted version of HASTUS will enable METRO to keep up to date with product enhancements while avoiding bespoke code that is customized for METRO. This is the general direction of the ITS software industry and METRO will be in a much stronger position to be on the same platform as our peers. HASTUS 2026 by CSched will enable METRO to build more efficient schedules, support unique requirements of a zero-emission bus (ZEB) fleet transition, such as battery range management practices, yard management, and other planning tools. Newly offered modules will also enable METRO to better control operating costs and adjust resources on-demand to increase efficiency. HASTUS by CSched eliminates the needs for the agency to manage complex IT file server and database server administration, software installation, backups and acquisition of expensive infrastructure and database platforms. The hosted HASTUS software package will also facilitate data exchange and interoperability between HASTUS and other applications and systems utilized by METRO.

9. How many riders are expected to use this asset per year?

METRO had over 4.6 million boardings in FY25. Every METRO rider will benefit from the more efficient service and flexibility to make daily service-level adjustments, as well as the improved schedule, timetable, and ridership analytics that HASTUS by CSched will provide.

10. Will this project reduce greenhouse gases, or does it include zero emissions elements? If yes, describe.

The project will not directly reduce greenhouse gases. However, the software will assist METRO in more efficiently operating its ZEB fleet by creating vehicle schedules and block assignments that consider ZEB mileage limitations and reduce inefficiencies in timetables and run times.

11. Is this a specialized transit service or paratransit service project?

No

12. Project Location (or service area):

METRO serves at four geographically distinct markets in Santa Cruz County. The largest transit demand generator with the most anticipated growth is Santa Cruz, which includes the University of California at Santa Cruz (UCSC). The University is the largest trip generator in the entire service area with approximately 50% of METRO's ridership being UCSC students and staff. The City of Watsonville, the second largest transit trip generator, is anticipated to have the region's largest growth in residential land use due to the ability to expand into agricultural lands. Capitola and Scotts Valley comprise the third and fourth transit trip generators in size.

13. Does the project serve a local priority population?

Approximately 80% of METRO's passengers do not have access to a private automobile and are dependent upon METRO for essential transportation to schools, medical facilities, jobs and shopping. The proposed software investment will help increase equity by assisting METRO to provide clean transit services to multiple historically disadvantaged communities (HDCs) and increase transportation options for low-income and minority communities.

14. Proposed Project Schedule

a. Estimated Start Date: 1/1/2026

b. Estimated Completion Date: 12/31/2026

15. Estimated Useful Life of the project (months, years):

A minimum of three years.

- a. Does your agency have the financial means to maintain and operate project services for the project's useful life? Describe any potential risks to using the asset throughout its useful life.

METRO will assign Operating and Capital Reserves from its budget to cover the annual license, hosting, maintenance and support, and consultancy fees. The estimated cost for three years is \$1,023,460.

- b. Does your agency have the ability to accept legal liabilities and fulfill financial obligations for the project's useful life? Describe any potential risks.

There are no impediments against METRO accepting legal liabilities and fulfilling financial obligations for the project's useful life.

16. Estimated Project Cost by Fiscal Year and Funding plan, including proposed FY 2025-26 SGR amounts, any past SGR allocations, and other funds.

|                         |             |                        |                                     |                 |                   | <i>If requesting additional funds or changes for a project previously allocated SGR funds</i> |                             |
|-------------------------|-------------|------------------------|-------------------------------------|-----------------|-------------------|---|-----------------------------|
| Work Task               | Fiscal Year | Proposed New SGR 99313 | Proposed New SGR 99314 (METRO only) | SGR Interest    | Other Fund Source | Past SGR 99313  | Past SGR 99314 (METRO only) |
| Implementation Services | FY25-26     | \$2,167                | \$422,417                           | \$56,666        | N/A               | N/A   | N/A                         |
| <b>Totals</b>           |             | <b>\$2,167</b>         | <b>\$422,417</b>                    | <b>\$56,666</b> |                   |   |                             |

17. Project Prioritization:

- a. Is this project included in an adopted transit asset management (TAM) plan?

Yes. METRO assets are tracked in a TAM plan, including software.

- b. Is this project included in a prioritized listing and/or a program of transportation projects?

Yes. This project falls under GP RRTB22 in AMBAG's 2025 MTIP.

- c. Is this project listed in or consistent with the Santa Cruz County Regional Transportation Plan?

Yes, this project will support the following policies detailed in the 2045 Santa Cruz County Regional Transportation Plan (2045 RTP):

*Transportation Demand Management:* This project serves as a critical component in improving METRO's transit service promoting increased transit usage and reducing vehicle miles traveled and result in mode shift. The software will assist METRO in more efficiently operating its ZEB fleet by creating vehicle schedules and block assignments that consider ZEB mileage limitations and reduce inefficiencies in timetables and running times.

*Cost Effectiveness & System Maintenance:* Newly offered HASTUS modules will also enable METRO to better control operating costs and adjust resources on-demand to increase efficiency.

- d. What public outreach or engagement has been done or will be done regarding this project, if any?

Survey work conducted by METRO in the fall of 2022 revealed nearly half of non- or infrequent riders reported they would be likely to ride METRO regularly if buses came more often and 70% supported investing in more frequent service versus expanding coverage. In order to not only maintain the current service levels, but to increase service frequency, METRO must address its need for more efficient service and to implement vehicle range improvement practices to best utilize ZEBs in transit service.

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**FY25/26 SB1- Transit State of Good Repair (SGR) Project Application**  
**(Project #2)**

*Submit to Santa Cruz County Regional Transportation Commission via  
[programming@sccrtc.org](mailto:programming@sccrtc.org) by noon on August 7, 2025.*

1. Implementing Agency/Transit Operator:

Santa Cruz Metropolitan Transit District

2. Contact Person (name, phone, email):

Derek Touns  
 831-420-2580  
 dtouns@scmttd.com

3. Project Title:

809 W. Beach Street Parking Lot Improvements

4. Project Description (Scope of Work) – *add additional pages if needed:*

The Santa Cruz Metropolitan Transit District (METRO) is requesting to apply FY26 regional (99313) SGR funding to complete site civil and electrical improvements to METRO's leased industrial property located at 809 West Beach Street in the City of Watsonville. METRO is also seeking FTA's approval to purchase this property using other funding sources.

METRO has been leasing this property for the past few years to provide a location for bus overflow parking as it undertakes one of the nation's most ambitious zero-emission bus (ZEB) transitions. METRO has 100% plans, specs and estimates to install new overhead lighting, perimeter security fencing, and light paving/stripping improvements at the site for an estimated cost of \$431,061. METRO's on-call engineering consultant (Mark Thomas) prepared the PS&E package that METRO will list in an invitation for bids (IFB) upon confirmation of the funding from SCCRTC and Caltrans. complete the aforementioned Civil improvements to the property. METRO also intends to install security cameras by Quovo to protect METRO's ZEB assets that are parked overnight at the W. Beach St. lot. The estimated cost of the camera purchase and installation is \$26,772. The total cost of the site improvements and security camera installation is \$457,832.95.



5. Eligible Project Type (*mark one or more categories*):

- ☒ Transit capital project or service to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation and/or modernization of the existing vehicles or facilities.
- ☐ The design, acquisition, and construction of new vehicles or facilities that improve existing transit services.
- ☐ Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

6. *If this is a vehicle or rolling stock project:* Indicate the number of vehicles, size, passenger count, accessibility, and fuel type for each vehicle.

N/A

7. What is the current condition of the asset (Poor, Fair, Good, New)?

Poor. METRO leases the unimproved lot and seeks to improve the lot condition for regular daily/overnight bus parking.

8. What are the estimated benefits of this project?

The project will assist METRO in increasing operational efficiency by reducing the need to deadhead buses to or from Santa Cruz when buses exit or enter daily service. METRO currently operates 12 blocks that experience 34.0 one-way deadhead miles each weekday. By eliminating non-revenue mileage and hours, METRO will save fuel and eliminate greenhouse gases (GHGs) while also being able to explore adding revenue service where deadhead currently exists between Santa Cruz and Watsonville. The West Beach Street parking lot supports METRO's aspiration to provide clean transportation options throughout Santa Cruz County. Improving the condition of the property is necessary for METRO to be able to use this lot to safely store and protect METRO's new hydrogen fuel cell zero-emission bus (ZEB) fleet. As METRO introduces the ZEBs to revenue service, METRO will need additional space for overnight parking of both its active and contingency fleet.

9. How many riders are expected to use this asset per year?

While no riders will directly utilize the West Beach Street parking lot, every METRO rider will benefit from the more efficient and cleaner transit service the project will help the agency to provide. METRO had over 4.6 million boardings in FY25. METRO bus operators who currently reside in the South County or in Monterey or San Benito Counties will also benefit from a reduced commute to work by starting their daily shift at the overflow lot.

10. Will this project reduce greenhouse gases, or does it include zero emissions elements? If yes, describe.

Yes, this project will directly eliminate GHGs and other harmful emissions by reducing deadhead (non-revenue) mileage on METRO's diesel and CNG fleets through the optimal basing of buses closer to the starting locations of service blocks. This change is estimated to result in the elimination of 175,261 deadhead miles and 44,756 gasoline gallon equivalents (GGE) of fuel each year. The bus mileage which would be eliminated via service optimization currently consumes 6,100 GJ of energy annually, measured on a Well-to-Wheels basis. In addition, this mileage releases local harmful criteria emissions, including 3,827 kg (kilograms) of Carbon Monoxide (CO), 25 kg of Nitrogen Oxides (NOx), 7 kg of Volatile Organic Compounds (VOCs), and 1 kg of Sulfur Oxides (SOx) annually. These emissions also include 1 kg of particulate matter under 10 micrometers (PM10), which has a significant deleterious health impact on the local community.

11. Is this a specialized transit service or paratransit service project?

No

12. Project Location (or service area):

The proposed project site is located at 809 West Beach Street in the City of Watsonville, California, 95076.

APN: 018-491-01

(See below #13 for description of METRO's service area/riders)

13. Does the project serve a local priority population?

Yes, METRO serves at four geographically distinct markets in Santa Cruz County. The largest transit demand generator with the most anticipated growth is Santa Cruz, which includes the University of California at Santa Cruz (UCSC). The University is the largest trip generator in the entire service area with approximately 50% of METRO's ridership being UCSC students and staff. The City of Watsonville, the second largest transit trip generator, is anticipated to have the region's largest growth in residential land use due to the ability to expand into agricultural lands. Capitola and Scotts Valley comprise the third and fourth transit trip generators in size.

Approximately 80% of METRO's passengers do not have access to a private automobile and are dependent upon METRO for essential transportation to schools, medical facilities, jobs and shopping. The proposed investment will help increase equity by assisting METRO to provide clean transit services to multiple historically disadvantaged communities (HDCs) and increase transportation options for low-income and minority communities.

14. Proposed Project Schedule

- a. Estimated Start Date: 1/1/2026
- b. Estimated Completion Date: 12/31/2026

15. Estimated Useful Life of the project (months, years):

A minimum of 20 years.

- a. Does your agency have the financial means to maintain and operate project services for the project's useful life? Describe any potential risks to using the asset throughout its useful life.

After the initial rehabilitation of the property, METRO will assign SGR interest and/or Operating and Capital Reserves to cover the maintenance of the overflow parking lot.

- b. Does your agency have the ability to accept legal liabilities and fulfill financial obligations for the project's useful life? Describe any potential risks.

There are no impediments against METRO accepting legal liabilities and fulfilling financial obligations for the project's useful life.

16. Estimated Project Cost by Fiscal Year and Funding plan, including proposed FY 2025-26 SGR amounts, any past SGR allocations, and other funds.

|  |                    |                               |  |                           | <i>If requesting additional funds or changes for a project previously allocated SGR funds</i> |                                    |
|--|--------------------|-------------------------------|--|---------------------------|---|------------------------------------|
| <b>Work Task</b><br><i>(update to reflect applicable work)</i> | <b>Fiscal Year</b> | <b>Proposed New SGR 99313</b> | <b>Proposed New SGR 99314 (METRO only)</b> | <b>Other Fund Source:</b> | <b>Past SGR 99313</b>   | <b>Past SGR 99314 (METRO only)</b> |
| Civil Improvements (lighting, fencing, paving/stripping)       | FY25-26            | \$431,061                     | \$0  | N/A                       | N/A   | N/A                                |
| Camera Installation  | FY25-26            | \$26,772                      |  |                           |   |                                    |
| <b>Totals</b>  |                    | <b>\$457,833</b>              |  |                           |   |                                    |

17. Project Prioritization:

- a. Is this project included in an adopted transit asset management (TAM) plan?

Not currently, however METRO intends to acquire the site and once acquired will add it to the existing TAM Plan.

- b. Is this project included in a prioritized listing and/or a program of transportation projects?

Yes, this project falls under GP RRTB22 in AMBAG's 2025 MTIP.

- c. Is this project listed in or consistent with the Santa Cruz County Regional Transportation Plan?

Yes, this project will support the following policies detailed in the 2045 Santa Cruz County Regional Transportation Plan (2045 RTP):

*Cost Effectiveness & System Maintenance:* In consideration of ZEB mileage limitations, this project will enable METRO to more efficiently operate its zero-emission buses (ZEBs) by locating a vehicle parking lot closer to the transit depot in Watsonville.

*System Design:* The parking overflow lot will help METRO reduce the need for its vehicles to travel along Highway 1, as METRO will be able to park the vehicles operating transit service in Watsonville in a parking lot located at 809 Beach Street, in Watsonville.

- d. What public outreach or engagement has been done or will be done regarding this project, if any?

Survey work conducted by METRO in the fall of 2022 revealed nearly half of non- or infrequent riders reported they would be likely to ride METRO regularly if buses came more often and 70% supported investing in more frequent service versus expanding coverage. In order to not only maintain the current service levels, but to increase service frequency, METRO must address its need for additional space to park its expanding active and contingency fleet.

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| Santa Cruz Metro 809 W. Beach Street Bus Overflow Parking Project  |   |      |          |                            |                  |
|--|---|------|----------|----------------------------|------------------|
| 100% Estimate  |   |      |          |                            |                  |
| <div><div></div><div></div><div></div><div>MARK THOMAS</div></div> |   |      |          |                            |                  |
| ITEM No.   | ITEM DESCRIPTION  | UNIT | QUANTITY | UNIT PRICE                 | TOTAL            |
| 1  | 6" White Traffic Paint  | LF   | 8300     | \$3                        | \$24,900         |
| 2  | Pavement Marking (White)  | SF   | 70       | \$11                       | \$770            |
| 3  | Type A - 2 Head Pole Light  | EA   | 13       | \$4,125                    | \$53,625         |
| 4  | Type B - 3 Head Pole Light  | EA   | 2        | \$4,675                    | \$9,350          |
| 5  | Pole Bases - 5' AFG incl Drilling, Anchor Bolts, Re-bar, Concrete, Grounding, GRC & PVC Conduit | EA   | 15       | \$4,500                    | \$67,500         |
| 6  | Trenching, Backfill & Compaction - Shared Trench - Power & Camera                               | LF   | 1580     | \$44                       | \$69,520         |
| 7  | Lighting Conduit (1) 1" Conduit w/conductors - Shared Trench                                    | LF   | 1740     | \$32                       | \$55,680         |
| 8  | 4 Channel Time Clock - ET2845C  | EA   | 1        | \$1,237                    | \$1,237          |
| 9  | Photocell for Lighting Control  | EA   | 1        | \$203                      | \$203            |
| 10   | Lighting Contactors - LC-1 thru LC-4  | EA   | 4        | \$523                      | \$2,090          |
| 11   | Nema 4X WP Enclosure - Lockable Pullbox - 20" x 16" x 8"  | EA   | 1        | \$2,183                    | \$2,183          |
| 12   | Stainless Steel Channel Framing for Electrical Equipment  | EA   | 1        | \$1,925                    | \$1,925          |
| 13   | Commisioning & Testing  | LS   | 1        | \$1,100                    | \$1,100          |
| 14   | Electrical Foreman at 15% Labor   | LS   | 1        | \$4,400                    | \$4,400          |
| 15   | Nema 4X WP Security Enclosure - Lockable Pullbox - 20" x 16" x 8"                               | EA   | 1        | \$2,183                    | \$2,183          |
| 16   | Camera Conduit (1) 1" Conduit w/ Pull Rope - Shared Trench                                      | LF   | 1300     | \$25                       | \$32,500         |
| 17   | Hand Holes for Camera   | EA   | 4        | \$2,530                    | \$10,120         |
| 18   | Stainless Steel Channel Framing for Security Equipment  | EA   | 1        | \$1,375                    | \$1,375          |
| 19   | General Conditions (10% of Items 1-18)  | LS   | 1        | \$34,100                   | \$34,100         |
| 20   | Roadway Additions (5% of Items 1-18)  | LS   | 1        | \$17,100                   | \$17,100         |
| 21   | Mobilization (10% of Items 1-20)  | LS   | 1        | \$39,200                   | \$39,200         |
| GRAND TOTAL  |   |      |          |                            |                  |
|  |   |      |          | <b>SUBTOTAL=</b>           | \$431,061        |
|  |   |      |          | <b>Contingency (15%) =</b> | \$64,700         |
|  |   |      |          | <b>GRAND TOTAL =</b>       | <b>\$495,800</b> |

**FY25/26 SB1- Transit State of Good Repair (SGR) Project Application**

*Submit to Santa Cruz County Regional Transportation Commission via  
programming@sccrtc.org by noon on August 7, 2025.*

1. Implementing Agency/Transit Operator:

**Community Bridges- Lift Line**

2. Contact Person (name, phone, email):

**Jesus Bojorquez, 831-688-8840x241, [jesusb@cbridges.org](mailto:jesusb@cbridges.org)**

3. Project Title: **Lift Line Fleet Electrification**

4. Project Description (Scope of Work) – *add additional pages if needed:*

**Purchase two seven-passenger zero emission paratransit vehicles, along with the MDT licenses and year-1 of service and insurance. (2023 Ford Transit Electric Shuttle supporting three wheelchairs, dual charging 120- and 240-volt capacity, DC 150 kw, 300 HP, 100-mile highway range and 125-mile city range, electric rear lift, with 3 camera and safety packages.)**

5. Eligible Project Type (*mark one or more categories*):

☒ **Transit capital project or service to maintain or repair a transit operator's existing transit vehicle fleet or transit facilities, including the rehabilitation and/or modernization of the existing vehicles or facilities.**

☒ The design, acquisition, and construction of new vehicles or facilities that improve existing transit services.

☐ Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

6. *If this is a vehicle or rolling stock project:* Indicate the number of vehicles, size, passenger count, accessibility, and fuel type for each vehicle.



- 6.1. Number of vehicles: 2**
- 6.2. Ford E-Transit 350**
- 6.3. 7 passengers supporting 3 wheelchairs**
- 6.4. Wheelchair a lift assist**
- 6.5. Two full electric vehicles city range of 125 miles**

7. What is the current condition of the asset (Poor, Fair, Good, New)?  
**New**

8. What are the estimated benefits of this project?

**Replace two gasoline-operated minivans (each with capacity for 3 ambulatory passengers and 1 wheelchair) with one new vehicle that can accommodate up to 7 ambulatory passengers and 1 wheelchair. The configuration can be adjusted as needed to fit 3 ambulatory and 2 wheelchairs, or 1 ambulatory and 3 wheelchairs. This will improve ride-sharing efficiency for wheelchair users, whose demand has been steadily increasing in Santa Cruz County.**

9. How many riders are expected to use this asset per year?

**4,500 rides per year**

10. Will this project reduce greenhouse gases, or does it include zero emissions elements? If yes, describe.

**The project will reduce vehicle greenhouse gas (GHG) emissions by replacing two gas-fueled vehicles with an electric 100% zero-emission, 7-ambulatory, and three-wheelchair accessible van. The electric replacement van will significantly reduce GHG emissions specifically**

11. Is this a specialized transit service or paratransit service project?

**Yes, Transportation services for Seniors and people with disabilities**

12. Project Location (or service area):

**Santa Cruz County**

13. Does the project serve a local priority population?

**Yes, Senior and disable Santa Cruz County residents**

14. Proposed Project Schedule

14.1. Estimated Start Date: **12/15/2025**

14.2. Estimated Completion Date: **06/01/2026**

15. Estimated Useful Life of the project (months, years):

**11 years**

15.1. Does your agency have the financial means to maintain and operate project services for the project's useful life? Describe any potential risks to using the asset throughout its useful life.

**Yes.**

15.2. Does your agency have the ability to accept legal liabilities and fulfill financial obligations for the project's useful life? Describe any potential risks.

**Yes.**

16. Estimated Project Cost by Fiscal Year and Funding plan, including proposed FY 2025-26 SGR amounts, any past SGR allocations, and other funds.

|  |             |                        |                                     |                         |                         | If requesting additional funds or changes for a project previously allocated SGR funds |                             |
|--|-------------|------------------------|-------------------------------------|-------------------------|-------------------------|--|-----------------------------|
| Work Task<br>(update to reflect applicable work) | Fiscal Year | Proposed New SGR 99313 | Proposed New SGR 99314 (METRO only) | Other Fund Source: NAME | Other Fund Source: NAME | Past SGR 99313   | Past SGR 99314 (METRO only) |
| Planning   | FY25-26     |                        |                                     |                         |                         |  |                             |
| Environmental                                    |             |                        |                                     |                         |                         |  |                             |
| Admin  |             | Not eligible           | Not eligible                        |                         |                         | Not eligible   | Not eligible                |

|                     |       |                   |  |  |  |  |  |
|---------------------|-------|-------------------|--|--|--|--|--|
| Vehicle Acquisition | 25-26 | 295,128.42        |  |  |  |  |  |
|                     |       |                   |  |  |  |  |  |
|                     |       |                   |  |  |  |  |  |
| <b>Totals</b>       |       | <b>295,128.42</b> |  |  |  |  |  |

17. Project Prioritization:

17.1. Is this project included in an adopted transit asset management (TAM) plan?

**Yes**

17.2. Is this project included in prioritized listing and/or a program of transportation projects?

**Yes, unmet need the need to have more wheelchair accessible transportation**

17.3. Is this project listed in or consistent with the Santa Cruz County Regional Transportation Plan?

**Yes, project meets unmet needs and under Association of Monterey Bay Area Governments AMBARG Regional planning**

17.4. What public outreach or engagement has been done or will be done regarding this project, if any?

**Lift Line conducts a variety of outreach activities aimed at engaging the community and raising awareness about our services. This includes proactive phone calls to individuals and organizations to provide information and answer questions. Additionally, we utilize local radio stations to broadcast informative segments that highlight upcoming events and services, reaching a broader audience. Online platforms, such as social media and websites, are leveraged to share updates, success stories, and educational content, fostering an interactive dialogue with the community. Furthermore, Lift Line sets up booths at special events—such as fairs, festivals, and community gatherings—where staff members can directly connect with attendees, distribute brochures, and offer**

**demonstrations about the services available, ensuring that the information is accessible to all.**

**For Community Transit Services (non-METRO projects):**

- (1) What transportation need does this community transit service provide, that is not currently met by Santa Cruz METRO?  
On demand transportation beyond the ADA  $\frac{3}{4}$  of a mile mandate,  
Same day and out of County medical transportation.
- (2) How is this community service integrated with existing transit services, if appropriate?  
New vehicles will integrate to Lift Line current Medical, essential services, same day, out of county, and Santa Cruz County TNC Access for all rides programs.

*S:\GRANTS\TDA\STA\SGR\FY25-26\Call4Projects-correspondence\SGR-Application-2025.docx*

**AGENDA:** August 12<sup>th</sup>, 2025

**TO:** Elderly and Disabled Transportation Advisory Committee

**FROM:** Sierra Topp, Transportation Planning Technician

**RE:** Capitola Wharf Master Plan

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## **RECOMMENDATIONS**

RTC staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) review and provide input on design concepts to enhance accessibility features in the Capitola Wharf Master Plan.

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## **BACKGROUND**

In 2024, the Wharf Resiliency and Public Access Project (Project) was completed. The Project focused on critical elements, including widening the Wharf, addressing failing pilings, replacing the deck, and adding new restroom facilities.

Storms in December 2023 caused additional damage to both the Wharf and its structures, necessitating the removal of the buildings. In February 2024, the Council approved the demolition of the buildings and instructed staff to initiate the Capitola Wharf long-term planning process (Wharf Master Plan).

On September 12, 2024, the City Council approved a contract with Fuse Architecture for outreach, planning, and design services for the Wharf Master Plan.

On March 13, 2025, Fuse Architecture introduced six draft concepts for the Wharf Master Plan to the Council. Following the presentation, Council directed staff to add the existing Wharf use as a seventh concept and initiate public outreach.

Following the March City Council meeting, the consultant team polished up the seven Capitola Wharf Master Plan concepts ([Attachment 1](#)). The seven options were created to provide starting points for public discussion and feedback, with the understanding that the final Master Plan may be a hybrid of the options and new ideas.

## **DISCUSSION**

Public input on the Wharf Master Plan options was accepted through May. Participants were asked to review the seven options and then provide feedback on their favorite. After providing feedback, they were given the opportunity to comment on the other six options and then asked to weigh in on common themes/options related to the Wharf. Below is the list of options and the percentage of participants for which that option was chosen as their favorite.

Option 1: Open Space / 3.61%  
Option 2: Open Space with Mobile Vendors / 13.04%  
Option 3: Existing Fishing Concession / 4.81%  
Option 4: New Fishing Concession / 2.91%  
Option 5: Fishing Concession and Mobile Vendor / 12.47%  
Option 6: Fishing Concession and Flexible Market Space / 20.66%  
Option 7: Permanent Structures (Restaurant and Fishing Concession) / 42.23%

Throughout May, staff introduced the seven concepts to Capitola stakeholder groups and the consultants provided key takeaways. Given the strong support for Option Seven and significant interest in Option Six, Fuse Architecture recommends a hybrid approach incorporating elements from both proposed options. Additional detail on outreach can be found in Attachment 2.

The hybrid would be based on the public input received, understanding of the local community, architectural expertise, and the structural integrity of the wharf to create the most economically feasible conceptual design. The hybrid option will be developed to provide future flexibility for potential public/private partnerships, aligning the determined design program with stated public intentions and investors' business interests. The Wharf Master Plan would be utilized for a future Request For Proposals (RFPs) to generate private investor interest.

The final Wharf Master Plan will include a site plan, a description of uses and programmed area, conceptual massing and renderings, updated cost estimates, and an overview of applicable permits and CEQA. The Wharf Master Plan will be presented to the City Council in the fall for adoption. The information in the Master Plan is intended to be incorporated into a future Request for Proposals, pending Council approval.

**RTC staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) review and provide input on design**

## **concepts to enhance accessibility features in the Capitola Wharf Master Plan.**

### **SUMMARY**

After storm damage in 2023, the city began a long-term planning process to redesign the Wharf. Seven design options were presented to the public, with the majority favoring Option 7 (permanent structures) and strong interest in Option 6 (market space). A hybrid concept is now being developed by Fuse Architecture based on public input, feasibility, and community needs. The final Master Plan will guide future development and potential public-private partnerships and will go to Council this fall.

### **ATTACHMENTS**

1. Capitola Wharf Master Plan Concepts
2. Wharf Public Outreach Presentation



# CAPITOLA WHARF MASTER PLAN - CONCEPTS

pacific ocean



1 mile

5 miles

santa cruz

capitola

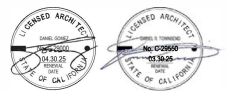
monterey bay

approx. location

DIRECTIONS FROM SANTA CRUZ  
FOLLOW CA-1 NORTH | 7.5 MILES / EXIT BAY AVE  
TOWARDS CAPITOLA VILLAGE

CITY OF CAPITOLA + CAPITOLA + CALIFORNIA + 95010  
CONCEPTS FOR PUBLIC OUTREACH  
05.01.2025

**fuse**   
architects + builders  
512 Capitola Ave + Capitola + CA + 95010





# ALTERNATIVE ANALYSIS / INITIAL CONCEPTS FOR PUBLIC OUTREACH

## PROJECT / TABLE OF CONTENTS / CAPITOLA WHARF :

- i. TABLE OF CONTENTS / PROJECT SUMMARY
- ii. GENERAL NOTES FOR CLARITY

---

### CONCEPTUAL LAYOUT / USE PLANS

- 01. **OPTION 01** | OPEN SPACE
- 02. **OPTION 02** | OPEN SPACE & MOBILE VENDORS
- 03. **OPTION 03** | EXISTING FISHING CONCESSION
- 04. **OPTION 04** | NEW FISHING CONCESSION
- 05. **OPTION 05** | FISHING CONCESSION & MOBILE VENDORS
- 06. **OPTION 06** | FISHING CONCESSION & FLEXIBLE MARKET SPACE
- 07. **OPTION 07** | PERMANENT STRUCTURES

- 
- iii. COST APPROXIMATION SUMMARY

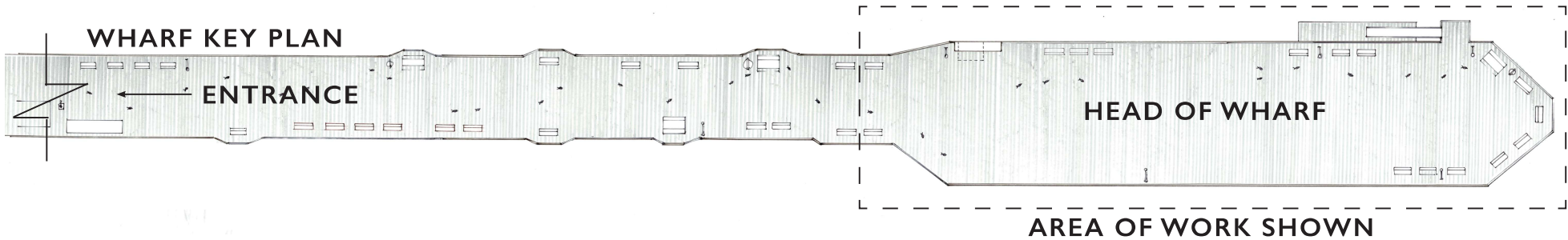
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STAGE

# CONCEPTUAL LAYOUT - GENERAL NOTES FOR CLARITY :

- 01:    **Conceptual Layout Note:**  
The images included in the 7 Options are illustrative examples from other locations, intended for conceptual use only. These options are meant to help identify the preferred types of uses and improvements for the Wharf. The final design—including layout, structures, materials, and colors — will be developed in later phases.
- 02:    **How Will The City Pay For The Wharf Improvements:**  
The City may utilize Grant Money or General Fund money for Option 1 – 5. Options 6 and 7 require a public/private partnership. For example, new commercial structures on the Santa Cruz Wharf require a private investor to pay for commercial structure and lease the space from the City for up to 50 years.
- 03:    **What Area Of The Wharf Is Included In The 7 Concepts?:**  
The 7 concepts are focused on the end (head) of the wharf.



# OPTION 01 | OPEN SPACE

- A.** Wharf With All Areas Open To The Public. No Leased Space.
- B.** Public Gathering Infrastructure Including: Benches (13) / Planters (14) / New Stage (1) / Three Picnic Tables (3)
- C.** Additional Public Bathroom
- D.** Remove Existing Boat Hoist, Rental Boats & Fishing Concession Building
- E.** Keep Existing Park Benches (40), Picnic Tables (4), Viewing Stations (4)  
Fish Cleaning Station (1), Bathroom near entrance (3) & Bike Racks (10)

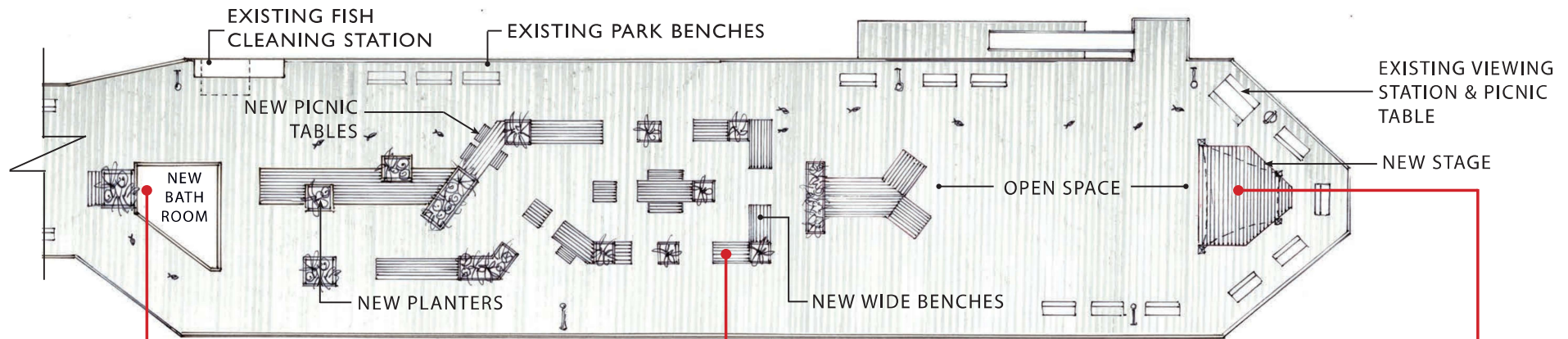
## TOTAL ESTIMATE: 950K - 1.1M

Demolish Hoist: (+/-) \$60k

Enhanced Public Space / Park: (+/-) \$450k

Public Restroom: (+/-) \$600k

Any Necessary Engineering: T.b.d.



PUBLIC BATHROOMS



WIDE BENCHES & PLANTERS



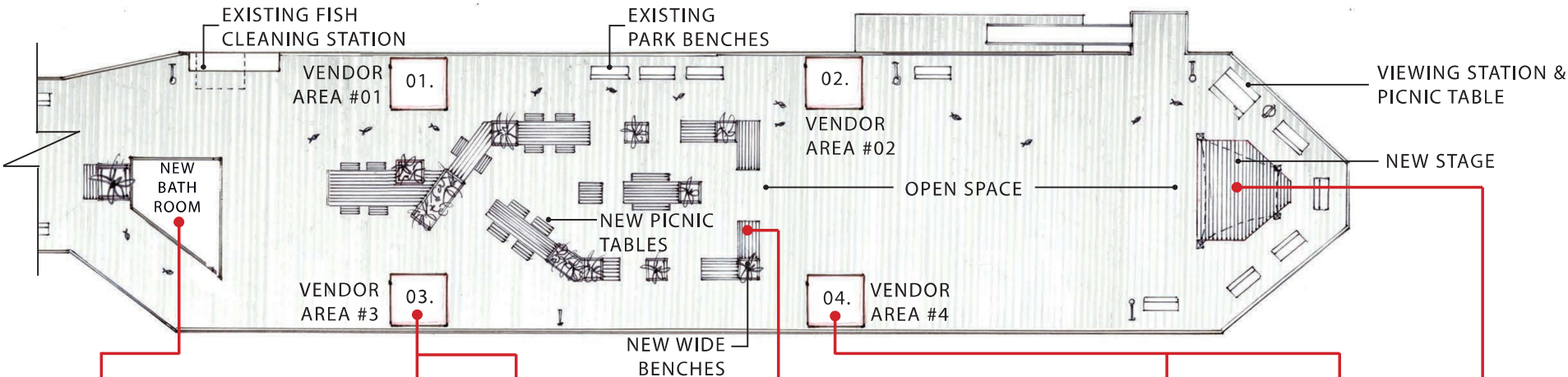
STAGE



# OPTION 02 | OPEN SPACE & MOBILE VENDORS

- A.** Up To Four (4) Mobile Vendors For Variety Of Uses  
(Examples: Food/Drink/Mobile Shop/Rental - Kayaks, Paddle Boards, Etc.)
- B.** Public Infrastructure: New Wide Benches (5) / New Picnic Tables (5) / New Stage (1)
- C.** Additional Public Restroom
- D.** Remove Existing Boat Hoist / Mooring Bouys & Fishing Concession Building
- E.** Keep Existing Park Benches (40), Picnic Tables (4), Viewing Stations (4)  
Fish Cleaning Station (1), Bathroom near entrance (3) & Bike Racks (10)

**TOTAL ESTIMATE: 1.5M - 1.6M**  
Demolish Hoist: (+/-) \$60k  
Enhanced Public Space / Park: (+/-) \$450k  
Public Restroom: (+/-) \$600k  
Mobile Vendors: (+/-) \$120k / Each (\$480k total)  
Any Necessary Engineering: T.b.d.



PUBLIC BATHROOM



MOBILE SURF / KAYAKS RENTALS



WIDE BENCHES & PLANTERS



MOBILE VENDORS



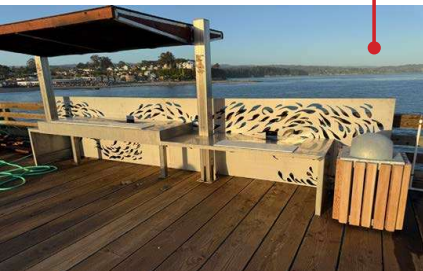
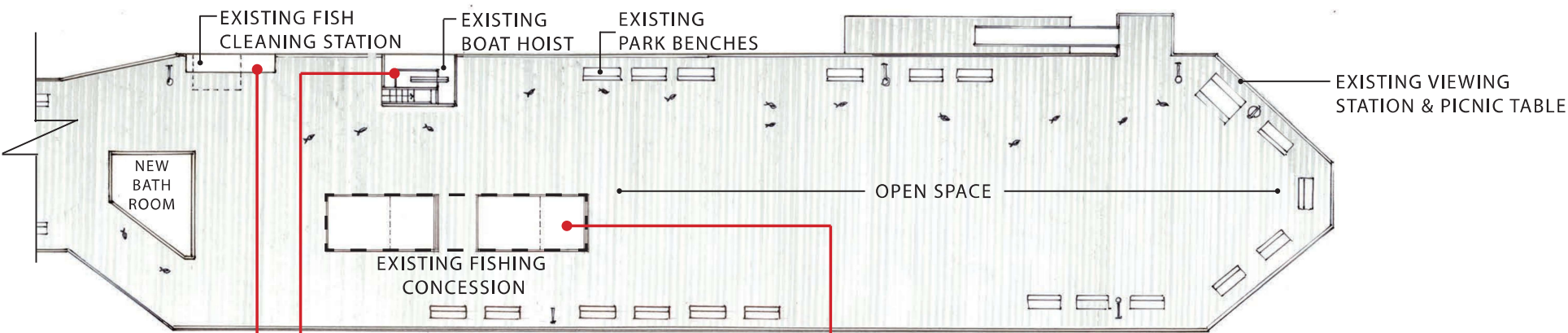
STAGE

# OPTION 03 | EXISTING FISHING CONCESSION

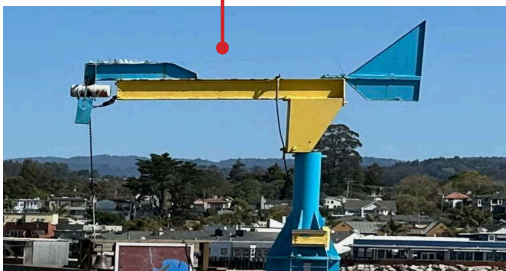
- A. Keep Existing Fixed Low-Cost Structure For Fishing Concession With Boat Rental / Uncovered Boat Storage & Repair Area / Mooring Buoys, Dingy Service And Hoist.
- B. Additional Public Restroom
- C. Keep Existing Benches (40), Picnic Tables (4), Viewing Station (4), Fish Cleaning Station (1), Bathrooms Near the Entrance (3), Bikeracks (10) & Boat Hoist (1)

\*\*\* Option 03 | Please Note: \*\*\*  
Wharf Is Shown As It Is Today With A Fishing Concession & No Other Leased Space, A Public Bathroom Is Added

**TOTAL ESTIMATE: (+/-) \$600k**  
  
Public Restroom: (+/-) \$600k  
Any Necessary Engineering: T.b.d.



FISH CLEANING STATION  
(SHOWN IN PROGRESS)



BOAT HOIST



FISHING CONCESSION



RENTAL BOAT STORAGE



# OPTION 04 | NEW FISHING CONCESSION

- A.** New Larger Enclosed Fishing Concession With Enclosed Boat Storage And Boat Repair
- B.** New Stage (1)
- C.** Fixed Lifeguard Station With Marine Rescue Water Craft Storage (Jetski).
- D.** Additional Public Restroom
- E.** Keep Existing Park Benches (40), Picnic Tables (4), Viewing Stations (4) & Fish Cleaning Station (1), Bathroom near entrance (3), Bike Rack (10) & Boat Hoist (1) & Mooring Bouys

## TOTAL ESTIMATE: 1.6M - 2.5M

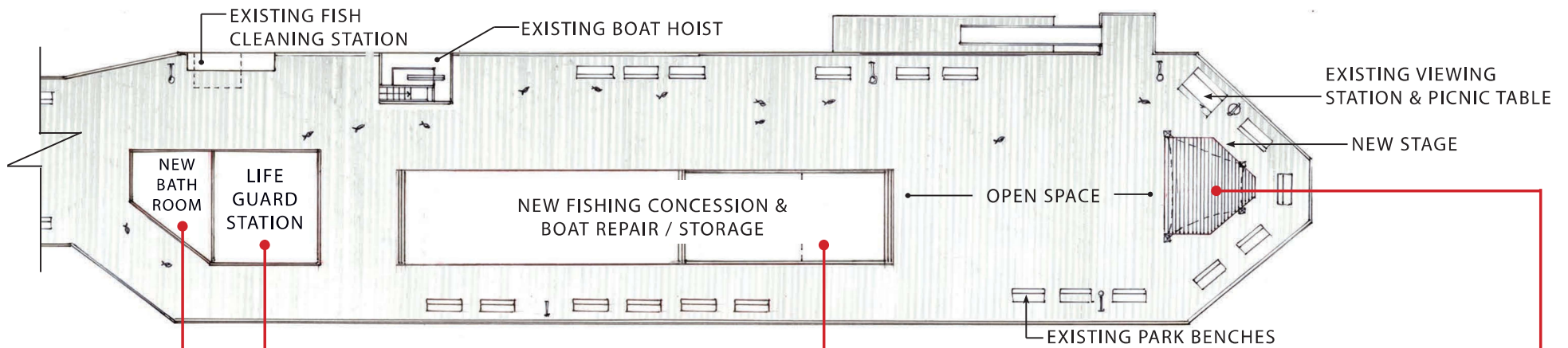
Enhanced Public Space / Park: (+/-) \$150k

Public Restroom: (+/-) \$600k

Marine Rescue Watercraft Storage (Jetski): (+/-) \$200k

Fixed Boat Storage & Fishing Concession: (+/-) \$650k

Any Necessary Engineering: T.b.d.



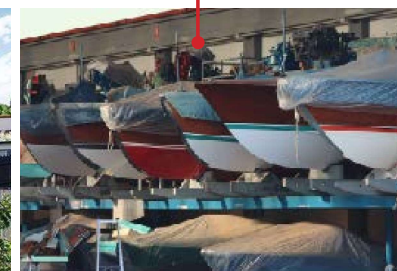
PUBLIC BATHROOM



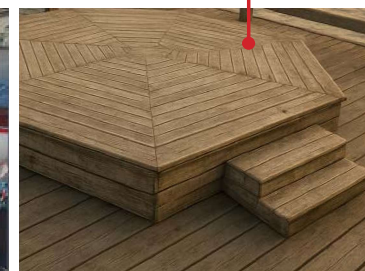
LIFEGUARD STATION



FIXED STRUCTURE / FISHING CONCESSION / REPAIR / STORAGE



ENCLOSED RENTAL BOAT STORAGE



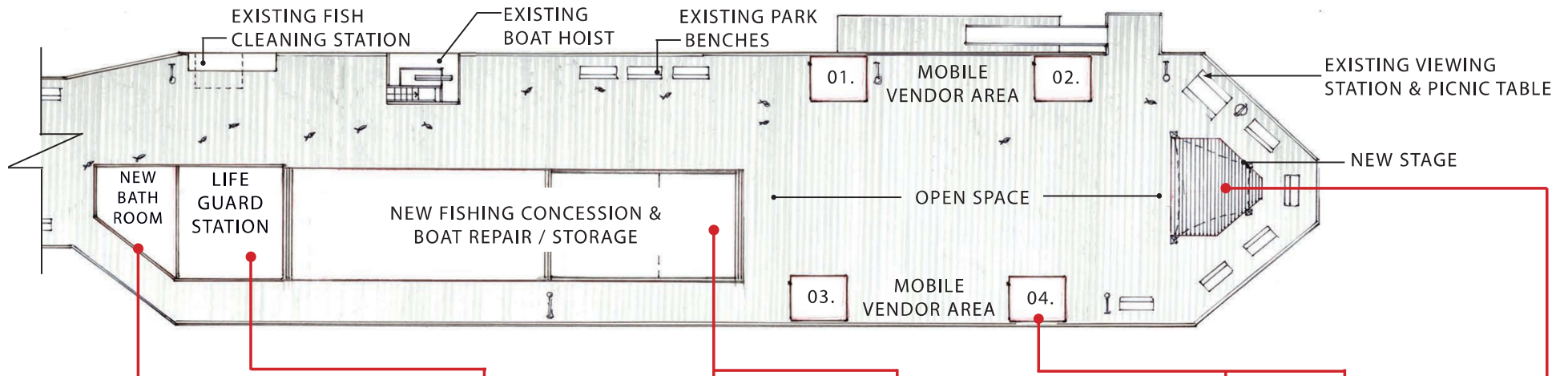
STAGE

# OPTION 05 | FISHING CONCESSION & MOBILE VENDORS

- A.** New Larger Enclosed Fishing Concession with Enclosed Boat Storage & Boat Repair
- C.** Dedicated Areas For Mobile Vendors
- D.** New Stage (1)
- E.** Fixed Lifeguard Station With Marine Rescue Water Craft Storage (Jetski).
- F.** Additional Public Restroom
- G.** Keep Existing Park Benches (40), Picnic Tables (4), Viewing Stations (4)  
Fish Cleaning Station (1), Bathroom near entrance (3), Bike Racks (10), Boat Hoist & Bouys

## TOTAL ESTIMATE: 2.5- 3M

Mobile Vendors: (+/-) \$120k / Each  
 Enhanced Public Space / Park: (+/-) \$150k  
 Public Restroom: (+/-) \$600k  
 Marine Rescue Watercraft Storage (Jetski): (+/-) \$200k  
 Fixed Boat Storage & Fishing Concession: (+/-) \$650k  
 Any Necessary Engineering: T.b.d.



PUBLIC BATHROOM



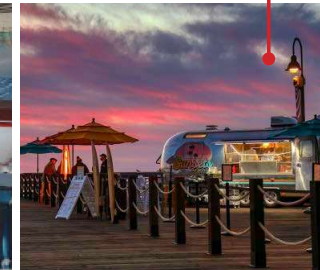
LIFEGUARD STATION



FISHING CONCESSION



ENCLOSED RENTAL BOAT STORAGE



MOBILE VENDOR / SMALL / LARGE CONCEPTS



STAGE



# OPTION 06 | FISHING CONCESSION & FLEXIBLE MARKETSPACE

- A.** Fishing Concession & Enclosed Rental Boat Storage & Boat Repair
- B.** Flexible Open Air Market (1e: Fish Market, Food & Beverage)
- C.** New Stage (1) & New Wide Benches (2) & Planters (2)
- D.** Lifeguard Station With Marine Rescue Water Craft Storage (Jetski)
- E.** Additional Public Restroom
- F.** Keep Existing Benches (40), Picnic Tables (4), Viewing Stations (4), Fish Cleaning Station (1), Bathrooms Near Entrance (3 Stall), Bike rack (10), Boat Hoist & Bouys

## TOTAL ESTIMATE: 2.5M - 3.2M

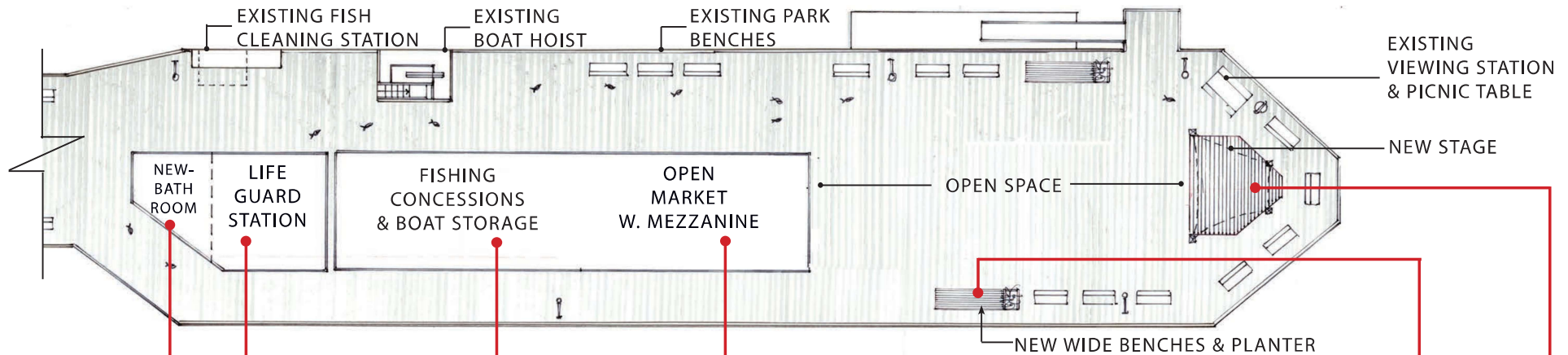
Enhanced Public Space / Park: (+/-) \$150k

Public Restroom: (+/-) \$600k

Marine Rescue Watercraft Storage (Jetski): (+/-) \$200k

Indoor Market Space / Food + Fish Concession: (+/-) 1.2m

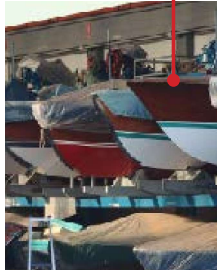
Any Necessary Engineering: T.b.d.



PUBLIC BATHROOM



LIFEGUARD STATION



FLEXIBLE MARKET SPACE: FISHING CONCESSION / FOOD & BEVERAGE SERVICES



WIDE BENCHES



STAGE





# OPTION 07 | PERMANENT STRUCTURE

- A. Fishing Concession & Enlosed Rental Boat Storage & Boat Repair, Mooring Buoys, Dingy Service & Boat Hoist
- B. Full Restaurant
- C. Lifeguard Station With Marine Rescue Water Craft Storage (Jetski)
- D. New Stage (I)
- E. Additional Public Restroom
- F. Keep Existing Benches (40), Picnic Tables (4), Viewing Stations (4) , Fish Cleaning Station (I), Bathrooms Near Entrance (3 Stall) & Bike rack (10), Boat Hoist (I) & Bouys

**TOTAL ESTIMATE: 5.5M - 6.2M**

Enhanced Public Space / Park: (+/-) \$250k

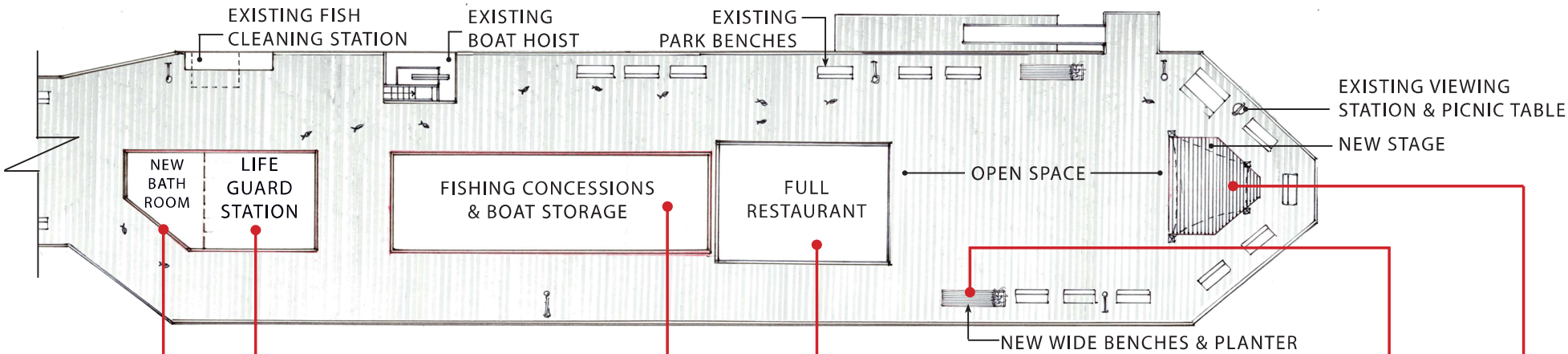
Public Restroom: (+/-) \$600k

Marine Rescue Watercraft Storage (Jetski): (+/-) \$200k

Permanent Boat Storage & Fishing Concession: (+/-) \$1.2k

Permanent Restaurant: (+/-) \$3.3m

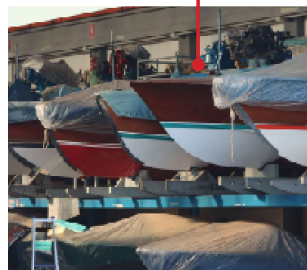
Any Necessary Engineering: T.b.d.



PUBLIC BATHROOM



LIFEGUARD STATION



ENCLOSED RENTAL BOAT STORAGE



FULL RESTAURANT



PLANTERS & BENCHES



STAGE

07.

# CONCEPTUAL LAYOUT - PRELIMINARY COST BREAKDOWN:

## COST APPROXIMATION SUMMARY:

### OPTION 01 | OPEN SPACE

TOTAL ESTIMATE: 950K - 1.1M

Demolish Hoist: (+/-) \$60k

Enhanced Public Space / Park: (+/-) \$450k

Public Restroom: (+/-) \$600k

Any Necessary Engineering: T.b.d.

### OPTION 02 | OPEN SPACE & MOBILE VENDORS

TOTAL ESTIMATE: 1.5M - 1.6M

Demolish Hoist: (+/-) \$60k

Enhanced Public Space / Park: (+/-) \$450k

Public Restroom: (+/-) \$600k

Mobile Vendors: (+/-) \$120k / Each (\$480k total)

Any Necessary Engineering: T.b.d.

### OPTION 03 | EXISTING FISHING CONCESSION

TOTAL ESTIMATE: (+/-) \$600k

Public Restroom: (+/-) \$600k

Any Necessary Engineering: T.b.d.

### OPTION 04 | NEW FISHING CONCESSION

TOTAL ESTIMATE: 1.6M - 2.5M

Enhanced Public Space / Park: (+/-) \$150k

Public Restroom: (+/-) \$600k

Marine Rescue Watercraft Storage (Jetski): (+/-) \$200k

Fixed Boat Storage & Fishing Concession: (+/-) \$650k

Any Necessary Engineering: T.b.d.

### OPTION 05 | FISHING CONCESSION & MOBILE VENDORS

TOTAL ESTIMATE: 2.5- 3M

Mobile Vendors: (+/-) \$120k / Each (\$480k total)

Enhanced Public Space / Park: (+/-) \$150k

Public Restroom: (+/-) \$600k

Marine Rescue Watercraft Storage (Jetski): (+/-) \$200k

Fixed Boat Storage & Fishing Concession: (+/-) \$650k

Any Necessary Engineering: T.b.d.

### OPTION 06 | FISHING CONCESSION & FLEXIBLE MARKET SPACE

TOTAL ESTIMATE: 2.5M - 3.2M

Enhanced Public Space / Park: (+/-) \$150k

Public Restroom: (+/-) \$600k

Marine Rescue Watercraft Storage (Jetski): (+/-) \$200k

Indoor Market Space / Food + Fish Concession: (+/-) 1.2m

Any Necessary Engineering: T.b.d.

### OPTION 07 | PERMANENT STRUCTURES

TOTAL ESTIMATE: 5.5M - 6.2M

Enhanced Public Space / Park: (+/-) \$250k

Public Restroom: (+/-) \$600k

Marine Rescue Watercraft Storage (Jetski): (+/-) \$200k

Permanent Boat Storage & Fishing Concession: (+/-) \$1.2k

Permanent Restaurant: (+/-) \$3.3m

Any Necessary Engineering: T.b.d.



# WHARF PUBLIC OUTREACH

**City Council**  
**June 26, 2025**



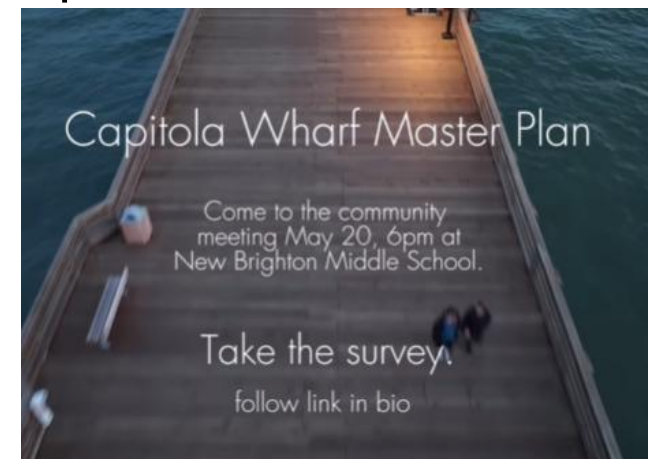




# WHARF PUBLIC OUTREACH

## Background

- |                       |  |
|-----------------------|--|
| <b>February 2024</b>  | Initiate short- and long-term plans for Wharf  |
| <b>Summer 2024</b>    | Implemented short-term plan, funded long-term plan   |
| <b>Fall 2024</b>      | Contract with Fuse for long-term plan  |
| <b>March 13, 2025</b> | City Council review concepts for long-term plan<br>Direction to proceed with 7 concepts.   |
| <b>May 2025</b>       | Month of Public Outreach <ul style="list-style-type: none"><li>• Stakeholder Groups</li><li>• Survey</li><li>• Community Meeting</li></ul> |





# WHARF PUBLIC OUTREACH

## The Concepts

|                 |   |
|-----------------|---|
| <b>Option 1</b> | Open Space  |
| <b>Option 2</b> | Open Space with Mobile Vendors                          |
| <b>Option 3</b> | Existing Fishing Concession                             |
| <b>Option 4</b> | New Fishing Concession                                  |
| <b>Option 5</b> | Fishing Concession and Mobile Vendors                   |
| <b>Option 6</b> | Fishing Concession and Flexible Market Space            |
| <b>Option 7</b> | Permanent Structure (Fishing Concession and Restaurant) |



# WHARF PUBLIC OUTREACH

## **Stakeholder Groups**

**Planning Commission**

**Commission on Environment**

**Art & Cultural Commission**

**Historical Museum Board**

**New Brighton Middle School Student Council**

**Capitola Wharf Enhancement Project (CWEP)**

**Capitola Village and Wharf Business Improvement Area (BIA)**

**Coastal Commission Staff**



# STAKEHOLDER GROUPS

## Common Themes

### **1. Strong Support for Preserving and Enhancing Fishing Use**

- Fishing universally valued as a historic, cultural, and recreational use.

### **2. Broad Support for a Second Bathroom and Lifeguard Station**

### **3. Conditional Support for Mobile Vendors**

- Caution over-saturating or detracting from Village businesses.
- Support for small-scale pilot approaches (start with 1–2 vendors).





# STAKEHOLDER GROUPS

## Common Themes

### **4. Concerns Related to Large, Permanent Structures (6 & 7)**

- Storm vulnerability, climate change, and fiscal responsibility are recurring concerns.
- Concerns about height, massing, and view obstruction. Stakeholders call for modest, visually compatible design.

### **5. Call for Additional Economic and Climate Analysis**

Planning Commission and Commission on the Environment call for:

- Weighing resiliency and long-term maintenance before committing to large buildings.
- Economic viability assessments of proposed business/
- Climate risk modeling for long-term Wharf integrity and cost.





# STAKEHOLDER GROUPS

## Common Themes

### 6. Value in Open Space and Public Access

Art & Culture Committee, Coastal Commission, CWEP, and NB Student Council all voiced importance/preference to integrate plenty of open space into site planning.

- Avoid crowding, over-benching, over-programming.
- Maintain peacefulness, views, and walkability.
- Some recommended keeping the middle open and minimizing fixed elements (planters, seating, stage, concessions)





# STAKEHOLDER GROUPS

## Common Themes

### **7. Miscellaneous Practical & Design Considerations**

- Address electrical infrastructure and trash/waste management.
- Ensure access for deliveries and maintenance.
- Level the Wharf decking for safety and accessibility.
- Historic character, public art, and interpretive elements are appreciated (e.g., bronze fish, museum content).



# SURVEY RESULTS & DATA ANALYSIS

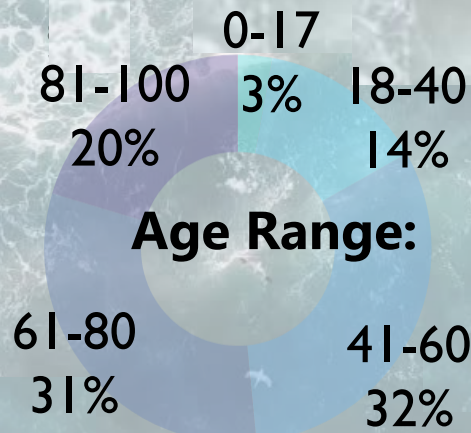
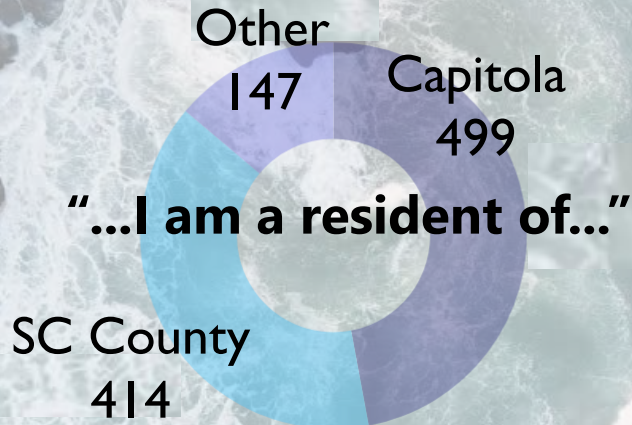


+ **fuse** 

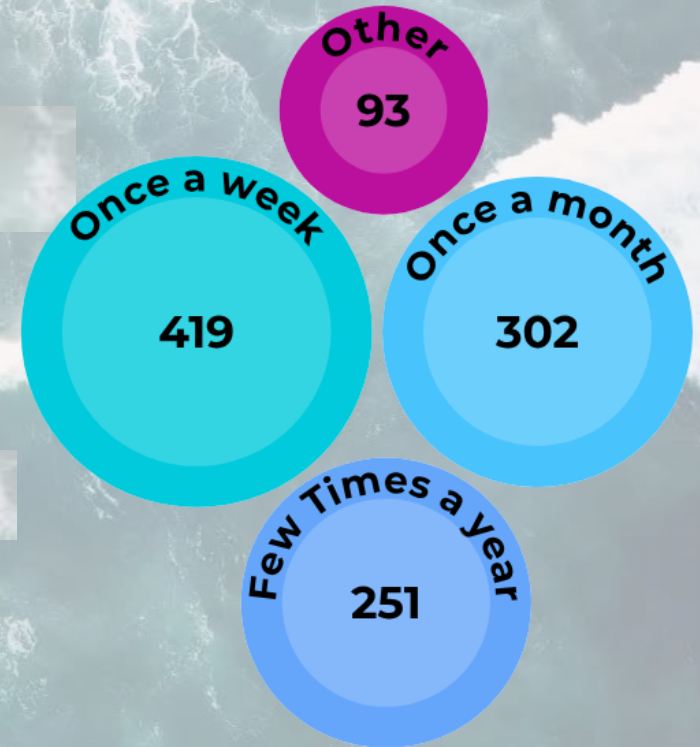


**SURVEY  
GENERAL  
DEMOGRAPHIC  
INFORMATION:**

**1067  
Survey  
Responses**

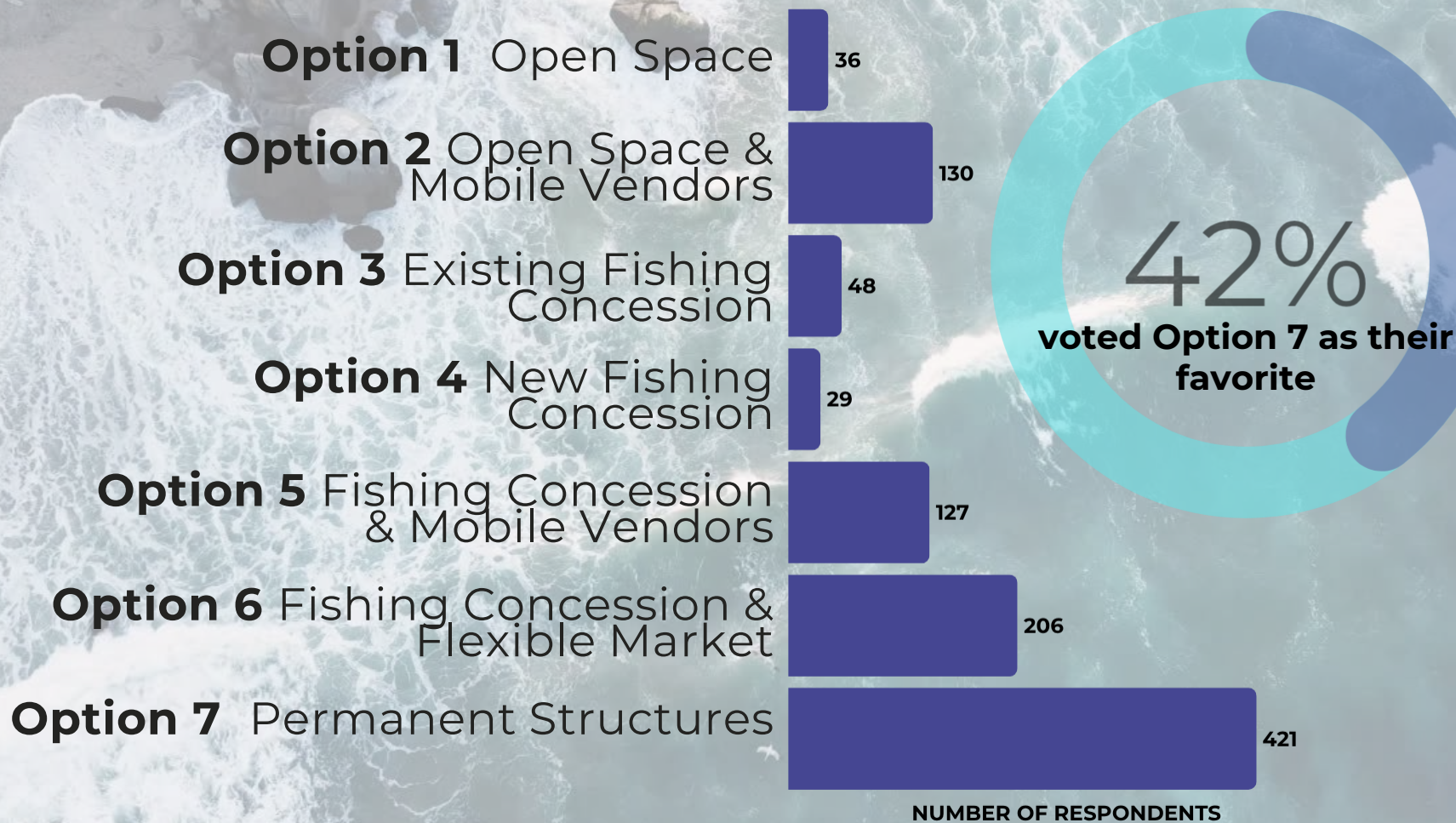


**FREQUENCY OF VISITS**



**84.81%**

Respondents visited Wharf since it reopened in 2024.





## OPTION 06 | FISHING CONCESSION & FLEXIBLE MARKETSPACE

- A.** Fishing Concession & Enclosed Rental Boat Storage & Boat Repair
- B.** Flexible Open Air Market (1e: Fish Market, Food & Beverage)
- C.** New Stage (1) & New Wide Benches (2) & Planters (2)
- D.** Lifeguard Station With Marine Rescue Water Craft Storage (Jetski)
- E.** Additional Public Restroom
- F.** Keep Existing Benches (40), Picnic Tables (4), Viewing Stations (4), Fish Cleaning Station (1),  
Bathrooms Near Entrance (3 Stall), Bike rack (10), Boat Hoist & Bouys

### TOTAL ESTIMATE: 2.5M - 3.2M

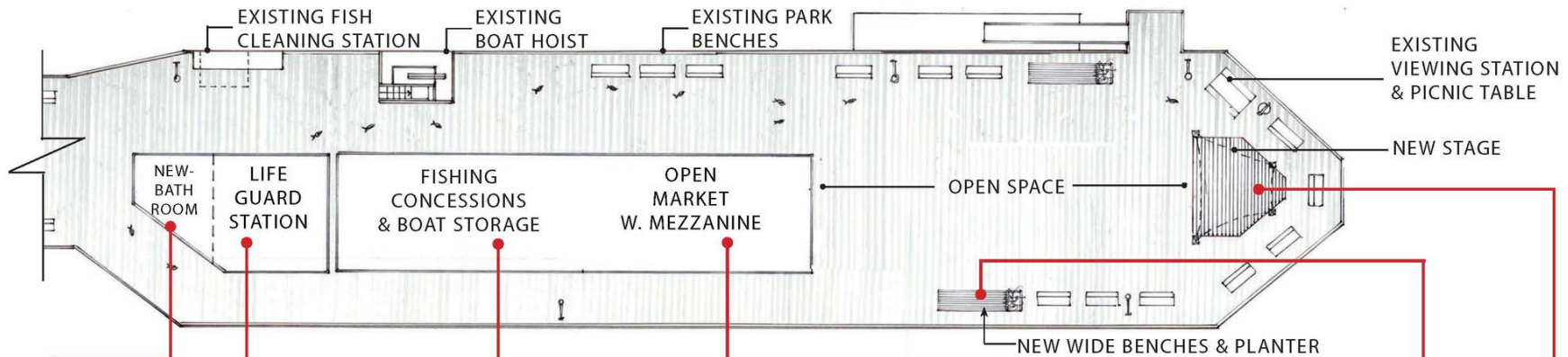
Enhanced Public Space / Park: (+/-) \$150k

Public Restroom: (+/-) \$600k

Marine Rescue Watercraft Storage (Jetski): (+/-) \$200k

Indoor Market Space / Food + Fish Concession: (+/-) 1.2m

Any Necessary Engineering: T.b.d.



PUBLIC BATHROOM



LIFEGUARD STATION



FLEXIBLE MARKET SPACE: FISHING CONCESSION / FOOD & BEVERAGE SERVICES

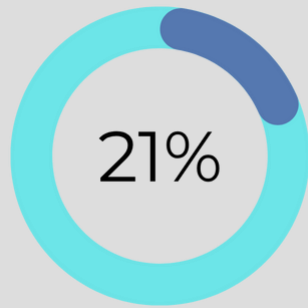


WIDE BENCHES



STAGE

# Option 6 Fishing Concession & Flexible Market Space



**Favorite**

## Why favorite?

1. Use of Space
2. The Layout
3. Reminiscent of Past

## Favorite Features:

1. Flexible Market Space
2. Structure Away from Railing
3. Additional Bathroom

## Disliked Features:

1. Cost
2. Bait Shop too big
3. Stage

## Suggest Additions:

1. Stage on Roof Only
2. More Benches / Tables / Shade
3. Area to Cut Bait / Messy

## Desired Market Vendors:

1. Coffee Bakery
2. Cocktails / Beer / Wine
3. Picnic Foods

# OPTION 07 | PERMANENT STRUCTURE

- A.** Fishing Concession & Enlosed Rental Boat Storage & Boat Repair, Mooring Buoys, Dingy Service & Boat Hoist
- B.** Full Restaurant
- C.** Lifeguard Station With Marine Rescue Water Craft Storage (Jetski)
- D.** New Stage (1)
- E.** Additional Public Restroom
- F.** Keep Existing Benches (40), Picnic Tables (4), Viewing Stations (4) , Fish Cleaning Station (1), Bathrooms Near Entrance (3 Stall) & Bike rack (10), Boat Hoist (1) & Bouys

## TOTAL ESTIMATE: 5.5M - 6.2M

Enhanced Public Space / Park: (+/-) \$250k

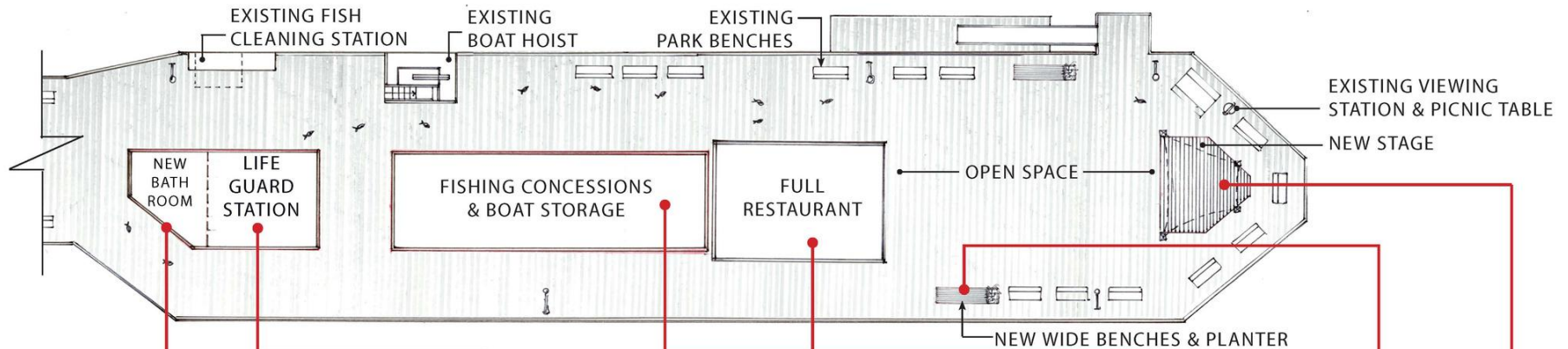
Public Restroom: (+/-) \$600k

Marine Rescue Watercraft Storage (Jetski): (+/-) \$200k

Permanent Boat Storage & Fishing Concession: (+/-) \$1.2k

Permanent Restaurant: (+/-) \$3.3m

Any Necessary Engineering: T.b.d.



PUBLIC BATHROOM



LIFEGUARD STATION



ENCLOSED RENTAL BOAT STORAGE



FULL RESTAURANT



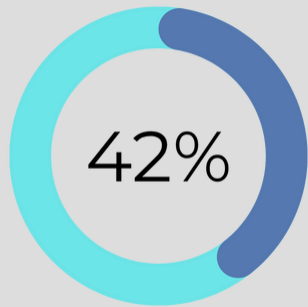
PLANTERS & BENCHES



STAGE



## Option 7 - Permanent Structures:



**Favorite**

### Why favorite?

1. Use of Space
2. Reminiscent of Past
3. The Layout

### Favorite Features

1. Restaurant
2. Structure Away from Railing
3. Additional Bathroom

### Suggested Additions:

- Shade structures / Seating
- Roof Top Stage / Dancing
- Living Roof on Structure

### Disliked Features:

1. The Stage
2. The Planters
3. Electric Bathrooms

62% ...Of respondents would support a two-story structure on wharf.

- 37% would only support if it was a rooftop deck

# SURVEY

## Key Takeaways

### 1. **Survey was taken by over 1,000 people**

Representation of all age groups, except under 18 (2.9%).

Majority from Capitola (499) or Santa Cruz County (419).

### 2. **Significant support for permanent structures**

**(Option 6 / 21% + Option 7 / 42% = 627 votes / 63% overall):**

Permanent year-round structures for Flexible Market Space (Option 6) or Restaurant (Option 7); both with fishing.

Costs difference due to structure type and a restaurant with full kitchen being included in Option 7.

# SURVEY

## Key Takeaways

### **3. Some support for Mobile Vending**

**(Options 2 / 13% + Option 05 / 13% = 260 votes / 26% overall):**

If incorporated, recommend light weight mobile vendors associated with main marketplace / restaurant.

Do not recommend food trucks due to weight limitations and impacts to brick-and-mortar businesses in Village.

### **4. Least popular option was Option 4 (29 votes / 3% overall):**

Option 4: Replace the existing fishing concession with a new enclosed fishing concession

# SURVEY

## Key Takeaways

### 4. Feedback on specific features

**Overall Support** for bathroom, fishing concession, lifeguard station for personal rescue watercraft vehicles, and shade structures.

**Mix of opinions** related to the stage, planters, and enclosed boat area.

# SURVEY

## Key Takeaways

### **5. Biggest concerns : Cost & more frequent, destructive storms.**

#### **Costs:**

Options 1 – 5 may potentially be paid for through grant money, donations, or general fund money.

Options 6 and 7 will likely require a public/private partnership.

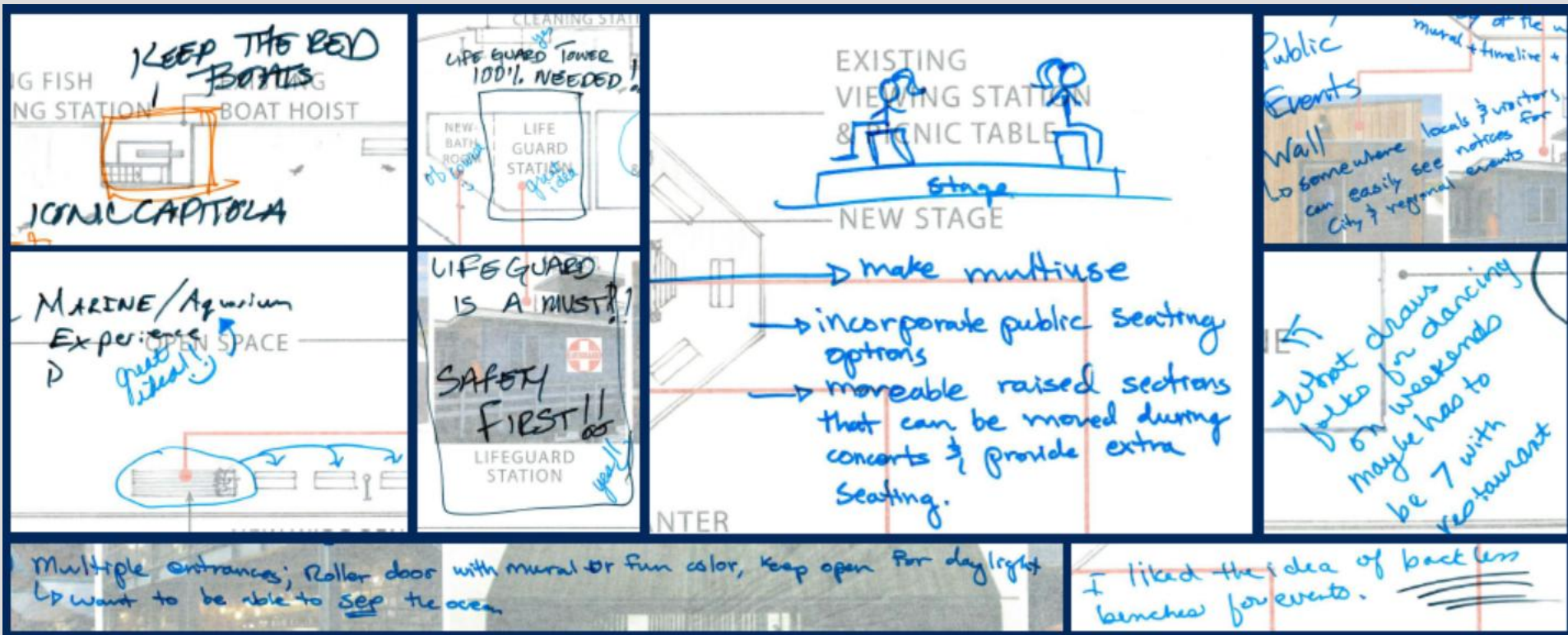
#### **Structures & Storms:**

Moffat and Nicholl, wharf engineer team, will design for storm mitigation to greatest extent possible.

# COMMUNITY MEETING

## May 20, 2025

Open Discussions followed by hands-on sketch activity to suggest enhancements and highlight key features.



# COMMUNITY MEETING

## Key Takeaways

1. Community Meeting and Survey findings in alignment
2. Options 6 and Option 7 – Greatest support
3. Attendees Emphasized:
  - Balance function, character, and public benefit
  - Improve public access
  - Resilient infrastructure
  - Support local vendors
  - Preservation of Wharf's historic identity and fishing.
4. More in-depth design suggestions regarding tables, benches, murals, public art, history, architecture, etc.
5. Support for bathroom, fishing, and lifeguard station.



## CAPITOLA WHARF MASTER PLAN **RECOMMENDATION**

**Fuse Architecture recommends hybrid of Option 6 and 7**

### **Wharf Master Plan:**

- Economically feasible and flexible conceptual design.
- Flexible for potential public/private partnerships
- Program to align design with stated public intentions and investors' business interests.
- Structural integrity of the wharf - design & engineering
- Utilize for a future Request For Proposals (RFPs) to gauge private investor interest.



# CAPITOLA WHARF MASTER PLAN

## **Next Steps:**

Development of Final Wharf Master Plan

Includes: flexible site layout plan, description of uses and programmed area, conceptual massing and renderings, updated cost estimates, and overview of applicable permits and CEQA.

Presented to City Council in fall for adoption.

Wharf Master Plan is for future Request for Proposals

# CAPITOLA WHARF MASTER PLAN

**Recommendation:** Direct staff to proceed with development of final Wharf Master Plan and return to Council in the fall for adoption and consideration of issuance of a Request for Proposals

**TO:** Elderly and Disabled Transportation Advisory Committee

**FROM:** Max Friedman, Transportation Planner

**RE:** North Coast Transportation Demand Management Plan Existing Conditions

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## **RECOMMENDATION**

Staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) receive information and provide input on the draft Existing Conditions Report of the North Coast Transportation Demand Management (TDM) Plan.

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## **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 County North Coast (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 a number of state and local 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 more effective transportation management within the region. The North Coast TDM Plan will identify expanded options for travel and strategies to manage transportation operations and demand to better manage current and future travel needs.

### **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. Segment 5 of the Coastal Rail Trail is currently under construction and will add an additional 7.5 miles of multi-use path to the North Coast along the Santa Cruz Branch Rail line from Wilder Ranch to Davenport and serve as the California Coastal Trail in this section of the coast.

The North Coast is served by limited bus transit service via Route 40 from the 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 exiting 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. Construction of Segment 5 of the Coastal Rail Trail includes formalizing and improving two existing informal parking lots. The lots will be paved and will include amenities such as restrooms. Also, a pedestrian crossing of Highway 1 will be added at Davenport.

## **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 reflects the same-day origin of trips to the North Coast. Therefore, for out of state or international visitors, the origin recorded represents the last location within the United States where travel to the North Coast began, rather than the visitor's true point of origin.)

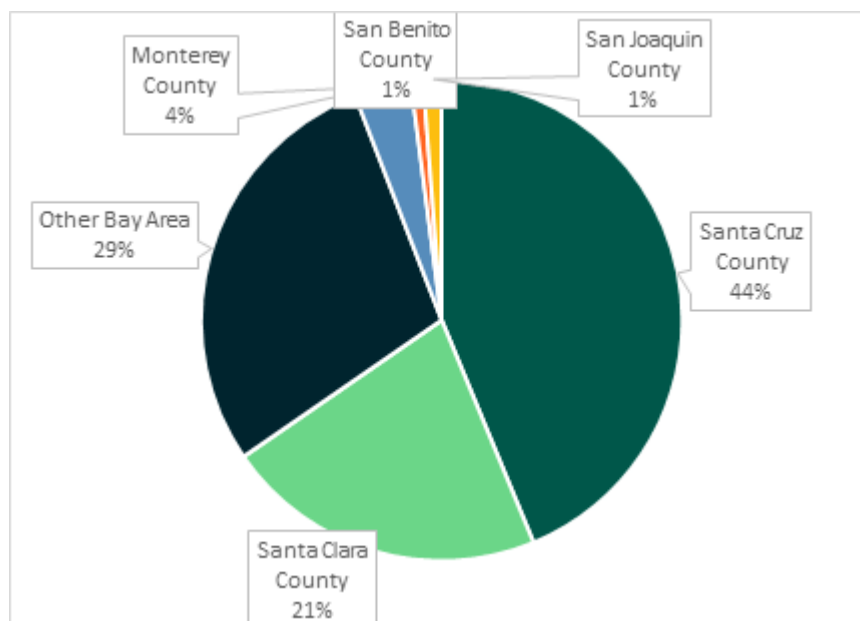


Figure 1: Visitor Trip Origin by County, 2024

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
- Segment 7 Phase II 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 E&D TAC 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

# Draft Memo

Date: June 6, 2025

To: Max Friedman, Santa Cruz County Regional Transportation Commission

From: Alexandra Lee-Gardner, Vanessa Le, Matt Haynes, Fehr & Peers

**Subject: Draft North Coast TDM Plan Existing Transportation Conditions**

## Introduction

The Santa Cruz County Regional Transportation Commission (SCCRTC) is creating a Transportation Demand Management (TDM) Plan for the 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. This report presents an overview of existing transportation conditions on the North Coast, laying the groundwork for the North Coast TDM Plan.

## Project Location and Setting

The study area includes the SR 1 corridor as well as destinations along the corridor. 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 as shown in **Figure 1**.

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, demonstrating a growing need for transportation management within the region.

Visitation on the North Coast has increased over time and is expected to further increase in the future. A TDM Plan is needed to help manage current and future travel needs.



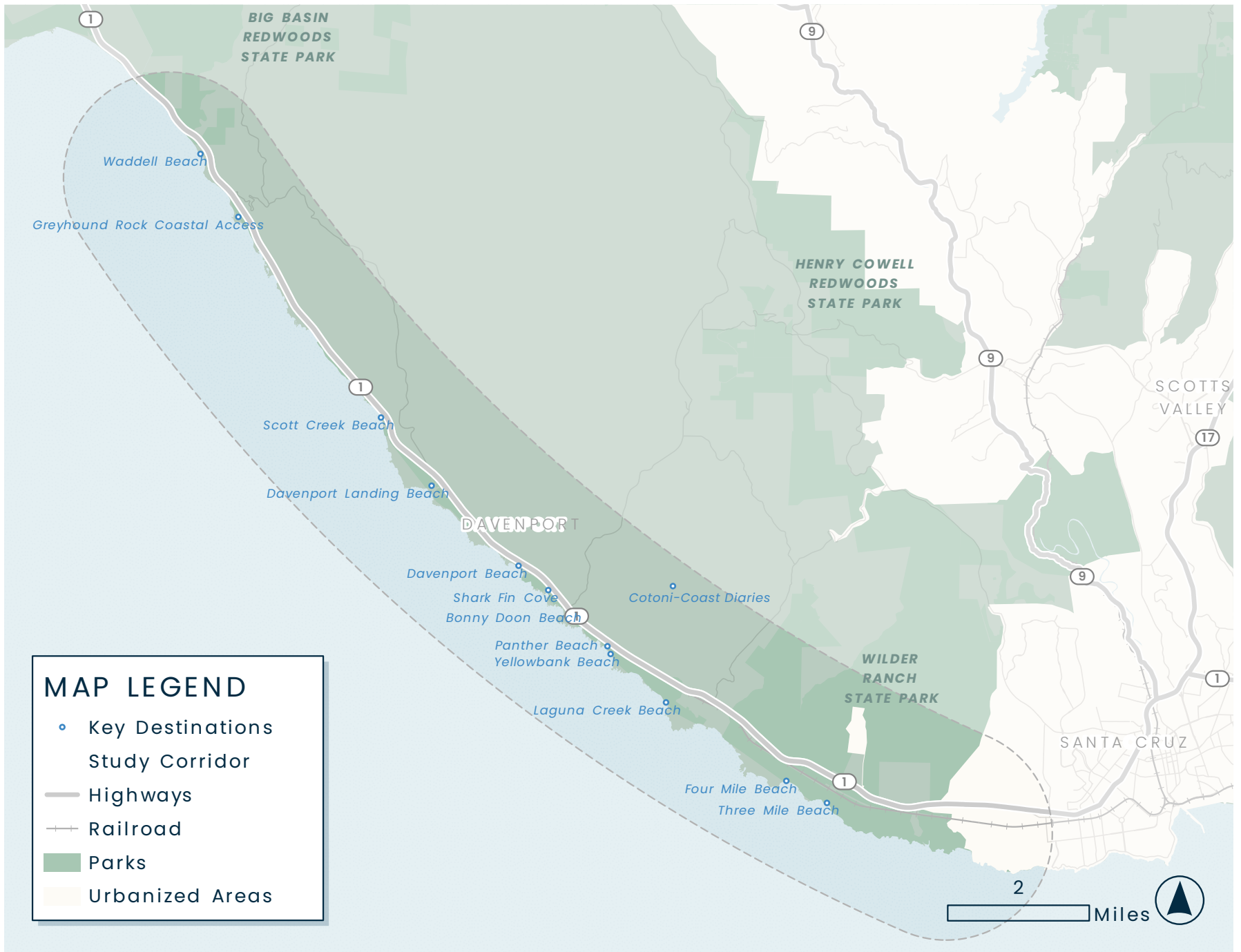


FIGURE 1

## Project Location & Key Destinations

## Local and Regional Partners

The TDM Plan is a collaborative effort involving numerous government and nonprofit agencies, local stakeholders, and valuable input from both the community and visitors. Key stakeholders include the Santa Cruz County Regional Transportation Commission, County of Santa Cruz, Bureau of Land Management, California Department of Transportation, California State Parks, Land Trust of Santa Cruz County, Trust for Public Land, California State Coastal Conservancy, and the Davenport/North Coast Association.

## Why Does the North Coast Need a TDM Plan?

The North Coast's scenic beauty and numerous recreational destinations have attracted a growing number of visitors, leading to increased pressure on local resources. Visitation on the North Coast has increased over time and is expected to further increase in the future.

A TDM Plan will help to manage access and use by expanding options for travel and managing transportation operations and demand.

## Existing and Future Visitation on the North Coast

There are many planned and ongoing projects on the North Coast aimed at improving access and upgrading visitor facilities as shown in **Figure 2**. Over 22,000 acres of land for public access have been acquired to the North Coast since 2005. These projects and facility improvements, including but not limited to the North Coast Rail Trail and Cotoni Coast Dairies National Monument are expected to influence visitor patterns by either attracting new visitors or shifting them from other parks and beaches to new features and amenities. A list of ongoing projects is detailed in **Appendix A**. Additionally, enhancements to pedestrian and bicycle infrastructure, such as the North Coast Rail Trail, will not only improve access to various destinations but also serve as attractions themselves, encouraging more visitors and promoting active transportation. These improved connections may lead to increased walking and biking between destinations. As such, the implementation of the TDM Plan will be crucial to managing this anticipated growth in visitors in a way that ensures an efficient, sustainable, and enjoyable experience for visitors, residents, and employees.



FIGURE 2

# Plans and Potential Projects on the North Coast

# Transportation Context

The transportation network on the North Coast includes a mix of scenic trails, bike and pedestrian paths, SR 1 and roadway facilities, and limited transit service, reflecting the region's rural character and emphasis on outdoor recreation. **Figure 3** shows the existing transportation facilities on the North Coast.

## Vehicle Travel

California State Route 1 (SR 1) is the main road along the North Coast. It is a north-south highway connecting Waddell Beach to the Pajaro River in Santa Cruz County. SR 1 is primarily a two-lane highway, with passing lanes in more some areas. The speed limits are generally around 55 mph but lower to 40 mph through Davenport. There are no on-street pedestrian or bicycle facilities on SR 1, but bicyclists can use the shoulder as a bike lane. SR 1 within the study area is designated as a Surface Transportation Assistance Act (STAA) Terminal access freight route, which means trucks including larger STAA trucks are permitted to use the corridor . Along the North Coast, SR 1 has an average daily traffic (ADT) of 4,000 to 14,000 vehicles. Truck trips comprise around 8% (600–1,300 vehicles) of ADT on SR 1.<sup>1</sup>



<sup>1</sup> Caltrans Traffic Census Data, 2022.





FIGURE 3

## Existing Transportation Facilities

## Trails and Multi-Use Paths

Trails on the North Coast of Santa Cruz are a mix of scenic shoreline paths and inland routes. Many designated trails are unpaved, and numerous informal trails also exist. Trails offer access to beaches and natural areas, but are fragmented in places, with significant gaps and barriers limiting continuous travel. The California Coastal Trail (CCT) runs along most of the North Coast, however, there is a significant gap of approximately six miles between Scotts Creek Beach and Año Nuevo State Park (just north of the Santa Cruz border), with only short, disconnected shoreline segments of about 0.75 miles each at Waddell Beach, Greyhound Rock Beach, and Scotts Creek Beach. In some areas, the coastal terrain, natural landscape, and private property ownership limit available space, making it difficult to accommodate a continuous trail. Additionally, the presence of Las Trancas Airport (CA 17) creates a major barrier to establishing a continuous trail connection between Waddell Beach and Greyhound Rock Beach.

Recreational and long-distance bicyclists use SR 1 as a major connector, however in some places, the shoulders are narrow, providing limited space for bicyclists to ride alongside vehicles. There are several informal parking areas along SR 1 that can cause conflicts between bicyclists and vehicles when vehicles are entering and exiting the informal parking areas.

The future North Coast Rail Trail will add an additional 7.5 miles of multi-use path to the North Coast along the Santa Cruz Branch Rail line from Wilder Ranch to Cotoni-Coast Dairies north of Davenport and serve as the California Coastal Trail in this section of the coast.





# Transit

Santa Cruz Metro buses serve approximately 400 miles of roads throughout the county, but many rural areas of the unincorporated county are not served by public transit or have limited services, especially within the North Coast. The North Coast is served by limited commuter service via Route 40 from Santa Cruz Metro Center to Davenport. The route is shown in **Figure 4**.

Route 40 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. Average ridership during the week is 174 daily riders. On weekends, the route makes three trips a day at 7:30 AM, 11:30 AM, and 3:30 PM. Weekends have an average of 39 daily riders. Bus stops are located every 2–5 miles between Davenport and the City of Santa Cruz. They are situated on the shoulders with minimal signage or visibility. For most stops within the North Coast, there is limited pedestrian infrastructure to support accessing the bus stops.



Figure 4: SC Metro Bus Route 40

Source: Santa Cruz Metro, N.D.

## Additional Transit Services

Santa Cruz County provides specialized transportation services to support seniors, individuals with disabilities, and transportation-dependent residents. Metro ParaCruz, operated by Santa Cruz Metro,

offers on-demand, shared-ride service within three-quarters of a mile of bus routes, with one-way fares ranging from \$4 to \$16. Community Bridges' Lift Line program offers a variety of specialized transportation options, including medical trips and senior services, for a flat \$5 fee per ride within the county. In addition to these primary providers, several non-profit and for-profit organizations also offer specialized transportation programs catering to specific community needs.

Santa Cruz Branch Rail Line (SCBRL) is a 32-mile rail corridor managed by the SCCRTC spanning the North Coast from Davenport to Santa Cruz. While the line was historically used for freight services, prior studies conducted by the SCCRTC identified the option of excursion rail service within the project. Such service could also provide a new option for visitors to access the north coast by rail. South of the study area the SCCRTC is currently evaluating the feasibility of a zero-emission passenger rail and excursion service along the SCBRL.

## Parking Supply and Occupancy

Parking on the North Coast is limited, with only a few 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. Both formal and informal parking areas are shown in **Figure 5**. 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 safety concern is identified as a focus area of the Rural Highway Safety Plan for SR 1.



Roadside Parking



Unpaved off-street parking

During peak visitation on the weekends, parking can be limited, causing visitors to park farther from their destinations. This can be a concern as there are limited pedestrian facilities to connect visitors from the informal parking areas to their destinations.

Overnight parking is restricted at most designated parking areas between 10 PM and 6 AM. However, RVs and passenger vehicles were observed parking near Davenport and at Greyhound Rock Beach.



The Fehr & Peers project team conducted a site visit on Sunday March 23, 2025, to observe parking occupancy on a typical day during a peak afternoon period as well as existing conditions, beach uses, and travel behaviors. During a typical weekend afternoon, parking occupancy is generally between 50% – 65% at most parking areas as shown in **Table 1**. There are some parking areas such as Greyhound Beach and Davenport Beach where occupancy was lower, closer to 20%, and some beaches that were nearly occupied (between 80% and 100% occupied). Due to this mismatch in occupancy, some visitors may park further from their destination where parking is available and walk along SR 1 to their destination.

During holidays and peak periods, parking demand increases and North Coast parking areas reach vehicle capacity, resulting in overflow and illegal parking at roadside areas along SR 1.

**Table 1: Weekend Parking Utilization**

| Parking Location                   | 2017 Parking Occupancy <sup>1</sup> | 2025 Parking Occupancy <sup>2</sup> |
|------------------------------------|-------------------------------------|-------------------------------------|
| Waddell Beach                      | –                                   | 50%                                 |
| Greyhound Rock Beach               | –                                   | 20%                                 |
| Scott Creek Beach                  | –                                   | 100%                                |
| Davenport Landing Beach            | –                                   | 100%                                |
| Davenport Beach                    | 45%                                 | 20%                                 |
| Shark Fin Cove                     | 35%                                 | 50%                                 |
| Bonny Doon Beach                   | 35%                                 | 55%                                 |
| Panther / Yellowbank Beach         | 5%                                  | 10% <sup>3</sup>                    |
| Laguna Creek Beach                 | 15%                                 | 80%                                 |
| Four Mile Beach                    | 5%                                  | 65%                                 |
| Wilder Ranch State Park (paid lot) | –                                   | 100%                                |
| Wilder Ranch State Park (roadside) | 100%                                | 90%                                 |

Note:

1. Kimley-Horn, North Coast Rail Trail Final Environmental Report, Appendix K (October 28, 2017).
2. Fehr & Peers field visit, Sunday March 23, 2025 1:00 PM – 4:00 PM.
3. During the field visit majority of the parking area by Panther / Yellowbank Beach was closed for construction.

Source: Fehr & Peers, 2025.



FIGURE 5

## Parking Supply Estimates Along the North Coast

Fehr & Peers



## Existing TDM Services

TDM services traditionally are aimed at commute travelers and can include incentive programs through employers to encourage carpooling and use of non-driving modes. Infrastructure that supports walking, bicycling, and transit is also included as part of this category.

There is currently a suite of TDM services that are already available to visitors and residents on the North Coast.

- **TRANSIT SUBSIDIES** are provided by Santa Cruz Metro in the form of discounted fares for seniors, people with disabilities, and youth under 18, along with free rides for legally blind riders and K–12 students through the Youth Cruz Free program (excluding Highway 17 Express).
- **GO SANTA CRUZ COUNTY** is an online commuter platform managed by SCCRTC that offers financial incentives, ride-matching services, and rewards for sustainable transportation choices like biking, walking, carpooling, and transit.
- **VANPOOLING** supports shared commuting for 6–15 people with cost-sharing and driving rotation, aided by SCCRTC resources and AMBAG subsidies of up to \$350/month for new vanpools, plus leasing support from private providers like Enterprise and CalVans.
- **EMERGENCY RIDE HOME PROGRAM** is provided by SCCRTC and Ecology Action and sponsors up to two free emergency rides home annually for registered commuters using sustainable modes, ensuring a backup option during personal emergencies.
- **CARSHARE** via Zipcar offers on-demand car rentals by the half-hour at locations like UCSC and Downtown Santa Cruz, providing convenient vehicle access without ownership.
- **RIDE-HAILING SERVICES** such as Uber, Lyft, and private operators like Santa Cruz Experience offer app-based ride-hailing and charter services for individuals and groups touring local attractions
- **BICYCLE AND PEDESTRIAN INCENTIVES AND SERVICES** are offered by the Santa Cruz County Regional Transportation Commission to promote walking and biking through educational programs, events like Bike to Work/School, safe travel workshops, helmet distribution, and a bike registration program, with additional support from local bike shops offering rentals.

## Interest in Alternative Travel Options

### GO Santa Cruz County

From October 2019 to April 2025, 718 users of the GO Santa Cruz County program tracked approximately 2.2 million commute miles using various alternative transportation modes, including biking, e-biking, electric vehicles, motorcycles, transit, vanpooling, carpooling, and telework.

This program is primarily focused on commuters who are not the target audience for the North Coast. However, the data can inform travel preferences for alternative modes. For example, user data indicates that walking and biking are primarily used for shorter commutes. While biking and e-biking made up 41% of all recorded trips, they accounted for only 16% of total miles, and walking represented 16% of trips but just 4% of total miles. In contrast, longer-distance travel was dominated by



carpooling, vanpooling, electric vehicles, and transit, which together made up a smaller share (37%) of total recorded trips but contributed a significantly higher portion (60%) of the total miles traveled.

**While commuter programs like GO Santa Cruz County may not be well suited for the travelers on the North Coast, this data shows that there is an opportunity to shift shorter trips along the North Coast, such as between key destinations, from driving to alternative modes by incentivizing walking and biking and providing comfortable facilities and potentially promote vehicle sharing and transit for longer trips between the communities south of the project area to north coast destinations.**

## SCCRTC Survey

The SCCRTC conducted a six month-long visitor survey about travel preferences on the North Coast from June to December 2024. A survey QR code was posted at about 20 beach parking lots along the North Coast and was advertised on SCCRTC’s social media platforms. **When asked about interest in alternative travel options such as carpooling, shuttles, park-and-ride, or public transit, nearly 65% of survey respondents indicated they were very or somewhat likely to use alternative transportation options if available for accessing the North Coast.**

Interest was highest among Santa Cruz County residents, with 70% expressing willingness to use such options as shown in **Figure 6**. Those from nearby areas like the Bay Area and Monterey County who often travel to the North Coast for the day and may feel more reliant on their car for these trips, showed lower levels of interest, around 49–50%. Respondents traveling from beyond typical day-trip distances and may stay in Santa Cruz area for a few days showed greater interest in convenient, alternative travel modes, with 66% of these long-distance travelers expressing interest in alternative transportation. Overall, 96% of the 196 total respondents reported a high level of satisfaction (ranked 4 or 5 on a scale of 1 to 5) with their visit to the North Coast.

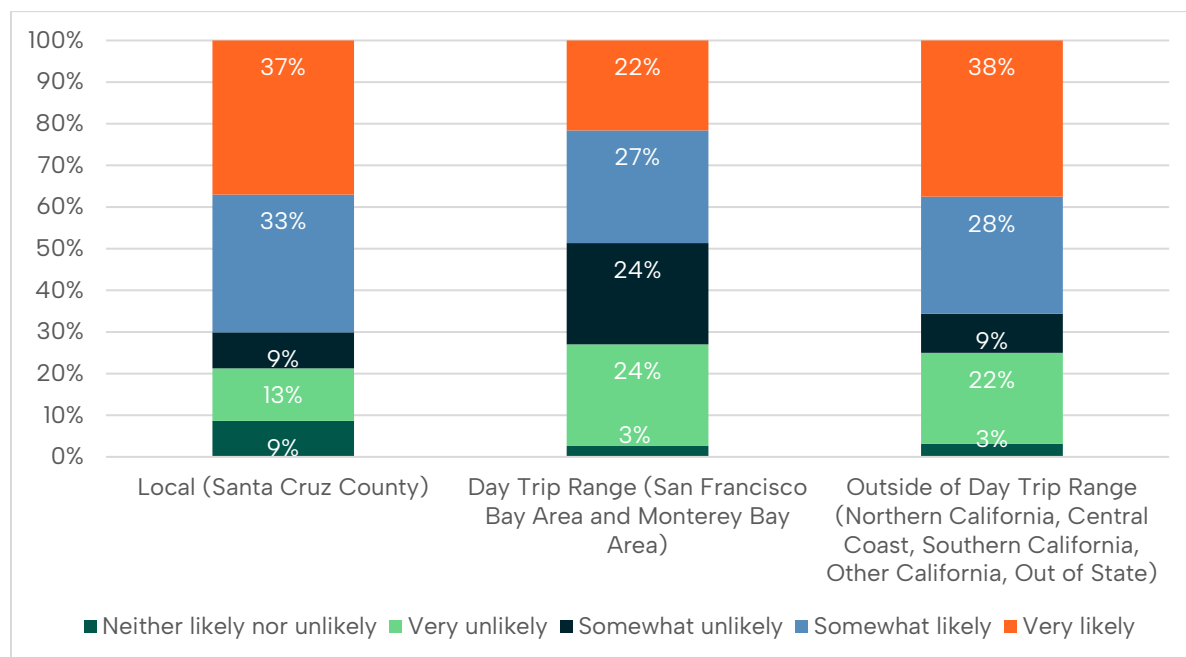


Figure 6: Likelihood to Use Alternative Transportation Options for Future Travel Based on Home Origin

Source: SCCRTC North Coast Visitor Survey, 2024.

# Visitor 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 the following data sources:

- Mobile device (Azira) from January 2024 to December 2024<sup>2</sup>
- SCCRTC Travel survey from June 2024 to December 2024 (210 responses)
- California State Parks' visitor counts from 2001 to 2022

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

## Where Do People Visit From?

Most people visiting the Santa Cruz North Coast begin their journey from nearby areas including Santa Cruz County and the San Francisco Bay Area. About 44% of trips through the North Coast that start in Santa Cruz County are mainly from the North Coast area and the City of Santa Cruz, suggesting many visitors are local residents or staying nearby for the day. 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.

A significant portion of visitors also begin their journey in Santa Clara County (21%) and other parts of the Bay Area (29%). These visitors likely typically travel to the North Coast as a day trip, though some may stay overnight at local campsites or accommodations. 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. While we know that visitors also come from out of state, this is not captured in the provided data.

<sup>2</sup> We analyzed travel behavior data using Azira, a big data provider. Azira relies on cell phone data to extrapolate travel behavior; therefore, some trips are not captured if visitors turn off their cell phones or have limited cell phone service in the vicinity of the North Coast. Azira's sample size for the entire year was 42,000 total visitors across 11 destinations, which does not reflect anticipated visitor demand noted in the *North Coast Facilities Management Plan*, state parks data, and our field observations. Annual, monthly, or daily visitor counts at North Coast destinations would be necessary to extrapolate Azira's visitor sample to annual visitor counts and assess which destination is the most frequently visited; however, Azira data provides a useful baseline for understanding relative seasonal, daily, and time of day travel patterns on the North Coast. Findings from the data were verified with field observations.

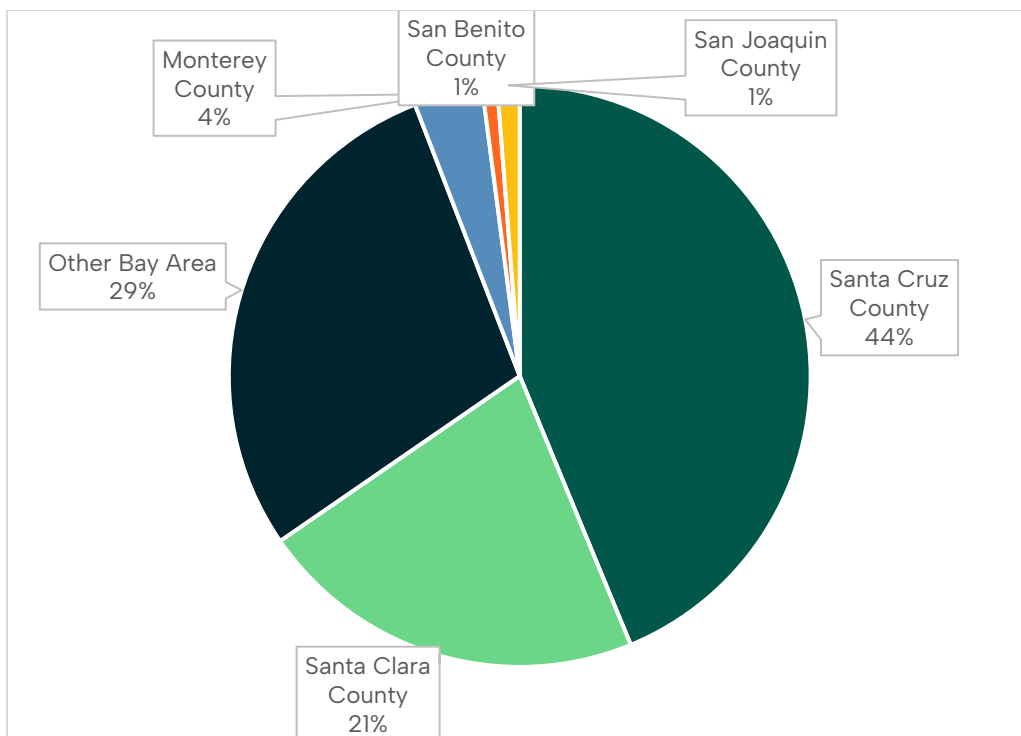
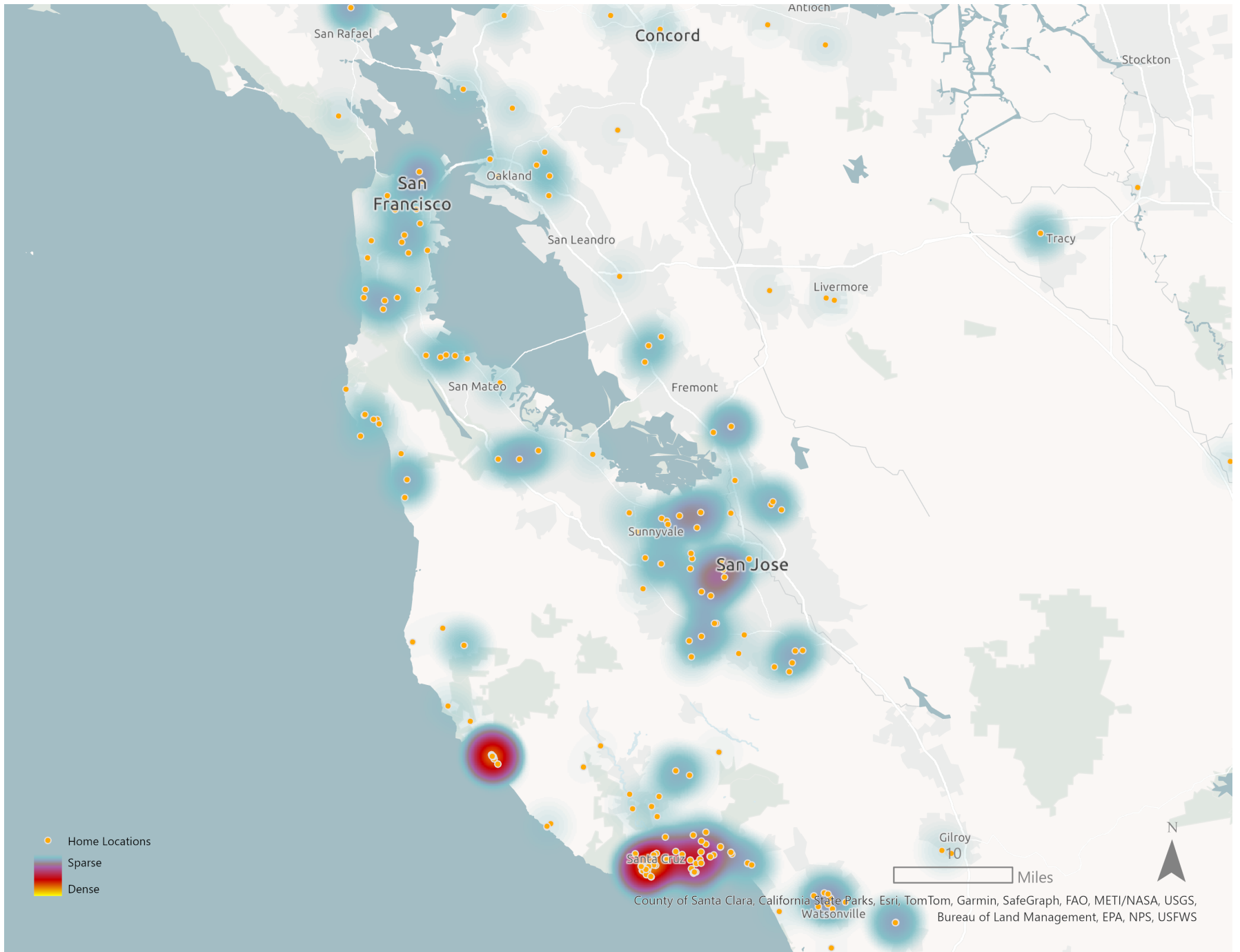


Figure 7: Visitor Home Origin by County

Source: Fehr & Peers, 2025.



Source: Azria, January – December 2024

FIGURE 8

## Visitor Trip Origin

## When is the North Coast Most Popular?



**Season:** Spring and Summer



**Day of Week:** Weekends



**Time of Day:** Afternoon (12 PM – 4 PM)

## What Time of Year Do People Visit?

Variations in travel patterns at specific beaches depend on use, location, access, and facilities, but the overall visitor patterns were relatively consistent across all 11 locations analyzed. Overall visitation to the North Coast is highest in the spring and lowest in the fall as shown in **9**.

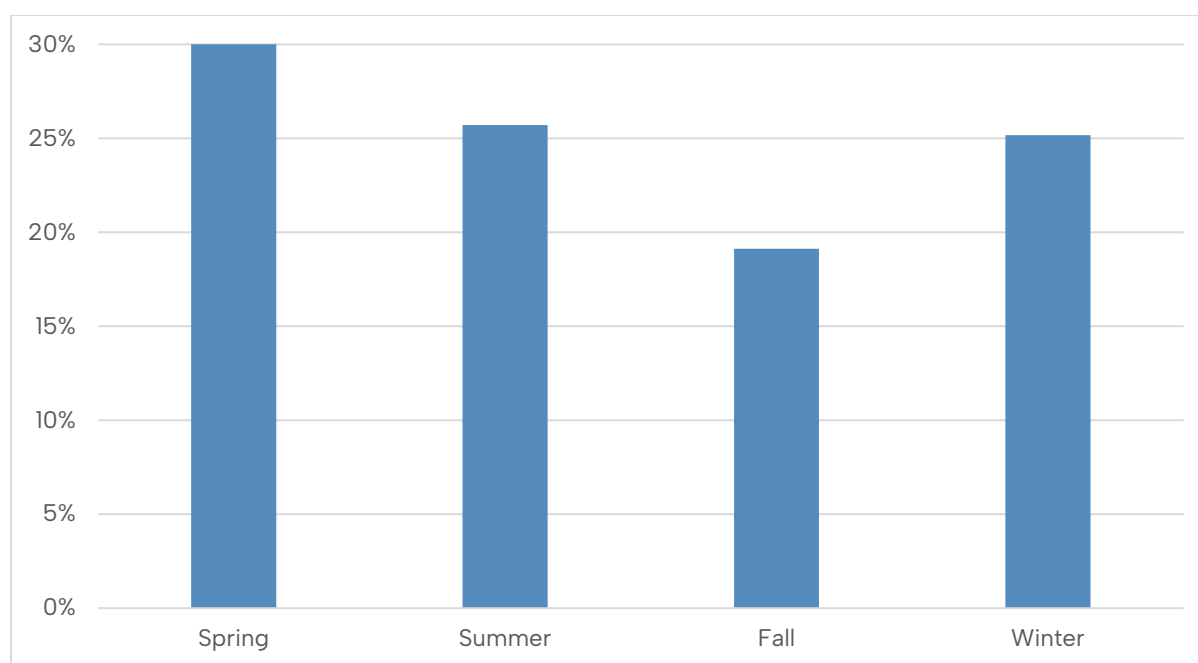


Figure 9: Overall Seasonal Visitation Along the North Coast

Source: Fehr & Peers, 2025.

## What Days Do People Visit?

Weekends are the most popular time to visit the North Coast as shown in **Figure 10**. Weekends account for 41% of visitation across the 11 destinations analyzed. Visitation is highest on Saturday at 6 out of 11 key destinations (Davenport Beach, Shark Fin Cove, Panther/Yellowbank Beach, Laguna Creek Beach, Four Mile Beach, and Wilder Ranch State Park) and highest on Sunday at 5 out of 11 destinations (Waddell Beach, Greyhound Rock, Bonny Doon Beach, Davenport, and Davenport Landing Beach). This supports the assumption that most visitors travel to the North Coast for leisure and recreational activities and not typical work commute. Weekends may allow greater flexibility to

attract a larger visitor base, including travelers from outside Santa Cruz County. Holiday weekends in the spring and the summer including Memorial Day weekend and Fourth of July are typically the most busy.

While weekends are more popular, visitor trips are generally well-distributed throughout the week and beaches are still well-visited during the week. Weekday visits make up 59% of all trips.

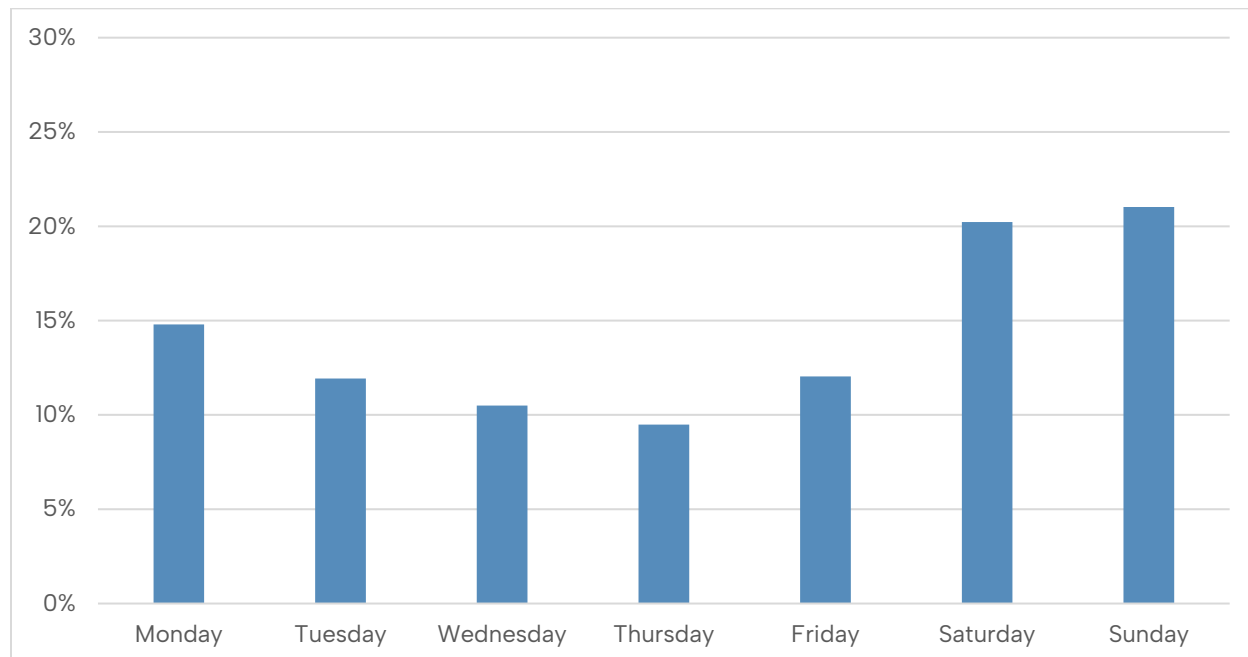


Figure 10: Overall Visitation by Day of Week

Source: Fehr & Peers, 2025.

## When Do People Visit?

Although peak times differ among the 11 destinations, most locations experience high visitor activity between 12 PM and 6 PM. Peak periods tend to shift slightly later in the summer compared to other seasons. Visitors may vary their travel times based on temperatures, tide patterns, and the time of sunset.

Peak visitor periods vary depending on the primary uses at different beaches. Beaches associated with hiking, photography, and surfing tend to have earlier afternoon peaks (12 PM to 4 PM). Beaches oriented toward family activities and general beach-going tend to have later afternoon peaks (2 PM to 6 PM).



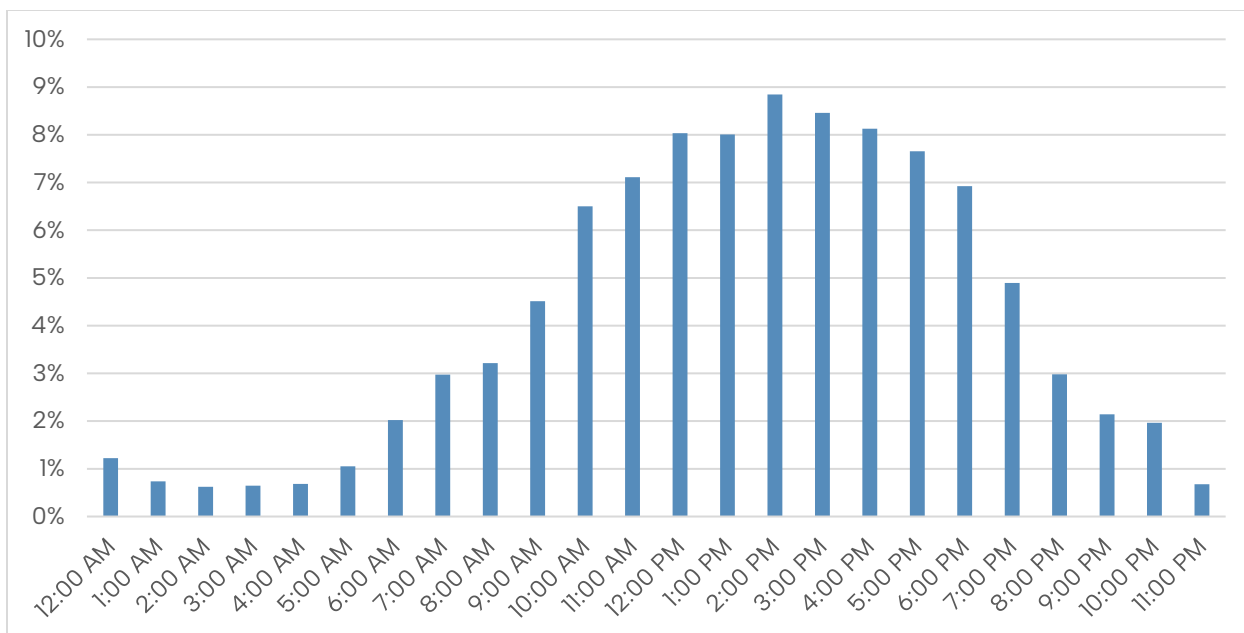


Figure 11: Overall Visitation by Time of Day

Source: Fehr & Peers, 2025.

## Existing Transportation Needs

### Limited Accessibility

Accessibility on the North Coast is limited, especially for those without a car or who are unable to drive, as travel options are limited. Additionally, unpaved surfaces on trails, parking areas, and accessing beaches can be challenging for individuals with mobility concerns, further restricting access for some visitors.



## Operational Challenges and User Conflicts

High visitor activity on the North Coast can lead to high traffic volumes and periodic congestion. Daily traffic volumes range from 4,000 to 14,000 vehicles. Additionally, vehicles entering and exiting parking areas along SR 1 can slow traffic flow and lead to increased travel times.

### Lack of Walking or Biking Facilities

The North Coast has limited walking and biking facilities. The trail network along SR 1 has major gaps that limit access and geographic challenges that limit the construction of new trail connections. Additionally, roadside parking creates conflicts with bicyclists riding along SR 1. There is a pedestrian flashing beacon that flashes a warning yellow light at Davenport to signal pedestrians may be crossing, but lack of sidewalks and crosswalks can make crossing and walking near SR 1 at Davenport uncomfortable.



### Limited Parking Availability

Parking availability on the North Coast is limited; many areas are informal and unpaved which may cause confusion or difficulty accessing parking areas especially for visitors who are less familiar with the area. This can cause unexpected maneuvers that may result in conflicts with other vehicles and bicyclists. During peak periods, parking occupancy can reach between 50% and 100% making finding parking near your destination more difficult.



### Lack of Public Transit Options

Public transit options on the North Coast are limited; there is only one transit route (Route 40) that provides limited service (3 trips per day) from City of Santa Cruz to Davenport. There is no transit service north of Davenport. Additionally, within the North Coast, some transit stops may be difficult or uncomfortable to access.

# Next Steps

While the existing conditions analysis was based on available data and observations, the TDM Plan is also informed by community input. The project team is in the process of conducting the first round of engagement to understand travel challenges and opportunities. The existing conditions analysis, supplemented by the community engagement findings will help inform the TDM Plan vision and objectives. Using the vision and objective framework and input from the existing conditions analysis and community engagement findings, the project team will identify TDM needs.

Additionally, the project team is currently in the process of collecting vehicle and parking counts to capture counts during peak visitation season and conducting an online survey, These data will help to round out the existing conditions analysis.

# Appendix A



# Existing Planning and Policy Background

---

The North Coast TDM Plan is informed by previously completed planning initiatives and relevant and/or anticipated development projects to ensure consistency with regional and local goals and policies. The following section lists relevant plans and programs as well as ongoing North Coast projects.

## Regional and Local Planning Documents

- **North Coast Facilities Management Plan (2024)** – Governs short- and long-term efforts to manage a network of amenities along the North Coast. The plan focuses on the state of facilities to optimize recreational opportunities. The plan identifies the need for a TDM Plan to effectively manage and maintain transportation infrastructure and facilities.
- **Santa Cruz County General Plan and Local Coastal Program (2024)** – Provides a long-range vision for the development and preservation of the County of Santa Cruz plan area and surrounding coast. The plan outlines goals and policies to reduce single-rider vehicular traffic and greenhouse gas emissions through travel demand management.
- **Santa Cruz Regional Transportation Commission Regional Transportation Plan 2045 (2022)** – Provides a long-range framework for transportation needs, priorities, and investments for Santa Cruz County. The plan identifies potential improvements to the county's transportation network and develops a prioritized list of projects that total up to \$5.2 billion. These projects include improvements for the Santa Cruz Branch Rail Line, North Coast Rail Trail, and transportation demand management services along the North Coast.
- **County of Santa Cruz Active Transportation Plan (2022)** – Identifies community needs and provides recommendations for infrastructure projects and programs to support walking and biking in unincorporated areas of the county. The plan determines a network of biking and walking routes that connect key destinations within the county. The North Coast is identified as a future Class I shared-use path meant to support recreational travel along the corridor.
- **Santa Cruz County Climate Action and Adaptation Plan (2022)** – Details the climate related risks and hazards affecting different areas in the county, particularly the effects on transportation facilities. The report includes recommendations for mitigating the effects on transportation infrastructure.
- **Santa Cruz County Local Hazard Mitigation Plan 2021–2026 (2021)** – Provides a framework for hazard mitigation strategies and identifies existing and anticipated risks in Santa Cruz County.
- **Caltrans District 5 Active Transportation Plan (2021)** – Provides a prioritized list of bicycle and pedestrian needs on the state highway system to support incorporation of active transportation and transit improvements into projects for the counties of Monterey, San Benito, San Luis Obispo, Santa Barbara, and Santa Cruz. The plan supports the state's goal of ensuring that people in California of all ages, abilities, and incomes can safely, conveniently, and comfortably walk and bicycle for their transportation needs by 2040.



- **Unified Corridor Investment Study (2019)** – Identifies transportation conditions and multimodal improvements for Highway 1, Soquel Avenue/Soquel Drive/Freedom Boulevard, and the Santa Cruz Branch Rail Line to link the communities along the Santa Cruz County coast from Davenport through Watsonville.
- **Monterey Bay Sanctuary Scenic Trail Master Plan** – Proposes a 32-mile pedestrian and bicycle path from Santa Cruz County to Pacific Grove, aimed at improving coastal access and promoting non-motorized transportation. Managed by the Santa Cruz County RTC and the Transportation Agency for Monterey County, the trail will include the North Coast Rail Trail and follow the Santa Cruz Branch Rail Line.

## Planned Projects and Project Concepts

**Table 1** summarizes relevant and ongoing North Coast projects, as well as related project concepts and studies in development. These projects are highlighted for their potential impact on the overall mobility and transportation demand along the North Coast.

**Table 1: Relevant Ongoing Projects and Studies on the North Coast**

| Projects & Locations                                   | Responsible Agency | Description   | Project Status                                  |
|--|--------------------|---|---|
| 1. Waddell Creek Bridge Replacement                    | Caltrans           | Replace and elevate the Waddell Creek bridge to enhance resilience against sea-level rise. A Class 1 multiuse path will be added on the oceanside of the new bridge structure.  | Design  |
| 2. Waddell Creek Coastal Resilience Plan               | SCCRTC             | Address potential improvements for SR 1, ecosystem restoration, and public access at Waddell Creek.   | Planning (RFP released March 2025)              |
| 3. Reimagining Big Basin Facilities Management Plan    | State Parks        | Provides a vision for reestablishing recreational facilities in the park in response to the 2020 CZU Lightning fire and Big Basin Vision Summary.   | Planning  |
| 4. Greyhound Rock Overnight Accommodations             | Santa Cruz County  | Proposes visitor facilities including trail connections to the California Coastal Trail, 8-15 overnight cabins (48-90 beds), a discovery center, and a dining hall with a kitchen. The added visitor facilities and educational programming will accommodate daytime visitors and overnight guests. | Construction (expected to be completed in 2029) |
| 5. Scott Creek Bridge Replacement & Lagoon Restoration | Caltrans           | Replace the SR 1 vehicle bridge at the Scott Creek main channel. Proposes two formal parking lots on the oceanside of the proposed bridge.  | Environmental review                            |

| Projects & Locations  | Responsible Agency              | Description  | Project Status                                  |
|---|---------------------------------|--|---|
| 6. Cotoni-Coast Dairies National Monument Parking and Public Access   | Bureau of Land Management (BLM) | Establishes a new national monument and recreational area with hiking trails. Includes two parking areas and trails. The northern parking lot and trailhead (completed) includes 64 spaces and access to trails. The southern parking lot and remaining trailhead will be completed by the end of 2025. The new monument is anticipated to receive around 250,000–300,000 visitors annually. | Construction (expected to be completed by 2025) |
| 7. Cotoni-Coast Dairies National Monument Multipath Feasibility Study | BLM                             | Consider exploring a multiuse path connecting the community of Davenport to the Cotoni-Coast Dairies National Monument's northern parking lot (at Warenella Road off Cement Plant Road).   | Planning  |
| 8. Davenport Cement Plant Coastal Restoration and Reuse Plan          | Santa Cruz County               | Convert decommissioned plant to visitor-serving, residential, and light industrial uses.   | Planning  |
| 9. San Vicente Coastal Resilience Plan                                | SCCRTC                          | Address potential improvements for SR 1, ecosystem restoration, and public access at San Vicente Creek.  | Planning (RFP released March 2025)              |
| 10. Shark Fin Cove Parking Formalization Study                        | Santa Cruz County               | Study the feasibility of creating formalized parking spaces near Shark Fin Cove.   | Planning  |
| 11. Highway 1 Overcrossing at Yellowbank                              | SCCRTC                          | Provide a pedestrian overpass on SR 1 next to Yellowbank Beach   | Design  |
| 12. Four Mile Beach Parking Lot                                       | State Parks                     | Consider expanding parking supply at Four Mile Beach. Existing parking is limited to an off shoulder unpaved parking lot and average peak demand is 54 spaces.   | Planning  |
| 13. Laguna Creek Beach Access and Preservation                        | State Parks                     | Proposes potential paved shoulder, pedestrian safety improvements, visitor amenities, and widening access trails   | Planning  |

| Projects & Locations                            | Responsible Agency | Description   | Project Status   |
|---|--------------------|---|--|
| 14. North Coast Rail Trail Project              | SCCRTC             | Construct a 7.5-mile Class 1 shared-use paved path for bicyclists and pedestrians, running along the railroad corridor from Davenport Beach to Wilder Ranch State Park in the south as part of Segment 5 of the Monterey Bay Sanctuary Scenic Trail (MBSST) Network.<br><br>As part of the trail construction, the project is proposed to provide two new parking lots at Ocean Street and Davenport and Panther/Yellowbank Beach. The project will develop a pedestrian crossing in Davenport, and a pedestrian overpass connection over SR 1 at Panther/Yellowbank Beach parking lot on the coastal side of SR 1 to the Cotoni-Coast Dairies National Monument. | Construction (Phase 1 & 2 began construction in 2024. Phase 3 is expected to begin construction in 2027) |
| 15. Santa Cruz County Rural Highway Safety Plan | SCCRTC             | Identifies crash patterns and prioritizes countermeasures to eliminate traffic deaths and serious injuries by 2050 on five study highways in Santa Cruz County including the SR 1 on the North Coast.   | Planning (expected to be completed by 2026)  |

Source: Fehr & Peers, 2025.

These future projects will likely affect visitor population by attracting new visitors, as the new Cotoni Coast National Monument will likely do, or by shifting visitors from other parks/beaches along the North Coast and Santa Cruz County region to new features and facilities.

Improvements to pedestrian and bicycle facilities including new trail connections such as the Rail Trail may have two effects: these new connections will help improve access to other North Coast destinations and serve as recreational destinations in their own right, attracting new visitors; and improved pedestrian and bicycle facilities may shift visitors to travel using more active modes. By improving connections to destinations, visitors may be more likely to walk or bicycle between destinations along the North Coast.

Many new projects and facility improvements are planned in the coming years, which will likely increase visitor volumes in the area. This highlights the importance of the TDM Plan to help manage travel demand to a level that is efficient and provides a pleasant experience for visitors, residents, and employees in the area.

### Cotoni-Coast Dairies National Monument Parking and Public Access

The Cotoni-Coast Dairies National Monument is located ten miles north of the City of Santa Cruz along SR 1. The purpose of the monument is to protect geological formations, natural habitats, scenic vistas, and cultural values, while offering a range of recreational opportunities for a diverse group of users. Currently,

The northern parking lot is under construction and will provide 64 day-use parking spaces near Warrenella Road, as seen in **Figure A-1** along with one public restroom and trash collection facilities. A future southern parking lot will be planned as part of future phases. Total parking is expected to be around 220 spaces.

recreation, and environmental and cultural education uses. The North Coast Rail Trail is anticipated to attract approximately 1,000 trail users on a summer peak weekend day by 2040, nearly 80% of whom would arrive by driving. The project is expected to generate 300 new vehicle trips per peak day.

Construction of the North Coast Rail Trail is divided into three phases and includes enhancements to existing parking areas by Davenport Beach, Bonny Doon Beach, and Panther/Yellowbank Beach. Phase 1 covers 5.4 miles from Wilder Ranch State Park to Panther/Yellowbank Beach along the Santa Cruz Rail Line, Phase 2 spans 2.1 miles from Panther/Yellowbank Beach to Davenport, and Phase 3 includes construction of the overpass Panther/Yellowbank Beach.



Figure A-2: North Coast Rail Trail Alignment

Source: SCCRTC Project Website. Accessed May 2025, <https://www.sccrtc.org/projects/trail/north-coast-rail-trail/>.

The parking areas at Davenport Beach, Bonny Doon, and Panther/Yellowbank will be reconfigured to include formalized spaces and improve access, egress, and internal circulation. As shown in **Figure A-3**, the existing parking area in the northern section at Davenport Beach will be reconfigured to provide 43 marked parking spaces. The Bonny Doon parking lot will include 48 marked spaces and expand the paved area to include bike racks and trash containers as shown in **Figure A-4**. The southern section of the Panther/Yellowbank Beach parking area will be restructured to accommodate 48 marked parking spaces

and bike racks as shown in **Figure A-5**. Phase 1 & 2 began construction in 2024. Phase 3 is expected to begin construction in 2027.

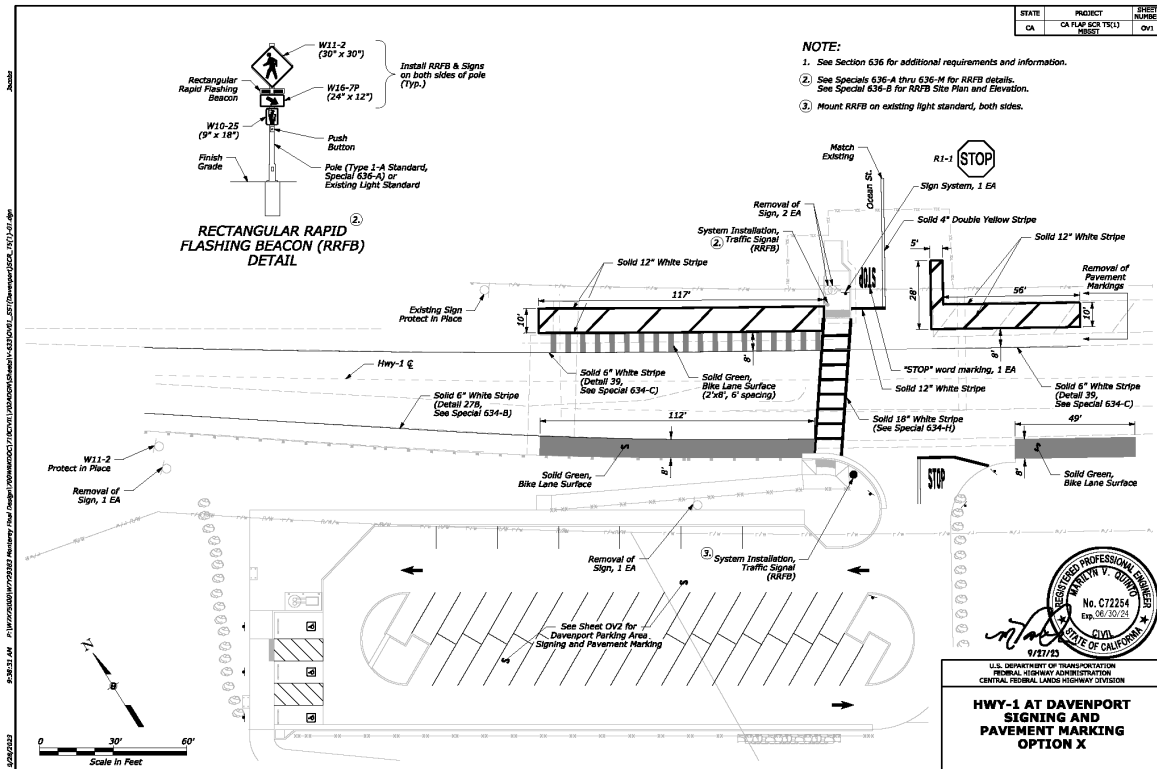


Figure A-3: Davenport Beach Parking Area Reconfiguration Plan

Source: North Coast Rail Trail EIR, Traffic Impact Analysis, 2018.



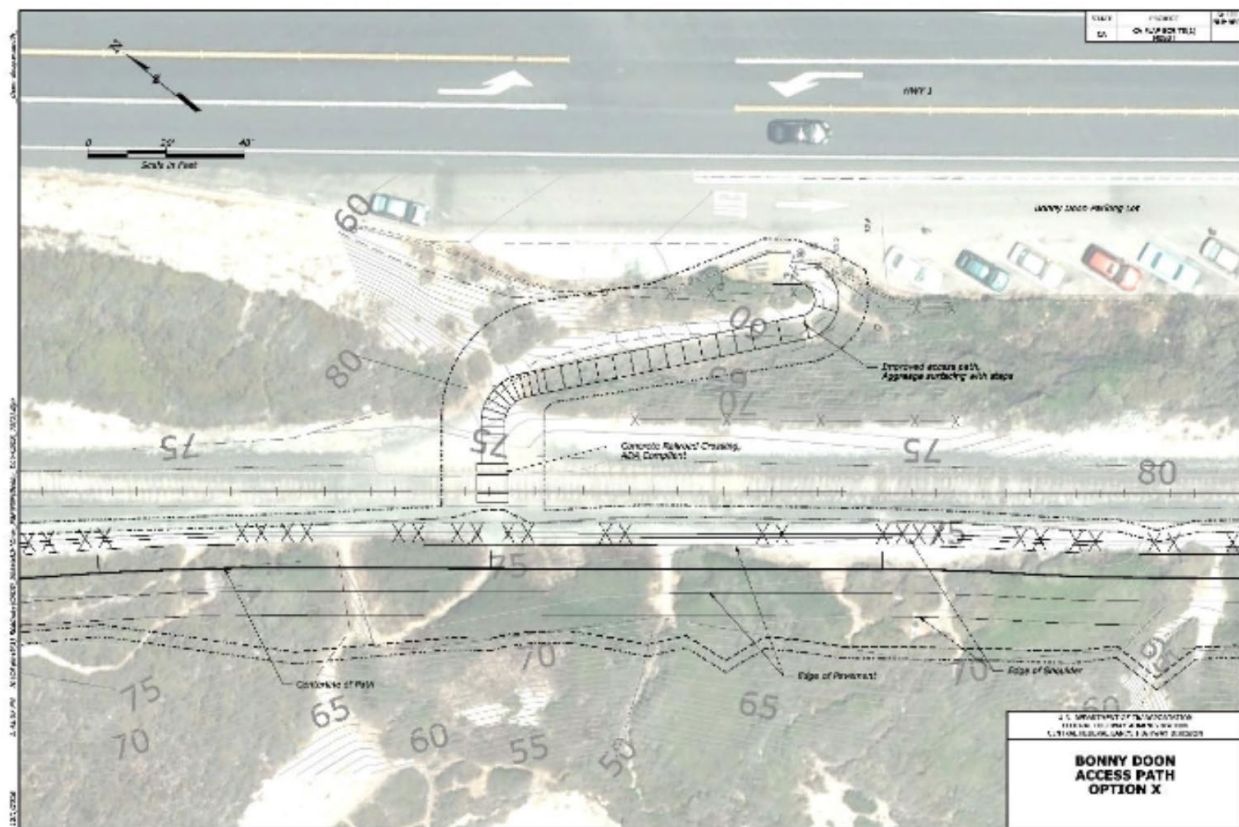


Figure A-4: Bonny Doon Parking Area Reconfiguration Plan

Source: North Coast Rail Trail EIR, Traffic Impact Analysis, 2018.

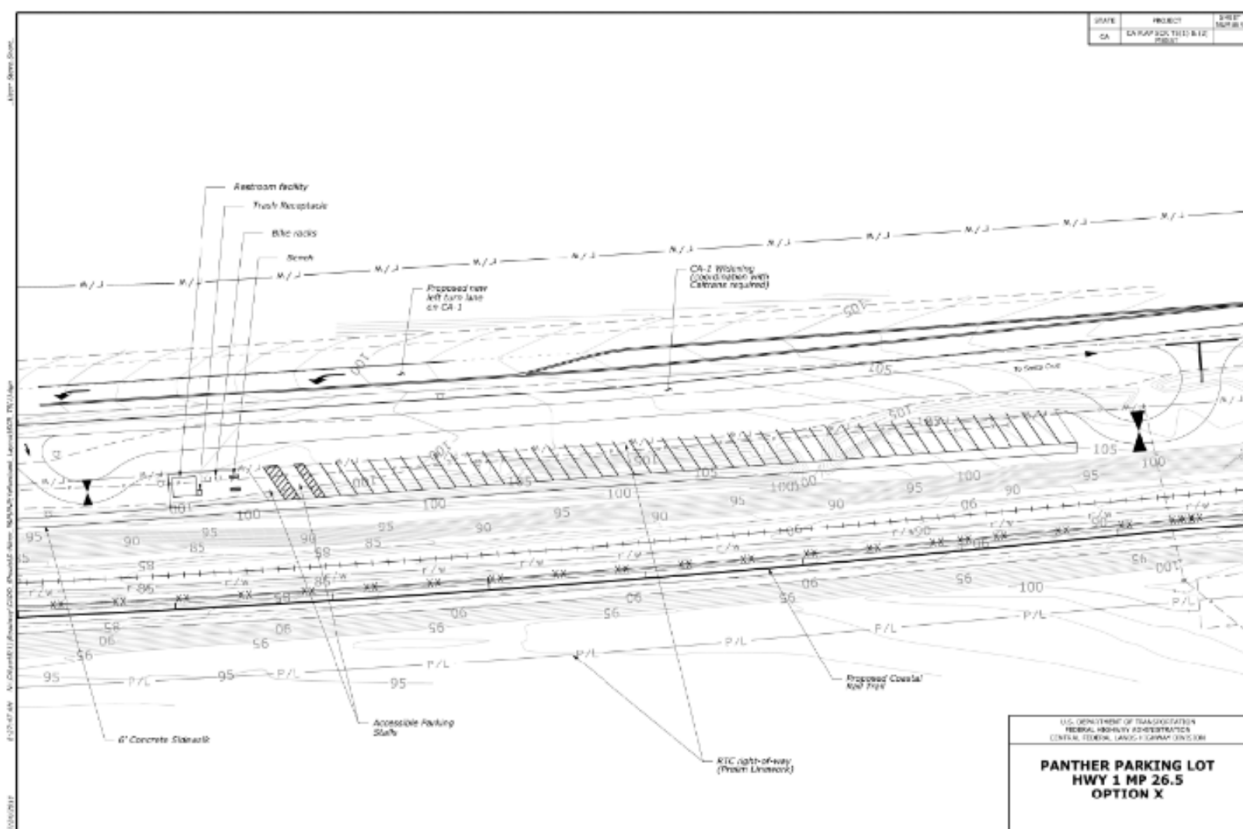


Figure A-5: Panther/Yellowbeach Beach Parking Area Reconfiguration Plan

Source: North Coast Rail Trail EIR, Traffic Impact Analysis, 2018.

**AGENDA:** August 12<sup>th</sup>, 2025

**TO:** Elderly and Disabled Transportation Advisory Committee

**FROM:** Amanda Marino, Transportation Planner

**RE:** 2025 Guide for Specialized Transportation Update

---

## **RECOMMENDATIONS**

RTC staff recommends that the Elderly and Disabled Transportation Advisory Committee (E&D TAC) review and provide input on the update to the Guide for Specialized Transportation for Seniors and People with Disabilities in Santa Cruz County.

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## **BACKGROUND**

A Guide to Specialized Transportation Services for Seniors and People with Disabilities in Santa Cruz County is published by the RTC. The Guide lists all known accessible transportation services available in Santa Cruz County including:

- Program, service or provider name
- Eligibility requirements
- Hours/schedule
- Service charges
- Service area
- How to request the service
- How trips are prioritized
- Number of vehicles available
- Whether wheelchairs are accommodated
- Link to the service website (if available)

## **DISCUSSION**

Information about specialized transportation services in Santa Cruz County are included in the Guide to Specialized Transportation Services for Seniors and People with Disabilities and are shown in Attachment 1. Printed copies will be available in English and Spanish for the public and will be distributed to senior centers, social services agencies, medical facilities, and transportation service providers. A digital version of the Guide will also be posted on the RTC website in both English and Spanish.

The Guide for Specialized Transportation was last updated in 2022. **RTC staff recommends that the E&D TAC provide input on the 2025 update to the Guide for Specialized Transportation for Seniors and People with Disabilities in Santa Cruz County.**

Attachments

1. Guide to Specialized Transportation Services for Seniors and People with Disabilities

<https://rtcsc.sharepoint.com/sites/Planning/Shared Documents/E&D TAC/2025/08-12/Package Materials/11. SR Guide Update.docx>

# **Guide to Specialized Transportation Services**



for  
**Seniors and People with  
Disabilities in  
Santa Cruz County  
2025**

Prepared by

## **The Santa Cruz County Regional Transportation Commission**

1101 Pacific Avenue, Suite 250, Santa Cruz,  
CA 95060, [www.sccrtc.org](http://www.sccrtc.org)

For more information or additional copies,  
please call 831-460-3200 or email  
[info@sccrtc.org](mailto:info@sccrtc.org).

This guide is for informational purposes only; the information herein is provided by agencies outside of the Santa Cruz County Regional Transportation Commission and may be subject to change without notice. Please contact the service provider directly for the most up-to-date information. The Santa Cruz County Regional Transportation Commission does not guarantee the availability or cost of any service included herein. If you require assistance gathering additional information, please contact our staff. For personalized assistance in using or selecting transportation options included in this guide contact:

Central Coast Center for Independent Living  
(CCCIL)  
831-757-2968  
Senior Network 831-462-1433

*Revised Summer 2025*



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# **Cabrillo College**

## **Accessibility Support Center**

**Phone:** 831-479-6370

**Fax:** 831-477-3738

**Address:** 6500 Soquel Dr.  
Aptos, CA 95003

**TTY** 831-479-6421

**Web:** [www.cabrillo.edu](http://www.cabrillo.edu)

**Service Area:** Cabrillo campus

**Eligibility:** Mobility-impaired Cabrillo students must present medical documentation from their physician requesting campus transportation.

**Schedule:** Monday - Friday, hours change each semester

**Service Fees:** No charge for this service; cost included in tuition fees

**Qualification:** Must meet with an Accessibility Support Center. Counselor first to arrange transportation schedule and

establish eligibility.

**Trip Priority:** Priority given to students regularly scheduled to attend classes on the hour.

**Vehicles:** 2 carts

**Wheelchairs:** Yes

**Spanish:** Yes

# Central Coast Ambulance Service

|                       |  |
|-----------------------|--|
| <b>Phone:</b>         | 831-685-3200   |
| <b>Address:</b>       | P.O. Box 1244, Aptos CA 95001  |
| <b>Service Area:</b>  | Non-emergency medical transport to skilled nursing facilities and hospitals in Santa Cruz, San Benito, and Monterey Counties |
| <b>Eligibility:</b>   | Everyone   |
| <b>Schedule:</b>      | 24 hours/day, 7 days/week  |
| <b>Service Fees:</b>  | Varies according to skill level required by staff to accommodate the rider's needs Private insurance accepted                |
| <b>Service:</b>       | On demand and by reservation   |
| <b>Trip Priority:</b> | By reservation   |
| <b>Vehicles:</b>      | 6 ambulances   |
| <b>Wheelchairs:</b>   | Only folding wheelchairs are   |

allowable.  
Passenger must lay on  
gurney.

**Gurneys:** Yes, maximum weight up to  
1000 lbs including passenger

**Spanish:** Yes



# City of Capitola–Seasonal Shuttle

|                       |   |
|-----------------------|---|
| <b>Phone:</b>         | 831-475-7300  |
| <b>Address:</b>       | 420 Capitola Ave., Capitola<br>CA 95010   |
| <b>Web:</b>           | <a href="http://www.ci.capitola.ca.us">www.ci.capitola.ca.us</a>  |
| <b>History:</b>       | Since 1995, the City of Capitola has provided contract services for an accessible weekend shuttle to the village and beach. |
| <b>Service Area:</b>  | Between the shuttle parking lot No. 2 (426 Capitola Ave., Capitola) and the beach/Capitola Village                          |
| <b>Schedule:</b>      | Saturdays, Sundays and holidays from Memorial Day weekend through mid-September, 10 am - 8 pm                               |
| <b>Service Fees:</b>  | No charge for shuttle Parking cost is \$0.50 per hour at Lots 1 and 2 for 12 hours  |
| <b>Service:</b>       | Provided on a first come, first serve basis   |
| <b>Trip Priority:</b> | Not applicable  |

**Vehicles:** Varies by demand

**Wheelchairs:** Yes

**Spanish:** Yes

# Community Bridges-Lift Line

**Five transportation programs available.**

**Phone:** 831-688-9663

**Fax:** 831-688-8302

**Address:** 545 Ohlone Parkway,  
Watsonville, CA 95076

**Web:** [www.communitybridges.org](http://www.communitybridges.org)

**History:** Community Bridges provides transportation services via Lift Line county-wide

**Service Area:** Santa Cruz County

**Eligibility:** Santa Cruz County residents age 60+ or living with a disability who meet the income criteria

**Service Fees:** No charge, although donations are accepted

**Trip Priority:** By reservation  
Reservation requests are accepted between 8:30 and 5:00 pm

**Wheelchairs:** Yes

**Spanish:** Yes

**Vehicles:** 18

## **1 - Lift Line: Medical Transportation**

**Transportation to regional, out of county, and veterans medical appointments only.**

**Schedule:** 7 days per week except holidays, first pick up at 8:30 am and last pick up at 3:30 pm

**Service Area:** Medical appointments in Santa Cruz, Monterey, San Mateo, San Benito, Santa Clara, and San Francisco counties.

## **2 - Lift Line: Senior Dining Centers**

**Transportation to/from meal sites.**

### **Meal Sites:**

- Highlands Park Senior Center: (831) 336-8900
- Live Oak Senior Center: (831) 476-3272
- Loudon Nelson: (831) 420-6177
- Watsonville Senior Center: (831) 768-3279

**Eligibility:** Santa Cruz County residents age 60+ can apply at their

**Schedule:** local meal site  
Depending on the scheduled serving times, varies at each center

**Service Area:** Santa Cruz County

**Service:** Contact Senior Center to secure a meal and contact Lift Line to schedule transportation

### **3 - Taxi Scrip. Local taxis contract.**

**Schedule:** 24 hours, 7 days/week

**Service Fees:** \$16/mo for \$60 worth of scrip for applicants under 200% Federal Poverty Level (FPL) \$32/mo for \$60 in scrip for those above 200% FPL

**Service Area:** Confirm with contracted cab companies

**Service:** Same day service: Yellow Cab 831-333-1234 Courtesy Cab 831-761-3122 (Spanish spoken)

**Trip Priority:** By reservation

**Wheelchairs:** Taxis – request wheelchair

vans at reservation

#### **4 – Lift Line: Veterans Med Transportation\***

**Medical Transportation to Veterans service facilities.** \*See page 13 for Santa Cruz County Veterans services

**Schedule:** Mon-Fri excluding holidays,  
first pick up at 8:30 am and  
last pick up at 1:00 pm

#### **5 - Lift Line Access For All Program (door-to-door transportation)**

**Schedule:** 24 hours, 7 days/week

**Phone:** 831-688-9663, Call to  
register and access the app

**Instructions:** Lift Line's self-service mobile app, akin to platforms like Uber and Lyft, is the primary means to schedule rides. Users can schedule rides up to seven days in advance, with same-day pickups available.

**Service Fees:** Nominal flat rate \$5 per ride (income-eligible older adults and people with disabilities will continue to enjoy Lift Line's services at no cost)



**Service Area:** 24 hours, 7 days/week

**Wheelchairs:** Yes

# First Transit

|                      |   |
|----------------------|---|
| <b>Phone:</b>        | 831-460-9911  |
| <b>Address:</b>      | 117 Fern St., Ste. 100, Santa Cruz, CA 95060  |
| <b>Web:</b>          | <a href="http://www.firsttransit.com">www.firsttransit.com</a>  |
| <b>History:</b>      | First Transit has provided passenger transportation nationwide for over sixty years.  |
| <b>Eligibility:</b>  | Daily services for adults with developmental disabilities authorized by the San Andreas Regional Center (SARC). Vehicles are also available for public charter. |
| <b>Service Area:</b> | SARC service covers Santa Cruz County; charter service throughout greater Bay Area  |
| <b>Schedule:</b>     | SARC service Monday-Friday to authorized day programs. Charter services are flexible and arranged by reservation  |
| <b>Service Fees:</b> | No charge for daily services for authorized clients of SARC. Charter service rate starts at \$80/hour with a 4 hour minimum rental.                             |

|                       |   |
|-----------------------|---|
| <b>Service:</b>       | SARC clients via their Service Coordinator Charter trips via the office |
| <b>Trip Priority:</b> | SARC daily scheduled service is given priority                          |
| <b>Vehicles:</b>      | 23 vans and buses   |
| <b>Wheelchairs:</b>   | Yes, in 11 vehicles   |
| <b>Spanish:</b>       | Yes   |

# Greyhound Bus Lines

|                      |   |
|----------------------|---|
| <b>Phone:</b>        | 831-423-4082 or 1-800-231-2222<br>1-800-752-4841 (ADA Assistance)   |
| <b>Email:</b>        | <a href="mailto:ada.support@greyhound.com">ada.support@greyhound.com</a>  |
| <b>TTY/TDD:</b>      | 1-800-345-3109  |
| <b>Address:</b>      | 920 Pacific Ave., Santa Cruz, CA 95060 (Metro Center)   |
| <b>Web:</b>          | <a href="http://www.greyhound.com">http://www.greyhound.com</a>   |
| <b>Eligibility:</b>  | Everyone  |
| <b>Service Area:</b> | National  |
| <b>Schedule:</b>     | Varies  |
| <b>Service Fees:</b> | Seniors (62+) receive a 5% discount<br>Attendants of those needing special assistance pay 50% of regular fare   |
| <b>Service:</b>      | Call or go online for route information and/or special assistance. No reserved seats. Recommend arrival one hour before departure time to wait in line for a seat |

**Trip Priority:** Request for special assistance or priority boarding must be made 48 hours in advance Request for special assistance or priority boarding must be made 48 hours in advance.

**Vehicles:** 1775+

**Wheelchairs:** Wheelchair accessible buses are available with 48 hours advance request via the ADA toll-free number. Wheelchair weight is limited to 1,000 lbs including the passenger. Wheelchair size is limited to 30" x 48" and mobility scooters are limited to 30" x 30".

**Spanish:** Yes, at 1-800-531-5332

# Medi-Cal/Alliance Non-Emergency Transportation

**Phone:** 800-700-3874 ext. 5577

Santa Cruz County Main  
Office: 831-430-5500

For the Hearing or Speech  
Assistance Line, call 800-  
735-2929 (TTY: Dial 711)

**Address:** Alliance Transportation  
Coordinator: CCAH  
1600 Green Hills Road, Suite  
101 Scotts Valley, CA 95066

**Web:** [www.ccah-alliance.org](http://www.ccah-alliance.org)

**History:** Central Coast Alliance for  
Health (Alliance) is locally  
governed and publicly  
operated, and serves over  
30,000 members in Santa  
Cruz, and area Counties.

**Service Area:** Santa Cruz and Monterey  
Counties

**Eligibility:** Residents of Santa Cruz  
County approved by the  
Alliance for Medi-Cal unable  
to use public or private

transportation; rides provided by Lift Line and others. If you are medically unable to use a car, bus, train or taxi, the Alliance will arrange transportation for you.

|                       |  |
|-----------------------|--|
| <b>Schedule:</b>      | Monday-Friday, 8:00 am to 5:00 pm  |
| <b>Service Fees:</b>  | None   |
| <b>Service:</b>       | 7 Business days in advance   |
| <b>Trip Priority:</b> | Rides provided only to medical appointments and other medically necessary services |
| <b>Vehicles:</b>      | Vans   |
| <b>Wheelchairs:</b>   | Yes, and gurney  |
| <b>Spanish:</b>       | Yes  |



# Mental Health Client Action Network

|                      |   |
|----------------------|---|
| <b>Phone:</b>        | 831-469-0462  |
| <b>Address:</b>      | 1051 Cayuga St., Santa Cruz, CA 95062   |
| <b>Email:</b>        | <a href="mailto:mail@mhcan.org">mail@mhcan.org</a>  |
| <b>Web:</b>          | <a href="http://www.mhcan.org">www.mhcan.org</a>  |
| <b>History:</b>      | Began as an informal community group in 1988; received County funding 1991 to present; non-profit status obtained in 1995                       |
| <b>Service Area:</b> | Santa Cruz City area, excluding San Lorenzo Valley, Scotts Valley, Freedom and Watsonville  |
| <b>Eligibility:</b>  | Residents of Santa Cruz County diagnosed with a major emotional or psychiatric disorder<br>Hours/Schedule<br>Monday - Friday: 8:30 am - 4:30 pm |
| <b>Service Fees:</b> | No charge   |

**Service:** Advance reservation and same day service provided  
After-hours leave a message.

**Trip Priority:** MHCAN provides transportation to bring people to and from the center as well as transport people to county groups and appointments when needed. Priority for medical appointments, trips to Emeline case managers, grocery stores, and classes and support groups at MHCAN.

**Vehicles:** 12 passenger van

**Wheelchairs:** No

**Spanish:** Yes

# **Santa Cruz County Veterans Service Office\***

**Phone:** Santa Cruz Veteran's Service Office: 831-454-7276  
Transport to Palo Alto VA Med Center: 650-493-5000  
Watsonville Veteran's Service Office: 831-763-8868

**Fax:** 831-458-7116

**Address:** **Santa Cruz Office:**  
842 Front St, Santa Cruz CA 95060

**Watsonville Office:**  
18 West Beach St,  
Watsonville, CA 95076

**Email:** [Dean.Kaufman@santacruzcounty.us](mailto:Dean.Kaufman@santacruzcounty.us).

**Web:** [www.santacruzvets.com](http://www.santacruzvets.com)

**Service Area:** **The Palo Alto VA Shuttle Bus:**  
Palo Alto and San Jose Medical Facilities No transportation services on holidays  
**DAV Van:**  
Palo Alto, San Jose and

Menlo Park Facilities No  
transportation services on  
holidays

**Eligibility:** All veterans

**Schedule:** **The Palo Alto VA Shuttle Bus:**  
Departs: Santa Cruz  
Veterans Memorial Building,  
846 Front St., Monday -  
Friday 9:20 am  
Returns: 846 Front St.,  
Monday – Friday 2:00 pm  
**DAV Van: Van operations  
are by reservation:**  
Departs: 842 Front St.,  
Monday – Friday 8:10 am  
Return: 842 Front St.,  
Monday – Friday 11:45 am.

**Service Fees:** No charge

**Service:** Reservations not required on  
the Palo Alto VA Shuttle Bus.  
Reservations required on the  
DAV Van (call office 48 hours  
prior to arrange  
transportation)

**Trip Priority:** By reservation

**Vehicles:** 1 bus and 1 van

**Wheelchairs:** Yes – Big White Bus  
No – DAV Van

**Spanish:** Yes

# Santa Cruz Metropolitan Transit District (METRO)

|                      |  |
|----------------------|--|
| <b>Phone:</b>        | (831) 425-4664<br>Speech/Hearing Impaired<br>CRS 711<br><br>Accessible Services<br>Coordinator:<br>831-423-3868                                      |
| <b>Address:</b>      | 110 Vernon Street, Santa<br>Cruz, CA 95060   |
| <b>Email:</b>        | <a href="mailto:info@scmttd.com">info@scmttd.com</a>   |
| <b>Web Site:</b>     | <a href="http://www.scmttd.com">www.scmttd.com</a>   |
| <b>Service Area:</b> | Fixed route services within<br>Santa Cruz County and on<br>Highway 17 to San Jose*   |
| <b>Eligibility:</b>  | Everyone   |
| <b>Schedule:</b>     | Varies by route  |
| <b>Service Fees:</b> | Ride, day pass, monthly<br>fares vary for:<br>Regular fares, Seniors (62+),<br>Disabled, Hwy 17. METRO<br>Discount Fare Photo ID card<br>is required |

**Service Coordinator:**Free personalized instructions for seniors and people with disabilities, including assistance with “Stoke Straps” mobility device tie-down, bus ride safely, discount ID card, and tickets.

**Service:** First come, first served

**Trip Priority:** Not applicable

**Vehicles:** All routes have lift or ramp equipped buses and “kneel” or have a low floor configuration

**Wheelchairs:** Buses designed to accommodate most mobility devices. Consult with METRO for specifics

**Spanish:** Yes

**\*Persons unable to access fixed route service due to a physical, cognitive, or psychiatric disability, contact METRO ParaCruz for an eligibility determination.**



# Santa Cruz Metropolitan Transit District (METRO ParaCruz)

In cooperation with the Americans with Disabilities Act of 1990 (ADA), Santa Cruz METRO operates "METRO ParaCruz", a complementary Paratransit service.

**Phone:** 831-425-4664

**CA Relay:** 711 or 800-735-2929

**Address:** 2880 Research Park Dr, #  
160 Soquel, CA 95073

**Email:** [paracruz@scmtd.com](mailto:paracruz@scmtd.com)

**Web:** <https://www.scmtd.com>

**Eligibility:** Persons certified through an in-person interview unable to functionally access the bus due to physical, cognitive, or psychiatric disabilities

**Service Area:** Door-to-door service to origin and destination locations within 3/4 mile of a METRO bus routes

**Schedule:** METRO ParaCruz service

operates the same days and hours as METRO's fixed route

**Fares:** \$4.00 or \$6.00 fare per one-way trip based on origin and destination. Premium fares for 'will-calls' are \$8.00 per trip. Re-dispatched vehicles are \$16.00

**Service:** Eligible persons may reserve service 1 - 3 days in advance (same-day service not available).  
No limitations on the number of METRO ParaCruz trips

**Trip Priority:** By reservation.

**Vehicles:** Mid-sized buses, accessible vans, minivans, in addition to private operator contracting

**Wheelchairs:** Wheelchair or mobility devices that can physically and safely be accommodated on the vehicles.  
Must navigate device on ramp or lift, and maneuver into a forward-facing position to be secured.

**Spanish:** Yes

# Scotts Valley Senior Center

**Phone:** 831-438-8666

**Address:** 370 Kings Village Road,  
Scotts Valley, CA 95066

**Email:** [dcroskrey@scottsvalley.org](mailto:dcroskrey@scottsvalley.org)  
<https://www.scottsvalley.gov/569/Senior-Center>

**Eligibility:** Members and non-members  
50+ years old

**Schedule:** Monday: Groceries/Banking  
Tuesday: Medical  
Appointments/ Groceries  
Wednesday: Lunch & Bingo  
at the Center  
Thursday: Medical  
Appointments/ Groceries  
Friday: Shopping  
See website for monthly  
calender.

**Service Fees:** Members - within Scotts  
Valley is \$1.50 one-way,  
outside Scotts Valley is \$6.00  
one-way or \$7.00 round-trip.  
Non-Members - within Scotts  
Valley is \$2 one-way, outside  
Scotts Valley is \$7 one-way  
or \$8.00 round-trip.

Additional stops are 50 cents per stop.

**Service Area:** Pick-up must be in Scotts Valley

**Service:** Reservations must be made 24 hours in advance

**Trip Priority:** Priority to medical rides, next to shopping trips

**Vehicles:** 1 minivan driven by a volunteer driver

**Wheelchairs:** No

**Spanish:** No

# Taxi - Transportation Services

**Eligibility:** Everyone

**Schedule:** 24 hours/day; 7 days/week

## Courtesy Cab Company

**Phone:** 831-761-3122

**Address:** 149 Walker St, Watsonville,  
CA 95076

**Email:** [maria@courtesycab.com](mailto:maria@courtesycab.com)

**Web:** [www.courtesycab.com](http://www.courtesycab.com)

**Service Area:** Rides originating in City of Watsonville and some parts of Santa Cruz County. No pick-up in City of Santa Cruz

**Service Fees:** \$4.00 to start  
\$7.00 for the first mile  
\$3.00 per mile thereafter  
10% discount for seniors  
MSSP and Lift Line Scrip (see page 8) accepted

**Service:** On demand

|                    |                                 |
|--------------------|---------------------------------|
| <b>Vehicles:</b>   | 6 autos<br>6 lift-equipped vans |
| <b>Wheelchair:</b> | Yes, in all vans                |
| <b>Spanish:</b>    | Yes                             |

# Santa Cruz Yellow Cab

|                       |  |
|-----------------------|--|
| <b>Phone:</b>         | 831-333-1234   |
| <b>Address:</b>       | P.O. Box 3328, Santa Cruz,<br>CA 95063   |
| <b>Email:</b>         | <a href="mailto:john@yellowcab1234.com">john@yellowcab1234.com</a>   |
| <b>Web:</b>           | <a href="http://www.yellowcab1234.com/">www.yellowcab1234.com/</a>   |
| <b>Service Area:</b>  | Cities of Santa Cruz, Scotts<br>Valley, Capitola, and<br>unincorporated county areas   |
| <b>Service Fees:</b>  | \$4.00 to start<br>\$3.00 per mile<br>\$36.00 hourly rate<br>10% discount for seniors and<br>disabled. Lift Line taxi Scrip<br>(see page 8) accepted |
| <b>Service:</b>       | Advance reservations and<br>ride requests welcome  |
| <b>Trip Priority:</b> | Based on pick-up location<br>and available drivers   |
| <b>Vehicles:</b>      | 20 sedans<br>5 minivans  |
| <b>Wheelchairs:</b>   | No   |
| <b>Spanish:</b>       | Yes  |



# **UCSC Transportation and Parking Services (TAPS) Disability Van Service**

**Phone:** 831-459-2829

**Fax:** 831-459-4234

**Address:** 1156 High St. Santa Cruz, CA  
95064

**Email:** [dvs@ucsc.edu](mailto:dvs@ucsc.edu)

**Web:** [taps.ucsc.edu/buses-  
shuttles/d-v-s.html](http://taps.ucsc.edu/buses-shuttles/d-v-s.html)

**Service Area:** Shared-ride, curb-to-curb to  
specified DVS stops servicing  
the UCSC Campus only

**Eligibility:** UCSC students, staff, or  
faculty and campus visitors  
with temporary, stamina, or  
permanent mobility  
impairments -- Medical  
documentation required

**Schedule:** School term: Mon - Fri 7:30  
am - 11:15 pm,  
weekends: 6:00 pm - 11:15  
pm  
Summer session: Mon - Fri

7:30 am - 9:45 pm  
Interession (breaks): Mon -  
Fri 7:30 am - 5:45 pm

**Service Fees:** No charge

**Service:** Reservation requests can be made online or phone. Phone reservations can be made Mon – Fri 7:30 am - 4:30 pm. Same day reservations made by phone only. Next day reservations are accepted until 7:30 pm the night before. Next day reservations received after 7:30 pm the night before will be placed on the will-call list.

**Trip Priority:** Priority is given first to advance bookings traveling to classes.

**Vehicles:** 6 accessible minivans

**Wheelchairs:** Yes

**Spanish:** No

# Van Rentals (Accessible Vehicles)

## Company: Wheelchair Getaways

**Phone:** 866-224-1750

**Address:** San Jose, San Francisco, San Mateo, other

**Web:** [www.accessiblevans.com/](http://www.accessiblevans.com/)

**Services:** Accessible van rentals

**Spanish:** No

## Company: Access Options Incorporated

**Phone:** 831-722-6804

**Email:** [info@accessoptions.com](mailto:info@accessoptions.com)

**Address:** 109 Lee Rd, Ste D  
Watsonville, CA 95076

**Web:** [www.accessoptions.com](http://www.accessoptions.com)

**Services:** Accessible van rentals, sales and modifications,  
Wheelchair Vans, Scooter Lifts, Ramp Systems, Mobility Vans

**Spanish Spoken:** Yes

# Volunteer Center of Santa Cruz County

**Phone:** Santa Cruz: 831-427-3435  
Watsonville: (831) 768-8132

**Address:** 1740 17th Ave, Suite 2,  
Santa Cruz, CA 95062

**Email:** [Transportation@scvolunteercenter.org](mailto:Transportation@scvolunteercenter.org)  
**Web:** [www.scvolunteercenter.org](http://www.scvolunteercenter.org)

**History:** Service provided by volunteer drivers since 1966. For over 40 years, the Volunteer Center Transportation Program has served to address the needs of ambulatory seniors and the disabled by offering volunteer-powered rides throughout Santa Cruz County

**Service Area:** Santa Cruz County

**Eligibility:** Seniors (65+) and disabled individuals (non-wheelchair)

**Schedule:** Monday - Friday 10:00 am - 2:00 pm

|                        |   |
|------------------------|---|
| <b>Service Fees:</b>   | No charge<br>Limit of two trips per week                                      |
| <b>Service:</b>        | Reserve at least 7-10<br>business days in advance                             |
| <b>Trips Priority:</b> | Priority given first to rides for<br>medical purposes and<br>grocery shopping |
| <b>Vehicles:</b>       | Volunteer drivers use their<br>own vehicles                                   |
| <b>Wheelchairs:</b>    | No  |
| <b>Spanish:</b>        | Yes, agency staff   |

# Ready Steady Transport Services

**(Non Emergency Medical Transportation)**

**Phone:** (657)-999-6788

**Address:** P.O. Box 83, Soquel, CA  
95073-0083

**Email:** [info@readysteadytransportationservices.com](mailto:info@readysteadytransportationservices.com)

**Web:** [readysteadytransportationservices.com](http://readysteadytransportationservices.com)

**History:** We are proud to provide local and long-distance non-emergency medical transportation throughout Santa Cruz County and prescheduled appointments beyond.

**Service Area:** Santa Cruz County, Monterey County, Santa Clara County, San Jose, and surrounding areas

**Eligibility:** Open to all including senior transportation and those with temporary or permanent disabilities requiring assisted

|                       |  |
|-----------------------|--|
|                       | ambulatory, wheelchair or<br>stretcher/gurney<br>transportation.                 |
| <b>Schedule:</b>      | Monday-Saturday 8am-5pm,<br>By appointment for pickup<br>outside scheduled hours |
| <b>Service Fees:</b>  | Call for rates   |
| <b>Service:</b>       | Reserve trip at 657-999-<br>6788   |
| <b>Trip Priority:</b> | Seniors and those with<br>mobility issues  |
| <b>Vehicles:</b>      | ADA compliant Ford Transit<br>Vans with motorized vehicle<br>lift                |
| <b>Wheelchairs:</b>   | Yes, ADA compliant   |
| <b>Spanish:</b>       | No   |



# Monterey County ADA Paratransit (MST RIDES)

**Phone:** 888-678-2871

**TDD:** 831-393-8111

**Address:** 201 Pearl Street, Monterey,  
CA 93940

**Web:** [www.mstmobility.org/](http://www.mstmobility.org/)

**Service Area:** Curb-to-curb service to origins and destinations within 3/4 mile of MST fixed-routes and available in limited areas outside the service area to registered RIDES clients\*

**Eligibility:** Clients who have a disability that prevents independent use of fixed-route service. Certification process can take up to 21 days.

**Schedule:** Service during hours/days that MST operates fixed route.

**Service Fees:** One-way, \$2.00  
Personal Care Assistants with ID card ride free

**Service:** Reservations can be made up to 7 days in advance.  
Next day reservations received until 5:00 pm.

**Vehicles:** 23

**Wheelchairs:** Yes

**\*Registered MST RIDES clients may be reimbursed up to 50% of taxi rides, based on funding availability and not to exceed \$45 per person/month.**

# San Benito County Paratransit (County Express)

**Phone:** 831-636-4161

**Address:** 330 Tres Pinos Road, Suite  
C7 Hollister CA 95023

**Email:** [info@sanbenitocog.org](mailto:info@sanbenitocog.org)

**Web:** [http://www.sanbenitocounty  
express.org/](http://www.sanbenitocountyexpress.org/)

**History:** Operated in conjunction with  
San Benito County Transit

**Eligibility:** Paratransit riders must be  
unable to use Fixed Route  
bus transit

**Service Area:** Within  $\frac{3}{4}$  mile of bus routes\*  
Connecting service at Gilroy  
for Santa Clara County  
services

**Service Fees:** \$1.25\*, Personal Care  
Assistants ride free

**Service:** Reservations accepted up to  
14 days in advance or same  
day. Rides scheduled the day  
of service will be subject to a

\$1.00 convenience fee.

**Trip Priority:** Not applicable

**Vehicles:** 5 vehicles in service daily  
Monday - Friday  
1 vehicle in service Saturday  
& Sunday

**Wheelchairs:** Yes

**Spanish:** Yes

**\*A general Dial-A-Ride service is available for anyone living outside  $\frac{3}{4}$  mile of the Fixed Route service area. General Dial-A-Ride service fares are \$1.25 for youth, seniors, and disabled individuals and \$2.00 for adults**

# Santa Clara County ACCESS Paratransit

**Phone:** 408-321-2380

**TDD:** 408-436-0155

**Fax:** 408-382-0470

**Address:** 926 Rock Ave., Suite 10, San Jose, CA 95131

**Email:** [admin@outreach2.org](mailto:admin@outreach2.org)

**Web:** [www.outreach1.org](http://www.outreach1.org)

**History:** Valley Transportation Authority (VTA) provides accessible bus, light rail, and paratransit service through contract with Outreach and Escort, Inc.

**Service Area:** 3/4 mile corridor around VTA bus, light rail routes

**Schedule:** Administration is open 8:00 am - 5:00 pm  
Service hours comparable to VTA route schedules

**Service Fees:** \$4.00 / \$0.75 per mile each way\*  
Personal Care Assistants ride

free

**Service:** Reservations accepted 1-3 days in advance

**Trip Priority:** Not applicable

**Vehicles:** Sedans and wheelchair-accessible vans

**Wheelchairs:** Yes

**Spanish:** Yes

**\* Surcharge of two times the One-Way Trip fare is added to the regular charge for each trip that originates and/or terminates within Santa Clara County, but outside the ADA Paratransit Service Area. Customers living outside of the ADA Paratransit Service Area will be subject to the Service Area Surcharge for trips to or from their home.**

# Telephone Numbers

Cabrillo College Accessibility Support Center ---  
-----831-479-6379  
Central Coast Ambulance Service -----  
-----831-685-3201  
City of Capitola-Seasonal Shuttle -----  
-----831-475-7300  
Community Bridges/Lift Line ----831-688-9663  
Courtesy Cab Co. (Watsonville) -----  
-----831-761-3122  
First Transit -----831-460-9911  
Greyhound Bus Lines -----831-423-408  
or 1-800-231-2222  
Medi-Cal/Alliance Non-Emergency-----  
-----1-800-700-3874 ext. 5577  
Mental Health Client Action Network -----  
-----831-469-0462  
Santa Cruz County Veterans Service Office ----  
-----831-454-7276  
Santa Cruz Metropolitan Transit District -----  
-----831-425-4664  
METRO ParaCruz -----831-425-4664  
Scotts Valley Senior Center -----831-438-8666  
UCSC Disability Van Service -----831-459-2829  
Van Rentals:  
    Access Options -----831-722-6804  
    Wheelchair Getaways -----866-224-1750  
Volunteer Center of Santa Cruz:  
    Santa Cruz -----831-427-3435  
    Watsonville -----831-768-8132  
Santa Cruz Yellow Cab -----831-333-1234

Other Counties:

Monterey -----1-888-678-2871

San Benito -----831-636-4161

Santa Clara -----408-321-2380



Prepared by

**The Santa Cruz County  
Regional Transportation Commission**

1101 Pacific Avenue Suite 250, Santa Cruz, CA  
95060, [www.sccrtc.org](http://www.sccrtc.org)

For more information or additional copies,  
please call 831-460-3200

**Revised July 2025**



**MEMORANDUM**

**TO:** SCCRTC Elderly & Disabled TAC

**FROM:** Regina Valentine, Senior Planner

**SUBJECT:** Draft 2025 Coordinated Public Transit – Human Services  
Transportation Plan

**MEETING DATE:** August 12, 2025

**RECOMMENDATION:**

Staff will provide an overview of the Draft 2025 Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan). Members are asked provide input and comments on the Draft 2025 Coordinated Plan.

**BACKGROUND:**

AMBAG is required to develop a Coordinated Public Transit – Human Services Transportation Plan (Coordinated Plan) for the tri-county region. Under the Bipartisan Infrastructure Law (BIL) / Infrastructure Investment and Jobs Act (IIJA) of 2021, this plan must be completed and used in developing applications for the Federal Transit Administration (FTA) Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) grant program. The plan identifies local transportation needs for seniors, persons with disabilities, and persons of limited means to facilitate applications for the FTA Section 5310 program.

The FTA Section 5310 program provides funding to assist private non-profit groups and public transportation providers in meeting the transportation needs of seniors and persons with disabilities when the transportation services provided are unavailable, insufficient, or inappropriate to meeting these needs. The funds are apportioned based on each State's share of the population of these demographics and awarded to projects through a statewide competitive process. Funds may be used for capital or operating expenses. The Coordinated Plan, as required by the 2021 BIL/IIJA, must include the following elements:

- An assessment of currently available transportation services (public, private, and non-profit);
- An assessment of transportation needs for seniors and persons with disabilities. This assessment can be based on the experiences and perceptions of the planning partners or on more sophisticated data collection efforts;
- Strategies, activities, and/or projects to address the identified gaps between current services and needs, as well as opportunities to achieve efficiencies in service delivery;
- Priorities for implementation based on resources (from multiple program sources), time, and feasibility for implementing specific strategies and/or activities; and
- Where less than 100 percent of the demand response fleet is accessible, a demonstration of how the requirement for equivalent service will be met.

## **DISCUSSION:**

The purpose of the Coordinated Plan is to improve public transportation for seniors, persons with disabilities, and persons of limited means. This is accomplished through identifying where the public transportation system can better meet these needs and describing projects or changes which would help alleviate the shortcomings. The Plan also includes a list of public transportation services that serves these populations.

The projects and changes identified in this Plan are made eligible for federal funding through the FTA Section 5310 grant program. In the past, this funding source has been used by public transportation agencies to replace or purchase new paratransit vehicles, as well as for operating expenses.

The Draft 2025 Coordinated Plan is composed of six main chapters, each of which is summarized below:

### *Chapter 1: Executive Summary*

The executive summary provides an overview of the main points of the longer document.

### *Chapter 2: Introduction*

The introduction provides background on the purpose of the plan, an overview of the federal requirements, and associated funding sources.

### *Chapter 3: Monterey County*

This chapter covers the federal requirements for Monterey County. It provides the community setting, describes the public outreach that was conducted, assesses the currently available transportation services, assesses the transportation needs for the target populations, lists strategies/activities/projects to address the identified gaps, and priorities their implementation.

*Chapter 4: San Benito County*

This chapter covers the federal requirements for San Benito County, as described for Chapter 3.

*Chapter 5: Santa Cruz County*

This chapter covers the federal requirements for Santa Cruz County, as described for Chapter 3.

*Chapter 6: Conclusion*

The conclusion provides next steps.

**NEXT STEPS:**

The Draft 2025 Coordinated Plan will be presented at various meetings throughout the region, including the RTPAs' Technical Advisory Committees and other transportation related committees. The Draft 2025 Coordinated Plan is available on the AMBAG website at <https://www.ambag.org/plans/monterey-bay-area-coordinated-public-transit-human-services-transportation-plan>.

The public comment period will close on September 26, 2025. All comments should be sent to Regina Valentine, AMBAG, 24580 Silver Cloud Court, Monterey, CA 93940 or via email at [rvalentine@ambag.org](mailto:rvalentine@ambag.org). Staff will incorporate comments received into the Final 2025 Coordinated Plan, which is scheduled to be adopted by the AMBAG Board at the November 12, 2025 meeting.



Association of Monterey Bay Area Governments

# **Draft 2025 Coordinated Plan**

August 2025

# Purpose and Need

- ◆ Identify and plan for the transportation needs of seniors, persons with disabilities, and persons of limited means
- ◆ Eligibility for FTA Enhanced Mobility of Seniors & Individuals with Disabilities (Section 5310) funding
- ◆ Mirrors Transportation Development Act (TDA) Unmet Transit Needs (UTN) process

# Plan Elements as Required by the 2021 BIL/IIJA:

|   |  |
|---|--|
| 1 | An assessment of currently available transportation services (public, private, and non-profit) |
|---|--|

|   |   |
|---|---|
| 2 | An assessment of transportation needs for seniors and persons with disabilities |
|---|---|

|   |   |
|---|---|
| 3 | Strategies, activities, and/or projects to address the identified gaps between current services and needs |
|---|---|

|   |   |
|---|---|
| 4 | Priorities for implementation based on resources, time, and feasibility |
|---|---|

|   |   |
|---|---|
| 5 | Where less than 100% demand response fleet is accessible, how equivalent service will be provided |
|---|---|

*Overview*

# Draft 2025 Coordinated Plan

[Link to Document](#)

- ◆ **Chapter 1: Executive Summary**
- ◆ **Chapter 2: Introduction**
- ◆ **Chapter 3: Monterey County**  
Community Setting, Outreach, Available Services,  
Transportation Needs, Strategies, Priorities
- ◆ **Chapter 4: San Benito County**
- ◆ **Chapter 5: Santa Cruz County**
- ◆ **Chapter 6: Conclusion**



# Next Steps



## **Advisory Committee Presentations**



## **Comments Due September 26th**

- Mail: 24580 Silver Cloud Court, Monterey, CA 93940
- Email: [rvalentine@ambag.org](mailto:rvalentine@ambag.org)



## **Scheduled for AMBAG Board Adoption November 2025**

# Regina Valentine

Senior Planner



Email

**[rvalentine@ambag.org](mailto:rvalentine@ambag.org)**



Phone

**831-264-5096**



**AGENDA:** August 12, 2025

**TO:** The Elderly and Disabled Transportation Advisory Committee  
(E&D TAC)

**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 Elderly and Disabled Transportation Advisory Committee (E&D TAC) receive an informational update and provide input on the Zero Emission Passenger Rail and Trail Project's Milestone 4, including the draft Project Concept Report and Financial Analysis.

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## **BACKGROUND**

The Regional Transportation Commission (RTC) is has reached Milestone 4, Draft Project Concept in the development of the Zero Emission Passenger Rail and Trail project concept development 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>.

## **DISCUSSION**

Since the last update to the E&D TAC, the Commission held a public hearing at the August 2025 meeting to receive feedback on the Draft Project Concept Report. Public engagement is being conducted from June 12, 2025 through August 22, 2025 on the Draft Project Concept Report.

At its June 12, 2025 meeting, the Commission received an update on the status of the Project's concept development and on the Draft Project Concept Executive Summary, providing new information on the proposed rail and trail alignment, conceptual station locations and access features, conceptual ridership projections, conceptual passenger rail operations and freight interface, vehicle types, environmental screening findings, detailed capital and operating cost estimates, a preliminary funding and regulatory strategy to support future project development, and a summary of public engagement feedback received to date. The Commission directed staff to prepare and present a financial analysis utilizing the cost estimates in the draft Project Concept Report to calculate the local share required to cover 20% to 50% of capital costs as a match to future state and federal construction grants, while covering operations and maintenance costs following construction and testing of the new facility.

Staff will continue to receive and compile comments received throughout the summer Milestone 4 engagement period. Similar to previous project milestones, staff will prepare an engagement summary following the close of the review period on August 22. Staff will return to the Commission with the Milestone 4 engagement summary at a later date.

Following acceptance of the Final Project Concept Report in fall 2025 by the Commission, the Project has the opportunity to move into Preliminary Engineering and Environmental Documentation through the California Environmental Quality Act and the National Environmental Policy Act, subject to the availability of funding.

## PROJECT CONCEPT REPORT

### Milestones and Engagement Opportunities



**Figure 1: Project Concept Report Milestones**

**FISCAL IMPACT**

There are no new fiscal impacts associated with receiving an update presentation and reviewing next steps for project development on the Santa Cruz Branch Line related to the Zero Emission Passenger Rail and Trail Project.

**NEXT STEPS**

As shown in Figure 1, the Project has reached Milestone 4, Draft Project Concept Report, which was released in late July 2025 and includes the preliminary opinion of probable conceptual capital, operations, and maintenance cost estimates. Staff anticipate returning to the Commission in the fall to present the final Project Concept Report after incorporating comments received during Milestone 4.

**SUMMARY**

Staff provided an update to the E&D TAC regarding the Zero Emission Passenger Rail and Trail Project's concept development. Input and feedback was solicited from the E&D TAC, and additional input can be provided at the virtual open house at [www.zeprt.com](http://www.zeprt.com) or via email to [zeprt@scrtc.org](mailto:zeprt@scrtc.org).

# E & D TAC

## Pedestrian Hazard Reports

8/4

| Date     | First Name | Last Name  | Location                     | Cross Street | City       | Category                                   | Additional Comments   | Forwarded to   | Forwarded Date | Response   |
|----------|------------|------------|------------------------------|--------------|------------|--|---|----------------|----------------|--|
| 07/23/25 | Morgan     | Carr-berry | 3605 Sevilla Dr              | N/A          | Soquel     | Ped: Vehicles or objects blocking sidewalk | Boat trailer hitch protruding into sidewalk. Has not moved for 2 years.   | DPW            | 07/24/25       | <b>7/24/25 Arizza Murillo:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.  |
| 07/21/25 | Robin      | Courtney   | 4501 Oneill Ct               | Oneill Ln    | Soquel     | Ped: Plant overgrowth or interference      | 4501 Oneill Lane Soquel, CA. Bushes are overgrown forcing pedestrians into the street. This is across from Soquel High. The Signal on Oneill Lane is also hidden. It has been this way for over 2 months. The house was sold over 2 months ago and no effort by owners correct this blockage has occurred.                                      | DPW            | 07/22/25       | <b>7/22/25 Arizza Murillo:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance and Encroachment division for review & response.   |
| 06/27/25 | Jack       | Brown      | Soquel Ave                   | La Fonda Ave | Santa Cruz | Ped: Construction hazard                   | Please remove the drain barriers and red bollards as soon as possible. Now with the regular bollards in place, these barriers and construction bollards are EXTREMELY hazardous, especially in the downhill portions of Soquel Avenue. There is very little room to avoid these barriers.   | DPW            | 07/01/25       | <b>7/1/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to the Resident Engineer for review & response. <b>7/1/25 Stacey Muller:</b> Good afternoon All, We are in agreement with the comments that were forwarded. Removal of inlet protection and red bollards is taking place this week starting today at State Park Drive and moving West to La Fonda. |
| 06/23/25 | Kelley     | Jones      | 813 and 835 Vista Del Mar Dr | N/A          | Aptos      | Ped: Lack of sidewalk                      | The blind corners at 813 and 835 Vista Del Mar Dr in Aptos make it very dangerous to walk around (I'm disabled and don't have a car) and I've gotten close to being hit many times. The road is much too skinny and I've also seen many cars coming close to being hit. Can we widen the road or at least put up "blind corners" signs?         | DPW            | 06/24/25       | <b>6/24/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Traffic division for review & response.  |
| 06/22/25 | Ricahard   | Stover     | Highway 1                    | Western Dr   | Santa Cruz | Ped: Traffic signal problem                | The ped-head has been installed upside-down! The photo shows the problem, looking north on hwy 1. This was clearly a caltrans mistake. The ped-head is attached at two points and can't be rotated by anyone. Some caltrans person had to install the head upside-down into the housing. Of course, count-down numbers are all upside-down too. | Jonathan Wulff | 06/24/25       | <b>6/24/25 Jonathan Wulff:</b> I'll let our electrical team know.  |

# E & D TAC

## Pedestrian Hazard Reports

8/4

| Date     | First Name | Last Name | Location      | Cross Street  | City       | Category                        | Additional Comments   | Forwarded to                  | Forwarded Date | Response   |
|----------|------------|-----------|---------------|---------------|------------|---------------------------------|---|-------------------------------|----------------|--|
| 06/10/25 | Kelly      | Sauder    | 329 High St   | N/A           | Santa Cruz | Ped: Other                      | I am writing to express serious concerns about the dangerous bike path in front of my home at 329 High Street. The current configuration poses significant safety risks to my family, including young grandchildren and elderly parents, as well as to myself and my neighbors. Cyclists and motorcyclists frequently disregard stop signs, speeding through the bike path without yielding. This reckless behavior creates hazardous conditions when entering or exiting our driveway, as vehicles and pedestrians must cross the bike path. Additionally, accessing our parked cars on the street requires crossing the path, which has become increasingly perilous due to the high speeds and lack of compliance with traffic controls. The situation is particularly alarming for our young grandchildren, who cannot safely navigate the area, and our elderly parents, who feel extremely vulnerable due to the path's design and the unpredictable behavior of riders. We are deeply worried about the potential for accidents or injuries. I would like the city to take immediate action to address these safety issues. Potential solutions could include improved signage, speed bumps, reconfigured lane markings, or increased enforcement to ensure compliance with stop signs. I would also welcome a site visit to assess the situation firsthand and discuss mitigation strategies. The situation is particularly alarming for our young grandchildren, who cannot safely navigate the area, and our elderly parents, who feel extremely vulnerable due to the path's design and the unpredictable behavior of riders. We are deeply worried about the potential for accidents or injuries. I would like the city to take immediate action to address these safety issues. Potential solutions could include improved signage, speed bumps, reconfigured lane markings, or increased enforcement to ensure compliance with stop signs. I would also welcome a site visit to assess the situation firsthand and discuss mitigation strategies. | Dan Estranero, Joanna Edmonds | 06/10/25       | Follow up email sent 7/9/25  |
| 06/09/25 | Brett      | Garrett   | 224 Church St | Center St     | Santa Cruz | Ped: Damaged sidewalk           | Very rough sidewalk, multiple trip hazards in busy area.  | Dan Estranero, Joanna Edmonds | 06/10/25       | Follow up email sent 7/9/25  |
| 06/03/25 | Meghan     | Arnold    | Beach St      | West Cliff Dr | Santa Cruz | Ped: No crosswalk or striping   | I have also submitted this request to the city: With the new rail trail segment open, there's actually a lovely loop for dog walking or running to go through La Barranca Park, East on West Cliff and down the hill (non-ocean side) to the trailhead. However, the crosswalk at Beach & West Cliff (by the trestle) is pretty non-existent. I'm wondering if there is striping or at least a pedestrian yellow sign planned for this intersection?  | Dan Estranero, Joanna Edmonds | 06/04/25       | Follow up email sent 7/9/25  |
| 06/03/25 | Wayne      | Burnham   | Brookside Ave | Glen Arbor Rd | Ben Lomond | Ped: Rough pavement or potholes | Where Brookside and Glen Arbor intersect there are ruts, broken pavement, and potholes that make walking hazardous. Especially when there is traffic. The left side of Glen Arbor where it intersects Brooks ice going South.   | DPW                           | 06/03/25       | 6/3/25 Stacey Muller: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response. |

# E & D TAC

## Pedestrian Hazard Reports

8/4

| Date     | First Name | Last Name | Location                           | Cross Street | City       | Category                              | Additional Comments   | Forwarded to | Forwarded Date | Response  |
|----------|------------|-----------|------------------------------------|--------------|------------|---------------------------------------|---|--------------|----------------|---|
| 06/02/25 | David      | Dean      | Soquel Dr at several intersections | N/A          | Aptos      | Ped: Traffic signal problem           | The walk times along Soquel drive have been shortened by a large amount. It's no longer possible to cross Soquel Drive before the pedestrian signal changes to solid red, and I am an able bodied man. I've believe this is due to the recent work that has been done. These walk times need to be at least doubled so that people with mobility issues such as walkers can safely cross the street. I've noticed this at Soquel Dr/Soquel Ave, Soquel Dr/Commercial Crossing, Soquel Dr/Mission Dr, Soquel Dr/Thurber Ln, Soquel Dr/Winkle Ave. and Soquel Dr/Dover Dr. I won't be surprised if this is the entire length of Soquel. Please stop prioritizing auto travel wait times over pedestrian crossing times. | DPW          | 06/03/25       | <b>6/3/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Traffic division for review & response.  |
| 05/14/25 | Debra      | McBlink   | 5153 Soquel Dr                     | Lafayette St | Soquel     | Ped: Plant overgrowth or interference | 5153 Soquel Drive, Soquel. Pedestrians need to step into street bike lane to get around Plant overgrowth onto sidewalk.   | DPW          | 05/20/25       | <b>5/20/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance and Encroachment divisions for review & response.  |
| 05/12/25 | Ernesto    | Anguiano  | 22613 East Cliff Dr                | 26th Ave     | Santa Cruz | Ped: Plant overgrowth or interference | There is heavy plant overgrowth immediately protruding into the bike lane, pedestrian lane, and even the county road. This dangerous condition forces pedestrians and cyclists onto the vehicle traffic lane. Both this home and the rental home on the corner have the overgrowth.   | DPW          | 05/13/25       | <b>5/13/25 Stacey Muller:</b> Hello, Thank you for your email. I am forwarding to our Road Maintenance and Encroachment division for review & response. <b>5/13/25 Michael MacMahon:</b> Hello, I will investigate and take appropriate action. <b>5/30/25 Ernesto Anguiano:</b> Hi All, I wanted to thank you again for your help with this and in ensuring the safety of everyone using the roads. I wanted to follow up regarding the vegetation overgrowth issue in the bike lane that I previously reported. I was out running yesterday and had to step into oncoming traffic because another person was walking in the bike lane, and due to the overgrowth, there was not enough space to safely pass. The vegetation is still noticeably encroaching into the bike lane. I've attached photos to this email to show the current condition — in some areas, the bike lane markings are completely covered by the vegetation. Could you please confirm whether this issue is considered resolved, or if there is still further follow-up planned? <b>5/30/25 Michael MacMahon:</b> Hello Ernesto, I appreciate your help in identifying these issues. No, I do not consider this issue resolved. The vegetation you have pictured is the responsibility of the adjacent property owner. I will continue to work with both property owners to have vegetation trimmed away from edge of road to County Design Criteria. |



# E & D TAC

## Pedestrian Hazard Reports

8/4

| Date     | First Name | Last Name | Location                                      | Cross Street     | City       | Category                 | Additional Comments   | Forwarded to                     | Forwarded Date | Response  |
|----------|------------|-----------|---|------------------|------------|--------------------------|---|----------------------------------|----------------|---|
| 05/09/25 | Julie      | Vergness  | Pacific Ave                                   | Second St        | Santa Cruz | Ped: Other               | I'm writing about the cross walk on Pacific Ave at its intersection with Second street. This crosswalk is extremely unsafe for pedestrians. As a student, I walk from my apartment to the bus stop located at Pacific/ Viaduct lane every day to get to campus and every day I feel unsafe at this crosswalk. This crosswalk is located on a busy street with no stop or yield signs in any direction, meaning that I often have to stand there and wait for several cars to pass before one actually decides stops for me. Additionally, due to the parked cars on Pacific ave, I often have to prematurely step out onto the street to even be able to see if there are cars coming. I constantly see this crosswalk used by others trying to get to and from this bus stop, as its only 180ft away and basically separates all the homes on beach hill from the bus stops. This crosswalk needs more infrastructure to protect pedestrians, especially as the beachgoer traffic continues to increase. One way to solve this problem without affecting traffic when there are no pedestrians would be by adding buttons on either side of the road that will trigger lights to flash to indicate that a pedestrian is crossing (similar to the one on Heller Dr. near the Kerr Hall bus stop) or a traffic light that is activated by pedestrian need (as seen at the crosswalk on Mission near the Mission & Palm bus stop). Thank you for considering my request and thank you for taking initiative to solve this issue. please protect pedestrians | Dan Estranero,<br>Joanna Edmonds | 05/13/25       | Follow up email sent 7/9/25   |
| 05/07/25 | Kelley     | Jones     | 835 Vista Del Mar dr and 813 Vista Del Mar Dr | Cresta Vista Way | Aptos      | Ped: Lack of sidewalk    | As a pedestrian, people drive too fast around the blind corners of 835 Vista Del Mar dr and 813 Vista Del Mar Dr in Aptos. Can you put "blind corners" signs in those areas or some other safety measures?  | DPW                              | 05/13/25       | 5/13/25 Stacey Muller: Hello, Thank you for your email. I am forwarding to our Traffic division for review & response.      |
| 05/06/25 | Kailash    | Mozumder  | 1390 30th Ave                                 | Brommer St       | Santa Cruz | Ped: Sidewalk too narrow | 1390 30th Avenue. Sidewalk too narrow around hydrant, not enough room for a wheelchair to pass.   | DPW                              | 05/13/25       | 5/13/25 Stacey Muller: Hello, Thank you for your email. I am forwarding to our Encroachment division for review & response. |