



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

MEETING AGENDA

Monday, December 8, 2025

5:30 pm to 8:00 pm

In-Person Meeting

Aptos Branch Library: 7695 Soquel Dr, Aptos, CA 95003

Remote Participation

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

<https://us02web.zoom.us/j/84690328939?pwd=uahHnvMUIRdH25rxS4gyMtHiPei8qX.1>

Online meeting ID: 846 9032 8939

Password: 719140

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

COMMITTEE MEMBERSHIP

<u>Member</u>	<u>Alternate</u>	<u>Representing</u>
Scott Roseman	Corrina McFarlane	District 1
Jack Brown	Vacant	District 2
Sally Arnold	Alex Santiago	District 3
Anna Kammer	Steven Jonsson	District 4
Rick Hyman	Theresia Rogerson	District 5
Paula Bradley	Christopher O'Connell	City of Capitola
Matt Farrell	Jae Riddle	City of Santa Cruz
Vacant	Vacant	City of Scotts Valley
Gina Cole	Vacant	City of Watsonville
Matt Miller	Jennifer Villegas Moreno	Ecology Action/Bike To Work
Alexander Yasbek	Kelly Curlett	Comm. Traffic Safety Coalition

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

1. Call to Order
2. Introductions
3. Consider any AB 2449 requests by voting members to participate remotely.

4. Announcements – RTC staff
5. Oral communications – members and public

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

6. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

7. Approve draft minutes of the October 13, 2025, Bicycle Advisory Committee Meeting
8. Receive Summary of Hazard Reports
9. Accept Committee Meeting Schedule for 2026
10. Recommend to the Regional Transportation Commission (RTC) the nomination of new committee appointments
11. Accept the direct appointment of new committee member

REGULAR AGENDA

12. Elect New Chair for Bicycle Advisory Committee
13. Review and provide input on 2026 State and Federal RTC Legislative Programs
– Max Friedman, RTC
14. Receive information on Draft 2050 Santa Cruz County Regional Transportation Plan – Tommy Travers, RTC
15. Receive information and provide input on Rural Highway Safety Plan:
Milestone 3 Draft Safety Enhancement Concepts –Brianna Goodman, RTC
16. Updates related to committee functions – Committee members (oral updates)

17. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for February 9, 2026, from 5:30pm to 8:00pm at the RTC offices. Members of the public and non-voting committee alternates may join remotely.

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

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

HOW TO REACH US

Santa Cruz County Regional Transportation Commission | 1101 Pacific Avenue Ste. 250, Santa Cruz, CA 95060
phone: (831) 460-3200 | email: info@scrtc.org | website: www.scrtc.org

AGENDAS ONLINE

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

REMOTE PARTICIPATION –Committee Members (AB 2449)

This meeting is being held in accordance with the California Ralph M. Brown Act as amended by AB2449 of 2022 and AB2302 of 2024 and as interpreted by Attorney General Opinion 23-1002.

1. *Members of the committee may attend by teleconference if the location from which they are attending is open to the public to participate and the remote meeting location is listed on the agenda.*
2. *Members of the committee may attend via zoom up to two times per year due to an emergency or for cause according to requirements set forth in Government Code Section 54953, as long as a quorum of the committee is present in person at one meeting location within the county. The remote location from which the member is participating does not need to be listed on the agenda and does not need to be available to the public.*
 - *Government Code Section 54953(j) defines "just cause" as:*
 - *Care of a child, parent, grandparent, grandchild, sibling, spouse, or domestic partner;*
 - *a contagious illness that prevents a member from attending in person;*
 - *a need related to a physical or mental disability as defined by statute; or*
 - *travel while on official business of the RTC or another state or local agency*
 - *Government Code Section 54953(j) defines "emergency circumstances" as a physical or family medical emergency that prevents a member from attending in person. The committee member must provide a general description of the circumstances relating to your need to appear remotely at the given meeting (not exceeding 20 words). Medical condition does not need to be disclosed. The ITAC must take action to approve the request to participate due to an emergency circumstance at the start of their regularly scheduled meeting.*
3. *Per Attorney General Opinion 23-1002, members with an Americans with Disabilities Act (ADA) qualifying disability that precludes their in-person attendance may participate remotely as a reasonable accommodation due to their disability.*
4. ***Under any circumstance that a member is participating remotely:*** *The members must be connected in real time through both audio and visual means, and they must disclose the identities of any adults present with them at the remote location.*

REMOTE PARTICIPATION - Public

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

PARTICIPACIÓN REMOTA – El público

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

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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

TITLE VI NOTICE

The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1101 Pacific Avenue Ste. 250, Santa Cruz, CA, 95060 or online at www.sccrtc.org. A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.

https://rtcsc.sharepoint.com/sites/Planning/Shared Documents/Bicycle Advisory Committee/Agenda Packets/BC2025/7. October/BAC_October_2025_Agenda.docx



**Santa Cruz County Regional
Transportation Commission's**

BICYCLE ADVISORY COMMITTEE

**MEETING
DRAFT MINUTES
Monday, October 13, 2025
5:30 pm to 8:00 pm**

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

1. Call to Order: Vice Chair Gina Cole called the meeting to order at 5:36 pm.

2. Introductions

Members Present, in Person:

Scott Roseman, District 1
Jack Brown, District 2
Sally Arnold, District 3
Steven Jonsson, District 4 (Alt.)
Paula Bradley, City of Capitola
Matt Farrell, City of Santa Cruz
Gina Cole, City of Watsonville (Vice Chair)
Matt Miller, Ecology Action
Leo Jed, CTSC

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

Theresia Rogerson, Dist. 5 (Alt.)

Staff:

Tommy Travers, Transportation Planner
Max Friedman, Transportation Planner
Grace Blakeslee, Transportation Planner
Rachel Moriconi, Transportation Planner

Members Remote, Not Voting:

Corrina McFarlane, District 1 (Alt.)
Rick Hyman, District 5

Unexcused Absences:

Excused Absences:

Alex Santiago, District 3 (Alt.)
Anna Kammer, District 4 (Chair)
Christopher O'Connell, City of Capitola (Alt.)
Jae Riddle, City of Santa Cruz (Alt.)
Jennifer Villegas Moreno, Ecology Action
(Alt.)
Kelly Curlett, CTSC (Alt.)

Vacancies:

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

Guests:

Claire Gallogly, City of Santa Cruz
Casey Carlson, County of Santa Cruz
Egor Murochkin, Jean Brocklebank, Cindy
Pearce, Kevin Maguire, Justin Blair, Jim
Helmer, David Dean, Richard James, and
Brian Peoples, members of the public

3. Considered any AB 2449 requests by voting members to participate remotely:
Theresia Rogerson (District 5) participated and voted remotely under just
cause.
4. Staff announcements

Staff gave an announcement reminding participants of the general rules of order to ensure an orderly and respectful discussion.

5. Oral communications

Gina Cole announced that Open Streets (Calles Libres) will take place in downtown Watsonville on Sunday, November 2, from 12:00 p.m. to 4:00 p.m. Committee members and their respective agencies are invited to participate and host informational tables at the event. Theresa Rogerson gave kudos to the agencies responsible for organizing A Week Without Driving.

6. Additions or deletions to consent and regular agendas:

Item 9 was pulled from the consent agenda by the Chair and will be added to the agenda for the next Committee meeting. Staff announced that handouts were made available for Items 10 and 11.

CONSENT AGENDA

A motion was made (Arnold/Farrell) to approve items 7 and 8 of the consent agenda. The motion passed unanimously with Roseman, Brown, Arnold, Jonsson, Rogerson, Bradley, Farrell, Cole, Miller, and Jed voting in favor.

7. Approve draft minutes of the August 11, 2025, Bicycle Advisory Committee Meeting

8. Receive Summary of Hazard Reports

A committee member requested that the job number be included in future hazard report summaries.

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

This item was pulled by the Chair from the consent agenda to be added to the consent agenda of the next Committee meeting, since the nominee was not in attendance.

REGULAR AGENDA

10. Review and recommend approval of Soquel San Jose Rd/Porter St Road Resurfacing & Multimodal Improvements STIP funding request – Casey Carlson, County of Santa Cruz

Casey Carlson, County of Santa Cruz, presented draft designs for the Soquel San Jose Rd/Porter St Resurfacing & Multimodal Improvements project, which is planned to go out to bid in Spring 2026. Committee members discussed intersection design considerations at Paper Mill Road, potential right-turn lane configurations at Soquel Drive, and adding additional bicycle safety treatments such as a bike box at O'Neill Road, sharrows, and extended green conflict striping, and there were suggestions to add sharrows and "3 Feet Minimum" signs on the rest of Soquel San Jose Rd where there are no bike lanes.. Claire Gallogly suggested considering a two-stage left-turn treatment. Cindy Pearce noted that the place where the pavement meets the gutter pan typically leaves a gap and suggested that new projects include paving all the way to the curb. Kevin Maguire commented that while traveling uphill along the project area he has experienced near misses with students on e-bikes who turn into the lane without looking before making left turns. An ad hoc subcommittee was formed to meet with County staff to review the corridor intersection by intersection and identify potential safety hazards. The ad hoc subcommittee includes Leo Jed, Matt Miller, and Jack Brown.

11. Receive information and provide recommendations on Consolidated Grants Preliminary Recommendations – Rachel Moriconi, Sr. Transportation Planner

Rachel Moriconi, RTC staff, presented the preliminary recommendations for the 2025 Consolidated Grant Program, which combines multiple state and federal funding sources to support local transportation projects.

Committee discussion included clarification on funding needs for trail design to retain state and federal grants and the overall impacts of funding distributions across jurisdictions. Several members emphasized the need to support south county projects that improve access for bicycles and pedestrians, particularly Clifford Drive and Pennsylvania Avenue projects in Watsonville, and expressed support for Scenario 1, noting its balance across the region and larger grant awards to most projects if the Zero Emission Passenger Rail & Trail (ZEPRT) project were not funded. Some members expressed support for advancing environmental review for the ZEPRT segments and ensuring that outside grant funds at risk for the Coastal Rail Trail are protected. Another committee member also expressed support for the RTC ranking system, and strong support for the Felton complete streets project.

Public Comments:

- Egor Murochkin urged the committee to consider choosing Scenario 1 and supporting the SLV Schools and Bike Safe/Walk Safe projects.

- Kevin McGuire supported Scenario 1, noting it emphasizes bicycle infrastructure that can be used sooner, provides benefits to the most people, and ends further studies.
- Justin Blair advocated for maintaining funding for the rail study and continuing progress on rail planning.
- Jim Helmer expressed concern that the two-block walkway on Glen Arbor Road was not recommended for funding this cycle and encouraged stronger advocacy for District 5.
- David Dean stated that south county is receiving limited funding and urged the committee to prioritize south county projects especially Pennsylvania Drive, continue supporting the Rail Trail, and support service for METRO Route 90X.
- Jean Brocklebank urged the committee to select Scenario 1 as well as to support the San Lorenzo Valley, Soquel Drive, Granite Creek Road, south county, and Bike Safe/Walk Safe projects.
- Richard James stated that the Rail Trail should remain the top priority and highlighted the importance of the Soquel Drive, Highway 9, Pennsylvania Drive, and Granite Creek Road projects.
- Brian Peoples supported Scenario 1 and encouraged focusing funding on bicycle infrastructure.

A motion was made (Farrell/Arnold) to recommend an altered Scenario 2, increasing funding for Coastal Rail Trail Segments 8-11 preconstruction from \$1,000,000 to \$2,000,000, reducing funding for ZEPRT from \$5,000,000 to \$1,250,000, and increasing funding for Coastal Rail Trail Segment 8-9 construction from \$2,750,000 to \$4,000,000, excluding the temporary bridge along Murray Street. The motion failed (4-6) with Roseman, Brown, Jonsson, Rogerson, Miller, Jed voting in opposition and Arnold, Bradley, Farrell, and Cole voting in favor.

A motion was made (Roseman/Brown) to recommend Scenario 1. The motion passed (6-4) with Roseman, Brown, Jonsson, Rogerson, Miller, Jed voting in favor and Arnold, Bradley, Farrell, and Cole voting in opposition.

12. Receive information and provide input on Measure D: Five-Year Programs of Projects for Regional Projects – Rachel Moriconi, RTC

Rachel Moriconi, RTC staff, provided a presentation on proposed updates for the Measure D five-year programs of projects (5-Year Plans) for regional investment categories and projects: Highway Corridors, Active Transportation, Rail Corridor, the Highway 17 Wildlife Crossing and San Lorenzo Valley-Highway 9 Corridor Improvements, as well as the 5-year plan for Community Bridges Lift Line.

A committee member questioned how Measure D funding plans would be affected if the RTC decided not to provide funding for ZEPRT. Grace Blakeslee, RTC staff, provided clarification that the proposed 5-year plans would require financing either way. Some committee members raised concerns with taking on debt in regard to programming certain projects.

A motion was made (Brown/Bradley) to accept the Measure D five-year program as presented. The motion passed unanimously with Roseman, Brown, Arnold, Jonsson, Rogerson, Bradley, Farrell, Cole, Miller, and Jed voting in favor.

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

None.

14. Adjourn

The meeting adjourned at 8:29 p.m.

NEXT MEETING: The next Bicycle Committee meeting is a special meeting scheduled for November 3, 2025, from 5:30pm to 8:00pm **at the Aptos Branch Library**. Members of the public and non-voting committee alternates may join remotely. The meeting will be canceled if there are not action items to be considered by the Committee.

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

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Maintenance Number	Response
11/21/25	Richard	Stover	Highway 1	N/A	Santa Cruz County	Bike: Debris on shoulder or bikeway	Trash is starting to pile up along various areas of Highway 17 both north and south	Caltrans	11/24/25		<p>11/26/25 Jonathan Wulff: Hello,</p> <p>Caltrans is aware of the proliferation of litter and debris along the highway in this area. We will continue to monitor and prioritize this area when time and workload allows as we attempt to stay ahead of the pervasive unlawful littering along our right of way.</p> <p>Clean California is a standalone initiative that is intended to inspire Californians to take pride in their communities by transforming shared public spaces with sustainable, beautiful, and communal features that inspire us to keep our state clean. Additional resources may be found at CleanCalifornia.dot.ca.gov. The Department of Transportation will be continuing our two litter days per month for all Maintenance personnel.</p>
11/10/25	Peter	Strange	San Andreas Road	East of Los Barrancos	La Selva Beach	Bike: Debris	The contractor that the county utilized for the road patch repair made NO ATTEMPT to sweep-up the loose gravel and asphalt from their work. There's a thick 2' wide pile this in the bike lane.	DPW	11/10/25		<p>11/10/25 Brittini Smrz: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.</p>
11/09/25	Clea	Hermanson	Pine Flate Road	Westdale Drive	Bonny Doon	Bike: Accidents	<p>There are so many accidents on the sharp curve before Westdale Drive on Pine Flat Road.</p> <p>Please, please, please put road bumps or a light or something there! There is an accident almost every weekend and something more needs to be done. Bumps on the road please!!!</p>	DPW	11/10/25		<p>11/10/25 Brittini Smrz: Hello, Thank you for your email. I am forwarding to our Traffic division for review & response.</p>
11/05/25	Paula	Bradley	908 Casserly Road	Wheelock Road	Watsonville	Bike: Rough pavement or potholes	Just before driveway to 908 Casserly Rd, before Wheelock Rd., a 4 inch deep pothole near the shoulder in the path of bicyclists riding towards Green Valley Road	DPW	11/06/25	N/A	<p>11/06/25 Brittini Smrz: Good morning, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.</p>
11/04/25	Todd	Hoefler	Soquel Drive	Baronian Court	Soquel	<p>Bike: Debris on shoulder or bikeway</p> <p>Location: Specifically on Soquel Drive at the intersection of Baronian Ct, but it's all along Soquel</p>	<p>Garbage and recycling bins in the new bike lanes all along Soquel Dr but most egregious near Baronian and also Wisteria. Garbage service is on Wed and Thurs and some cans never get moved during the week. This has been an ongoing issue since the new delineated bike lanes have gone in. I'm often forced out into the traffic lane to get around them. Also, who is responsible for cleaning the new lanes where a standard street sweeper cannot access?</p>	DPW	11/06/25	N/A	<p>11/06/25 Brittini Smrz: Hello, Thank you for your email. I am forwarding to our Road Maintenance and Code Enforcement Investigator for review & response.</p>

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Maintenance Number	Response
10/30/25	Ernesto	Anguiano	Portola Drive	24th Avenue	Live Oak	Bike: Other	<p>Hello,</p> <p>I was riding my bike early this morning when it was still dark and nearly collided with a "Flooded" sign that had been placed directly in the bike lane on Portola, near 24th Avenue. The light on the sign was not functioning, making it very difficult to see.</p> <p>At the same time, a car was speeding downhill, and I had very limited space to safely stay within the bike lane and avoid being struck. Fortunately, I was able to brake in time to avoid the sign, but others may not be as lucky.</p> <p>There is also another "Flooded" sign on the opposite side of the street near the library, again placed in the bike lane. Both areas are no longer flooded, so I recommend that these signs be removed as soon as possible.</p> <p>There is plenty of space along the sidewalk or other suitable areas where these signs could be safely deployed without blocking the bike lane or any other right-of-way. In the future, please avoid placing or locking signs within bike lanes, as this creates a serious safety hazard especially along this stretch of Portola, where vehicles often travel well above the speed limit.</p>	DPW	10/30/25	N/A	<p>10/30/25 Brittini Smrz: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.</p>
10/28/25	Richard	Landon	1787 Branciforte Drive	N/A	Pasatiem po?	Bike: Rough pavement or potholes	N/A	DPW	10/28/25	SR 25-001865	<p>10/28/25 Brittini Smrz: Hello, Thank you for your email. This report was also submitted to DPWWeb this morning.</p>
10/21/25	Carolyn	Atkinson	Western Drive	Highway 1	Santa Cruz	Bike: Debris on shoulder or bikeway	Shattered glass in the lane	Dan Estranero, Joanna Edmonds	10/21/25		<p>Follow Up Email Sent. No Response</p>
10/19/25	Janine	Honey	Soquel Drive	Fairway Drive	Aptos	Bike: Debris on shoulder or bikeway	broken glass in bike lane	DPW	10/21/25	N/A	<p>10/21/25 Brittini Smrz: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.</p>
10/19/25	Janine	Honey	Soquel Drive	Windemere Lane	Aptos	Bike: Debris on shoulder or bikeway	broken glass in bike lane	DPW	10/21/25	N/A	<p>10/21/25 Brittini Smrz: Good morning, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.</p>
10/19/25	Scott	Roseman	Capitola Road	17th Ave	Live Oak	Bike: Plant Overgrowth or Interference	There are several trees where the overgrowth interferes with the cyclist.	DPW	10/20/25	N/A	<p>10/20/25 Brittini Smrz: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.</p>
10/10/25	Sandrine	Georges	Brommer Street	41st Avenue	Capitola	Bike: Debris on shoulder or bikeway	Broken glass in bike lane northbound	Kailash Mozumber	10/13/25	N/A	<p>11/04/25 Kailish Mozumber: Hello Daniel, Thank you for the message, this was addressed by our street maintenance team.</p>
10/06/25	Jack	Brown	456 Cliff Drive	Cliff Drive	Santa Cruz	Bike: Damaged Bikeway Signs	Speed limit sign knocked down	Dan Estranero, Joanna Edmonds	10/09/25		<p>Follow Up Email Sent. No Response</p>

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Maintenance Number	Response
10/06/25	Jacob	Guzman	Bay Street Walking/Biking Trail, Bay St and Centennial St.	Bay Street	Santa Cruz	Bike: Plant Overgrowth or Interference	The dirt path is always muddy in this area of Bay and Centennial Streets due to broken sprinklers or poor drainage and is a hazard for bikers, wheelchairs and a nuisance for pedestrians. There is also poison oak growing along and into the path which narrows the usable width and if anyone on staff does not have a reaction to poison oak, would be helpful to clear way back or away.	Dan Estranero, Joanna Edmonds	10/09/25		11/04/25 Joanna Edmonds: This feedback has been shared with City of Santa Cruz Parks staff.
10/02/25	Peter	Stanger	Starting 7745 Soquel Drive, going towards State Park Drive	State Park Drive	Santa Cruz	Bike: Unsafe bike infrastructure	Starting at 7745 Soquel Drive going toward the intersection at State Park Drive the bike lane disappears. During the morning commute time (7-9am) it's particularly scary to try to navigate. To make matters worse, the roadway opens into two lanes just before the traffic signal, so cars think that a bicyclist using this area shouldn't be there in THEIR traffic lane. Today (Thursday, 10/2) it was raining when I pedaled into this area. As the clearly marked bike lane disappeared and I continued straight into a dubious area that's neither bike lane nor traffic lane to reach the clearly marked bike lane at the Chevron Station, it resulted in the motorist behind me honking. Other mornings I've had motorists race past just inches from me with their engine racing to prove that I was somehow in their way. This condition has manifested for decades now. Yes, decades. Please, please, please mark the bike lane to be continuous from Aptos Ranch Road to State Park Drive. There's just too many cars now using this area instead of Highway 1 to reach their destinations.	DPW	10/02/25	N/A	10/02/25 Arizza Murillo: Hello, Thank you for your email. I am forwarding to our Traffic division for review & response.
09/30/25	Mitchell	Bramlett	Seabright Ave	Broadway	Santa Cruz	Bike: Rough pavement or potholes	Large pothole in corner when turning right from Seabright to Broadway. Especially bad because this is on the Murray bridge detour path	Dan Estranero, Joanna Edmonds	10/01/25		11/04/25 Joanna Edmonds: This has been forwarded to our streets maintenance crew.
09/29/25	Troy	Boone	Soquel Ave, from Chanticleer to 17th	Chanticleer Ave	Live Oak	Bike: Plant overgrowth or interference	Plant overgrowth blocking bike lane, construction barrier still blocking bike lane.	DPW	10/01/25	N/A	10/01/25 Brittni Smrz: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
09/28/25	Katherine	Kressman	At the corner of Swift and Wanzer and Modesto in Santa Cruz.	Wanzer St	Santa Cruz	Bike: Other	I have tried for years to get a stop sign at this corner. The streets do not line up and as traffic has increased and walk signs put up it is confusing to drivers. My house has been hit by cars twice now, but much worse is the danger to children riding bikes. I am worried a child is going to die right here and that's on the city after all my and other neighbors complaints. This is not about a traffic report that says there are not many cars. This is the overall danger of a bad intersection. Cars whip around the corner of Swift or make u-turns while kids are riding or walking the same area. Someone needs to make this safe! A designated bike lane or a simple stop sign will save lives!	Dan Estranero, Joanna Edmonds	09/30/25		12/4/25 Joanna Edmonds: Traffic counts were done at this location in 2016 and 2024 and found that this intersection does not meet the traffic volumes needed to change it from a 2-way stop sign to a 4-way stop sign. However, we do have these concerns noted for consideration for potential improvements that could possibly be included in future grant funded or paving projects in this area.
09/28/25	Robert	Stephens	Under highway one on Spreckels Drive heading up towards Aptos Village	Highway 1	Aptos	Bike: Bikeway not clearly marked	The bike lane is full of gravel and base rock. The bike lane is not marked well	DPW	09/30/25		12/4/25 Brittni Smrz: Thank you for your email. The striping was completed on 10/30.

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Maintenance Number	Response
09/25/25	Gregory	Steshenko	All along Soquel Drive	N/A	Santa Cruz	Bike: Lighting problem	The incompetent contractor installed the non-reflective "reflector" posts along the bike lane. The posts do not reflect and are not visible from the bike lane during the dark hours. In fact, they are the road obstacles. I tried to ride my bike this night and had several collisions with the posts. The first collision was nearly lethal as the colliding invisible post nearly threw me under the wheels of the nearby car. No longer able to ride the bike, I had to walk it home for hours. The bike lane is no longer useable. Riding in it is a life hazard. Not only the posts are extremely unsafe at night, they are also unsafe in many places during the day. They need to be removed immediately, and the contractor must be charged for incompetent or negligent performance of their work.	DPW	09/26/25		9/6/25 Brittini Smrz : Good morning, Thank you for your email. I am forwarding to our Road Maintenance division and construction crew for review & response.
09/17/25	Stanger	Peter	In the area where Amesti Road was destroyed in the 1989 Earthquake. Along the cyclone fence that was installed by SCCPW there's a asphalt trail, like installed by SCCPW	N/A	Watsonville	Bike: Rough pavement or potholes	In the area where Amesti Road was destroyed in the 1989 Earthquake. Along the cyclone fence that was installed by SCCPW there's a asphalt trail, like installed by SCCPW. There's a 2'-3' section that's slipped away so that there's only inches of flat asphalt to negotiate. This trail isn't used by motor vehicles, so I understand that it is given a very low priority. All the same, there's many walkers that use this area as well as bicyclists that use it as a short-cut to reach Corrolitos market.	DPW	09/22/25		9/22/25 Brittini Smrz : Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review.

TO: Bicycle Advisory Committee

FROM: Max Friedman & Tommy Travers, Transportation Planners

RE: Bicycle Advisory Committee Meeting Schedule for 2026

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee approve the proposed 2026 meeting schedule.

BACKGROUND

Every year the Committee approves the schedule of meetings for the following year. Eight meetings have been scheduled.

DISCUSSION

Bicycle Committee meetings are generally held on the second Monday of even months. As was the case in 2025, an additional two meetings are scheduled to reduce the number of items per meeting; these are in odd months ⁽¹⁾. Due to holidays, there is one meeting scheduled for a different Monday ⁽²⁾.

The proposed Committee meeting schedule for 2026 is as follows:

- February 9
- April 13
- May 11¹
- June 8
- August 10
- October 5²
- November 9¹
- December 7

All Committee meetings take place from 5:30 p.m. to 8:00 p.m. Meetings will be held in person at the RTC Offices, with a remote option for members of the public. Staff will attempt to schedule one meeting in mid or south County, per the rules and regulations, if there is remote technical support. Agenda packets are posted on the RTC website <https://www.sccrtc.org/meetings/bicycle-advisory-committee/agendas/> at least 3 days and usually 5 days prior to the meeting.

Staff recommends that the Committee approve the proposed meeting schedule.

December 8, 2025

TO: Bicycle Advisory Committee

FROM: Max Friedman, Transportation Planner

RE: Bicycle Advisory Committee Membership Appointments

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee (Committee) recommend to the Regional Transportation Commission (RTC) the nominations of Chuck Ross to serve on the Committee as the primary representative for Scotts Valley and Catherine Weber to serve as the alternate representative for Watsonville.

BACKGROUND

Seats on the Regional Transportation Commission's Bicycle Advisory Committee correspond to City and Supervisorial District seats on the RTC. Commissioners of the four cities may nominate individuals for RTC consideration. Commissioners of the five Supervisorial Districts may appoint representatives directly. Two additional seats for Bike to Work and the Community Traffic Safety Coalition also exist, and appointments are made by the respective organization. Seats for the Bicycle Committee are for four-year terms (Supervisorial Districts) or three-year terms (all others). Each seat has a primary (voting) member and an alternate representative. The Bicycle Advisory Committee's description, role, and membership are in the 2024 RTC Rules and Regulations available on the RTC website.

DISCUSSION

There is a vacancy in the Bicycle Advisory Committee for the primary seat for the City of Scotts Valley and the alternate seat for the City of Watsonville. RTC staff updated its website and notified the Scotts Valley and Watsonville Commissioners. Staff provided the Commissioners recent applications from people either applying for or living in the district. Via email to staff, Commissioners Clark and Montesino appointed Chuck Ross ([Attachment 1](#)) to the Committee as the primary representative for Scotts Valley and Catherine Weber ([Attachment 2](#)) to the Committee as the alternate representative for Watsonville.

Staff continues to seek applicants to fill existing vacancies and any potential future vacancies as terms end, and welcomes recommendations from Commissioners. The application and information about the Committee are available on the RTC webpage <https://scrtc.org/meetings/bicycle-advisory-committee/>. Currently there are four vacancies: the alternate representative for County District 2, the alternate for Watsonville, and the primary and alternate for Scotts Valley.

A current roster is included as Attachment 2.

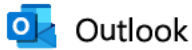
As communicated by Commissioners Clark and Montesino, staff recommends that the Committee recommend to the RTC the nominations of Chuck Ross and Catherine Weber.

SUMMARY

Staff recommends that the Committee recommend the nomination of new members for Scotts Valley and Watsonville.

Attachments:

1. Application for Chuck Ross
2. Application for Catherine Weber
3. December 2025 Bicycle Advisory Committee Roster



New BAC Application Submission

[REDACTED]

Chuck Ross

[REDACTED]

Phone

[REDACTED]

Position(s) I am applying for:

Bicycle Advisory committee member

I am willing to serve in any appropriate position

- Yes

Length of residence in Santa Cruz County:

1 year

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

None

Other Relevant Work or Volunteer Experience

Lifelong cyclist, Teacher, volunteer with local youth mountain bike programs

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

ATTACHMENT 1

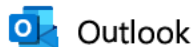
As a lifelong avid cyclist, I am interested in Cycling infrastructure throughout the county. I have experience mountain biking, gravel cycling, and road cycling in both city and rural areas. I also am able to see things from multiple perspectives besides my own. I believe my input would be valuable to the cycling committee.

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

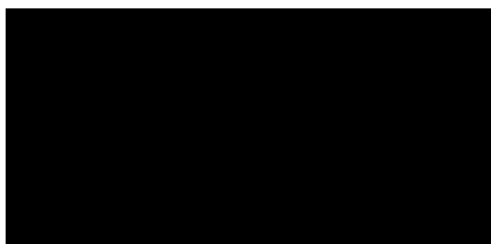
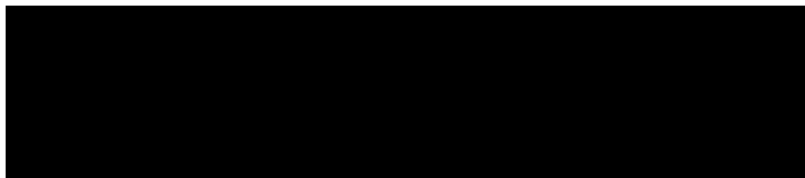
I am not in a group that is under-represented.

Certification

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



New BAC Application Submission



Phone



Position(s) I am applying for:

Alternate Representative for Watsonville

I am willing to serve in any appropriate position

- Yes

Length of residence in Santa Cruz County:

3.5 Years

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

I took the City of Watsonville Course to learn about the city.

Other Relevant Work or Volunteer Experience

I served with NDMV AmeriCorps in Watsonville for 2 years and now I am the Site Manager for the Program. I also support the Watsonville Bike parties.

ATTACHMENT 2

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

I would like to support safer bike routes in Watsonville.

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

I am a white 28 year old female.

Certification

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

Draft December 2025 Bicycle Advisory Committee Roster

Member	Representing	Alternate
Scott Roseman	County of Santa Cruz-District 1	Corrina McFarlane
Jack Brown	County of Santa Cruz-District 2	Vacant
Sally Arnold	County of Santa Cruz-District 3	Alex Santiago
Anna Kammer, Chair	County of Santa Cruz-District 4	Steven Jonsson
Rick Hyman	County of Santa Cruz-District 5	Theresia Rogerson
Paula Bradley	City of Capitola	Christopher O'Connell
Matt Farrell	City of Santa Cruz	Jae Riddle
Chuck Ross*	City of Scotts Valley	Vacant
Gina Cole	City of Watsonville	Catherine Weber*
Matt Miller	Bike to Work	Jennifer Villegas Moreno
Alexander Yasbek*	Community Traffic Safety Coalition	Kelly Curlett

*New appointment

December 8, 2025

TO: Bicycle Advisory Committee

FROM: Max Friedman, Transportation Planner

RE: Bicycle Advisory Committee Membership Appointment

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee accept the following direct appointment to serve on the Bicycle Advisory Committee (Committee)

- Alexander Yasbek – new appointment for the Community Traffic Safety Coalition
-

BACKGROUND

Seats on the Regional Transportation Commission's Bicycle Advisory Committee correspond to City and Supervisorial District seats on the RTC. Commissioners of the four cities may nominate individuals for RTC consideration. Commissioners of the five Supervisorial Districts may appoint representatives directly. Two additional seats for Bike to Work and the Community Traffic Safety Coalition also exist, and appointments are made by the respective organization. Seats for the Bicycle Committee are for four-year terms (Supervisorial Districts) or three-year terms (all others). Each seat has a primary (voting) member and an alternate representative. The Bicycle Advisory Committee's description, role, and membership are in the 2024 RTC Rules and Regulations available on the RTC website.

DISCUSSION

At its December 2nd meeting, the Community Traffic Safety Coalition (CTSC) voted unanimously to appoint Alexander Yasbek as its primary representative on the Bicycle Advisory Committee.

Staff continues to seek applicants to fill existing vacancies and any potential future vacancies as terms end, and welcomes recommendations from Commissioners. The application and information about the Committee are available on the RTC webpage <https://scrtc.org/meetings/bicycle-advisory-committee/>. Currently there are four vacancies: the alternate representative for County District 2, the alternate for Watsonville, and the primary and alternate for Scotts Valley.

A current roster is included as Attachment 2.

Staff recommends that the Committee accept the direct appointment of Alexander Yasbek to serve on the Bicycle Advisory Committee.

SUMMARY

As communicated by the CTSC, staff recommends that the Committee accept the direct nomination of Alexander Yasbek to serve on the Bicycle Advisory Committee.

Attachments:

1. Application for Alexander Yasbek
2. December 2025 Bicycle Advisory Committee Roster



Outlook

New BAC Application Submission

**Name**

Alexander Yasbek

Address**Email****Phone****Position(s) I am applying for:**

CTSC

I am willing to serve in any appropriate position

- Yes

Length of residence in Santa Cruz County:

19.5 years

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

(none)

Other Relevant Work or Volunteer Experience

Board member on school board for 6 years. Worked for City of Watsonville for 5 years. Currently work at UCSC.
Familiar with brown act, public meetings, etc.

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

ATTACHMENT 1

I am a believer in safer transportation for all road users. I ride my bicycle almost every day and I am familiar with many of the issues vulnerable road users face. I also drive a car and feel the frustration of traffic and delays in our community. I am a civil engineer and I am increasing my knowledge of traffic engineering and infrastructure solutions to our transportation problems. I hope that by serving on this committee I can help bring positive change to our community so that everyone gets where they need to go safely and quickly.

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

I am an immigrant and I hope to bring a unique perspective based on my childhood and teen years living in a very different country.

Certification

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

Draft December 2025 Bicycle Advisory Committee Roster

Member	Representing	Alternate
Scott Roseman	County of Santa Cruz-District 1	Corrina McFarlane
Jack Brown	County of Santa Cruz-District 2	Vacant
Sally Arnold	County of Santa Cruz-District 3	Alex Santiago
Anna Kammer, Chair	County of Santa Cruz-District 4	Steven Jonsson
Rick Hyman	County of Santa Cruz-District 5	Theresia Rogerson
Paula Bradley	City of Capitola	Christopher O'Connell
Matt Farrell	City of Santa Cruz	Jae Riddle
Chuck Ross*	City of Scotts Valley	Vacant
Gina Cole	City of Watsonville	Catherine Weber*
Matt Miller	Bike to Work	Jennifer Villegas Moreno
Alexander Yasbek*	Community Traffic Safety Coalition	Kelly Curlett

*New appointment

TO: RTC Advisory Committees

FROM: Max Friedman, Transportation Planner

REGARDING: Draft 2026 State and Federal Legislative Program

RECOMMENDATIONS

Staff requests that committee members provide input and inform staff of any State or Federal legislative issues that the Regional Transportation Commission (RTC) should consider, pursue, or monitor in 2026.

BACKGROUND

Each year the Regional Transportation Commission (RTC) adopts legislative platforms to guide its analysis of state and federal legislative or administrative actions that could impact transportation funding or implementation of the Regional Transportation Plan (RTP), Regional Transportation Improvement Program (RTIP), Measure D, and priority transportation projects in Santa Cruz County. Working with local jurisdictions, the Central Coast Coalition (regional transportation agencies from Monterey, San Benito, Santa Barbara, San Luis Obispo, and Santa Cruz counties), the California Association of Councils of Governments (CALCOG), the Self Help Counties Coalition, and other transportation entities, the RTC monitors legislative proposals, notifies state and federal representatives of the RTC's analysis of key issues, and provides input on other federal and state actions.

DISCUSSION

Staff recommends that committee members inform staff of any legislative priorities and/or issues that the RTC should consider, monitor, or pursue in 2026. Committee members can provide suggestions by emailing mfriedman@sccrtc.org by December 23, 2025.

Initial proposed updates to the previous 2025 Legislative Program are underlined in Attachment 1. The RTC board is scheduled to consider the 2026 State and Federal Legislative Programs at its January 2026 meeting.

The RTC legislative program is used to advance regional projects and key goals and targets in the *Santa Cruz County [Regional Transportation Plan](#)*, which focuses on sustainability to improve multimodal access and mobility in ways that improve health, reduce pollution, and retain money in the local economy;

reduce collisions and improve safety; maintain existing transportation infrastructure and services; and deliver improvements cost-effectively, equitably, and responsive to the needs of all users of the transportation system and the natural environment. As part of the Legislative Program, RTC works to ensure that transportation-related statutes and guidelines are structured in a manner that recognizes Santa Cruz County's significant traffic congestion, maintenance, active transportation, and transit system needs and sustainability goals.

Generally, the RTC's legislative program covers legislative and administrative actions that:

- Involve funding or a funding mechanism for transportation projects and programs
- Involve the implementation of transportation and greenhouse gas emission reduction policies and programs
- Involve transportation and land use
- Involve the environmental review process
- Involve changes to the way transportation projects are delivered
- Affect the Commission and advisory committees directly (e.g. Commission responsibilities, policies, or operations)

For the 2026 legislative platform, staff recommends prioritizing items in the RTC's Legislative Program that are anticipated to be focus areas for Congress, the California Legislature and federal and state agencies in 2026. Additional modifications will be made based on committee input and coordination with partners statewide. These include:

- **Increase Funding for Active Transportation and Transit:** Staff recommends that the RTC continue to strongly support efforts to increase funding for active transportation, transit and other projects that reduce emissions, improve climate resilience, and expand multimodal access, including funds allocated to local jurisdictions, the State Highway Operation and Protection Program (SHOPP), Cap-and-Invest (formerly Cap-and-Trade), Active Transportation Program (ATP), and federal programs.
- **Federal Infrastructure Investment and Jobs Act (IIJA) Reauthorization:** With IIJA set to expire on September 30, 2026, Congress has begun working on federal reauthorization of the IIJA. RTC should work to ensure that the next federal bill supports RTP goals and critical multimodal transportation priorities in Santa Cruz County and ensure that previously approved funding is not reduced. RTC should also oppose federal actions or proposals that undermine sustainable, equitable, or climate-resilient transportation goals or that weaken programs supporting active transportation, transit, and safety-based projects.
- **Vehicle Speed Reduction Legislation:** Support legislation that expands the tools available to reduce vehicle speeds in high-injury corridors, school

zones, rural highways, and areas with high pedestrian and bicycle activity. This includes supporting data-driven speed limit setting reforms, automated speed enforcement authority, and emerging technologies that limit excessive speeds. Support reasonable efforts to study, pilot, or implement these technologies where appropriate, while ensuring local and regional agencies maintain flexibility in how they are applied.

- **[SB 375 Cleanup](#):** The RTC will work with Association of Monterey Bay Area Governments (AMBAG) and partners statewide to address ambiguities and practical challenges in the implementation of SB 375 land use/transportation/vehicle miles reduction sustainable communities requirements.
- **Reduce Bureaucracy:** Monitor and support reasonable efforts to streamline government processes and reduce bureaucratic hurdles to expedite and reduce the cost of planning and project delivery.
- **[SB 960 Implementation](#):** Support implementation of the provisions of SB 960, which prioritizes “complete streets” planning and requires Caltrans to prioritize the needs of pedestrians, bicyclists, and transit users in state highway projects.
- **Autonomous Vehicle and Drone Technology:** Monitor state and federal legislation related to autonomous vehicle, vertical take-off and landing, and drone technology to assess potential impacts on transportation systems and develop appropriate policies and regulations.
- **E-Bike Safety and Education:** Support legislation that increases safety and education surrounding e-bikes while still promoting their usage. Advocate for policies that improve rider safety, expand safe infrastructure for e-bike travel, and ensure that any new requirements do not unintentionally restrict equitable access to e-bikes.
- **State Highway System Responsibilities:** Support legislation prohibiting Caltrans from shifting responsibility to local or regional entities for funding and maintaining improvements on the State highway system and related infrastructure within State-owned Right-of-Way.
- **[SB 743 VMT banking](#):** Monitor and track implementation of SB 734 and any follow-up legislation related to VMT mitigation programs, including VMT credit or banking systems, to understand potential benefits for regional planning and project delivery.

SUMMARY

Committee members are encouraged to review the preliminary draft 2026 Legislative Program and email staff by December 23, 2025, of any changes the RTC should consider.

Attachment 1: Preliminary Draft 2026 Legislative Program

Attachment 2: [Summary of bills passed in 2025](#)



**DRAFT Santa Cruz County Regional Transportation
Commission
2025 STATE Legislative Program**

Focus Areas in 2026

Proposed additions/deletions from 2025 shown in underline/strikeout.

Minor text edits are not shown.

- **Protect and increase state funding for transportation projects and services** in Santa Cruz County, including active transportation, safety, transit capital and operations, local road system preservation, equity, climate adaptation and recovery, and other local/regional priority transportation projects. Oppose proposals that could reduce transportation funding.*
- Support new transportation funding mechanisms to replace gas and diesel taxes, considering vehicle fuel economy, zero-emission vehicle adoption, and equity. *
- Support efforts related to **adaptation, resilience, and response to natural hazards** and the impacts of climate change, including extreme storms, sea level rise, wildfires. Support funding for emergency repairs and flexibility to integrate complete streets elements into reconstruction projects.
- Support funding, programs and policy changes to **reduce greenhouse gas emissions (GHG), improve mobility, and** reduce bureaucratic burdens.
- **Increase funding for active and sustainable transportation** and support equitable access to **zero-emission vehicles** and infrastructure.
- ~~Support modifications to the **Brown Act** and state funding programs to maximize and enhance public and committee member participation in virtual and in-person meetings, reduce vehicle miles traveled (VMT), and alleviate barriers to serving on advisory committees.*~~
- Ensure legislative and administrative actions **support the implementation of priority transportation projects and programs**, including Measure D projects. Support streamlining and other actions which could expedite delivery of projects and oppose efforts that could hinder or increase the cost to implement priorities.
- Support legislative and administrative actions that will improve safety on state highways and local roads, including **speed limit reductions** and Caltrans policies related to **complete streets**, especially where state highways serve as main streets.

**Starred items are also on the Central Coast Coalition's legislative platform.*



Ongoing Priorities

Transportation Funding

- **Protect Transportation Funding:** Preserve existing and new funding for transportation projects, maximize funding for Santa Cruz County transportation projects, and preserve regional discretion and priority-setting.
 - Stable formula funding is essential for addressing the backlog of transportation infrastructure repairs and improvements in Santa Cruz County. Protect current and future taxes and fees and other transportation funds (including Highway Users Tax Account (HUTA), Transportation Development Act (TDA), State Transportation Improvement Program (STIP), Active Transportation Program (ATP), and other funds) from elimination or diversion to other state programs, General Fund loans, general obligation bond debt service, or to other non-transportation purposes.
 - Support actions that preserve the intent of Senate Bill 1 (SB1) and local measure funding to allow the state, regions, and local agencies to maintain, protect, and improve existing transportation funds dedicated to transit, safety and mobility on the state highway system, lifeline arterials, and goods movement routes while also addressing immediate and long-term unmet funding needs.*
 - Monitor the implementation efforts related to Executive Order N-19-19, which directs the California State Transportation Agency (CalSTA) to invest its annual \$5 billion portfolio to help reduce transportation-related greenhouse gas emissions and to ensure that state funds, specifically SB 1 funds, continue to be used for transportation purposes. Ensure that state regulations do not negatively impact the implementation of the voter-approved Measure D Expenditure Plan.
 - With increased emphasis on vehicle fuel economy and zero-emission vehicle adoption, explore and support new funding mechanisms to replace gas and diesel taxes for transportation investments. Monitor proposals such as pay-by-the-mile user fees, public-private partnerships, vehicle registration fees, or wholesale energy taxes. Ensure that proposals are equitable to disadvantaged individuals and rural areas.
 - Oppose proposals that could tie transportation fund availability to local jurisdictions, to non-transportation and development projects.
 - Support actions to increase the flexibility of use of Transit and Intercity Rail Capital Program (TIRCP) funds.
- **Increase and Preserve Funding for Priority Projects in Santa Cruz County:**

<ul style="list-style-type: none"> ○ Projects on Highway 1 ○ Local Street and Roadway Preservation and storm damage repairs ○ Transit projects <u>and operations</u>, including funding for project development ○ Bicycle and Pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST) and those located in the San Lorenzo Valley 	<ul style="list-style-type: none"> ○ Santa Cruz Branch Rail Line preservation ○ Transportation Demand Management programs, including 511 traveler information, Go Santa Cruz County, and electric bicycle incentive programs ○ Soquel Avenue-Freedom Boulevard Corridor ○ Coastal resiliency and climate adaptation projects, including north coast creeks and the rail corridor
--	--
- **Ensure Fair Distribution of Funding:** Ensure state and federal funds are made available for projects in Santa Cruz County and are not disproportionately distributed to large regions. Ensure



competitive programs make funding reasonably available for multimodal projects in Santa Cruz County and address local and regional priorities.

- *Local Role:* Ensure a strong role for regional and local agencies in planning and determining transportation investment priorities. Support legislation that respects local authority, protecting or expanding local decision-making in programming expenditures of transportation funds, rather than the state making top-down funding decisions that are not community-based. Project and increase direct funding to regions through both federal and state programs, and reinforce and build upon the structure of SB45 that provides regions a strong voice in the programming of state funds.
- *State Transportation Improvement Program (STIP):* Ensure equitable programming and allocation of STIP funds.
- *"Disadvantaged Communities" Definition:* Ensure that legislation and programs aimed at incorporating equity considerations and/or benefiting people that have been historically and/or systematically marginalized use a definition of disadvantaged communities (DACs) or priority populations that applies to low-income and other transportation disadvantaged population groups in Santa Cruz County and does not preclude RTC and local agencies from funding opportunities that support sustainable communities, transportation choices, and investments in alternative modes of transportation. Ensure that the definition does not rely exclusively on communities defined as DACs by CalEnviroScreen, which disproportionately excludes many low-income communities in Santa Cruz County.
- **Increase Funding for All Transportation Modes:** Support measures that increase funding for and support the implementation of transportation projects in Santa Cruz County, including funds for ongoing system maintenance, congestion reduction, safety, complete streets, pedestrian and bike projects, transit-oriented development, specialized transportation, and general transit projects (which are important for people with disabilities).
 - **New Funding Systems:** Phase in new funding systems which are tied to system use rather than fuel consumption or fuel prices. This approach could include new user fees, such as a Road User Charge or Vehicle Miles Traveled (VMT) fee and other alternative funding mechanisms.
 - **Expand Local Revenue-Raising Opportunities:** Support innovative financing options to address the significant backlog of transportation needs. Provide locals with the ability to supplement and leverage state funding for investments that protect state and local transportation assets.
 - **Vote Threshold:** Support efforts to amend the California constitution to lower the voter threshold for local transportation and affordable housing funding measures, such as local sales tax or vehicle registration fee ballot measures, from the 2/3 supermajority to a simple majority or 55% vote.
 - Expand the authority of the RTC and local entities to increase taxes and fees for transportation projects, such as new gas taxes, vehicle registration fees, property-tax financing and transfers, gross receipts taxes, payroll taxes, and infrastructure financing districts.
 - Support clarifying amendment to Government Code Section 65089.20 that will give RTPAs equal treatment with Congestion Management Agencies (CMAs) to seek voter approval for a local vehicle registration fee. (*SB83 cleanup*)
 - **Active Transportation Program (ATP):** Increase ATP funding and ensure potential reforms to the Active Transportation Program (ATP) do not reduce the proportion available for Santa Cruz County agencies to compete for, including funds to the competitive statewide, small urban, and rural funding pots. Support efforts to simplify the Active Transportation Program



(ATP) application and project delivery, build local capacity to deliver transformative projects and provide regions greater flexibility to innovate and strategically invest funds to meet local needs.

- **Cap-and-Trade:**

- Increase the percentage of Cap-and-Trade revenues allocated to transportation projects and programs that help reduce greenhouse gas emissions in Santa Cruz County.
- Support increases in Low Carbon Transit Operations Program (LCTOP) appropriations.
- Support policy changes to the Affordable Housing and Sustainable Communities program (AHSC) that increase funding opportunities for projects in Santa Cruz County.
- Ensure continued funding for low and zero-emission transit deployment. Ensure regulatory and legislative requirements related to transit electrification provide flexibility, consider cost and available technology, and do not place an undue burden on transit agencies.
- Support legislation to devote a permanent Cap-and-Trade funding allocation to the Active Transportation Program.
- Cap and Trade Renewal: Support the renewal of the state's cap-and-trade program that limits the amount of emissions and encourages investment in cleaner technologies and to ensure robust funding for transit and other projects that reduce emissions.

- **Prop 4 Implementation:**

- Monitor the implementation of Proposition 4 and support funding for new trails, restoration and protection of coastal areas from the effects of rising sea levels, adding trees to protect pedestrians from extreme heat, water conservation and water quality improvement projects, wildfire prevention, and vans to transport farmworkers and other transportation projects in Santa Cruz County.
- Support implementation of the State Rail Plan and innovative projects, including improvements at the Pajaro Station in north Monterey County, improvements along the Santa Cruz Branch Rail Line, and a new state-supported intercity passenger rail service on the planned Coast Route between the SF Bay Area and Southern California.
- Support actions that would broaden eligibility in existing and/or new transportation funding streams to enable their use as a subsidy for low-income transportation system users (e.g. discounted fares for public transportation or shared mobility service).

- **Transportation Development Act (TDA):**

- Monitor potential modifications to the TDA. Ensure that funding for transit, planning, administrative, and other TDA purposes in Santa Cruz County is not reduced. Oppose efforts that would reduce TDA funds which are essential for RTC administration and planning.
- Support the development of greater efficiencies within the TDA while streamlining and updating performance metrics and eliminating penalties associated with farebox recovery.
- Support the development of alternative performance measures that are focused on incentivizing transit agency actions that improve transit service and increase ridership, consistent with state and regional climate and equity goals.
- Ensure discount fares aimed at boosting ridership and improving social equity do not result in reduced state funding. Pursue relief from TDA audits and performance criteria during the current economic downturn.

Project Implementation

- **Streamlining, Expediting, and Facilitating Project Delivery:** Support administrative and/or legislative efforts which may be required to implement or expedite the delivery of priority projects.



This includes actions that streamline funding applications, simplify program administration, and efforts that modernize and accelerate project delivery, including additional allowances for funds to be used for pre-construction activities.

- Support greater efficiencies that streamline development and delivery of priority transportation and transit projects, and eliminate any unnecessary, overly burdensome and/or duplicative mandates. Includes California Environmental Quality Act (CEQA) reform, simplifying stormwater runoff regulations, CA Fish and Wildlife, CA Water Quality Control Board, and California Public Utilities Commission permit and approval processes. This will aid in the implementation of local and regional Measure D projects, the SR1-Scotts Creek Bridge replacement, and implementation of the Regional Conservation Investment Strategy (RCIS).
- Support legislative and administrative actions required to secure permits that may be required to implement priority projects.
- Support a permanent cap for Caltrans indirect cost rates on locally-funded state highway projects.
- Support opportunities to expedite transportation project delivery, such as increasing contracting and financing options, increased flexibility in the early allocation of programmed funds and initiating reimbursable work with local funds in advance of CTC allocation of all projects, efforts that expedite the Caltrans design review process, opportunities to expedite locally-sponsored projects on the state highway system, and increase in encroachment permit limits.
- Support environmental streamlining measures for bike, pedestrian, transit, and infrastructure preservation within existing public rights of way, and other measures that expedite project delivery. Support efforts that provide streamlined project delivery for transit projects that fulfill the goals of AB32 and SB375, as well as other state and federal air quality mandates and mobility performance measures.
- Support the delegation of federal fund allocation responsibilities to Caltrans.
- Allow advance payment of programmed funds and other efforts to expedite project delivery and resolve cash flow challenges faced, including small and non-governmental agencies.
- **Advanced Mitigation:** Support the implementation of “advanced mitigation” environmental programs, including approving up-front environmental mitigation funding for projects, such as the Highway 17 Wildlife Crossing. Support the creation of a low-interest loan program to support advanced mitigation and habitat conservation plans that mitigate the impacts of transportation infrastructure and make project implementation more efficient.
- **Safety:** Support legislation and programs that improve transportation safety for all users and support programs aimed at eliminating all traffic-related serious injuries and fatalities.
 - Speed limits: Support implementation of AB43 (2021), which allows local jurisdictions and Caltrans to reduce motor vehicle speed limits on local roads and state highways and work with Caltrans to reduce speed limits on state highways that function as main streets, especially in business and school zones to address findings, and support implementation of other recommendations of the AB2363 Zero Traffic Fatalities Task Force report.
 - Traffic Laws & Enforcement: Support modification of traffic laws to better protect pedestrians and bicyclists, including proposals to expand and make permanent automated speed enforcement, limits to local laws banning reasonable bicycling on sidewalks where no bike facilities exist, and modifications to vehicle code to allow vehicles to cross a double-yellow line when passing cyclists.
 - Education: Support commercial driver, bus driver, motorist, bicyclist, e-bikes, and Safe Routes to Schools training and education programs which reduce collisions.



- E-bikes and other motorized micro-mobility vehicles: support clarification and regulation based on speed, weight, or presence of hand throttle due to their safety and comfort impacts on pedestrians, walkability, and operator safety.
- Support legislation that increases safety and education surrounding e-bikes while still promoting their usage.
- **Active Transportation Facilities:** Support modifications to rules, regulations, and government codes that will make roadways and neighborhoods more bicycle and pedestrian-friendly, including: laws associated with sharing the road; ensuring complete streets components are considered during the design of all projects; increasing funds for pedestrian, bicycle, and new micro-mobility devices and services (e.g. bike share), and safety countermeasures; increasing funds to provide resources necessary for First/Last Mile improvements, Safe Routes to School Programs, and new pedestrian and bicyclist bridges and access points to address network barriers and reconnect communities; making it legal for people on bikes to treat stop signs as yields (bike safety stop); providing additional direction and consistency for accessible pedestrian design; and allowing agencies to integrate complete streets into any disaster repairs.
- **Land Use/Housing/Transportation Coordination:**
 - Support efforts to reduce vehicle miles traveled (VMT) and promote job-housing balance, which also protects locally-driven land use planning that implements broad policy goals set by the state to provide affordable housing in transit-rich areas. Ensure SB743 (2013) implementation supports infill development, promotion of public health through active transportation, and expedites transportation project delivery. Support innovative measures to mitigate growth in vehicle miles traveled, such as regional mitigation banks.
 - Encourage new developments to incentivize active transportation and transit use and to include public access easements within and across large housing and commercial projects.
 - Support state goals to reduce homelessness, including the use of excess state or other public lands for short-term emergency homeless shelter.
 - Support efforts to streamline SB375 implementation and address ambiguities and practical challenges in the implementation of SB 375 land use/transportation/vehicle miles reduction sustainable communities requirements. Support legislation to increase the availability of funding for cities, counties, and regions to support economic development, affordable housing, and implementation of sustainable community strategies, as well as policy tools to reduce single-occupancy vehicle travel in a manner that ensures equitable policy outcomes.
- **Federal Transportation Act Implementation:** Support state legislation and administrative strategies to implement the federal authorization bill (Infrastructure Investment and Jobs Act) in a way that ensures the best possible outcome for transportation projects in Santa Cruz County.
- **SHOPP Program:**
 - Support Caltrans' efforts to provide more outreach regarding the State Highway Operation and Protection Program (SHOPP) and to encourage the enhancement of measurable targets to better reflect the needs expressed by communities. Support the clarification of existing laws to permit the expenditure of SHOPP funds for operational projects on state highways.
 - Support actions to require Caltrans to fund maintenance to Caltrans-owned facilities, including complete street elements, regardless of which agency funded or constructed the improvement.
 - Support implementation of the provisions of SB 960 (2024), which prioritizes "complete streets" planning and requires Caltrans to prioritize the needs of pedestrians, bicyclists, and transit users in state highway projects.



- Support changes to the SHOPP program to address the high cost and project development challenges of implementing climate resiliency projects on state highways.
- Encourage Caltrans to strongly support efforts to increase funding for active transportation projects and climate adaptation and resiliency through the SHOPP program.
- Support legislation prohibiting Caltrans from shifting responsibility to local or regional entities for funding and maintaining improvements on the State highway system and related infrastructure within State-owned Right-of-Way.
- **Commuter Programs:** Support policies and legislation aimed at reducing trips and vehicle miles traveled and associated traffic congestion, including, but not limited to, employer-based programs to help reduce the share of commuting by single-occupant vehicles, expanding broadband and incentives to facilitate telecommuting, expanding park and ride lots, and a regional commuter benefits ordinance. Support dedicated funding for Transportation Demand Management (TDM) programs and strategies.
- **Shared Mobility Systems:** Support policies that enable technological innovations to improve mobility while protecting the public's interest. Monitor legislation and regulations related to shared mobility, such as transportation network companies (TNCs) and real-time carpooling, to ensure that mobility benefits are maximized, especially for underserved populations, and access to critical data for transportation and land-use planning and operational purposes is assured. Support measures that allow for local control and regulation of shared mobility systems such as scooters, bikes, and other fleets.
- **Connected and Autonomous Vehicles and Drone Technology:** Monitor and engage in legislation and regulations to facilitate the deployment of connected vehicles, autonomous vehicles, and drone technology. Monitor state and federal legislation related to vertical take-off and landing to assess potential impacts on transportation systems. Oppose federal efforts to preempt local authority over the use of autonomous vehicles in their communities. In partnership with California cities and counties, transit agencies, the business community, and other transportation organizations, engage in regulatory and legislative efforts related to connected and autonomous vehicles with the goal of accelerating their safety, mobility, environmental, equity, and economic benefits. Similar to the "shared mobility" strategy, support access to critical data for transportation and land use planning and operational purposes.
- **Electrification and Zero-Emission Vehicle (ZEV) Fleets:** Support funding and coordination, including policy, planning, and infrastructure, for low and zero-emission vehicles.
 - Support additional dedicated funding to help transit operators and colleges convert their bus and van fleets to zero-emission. Support reduced utility pricing for public transit ZEVs.
 - Support proposals that provide funding for local agencies and colleges to build infrastructure (including chargers, trenching, and upgrading electrical capacity) and provide incentives for zero-emission vehicle purchases, considering the cost of increased usage of electricity, electric power storage capacity, proper safety protocols and access for lower-income households.
- **Resilience:** Monitor and support legislation that invests in projects and programs to improve resilience to the impacts of climate change on transportation infrastructure and the utilization of public transit in emergencies that address scenarios such as severe storm events, public safety power shut-off events, wildfires, and sea level rise.

- **Encroachments:** Support legislation that clarifies the authority under which rail property owners may remove, or by notice, may require the removal of encroachments.
- **Unfunded Mandates:** Oppose unfunded mandates and seek funding for mandates imposed in recent years. Require new regulatory proposals to include an estimate of the cost and impact such proposals will have in the delivery of California's transportation program.
- ~~**Modernization of the Brown Act:** Enact legislation to expand public and committee member participation in board and committee meetings.~~
 - ~~Provide long term flexibility for regional and multijurisdictional agencies, especially advisory committees, to conduct their business remotely outside of emergency conditions as a means of increasing public, board and committee member participation, while also reducing the time and expenses associated with travel, vehicle miles traveled and the greenhouse gas and other tailpipe emissions from driving.~~
 - ~~Eliminate the requirement to notice all remote board or committee member locations.~~
 - ~~Modify funding regulations to allow agencies to provide subsidies and incentives for participation in meetings from underrepresented groups and individuals.~~





Santa Cruz County Regional Transportation Commission 2026 FEDERAL Legislative Program

- **Priority Projects:** Seek and preserve funding for priority transportation projects and programs in Santa Cruz County, including:
 - Projects on Highway 1
 - Santa Cruz Branch Rail Line preservation
 - Transit operations and capital projects
 - Bicycle and pedestrian facilities, including the Monterey Bay Sanctuary Scenic Trail Network (MBSST/Rail Trail)
 - Local street and roadway preservation and storm damage repairs
 - 511 Traveler Information
 - Coastal resiliency and climate adaptation projects, including Scotts Creek Bridge replacement and other north coast creeks and the rail corridor
 - Highway 9/SLV Corridor Complete Streets
- **Pedestrian & Bicyclist Safety**
 - Support incentives and regulations to reverse trends of **heavier and taller motor vehicles**, which can cause more severe injuries and deaths to pedestrians and bicyclists as well as environmental impacts; and support adding pedestrian detection systems in new vehicles.
 - Vehicle Speed Reduction Legislation: Support legislation that would reduce vehicle speeds, especially in areas with high pedestrian and bicycle usage.
 - E-Bike Safety: Monitor legislation that impacts e-bike safety and classification.
- **Transportation Act Implementation**
 - Support the implementation of the Infrastructure Investment and Jobs Act (IIJA) in a manner that maximizes funding for the implementation of priority projects in Santa Cruz County, including formula and discretionary funding and policies.
- **Transportation Funding**
 - **Raise New Revenues & Grow Existing Programs:** Support raising and indexing federal gas taxes and developing new funding mechanisms to ensure the financial integrity and solvency of the Highway Trust Fund (HTF) and Mass Transportation Account. Increase federal transportation investment in all modes to bring transportation infrastructure up to a good state of repair and meet growing transportation needs in Santa Cruz County.
 - **Federal Infrastructure Investment and Jobs Act (IIJA) Reauthorization:** Congress will begin federal reauthorization of the IIJA. RTC should work to ensure that the next federal bill supports RTP goals and critical multimodal transportation priorities in Santa Cruz County and ensure that previously approved funding is not reduced.
 - **Increase funding:** Support legislative actions that increase funding for priority projects in Santa Cruz County, including:
 - **Active Transportation:** Bicycle and pedestrian safety and mobility projects, such as the Transportation Alternatives Program (TAP), funds allocated to local jurisdictions, the State Highway Operation and Protection Program (SHOPP), and Active Transportation Program.
 - **Transit:** Small Transit Intensive Cities Program (STIC), funding for the acquisition of transit capital (Bus and Bus Facilities, and Low and No Emissions Bus Programs), Capital Investment Grants, Americans with Disabilities Act (ADA) implementation, state of good repair, and other transit programs. Support tax credits for the purchase of electric buses.



- **Local Roads and Highways:** Support robust funding for core programs such as the Surface Transportation Block Grant Program (STBG), Highway Safety Improvement Program (HSIP), and bridge programs needed for local entities to address the backlog of bridge and roadway projects.
 - **Self-Help Counties:** Support programs that reward areas that have approved self-help revenue measures like Measure D and the METRO dedicated sales taxes.
 - **Planning:** Federal planning funds to address increased planning, performance measures, monitoring, and model requirements.
 - **Transit Oriented Development (TOD):** Grants or pilot programs for comprehensive planning and infill development to connect housing, jobs, and mixed-use development with transportation options.
- **Support COVID Relief and Economic Recovery:** Support federal funding to support economic recovery, local and state responses to the public health crisis, and backfill any transportation revenue losses due to COVID-19.
 - **Climate and social spending bills:** If a funding package advances through the legislative process, support the inclusion of funding for sustainable transportation and system preservation projects in Santa Cruz County and addresses principles for the reauthorization of the transportation act. Any infrastructure package should ensure projects in Santa Cruz County are not disadvantaged in accessing those funds. The initiative should also include a significant investment of **new** federal funds for transportation, stabilize the Highway Trust Fund, and not be offset by reductions to other federal programs serving Santa Cruz County residents.
 - **Air Quality, Greenhouse Gas Emissions, and Climate Resiliency:** Strengthen federal partnerships to improve air quality, reduce greenhouse gas (GHG) emissions, and make our communities and transportation networks resilient to a changing climate.
 - **Funding:** Support the development of new resources to support climate adaptation and reduce greenhouse gas emissions from transportation (similar to those included in the Senate FAST Act reauthorization bill (S. 2302)), expand eligibility for Congestion Mitigation and Air Quality (CMAQ) and other funding programs to Santa Cruz County.
 - **Electrification:** Support federal funding, tax credits, and coordination of vehicle electrification purchase (including buses), planning and infrastructure.
 - **Mitigation:** Defend against rollbacks of California's air quality and climate change laws and regulations, such as fuel efficiency standards and cap-and-trade programs.
 - **Resiliency:** Support resiliency and climate change preparedness and efforts that could support local efforts to improve resiliency, respond to new or worsening storms, wildfires, and other environmental hazards and meet regional climate goals. Support efforts to increase planning funds that help regional governments address climate change and make regional transportation infrastructure more resilient.
 - **Disaster Recovery:** Ensure the federal government provides sufficient emergency relief appropriations and federal agency resources to support rebuilding and recovery efforts for wildfire, storm, and other natural disasters. Support legislative efforts to extend the timeframe for road projects qualifying for federal disaster reimbursement to move to the construction phase from two years to six years.
 - **Federal Authorization Implementation:** Support legislation and administrative strategies to implement federal transportation authorization bills in a way that ensures the best possible outcome for transportation projects in Santa Cruz County. Ensure that the U.S. Department of

Transportation (DOT) implementation of MAP-21, FAST Act, IIJA, and any new transportation act rules and regulations do not negatively impact local projects and programs.

- **Discretionary Grants:** Advocate for discretionary transportation grant awards for priority transportation projects in Santa Cruz County, including the Better Utilizing Investments to Leverage Development (BUILD, formerly RAISE and TIGER), Reconnecting Communities, Safe Streets for All (SS4A), and Capital Investment Grant programs.
 - **Innovative Financing:** Ensure proposals for public-private partnerships and innovative financing are favorable for project implementation in Santa Cruz County. Support and expand the Transportation Infrastructure Finance and Innovation Act (TIFIA) program and make the Railroad Rehabilitation and Improvement Financing (RRIF) program more accessible to smaller public agencies.
 - **Department of Transportation Budget and Annual Appropriations:** Ensure that Congress appropriates funding consistent with amounts authorized in federal transportation authorizations (e.g. IIJA), even if Continuing Resolutions (CR) are needed to keep transportation programs running each fiscal year.
 - **Oppose rescissions or arbitrary cuts** that could reduce funding for transportation projects in Santa Cruz County.
 - **Support transparent congressionally-directed spending** (earmarks) to allow for Congressional support of priority projects in Santa Cruz County
 - **Oppose unfunded mandates** and support legislation that provides funding for past mandates.
 - **Performance Measures:** Support the development of performance measures that are consistent with RTC-approved goals, policies, and targets and which recognize data limitations of many regions. Support open collaboration, data sharing, and funding to successfully implement state and federal performance-based planning and management requirements.
- **Protect and Expand Transportation Fringe Benefits:** Reinstate the commuter benefits, which were eliminated under the 2017 tax reform bill. In addition, advocate for expanding pre-tax transportation fringe benefit eligibility to include shared mobility options, such as bike-share and shared ride carpool services.
 - **Shared Mobility:** Advocate for federal legislative and regulatory updates that support shared mobility options such as bike-share, shared rides, carpooling, and shared scooters. Support expanding pre-tax transportation fringe benefit eligibility to include shared mobility options. Expand federal tax incentives to utilize alternatives to single occupancy travel to commute to work.
 - **Autonomous Vehicle and Drone Technology:** Monitor state and federal legislation related to autonomous vehicle and drone technology to assess potential impacts on transportation systems and develop appropriate policies and regulations.
 - **Streamline Project Delivery and Reduce Bureaucracy:** Support regulations to streamline and integrate federal project delivery requirements for project planning, development, review, permitting, and environmental processes to reduce project costs and delays. Support reasonable efforts to streamline government processes and reduce bureaucratic hurdles to expedite and reduce the cost of planning and project delivery.

AGENDA: December 2025

TO: Regional Transportation Commission Advisory Committees
FROM: Tommy Travers, Transportation Planner
RE: Draft 2050 Santa Cruz County Regional Transportation Plan

RECOMMENDATIONS

Staff recommends that the Regional Transportation Commission Advisory Committee receive information on the release of the Draft 2050 Regional Transportation Plan (RTP)

BACKGROUND

The Santa Cruz County Regional Transportation Commission is in the process of updating the Regional Transportation Plan (RTP). The RTP is a state-mandated document that identifies transportation needs in Santa Cruz County over the next twenty-five years. It estimates the amount of funding that will be available and identifies planned transportation projects. The plan is an essential first step in securing funding from federal, state and local sources. As required by state law, the RTP includes discussion of highways, local streets and roads, bicycle and pedestrian facilities, transit services, specialized transportation services for seniors and people with disabilities, airports, and goods movement.

The 2050 RTP, through its goals and policies, sets forth a framework for expanding options for residents and visitors to access their daily needs in a way that is safe, equitable, efficient, and adapts to a changing climate. The goals and policies are used to define the priority list of projects. Individual projects listed in the RTP must still undergo separate design and environmental processes, and can only be implemented as local, state and federal funds become available.

The draft RTP has been in development for three years, with public input and RTC approval along the way for each part of it:

- RTP Work Plan

- Public Participation Plan
- Goals, Policies, and Targets
- Financial Estimate
- Project List

This RTP, along with those from Monterey and San Benito Counties, has been incorporated into the Association of Monterey Bay Area Governments (AMBAG) Metropolitan Transportation Plan (MTP)-Sustainable Communities Strategy (SCS) covering the tri-county Monterey Bay area.

The RTP is subject to the California Environmental Quality Act (CEQA). A single environmental document that covers the RTPs for the three counties (Santa Cruz, Monterey and San Benito Counties) in the AMBAG region and the MTP-SCS has been prepared in lieu of individual environmental documents. AMBAG is the lead agency for the preparation of the MTP-SCS/RTP Environmental Impact Report (EIR).

DISCUSSION

2050 Regional Transportation Plan

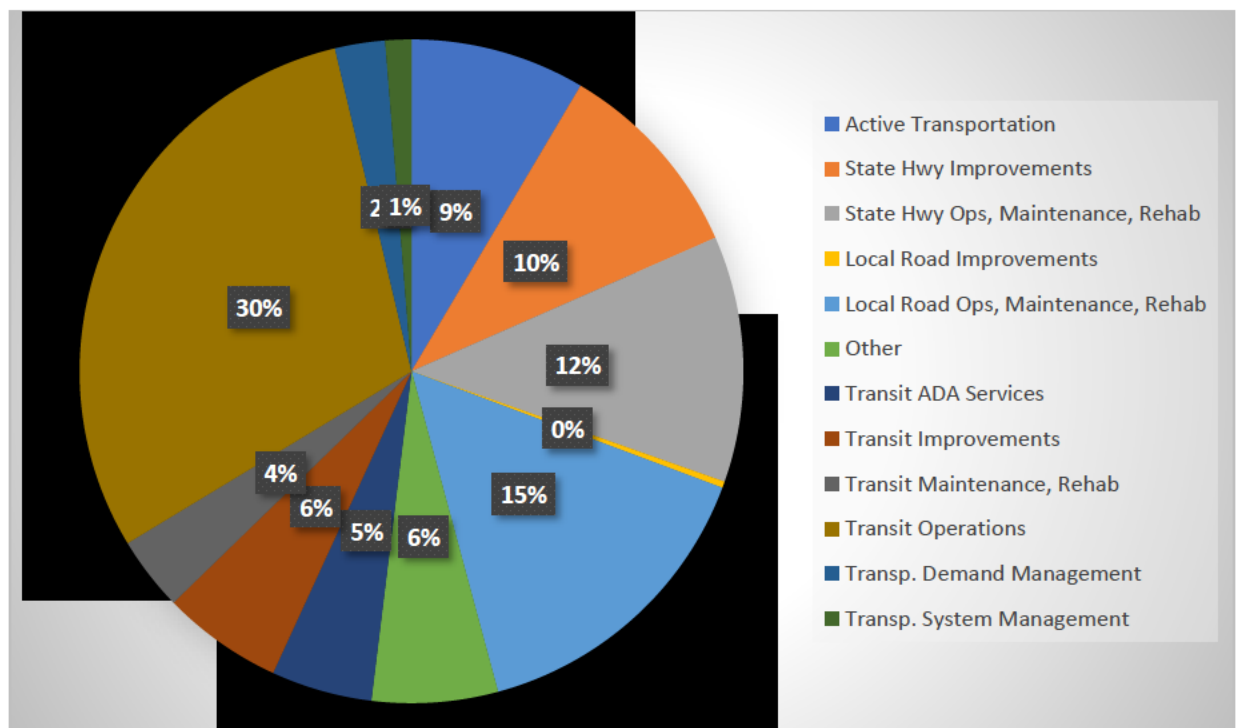
The Draft Regional Transportation Plan (RTP) consists of an Executive Summary and eight chapters:

1. Context - describes the population of Santa Cruz County, the sustainability approach of the RTP, the special challenges facing the county related to climate change, and the other related transportation needs (system preservation, safety, congestion, equity)
2. Transportation Network – describes the network in the county
3. Vision for 2050 (Policy Element) – identifies the Goals and Policies that guide transportation funding decisions and prioritization
4. Travel Patterns & Performance - organized by Goal and provides statistics and trends on numerous transportation topics in the county so as to measure progress towards the Targets. Modeling into the future is also performed in the MTP-SCS and EIR
5. Funding Our Transportation System (Financial Element) - identifies funds available to the region and lists the additional funding needs over the next 25 years. Just over \$6 billion in revenues from local, state and federal sources, including Measure D funds, are reasonably

anticipated to be available for transportation in Santa Cruz County in the 25-year RTP timeframe

6. Transportation Investments (Action Element) - identifies specific projects, programs, and actions necessary to implement the policy element of the RTP. As required by state and federal law, the project list (an appendix) shows which projects are intended to be funded with the projected funds identified in the draft Financial Element (Constrained) and which would require new revenues above and beyond those anticipated over the next twenty-five years (Unconstrained)

Share of constrained cost spending planned through 2050, by type:



7. Environmental and Air Quality Review - introduces the environmental report (available on the AMBAG website)

8. What's Next? - introduces emerging transportation technology changes

By December 15, 2025, RTC staff will post the Draft 2050 Regional Transportation Plan on the RTC website at <https://sccrtc.org/2050rtp>. The document will be released for a 45-day public review period from December 15, 2025 to January 30, 2026. A public hearing for the document will be included on the agenda for the RTC's January 15, 2026 meeting.

Environmental Impact Report

The CEQA-required environmental review for the RTP is included in the EIR for AMBAG's MTP-SCS. The environmental review evaluates the potential environmental effects of implementing the MTP-SCS, including the RTP for Santa Cruz County. The environmental review also evaluates alternative investment scenarios and identifies mitigation measures for potential impacts. As the lead agency under CEQA for the MTP-SCS/RTP EIR, AMBAG has the primary responsibility for approving the "project" (i.e., MTP-SCS including the RTP for Santa Cruz County). The RTC, as a responsible agency under CEQA, will review and provide comments on the Draft EIR focusing on areas which will require decisions to be carried out by or approved by the RTC in the future. The RTC will consider adoption of the EIR findings in concert with adoption of the RTP after the EIR is certified by AMBAG.

As a programmatic document, the MTP-SCS/RTP EIR presents a region-wide assessment of the impacts of the proposed MTP-SCS, including the three RTPs (Santa Cruz, Monterey, and San Benito Counties). The MTP-SCS/RTP EIR does not analyze impacts of individual projects. Projects will undergo a separate environmental review process, conducted by their agency sponsors, once they actually receive funding and are ready to proceed.

AMBAG released the Draft EIR, in concert with release of the Draft MTP-SCS, on November 17, 2025. The public comment period on the Draft EIR, which includes environmental review of the RTP, will close on January 30, 2026. The Draft EIR is available online at www.ambag.org. AMBAG will virtually host a public hearing/workshop on the draft EIR focusing on Santa Cruz County on January 27, 2026.

Next Steps

Notices about the availability of the document will be sent to the media and community groups. After the public comment period, staff will prepare edits to the document and expect to bring changes to the RTC board at its March 2026 meeting. In June, RTC will adopt the final RTP and final EIR, and AMBAG will adopt the final MTP-SCS and certify the EIR.

Advisory committees are encouraged to provide input on any part of the draft plan.

SUMMARY

AMBAG released the 2050 MTP-SCS and associated EIR on November 17, 2025. The draft RTP is scheduled for release on December 15, 2025, starting a 45-day review period which will end on January 30, 2026. The draft RTP will be available to review on the RTC website, and the EIR is available now on the AMBAG website. Notices will be sent to interested parties. A public hearing on the RTP will be held at the January 15, 2026 RTC meeting.

Sharepoint - Planning/Shared Documents/2050 RTP (2026)/Staff Reports/Advisory/Bike/SR-2050RTP-Draft RTP.docx

TO: Regional Transportation Commission Bicycle Advisory Committee

FROM: Brianna Goodman, Transportation Planner

RE: Rural Highway Safety Plan: Milestone 3 - Draft Safety Enhancement Concepts

RECOMMENDATIONS

Staff recommend that the Regional Transportation Commission Bicycle Advisory Committee (BAC):

1. Provide input on the draft safety enhancement concepts at priority project locations (**Attachment 1**) before inclusion in the Rural Highways Safety Plan (RHSP) Final Report.

BACKGROUND

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

The objective of the RHSP is to identify crash patterns and use contextual data, such as surrounding land uses and roadway features, to generate and prioritize a suite of implementable countermeasures. The intent is to achieve zero traffic deaths and serious injuries on rural highways by 2050 with projects and strategies implemented through close partnerships with Caltrans. The RHSP would fulfill the requirements of a Comprehensive Safety Action Plan, allowing RTC or other local partners to compete for Highway Safety Improvement Program (HSIP) and Safe Streets for All (SS4A) funding to implement critical safety enhancement projects.

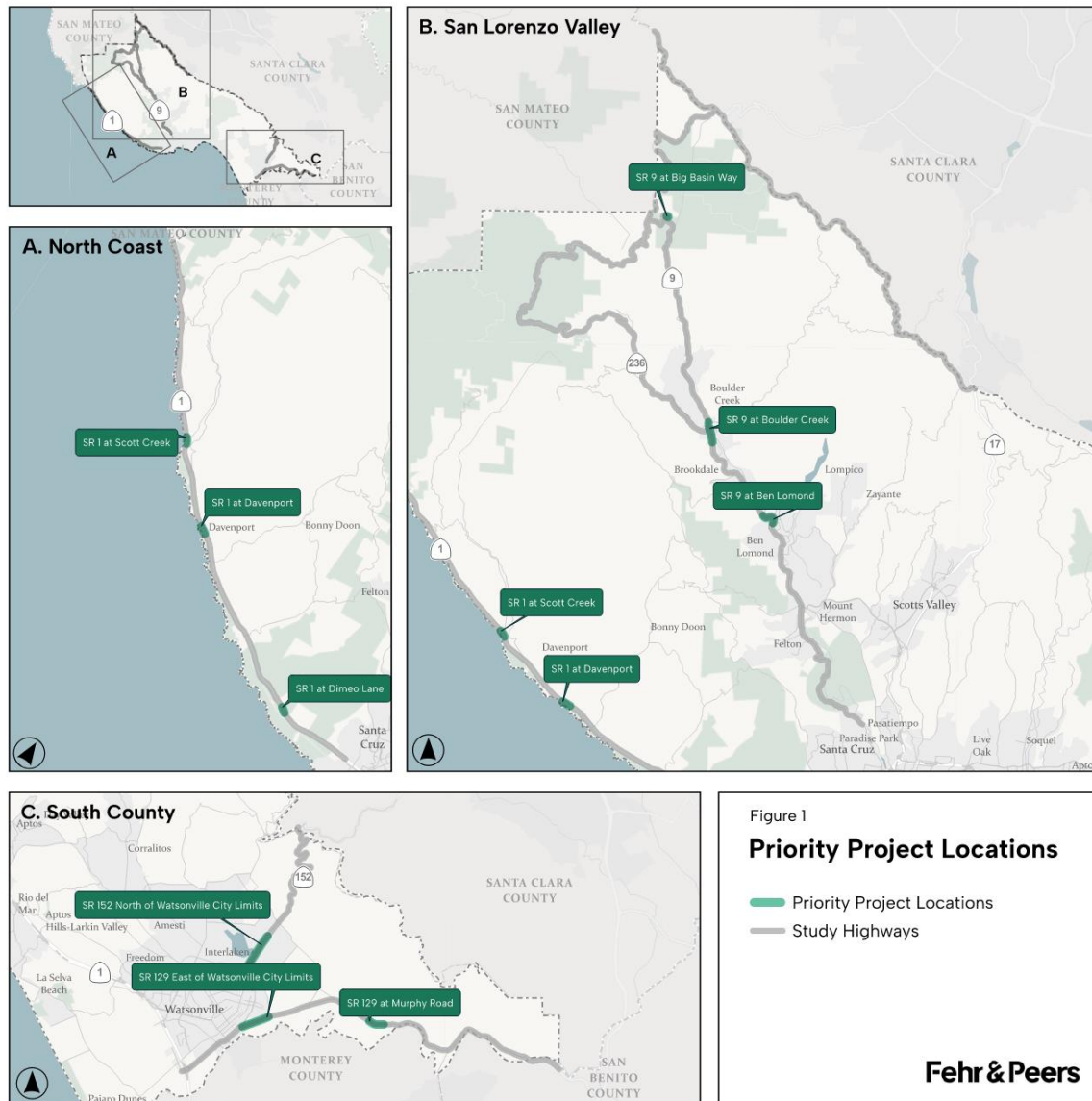
DISCUSSION

Informed by the safety needs identified through analysis and public input during Milestones 1: Vision and Objectives and 2: Transportation Strategy Development, the following Priority Project locations were identified for further project development as shown in The 10 priority project locations identified do not represent a complete list of areas with safety enhancement needs. The Rural Highways Safety Plan Final Report will provide a full summary of all location identified both through data analysis and by the community throughout the project outreach process that would benefit from safety enhancements.

Once the Rural Highways Safety Plan is completed, any location along any of the six rural highways will be eligible for safety enhancement funding and the order in which projects are pursued will be dependent on a wide range of factors, including new crash data, public input, and agency priorities of the RTC, County Board of Supervisors, and Caltrans District 5. Priority Project Locations and relevant crash data from the 2014 – 2023 RHSP study period are listed in Table 1.

Table 1 **Table 1** and geographically in Error! Reference source not found..

Figure 1: Priority Project Locations



The locations were selected based on the following:

- Representative safety concerns or typical cross-sections that apply to other locations
- Addresses all crash profiles and place types
- Geographically distributed locations to reflect representative locations on all Study Highways
- Locations that would most benefit from enhancements

- Areas where more potential risks factors are present and/or crashes have occurred
- Areas where community feedback highlighted key concerns
- Areas where there is an equity need
- Opportunities for funding
- Aligned with crash data that underpins criteria for certain safety funding programs
- Presents a compelling case for funding

The 10 priority project locations identified do not represent a complete list of areas with safety enhancement needs. The Rural Highways Safety Plan Final Report will provide a full summary of all location identified both through data analysis and by the community throughout the project outreach process that would benefit from safety enhancements.

Once the Rural Highways Safety Plan is completed, any location along any of the six rural highways will be eligible for safety enhancement funding and the order in which projects are pursued will be dependent on a wide range of factors, including new crash data, public input, and agency priorities of the RTC, County Board of Supervisors, and Caltrans District 5. Priority Project Locations and relevant crash data from the 2014 – 2023 RHSP study period are listed in Table 1.

Table 1: Priority Project Locations with Crash Data

State Route	Location	Description	Place Type	Crashes			
				Total Crashes	KSI Crashes	Ped Crashes	Bike Crashes
SR 1	Davenport	Marine View Avenue to San Vicente Creek	Main Street	8	2	1	1
SR 1	Dimeo Lane	500 feet in each direction from Dimeo Lane	Undeveloped-Non-Mountainous	6	1	0	0
SR 1	Scott Creek	500 feet in each direction from Scott Creek	Undeveloped Non-Mountainous	7	2	0	3
SR 9	Boulder Creek	Bear Creek Road to North of Mountain Road	Main Street	47	10	16	44
SR 9	Ben Lomond	South of Marshall Creek Court to Hillside Avenue	Main Street	30	3	0	10
SR 9	Big Basin Way	Hairpin north of Saratoga Toll Road	Undeveloped Mountainous	4	1	0	0
SR 129	East of Watsonville City Limits	East of Bridge Street to West of Lakeview Road	Transitional	28	4	7	21
SR 129	Murphy Road	200 feet in each direction from Murphy Road	Undeveloped Mountainous	7	1	0	0
SR 152	Northeast of Watsonville City Limits	Levee Path to the Fair Grounds Entrance	Main Street/Transitional	69	14	54	36

Source: Fehr & Peers, 2025.

Draft Priority Project Safety Enhancement Concepts

The project team developed draft project concepts for each location that identify potential safety enhancements and pair locations and countermeasures identified as part of the crash profile development. These draft priority project concepts were available for public review and feedback at sccrtc.org/rhsp from October 7 to November 19, 2025, and the concepts are now being updated for inclusion in the RHSP Final Report.

NEXT STEPS

After receiving feedback from RTC TACs, the RHSP project team will complete refinement and finalization of the safety enhancement concepts for inclusion in the Rural Highways Safety Plan Final Report. This report, when approved by RTC in spring 2025, will function as the Comprehensive Safety Action Plan (CSAP) for rural highways in Santa Cruz County, allowing identified projects to compete for both Highway Safety Improvement Program (HSIP) and Safe Streets for All (SS4A) implementation funding.

SUMMARY

For RHSP Milestone 2: Transportation Strategy Development the project team, in close collaboration with Caltrans, analyzed crash data to develop a series of common crash profiles, compiled a range of conflict management countermeasure options, and developed a list of priority project locations that demonstrate typical existing conditions for identified crash profiles. Staff recommend that the Bicycle Advisory Committee provide input on the draft safety enhancement concepts at these priority project locations (**Attachment 1**) before they are finalized as part of Milestone 3: RHSP Final Report.

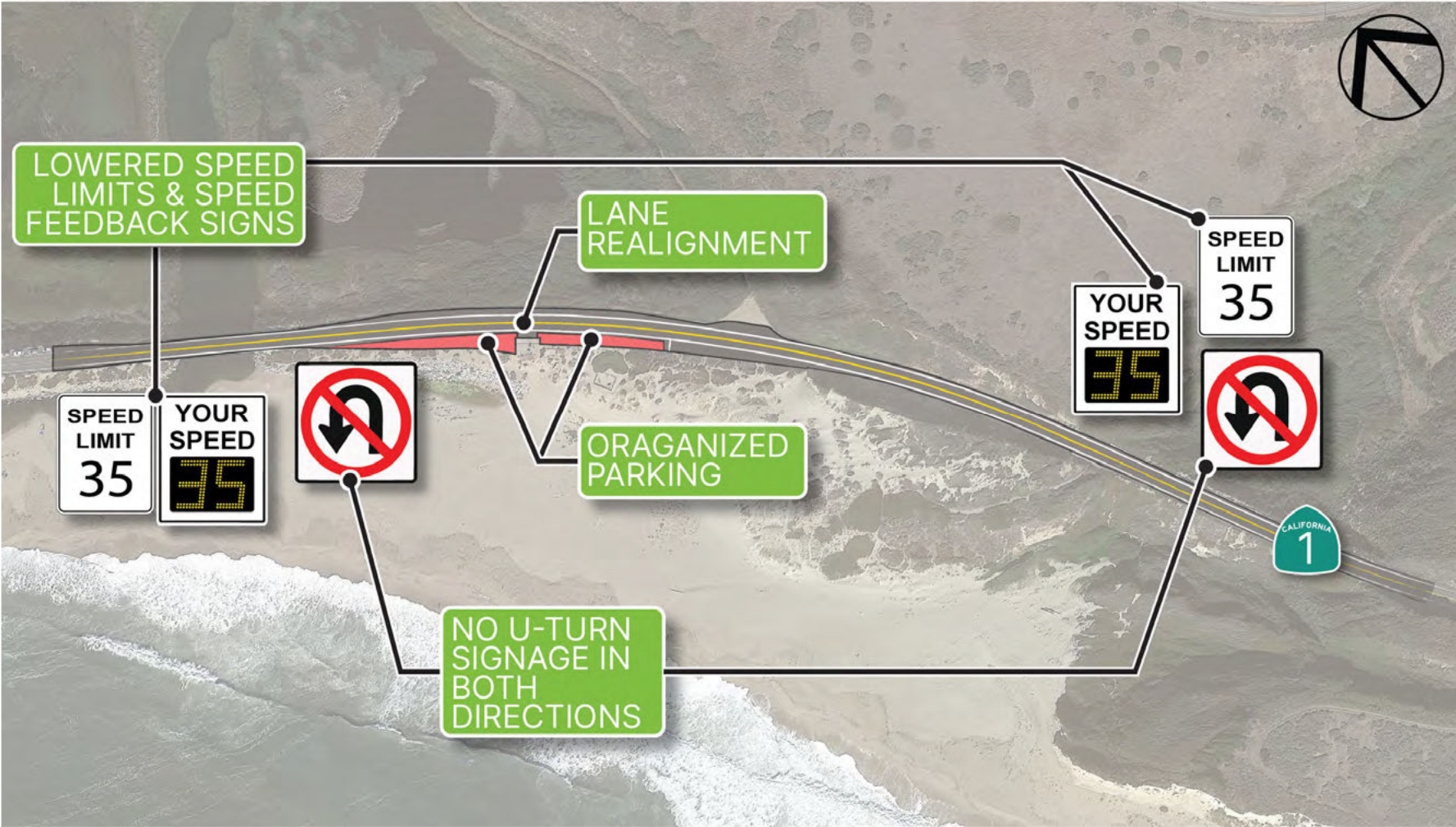
ATTACHMENT:

1. Draft Safety Enhancement Concepts at Priority Project Locations

FIGURE 1

Highway 1: Scott Creek

Highway 1 at Scott Creek is designated as an Undeveloped Non-Mountainous place type and serves as a key access point to coastal parking areas. Like many other locations on Highway 1 in within the study limits, the parking areas are informal and can make it challenging to maneuver. The corridor experiences many crashes related to weekend driving that are associated with high volumes of recreational users driving, biking, and walking.



KEY ENHANCEMENTS

- Potentially formalize parking on the west side of Highway 1 with striping and an access lane
- Install speed feedback signs
- Realign vehicle through lanes to the east
- Remove informal parking on the east side to reduce pedestrians crossing the highway

PLACE TYPE

Rural Non-Mountainous

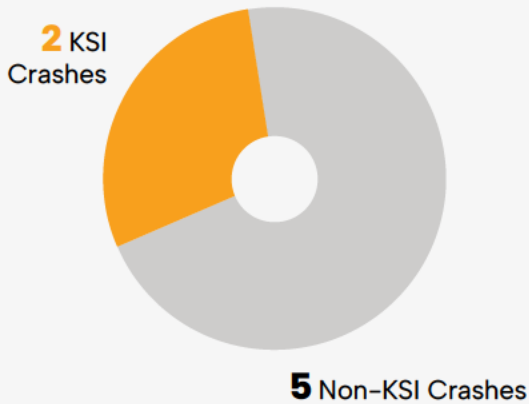
SEGMENT LENGTH

1,000 Feet

PROFILES ADDRESSED

Weekend Driving on Undeveloped Non Mountainous Roads

CRASH OUTCOMES



CRASH BY MODE

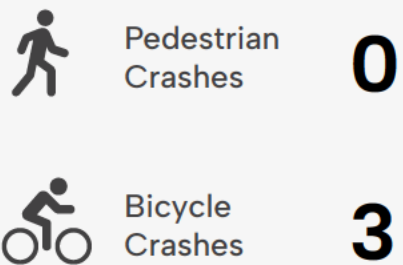
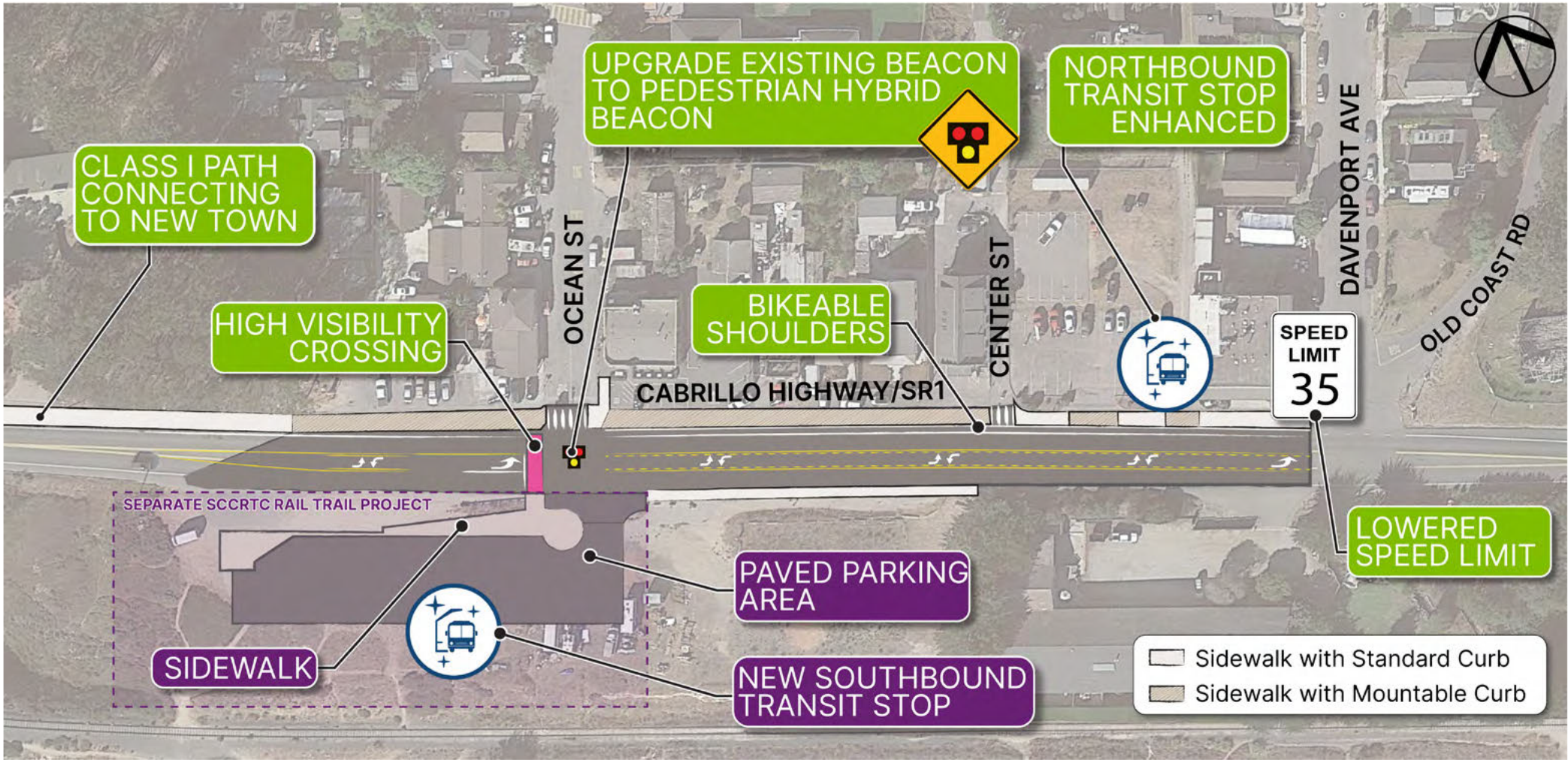


FIGURE 2

Highway 1: Davenport

Highway 1 in Davenport is characterized as a Main Street place type with high pedestrian and vehicle volumes. Highway 1 in Davenport is characterized as a Main Street place type with high pedestrian and vehicle volumes. This section serves as a main access point to Davenport shops and restaurants, elementary school, and beaches with frequent crossings across Highway 1. The corridor experiences many excessive speeding and lane departure crashes.



KEY ENHANCEMENTS

- Provide gateway improvements and traffic calming measures
- Install rolled curbs with sidewalks to delineate pedestrian space
- Improve pedestrian crossing at Highway 1 and Ocean Street to increase visibility
- Enhance transit stops to support existing and future transit service
- Create connections for pedestrians and bicyclists through Davenport

PLACE TYPE

Main Street

SEGMENT LENGTH

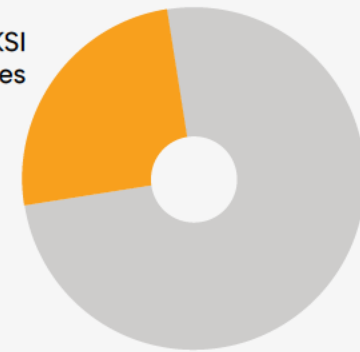
1,500 Feet

PROFILES ADDRESSED

Excessive Speed, Lane Departure

CRASH OUTCOMES

2 KSI Crashes



6 Non-KSI Crashes

CRASH BY MODE



Pedestrian Crashes

1



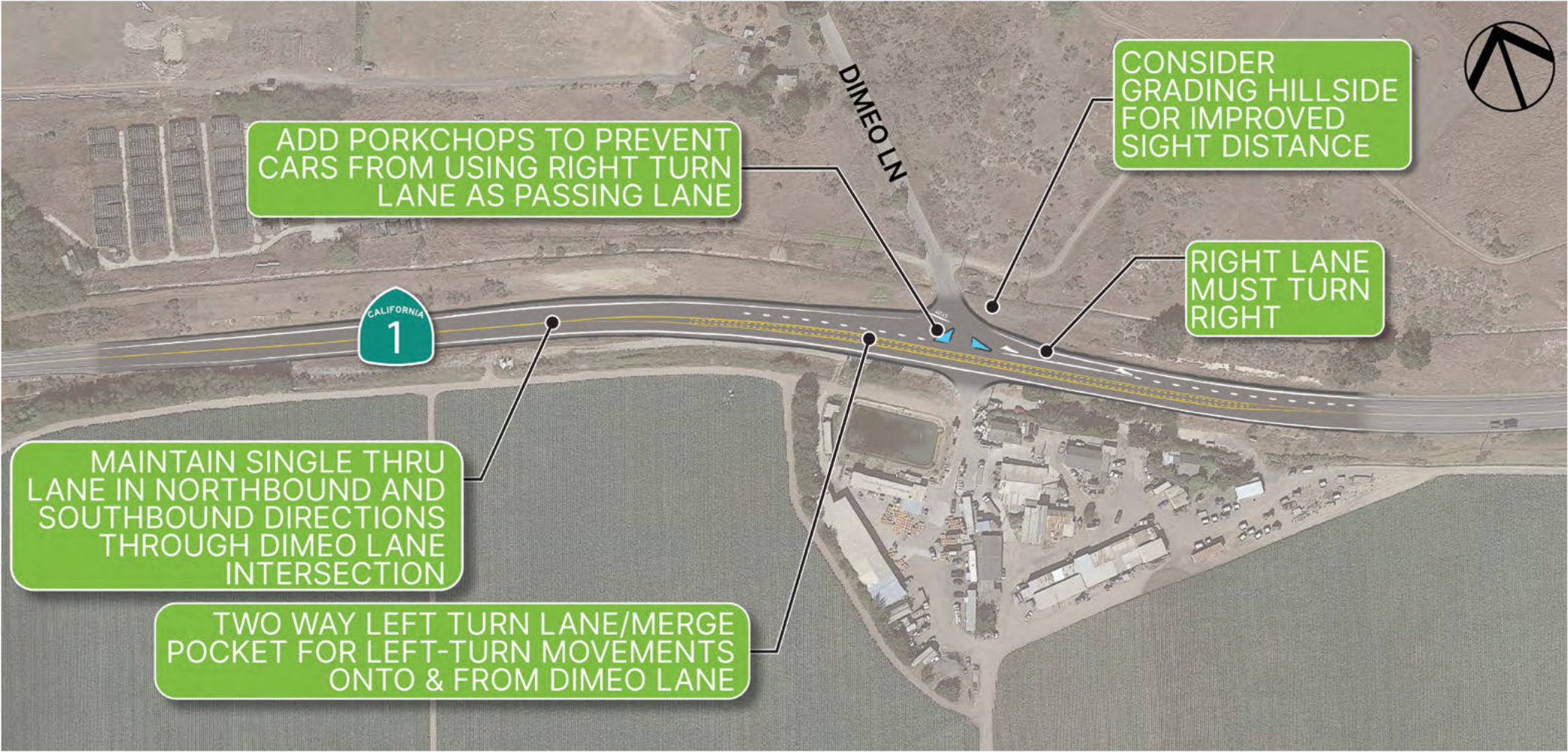
Bicycle Crashes

1

FIGURE 3

Highway 1: Dimeo Ln/Transfer Station

Highway 1 at Dimeo Lane is designated as an Undeveloped Non-Mountainous place type and is primarily affected by excessive vehicle speeds and heavy vehicles traveling to/from the City of Santa Cruz Resource Recovery Facility. The intersection geometry of this location is representative of other areas on Highway 1 with visibility challenges and high vehicle and truck volumes.



KEY ENHANCEMENTS

- Restripe turn lanes and passing lanes to discourage passing at the intersection and address sight distance concerns
- Add pork chop islands to help facilitate turn movements and improve visibility
- Narrow vehicle lanes
- Maintain shoulders for bike access

PLACE TYPE

Undeveloped Non-Mountainous

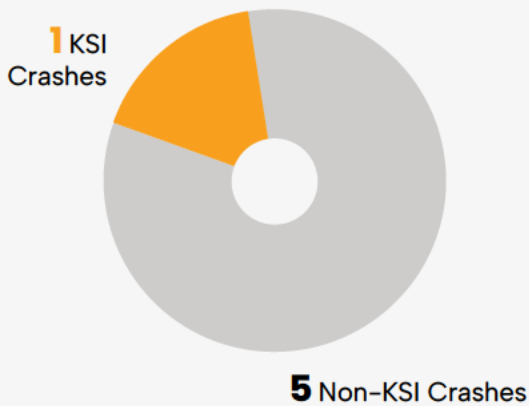
SEGMENT LENGTH

1,000 Feet

PROFILES ADDRESSED

Excessive Speed

CRASH OUTCOMES



CRASH BY MODE

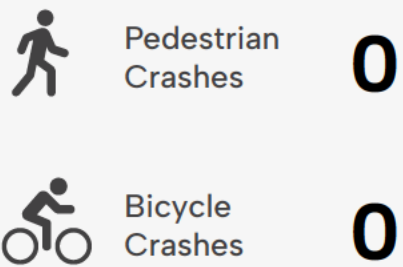
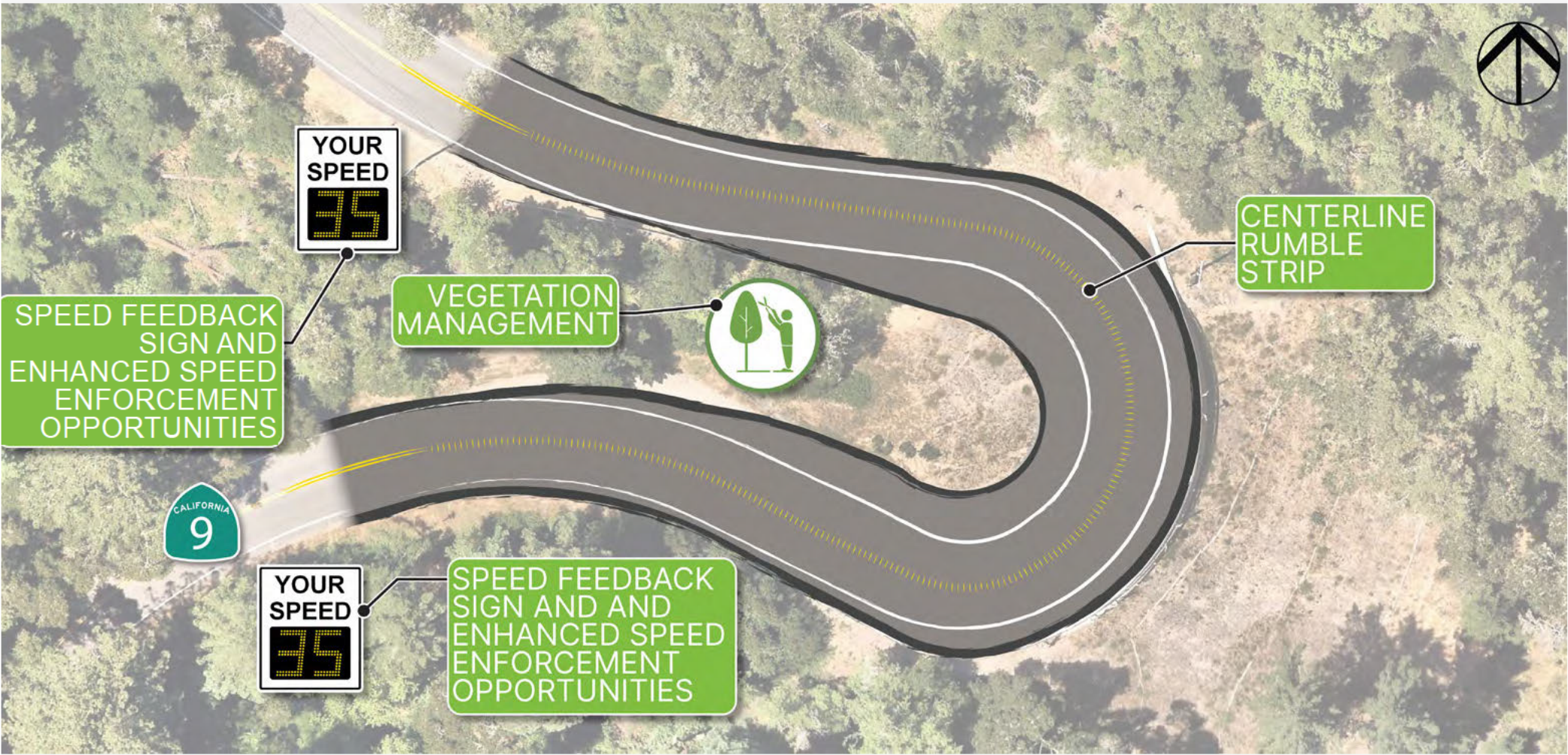


FIGURE 4

Highway 9: Waterman Gap Hairpin Ccurve

This segment of Highway 9, located at a hairpin turn south of the intersection with SR 236 and north of Saratoga Toll Road, is classified as Undeveloped Mountainous. The road is narrow with horizontal and vertical curves that present challenges related to sight distance, especially navigating tight or compounding curves. Anecdotal reports of speeding and racing on this portion of Highway 9 were shared in the community feedback. Although observed speed data shows average speeds of approximately 30 MPH, the corridor has a history of lane departure and DUI-related crashes.



KEY ENHANCEMENTS

- Install centerline rumble strips
- Manage vegetation to maintain visibility
- Install speed feedback signs to encourage slower travel speeds
- Enhance speed enforcement opportunities

PLACE TYPE

Undeveloped Mountainous

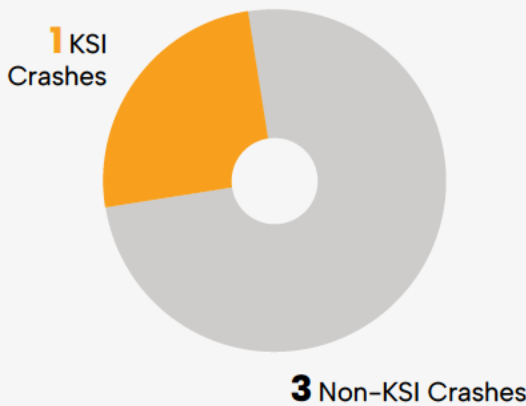
SEGMENT LENGTH

500 Feet

PROFILES ADDRESSED

Lane Departures, DUIs on Undeveloped Mountainous Roads

CRASH OUTCOMES



CRASH BY MODE

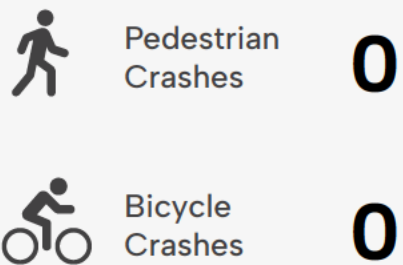


FIGURE 5

Highway 9: Boulder Creek

Highway 9 through Boulder Creek, from Bear Creek Road to Mountain Street, is characterized as a Main Street place type with a mix of narrow roads approaching downtown Boulder Creek and a more generous right-of-way with on-street parking within downtown. The area generally has limited sight distances and high levels of pedestrian activity. The corridor experiences many crashes falling into the excessive speeding and pedestrian crashes at night crash profiles.

KEY ENHANCEMENTS

- Provide gateway treatments such as medians, landscaping, and signage
- Install speed feedback signs to encourage slower travel speeds
- Enhance intersection and pedestrian crossings with Rectangular Rapid Flashing Beacons (RRFBs) and high-visibility crosswalks
- Improve transit stops by adding waiting areas and signage/furniture
- Build sidewalk connections to close gaps

PLACE TYPE

Main Street

SEGMENT LENGTH

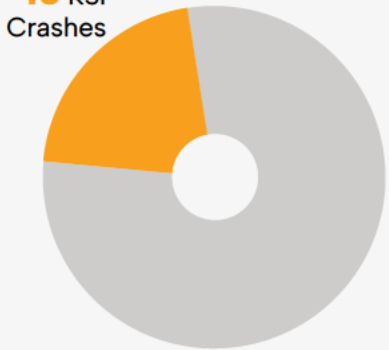
2,500 Feet

PROFILES ADDRESSED

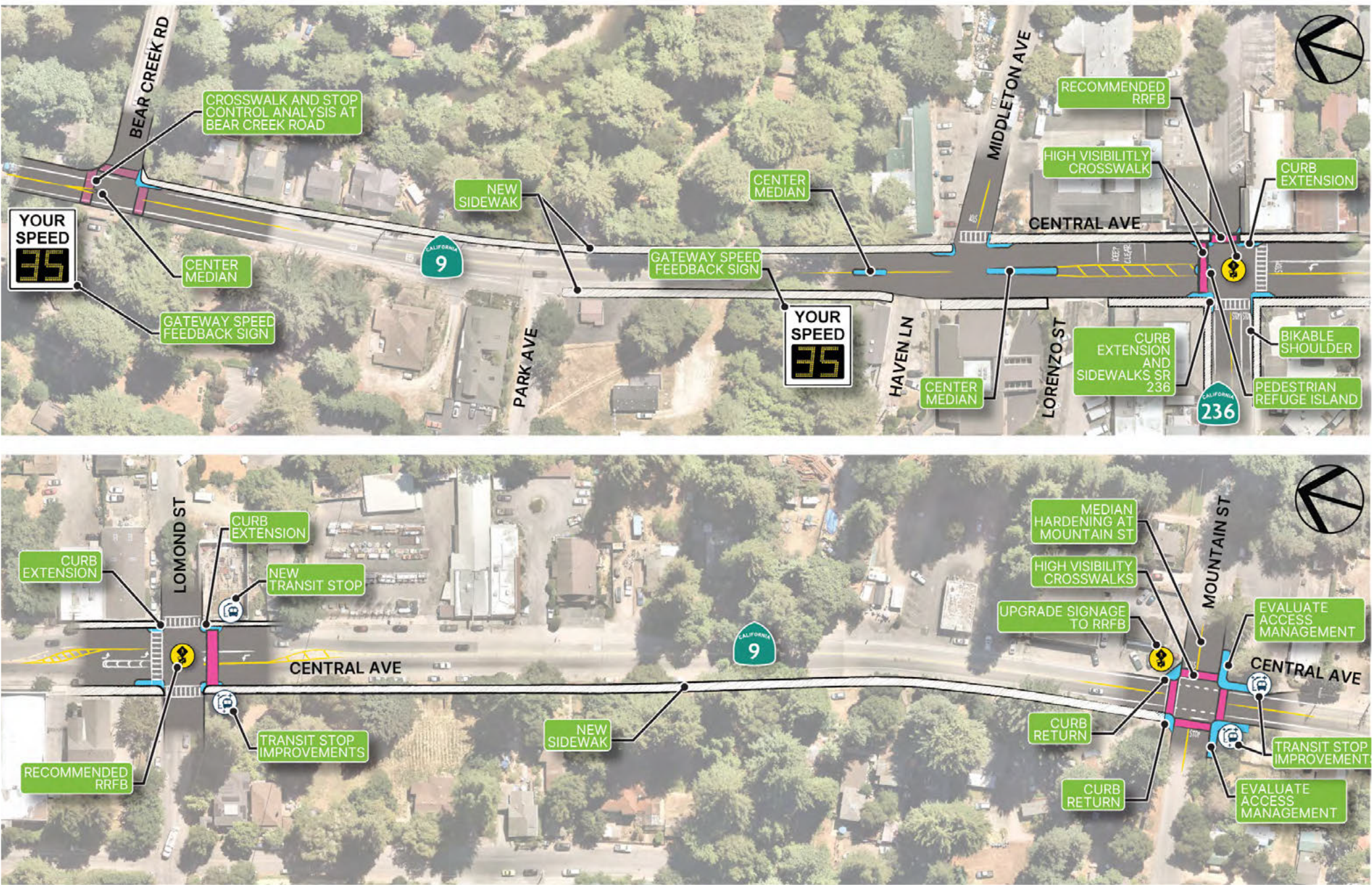
Excessive Speed,
Pedestrian Crashes,
Pedestrians at Night

CRASH OUTCOMES

10 KSI Crashes



37 Non-KSI Crashes



CRASH BY MODE



Pedestrian Crashes

16



Bicycle Crashes

44

FIGURE 6-1
Highway 9: Ben Lomond (1 of 2)

The Highway 9 segment through downtown Ben Lomond is a Main Street corridor with narrow curves, limited sight distance, and high pedestrian volumes. The area is affected by excessive speeds and frequent lane departure crashes. Enhancements will build on previous planning and design work done in the area including the San Lorenzo Valley (SLV) Complete Streets Plan and the Complete Streets Safety Assessment in Ben Lomond.

KEY ENHANCEMENTS

- Support existing crossing demand by right-sizing intersections and adding high visibility crosswalks, RRFBs, and curb extensions
- Provide gateway treatments including median islands, landscaping, and signage
- Improve transit stops by adding waiting areas and signage/furniture
- Narrow vehicle lanes
- Build sidewalk connections to close gaps

PLACE TYPE

Main Street

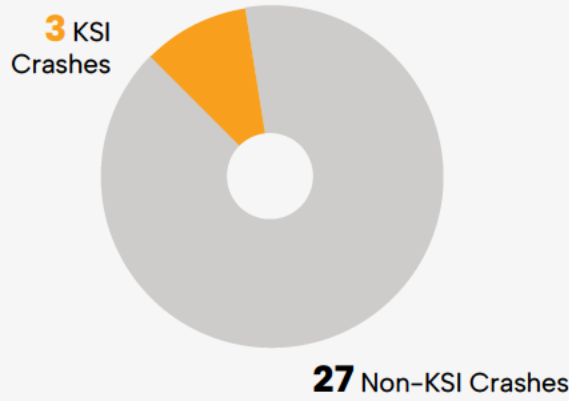
SEGMENT LENGTH

2,500 Feet

PROFILES ADDRESSED

Excessive Speed,
Lane Departure

CRASH OUTCOMES



CRASH BY MODE

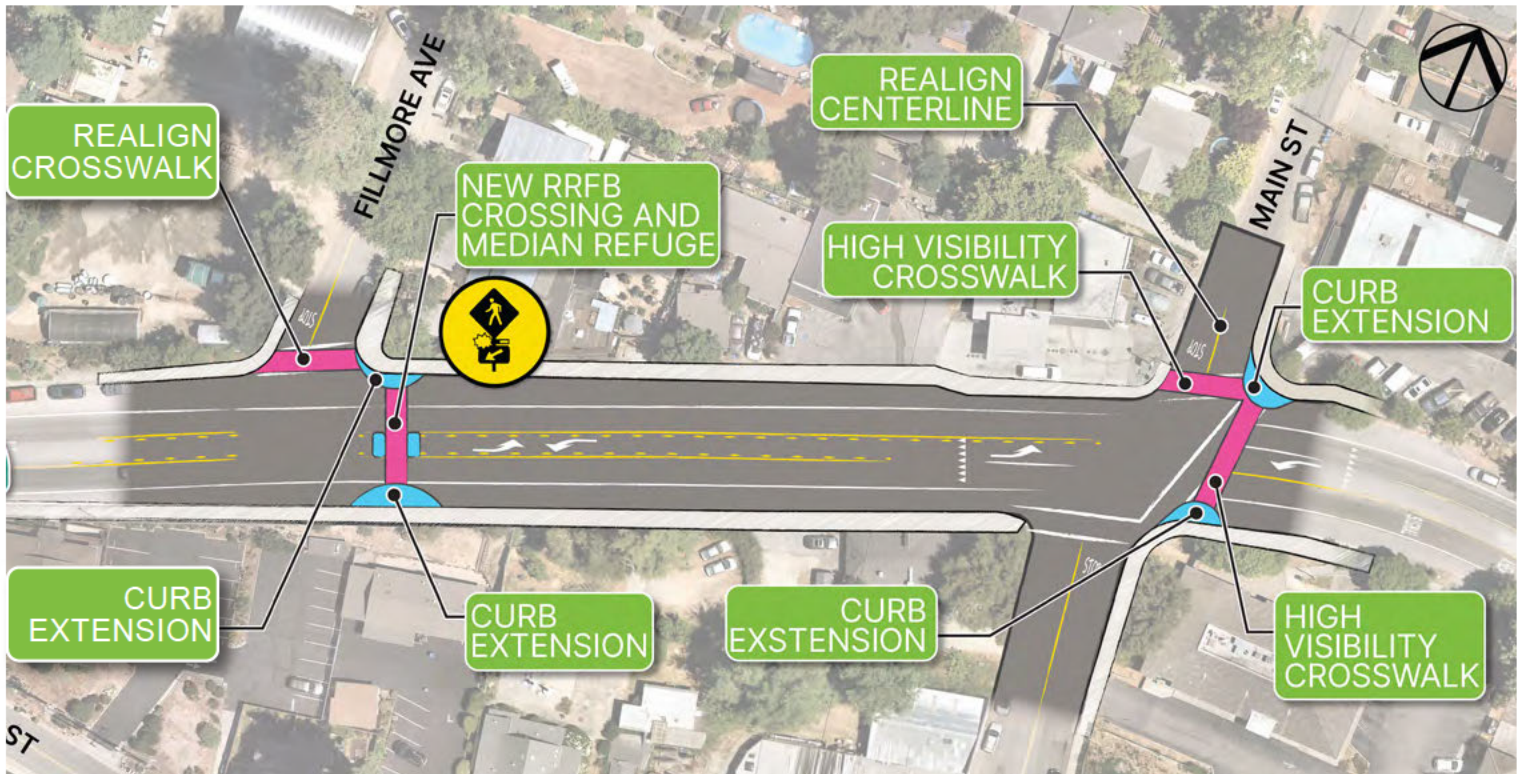
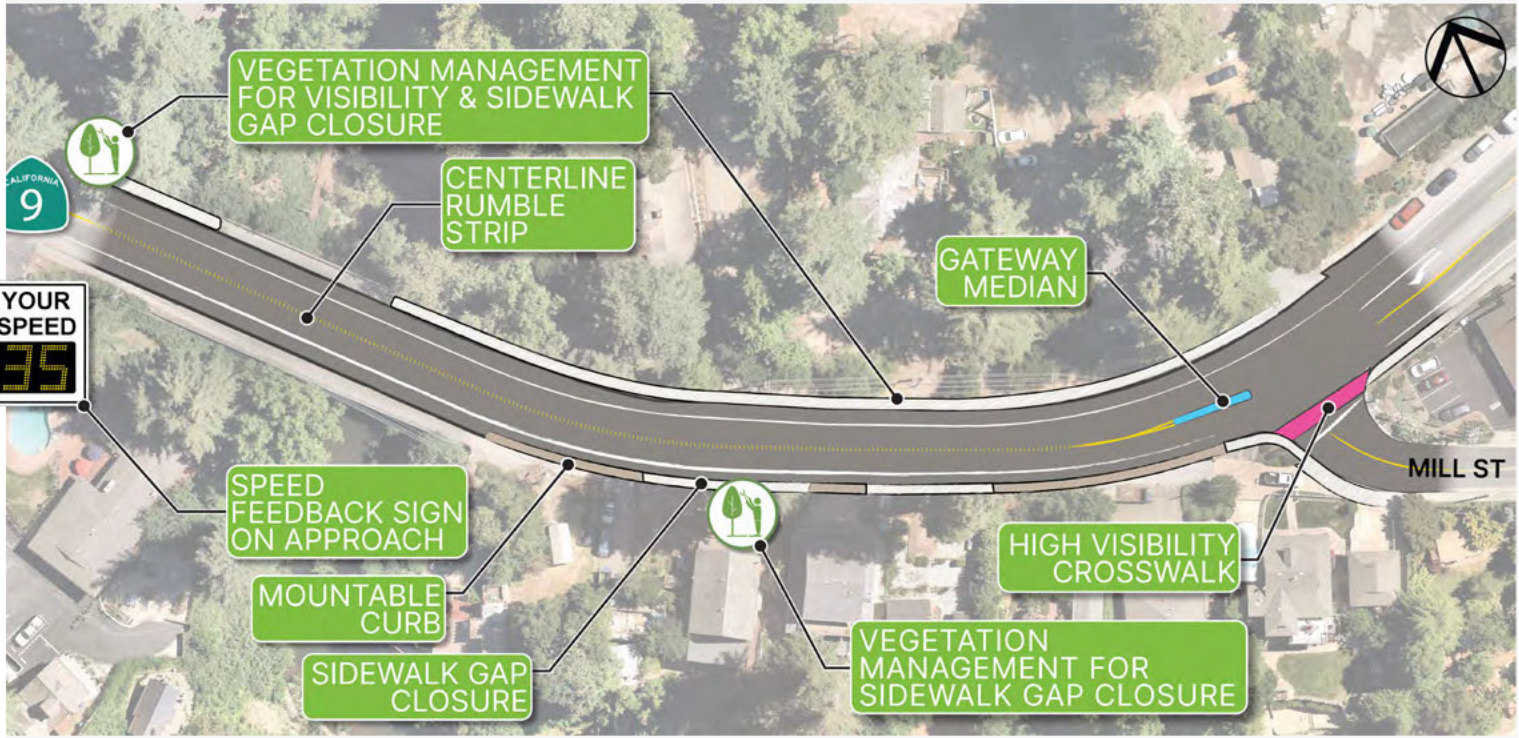
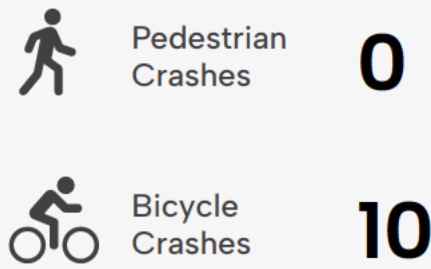


FIGURE 6-2

Highway 9: Ben Lomond (2 of 2)

The Highway 9 segment through downtown Ben Lomond is a Main Street corridor with narrow curves, limited sight distance, and high pedestrian volumes. The area is affected by excessive speeds and frequent lane departure crashes. Enhancements will build on previous planning and design work done in the area including the San Lorenzo Valley (SLV) Complete Streets Plan and the Complete Streets Safety Assessment in Ben Lomond.

KEY ENHANCEMENTS

- Support existing crossing demand by right-sizing intersections and adding high visibility crosswalks, RRFBs, and curb extensions
- Provide gateway treatments including median islands, landscaping, and signage
- Improve transit stops by adding waiting areas and signage/furniture
- Narrow vehicle lanes
- Build sidewalk connections to close gaps

PLACE TYPE

Main Street

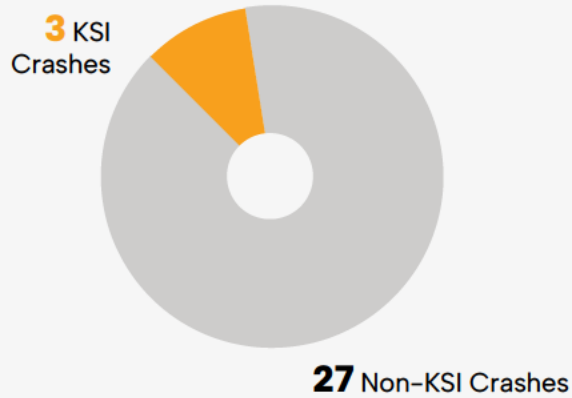
SEGMENT LENGTH

2,500 Feet

PROFILES ADDRESSED

Excessive Speed,
Lane Departure

CRASH OUTCOMES



CRASH BY MODE

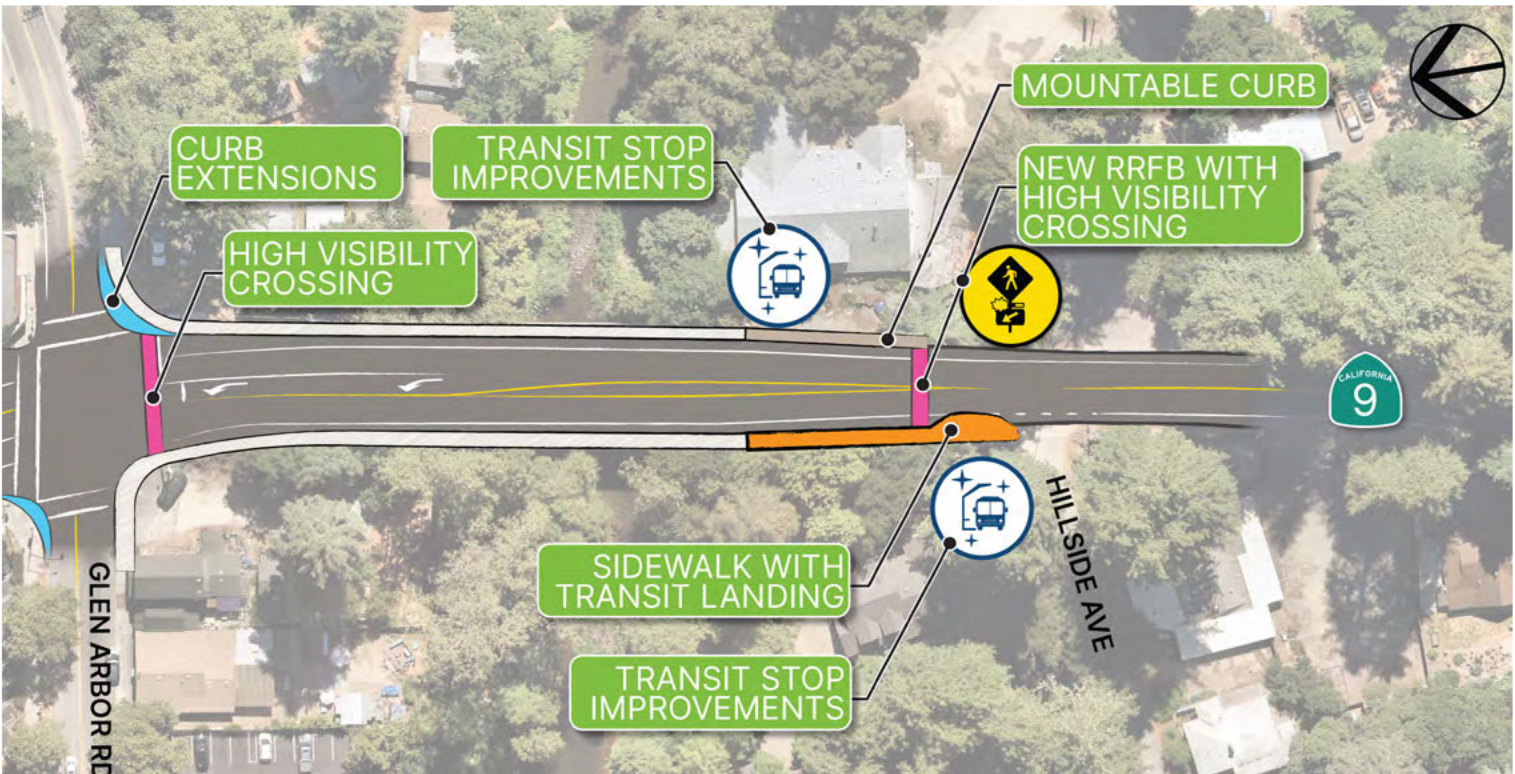
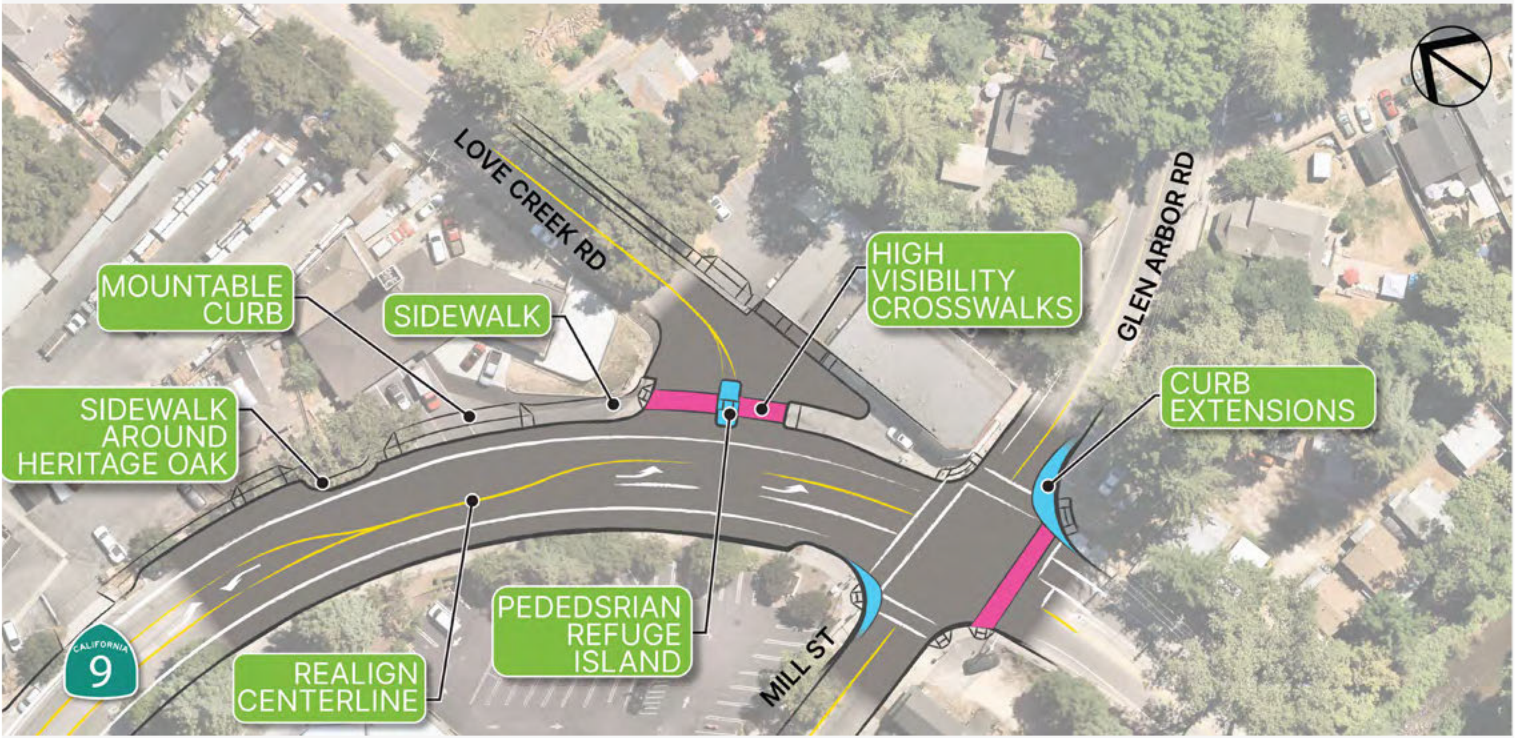
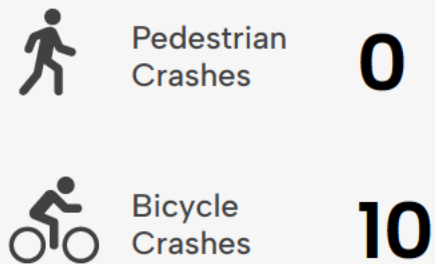
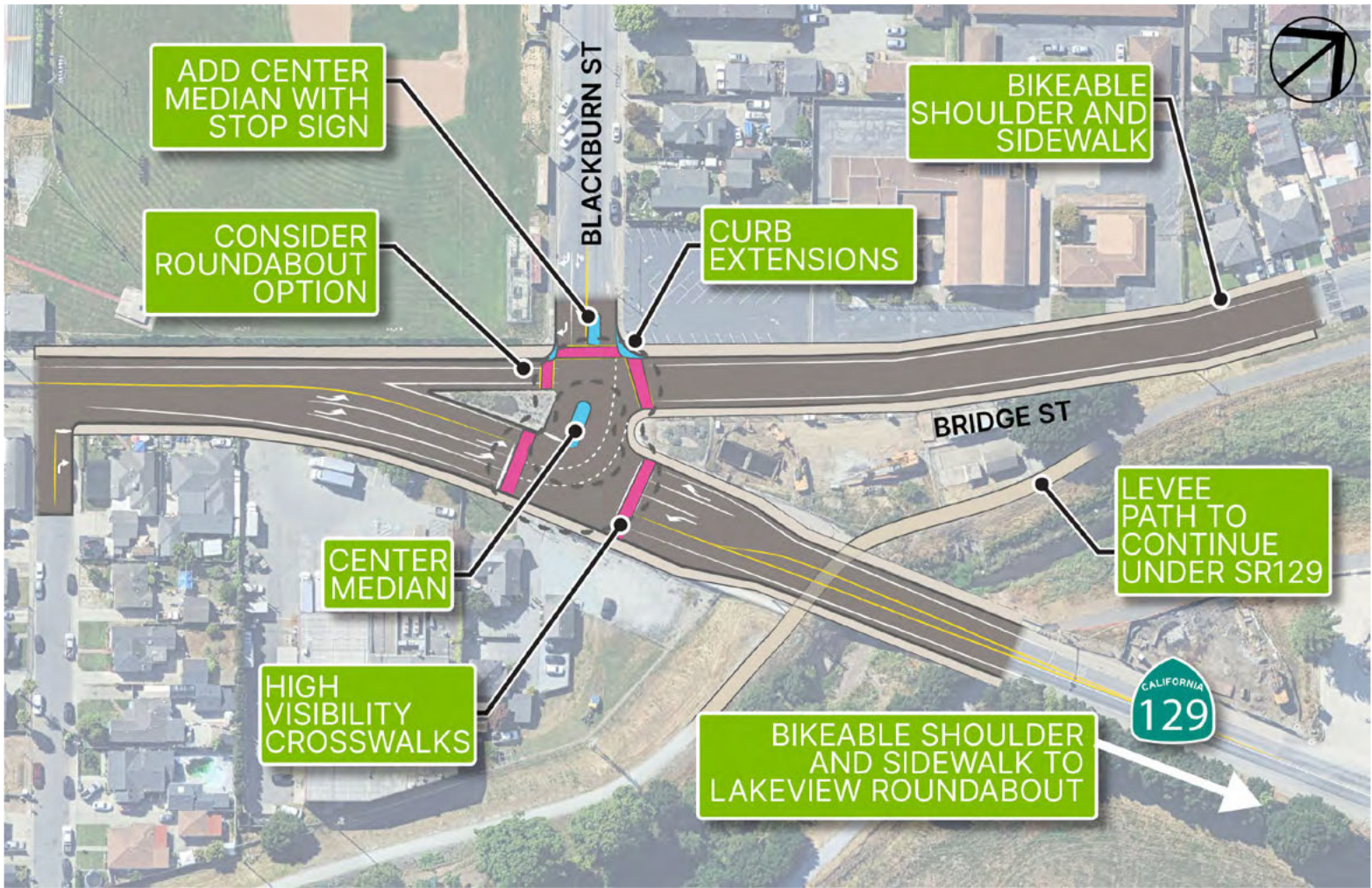


FIGURE 7

Highway 129: Blackburn St/Bridge St

Highway 129 near the eastern edge of the City of Watsonville is a Transitional place type and designated truck route with a diverse vehicle mix. While the project location is within the City of Watsonville, intersection treatments here can help to systemically manage speeds throughout the corridor, particularly in the segment just east of the City limits between this intersection and the Highway 129/Lakeview Road intersection. This segment provides access to agriculture lands and sees higher than typical heavy vehicle volumes, including trucks and farm equipment. Pedestrians and bicyclists on the corridor are typically a mix of people traveling to employment sites or participating in recreational activities. There is a history of excessive speeding and pedestrian-involved crashes.



KEY ENHANCEMENTS

- Provide bikeable shoulders
- Build sidewalk connections to close gaps
- Install center medians
- Add high-visibility crosswalks to help improve pedestrian visibility
- Consider a roundabout to address speeds and conflict severity; potentially build additional roundabouts at other locations along Highway 129 with the goal of systemically managing speeds

PLACE TYPE

Transitional

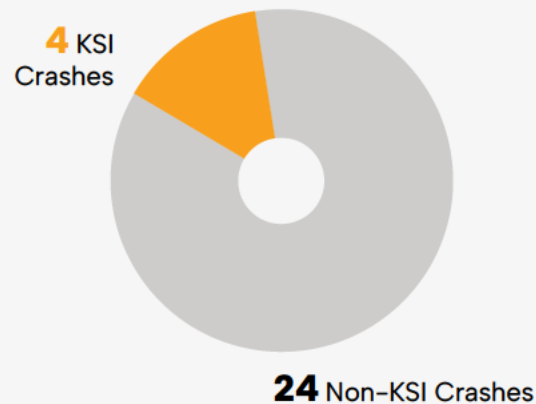
SEGMENT LENGTH

5,000 Feet

PROFILES ADDRESSED

Excessive Speed, Lane Departures

CRASH OUTCOMES



CRASH BY MODE

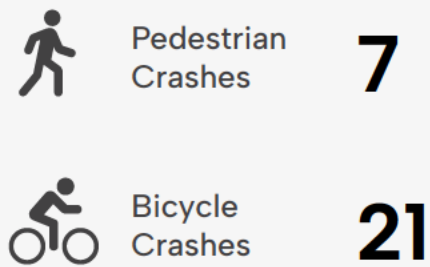
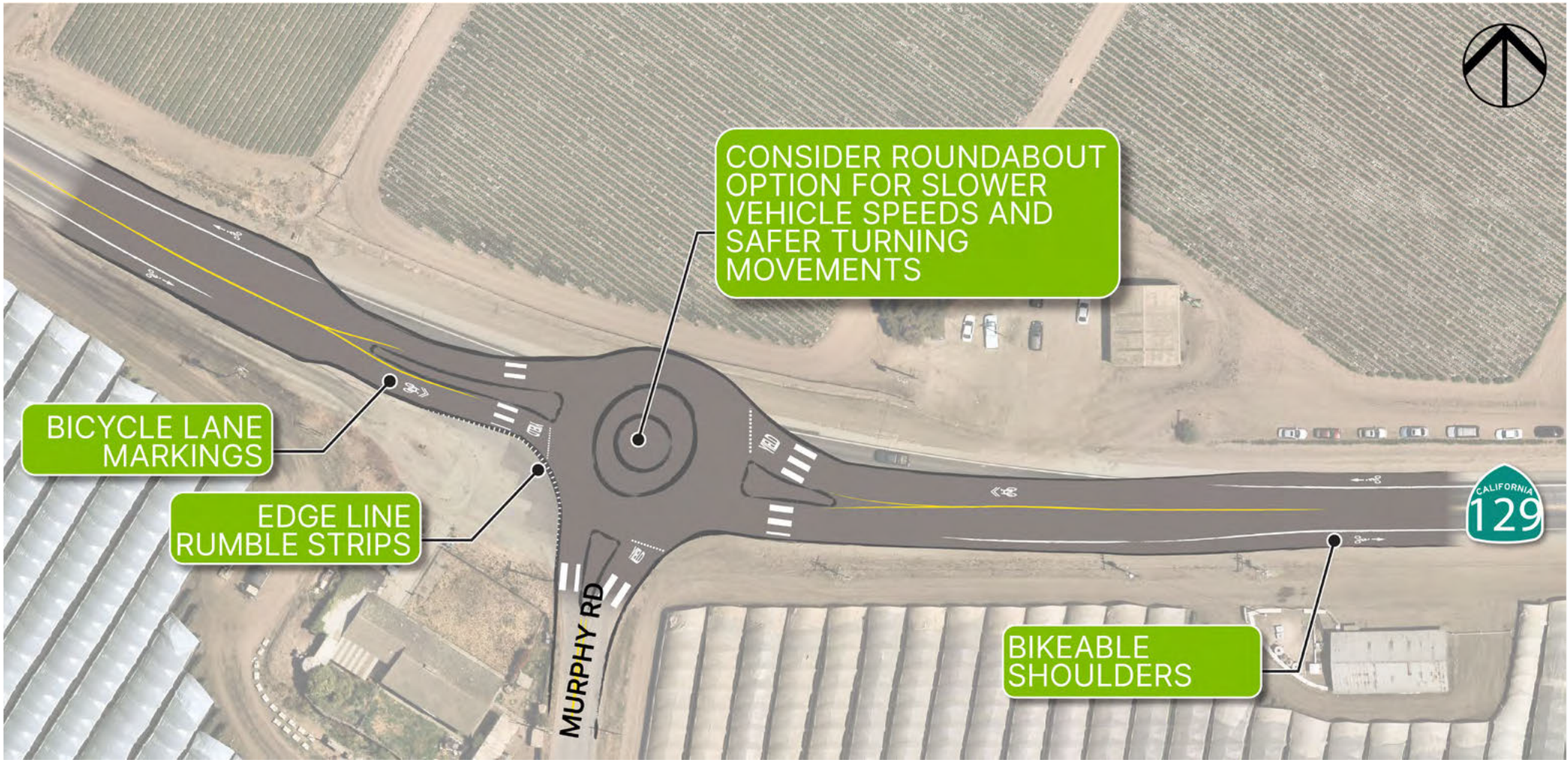


FIGURE 8

Highway 129: Murphy Rd

Near Murphy Road, Highway 129 is characterized as an Undeveloped Mountainous place type with agricultural rural characteristics. At the intersection, historical realignments of Highway 129 have created excess pavement that is no longer required as part of the traveled way but is not suitably delineated or separate to discourage use. Feedback indicated that the large paved areas near the intersection can lead to higher travel speeds, especially for turns. The corridor is affected by excessive speeds and lane departure crashes.



KEY ENHANCEMENTS

- Delineate or remove pavement outside the desired traveled way
- Install bike lane marking
- Consider a roundabout to address speeds and conflict severity; potentially build additional roundabouts at other locations along Highway 129 with the goal of systemically managing speeds

PLACE TYPE

Undeveloped Mountainous

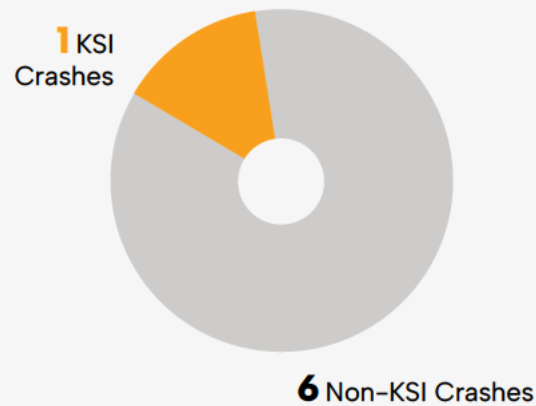
SEGMENT LENGTH

1,500 Feet

PROFILES ADDRESSED

Excessive Speed, Lane Departure

CRASH OUTCOMES



CRASH BY MODE

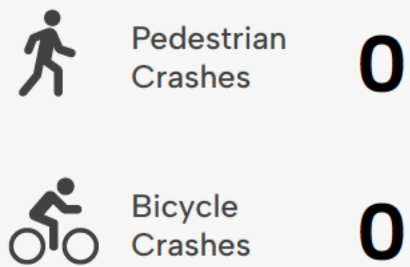


FIGURE 9

Highway 152: Lakeview Middle School/St. Francis High

Highway 152 northeast of Watsonville includes two key segments with distinct safety concerns. The Holohan Road segment, from the edge of the City to St. Francis High School, is a Main Street corridor that experiences unpredictable driveway movements and lane departure crashes. This segment includes both a middle school and high school that generate high vehicle and pedestrian volumes. There are many pedestrians crossing midblock to access the school and the church.

The Fairgrounds segment is a Transitional corridor with concerns related to long queues and high vehicle volumes during Fairgrounds events. Enhancements and improvements are focused on ingress and egress for all modes, including enhanced active transportation access that may reduce demand for vehicular travel during events.

KEY ENHANCEMENTS

- Build a Class I multi-use path parallel to Highway 152 along the segment
- Add traffic control such as a Pedestrian Hybrid Beacon (PHB) or traffic signal with high visibility crosswalks at the driveway to St. Francis High School
- Enhance School Zone signage to notify drivers of multiple school locations and pedestrian activity
- Complete sidewalk gap closures, including Class I trail connections
- Consolidate driveways where feasible

PLACE TYPE

Main Street, Transitional

SEGMENT LENGTH

6,600 Feet

PROFILES ADDRESSED


Excessive Speed, Lane Departures, Bicyclists on Narrow Roads, Turns on Transitional Roads

CRASH OUTCOMES


48 KSI Crashes

217 Non-KSI Crashes

CRASH BY MODE

 Pedestrian Crashes

78

 Bicycle Crashes

115



FIGURE 10

Highway 152: Fairgrounds Access

Highway 152 northeast of Watsonville includes two key segments with distinct safety concerns. The Holohan Road segment, from the edge of the City to St. Francis High School, is a Main Street corridor that experiences unpredictable driveway movements and lane departure crashes. This segment includes both a middle school and high school that generate high vehicle and pedestrian volumes. There are many pedestrians crossing midblock to access the school and the church.

The Fairgrounds segment is a Transitional corridor with concerns related to long queues and high vehicle volumes during Fairgrounds events. Enhancements and improvements are focused on ingress and egress for all modes, including enhanced active transportation access that may reduce demand for vehicular travel during events.

KEY ENHANCEMENTS

- Build a Class I multi-use path parallel to Highway 152 along the segment
- Add traffic control such as a Pedestrian Hybrid Beacon (PHB) or traffic signal with high visibility crosswalks at the driveway to St. Francis High School
- Enhance School Zone signage to notify drivers of multiple school locations and pedestrian activity
- Complete sidewalk gap closures, including Class I trail connections
- Consolidate driveways where feasible

PLACE TYPE

Main Street, Transitional

SEGMENT LENGTH

6,600 Feet

PROFILES ADDRESSED


Excessive Speed, Lane Departures, Bicyclists on Narrow Roads, Turns on Transitional Roads

CRASH OUTCOMES


48 KSI Crashes

217 Non-KSI Crashes

CRASH BY MODE

 Pedestrian Crashes

78

 Bicycle Crashes

115

