Santa Cruz County Regional Transportation Commission's

BICYCLE ADVISORY COMMITTEE

MEETING AGENDA

Monday, February 9, 2026

5:30 pm to 8:00 pm

In-Person Meeting
SCCRTC Office: 1101 Pacific Ave, Suite 250A, Santa Cruz, CA
Remote Participation
Remote participation for a) members of the public, b) nonvoting alternates, or c) voting Committee members unable to attend in person due to an emergency or for cause per AB 2449 (see p. 3 below for more information):
https://us02web.zoom.us/j/85986691416
Online meeting ID: 859 8669 1416
Dial-in: +1 669 900 9128 or +1 669 444 9171

COMMITTEE MEMBERSHIP

Member	Alternate	Representing
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	Catherine Weber	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 December 8, 2025, Bicycle Advisory Committee Meeting

8. Receive Summary of Hazard Reports

9. Recommend to the Regional Transportation Commission approval of the City of Santa Cruz's TDA claim for the Laurel Bikeway and Pedestrian Striping project

10. Receive information on committee member stipends

REGULAR AGENDA

11. Receive information and provide input on the design of the Soquel Drive/ Robertson Street Signalization Project – Tim Nguyen, County of Santa Cruz

12. Receive information on Bike Santa Cruz County's programs and provide input on Project PASEO scope changes – Jon Silver, Bike Santa Cruz County

13. Receive information and provide input regarding the Highway 17 Comprehensive Multimodal Corridor Plan – Kelly McClendon, Caltrans D5

14.

15. Discuss Construction safety for roadwork and encroachments affecting bicyclists and pedestrians – Committee members

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

17. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for April 13, 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@sccrtc.org | website: www.sccrtc.org

AGENDAS ONLINE

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

REMOTE PARTICIPATION –Committee Members (AB 2449)

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

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

REMOTE PARTICIPATION - Public

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

PARTICIPACIÓN REMOTA – El público

El público puede participar en las juntas de la Comisión Regional de Transporte (RTC) en persona o remotamente a través del enlace Zoom proporcionado. Si problemas técnicos resultan en la perdida 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, December 8, 2025
5:30 pm to 8:00 pm

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

1. Call to Order: Chair Anna Kammer called the meeting to order at 5:36 pm.

2. Introductions

Members Present, in Person:
Scott Roseman, District 1
Jack Brown, District 2
Sally Arnold, District 3
Anna Kammer, District 4 (Chair)
Rick Hyman, District 5
Theresia Rogerson, Dist. 5 (Alt.)
Paula Bradley, City of Capitola
Matt Farrell, City of Santa Cruz
Gina Cole, City of Watsonville (Vice Chair)
Matt Miller, Ecology Action
Alexander Yasbek, CTSC

Members Remote, Voting under Just Cause or Emergency:

Staff:
Tommy Travers, Transportation Planner
Max Friedman, Transportation Planner
Brianna Goodman, Transportation Planner

Members Remote, Not Voting:
Corrina McFarlane, District 1 (Alt.)

Unexcused Absences:

Excused Absences:
Alex Santiago, District 3 (Alt.)
Steven Jonsson, District 4 (Alt.)
Christopher O'Connell, City of Capitola (Alt.)
Jae Riddle, City of Santa Cruz (Alt.)
Jennifer Villegas Moreno, Ecology Action (Alt.)
Kelly Curlett, CTSC (Alt.)

Vacancies:
District 2 - Alternate
City of Scotts Valley – Primary and Alternate
City of Watsonville - Alternate

Guests:
Bill Cook, Member of the public
Tom Brady, Member of the public
Chuck Ross, Member of the public
Catherine Weber, Member of the public

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

4. Staff announcements

Staff provided an announcement regarding an upcoming virtual community workshop for the North Coast Transportation Demand Management Plan.

Staff noted that the project team is soliciting public input on the draft TDM strategies.

Staff also announced that the RTC's Transportation Equity Action Plan has been released and that an item will be brought to the Committee for consideration at a future meeting.

5. Oral communications

Jack Brown provided an update on construction along Soquel Drive, noting that the project includes increased spacing between delineators.

Bill Cook, a member of the public, suggested the use of rubber grade crossings at the Boardwalk railroad tracks to reduce the risk of bicycles becoming stuck in the tracks and crashing. Tom Brady, a member of the public, raised concerns about bicycle safety along Freedom Boulevard in Watsonville, particularly in both directions near the intersection of Buena Vista Road and Freedom Boulevard.

6. Additions or deletions to consent and regular agendas:
Item 15 was moved to go first on the regular agenda before item 12.

CONSENT AGENDA

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
A committee member suggested scheduling more meetings at alternative locations in South County in 2026.

10. Recommend to the Regional Transportation Commission (RTC) the nomination of new committee appointments

11. Accept the direct appointment of new committee member

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

REGULAR AGENDA

15. Receive information and provide input on Rural Highway Safety Plan: Milestone 3 Draft Safety Enhancement Concepts – Brianna Goodman, RTC

Brianna Goodman, RTC, presented draft safety enhancement concepts as part of Milestone 3 of the Rural Highways Safety Plan (RHSP). Through previous analysis of crash patterns and community needs, the RHSP team has drafted 10 safety enhancement concepts at 10 different priority locations along rural highways in Santa Cruz County. Committee members provided input on the draft safety enhancement concepts, including questions regarding coordination with Caltrans, prioritization criteria, and the extent to which proposed improvements would maintain safe and accessible conditions for bicyclists along rural highways. Discussion focused on design considerations that could affect bicycle safety, such as signage placement, shoulder widths, curb extensions, and intersection treatments, and there were especially concerns about the concept design of a roundabout on Highway 129 at Murphy Road. Also discussed was how the ten priority concepts would be further prioritized based on factors including crash history, funding availability, and coordination with partner agencies.
Tom Brady, a member of the public, commented about the designs of new Scotts Creek parking along Highway 1.

12. Elect New Chair for Bicycle Advisory Committee – Committee Members

A nomination was made to elect Gina Cole for the position of Chair (Arnold/Bradley), and a second nomination was made to elect Matt Miller for the position of Chair (Roseman/Yasbek). The motion to elect Gina Cole as Chair passed (8-2) with Arnold, Kammer, Hyman, Bradley, Farrell, Cole, Miller, and Yasbek voting in favor and Roseman and Brown voting in opposition. This action resulted in a vacancy in the position of Vice Chair.

A nomination was made to elect Matt Miller as Vice Chair (Kammer/Roseman). The motion passed unanimously with Roseman, Brown, Arnold, Kammer, Hyman, Bradley, Farrell, Cole, Miller, and Yasbek voting in favor.

13. Review and provide input on 2025 State and Federal RTC Legislative Programs – Max Friedman, RTC

Max Friedman, RTC staff, presented an overview of the bicycle-related components of the proposed 2025 State and Federal RTC Legislative Programs and highlighted active transportation legislative priorities for the upcoming legislative year. Individual committee members provided input including favoring a target amount of state funding for the Active Transportation Program, opposing VMT-based fees, opposing a federal rail

trail bill, favoring vehicle automated detection of pedestrians and bicyclists, and favoring increasing local safety liability exposure caused by the lack of maintenance of bicycle paths.

14. Receive information on Draft 2050 Santa Cruz County Regional Transportation Plan – Tommy Travers, RTC

    Tommy Travers, RTC staff, provided an overview of the Draft 2050 Santa Cruz County Regional Transportation Plan (RTP), including the Plan's policy, action, and financial elements and the development of a constrained project list. Committee members asked for a practical explanation of how the RTC uses the RTP, and staff explained that the RTP is used to support grant applications and to prioritize planning and funding.

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

    Committee members provided updates from the Ad Hoc subcommittee on safety in construction zones and noted that the group is working to organize a meeting with County Public Works and planners and engineers from other local jurisdictions.

17. Adjourn
    The meeting adjourned at 8:10 p.m.

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

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
02/02/26	Robert	Murillo	Trestle Bridge close to Boardwalk		Santa Cruz	Bike: Debris on shoulder or bikeway	One person crashed in the sand on 1/31/26	Dan Estranero, Joanna Edmonds	02/03/26		
01/27/26	Jack	Brown	Soquel Dr	Soquel Ave	Live Oak	Bike: Bikeway not clearly marked	Urgent safety issue: 44 1/2 delineators in the eastbound direction are currently knocked off their bases (Report #2623 had eastbound in error, I should have reported westbound in that report - In total 74.5 total) . Locations where delineators were already missing were not repaired, leaving numerous exposed, dark bases that blend into the asphalt. These create a serious and immediate hazard, especially at night. I struck one of these bases last night while avoiding a construction sign and attempting to re-enter the bike lane. Immediate repair and replacement is needed to prevent injuries or crashes. (See hazard report #2620)	DPW	01/28/26		
01/27/26	Jim	Starr	Hwy 1	N/A	Santa Cruz - Davenport	Bike: Debris on shoulder or bikeway	The problem is not just the places where the encroachment is making an unsafe condition; it is that the agreement to not have a rumble strip where the width is less than 5 feet is being ignored. THAT is the problem that needs to be fixed. Regular maintenance. It's not hard, but someone is not doing it.	Caltrans	01/28/26	1147091	**1/28/26 Customer Service:** This is your Customer Service Request Confirmation and Ticket Number. Please retain this information for future reference. A copy of this confirmation has been sent to the email address that you provided. Customer Service Requests (CSR´s) are handled Monday through Friday, 8AM to 4PM.
01/27/26	Jack	Brown	Soquel Dr	Soquel Ave	Soquel	Bike: Bikeway not clearly marked	Urgent safety issue: 30 delineators in the eastbound direction are currently knocked off their bases, with additional bases removed over the past two weeks. Locations where delineators were already missing were not repaired, leaving numerous exposed, dark bases that blend into the asphalt. These create a serious and immediate hazard, especially at night. I struck one of these bases last night while avoiding a construction sign and attempting to re-enter the bike lane. Immediate repair and replacement is needed to prevent injuries or crashes. (See hazard report #2620)	DPW	01/27/26		**1/27/26 Brittni Smrz:** Good morning, Thank you for submitting a report. I am forwarding to our Road Maintenance division for review.
01/26/27	Jack	Brown	5430 Soquel Dr	Fairway Drive	Soquel	Bike: Construction hazard	Construction sign left in Bike Lane along with "Share the Road" sign and "Right Lane Closed Ahead" after 5:30 PM when no construction was going on and no lane closure or construction obstacles. I had to go into the the #2 eastbound lane after dark and then while attempting to get back in the bike lane I struck a black bollard/delineator base that was missing a bollard and could not see because the base is black and it was after dark. SIGNS MUST BE REMOVED WHEN CONSTRUCTION IS NOT ACTIVE AND WE REALLY NEED REFLECTIVE CONTRASTING DILENEATOR BASES IF YOU ARE NOT WILLING TO MAINTAIN THE DELINEATORS!	DPW	01/27/26		**1/27/26 Brittni Smrz:** Good morning, Thank you for submitting a report. I am forwarding to our Road Maintenance division for review.

01/26/27	Clive	Bagshaw	Laurel Street, opposite Felix street, Santa Cruz 36.968461,-122.032317	Felix St	Santa Cruz	Bike: Rough pavement or potholes	Dangerous combination of drain-new pothole-drain in bike lane on Laurel Street (school playing field side) near the half-way pedestrian barrier near Felix Street that forces cars close to the bike lane and often they stray into the bike lane - see Google maps photo as an example:	Dan Estranero, Joanna Edmonds	01/27/26		
01/24/26	Anne	Berne	Water St near the Mission/Chestnut intersection	Mission St	Santa Cruz	Bike: Vehicles or objects blocking sidewalk	Because there are a lot of cars during hours when parents driving kids to school (mission hill) and people going to work or school at UCSC in the mornings, the cars line up in the angle of the right hand lane and block the bike lane. I am trying to bike up the hill and there are two to three cars in the bike lane waiting for the green light. They think they are in line for the right lane (not the right turn lane to go to Highway 17/1) but going straight to UCSC. They end up blocking the bike lane in a very unsafe way. I have to knock on cars to get by and they either don't move or move a little bit. This means that I cannot finish going up the hill to wait at the signal for the light to change. Can these be green striped or something to make it safer for people to bike up the hill? Thank you!	Dan Estranero, Joanna Edmonds	01/27/26		
01/21/26	Kathleen	Bortolussi	McGregor Dr	N/A	Aptos	Bike: Debris on shoulder or bikeway	There are cement barriers and it has been this way for possibly 6 months with no sharrows. I contacted the supervisor then and her office stated that the cement barricades were gonna be removed in a few weeks. This has certainly not happened. Now you will be closing the state park exit causing more traffic and introducing more risk to a road that no longer has a bike lane. Can you put in sharrows and share the road signs so people know that bikes have a right to take a safe amount of space which is about half the existing lane in either direction?!	DPW	01/22/26		**1/22/26 Brittni Smrz:** Good afternoon, Thank you for submitting a report. I will forward to our Encroachment division for review & response.
01/15/26	Brian	Besummer	Lower China Grade Rd and 236	N/A	Boulder Creek	Bike: Rough pavement or potholes	A few big.pot holes and a sink hole is forming	DPW	01/20/26		**1/20/26 Daniel Olivarez-Vega:** Hello, Please see request below of potholes on China Grade Rd. **1/21/26 Jacqueline Lopez:** Hello, A resident reported the same issue last week, and our crew completed the repairs on January 15.
01/12/26	Sandrine	Georges	Brommer Street	Chanticleer Ave	Live Oak	Bike: Debris on shoulder or bikeway	Debris on shoulder or bikeway	DPW	01/13/26	SR#26-000108	**1/13/26 Jacqueline Lopez:** Got it, thank you. SR#26-000108
01/05/26	Rob	Franks	Bay Dr	High St	Santa Cruz	Bike: Traffic signal problem	Coming up Bay, turning left unto High, traffic sensor does not trip for my bike.	Dan Estranero, Joanna Edmonds	01/06/26		**1/22/26 Joanna Edmonds:** This was forwarded to the appropriate Public Works staff to address if they find that it is still an issue.
01/05/26	Rob	Franks	Coolidge Dr	Hagar Ct	Santa Cruz	Bike: Traffic signal problem	Coming down Coolidge, neither bike sensor nor car sensor trips for my bike.	DPW	01/06/26		**1/6/26 Brittni Smrz:** Good morning, Thank you for your email. I am forwarding to our Traffic division for review & response.

01/02/26	A	Anon	418 Bonita Dr	N/A	Aptos	Bike: Other	At least 2 parking lot speed bumps have been hammered into Bonita Dr by the neighborhood. These are not road speed bumps. They are severe, abrupt and meant for a parking lot, not a roadway. They are a hazard.	DPW	01/06/26		**1/6/26 Brittni Smrz:** Good morning, Thank you for submitting a report. I am forwarding to our Road Maintenance & Traffic divisions for review. **1/6/26 Jacqueline Lopez:** Hello, The speed bumps near 418 Bonita Dr are outside County jurisdiction, as it is located on the private section of Bonita Dr.

AGENDA: February 9, 2026

TO: SCCRTC Bicycle Advisory Committee

FROM: Tommy Travers, Transportation Planner

RE: City of Santa Cruz Article 8 Transportation Development Act Allocation Request

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RECOMMENDATION

Staff recommends that the Bicycle Advisory Committee provide input to City staff and recommend to the Regional Transportation Commission approval of the City of Santa Cruz's Article 8 Transportation Development Act allocation claim for the Laurel Bikeway and Pedestrian Striping project

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BACKGROUND

Annually, the Regional Transportation Commission disburses Article 8 Transportation Development Act (TDA) funds to local jurisdictions earmarked for bikeway and pedestrian initiatives. These flexible funds may roll over from one fiscal year to the next. There is currently a pool of TDA funds assigned to the City of Santa Cruz that have not yet been allocated to specific projects. TDA claims with significant pedestrian components must be reviewed by the Elderly & Disabled Transportation Advisory Committee, and those with significant bicycle components must be reviewed by the Bicycle Advisory Committee (BAC) prior to approval by the Regional Transportation Commission.

DISCUSSION

The City of Santa Cruz submitted a request for new TDA allocations, outlined in the attached letter (refer to Attachment 1). The Laurel Bikeway and Pedestrian Striping project aims to introduce protected bike lanes on Laurel Street. The funding request is $201,438. This project was previously reviewed and approved by the BAC in December 2023 and December 2024. The project scope has not changed.

The City commits to maintaining the Laurel Bikeway and Pedestrian Striping facilities for 20 years.

Staff recommends that the Bicycle Advisory Committee recommend that the Regional Transportation Commission approve the City of Santa Cruz's allocation TDA claim request in the amount of $201,438 for Laurel Bikeway and Pedestrian Striping. The project is consistent with the RTC's Regional Transportation Plan.

SUMMARY

The City of Santa Cruz requests TDA Article 8 allocation for one project. Staff recommends that the Committee provide input to City staff and recommend that the Regional Transportation Commission approve the City of Santa Cruz's allocation request.

Attachments:

1. City of Santa Cruz Article 8 TDA Allocation Request Letter & Claim form

CITY OF SANTA CRUZ
PUBLIC WORKS DEPARTMENT
809 Center Street, Room 201, Santa Cruz CA 95060 • 831 420-5160 • Fax: 831 420-5161

January 7, 2026

Ms Sarah Christensen
Santa Cruz County Regional Transportation Commission (RTC)
1101 Pacific Avenue Suite 250
Santa Cruz, CA 95060

RE: City of Santa Cruz – FY 2025-26 TDA Article 8 Allocation Request

Dear Ms. Christensen,

Please accept this letter as a FY 2025-26 TDA Article 8 allocation request to add funds to an existing project and reduce funds on an existing project:

Laurel Bikeway and Ped Striping	+$201,438
West Cliff Drive Path Paving Phase 3	-$150,000

These projects have previously been submitted and reviewed by RTC advisory bodies and Commission.

The City will commit to maintaining the projects for 20 years and will complete all necessary environmental review.

Please call Claire Gallogly at 420-5107 if you have any questions or need additional information.

Sincerely,

Kevin Crossley
Assistant Public Works Director, City Engineer

Attachments: Project Claim Form
cc: Public Works (SH), Finance Department (NG)

https://santacruzca.sharepoint.com/sites/TransportationEngineering/Shared Documents/General/05. Funding and Finance/TDA/Allocations- 770-05.35/FY 25-26/Laurel TDA Request FY2025-26 Request.docx

Transportation Development Act (TDA)
CLAIM FORM
Submit a separate form for each project.

This form has been developed in an effort to standardize information required from TDA recipients, based on TDA Statute, RTC Rules and Regulations, and/or RTC board requests. If you have any questions about this claim form or would like an electronic copy of the form, please contact the Santa Cruz County Regional Transportation Commission at 460-3200.

Project Information

1. Project Title: Laurel Street Bikeway Striping

2. Implementing Agency: City of Santa Cruz

3. Sponsoring Agency (if different) – must be a TDA Eligible Claimant:

4. Funding requested this claim: TDA– Local Transportation Funds (LTF) $__201,438_____
   STA (transit/paratransit only) $_____

5. Fiscal Year (FY) for which funds are claimed: FY___25___/__26___

6. General purpose for which the claim is made, identified by the article and section of the Act which authorizes such claims:
   - ☒ Article 8 Bicycle and/or Pedestrian Facility
   - ☐ Article 4 Public Transportation
   - ☐ Article 8 Specialized Transportation via city sponsor
   - ☐ Article 3 & 8 TDA Admin or Planning

7. Contact Person/Project Manager
   Name: __Ricardo Valdes_____
   Telephone Number: _831-420-5198_____ E-mail: _rvaldes@santacruzca.gov_____

   Secondary Contact (in event primary not available):___Dan Estranero_____
   Telephone Number: _831-420-5189_____ E-mail: destranero@santacruzca.gov_____

8. Project/Program Description/Scope (use additional pages, if needed, to provide details such as work elements/tasks):
The improvements included in the proposed Laurel Street Vision Zero Striping Plan maintain the left turn lanes and medians because they have contributed to a crash reduction on the roadway. To improve safety for people walking and biking, a buffer is added between the bike lane and vehicle lane to separate the turning vehicles from the cyclists and slow-down turning conflicts at intersections. Additionally, parking on the side streets is restricted for 20 feet in advance of the intersection to improve visibility of people crossing and vehicles turning in and out of the intersections in accordance with the California Manual on Uniform Traffic Control Devices (CAMUTCD). Those improvements are called "daylighting". At the bus stops, the separated bike lanes will share the curbside space and be marked to alert cyclists and bus operators of the potential conflict. The proposed plan for daylighting and separation reduces parking along the corridor by 19 spaces.

This project previously was reviewed by the RTC committees and allocated $274,949 in TDA funds. This requests an additional $201,438 in TDA funds to close the funding gap. Additional costs will be absorbed in the paving project.

To do this, please decrease the TDA funding in the West Cliff Drive Path Paving Phase 3 by $150,000

9. Project Location/Limits (attach a map and/or photos if available/applicable, include street names):
Laurel Street between Chestnut Street and California Street

10. Justification for the project. (Why is this project needed? Primary goal/purpose of the project; problem to be addressed;

project benefits; importance to the community)

Laurel Street is a minor arterial that connects the Westside and Seabright neighborhoods east to west through downtown. The most recent data available shows that in 2015 the roadway carried an average of 13,500 vehicles per day with the eastbound 85th percentile speed measured at 27 miles-per-hour and the westbound 85th percentile speed measured at 33 miles-per-hour. The roadway has a posted speed limit of 25 miles-per-hour. There are two METRO routes, the 15 and 18, that connect downtown and UCSC via Laurel Street and run at a combined headway of 15 minutes qualifying the roadway as a "major transit corridor".

The roadway was last significantly modified in 2012 when the left-turn lanes at Walti Street, Felix Street, and Blackburn Street were added with two pedestrian islands mentioned above. The improvements reduced the crash rate along the corridor from a two-year average of 8 crashes per year in 2012 to 2.5 crashes per year in 2019. Other minor improvements, including the addition of green lanes, have been installed to improve multimodal safety. This corridor remains one of the highest collision corridors in the City, despite previous interventions. The Local Roadway Safety Plan, completed in 2021, identified Laurel Street as a priority corridor city-wide for improvements because of the number of crashes still occurring.

The overall goal of the project is to increase the safety and comfort of people walking, biking, and taking transit in this highly traveled corridor. Public outreach has included posting notices and sending mailers in December 2022 to everyone impacted by the parking reductions. Additionally, neighbors not in the parking-impacted area were also sent a mailer, a website was created to share the plan and solicit feedback, and the plan was advertised on the Public Works social media page. The striping plan has been reviewed and approved by the City of Santa Cruz Transportation and Public Works Commission and the City Council.

11. Project Productivity Goals for this fiscal year:
    a. Measures of performance, success or completion to be used to evaluate project/program (ex. increase use of facility/service, decrease collisions, etc.):

    Reduction in number of collisions
    Increase in cyclist and pedestrian use

    b. Number of people to be served/anticipated number of users of project/program (ex. number of new or maintained bike miles; number of people served/rides provided):

Vehicles: 13,500 per day
Transit: 3,722 passengers/day, increasing with Reimagine Phase 1 and 2 (from SCMTD ridership reports and schedules. Currently, Route 15 averages 58 passengers per trip and has 29 trips/day. Route 18 averages 34 passengers/trip and have 60 trips/day. Total is 3722)
Bike facilities: .3 miles of enhanced bike facility

12. Consistency and relationship with the Regional Transportation Plan (RTP) - Is program/project listed in the RTP and/or consistent with a specific RTP Goal/Policy?

Lump Sum Bike Projects SC-P75

13. Impact(s) of project on other modes of travel, if any (ex. parking to be removed):

Project requires minor parking removal. City Council has reviewed and approved this project.

14. Estimated Project Cost/Budget, including other funding sources, and Schedule: *(attach project budget). Specialized Transportation Claims require 10% local match or other performance standard. Local match can take the form of fares, donations, agency charges, grants, revenue sharing and other non-restricted sources. In kind services many NOT apply toward the local match. In lieu of a 10% match performance standard, the Volunteer Center performance standard is to provide 4,000 rides per year.*

    What is the total project cost? $1,100,000

    Is project fully funded? Not without this funding

What will TDA (and STA, if applicable) funds be used on (ex. operations, administration, brochures, engineering, construction)? Construction

15. Preferred Method and Schedule for TDA-LTF fund distribution *(see RTC Rules and Regulations for details and requirements. Note if funds are distributed in advance of use, agencies will be required to subsequently provide documentation of actual expenditures.)*:

a. Bike/Ped: Cities/County: ☒ Up to 90% upon initiation of work OR ☐ 100% upon project completion
HSA/BTW: ☐ Quarterly disbursement OR ☐ Semi-annual disbursement

b. CTSA: ☐ Quarterly disbursement, with up to 35% in first quarter, and the remaining quarterly payments being one-third of the remaining claim amount;
OR ☐ Quarterly disbursement

c. Volunteer Center: ☐ Full approved claim amount in the first quarter

d. SCMTD: ☐ Quarterly disbursement

16. TDA Eligibility:

	YES?/NO?
A. Has the project/program been approved by the claimant's governing body? Form of approval ___City Council_ (eg resolution, work program, budget, other document) If "NO," provide the approximate date approval is anticipated._____	Yes
B. Has this project previously received TDA funding? If yes, date RTC approved:__Res 22-24_____	Yes
C. For capital projects, have provisions been made by the claimant to maintain the project or facility, or has the claimant arranged for such maintenance by another agency? (If an agency other than the Claimant is to maintain the facility provide its name: _____)	Yes
D. Has the project already been reviewed by the RTC Bicycle Committee and/or Elderly/Disabled Transportation Advisory Committee? (If "NO," project will be reviewed prior to RTC approval).	Yes
E. For "bikeways," does the project meet Caltrans minimum safety design criteria pursuant to Chapter 1000 of the California Highway Design Manual? (Available on the internet via: http://www.dot.ca.gov).	Yes
F. For Article 4 transit claims: Does operator meet Article 4 eligibility requirements? i. Farebox recovery ratio? and/or, ii. 50 percent expenditure rule as an older operator, defined as service starting prior to 1974?	N/A

Bike/Ped (Article 8) Only

17. Project Cost/Budget, including other funding sources, and Schedule: (complete "24a" or "24b")

a. Capital Projects (Bicycle projects: Bicycle Advisory Committee or RTC must approve the final project design plans prior to construction; see RTC Rules & Regulations)

	Planning	Environ-mental	Design/ Engineering	ROW	Construction	Other *	Contingency	**Total**
SCHEDULE (Month/Yr) Completion Date __/__					**Spring 2026**			

Total Cost/Phase					**1,100,000**			**300000**
$TDA Requested (this claim)					**201,438**			
Prior TDA:					**274,949**			
Source 3: city paving $					**423,613**			
Source 4: Pure Water contributions					**200,000**			
Unsecured/ additional need**								

*Please describe what is included in "Other":

b. Non-Capital Projects -- Cost/Schedule: List any tasks and amount per task for which TDA will be used. Can be substituted with alternate budget format.

Work Element/ Activity/Task	SCHEDULE (Month/Year)	Total Cost per Element	$ TDA requested	$ Source 2:	$ Source 3:	$ Source 4:
Administration/Overhead						
Activity 1:						
Activity 2:						
Activity 3:						
Activity 4:						
Ex. Consultants						
Ex. Materials						

SCMTD, CTSA, Bike to Work, HSA, Volunteer Center Only – PLEASE KEEP ANSWERS BRIEF

18. Improving Program Efficiency/Productivity
    - Describe any areas where special efforts have been made in the **last fiscal year** to reduce operating cost and/or increase ridership/program usage. Note any important trends.

    - Goals for next fiscal year (ex. identify opportunities to maximize economies of scale, planned productivity improvements). Describe any areas where special efforts will be made to improve efficiency and increase program usage/ridership:

19. What is different from last year's program/claim?

20. Schedule of regular progress reports including an evaluation at the end of the year:
    ☐ SCMD – April each year

Documentation to Include with Your Claim *(all TDA Claims)*:

All Claims

- ☑ **A letter of transmittal** addressed to the SCCRTC Executive Director that attests to the accuracy of the claim and all its accompanying documentation.
- ☑ **Statement from the TDA Eligible Claimant** indicating its role and responsibilities.

Article 8 Bicycle/Pedestrian Claims

- ☑ **Evidence of environmental review for capital projects** Project is categorically exempt.

All Transit and Specialized Transportation Claims (*SCMTD, CTSA, and Volunteer Center)*

- ☐ **A copy of the operating and capital budgets for the coming fiscal year**
- ☐ **Description of capital projects,** including timeframe over which project will be funded and implemented
- ☐ **Operating Plan** for current and upcoming activities *(can be within project/program description)*
- ☐ **TDA Standard Assurances Checklist**

Article 4 Transit Claims

- ☐ **A certification from the California Highway Patrol** (completed within the last 13 months) indicating that the operator is in compliance with Section 1808.1 of the Vehicle Code.
- ☐ **Other Certifications**

Local Agency Certification:

This TDA Claim has been prepared in accordance with the SCCRTC's Budget, SCCRTC's Rules and Regulations, and Caltrans TDA Guidebook (http://www.dot.ca.gov/hq/MassTrans/State-TDA.html). I certify that the information provided in this form is accurate and correct. I understand that if the required information has not been provided this form may be returned and the funding allocation may be delayed.

PROOF OF EXPENDITURES: Claimant acknowledges it is required to submit all expenditure backup as well as evidence of other funding used for project to RTC, to RTC's satisfaction, before receiving periodic disbursement or disbursement upon project completion.

CERTIFIED FISCAL AUDIT: Claimant certifies that it has submitted a satisfactory, independent fiscal audit, with the required certification statement, to SCCRTC and to the State Controller's Office, pursuant to PUC 99245 and CCR 6664 for the prior fiscal year (project year minus two). Claimant assures that this audit requirement will be completed for the current fiscal year (project year minus one). *This requirement does not apply to new transit operators nor Bike to Work or HSA claims submitted through the SCCRTC.*

X Signature _____ Title: Asst Dir. / City Engineer Date: 1-7-26

\\RTCSERV2\Shared\GRANTS\TDA\TDA Claim Forms\FinalTDAClaimFormMaster 23-24.docx

AGENDA: February 9, 2026

TO: Bicycle Advisory Committee

FROM: Sierra Topp, Transportation Planning Technician

RE: Committee Member Stipends

RECOMMENDATION

RTC staff recommends that the Bicycle Advisory Committee (BAC) receive information on the committee member stipends.

BACKGROUND

The RTC approved $50 stipends for committees at its February 6, 2025 meeting as part of adoption of the RTC's Nondiscrimination Plan. Stipends are one of the strategies being used by the RTC to help fill vacancies, reflect the diversity of Santa Cruz County on its committees, and recognize and appreciate the time that voluntary committee members put into improving transportation in Santa Cruz County.

DISCUSSION

Stipends of $50 per meeting are available for members of the RTC's Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&DTAC), Measure D Taxpayer Oversight Committee, and Transportation Equity Workgroup members. Employees of non-profits receiving annual TDA allocations (Lift Line, Ecology Action, and Volunteer Center) and public agency employees serving on committees in their official capacities are not eligible for stipends.

Eligible RTC Committee members and alternates who are interested in receiving stipends of $50 per meeting or eligible training that they attend must opt-in to receive the stipends by completing the following:

1. Submit the SCCRTC Request for Stipend Form for Advisory Body Members.
2. Submit documentation of completion of AB1234 Ethics Training, within three months. You can receive a $50 stipend for the training. The mandated free course is through the Fair Political Practices Commission

online at: http://localethics.fppc.ca.gov. Committee members receiving funds from the RTC are required to take the course every two years. If you have already completed the course for another agency or purpose within the past 2 years, you can submit that documentation.

3. Register for electronic fund transfer (ACH) in the County's vendor system. You will receive an email from the County of Santa Cruz inviting you to register for PaymentWorks.

The RTC's Policy (Attachment 1) and the Request for Stipend Form (Attachment 2) are provided. The stipend program will run on a calendar year cycle. Stipend payments will be issued according to the schedule determined by the RTC Fiscal department. At a minimum, payments will be issued twice annually.

Completed forms can be submitted to RTC staff at the committee meeting, emailed to info@sccrtc.org, or mailed to: RTC, 1101 Pacific Ave, Ste 250, Santa Cruz, CA 95060.

RTC staff recommends that the BAC receive information on the committee member stipends.

SUMMARY

The RTC has authorized stipends of $50 per meeting for members of the RTC's advisory committees and Equity Workgroup Members. Eligible RTC Committee members and alternates who are interested in receiving stipends of $50 per meeting or eligible training they attend must apply, complete AB1234 Ethics Training, and register with the county's PaymentWorks system. The stipend program will run on a calendar year cycle and will be processed at a minimum of two times per year. RTC staff recommends that the BAC receive information on the committee member stipends.

Attachments:

1. Policy and Procedures: Stipend for Advisory Body Members
2. Request For Stipend Form for Advisory Body Members

POLICY AND PROCEDURES: STIPEND FOR ADVISORY BODY MEMBERS

Policy

The Santa Cruz County Regional Transportation Commission (RTC) committees function best when all committee member and alternate positions are filled and reflect the diversity of Santa Cruz County. Members of eligible RTC's advisory bodies may opt-in to receive a stipend of $50 for attendance at their appointed committee or workgroup meetings and RTC required trainings.

This policy pertains to meetings of the **RTC's Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&DTAC), Transportation Equity Workgroup, and Measure D Taxpayer Oversight Committee** advisory bodies. The Stipend for Advisory Body Members has been established to recognize the value of a representative government and reduce barriers to public engagement by providing a stipend for which members may opt-in to receive a stipend upon adhering to the criteria and procedures stated herein. Stipend requests are voluntary and receipt or waiver of stipends will not affect eligibility or selection for appointments.

The stipend program will run on a calendar year cycle. Stipend payments will be issued according to the schedule determined by the RTC Fiscal department. At a minimum, payments will be issued twice annually.

Travel expenditures eligible per the RTC's Travel Reimbursement Policy are not included as part of the $50.00 per public meeting stipend. Members may be eligible for both the stipend and Travel Reimbursement but may not receive amounts over $600 in one year for stipends, reimbursements, and other incentives from the RTC.

Stipends for members of these advisory bodies were authorized by the RTC board on February 6, 2025.

Eligibility Criteria

Stated below are the criteria to be met in order to be eligible for a stipend:

1. If opting-in to receive the stipend, eligible members of each RTC committee or workgroup listed above can receive a $50.00 stipend per committee meeting or required training attended. This includes regular meetings and special meetings where the meeting contains an actionable item, general business, and/or presentation of agendized materials; ethics trainings; and special trainings for RTC committee members. No payment will be provided for meetings that were cancelled in advance of the meeting time or if the member is not present for at least 75% of

the meeting. The stipend is not available for adhoc, subgroup, or subcommittee meetings.

2. For regular committee meetings, either the member or the alternate present that serves as a voting member for the meeting, pursuant to their duties, is eligible for the stipend. The alternate cannot receive the stipend if the primary member is also present and voting at the same meeting.

3. The stipend is available for attendance in person or online (virtual/videoconference), where allowed. For Brown Act committees, attendance online must meet Brown Act, AB2449 or other applicable state requirements.

4. Members and Alternates Not Eligible for Stipends: The stipend shall not be paid to employees of non-profits that receive annual Transportation Development Act (TDA) allocations (Community Bridges, Volunteer Center, Ecology Action) or employees of public agencies who serve on RTC committees as part of their official duties.

5. Payments will be made to committee members in the form of electric fund transfers, based on the schedule determined by the RTC's Fiscal department, no less than twice annually. Subject to the discretion of the RTC's fiscal department, if a member does not have a bank account, another form of payment may be made available.

6. Members requesting stipends are required to complete a State of California Ethics Training every two years and prior to receiving payment. This free training is available at AB1234 Local Ethics Training through the Fair Political Practices Commission. Upon completion, committee members and alternates may request a $50 stipend for attending the ethics training and receive stipends for advisory committee meetings attended as of March 1, 2025. Members are expected to complete the ethics training within three months of signing up for stipends.

7. Individuals may not receive more than $500 in stipends in one year from the RTC, and not more than a total of $600 per year across all programs, including the meeting stipend, committee member travel reimbursements, and Go Santa Cruz County incentives.

Procedures

Opt-in for Stipend

Stated below are procedures to be followed in order for a member of an RTC advisory body to opt-in to receive the stipend.

1. Members interested in receiving stipends shall complete and submit the following documents which are needed to process the stipends:
   a. The SCCRTC *Request For Stipend Form for Advisory Committee Members* in order to opt-in to receive the stipend;
   b. Documentation that an eligible California Ethics Training was completed within two years; and
   c. Registration as a payee of the RTC in the County's vendor system and sign up for electronic fund transfer (EFT/ACH). Members will receive an email from the County of Santa Cruz with a link to the PaymentWorks form.
2. Stipend payments may be taxable income. Please consult your tax professional for more information.

Payment of Stipend

Stated below are procedures for RTC staff to follow in order to pay out the stipend:

1. After a member has been appointed, a staff liaison for the committee will send the *Request For Stipend Form for Advisory Committee Members* to the member.
2. If the member decides to opt-in to receive stipends, the RTC staff liaison shall track receipt of the completed Stipend Form.
3. RTC staff liaison for each committee shall track attendance at meetings and trainings for payment of the stipend.
4. Payments will be disbursed no less than twice a year and will be based on attendance, in accordance with RTC policies and procedures.
5. No less than biannually the staff liaison shall submit a claim form listing meetings and trainings attended per committee member, attendance backup information, which may include meeting sign-in sheets or minutes, and submit documentation in accordance with the current RTC payment process.
6. Staff liaison shall keep all documentation organized and in accordance with the RTC's retention policies.
7. RTC Fiscal staff will process the stipend payments by electronic fund transfer.

Santa Cruz County Regional Transportation Commission

Request For Stipend Form

for Advisory Body Members

Stipend for Advisory Body Members: The Santa Cruz County Regional Transportation Commission (RTC) has established a stipend program to encourage participation in its advisory committees, including the Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&DTAC), Transportation Equity Workgroup, and Measure D Taxpayer Oversight Committee. Members may opt-in to receive a stipend of $50 for attending eligible meetings and required trainings.

Stipend Amount and Payment Schedule

- Stipend: $50 per eligible committee meeting or training attended.
- Payments will be issued according to the process and schedule determined by the RTC Fiscal department. At a minimum, payments will be issued twice annually.
- Maximum annual stipend: $500 per individual*

Eligibility Criteria

- Members must attend at least 75% of the meeting to qualify for the stipend.
- In addition to regular advisory committee meetings, stipends are also available for required equity and ethics trainings.
- Stipends are not available for cancelled meetings or adhoc or subcommittee meetings.
- For each meeting, stipend is available to either the primary member or the alternate serving as the voting member, not both.
- Recipients of the Stipend will be required to complete and submit to the RTC committee liaison this stipend form; register for electronic fund transfer (ACH) in the County's vendor system; and complete a State of California Ethics Training every two years to qualify for stipends. Members will receive a $50 stipend for completing the ethics training.
- Employees of non-profits receiving TDA allocations or public agency employees serving on committees in their official capacities are not eligible for stipends.

Opt-in Instructions

1. Complete the Request for Stipend Form and submit it to the committee's RTC staff lead.
2. Attend a free AB1234 Local Ethics Training and submit documentation of course completion. You will be eligible to receive stipends for committee meetings you attended, up to three months in advance of completion of the ethics course.
3. Sign up for PaymentWorks. Following submittal of Request for Stipend Form you will receive an email from the County of Santa Cruz inviting you to register as a RTC payee in the County's vendor system for electronic fund transfer (EFT/ACH).

RTC staff will inform you if additional information is needed to process your stipend payment.

Santa Cruz County Regional Transportation Commission

Request For Stipend Form

for Advisory Body Members

A. Name (legal first and last): _____

B. Phone Number: _____

C. Email: _____

D. Mailing Address: _____

E. Committee: What is the name of the committee or workgroup that you serve on that you are requesting stipends for?

☐ Bicycle Advisory Committee
☐ Elderly & Disabled Transportation Advisory Committee
☐ Measure D Taxpayer Oversight Committee
☐ Transportation Equity Workgroup

F. Are you paid by your employer to attend these meetings, and if so, who is your employer?

_____

G. Ethics Training Course Completed (MM/DD/YY): _____

Certification: I have reviewed the *Stipend For Advisory Body Members Policy* of the Santa Cruz County Regional Transportation Commission (RTC). As an eligible member of an eligible RTC advisory committee or workgroup, I am hereby requesting stipends for attendance at meeting and required trainings. I certify that supporting documents I have submitted are accurate and in accordance with established RTC policies and procedures. I understand that reimbursement is contingent upon my attendance as the voting member for three-quarters of each meeting. I understand that I must complete an AB1234-qualified ethic trainings prior to receiving payment for committee or workgroup meetings I have attended since March 1, 2025.

Signature: _____ Date:_____

Approval – To be completed by RTC Staff:
Required documents received
___*Request for Stipend Form*
___*County vendor and EFT/ACH signup*
___*Ethics Training*

Committee Liaison Staff: _____ Date:_____

ASO: _____ Date: _____

Executive Director (or designee): _____ Date: _____

AGENDA: February 2026

TO: Bicycle Advisory Committee (BAC), Elderly & Disabled Transportation Advisory Committee (E&DTAC)

FROM: Tommy Travers, Transportation Planner

RE: County of Santa Cruz Soquel Drive / Robertson Street Signalization Project

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RECOMMENDATION

RTC Staff recommends that the advisory committees receive information and provide input on the design of the Soquel Drive / Robertson Street Signalization project

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BACKGROUND

As a condition of receiving funding from the RTC, project sponsors are required to solicit input from the Bicycle Advisory Committee and/or Elderly and Disabled Transportation Advisory Committee (E&DTAC), as applicable, prior to finalizing the design.

The County of Santa Cruz is in the process of finalizing the design and will present the plans to each committee at its February meeting.

DISCUSSION

The project will add a new traffic signal to the intersection of Soquel Drive and Robertson Street in Soquel. The intersection is currently the only all-way stop on Soquel Drive, and experiences significant motor vehicle backups particularly during the afternoon weekday commute.

Project construction will include installation of new striping along Soquel Drive to create new exclusive left turn lanes in each direction of Soquel Drive, reconstruction of curb, gutter, and sidewalk at the driveway on the north side of the intersection, traffic signal upgrades for installation of an Adaptive Signal System to link up with the rest of the signals on Soquel Drive, Transit Signal Priority (TSP) for Santa Cruz METRO buses, and Fiber Optic cabling. The project will also add green treatments to the bike lane on the westbound side of Soquel Drive, a bike box on Robertson Street, and green-backed sharrows on Robertson Street. The small islands at the intersection that currently have stop

signs installed in them will be removed. The project improvements will require no roadway widening, no new pedestrian ramps, and no new parking restrictions.

The plan set is included as Attachment 1. Please note that the last two pages are simplified versions of the current conditions and proposed signage and striping, for easier public consumption.

Funding for this project comes from the Regional Surface Transportation Program Exchange (RSTPX) ($1,596,000) and local road funds ($375,000).

The County plans put the project out for construction bids in spring 2026 and construct in summer.

Staff recommends that committee members provide input on the draft design to ensure it meets the needs of bicyclists and pedestrians.

SUMMARY

The County of Santa Cruz will present plans for the Soquel Drive / Robertson Street Signalization Project for input.

Attachments:

1. Plan Set and exhibits

COUNTY OF SANTA CRUZ

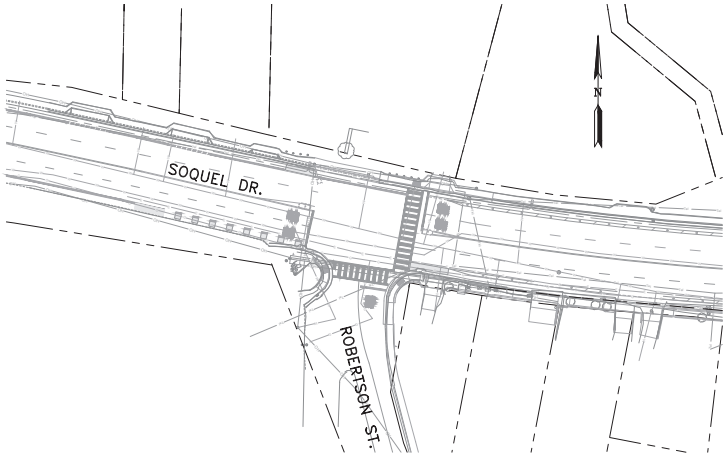
PROJECT CONSTRUCTION PLANS FOR

SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT

TO BE SUPPLEMENTED BY CALTRANS STANDARD PLANS DATED 2023 AND ALL APPLICABLE ERRATA.

INDEX OF SHEETS

NO.	NAME	DESCRIPTION
1	TS-1	TITLE SHEET
2	DE-1	DEMOLITION PLAN
3	L-1	LAYOUT PLAN
4	SS-1	SIGNING & STRIPING PLAN
5	E-1	SIGNAL & LIGHTING PLAN
6	E-2	SIGNAL SCHEDULES
7	FO-1	FIBER OPTIC SPLICE DIAGRAM
8	PM-1	PHOTOMETRICS PLAN



VICINITY MAP

SCALE: 1"=40'

GENERAL NOTES

1. THE EXISTING UNDERGROUND UTILITIES ARE SHOWN BASED ON INFORMATION SUPPLIED BY THE COUNTY AND/OR THE LOCAL UTILITY COMPANIES. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS OF ALL UNDERGROUND AND OVERHEAD UTILITIES AND VERIFY ALL CONDITIONS ON THE JOB SITE. HAND DIG FOUNDATIONS UNTIL CLEAR OF ALL OBSTRUCTIONS.
2. THE CONTRACTOR IS TO CONTACT UNDERGROUND SERVICE ALERT (USA) (800)-227-2600 AT LEAST 48 HOURS PRIOR TO CONSTRUCTION, IN ORDER TO HAVE THE EXISTING UTILITIES MARKED IN THE FIELD.
3. TWO FULL WORKING DAYS (48-HOUR) NOTICE REQUIRED FOR ALL INSPECTIONS. ANY WORK DONE BY THE CONTRACTOR WITHOUT COUNTY INSPECTION WILL BE SUBJECT TO REMOVAL.
4. CONTRACTOR SHALL BE RESPONSIBLE FOR COORDINATING WITH COUNTY STAFF AND COUNTY'S ADAPTIVE SYSTEM VENDOR (RHYTHM ENGINEERING) AS NECESSARY TO FURNISH AND INSTALL IMPROVEMENTS SHOWN ON PLANS AND TO PROVIDE FULLY FUNCTIONAL ADAPTIVE SYSTEM OPERATIONS.
5. THE CONTRACTOR SHALL MAINTAIN ALL ADJACENT PROPERTY, PRIVATE OR PUBLIC, IN A CLEAN, SAFE AND USABLE CONDITION.

ABBREVIATIONS

APS	ACCESSIBLE PEDESTRIAN SIGNAL	PCC	PORTLAND CEMENT CONCRETE
BC	BACK OF CURB	PPB	PEDESTRAIN PUSH BUTTON
BOW	BACK OF WALK	R/W	RIGHT OF WAY
CAT6	CATEGORY 6	SIC	SIGNAL INTERCONNECT CABLE
CONC	CONCRETE	SMFO	SINGLE MODE FIBER OPTIC
DWY	DRIVEWAY	TC	TOP OF CURB
EX	EXISTING	TYP	TYPICAL
EVP	EMERGENCY VEHICLE PREEMPTION	VAR	VARIES / VARYING
FL	FLOWLINE		
LED	LIGHT-EMITTING DIODE		
MIN	MINIMUM		
NTS	NOT TO SCALE		
OG	ORIGINAL GROUND		

REGISTERED PROFESSIONAL ENGINEER — CELINA A. LEE — 72233 — Exp. 6-30-26 — CIVIL — STATE OF CALIFORNIA

DESIGN ENGINEER
CELINA LEE, PE, TE

REGISTERED PROFESSIONAL ENGINEER — LEOPOLDO TRUJILLO — 63950 — Exp. 9-30-26 — CIVIL — STATE OF CALIFORNIA

SENIOR DESIGN ENGINEER
LEO TRUJILLO, PE, TE

ASSISTANT DIRECTOR OF PUBLIC WORKS
STEVE WIESNER

DIRECTOR OF PUBLIC WORKS
MATTHEW J. MACHADO

CHAIR, BOARD OF SUPERVISORS

DATE APPROVED BY BOARD OF SUPERVISORS

Reviewed by:	Reviewed by:	Reviewed by:
Jeff de los Santos, PE Traffic Division	Alex Sandoval Road Superintendent	Carisa Duran, PE Construction Division

REVISION(S)			
NO.	DESCRIPTION	DATE	BY

DRAWN BY: CELINA LEE
DESIGNED BY: CELINA LEE
CHECKED BY: LEO TRUJILLO DATE: 1/16/2026
HOR: AS SHOWN
VERT: NONE
JOB NUMBER: 23-015

TL ENGINEERING
314 COLVILLE DRIVE
SAN JOSE, CA 95123
PHONE: (209) 829-1553

SUPERVISED BY:
LEOPOLDO TRUJILLO
REGISTERED CIVIL ENGINEER
RCE 63950
EXP. DATE 9-30-24

REGISTERED PROFESSIONAL ENGINEER — LEOPOLDO TRUJILLO — 63950 — Exp. 9-30-26 — CIVIL — STATE OF CALIFORNIA

SIGNATURE 1/16/26 DATE

SOQUEL DRIVE / PORTER STREET SIGNALIZATION PROJECT
TITLE SHEET

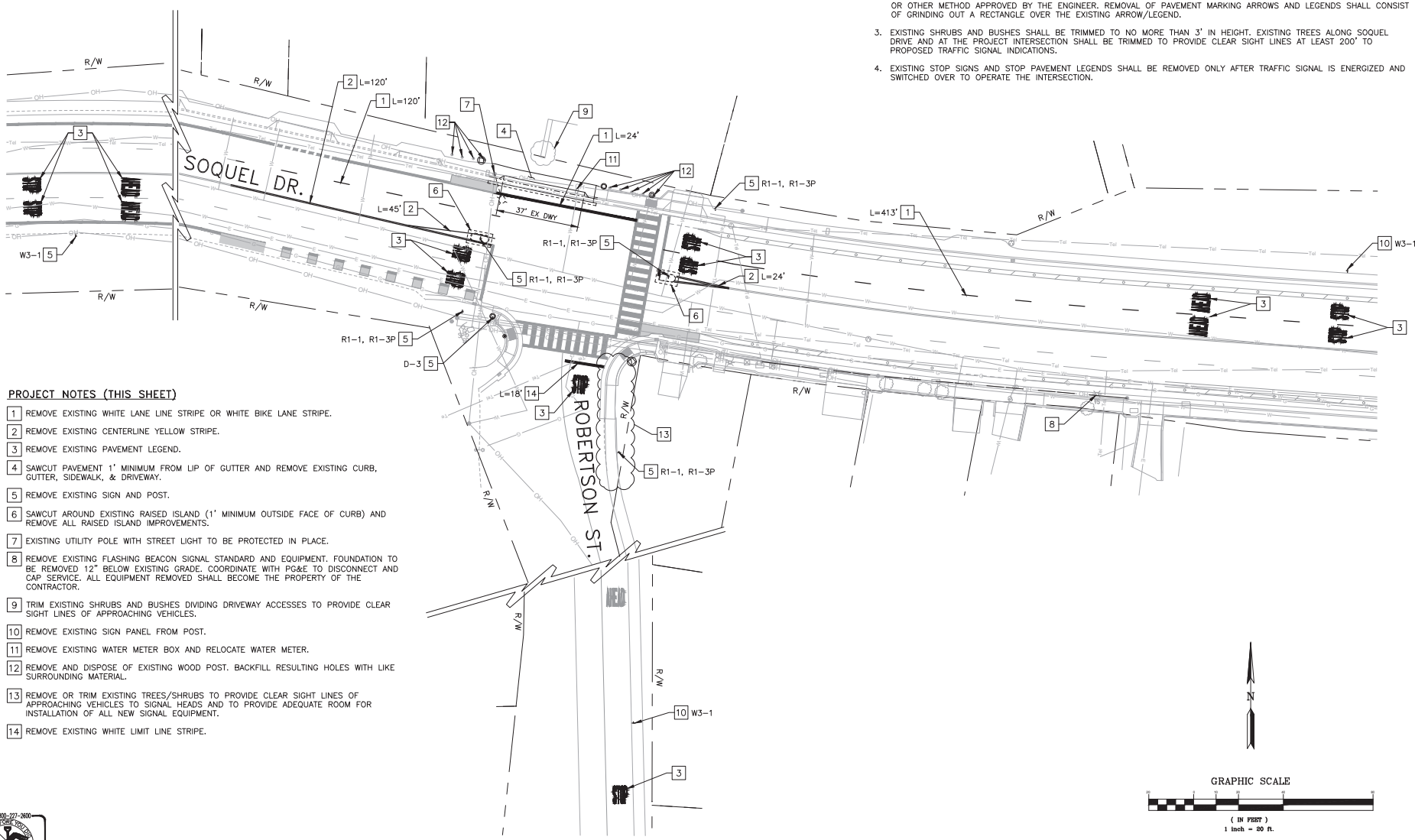
TS-1
SHEET NUMBER: 1 of 7

CA: 1-800-227-2600 — DIG ALERT — TWO DAYS BEFORE YOU DIG CALL USA TOLL FREE 811

Drawings: C:\Users\Vtru\OneDrive - tlengineering.net\Work\23-015 Santa Cruz County, Soquel-Robertson\Drawings\Final\Plans\23-015 Soquel-Robertson Signal-CO #1.dwg
Jan 15, 2026, 2:27pm

DEMOLITION GENERAL NOTES:

1. ALL SAWCUT LINES SHALL BE AT LEAST ONE FOOT FROM THE LIP OF GUTTER (OR FACE OF CURB WHERE NO GUTTER IS PRESENT) FOR LIMITS OF CURB AND GUTTER REMOVAL.
2. THE REMOVAL OF ALL EXISTING STRIPING AND PAVEMENT MARKINGS SHALL BE DONE BY GRINDING OR WET SANDBLASTING OR OTHER METHOD APPROVED BY THE ENGINEER. REMOVAL OF PAVEMENT MARKING ARROWS AND LEGENDS SHALL CONSIST OF GRINDING OUT A RECTANGLE OVER THE EXISTING ARROW/LEGEND.
3. EXISTING SHRUBS AND BUSHES SHALL BE TRIMMED TO NO MORE THAN 3' IN HEIGHT. EXISTING TREES ALONG SOQUEL DRIVE AND AT THE PROJECT INTERSECTION SHALL BE TRIMMED TO PROVIDE CLEAR SIGHT LINES AT LEAST 200' TO PROPOSED TRAFFIC SIGNAL INDICATIONS.
4. EXISTING STOP SIGNS AND STOP PAVEMENT LEGENDS SHALL BE REMOVED ONLY AFTER TRAFFIC SIGNAL IS ENERGIZED AND SWITCHED OVER TO OPERATE THE INTERSECTION.



PROJECT NOTES (THIS SHEET)

1. REMOVE EXISTING WHITE LANE LINE STRIPE OR WHITE BIKE LANE STRIPE.
2. REMOVE EXISTING CENTERLINE YELLOW STRIPE.
3. REMOVE EXISTING PAVEMENT LEGEND.
4. SAWCUT PAVEMENT 1' MINIMUM FROM LIP OF GUTTER AND REMOVE EXISTING CURB, GUTTER, SIDEWALK, & DRIVEWAY.
5. REMOVE EXISTING SIGN AND POST.
6. SAWCUT AROUND EXISTING RAISED ISLAND (1' MINIMUM OUTSIDE FACE OF CURB) AND REMOVE ALL RAISED ISLAND IMPROVEMENTS.
7. EXISTING UTILITY POLE WITH STREET LIGHT TO BE PROTECTED IN PLACE.
8. REMOVE EXISTING FLASHING BEACON SIGNAL STANDARD AND EQUIPMENT. FOUNDATION TO BE REMOVED 12" BELOW EXISTING GRADE. COORDINATE WITH PG&E TO DISCONNECT AND CAP SERVICE. ALL EQUIPMENT REMOVED SHALL BECOME THE PROPERTY OF THE CONTRACTOR.
9. TRIM EXISTING SHRUBS AND BUSHES DIVIDING DRIVEWAY ACCESSES TO PROVIDE CLEAR SIGHT LINES OF APPROACHING VEHICLES.
10. REMOVE EXISTING SIGN PANEL FROM POST.
11. REMOVE EXISTING WATER METER BOX AND RELOCATE WATER METER.
12. REMOVE AND DISPOSE OF EXISTING WOOD POST. BACKFILL RESULTING HOLES WITH LIKE SURROUNDING MATERIAL.
13. REMOVE OR TRIM EXISTING TREES/SHRUBS TO PROVIDE CLEAR SIGHT LINES OF APPROACHING VEHICLES TO SIGNAL HEADS AND TO PROVIDE ADEQUATE ROOM FOR INSTALLATION OF ALL NEW SIGNAL EQUIPMENT.
14. REMOVE EXISTING WHITE LIMIT LINE STRIPE.

Or: 1-800-227-2600
TWO DAYS BEFORE YOU DIG
CALL USA TOLL FREE 811

REVISION(S)			
NO.	DESCRIPTION	DATE	BY

DRAWN BY: CELINA LEE
DESIGNED BY: CELINA LEE
CHECKED BY: LEO TRUJILLO DATE: 1/16/2026
HOR: AS SHOWN
VERT: NONE
JOB NUMBER: 23-015

TL ENGINEERING
314 COLVILLE DRIVE
SAN JOSE, CA 95123
PHONE: (209) 829-1553

SUPERVISED BY:
LEOPOLDO TRUJILLO
REGISTERED CIVIL ENGINEER
RCE 63950
EXP. DATE 9-30-24
SIGNATURE

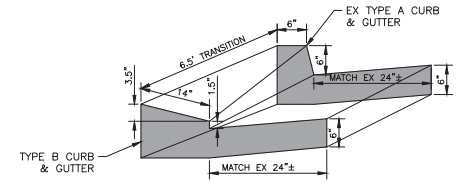
REGISTERED PROFESSIONAL ENGINEER
LEOPOLDO TRUJILLO
63950
Exp. 9-30-26
CIVIL
STATE OF CALIFORNIA

1/16/26
DATE

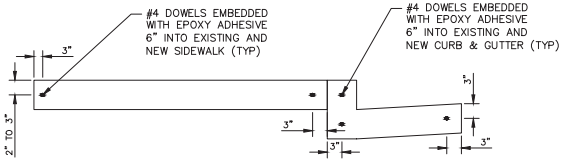
SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT DEMOLITION PLAN

DE-1
SHEET NUMBER: 2 of 8

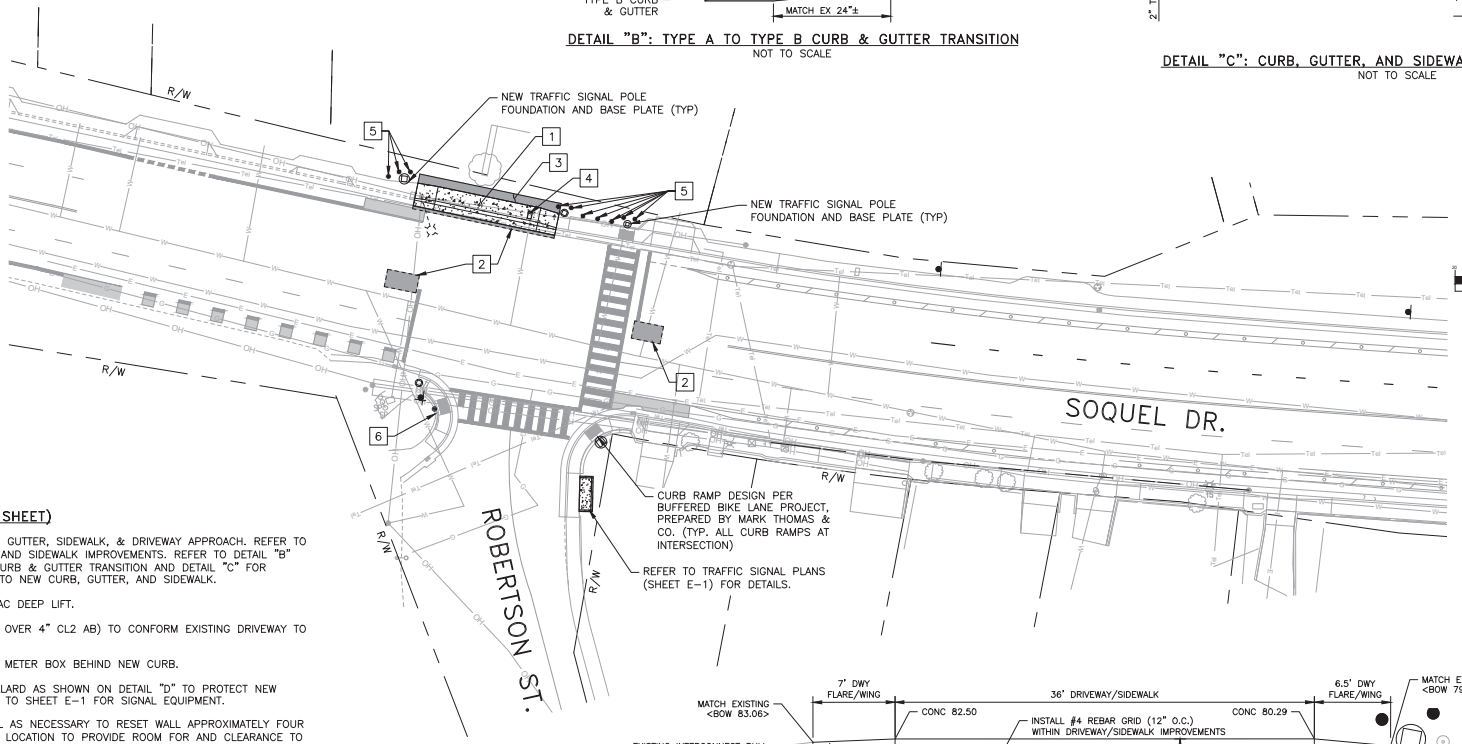
Drawings: C:\Users\Vtruj\OneDrive - tlengineering.net\Work\23-015 Santa Cruz County, Soquel-Robertson\Drawings\Final\Plans\23-015 Soquel-Robertson Signal-CO #1.dwg
Jan 15, 2026, 2:27pm

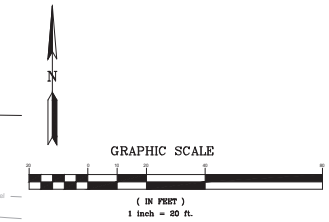


DETAIL "B": TYPE A TO TYPE B CURB & GUTTER TRANSITION
NOT TO SCALE



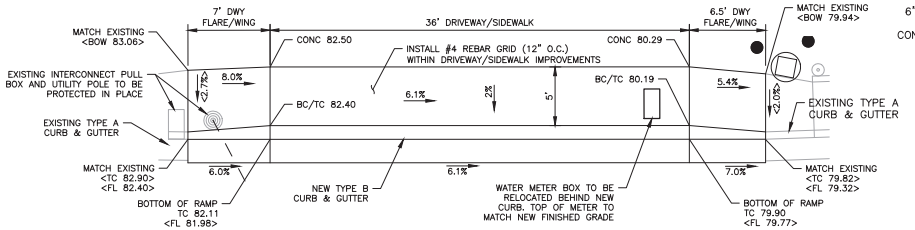
DETAIL "C": CURB, GUTTER, AND SIDEWALK MATCH TO EXISTING
NOT TO SCALE



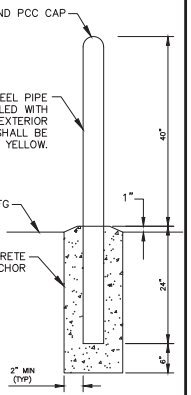


PROJECT NOTES (THIS SHEET)

1. CONSTRUCT TYPE B CURB, GUTTER, SIDEWALK, & DRIVEWAY APPROACH. REFER TO DETAIL "A" FOR DRIVEWAY AND SIDEWALK IMPROVEMENTS. REFER TO DETAIL "B" FOR TYPE A TO TYPE B CURB & GUTTER TRANSITION AND DETAIL "C" FOR CONNECTION OF EXISTING TO NEW CURB, GUTTER, AND SIDEWALK.
2. RE-PAVE AREA WITH 12" AC DEEP LIFT.
3. PROVIDE AC PAVING (4"AC OVER 4" CL2 AB) TO CONFORM EXISTING DRIVEWAY TO NEW SIDEWALK.
4. RELOCATE EXISTING WATER METER BOX BEHIND NEW CURB.
5. FURNISH AND INSTALL BOLLARD AS SHOWN ON DETAIL "D" TO PROTECT NEW SIGNAL EQUIPMENT. REFER TO SHEET E-1 FOR SIGNAL EQUIPMENT.
6. ADJUST LANDSCAPING WALL AS NECESSARY TO RESET WALL APPROXIMATELY FOUR (4) FEET BEHIND EXISTING LOCATION TO PROVIDE ROOM FOR AND CLEARANCE TO NEW SIGNAL POLE. REFER TO SHEET E-1 FOR PROPOSED SIGNAL IMPROVEMENTS.



DETAIL "A": SOQUEL DR DRIVEWAY AND SIDEWALK
SCALE: 1" = 5'



DETAIL "D": PROTECTIVE BOLLARD
NTS

REFER TO SHEET SS-1 FOR PROPOSED SIGNING & STRIPING IMPROVEMENTS

Ca. 1-800-227-2600
CALL BEFORE YOU DIG
TWO DAYS BEFORE YOU DIG
CALL USA TOLL FREE 811

REVISION(S)			
NO.	DESCRIPTION	DATE	BY

DRAWN BY: CELINA LEE
DESIGNED BY: CELINA LEE
CHECKED BY: LEO TRUJILLO DATE: 1/16/2026
HOR: AS SHOWN
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PHONE: (209) 829-1553

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RCE 63950
EXP. DATE 9-30-24

LEOPOLDO TRUJILLO No. 63950 Exp. 9-30-26 CIVIL STATE OF CALIFORNIA REGISTERED PROFESSIONAL ENGINEER

SIGNATURE 1/16/26 DATE

SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT LAYOUT PLAN

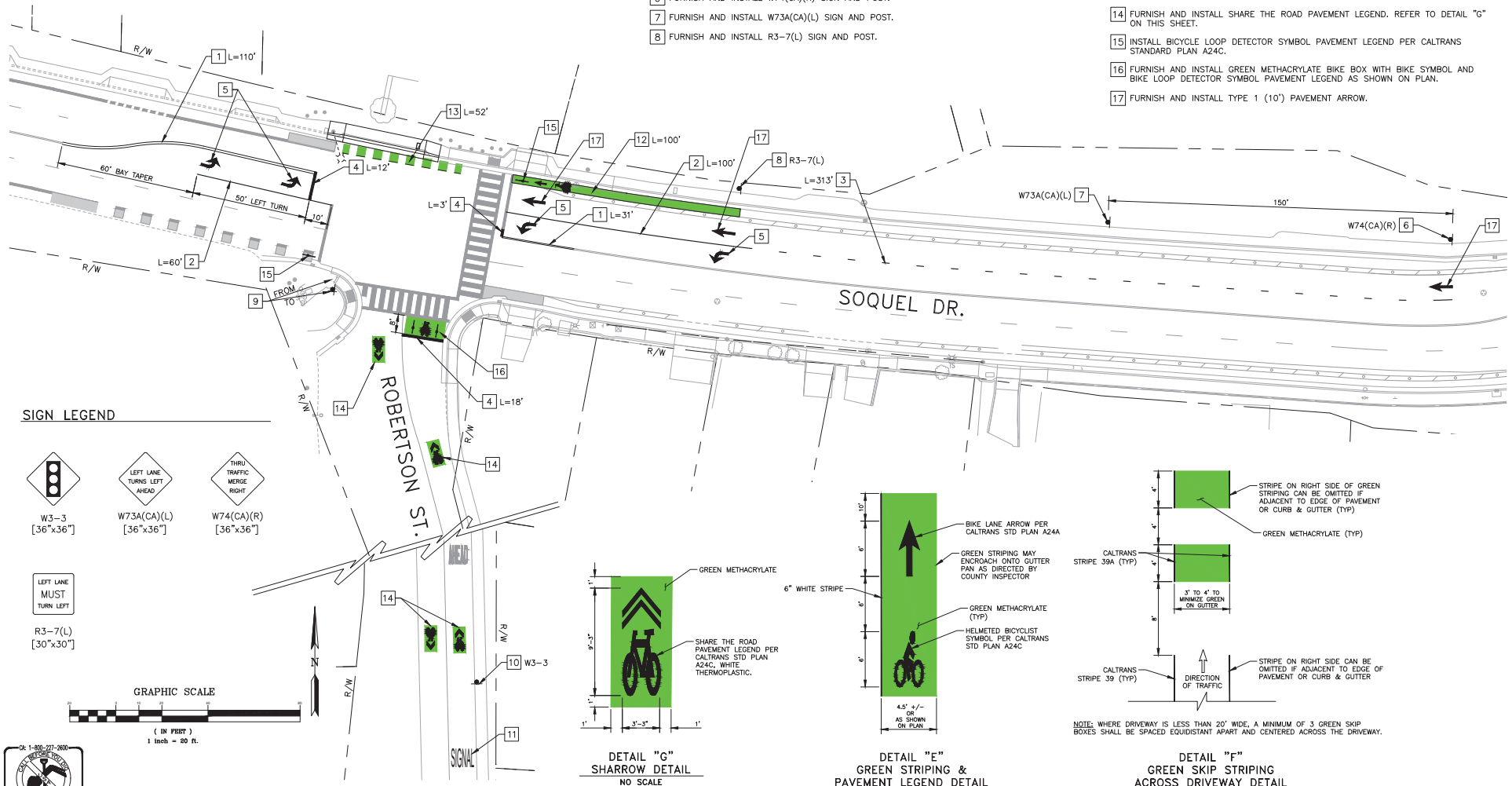
L-1
SHEET NUMBER: 3 of 8

GENERAL SIGNING & STRIPING NOTES:

1. ALL SIGNING, STRIPING, PAVEMENT DELINEATION, AND SIGNAL WORK SHOWN ON THESE PLANS SHALL BE DONE IN ACCORDANCE WITH THE REQUIREMENTS OF THE CALTRANS STANDARD PLANS AND SPECIFICATIONS DATED 2023 AND THE LATEST REVISION OF THE 2014 CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD).
2. ALL LANE LINE TRAFFIC STRIPES AND PAVEMENT MARKINGS SHALL BE THERMOPLASTIC. ALL PAVEMENT TRAFFIC STRIPING SHALL CONFORM TO CALTRANS STANDARD PLANS A20A THROUGH A24F.
3. ALL NEW SIGN PANELS SHALL BE RETRO-REFLECTIVE AND CONFORM TO THE CA MUTCD. SIGNS SHALL BE INSTALLED IN CONFORMANCE TO THE CALTRANS STANDARD PLAN RS1-RS6 AND THE CA MUTCD.
4. REFER TO E SHEETS FOR TRAFFIC SIGNAL IMPROVEMENTS.

PROJECT NOTES (THIS SHEET)

1. FURNISH AND INSTALL STRIPING DETAIL 22 (DOUBLE YELLOW CENTERLINE STRIPE). LENGTH OF IMPROVEMENT AS SHOWN IN PLAN.
2. FURNISH AND INSTALL STRIPING DETAIL 38 (8" SOLID WHITE CHANNELIZING STRIPE). LENGTH OF IMPROVEMENT AS SHOWN IN PLAN.
3. FURNISH AND INSTALL STRIPING DETAIL 37B (LANE DROP MARKINGS). LENGTH OF IMPROVEMENT AS SHOWN IN PLAN.
4. FURNISH AND INSTALL 12" WHITE LIMIT LINE.
5. FURNISH AND INSTALL TYPE IV(L) PAVEMENT ARROW.
6. FURNISH AND INSTALL W74(CA)(R) SIGN AND POST.
7. FURNISH AND INSTALL W73A(CA)(L) SIGN AND POST.
8. FURNISH AND INSTALL R3-7(L) SIGN AND POST.
9. EXISTING STREET NAME SIGN AND POST TO BE RELOCATED BESIDE PROPOSED SIGNAL POLE. REFER TO SHEET E-1 FOR PROPOSED SIGNAL POLE LOCATION.
10. FURNISH AND INSTALL W3-3, "SIGNAL AHEAD SYMBOL," (36"X36") SIGN ON EXISTING POST.
11. INSTALL "SIGNAL" PAVEMENT LEGEND (8' TALL LETTERS) PER CALTRANS STANDARD PLAN A24D.
12. FURNISH AND INSTALL SOLID GREEN STRIPING WITH BIKE LANE LEGEND. REFER TO DETAIL "E" ON THIS SHEET.
13. FURNISH AND INSTALL SKIP GREEN STRIPING ACROSS DRIVEWAY. REFER TO DETAIL "F" ON THIS SHEET.
14. FURNISH AND INSTALL SHARE THE ROAD PAVEMENT LEGEND. REFER TO DETAIL "G" ON THIS SHEET.
15. INSTALL BICYCLE LOOP DETECTOR SYMBOL PAVEMENT LEGEND PER CALTRANS STANDARD PLAN A24C.
16. FURNISH AND INSTALL GREEN METHACRYLATE BIKE BOX WITH BIKE SYMBOL AND BIKE LOOP DETECTOR SYMBOL PAVEMENT LEGEND AS SHOWN ON PLAN.
17. FURNISH AND INSTALL TYPE 1 (10') PAVEMENT ARROW.



SIGN LEGEND

R3-7(L)
[30"x30"]

GRAPHIC SCALE

(IN FEET)
1 inch = 20 ft.

DETAIL "G"
SHARROW DETAIL
NO SCALE

DETAIL "E"
GREEN STRIPING &
PAVEMENT LEGEND DETAIL
NO SCALE

NOTE: WHERE DRIVEWAY IS LESS THAN 20' WIDE, A MINIMUM OF 3 GREEN SKIP BOXES SHALL BE SPACED EQUIDISTANT APART AND CENTERED ACROSS THE DRIVEWAY.

DETAIL "F"
GREEN SKIP STRIPING
ACROSS DRIVEWAY DETAIL
NO SCALE

Dial 1-800-227-2600
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TWO DAYS BEFORE YOU DIG
CALL USA TOLL FREE 811

REVISION(S)			
NO.	DESCRIPTION	DATE	BY

DRAWN BY: CELINA LEE
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RCE 63950
EXP. DATE 9-30-24

REGISTERED PROFESSIONAL ENGINEER
LEOPOLDO TRUJILLO
63950
Exp. 9-30-26
CIVIL
STATE OF CALIFORNIA

SIGNATURE 1/16/26 DATE

SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT SIGNING & STRIPING PLAN

SS-1
SHEET NUMBER: 4 of 8

Drawings: C:\Users\Vtruj\OneDrive - tlengineering.net\Work\23-015 Santa Cruz County, Soquel-Robertson\Drawings\Final\Plans\23-015 Soquel-Robertson Signal-CO #1.dwg
Jan 15, 2026, 2:27pm

PROJECT NOTES (SHEETS E-1 AND E-2)

1. FURNISH AND INSTALL TYPE III-AF SERVICE EQUIPMENT AND ENCLOSURE WITH ITEM NUMBERS 1 THROUGH 8, 10, 15 THROUGH 17, 20, 22, AND 23 PER CALTRANS STANDARD PLAN ES-2D. CONTACT PG&E TO COORDINATE SERVICE POINT CONNECTION.
2. FURNISH AND INSTALL NEW #5 PULL BOX FOR ELECTRIC SERVICE TO CONTROLLER. COVER ON THE PULL BOX SHALL READ "ELECTRIC", OR OTHER LEGEND AS DIRECTED BY SANTA CRUZ COUNTY.
3. FURNISH AND INSTALL NEW ECONOLITE COBALT RACK MOUNTED SIGNAL CONTROLLER WITH EOS SOFTWARE, CONFLICT MONITOR, EX78934E-0VB ETHERNET SWITCH, AND ALL NECESSARY EQUIPMENT TO PROVIDE A FULLY OPERATIONAL SIGNAL SYSTEM IN MODEL 332 TRAFFIC SIGNAL CONTROLLER CABINET. DOOR SHALL FACE SOUTH. FURNISH AND INSTALL ETHERNET SWITCH AND FIBER OPTIC INTERFACE (12-PORT FIBER OPTIC TERMINAL PANEL).
4. FURNISH AND INSTALL RETROREFLECTIVE STREET NAME SIGN (DOUBLE SIDED) AS SHOWN ON THESE PLANS AND DESCRIBED IN POLE AND EQUIPMENT SCHEDULE ON SHEET E-2. SIGNS SHALL BE WHITE LETTERS ON GREEN BACKGROUND. CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING ACCEPTABLE SIGN LEGEND, TEXT STYLE, AND COLOR WITH THE COUNTY PRIOR TO ORDERING EQUIPMENT. SIGN ON POLE (B) SHALL BE POLE-MOUNTED PER CALTRANS STANDARD PLAN RS4.
5. FURNISH AND INSTALL 24"x24" R3-4 SIGN ON SIGNAL MAST ARM PER CALTRANS STANDARD PLAN ES-7N DETAIL "U".
6. FURNISH AND INSTALL NEW 4-SECTION SIGNAL HEAD PER DETAIL "D" ON THIS SHEET.
7. FURNISH AND INSTALL GTT OPTICOM 3100 GPS RADIO UNIT ON TRAFFIC SIGNAL POLE. WIRE NEW RADIO UNIT USING OPTICOM 1070 GPS INSTALLATION CABLE TO THE CONTROLLER CABINET AND TERMINATE IN OPTICOM 768 AUXILIARY INTERFACE PANEL.
8. FURNISH AND INSTALL GTT OPTICOM 764 PHASE SELECTOR CARD IN 760 CARD RACK. PROVIDE CONNECTION BETWEEN THE CARD RACK AND OPTICOM 768 AUXILIARY INTERFACE PANEL.
9. FURNISH AND INSTALL EXTERNAL TESCO BATTERY BACKUP SYSTEM CABINET WITH TESCO MODEL 22-2000VA BATTERY BACKUP SYSTEM AND SIX 24V BATTERIES.
10. CONSTRUCT A 4'x11'x4" PCC WORK PAD (INSIDE DIMENSIONS) WITH RETAINING CURB FOR SIGNAL CONTROLLER CABINET AND SERVICE PEDESTAL ACCESS BEHIND SIDEWALK AS SHOWN ON PLAN. RETAINED CURB SHALL BE INSTALLED PER DETAIL "H" ON THIS SHEET, WITH 2' LONG CURB TRANSITIONS (PER DETAIL "I" ON THIS SHEET) TO MATCH EXISTING BACK OF SIDEWALK ELEVATIONS.
11. LUMINAIRE ARM SHALL BE ROTATED 90° FROM SIGNAL MAST ARM ON POLE (D).
12. PROGRAM 4'x10' OR 16'x6' BICYCLE DETECTION ZONE IN SIGNAL CONTROLLER AS SHOWN ON PLAN.
13. INSTALL COUNTY-PROVIDED ADAPTIVE SIGNAL SYSTEM ITEMS INCLUDING: ADAPTIVE SYSTEM PROCESSOR, INTERCEPT MODULE, EQUIPMENT PANEL, DIN RELAY, AND C1-Y CABLE IN CONTROLLER CABINET. MAKE ALL CONNECTIONS NECESSARY PER ADAPTIVE SYSTEM VENDOR SPECIFICATIONS.
14. INSTALL COUNTY-PROVIDED ADAPTIVE SYSTEM (INSYNC) IP CAMERA AND CAMERA ENCLOSURE ON SIGNAL MAST ARM PER CALTRANS STANDARD PLAN ES-7R DETAIL "A".
15. FURNISH AND INSTALL COUNTY OF SANTA CRUZ'S PRE-APPROVED ADAPTIVE SYSTEM VENDOR (RHYTHM ENGINEERING) IP CAMERA AND CAMERA ENCLOSURE ON TRAFFIC SIGNAL POLE PER CALTRANS STANDARD PLAN ES-7R DETAIL "D".
16. INSTALL SPLICE CLOSURE IN EXISTING N48 PULL BOX. SPLICE NEW 12-STRAND SMFO CABLE TO EXISTING 144-STRAND SMFO CABLE. PULL NEW 12-STRAND SMFO CABLE TO TRAFFIC SIGNAL CONTROLLER CABINET AS SHOWN ON PLAN. REFER TO SHEET FO-1 FOR FIBER OPTIC SPLICE DIAGRAM.
17. FURNISH AND INSTALL NEW #6E PULL BOX. COIL 50' OF THE NEW 12-STRAND SMFO CABLE INSIDE THE PULL BOX.
18. TERMINATE 12-STRAND SMFO CABLE AT NEW TERMINATION PANEL INSIDE CONTROLLER CABINET AND PROVIDE PATCH CORDS FROM TERMINATION PANEL TO NEW ETHERNET SWITCH. REFER TO SHEET FO-1 FOR FIBER OPTIC SPLICE DIAGRAM.
19. FURNISH AND INSTALL NEW 3" CONDUIT WITH NEW 12-STRAND SMFO CABLE AND #8 AWG TRACER WIRE INSIDE A 2-CELL FABRIC INNERDUCT. EACH INNER DUCT SHALL HAVE MULE TAPE. REFER TO SHEET FO-1 FOR FIBER OPTIC CONDUIT DETAIL.
20. FURNISH & INSTALL #2 SERVICE POINT PULL BOX. PG&E WILL SUPPLY 3#0 CONDUCTORS FOR ELECTRIC SERVICE FROM ADJACENT UTILITY POLE. CONTRACTOR SHALL FURNISH AND INSTALL ALL CONDUCTORS, CONDUIT, AND PULL BOX IMPROVEMENTS FROM THIS POINT ON.

EXISTING UTILITY DISCLAIMER

UTILITY INFORMATION HAS BEEN INCORPORATED ON THESE PLANS BASED ON AVAILABLE INFORMATION FROM THE COUNTY, FROM UTILITY COMPANIES, AND BY FIELD MEASUREMENTS (FOR OVERHEAD UTILITIES), BUT UNDERGROUND UTILITIES HAVE NOT BEEN VERIFIED BY POTHOLING. CONTRACTOR SHALL FIELD VERIFY (AND POTHOLE AS NEEDED) LOCATIONS OF ALL EXISTING UTILITIES AND NOTIFY THE ENGINEER OF ANY DISCREPANCIES PRIOR TO ANY INSTALLATION WORK AND PRIOR TO ORDERING ANY SIGNAL POLES. ANY EXISTING UTILITIES DAMAGED DURING CONSTRUCTION SHALL BE REPAIRED/REPLACED BY THE CONTRACTOR TO THE SATISFACTION OF THE ENGINEER/INSPECTOR AT THE CONTRACTOR'S EXPENSE.

Or: 1-800-227-2600
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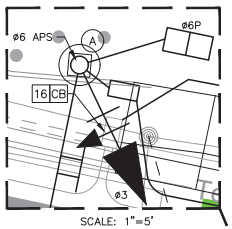
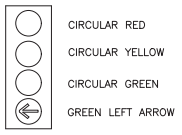
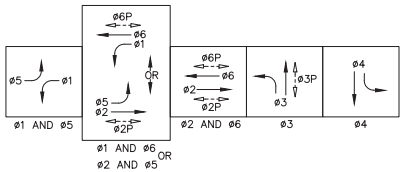
TWO DAYS BEFORE YOU DIG
CALL USA TOLL FREE 811

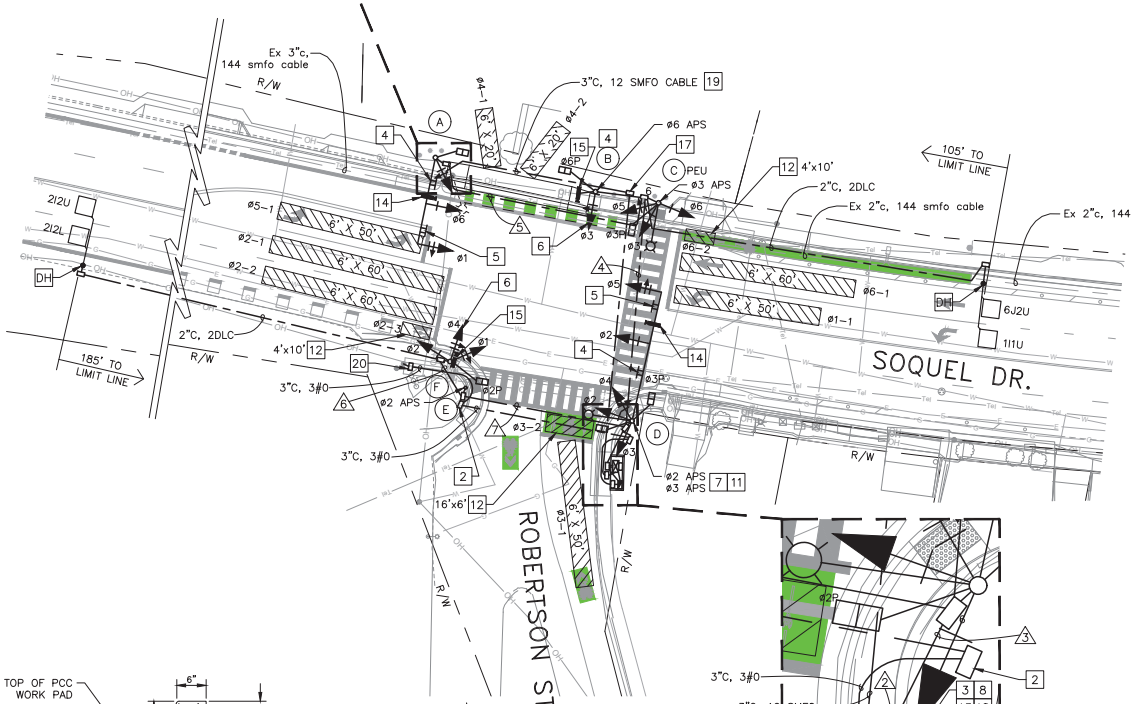


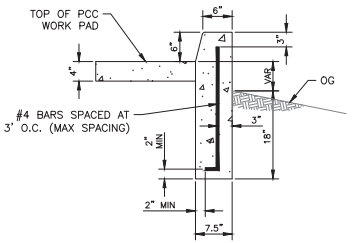


DETAIL "D": 4-SECTION SIGNAL HEAD
NTS

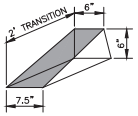


PROPOSED PHASE DIAGRAM



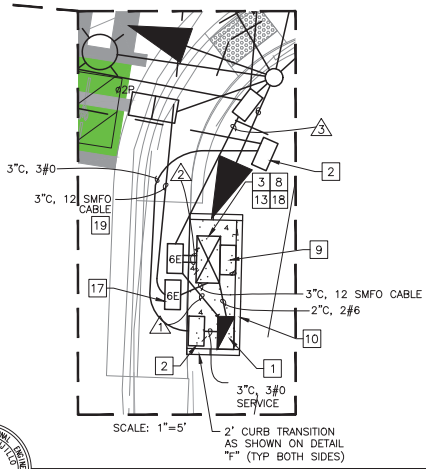


DETAIL "H": RETAINING CURB
NTS



DETAIL "I": CURB TRANSITION
NTS

GRAPHIC SCALE
(IN FEET)
1 inch = 20 ft.



2' CURB TRANSITION AS SHOWN ON DETAIL "F" (TYP BOTH SIDES)

REVISION(S)			
NO.	DESCRIPTION	DATE	BY

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REGISTERED PROFESSIONAL ENGINEER
LEOPOLDO TRUJILLO
63950
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CIVIL
STATE OF CALIFORNIA

SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT SIGNAL & LIGHTING PLAN

E-1
SHEET NUMBER: 5 of 8

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Jan 15, 2026, 2:27pm

CONDUCTOR & CONDUIT SCHEDULE

AWG	CONDUCTOR DESIGNATION	NUMBER OF CONDUCTORS RUN NUMBER 1	2	3	4	5	6	7
#14	ø1		6	6	3	3	3	3
	ø2		3	3			3	3
	ø3		3	3	3	3		
	ø4		3	3			3	3
	ø5		3	3	3			
	ø6		3	3	3	3		
	ø2P		2	2			2	2
	ø3P		2	2	2			
	ø6P		2	2	2	2		
	ø2 APS		4	4				2
	ø3 APS		4	4	2			
	ø6 APS		4	4	4	2		
	PEU	3		3	3			
	PPB COMMON		6	6	3	1	1	1
	SPARES		3	3	3	3	3	3
	TOTAL #14	3	48	51	31	17	15	17
#8	LUMINAIRES (240V)	4		4	2			
	SIGNAL COMMON		2	2	1	1	1	1
	TOTAL #8	4	2	6	3	1	1	1
DLC	ø1		1	1	1			
	ø2		2	2			2	2
	ø6		1	1	1			
	TOTAL DLC		4	4	2		2	2
ADAPTIVE SYSTEM CAMERA CABLE	CAMERA CABLE		4	4	2	1		
	POWER CABLE		4	4	2	1		
	TOTAL CABLES		8	8	4	2		
EVP	EVP CABLE		1	1				
	NUMBER OF CONDUITS	1	2	2	1	1	1	1
	CONDUIT SIZE (INCHES)	2	3	3	3	3	2	2
	CONDUIT FILL (%)	9	15	17	19	9	16	17

POLE & EQUIPMENT SCHEDULE

	STANDARD TYPE	SIG. MAST (FEET)	LUM. MAST (FEET)	VEHICLE SIGNAL MOUNTING MAST ARM (XX)="F" DIM.	VEHICLE SIGNAL MOUNTING POLE	PED SIGNAL MOUNTING	PPB ø	LED LUMINAIRE (WATTS)	REFLECTIVE STREET NAME SIGN	SPECIAL REMARKS
A	18-4-100	30	——	MAS / MAS (14')	SV-1-T	SP-1-T	6 →	——	4 6' RSNS "◄— Robertson St" (FRONT) "Robertson St —►" (BACK)	5 14
B	TYPE 15-FBS	——	——	——	SV-1-T	SP-1-T	6 ←	——	4 6' RSNS "Soquel Dr"	6 15
C	TYPE 15TS	——	15	——	SV-3-TB	SP-1-T	3 ←	90		
D	29-5-100	45	15	MAS / MAS (18')	SV-3-TC	SP-2-T	2 → / 3 ←	90	4 6' RSNS "Robertson St —►" (FRONT) "◄— Robertson St" (BACK)	5 7 11 14
E	PPBP	——	——	——	——	——	2 →	——		
F	TYPE 15-FBS	——	——	——	SV-3-TB	SP-1-T	—	——		6 15

GENERAL TRAFFIC SIGNAL CONSTRUCTION NOTES

1. THESE PLANS ARE ACCURATE FOR ELECTRICAL WORK ONLY.
2. TRAFFIC SIGNAL & ELECTRICAL WORK SHALL CONFORM TO THE STATE OF CALIFORNIA STANDARD PLANS AND SPECIFICATIONS (DATED 2023 AND ANY APPLICABLE ERRATA / REVISIONS), AND THE PROJECT SPECIAL PROVISIONS; EXCEPT FOR THE SIGNAL CONTROLLER CABINET AND FOUNDATION, WHICH SHALL ADHERE TO THE 2018 CALTRANS STANDARDS AND SPECIFICATIONS.
3. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATIONS OF ALL UNDERGROUND AND OVERHEAD UTILITIES AND VERIFY ALL CONDITIONS ON THE JOB SITE. HAND DIG FOUNDATIONS UNTIL CLEAR OF ALL OBSTRUCTIONS.
4. THE CONTRACTOR SHALL OBTAIN APPROVAL FOR EXACT POLE LOCATIONS FROM THE COUNTY ENGINEER OR HIS DESIGNATED REPRESENTATIVE A MINIMUM OF 2 WORKING DAYS PRIOR TO ANY SIGNAL STANDARD FOUNDATION WORK.
5. ALL SIGNAL HEADS SHALL BE 12" LENSES WITH BACKPLATES. SCREWS SHALL BE PLACED IN ALL BACK PLATE SCREW HOLES.
6. ALL PULL BOXES ARE NO. 5 EXCEPT AS OTHERWISE NOTED ON PLANS. PULL BOXES SHALL HAVE A MAXIMUM SPACING OF 200'. ALL NEW PULL BOXES INSTALLED IN TRAFFIC AREAS (I.E. ROADWAY PAVEMENT) SHALL HAVE A TRAFFIC RATED STEEL LID PER CALTRANS STANDARD PLAN ES-8B.
7. ALL PULL BOXES WITH 4 OR MORE CONDUITS SHALL BE NO. 6.
8. ALL VIDEO CAMERA, APS, EVP, AND SIC CABLES/CONDUCTORS SHALL BE INSTALLED WITHOUT SPLICES.
9. ALL SIGNAL STANDARDS WITH A PEDESTRIAN PUSH BUTTON SHALL BE LOCATED WITHIN 5' OF THE NEAREST CROSSWALK/ACCESS RAMP AND A MINIMUM OF 3' FROM THE RAMP FLARE. INSTALL PUSH BUTTON EXTENSIONS AS NECESSARY TO PROVIDE MAXIMUM 10" REACH PER ADA STANDARDS FROM THE CURB RAMP.
10. ALL VEHICLE (RED, YELLOW, AND GREEN) AND PEDESTRIAN SIGNAL FACES SHALL BE LIGHT EMITTING DIODE (LED) SIGNAL MODULES PER THE PROJECT SPECIFICATIONS/SPECIAL PROVISIONS.
11. ALL NEW PEDESTRIAN SIGNAL HEADS SHALL BE THE NUMERICAL COUNTDOWN DISPLAY TYPE, PER CALTRANS STANDARD PLAN ES-4B.
12. ALL NEW PEDESTRIAN PUSH BUTTONS SHALL BE POLARA iDS TOUCHLESS APS PEDESTRIAN PUSH BUTTONS. ALL PEDESTRIAN PUSH BUTTON PLATES SHALL BE INSTALLED WITH TAMPER-PROOF SCREWS. SCREW TYPE TO BE APPROVED BY COUNTY ENGINEER OR HIS DESIGNATED REPRESENTATIVE. ALL PUSH BUTTONS INSTALLED ON POLES BEHIND THE RAMP CURB SHALL BE INSTALLED ON PUSH BUTTON EXTENSION OF SUFFICIENT LENGTH TO PROVIDE A MAXIMUM 10" REACH FROM FACE OF CURB TO THE BUTTON.
13. TWO FULL WORKING DAYS NOTICE REQUIRED FOR ALL INSPECTIONS. ANY WORK DONE BY THE CONTRACTOR WITHOUT COUNTY INSPECTION WILL BE SUBJECT TO REJECTION AND REMOVAL.
14. CONTRACTOR SHALL BE RESPONSIBLE FOR REMOVING, RELOCATING, AND/OR ADJUSTING ANY LANDSCAPING AND IRRIGATION SYSTEMS AS NECESSARY TO INSTALL ALL NEW TRAFFIC SIGNAL EQUIPMENT, INCLUDING SIGNAL POLES, PULL BOXES, CONDUIT, CONTROLLER CABINET & FOUNDATIONS.
15. CONTRACTOR SHALL REPAIR, TO THE SATISFACTION OF THE ENGINEER, ANY EXISTING CONCRETE FEATURES (SIDEWALK, CURB, GUTTER, CROSSWALK, ETC.) DAMAGED DUE TO THE INSTALLATION OF SIGNAL STANDARD FOUNDATIONS, PULL BOXES, CONDUIT, OR ANY OTHER CONSTRUCTION WORK.
16. LOCATION OF TRAFFIC SIGNAL CONTROLLER CABINET AND BATTERY BACKUP SYSTEM CABINET SHALL BE POSITIONED ON PCC WORK PAD IN CONFORMANCE TO CALTRANS STANDARD PLAN ES-3C.
17. ALL NEW CONDUITS SHALL BE INSTALLED BY DIRECTIONAL DRILLING / BORING METHOD UNLESS OTHERWISE SPECIFIED ON THE PLANS OR DIRECTED BY THE COUNTY INSPECTOR. TRENCHING WILL ONLY BE ALLOWED IN LANDSCAPING AREA OR ON SHORT RUNS.
18. EXISTING STOP SIGNS AND STOP PAVEMENT LEGENDS SHALL BE REMOVED ONLY AFTER TRAFFIC SIGNAL IS ENERGIZED AND SWITCHED OVER TO OPERATE THE INTERSECTION.

Ca: 1-800-227-2600 CALL BEFORE YOU DIG — TWO DAYS BEFORE YOU DIG CALL USA TOLL FREE 811

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CHECKED BY: LEO TRUJILLO DATE: 1/16/2026
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VERT: NONE
JOB NUMBER: 23-015

TL ENGINEERING
314 COLVILLE DRIVE
SAN JOSE, CA 95123
PHONE: (209) 829-1553

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REGISTERED CIVIL ENGINEER
RCE 63950
EXP. DATE 9-30-24
SIGNATURE
1/16/26 DATE

REGISTERED PROFESSIONAL ENGINEER LEOPOLDO TRUJILLO 63950 Exp. 9-30-26 CIVIL STATE OF CALIFORNIA

SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT
SIGNAL SCHEDULES

E-2
SHEET NUMBER: 6 of 8

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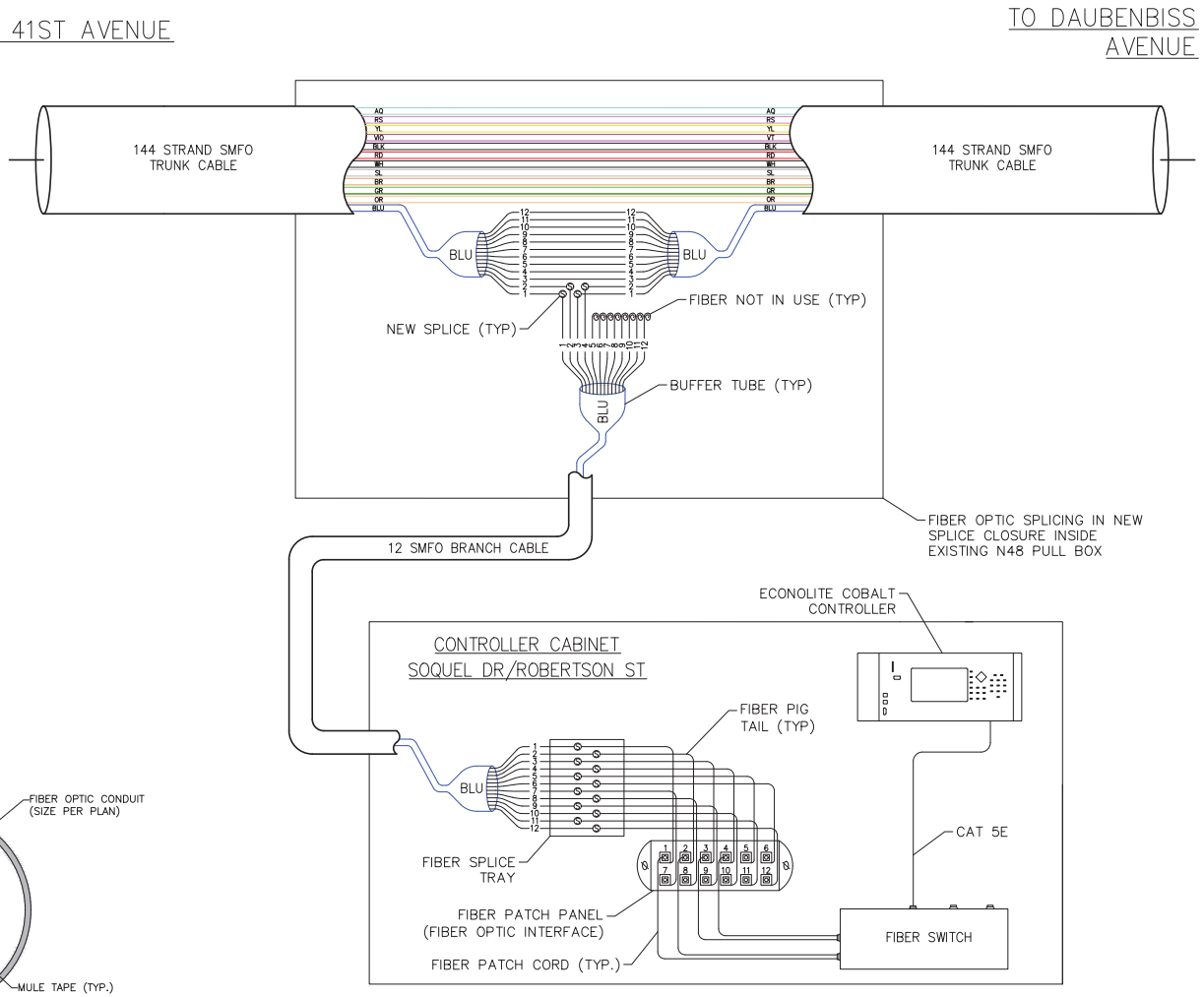

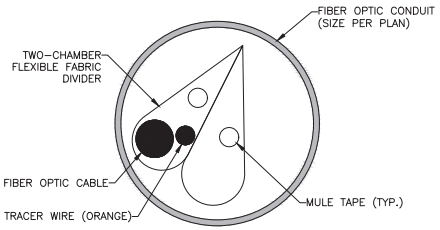

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REGISTERED PROFESSIONAL ENGINEER LEOPOLDO TRUJILLO 63950 Exp. 9-30-26 CIVIL STATE OF CALIFORNIA
1/16/26
DATE

SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT FIBER OPTIC SPLICE DIAGRAM

FO-1
SHEET NUMBER: 7 of 8

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REFERENCE TABLE FROM THE ILLUMINATING ENGINEERING SOCIETY (IES) RP-8-21, "RECOMMENDED PRACTICE: LIGHTING ROADWAY AND PARKING FACILITIES."

TABLE 12-1. PAVEMENT ILLUMINANCE CRITERIA FOR FULL INTERSECTION LIGHTING (Lux/Fc)

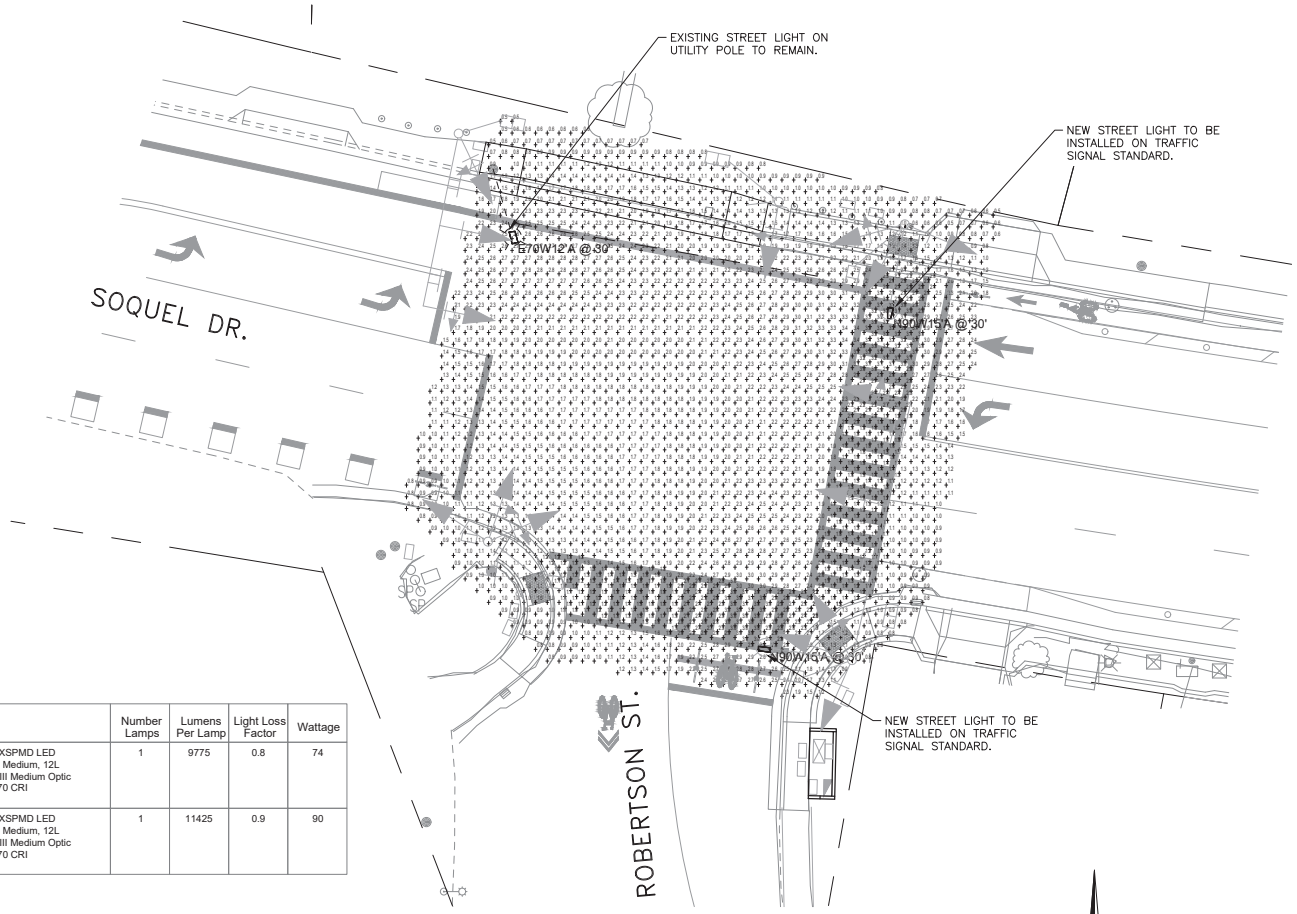
Functional Classification	Pedestrian Activity Level Classification			Eavg/Emin
	High	Medium	Low	
Major/Major	34/3.2	26/2.4	18/1.7	3.0
Major/Collector	29/2.7	22/2.0	15/1.4	3.0
Major/Local	26/2.4	20/1.9	13/1.2	3.0
Collector/Collector	24/2.2	18/1.7	12/1.1	4.0
Collector/Local	21/2.0	16/1.5	10/0.9	4.0
Local/Local	18/1.7	14/1.3	8/0.7	6.0

Intersection Statistics

Description	Symbol	Avg	Max	Min	Max/Min	Avg/Min
Calc Zone #1 Intersection	+	1.8 fc	3.4 fc	0.5 fc	6.8:1	3.6:1
Calc Zone #2 XW-S	+	2.1 fc	3.1 fc	1.0 fc	3.1:1	2.1:1
Calc Zone #3 XW-E	+	2.0 fc	3.3 fc	1.0 fc	3.3:1	2.0:1

Schedule

Symbol	Label	Quantity	Manufacturer	Catalog Number	Description	Number Lamps	Lumens Per Lamp	Light Loss Factor	Wattage
▯	E70 W12'A	1	Cree Inc	XSPMD-D-HT-3ME-12L-40K7-Ux-xx-N-Q5 CONFIGURED FROM XSPMD-D-HT-3ME-12L-40K7-UL-SV-N	CONFIGURED FROM XSPMD LED Street/Area Luminaire - Medium, 12L Lumen Package, Type III Medium Optic Distribution, 40k CCT, 70 CRI	1	9775	0.8	74
▯	N90 W15'A	2	Cree Inc	XSPMD-D-HT-3ME-12L-40K7-Ux-xx-N-Q8 CONFIGURED FROM XSPMD-D-HT-3ME-12L-40K7-UL-SV-N	CONFIGURED FROM XSPMD LED Street/Area Luminaire - Medium, 12L Lumen Package, Type III Medium Optic Distribution, 40k CCT, 70 CRI	1	11425	0.9	90



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RCE 63950
EXP. DATE 9-30-24
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REGISTERED PROFESSIONAL ENGINEER LEOPOLDO TRUJILLO 63950 Exp. 9-30-26 CIVIL STATE OF CALIFORNIA

1/16/26
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SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT PHOTOMETRICS PLAN

PM-1
SHEET NUMBER: 8 of 8

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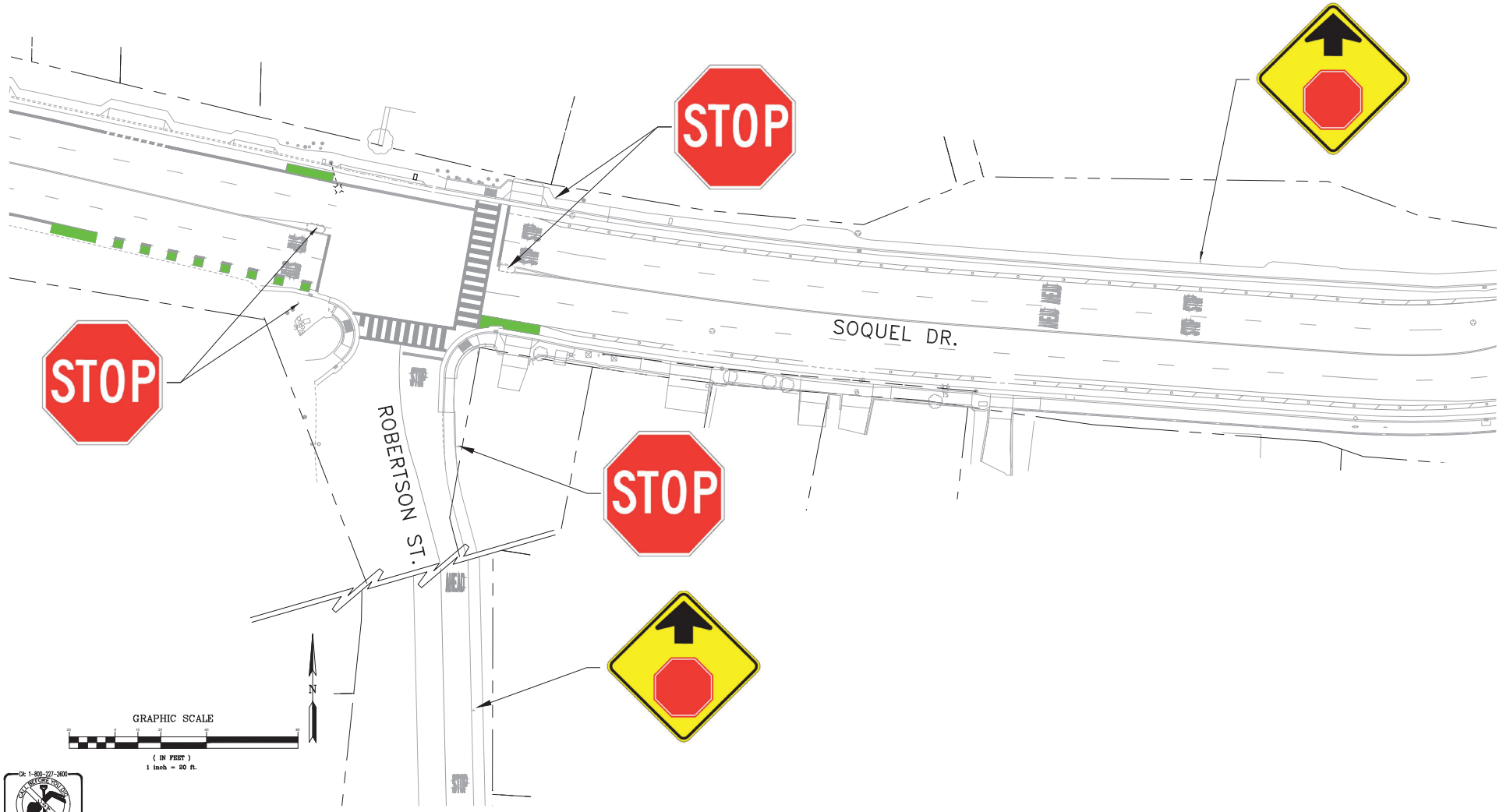

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EXP. DATE 9-30-24

REGISTERED PROFESSIONAL ENGINEER
LEOPOLDO TRUJILLO
63950
Exp. 9-30-26
CIVIL
STATE OF CALIFORNIA

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SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT EXISTING SIGNING & STRIPING

EX-1
SHEET NUMBER: 1 of 2

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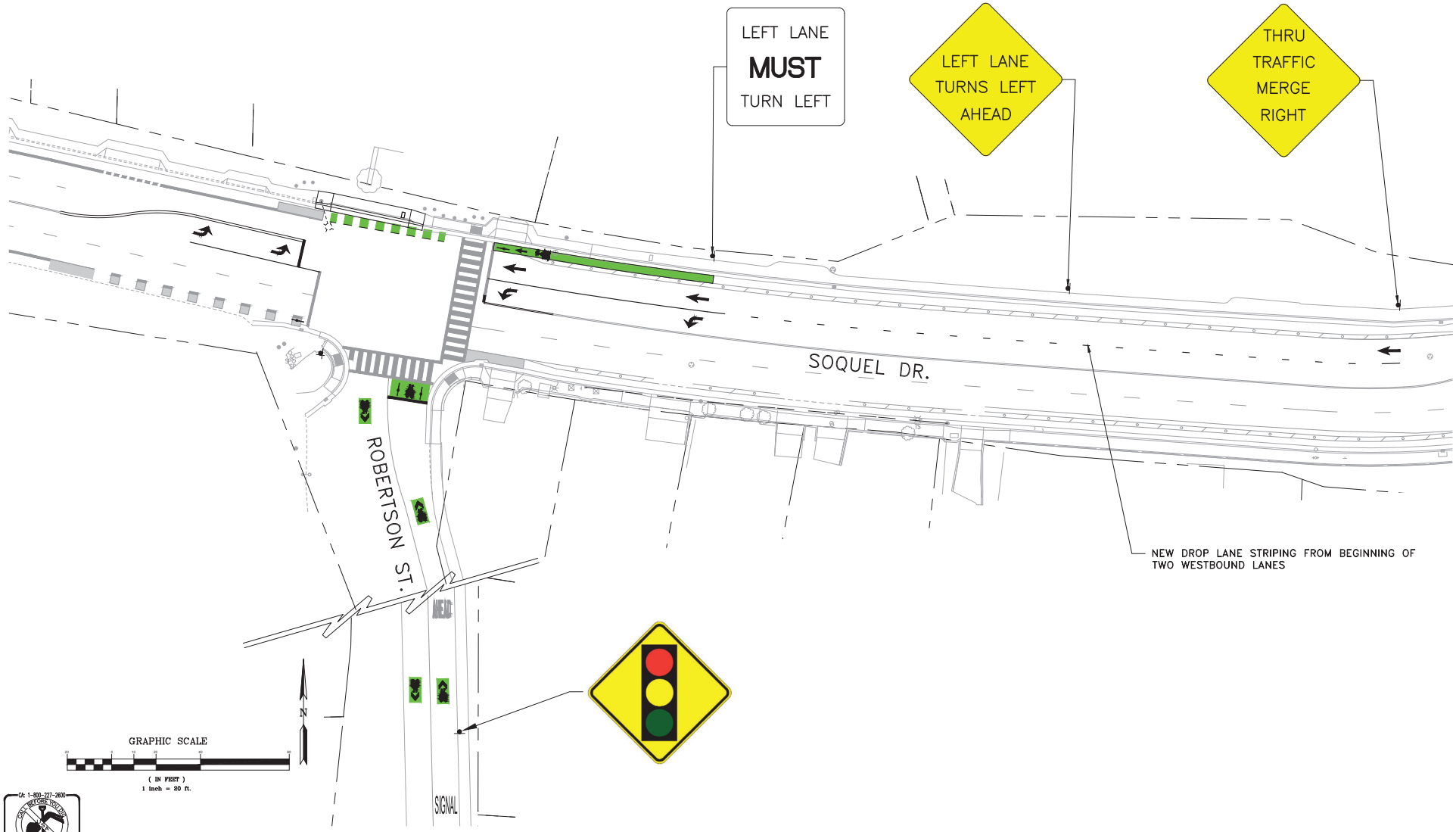

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REGISTERED PROFESSIONAL ENGINEER
LEOPOLDO TRUJILLO
63950
Exp. 9-30-26
CIVIL
STATE OF CALIFORNIA

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SOQUEL DRIVE / ROBERTSON STREET SIGNALIZATION PROJECT PROPOSED SIGNING & STRIPING

SS-1
SHEET NUMBER: 2 of 2

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Jan 15, 2026, 3:55pm

AGENDA: February 9, 2026

TO: Bicycle Advisory Committee (BAC)

FROM: Rachel Moriconi, Transportation Planner

RE: Bike Santa Cruz County - Project PASEO

RECOMMENDATION

Staff recommends that the Bicycle Advisory Committee receive information on Bike Santa Cruz County's programs and provide input on Project PASEO scope changes.

BACKGROUND

As a condition of receiving funding from the RTC, project sponsors are required to solicit input from the Bicycle Advisory Committee prior to implementation.

Following review by the Bike Committee, at its February 6, 2020 meeting the Santa Cruz County Regional Transportation Commission (RTC) approved $100,000 in Regional Surface Transportation Program Exchange (RSTPX) funds for Bike Santa Cruz County's Project PASEO, which included Open Streets, Earn-a-Bike and pop-up bike lanes programs. Due to the COVID-19 pandemic, Open Streets events were cancelled in 2020 and the RTC approved scope modifications to allow some of the funds to be used on Smart Streets programs and modified Earn-a-Bike programs.

DISCUSSION

At its February 5, 2026 meeting, the RTC authorized Bike Santa Cruz County to utilize approximately $12,000 in remaining Project PASEO funds for community bicycle rides in Watsonville, rather than Open Streets. Representatives from Bike Santa Cruz County will be available to share information about their programs at this meeting. **Staff recommends that the Bicycle Committee provide input on Bike Santa Cruz County community rides programs.**

SUMMARY

Bike Santa Cruz County received funding from the RTC for its Project PASEO, which includes several programs aimed at supporting new and safe bicycling. The Bicycle Committee is encouraged to provide input on its revised scope that includes community bicycle rides in southern Santa Cruz County.

Attachment: Modifications to Project PASEO

Bike Santa Cruz County ⇔ PO Box 5485 ⇔ Santa Cruz, CA 95063

https://www.bikesantacruzcounty.org/

TO: Rachel Marconi, Regional Transportation Commission
SUBJECT: Proposed SOW Revision – Project PASEO: Bike Santa Cruz County
DATE: November 10th, 2025

Dear Rachel,

Bike Santa Cruz County (BSCC) proposes a revision to our Scope of Work (SOW) for the remaining budget of $12,573.22 from the existing PASEO grant award. The remaining funds were originally designated to support Open Streets and the Earn-a-Bike Youth Program, and we believe the proposed changes remain consistent with the intent and goals of those initiatives.

We propose to extend and expand our Watsonville Community Bike Rides through 2026–2027. These rides have been highly successful in promoting safe cycling practices, physical activity, and overall health. They also encourage greater bicycle use, reduce carbon emissions, and build community support for safer and more accessible biking infrastructure in a historically underserved community. Each event includes distribution of free safety gear (helmets, lights, reflectors, etc.) and a free raffle drawing for bicycles—typically one or two per ride, primarily awarded to youth participants. Here is a video of our most recent Watsonville Community Bike Ride, in October 2025: https://vimeo.com/1126006474

Proposed Activities

This revised SOW will support seven Watsonville Community Bike Rides during 2026 & 2027. These community rides will explore the Watsonville Sloughs and Levees, emphasizing safe routes and practical riding skills. Participants will receive donated safety gear, and BSCC staff and volunteers will demonstrate safe cycling techniques and provide education on traffic awareness and rider etiquette.

Anticipated Benefits

This project will provide meaningful benefits to participants and the broader community, including:

- Increased awareness of safe biking routes in Watsonville
- Improved cyclist safety skills and riding confidence

- Increased bicycle use, reduced car trips and carbon emissions
- Enhanced physical health and social well-being
- Strengthened community support for safer, expanded biking infrastructure
- Opportunities for multi-generational, multi-lingual, and multi-cultural community connection

The rides will be inclusive of all ages: children, adults, and seniors. BSCC will partner with local community organizations, schools, and public officials for outreach. Materials and communications will be provided in both English and Spanish to ensure accessibility.

Pre- and post-ride gatherings will feature brief presentations to build community support for ongoing improvements to cycling infrastructure and to highlight the importance of biking for:

- Transportation and recreation
- Reducing carbon emissions
- Promoting physical and mental health
- Strengthening community connections

Project Budget

Description	Amount
Marketing & Outreach	$1200.00
Safety Gear	$700.00
Ride Leaders	$2100,00
Event Supplies & Food	$3323.00
Administrative Support	$3500.00
Project Oversight	$1750.00
Total Budget	$12,573.00

Project Evaluation

- To evaluate the impact of this project, BSCC will conduct post-ride oral and written surveys of participants to gather event feedback and identify opportunities for continuous improvement of future events.

Thank you for considering this proposed revision to our SOW. We believe this adjustment will further the goals of Project PASEO by continuing to build an engaged, safe, and sustainable biking culture in Watsonville.

Warm regards,

Jon Silver, Board Vice-Chair, migrantmediaproductions@gmail.com
Danielle Lewis, Program Manager, events@bikesantacruzcounty.org
Kyle Jordan, Board Member, kyle.w.jordan@gmail.com

AGENDA: February 9, 2026

TO: Bicycle Advisory Committee (BAC)

FROM: Max Friedman, Transportation Planner

RE: Caltrans Highway 17 Comprehensive Multimodal Corridor Plan (CMCP)

RECOMMENDATION

RTC Staff recommends that the Bicycle Advisory Committee (BAC):

1. Receive information from Caltrans staff regarding the Highway 17 CMCP, including a summary, current status, and planned next steps; and
2. Provide feedback to Caltrans staff.

BACKGROUND

Caltrans is developing the State Route 17 (SR 17) Comprehensive Multimodal Corridor Plan (CMCP). The plan will address topics such as safety, reliability, and multimodal accessibility throughout the corridor. The plan will also have a focus on critical sustainability issues along the corridor, such as climate change resiliency, emergency management, and wildlife habitat connectivity. The plan will set a corridor vision and identify potential transportation improvements and resiliency strategies along the corridor.

The study area includes the length of the SR 17 facility, from SR 1 in Santa Cruz to the I-280/I-880 interchange in San Jose. The corridor is facing growing challenges in resilience, emergency response, and access. Building on previous efforts, the SR 17 Plan seeks to:

- Work with communities to define a long-range vision for the corridor
- Advance goals outlined in the California Transportation Plan 2050 and Climate Action Plan for Transportation Infrastructure
- Support projects that integrate climate resiliency with mobility and safety improvements

The Plan's goals and objectives are in alignment with the California Transportation Commission's (CTC) CMCP guidelines. A CMCP is a long-range system plan developed in collaboration with state, regional, and local governments and

communities. A CMCP identifies current and anticipated challenges such as congestion, safety, and climate change.

As a *comprehensive* planning effort, in addition to the SR 17 highway facility the study area includes the surrounding arterial roadway network. The plan's study area includes *multimodal* facilities such as transit systems, bicycle and pedestrian facilities, shared mobility hubs, and zero-emission charging systems within the corridor.

DISCUSSION

Caltrans is soliciting feedback from the BAC as part of its community and stakeholder engagement strategy. Based on prior assessment and partner feedback, Caltrans has identified the following themes as the most valuable opportunities with regards to active transportation improvements within the corridor:

- SR 17 Crossings
  - New active transportation crossing opportunities
  - Improvements to existing active transportation crossing locations
- Parallel Facilities
  - New or extended active transportation facilities on parallel arterial networks, including trails
  - Improvements to existing active transportation facilities on parallel arterial networks, including trails
- Multimodal Connectivity
  - New active transportation facilities providing connections to multimodal hubs such as transit centers, bus stops, light rail stations, and mobility hubs
  - Improvements to existing active transportation facilities providing connections to multimodal hubs such as transit centers, bus stops, light rail stations, and mobility hubs

Caltrans plans to seek feedback from the BAC regarding these themes. Discussion questions include:

- Are these themes appropriate based on the BAC member technical and local expertise?

- Are there other themes that should be considered?

- Are there any specific locations or examples of needs, challenges, or improvement concepts within these areas?

Caltrans is emphasizing that the corridor planning effort is merely the beginning of a lengthy process. Recommendations and improvement concepts identified in the plan would require additional steps to advance toward project implementation. These steps typically involve ability to obtain grant funding and/or funding

partnerships with local agencies and jurisdictions. While a project's inclusion in a corridor plan does not in itself guarantee implementation, it is a valuable first step in the process.

Staff recommends that committee members receive information from Caltrans staff and provide input regarding the Highway 17 CMCP, including a summary, current status, and planned next steps.

SUMMARY

Caltrans staff will present information on the State Route 17 Comprehensive Multimodal Corridor Plan (CMCP).

Attachments:

1. CMCP Workshop Flyer

Caltrans in partnership with Valley Transportation Authority, SCCRTC, SANTA CRUZ METRO

Join a Virtual Public Workshop to Learn About and Provide Input on the State Route (SR) 17 Comprehensive Multimodal Corridor Plan (CMCP).

- Thursday, February 19, 2026 at 6 p.m. PST
- Tuesday, February 24, 2026 at 6 p.m. PST

Join us via Teams for a virtual public workshop on the SR 17 CMCP. There will be one workshop on Thursday, February 19th at 6 p.m. and one workshop on Tuesday, February 24th at 6 p.m. Both workshop dates will have the same content. The workshops will be recorded and posted to the project website.

This meeting serves as an opportunity to learn more about the Plan and proposed projects, ask questions, and share your experiences traveling on the SR 17 corridor.

Interpretation will be available in Spanish and Chinese.

Meeting Information

https://teams.microsoft.com/meet/25242995577988?p=QPxEf9akg7zxG00Ua3

*Pre-registration is not required.

To join from a computer: open the link in a browser.

To join from a cell phone or tablet: download and install the Microsoft Teams app.

Dial-in: +1 279-895-7250,,267336722#

Meeting ID: 252 429 955 779 88

We will conduct an interactive Q&A during the meeting. We are interested in hearing from you - if you have any questions, comments, or discussion topics, please contact us at **stateroute17ra@dot.ca.gov** or by voicemail at **855-925-2801 (code 4936)**

For more information on the plan, visit the Caltrans SR 17 CMCP Project Website: **https://engage.dot.ca.gov/t31212**

AGENDA: February 2026

TO: Bicycle Advisory Committee, Elderly & Disabled Transportation Advisory Committee

FROM: Tommy Travers, Transportation Planner

RE: Construction safety for roadwork and encroachments affecting bicyclists and pedestrians

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RECOMMENDATION

Staff recommends that the Committee discuss an issue brought forth by RTC Bicycle Advisory Committee (BAC) members serving on the ad-hoc subcommittee for construction zone safety and previously discussed in past meetings of the BAC and the Community Traffic Safety Coalition (CTSC) regarding construction safety for roadwork and encroachments affecting bicyclists; the subcommittee also requests that the RTC Elderly & Disabled Transportation Advisory Committee (E&DTAC) consider joining efforts.

BACKGROUND

Since February 2023, the topic of construction zone negative impacts on bicyclists has been discussed at multiple meetings of the BAC, including a staff report in May 2023. The topic has also been raised at E&DTAC meetings. Especially since Fall of 2022, lengthy roadwork projects in Santa Cruz County have shown that bicyclists can be either not considered or inadequately considered when construction work occurs along roadways. An ad-hoc subcommittee of the BAC was formed and members had individual meetings with managers of the public works departments of the county and four cities. Since that time, noticeable progress has not occurred. However, the subcommittee has made recent strides in discussions with the public works departments and has prepared solutions that they may be willing to implement.

DISCUSSION

In order to facilitate discussion and ideas to improve bicycle safety and accommodation near construction zones, in early 2023 staff and members of the subcommittee requested information from the CTSC and the local road jurisdictions regarding what is currently recommended and what is required.

The topic has been discussed in the past by the CTSC, who produced a set of recommended guidelines over 20 years ago which were last updated in 2015 (Attachment 3).

Current requirements as reported by the jurisdictions tend to refer their employees, contractors, or encroaching parties to follow certain sections of the California MUTCD. However, many sections pertaining to bicyclist safety and access are not being followed. Many of the issues that have been observed by BAC members, staff, and RTC Hazard Reports indicate that inspections are not occurring or are not recognizing violations of the MUTCD standards. Since January 2023, there have been 20 bicycle and 4 pedestrian hazard reports related to construction zone issues.

In December 2025, the subcommittee met with managers of all the public works departments together except for the City of Santa Cruz. The managers indicated they will consider recommendations that reference the MUTCD. The subcommittee has prepared two documents:

1. "Draft Issues and Priorities for Bicycle and Pedestrian Safety in Construction Zones" (Attachment 1) *summarizes need for improvement and identifies, with references to the MUTCD, recommended actions for jurisdictions to implement*
2. "Bicycle and pedestrian excerpts from the MUTCD Section 6 Temporary Traffic Control" (Attachment 2) *identifies and highlights relevant parts of the California MUTCD more completely, preserving the MUTCD formatting*

It may be the case that local jurisdictions need to improve the amount of review of their own and contractors' temporary traffic control (TTC) plans, as well as the amount of field inspections performed during major projects, to ensure that requirements are being followed. Fines or contractor disqualification for future work or encroachments may be considered as enforcement options. In addition, for major projects, jurisdictions could attempt to provide TTC plans to the public or advisory committees in advance to allow input.

Any jurisdiction may take action to use non-standard signs on their roads if they choose to do so. The size and quantity of signs placed in the road should be considered if their presence itself is an unavoidable hazard to bicyclists.

The Committee may wish to discuss these or other ideas and consider its own specific recommendations to local jurisdictions and/or RTC Commissioners to make policy changes to improve bicycle safety in construction zones.

SUMMARY

Staff recommends that the BAC and E&DTAC discuss the issue of bicyclist and pedestrian safety in construction zones, provide input, and consider next steps.

ATTACHMENTS

1. "Draft issues and Priorities for Bicycle and Pedestrian Safety in Construction Zones"
2. "Bicycle and Pedestrian excerpts from the MUTCD Section 6 Temporary Traffic Control"
3. "Recommended Guidelines to protect the safety of bicyclists and pedestrians, including those with disabilities, during road construction, maintenance, or encroachment" (2015)

Planning/Shared Documents/Bicycle Advisory Committee/Agenda Packets/BC2026/1. February/Construction zones item/SR Construction Safety.docx

Bicycle Advisory Committee
Draft Issues and Priorities for Bicycle and Pedestrian Safety in Construction Zones, dated January 18, 2026

This document is intended to prioritize the measures and signage that the BAC considers necessary to improve safety for bicyclists and all types of pedestrian users in construction zones. Originally, this document was the "Recommended Guidelines to Protect the Safety of Bicyclists and Pedestrians Including Those with Disabilities," dated January 2015, prepared by the Santa Cruz County Community Traffic and Safety Coalition, with funding from the SCCRTC. This new document is revised and updated, but includes the original recommendations, identified as Problems and Solutions. References to sections in the CA MUTCD 2014, revision 9, effective 4/01/25 pending ADA compliance review, are highlighted in yellow. Problems and goals identified are:

1. The MUTCD is the state standard for all road construction projects, but the measures one sees in practice as a bicyclist or pedestrian vary widely or are not implemented. Improvement is needed to ensure the safety of all road users, especially bicyclists and pedestrians.

2. The MUTCD standards are often not implemented consistently or are absent from construction zones, creating hazardous conditions for all users - improvement is critical to avoid injury or collisions.

3. The MUTCD designates measures and signs as "Standards," "Guidance," and "Support," but many of these items should be considered requirements.

4. During road construction, Temporary Traffic Control (TTC) devices, such as large signs and cones, may create hazards for bicyclists and pedestrians by blocking the bike lane or sidewalk where it wouldn't otherwise be blocked unless due to construction.

5. Additional hazards may include a lack of lighting at night and/or lack of advance warning of construction ahead.

   Goal 1: Consistent MUTCD standards implementation across all jurisdictions within the County.

   Goal 2: Implement more fully the MUTCD standards pertaining to bicyclist and pedestrian safety. See attached excerpts from the MUTCD Section 6 TTC pertaining to pedestrian and bicyclist safety (28 pages).

6. Actions to improve traffic and construction zone safety and putting traffic control plans into practice need to be actively not passively (complaint driven) enforced. Standards compliance should be **inspected** in the field on a regular basis by a designated Public Works Inspector and periodically during each phase of a construction project. Section 6D.01 Pedestrian Considerations, Guidance 11 G

   Goal 3: Improve safety and consistency by active enforcement of the standards

and traffic control plans. If education is ineffective, consider penalties.

I. Overall Considerations:

The California Manual of Uniform Traffic Control Devices 2014 Edition revision 9 (CA MUTCD), Part 6, Section 6A.01 General states:

"The needs and control of all road users (motorists, bicyclists, and pedestrians within the Highway, or on private roads open to public travel (see definition in Section 1A.13), including persons with disabilities, in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, paragraph 35.130), through a TTC zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.

And
Section 6C.01 Temporary Traffic Control Plans
Support:
06 Provisions for effective continuity of accessible circulation paths for pedestrians should be incorporated into the TTC process. Where existing pedestrian routes are blocked or detoured, information should be provided about alternative routes that are usable by pedestrians with disabilities, particularly those who have visual disabilities. Access to temporary bus stops, travel across intersections with accessible pedestrian signals (see Section 4E.09), and other routing issues should be considered where temporary pedestrian routes are channelized. Barriers and channelizing devices that are detectable by people with visual disabilities should be provided.

The following fundamental principles **shall** be followed in TTC zones:

1. Bicycle and pedestrian movement shall **be disrupted as little as practicable**. Section 6B.01 Fundamental Principals, Guidance 2, E
2. Bicyclists and pedestrians, including those with disabilities, **shall** be provided with access and reasonably safe passage through the TTC zone. Section 6B.01, Guidance 2, E
3. Motorists, bicyclists, and pedestrians **shall be guided in a clear and positive manner** while approaching and traversing TTC zones and incident sites. Section 6B.01, Guidance 2 E, and Guidance 3
4. Adequate warning shall be provided in advance, through TTC zones. Section 6B.01, 3, A and 4 B and when the roadway is inadequate to allow bicycles and motor vehicles to travel side by side, warning signs to motorists Section 6D.101, Bicycle Considerations, Support B signs directing bicyclists, and Guidance, 01 D
5. Consider reduced speed limits in TTC zones per Section 6C Temporary Traffic Control Zones Reduced Speed Limits in TTC Zones.
6. Signalized traffic control shall allow **adequate time** for pedestrians and bicyclists to pass through.
7. Appropriate caution signs **shall be posted** to warn motorists to slow down and watch for bicyclists and pedestrians whenever the bikeway or walkway is blocked or narrowed including Share the Road signs. Section 6G.05 (Wok Affecting Pedestrian and Bicycle Facilities) 6b (Share the Road plaque)
8. Different signage and controls may be necessary during and after construction hours. Construction signs **shall be removed promptly** when construction pauses or ends for the day.

9. Prior to project sign off or final, pavement in the bikeway and walkway surfaces must be verified as even. Overlay shall be smoothed at drainage grates, manholes, gutter pans, and after trenching.
10. The highway agency in charge of the TTC zone should regularly inspect the activity area so that effective pedestrian TTC is maintained. Section 6D, Guidance 30

Considerations for Bicyclists and Pedestrians are different, generally a travel route that replicates characteristics of a wide paved shoulder or bikeway through the TTC zone is desirable; however safe road conditions need to be addressed along with signs through the TTC zone Section 6D.101(CA) Bicycle Considerations. Considerations for Pedestrian safety, especially those for wheelchair users and visual and auditory disabilities are numerous and complex.

II. Safety Requirements

Hazards to Bicyclists

- Advance warning is required if bikeway is obstructed or blocked, Section 6D.101 (CA) Guidance Bicycle Considerations, D; and Section 6B.01 Fundamental Principles, Guidance 7A and for rough pavement or gravel.
- If motorists are detoured, a safe corridor shall be left open for bicyclists where possible.
- When construction blocks the bikeway, accommodations shall be made for bicyclists if they are made for motorists.
- Bicyclists shall not be led into direct conflicts with mainline traffic, work site vehicles, or equipment moving through or around the TTC zone. Section 6D.101 (CA) Guidance Bicycle Considerations, Standard, E
- No signs, equipment, or debris shall be placed in the bikeway without a safe clearly marked detour. Signs placed in the bike lane create a hazard. Section 6C.03 Components of TTC zones; and 6D.01 Pedestrian Considerations, 05 and Section 6F.03 Sign Placement, Guidance 08 and Standard 09. Where a lane is closed, placing a 36” x 36” diagonal (4.24’ wide) or larger sign and a cone blocking the sidewalk or bike lane without a detour is not acceptable. The minimum size sign shall be used. Section 6F.02 General Characteristics of Signs, Standard 09, Table 6F-1 and 6F1(CA). Typically signs are placed in the bike lane instead of blocking the sidewalk (when a sidewalk is present).

  Bicyclists prefer, if signs must be placed in the bike lane, that they are smaller than the MUTCD minimum size so the signs do not block or obstruct the bikeway, which otherwise wouldn’t be blocked without a sign.

  Although engineers have stated that only measures and signs referenced in the MUTCD will be utilized, the MUTCD does allow flexibility: “…Such statutes shall provide sufficient flexibility in the applications of TTC to meet the changing conditions in the TTC zone.” Section 6A.01 General, Standard 10 and Option 13. The rigid application of TTC may be easier to gain acceptance but is not a requirement. The statute states that flexibility, more specific requirements & practices than the state standards including for signs can be utilized. Section 6F.02 General Characteristics of Signs, Standard 11, Support 13

(deviations and special wording); and Section 6G.05, Guidance 03. The MUTCD also references standards including NACTO and ADA, ADAAG.

- Construction warning signs shall **be placed a minimum of 2 feet outside** the bikeway and walkway to prevent the sign itself from becoming a barrier.
- Where it is not safe road passage, a safe **alternative route or well-marked detours shall be provided**. Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities, Option 10; and Section 6F.59 Detour Signs
- If a safe rideable **alternative route** is not possible, **"End Bike Lane"** and **"Bikes May Use Full Lane" (BMUFL) signs and "Share the Road" signs shall be posted** to require cyclists to merge into the travel lane or TTC signal. Section 6D.01 Pedestrian and Worker Safety, Guidance 11 E; and Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities, Guidance 05, 6a, 6b,07, 08, 09 and Option 10
  Additionally: Utilize three-feet distance between vehicles and bicyclists as a road sign (required by law).
- **Safe, accessible, and well-signed alternative routes or detours shall be established** for pedestrians when the walkway is blocked, ensuring access for wheelchairs users Section 6D.01 Pedestrian and Worker Safety, Option 05 and for stroller and carts.
- Reflective signage on barricades with flashers **shall be used for night safety**. Section 6F.02 General Characteristics of Signs, Standard 14; and 6F.71 Longitudinal Channeling Devices, Guidance 03; and 6F.72 Temporary Lane Separators, Standard 04
- Any construction or sign that blocks the bikeway **shall** allow **sufficient sight minimum distance of 100 feet**, including **nighttime visibility**, for cyclists to merge safely. Utilize "Share the Road" (and "End Bike Lane", "BMUFL" signs similarly for vehicles Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities, Guidance 05, 6a, 6b.
- Poor pavement transitions (e.g., metal plate edges or pavement removal/resurface areas) **must be tapered** with a smooth taper ratio (e.g., "1:12 slope ratio") and **must not** be parallel to the line of travel. Section 6D.01, Pedestrian Considerations, Guidance C, 11A to G
- Metal plate edges **shall not** be placed in the middle of the bikeway.
- Debris in the bikeway or walkway shall **be cleared at the end of each workday**.
- **"Rough Surface"** or **"Uneven Pavement"** warning signs **shall be posted** at the beginning of the work area and **kept posted** at the end of the workday.
- Temporary traffic signals **shall** be timed to accommodate bicyclists, factoring in slower speeds (especially uphill). Push button signals or special bicycle loop detectors shall be utilized if practical.

Hazards to All Pedestrians (Including Visually Impaired and Mobility Device Users)

- If any sidewalk is affected: blocked or hazardous including blocked by signs, there shall be **advance warning**. 6D.01 Pedestrian Considerations, Standard 03, 04, Option 05. Allow pedestrians to exit the walkway at a prior curb cut and the alternative route shall include a curb cut or ramp to exit.
- If any sidewalk is affected: blocked or hazardous including blocked by signs, provisions are required for **safety at night** including reflectorized surfaces. Section 6F.02 General Characteristics of Signs, Standard 14; and Section 6F.71 Longitudinal Channelizing

Devices, Guidance 03; and 6F.72 Temporary Lane Separators, Standard 04

- Provisions for effective continuity of accessible circulation paths for pedestrians shall (not should) be incorporated in the TTC process including **alternative routes** that are usable by pedestrians with disabilities, especially those with visual disabilities. Section 6D.01 Pedestrian Considerations, Option 05; and Section 6C.01 Temporary Traffic Control Plans, Support 06; and Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities, Guidance 03 and 07, Standard 08, 09, and 10
- Pedestrians shall not be led into conflicts with vehicles, equipment, and operations through or around the worksite. Section 6D.01 Pedestrian Considerations, 07, A, B, and C
- An **alternate route or detour shall** be negotiable by pedestrians using wheelchairs Section 6D.01 Pedestrian Considerations, Standard 04, Option 05 and 07 A, B, C, and Guidance 11 A through G, (and for strollers, carts, etc).
- Signs, barricades **shall not** block the walkway or encroach on the minimum clearance. Sign supports shall be located a minimum lateral width of 4 feet for pedestrian sidewalk or pathway, signs and a minimum height shall be 7 feet unobstructed. Section 6D.01, 10, 11 D and Section 6F.03 Sign Placement, Standard 05, Guidance, 08; and Standard 09; including Section 4.4; ADAAG (see section 1A.11); Maintain a pedestrian facility a minimum 60-inch width or provide passing space, 60” x 60” every 200 feet.). Section 6F.68 Barricades, Guidance 10 and 11
- The continuous pedestrian facility surface and within the 60-inch envelope **shall be firm, stable, and slip-resistant** for complete ADA compliance. Section 6D.01 Pedestrian Considerations, Guidance, 11, C, and Signs 6F.45 Uneven Lanes Guidance 01 through 02, Support 03, Option 04
- If sidewalk closed or pedestrian flow is restricted Section 6F.14 Sidewalk Closed Signs, Guidance 01 to 05 and Support 06. Provide audible information or detectable barriers for people with visual disabilities. Section 6F.16 Warning Signs, Standard, Option 08 and Support 09. Obstruction includes equipment, or debris in addition to signs and devices.
- Devices used to channelize pedestrians: there shall be a **continuous detectable** (solid barrier) bottom and top surfaces to users of long canes and persons with low vision. Section 6F.63 Channelizing Devices, Standard, 04 and 05. Continuous detectable edging **shall** (not should) be provided throughout the entire length of the pedestrian facility. Section 6D.01 Pedestrian Considerations, Guidance 11, F and Section 6F.74 Detectable Edging, Support 01, Guidance 02, through 05).
- A blocked or hazardous walkway shall have a **solid barrier** discernible by a guide dog or cane. Section 6D.01 Pedestrian Considerations, Standard 04. Barriers **shall** have a portion low and solid enough to be easily discernible by a cane, guide dog, or child with a maximum height of 27 inches for the lower solid portion to ensure cane detection, consistent with ADA guidelines **(Note: Check ADA to verify**).
- Accommodation for the needs of pedestrians including those with disabilities such as hearing, visual, or mobility is required for a clearly delineated and usable travel path including surfaces rough pavement, grooves, or gravel. Section 6D.01, Pedestrian Considerations, Support 01 and Guidance, 11 and, A and C
- Rocks of **3 inches in diameter or greater are strictly prohibited (?)** as they may

cause severe injury to wheelchair occupants. (Note: Check with ADA re rocks - I would think a 1” rock would be hazardous, I don’t know where the 3” came from).

- Temporary pavement or metal plates **shall** have **cold mix asphalt tapered at the edges** with a smooth taper ratio (e.g., "1:12 slope ratio") to ensure bicyclist, pedestrian, and wheelchair traveler safety. Sign Section 6F.46 Steel Plate Ahead may have a warning sign (uneven & slippery).
- Prior to project sign-off, pavement in the bikeway and walkway **must be verified as even**. Overlay **shall be smoothed** at drainage grates, manholes, gutter pans, and after narrow trenching in the bikeway.

References:

Source document: CA MUTCD, Part 6 TTC:

https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ca-mutcd/rev9/2025-camutcd-2014-rev9-all.pdf

BAC Bicycle & Pedestrian Safety References:

https://docs.google.com/document/d/10gR-l3wyZ7-vZh5EopvPzisO65mdvFky/edit

SCCRTC Bicycle Advisory Committee (BAC) Adhoc Committee – Safety in Construction Zones, BAC Bicycle & Pedestrian Safety References, dated 1-19-26

KEY:

Sections highlighted in yellow are relevant to bicycle and pedestrian users

Blue text - is original from the CA MUTCD revision 9, ADA review pending

Underline - is added for emphasis or informational purposes

BAC priorities (highlighted green, not highlighted are desired measures, but not referenced to the MUTCD)

Note: BAC committee comments are included as NOTE:

The original MUTCD formatting is preserved

The following are excerpts from: CAMUTCD 2014, Revision 9, effective 4/01/25, pending ADA compliance review:

Part 6 – Temporary Traffic Control,

Chapter 6a General

Section 6A.01 General

Standard:

02 The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, or on private roads open to public travel (see definition in Section 1A.13), including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA), Title II, Paragraph 35.130) through a TTC zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents.

Support:

03 When the normal function of the roadway, or a private road open to public travel (see definition in Section 1A.13), is suspended, TTC planning provides for continuity of the movement of motor vehicle, bicycle, and pedestrian traffic (including accessible passage); transit operations; and access (and accessibility) to property and utilities.

Standard:

10 TTC plans and devices shall be the responsibility of the authority of a public body or official having jurisdiction for guiding road users. There shall be adequate statutory authority for the implementation and enforcement of needed road user regulations, parking controls, speed zoning, and the management of traffic incidents. Such statutes shall provide sufficient flexibility in the application of TTC to meet the needs of changing conditions in the TTC zone.

Option:

13 TTC plans may deviate from the typical applications described in Chapter 6H to allow for conditions and requirements of a particular site or jurisdiction.

17 It is the responsibility of the Contractor or Organization performing work on, or adjacent to, a highway to install and maintain such devices which are necessary to provide passage for the traveling public (including pedestrians and bicyclists) through the work, as well as for the safeguard of workers.

CHAPTER 6B. FUNDAMENTAL PRINCIPLES

Section 6B.01 Fundamental Principles of Temporary Traffic Control

Support:

Guidance:

05 Road user and worker safety and accessibility in TTC zones should be an integral and high-priority element of every project from planning through design and construction. Similarly, maintenance and utility work should be planned and conducted with the safety and accessibility of all motorists, bicyclists, pedestrians (including those with disabilities), and workers being considered at all times. If the TTC zone includes a grade crossing, early coordination with the railroad company or light rail transit agency should take place.

Support:

06 Formulating specific plans for TTC at traffic incidents is difficult because of the variety of situations that can arise.

Guidance

07 The following are the seven fundamental principles of TTC*:*

1. General plans or guidelines should be developed to provide safety for motorists,

bicyclists, pedestrians, workers, enforcement/emergency officials, and equipment, with the following factors being considered:

B. A TTC plan, in detail appropriate to the complexity of the work project or incident, should be prepared and understood by all responsible parties before the site is occupied.

Standard:

Any changes in the TTC plan ~~should~~ shall be approved ~~by an official who is knowledgeable (for example, trained and/or certified) in proper TTC practices~~ the Engineer or the Engineer's designee of the public agency or authority having jurisdiction over the highway.

Guidance:

2. Road user movement should be inhibited as little as practical, based on the following considerations:

E. Bicyclists and pedestrians, including those with disabilities, should be provided with access and reasonably safe passage through the TTC zone.

3. Motorists, bicyclists, and pedestrians should be guided in a clear and positive manner while approaching and traversing TTC zones and incident sites. The following principles should be applied:

A. Adequate warning, delineation, and channelization should be provided to assist in guiding road users in advance of and through the TTC zone or incident site by using proper pavement marking, signing, or other devices that are effective under varying conditions. Providing information that is in usable formats by pedestrians with visual disabilities should also be considered.

B. TTC devices inconsistent with intended travel paths through TTC zones should be removed or covered. However, in intermediate-term stationary, short-term, and mobile operations, where visible permanent devices are inconsistent with intended travel paths, devices that highlight or emphasize the appropriate path should be used. Providing traffic control devices that are accessible to and usable by pedestrians with disabilities should be considered.

7. Good public relations should be maintained by applying the following principles:

A. The needs of all road users should be assessed such that appropriate advance notice is given and clearly defined alternative paths are provided.

CHAPTER 6C. TEMPORARY TRAFFIC CONTROL ELEMENTS

Section 6C.01 Temporary Traffic Control Plans

Support:

06 Provisions for effective continuity of accessible circulation paths for pedestrians should be incorporated into the TTC process. Where existing pedestrian routes are blocked or detoured, information should be provided about alternative routes that are usable by pedestrians with disabilities, particularly those who have visual disabilities. Access to temporary bus stops, travel across intersections with accessible pedestrian signals (see Section 4E.09), and other routing issues should be considered where temporary pedestrian routes are channelized. Barriers and channelizing devices that are detectable by people with visual disabilities should be provided.

Guidance:

10 Provisions for effective continuity of transit service should be incorporated into the TTC planning process because often public transit buses cannot efficiently be detoured in the same manner as other vehicles (particularly for short-term maintenance projects). Where applicable, the TTC plan should provide for features such as accessible temporary bus stops, pull-outs, and satisfactory waiting areas for transit patrons, including persons with disabilities, if applicable (see Section 8A.08 for additional light rail transit issues to consider for TTC).

Note: The below Reduced Speed Limit in TTC Zones section excerpt is included as an informational reference since lower speeds are considered safer for bicyclists and pedestrians and reduce the severity injuries from collisions, so therefore the BAC recommends reduced speed limits.

Reduced Speed Limits in TTC Zones

Guidance:

12 Reduced speed limits should be used only in the specific portion of the TTC zone where conditions or restrictive features are present. However, frequent changes in the speed limit should be avoided. A TTC plan should be designed so that vehicles can travel through the TTC zone with a speed limit reduction of no more than 10 mph.

13 A reduction of more than 10 mph in the speed limit should be used only when required by restrictive features in the TTC zone. Where restrictive features justify a speed reduction of more than 10 mph, additional driver notification should be provided. The speed limit should be stepped down in advance of the location requiring the lowest speed, and additional TTC warning devices should be used.

14 Reduced speed zoning (lowering the regulatory speed limit) should be avoided as much as practical because drivers will reduce their speeds only if they clearly perceive a need to do so.

Standard:

14a The justification for the reduced regulatory speed limit shall be documented in writing. Refer to CVC 21367 and 22362.

Option:

14b Reduced speed limits in construction zones may be established by an engineering analysis, which may include a traffic and engineering survey.

Support:

15 Research has demonstrated that large reductions in the speed limit, such as a 30 mph reduction, increase speed variance and the potential for crashes. Smaller reductions in the speed limit of up to 10 mph cause smaller \changes in speed variance and lessen the potential for increased crashes. A reduction in the regulatory speed limit of only up to 10 mph from the normal speed limit has been shown to be more effective.

Section 6C.03 Components of Temporary Traffic Control Zones

Support:

01 Most TTC zones are divided into four areas: the advance warning area, the transition area, the activity area, and the termination area. Figure 6C-1 illustrates these four areas. These four areas are described in Sections 6C.04 through 6C.07.

CHAPTER 6D. PEDESTRIAN AND WORKER SAFETY

Section 6D.01 Pedestrian Considerations

Support:

01 A wide range of pedestrians might be affected by TTC zones, including the young, elderly, and people with disabilities such as hearing, visual, or mobility. These pedestrians need a clearly delineated and usable travel path. Considerations for pedestrians with disabilities are addressed in Section 6D.02.

Standard:

02 The various TTC provisions for pedestrian and worker safety set forth in Part 6 shall be applied by knowledgeable (for example, trained and/or certified) persons after appropriate evaluation and engineering judgment.

03 Advance notification of sidewalk closures shall be provided by the maintaining agency.

04 If the TTC zone affects the movement of pedestrians, adequate pedestrian access and walkways shall be provided. If the TTC zone affects an accessible and detectable pedestrian facility, the accessibility and detectability shall be maintained along the alternate pedestrian route.

Option:

05 If establishing or maintaining an alternate pedestrian route is not feasible during the project, an alternate means of providing for pedestrians may be used, such as adding free bus service around the project or assigning someone the responsibility to assist pedestrians with disabilities through the project limits.

Support:

06 It must be recognized that pedestrians are reluctant to retrace their steps to a prior intersection for a crossing or to add distance or out-of-the-way travel to a destination.

Guidance:

07 The following three items should be considered when planning for pedestrians in TTC zones:

A. Pedestrians should not be led into conflicts with vehicles, equipment, and operations.

B. Pedestrians should not be led into conflicts with vehicles moving through or around the worksite.

C. Pedestrians should be provided with a convenient and accessible path that replicates as nearly as practical the most desirable characteristics of the existing sidewalk(s) or footpath(s).

08 A pedestrian route should not be severed and/or moved for non-construction activities such as parking for vehicles and equipment.

09 Consideration should be made to separate pedestrian movements from both worksite activity and vehicular traffic. Unless an acceptable route that does not involve crossing the roadway can be provided, pedestrians should be appropriately directed with advance signing that encourages them to cross to the opposite side of the roadway. In urban and suburban areas with high vehicular traffic volumes, these signs should be placed at intersections (rather than midblock locations) so that pedestrians are not confronted with midblock worksites that will induce them to attempt skirting the worksite or making a midblock crossing.

Support:

10 Figures 6H-28 and 6H-29 show typical TTC device usage and techniques for pedestrian movement through work zones.

Guidance:

11 To accommodate the needs of pedestrians, including those with disabilities, the following considerations should be addressed when temporary pedestrian pathways in TTC zones are designed or modified:

A. Provisions for continuity of accessible paths for pedestrians should be incorporated into the TTC plan.

B. Access to transit stops should be maintained.

C. A smooth, continuous hard surface should be provided throughout the entire length of the temporary pedestrian facility. There should be no curbs or abrupt changes in grade or terrain that could cause tripping or be a barrier to wheelchair use. The geometry and alignment of the facility should meet the applicable requirements of the “Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)” (see Section 1A.11).

D. The width of the existing pedestrian facility should be provided for the temporary facility if practical. Traffic control devices and other construction materials and features should not intrude into the usable width of the sidewalk, temporary pathway, or other pedestrian facility. When it is not possible to maintain a minimum width of 60 inches throughout the entire length of the

pedestrian pathway, a 60 x 60-inch passing space should be provided at least every 200 feet to allow individuals in wheelchairs to pass.

E. Blocked routes, alternate crossings, and sign and signal information should be communicated to pedestrians with visual disabilities by providing devices such as audible information devices, accessible pedestrian signals, or barriers and channelizing devices that are detectable to the pedestrians traveling with the aid of a long cane or who have low vision. Where pedestrian traffic is detoured to a TTC signal, engineering judgment should be used to determine if pedestrian signals or accessible pedestrian signals should be considered for crossings along an alternate route.

F. When channelization is used to delineate a pedestrian pathway, a continuous detectable edging should be provided throughout the length of the facility such that pedestrians using a long cane can follow it. These detectable edgings should comply with the provisions of Section 6F.74.

G. Signs and other devices mounted lower than 7 feet above the temporary pedestrian pathway should not project more than 4 inches into accessible pedestrian facilities.

Option:

12 Whenever it is feasible, closing off the worksite from pedestrian intrusion may be preferable to channelizing pedestrian traffic along the site with TTC devices.

Guidance:

15 Movement by work vehicles and equipment across designated pedestrian paths should be minimized and, when necessary, should be controlled by flaggers or TTC. Staging or stopping of work vehicles or equipment along the side of pedestrian paths should be avoided, since it encourages movement of workers, equipment, and materials across the pedestrian path.

16 Access to the work space by workers and equipment across pedestrian walkways should be minimized because the access often creates unacceptable changes in grade, and rough or muddy terrain, and pedestrians will tend to avoid these areas by attempting non-intersection crossings where no curb ramps are available.

Option:

17 A canopied walkway may be used to protect pedestrians from falling debris, and to provide a covered passage for pedestrians.

Guidance:

18 Covered walkways should be sturdily constructed and adequately lighted for nighttime use.

19 When pedestrian and vehicle paths are rerouted to a closer proximity to each other, consideration should be given to separating them by a temporary traffic barrier.

20 If a temporary traffic barrier is used to shield pedestrians, it should be designed to accommodate site conditions.

Standard

22 Short intermittent segments of temporary traffic barrier shall not be used because they nullify the containment and redirective capabilities of the temporary traffic barrier, increase the potential for serious injury both to vehicle occupants and pedestrians, and encourage the presence of blunt, leading ends. All upstream leading ends that are present shall be appropriately flared or protected with properly installed and maintained crashworthy cushions. Adjacent temporary traffic barrier segments shall be properly connected in order to provide the overall strength required for the temporary traffic barrier to perform properly.

Option:

24 Temporary traffic barriers or longitudinal channelizing devices may be used to discourage pedestrians from unauthorized movements into the work space. They may also be used to inhibit conflicts with vehicular traffic by minimizing the possibility of midblock crossings.

Support:

25 A major concern for pedestrians is urban and suburban building construction encroaching onto the contiguous sidewalks, which forces pedestrians off the curb into direct conflict with moving vehicles.

Guidance:

26 If a significant potential exists for vehicle incursions into the pedestrian path, pedestrians should be rerouted or temporary traffic barriers should be installed.

Support:

27 TTC devices, jersey barriers, and wood or chain link fencing with a continuous detectable edging can satisfactorily delineate a pedestrian path.

Guidance:

28 Tape, rope, or plastic chain strung between devices are not detectable, do not comply with the design standards in the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" (see Section 1A.11), and should not be used as a control for pedestrian movements.

29 In general, pedestrian routes should be preserved in urban and commercial suburban areas. Alternative routing should be discouraged.

30 The highway agency in charge of the TTC zone should regularly inspect the activity area so that effective pedestrian TTC is maintained.

Support:

31 Other laws and requirements are unique to California and need to be followed when providing pedestrian access through or around TTC zones.

32 Additional information on this topic can be found in publication titled "Pedestrian Considerations for California Temporary Traffic Control Zones on Caltrans' following web link:

https://dot.ca.gov/-/media/dot-media/programs/safety-programs/documents/ca-mutcd/rev8/temp-ped-access-route

Section 6D.02 Accessibility Considerations

Support:

01 Additional information on the design and construction of accessible temporary facilities is found in publications listed in Section 1A.11 (see Publications 12, 38, 39, and 42).

Guidance:

02 The extent of pedestrian needs should be determined through engineering judgment or by the individual responsible for each TTC zone situation. Adequate provisions should be made for pedestrians with disabilities.

Standard:

03 When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and include accessibility features consistent with the features present in the existing pedestrian facility. Where pedestrians with visual disabilities normally use the closed sidewalk, a barrier that

is detectable by a person with a visual disability traveling with the aid of a long cane shall be placed across the full width of the closed sidewalk.

Support:

04 Maintaining a detectable, channelized pedestrian route is much more useful to pedestrians who have visual disabilities than closing a walkway and providing audible directions to an alternate route involving additional crossings and a return to the original route. Braille is not useful in conveying such information because it is difficult to find. Audible instructions might be provided, but the extra distance and additional street crossings might add complexity to a trip.

Guidance:

05 Because printed signs and surface delineation are not usable by pedestrians with visual disabilities, blocked routes, alternate crossings, and sign and signal information should be communicated to pedestrians with visual disabilities by providing audible information devices, accessible pedestrian signals, and barriers and channelizing devices that are detectable to pedestrians traveling with the aid of a long cane or who have low vision.

Support:

06 The most desirable way to provide information to pedestrians with visual disabilities that is equivalent to visual signing for notification of sidewalk closures is a speech message provided by an audible information device. Devices that provide speech messages in response to passive pedestrian actuation are the most desirable. Other devices that continuously emit a message, or that emit a message in response to use of a pushbutton, are also acceptable. signing information can also be transmitted to personal receivers, but currently such receivers are not likely to be carried or used by pedestrians with visual disabilities in TTC zones. Audible information devices might not be needed if detectable channelizing devices make an alternate route of travel evident to pedestrians with visual disabilities.

Guidance:

07 If a pushbutton is used to provide equivalent TTC information to pedestrians with visual disabilities, the pushbutton should be equipped with a locator tone to notify pedestrians with visual disabilities that a special accommodation is available, and to help them locate the pushbutton.

Section 6D.101(CA) Bicycle Considerations

Support:

01 There are several considerations in planning for bicyclists in TTC zones on highways and streets:

A. A travel route that replicates the most desirable characteristics of a wide paved shoulder or bikeway through or around the TTC zone is desirable for bicyclists.

B. If the TTC zone interrupts the continuity of an existing bikeway system, signs directing bicyclists through or around the zone and back to the bikeway is desirable.

C. Unless a separate bike path through or around the TTC zone is provided, adequate roadway lane width to allow bicyclists and motor vehicles to travel side by side through or around the TTC zone is desirable.

Guidance:

D. When the roadway width is inadequate for allowing bicyclists and motor vehicles to travel side by side, warning signs should be used to advise motorists of the presence of bicyclists in the travel way lanes. See Section 6G.05 for more details.

Standard:

E. Bicyclists shall not be led into direct conflicts with mainline traffic, work site vehicles, or equipment moving through or around the TTC zone.

Support:

02 Figures 6H-15, 6H-30, 6H-32(CA), 6H-36(CA), 6H-101(CA), 6H-102(CA), 6H-103(CA), and 6H-104(CA) show typical TTC device usage and techniques for bicycle movement through TTC zones.

CHAPTER 6F. TEMPORARY TRAFFIC CONTROL ZONE DEVICES

Section 6F.01 Types of Devices

Guidance:

01 The design and application of TTC devices used in TTC zones should consider the needs of all road users (motorists, bicyclists, and pedestrians), including those with disabilities. Section 6F.02 General Characteristics of Signs

Section 6F.02 General Characteristics of Signs

Standard:

09 Except as provided in Section 2A.11, the sizes for TTC signs and plaques shall be as shown in Table 6F-1 and 6F-1(CA). The sizes in the minimum column shall only be used on local streets or roadways where the \85th-percentile speed or posted speed limit is less than 35 mph.

11 Deviations from standard sizes as prescribed in this Manual shall be in 6-inch increments.

Support:

12 Sign design details are contained in the “Standard Highway Signs and Markings” book (see Section 1A.11).

13 Section 2A.06 contains additional information regarding the design of signs, including an Option allowing the development of special word message signs if a standard word message or symbol sign is not available to convey the necessary regulatory, warning, or guidance information.

Standard:

14 All signs used at night shall be either retroreflective with a material that has a smooth, sealed outer surface or illuminated to show the same shape and similar color both day and night.

Section 6F.03 Sign Placement

Standard:

05 The minimum height, measured vertically from the bottom of the sign to the top of the curb, or in the absence of curb, measured vertically from the bottom of the sign to the elevation of the near edge of the traveled way, of signs installed at the side of the road in business, commercial, or residential areas where parking or pedestrian movements are likely to occur, or where the view of the sign might be obstructed, shall be 7 feet (see Figure 6F-1).

Guidance:

08 ~~Neither portable nor permanent sign supports should be located on sidewalks, bicycle facilities, or areas designated for pedestrian or bicycle traffic.~~ *Sign supports should be located so as to accommodate pedestrians and bicyclists in areas designated for their use. A minimum lateral width of 4 feet should be maintained*

for pedestrian pathways. If the bottom of a secondary sign that is mounted below another sign is mounted lower than 7 feet above a pedestrian sidewalk or pathway (see Section 6D.02), the secondary sign should not project more than 4 inches into the pedestrian facility.

Standard:

09 Where it has been determined that the accommodation of pedestrians with disabilities is necessary, signs shall be mounted and placed in accordance with Section 4.4 of the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" (see Section 1A.11).

Section 6F.13 PEDESTRIAN CROSSWALK Sign (R9-8)

Option:

01 The PEDESTRIAN CROSSWALK (R9-8) sign (see Figure 6F-3) may be used to indicate where a temporary crosswalk has been established.

Standard:

02 If a temporary crosswalk is established, it shall be accessible to pedestrians with disabilities in accordance with Section 6D.02.

Section 6F.14 SIDEWALK CLOSED Signs (R9-9, R9-10, R9-11, R9-11a)

Guidance:

01 SIDEWALK CLOSED signs (see Figure 6F-3) should be used where pedestrian flow is restricted. Bicycle/Pedestrian Detour (M4-9a) signs or Pedestrian Detour (M4-9b) signs should be used where pedestrian flow is rerouted (see Section 6F.59).

02 The SIDEWALK CLOSED (R9-9) sign should be installed at the beginning of the closed sidewalk, at the intersections preceding the closed sidewalk, and elsewhere along the closed sidewalk as needed.

03 The SIDEWALK CLOSED, (ARROW) USE OTHER SIDE (R9-10) sign should be installed at the beginning of the restricted sidewalk when a parallel sidewalk exists on the other side of the roadway.

04 The SIDEWALK CLOSED AHEAD, (ARROW) CROSS HERE (R9-11) sign should be used to indicate to pedestrians that sidewalks beyond the sign are closed and to direct them to open crosswalks, sidewalks, or other travel paths.

05 The SIDEWALK CLOSED, (ARROW) CROSS HERE (R9-11a) sign should be installed just beyond the point to which pedestrians are being redirected.

Support:

06 These signs are typically mounted on a detectable barricade to encourage compliance and to communicate with pedestrians that the sidewalk is closed. Printed signs are not useful to many pedestrians with visual disabilities. A barrier or barricade detectable by a person with a visual disability is sufficient to indicate that a sidewalk is closed. If the barrier is continuous with detectable channelizing devices for an alternate route, accessible signing might not be necessary. An audible information device is needed when the detectable barricade or barrier for an alternate channelized route is not continuous.

Section 6F.16 Warning Sign Function, Design, and Application

Standard:

Option

08 Where road users include pedestrians, the provision of supplemental audible information or detectable \barriers or barricades should be considered for people with visual disabilities.

Support:

09 Detectable barriers or barricades communicate very clearly to pedestrians who have visual disabilities that they can no longer proceed in the direction that they are traveling.

Section 6F.45 UNEVEN LANES Sign (W8-11)

Guidance:

01 The UNEVEN LANES (W8-11) sign (see Figure 6F-4) should be used during operations that create a difference in elevation between adjacent lanes that are open to travel.

02 The UNEVEN PAVEMENT (C46(CA)) sign (see Figure 6F-101(CA)) should be used during operations that create a difference in elevation in the pavement that is not along a lane line.

Support:

03 Uneven pavement conditions include elevation difference adjacent to lanes but not at the lane line; between a vehicle lane and a bicycle lane or an unmarked

shoulder; and a step in any direction in the pavement. A step is defined as a ridge in the pavement, such as that which might exist between the pavement and a concrete gutter or manhole cover; or that might exist between two pavement blankets when the top level does not extend to the edge of the roadway.

Option:

04 In situations where there is a need to warn bicyclists or other road users of the uneven pavement condition the UNEVEN PAVEMENT (C46P(CA)) plaque (see Figure 6F-101(CA)) may be used.

Section 6F.46 STEEL PLATE AHEAD Sign (W8-24)

Option:

01 A STEEL PLATE AHEAD (W8-24) sign (see Figure 6F-4) may be used to warn road users that the presence of a temporary steel plate(s) might make the road surface uneven and might create slippery conditions during wet weather.

Section 6F.59 Detour Signs (M4-8, M4-8a, M4-8b, M4-9, M4-9a, M4-9b, M4-9c, and M4-10)

Standard:

01 Each detour shall be adequately marked with standard temporary route signs and destination signs.

Option:

10 The Pedestrian/Bicycle Detour (M4-9a) sign (see Figure 6F-5) should be used where a pedestrian/bicycle detour route has been established because of the closing of a pedestrian/bicycle facility to through traffic.

Standard:

11 If used, the Pedestrian/Bicycle Detour sign shall have an arrow pointing in the appropriate direction.

Option:

12 The arrow on a Pedestrian/Bicycle Detour sign may be on the sign face or on a supplemental plaque.

13 The Pedestrian Detour (M4-9b) sign or Bicycle Detour (M4-9c) sign (see Figure 6F-5) may be used where a pedestrian or bicycle detour route (not both) has been

established because of the closing of the pedestrian or bicycle facility to through traffic.

Section 6F.63 Channelizing Devices

Standard:

01 Designs of various channelizing devices shall be as shown in Figure 6F–7 and 6F-102(CA). All channelizing devices shall be crashworthy.

Support:

02 The function of channelizing devices is to warn road users of conditions created by work activities in or near the roadway and to guide road users. Channelizing devices include cones, tubular markers, channelizers (CA), portable delineators, vertical panels, drums, barricades, and longitudinal channelizing devices.

03 Channelizing devices provide for smooth and gradual vehicular traffic flow from one lane to another, onto a bypass or detour, or into a narrower traveled way. They are also used to channelize vehicular traffic away from the work space, pavement drop-offs, pedestrian or shared-use paths, or opposing directions of vehicular traffic.

Standard:

04 Devices used to channelize pedestrians shall be detectable to users of long canes and visible to persons having low vision.

05 Where channelizing devices are used to channelize pedestrians, there shall be continuous detectable bottom and top surfaces to be detectable to users of long canes. The bottom of the bottom surface shall be no higher than 2 inches above the ground. The top of the top surface shall be no lower than 32 inches above the ground.

Guidance:

07 Where multiple channelizing devices are aligned to form a continuous pedestrian channelizer, connection points should be smooth to optimize long-cane and hand trailing

Section 6F.68 Type 1, 2, or 3 Barricades

Guidance:

06 Where barricades extend entirely across a roadway, the stripes should slope downward in the direction toward which road users must turn.

07 Where both right and left turns are provided, the barricade stripes should slope downward in both directions from the center of the barricade or barricades.

08 Where no turns are intended, the stripes should be positioned to slope downward toward the center of the barricade or barricades.

09 Barricade rails should be supported in a manner that will allow them to be seen by the road user, and in a manner that provides a stable support that is not easily blown over or displaced.

10 The width of the existing pedestrian facility should be provided for the temporary facility if practical. Traffic control devices and other construction materials and features should not intrude into the usable width of the sidewalk, temporary pathway, or other pedestrian facility. When it is not possible to maintain a minimum width of 60 inches throughout the entire length of the pedestrian pathway, a 60 x 60-inch passing space should be provided at least every 200 feet to allow individuals in wheelchairs to pass.

11 Barricade rail supports should not project into pedestrian circulation routes more than 4 inches from the support between 27 and 80 inches from the surface as described in Section 4.4.1 of the "Americans with Disabilities Act Accessibility Guidelines for Buildings and Facilities (ADAAG)" (see Section 1A.11).

Section 6F.71 Longitudinal Channelizing Devices

Guidance:

03 If used to channelize vehicular traffic at night, longitudinal channelizing devices should be supplemented with retroreflective material or delineation for improved nighttime visibility.

Option:

04 Longitudinal channelizing devices may be used instead of a line of cones, drums, or barricades.

05 Longitudinal channelizing devices may be hollow and filled with water as a ballast.

06 Longitudinal channelizing devices may be used for pedestrian traffic control.

Standard:

07 If used for pedestrian traffic control, longitudinal channelizing devices shall be interlocked to delineate or channelize flow. The interlocking devices shall not have gaps that allow pedestrians to stray from the channelizing path.

Guidance:

08 Longitudinal channelizing devices have not met the crashworthy requirements for temporary traffic barriers and should not be used to shield obstacles or provide positive protection for pedestrians or workers.

Section 6F.72 Temporary Lane Separators

Option:

01 Temporary lane separators may be used to channelize road users, to divide opposing vehicular traffic lanes, to divide lanes when two or more lanes are open in the same direction, and to provide continuous pedestrian channelization.

Standard:

02 Temporary lane separators shall be crashworthy. Temporary lane separators shall have a maximum height of 4 inches and a maximum width of 1 foot, and shall have sloping sides in order to facilitate crossover by emergency vehicles.

Option:

03 Temporary lane separators may be supplemented with any of the approved channelizing devices contained in this Chapter, such as tubular markers, vertical panels, and opposing traffic lane dividers.

Standard:

04 If appropriate channelizing devices are used to supplement a temporary lane separator, the channelizing devices shall be retroreflectorized to provide nighttime visibility. If channelizing devices are not used, the temporary lane separator shall contain retroreflectorization to enhance its visibility.

Guidance:

05 A temporary lane separator should be stabilized by affixing it to the pavement in a manner suitable to its design, while allowing the unit to be shifted from place to place within the TTC zone in order to accommodate changing conditions.

Standard:

06 At pedestrian crossing locations, temporary lane separators shall have an opening or be shortened to provide a pathway that is at least 60 inches wide for crossing pedestrians.

Section 6F.74 Detectable Edging for Pedestrians

Support:

01 Individual channelizing devices, tape or rope used to connect individual devices, other discontinuous barriers and devices, and pavement markings are not detectable by persons with visual disabilities and are incapable of providing detectable path guidance on temporary or realigned sidewalks or other pedestrian facilities.

Guidance:

02 When it is determined that a facility should be accessible to and detectable by pedestrians with visual disabilities, a continuously detectable edging should be provided throughout the length of the facility such that it can be followed by pedestrians using long canes for guidance. This edging should protrude at least 6 inches above the surface of the sidewalk or pathway, with the bottom of the edging a maximum of 2.52.0 inches above the surface. This edging should be continuous throughout the length of the facility except for gaps at locations where pedestrians or vehicles will be turning or crossing. This edging should consist of a prefabricated or formed-in-place curbing or other continuous device that is placed along the edge of the sidewalk or walkway. This edging should be firmly attached to the ground or to other devices. Adjacent sections of this edging should be interconnected such that the edging is not displaced by pedestrian or vehicular traffic or work operations, and such that it does not constitute a hazard to pedestrians, workers, or other road users.

Support:

03 Examples of detectable edging for pedestrians include:

A. Prefabricated lightweight sections of plastic, metal, or other suitable materials that are interconnected and fixed in place to form a continuous edge.

B. Prefabricated lightweight sections of plastic, metal, or other suitable materials that are interconnected, fixed in place, and placed at ground level to provide a continuous connection between channelizing devices located at intervals along the edge of the sidewalk or walkway.

C. Sections of lumber interconnected and fixed in place to form a continuous edge.

D. Formed-in-place asphalt or concrete curb.

E. Prefabricated concrete curb sections that are interconnected and fixed in place to form a continuous edge.

F. Continuous temporary traffic barrier or longitudinal channelizing barricades placed along the edge of the sidewalk or walkway that provides a pedestrian edging at ground level.

G. Chain link or other fencing equipped with a continuous bottom rail.

Guidance:

04 Detectable pedestrian edging should be orange, white, or yellow and should match the color of the adjacent channelizing devices or traffic control devices, if any are present.

05 If prefabricated edging is used to separate pedestrians and vehicular traffic, such edging should be certified as crashworthy (see section 6F.01). If section of lumber is used to form a railing system, any part of the railing that is more than 3 feet above pavement should be treated lumber and cause no harm to bare hand touching it.

Section 6F.75 Temporary Raised Islands

Standard:

01 Temporary raised islands shall be used only in combination with pavement striping and other suitable channelizing devices.

Option:

02 A temporary raised island may be used to separate vehicular traffic flows in two-lane, two-way operations on roadways having a vehicular traffic volume range of 4,000 to 15,000 average daily traffic (ADT) and on freeways having a vehicular traffic volume range of 22,000 ADT to 60,000 ADT.

03 Temporary raised islands also may be used in other than two-lane, two-way operations where physical separation of vehicular traffic from the TTC zone is not required.

Guidance:

04 Temporary raised islands should have the basic dimensions of 4 inches high by at least 12 inches wide and have rounded or chamfered corners.

Standard:

06 At pedestrian crossing locations, temporary raised islands shall have an opening or be shortened to provide at least a 60-inch wide pathway for the crossing pedestrian.

Section 6F.76 Opposing Traffic Lane Divider and Sign (W6-4)

Support:

01 Opposing traffic lane dividers are delineation devices used as center lane dividers to separate opposing vehicular traffic on a two-lane, two-way operation.

Standard:

02 Opposing traffic lane dividers shall not be placed across pedestrian crossings.

Section 6F.84 Temporary Traffic Control Signals

Standard:

03 A temporary traffic control signal that is used to control traffic through a one-lane, two-way section of roadway shall comply with the provisions of Section 4H.02.

Guidance:

04 Where pedestrian traffic is detoured to a temporary traffic control signal, engineering judgment should be used to determine if pedestrian signals or accessible pedestrian signals (see Section 4E.09) are needed for crossing along an alternate route.

Section 6F.85 Temporary Traffic Barriers

Support:

01 Temporary traffic barriers, including shifting portable or movable barriers, are devices designed to help prevent penetration by vehicles while minimizing injuries to vehicle occupants, and to protect workers, bicyclists, and pedestrians.

02 The four primary functions of temporary traffic barriers are:

A. To keep vehicular traffic from entering work areas, such as excavations or material storage sites;

B. To separate workers, bicyclists, and pedestrians from motor vehicle traffic;

C. To separate opposing directions of vehicular traffic; and

D. To separate vehicular traffic, bicyclists, and pedestrians from the work area such as false work for bridges and other exposed objects.

Option:

03 Temporary traffic barriers may be used to separate two-way vehicular traffic.

Guidance:

04 Because the protective requirements of a TTC situation have priority in determining the need for temporary traffic barriers, their use should be based on an engineering study.

CHAPTER 6G. TYPE OF TEMPORARY TRAFFIC CONTROL ZONE ACTIVITIES

Section 6G.02 Work Duration

Support:

01 Work duration is a major factor in determining the number and types of devices used in TTC zones. The duration of a TTC zone is defined relative to the length of time a work operation occupies a spot location.

Standard:

02 The five categories of work duration and their time at a location shall be:

A. Long-term stationary is work that occupies a location more than 3 days.

B. Intermediate-term stationary is work that occupies a location more than one daylight period up to 3 days, or nighttime work lasting more than 1 hour.

C. Short-term stationary is daytime work that occupies a location for more than 1 hour within a single daylight period.

D. Short duration is work that occupies a location up to 1 hour.

E. Mobile is work that moves intermittently or continuously

Section 6G.05 Work Affecting Pedestrian and Bicycle Facilities

Support:

01 It is not uncommon, particularly in urban areas, that road work and the associated TTC will affect existing pedestrian or bicycle facilities. It is essential that the needs of all road users, including pedestrians with disabilities, are considered in TTC zones.

02 In addition to specific provisions identified in Sections 6G.06 through 6G.14, there are a number of provisions that might be applicable for all of the types of activities identified in this Chapter.

Guidance:

03 Where pedestrian or bicycle usage is high, the typical applications should be modified by giving particular attention to the provisions set forth in Chapter 6D, this Chapter, Section 6F.74, and in other Sections of Part 6 related to accessibility and detectability provisions in TTC zones.

04 Pedestrians should be separated from the worksite by appropriate devices that maintain the accessibility and detectability for pedestrians with disabilities.

05 Bicyclists and pedestrians should not be exposed to unprotected excavations, open utility access, overhanging equipment, or other such conditions.

06 Except for short duration and mobile operations, when a highway shoulder is occupied, a SHOULDER WORK (W21-5) sign, a SHOULDER CLOSED C30A(CA) sign, or other similar signs should be placed in advance of the activity area. When work is performed on a paved shoulder 8 feet or more in width, channelizing devices should be placed on a taper having a length that conforms to the requirements of a shoulder taper. Signs should be placed such that they do not narrow any existing pedestrian passages to less than 48 inches.

06a When existing accommodations for bicycle travel are disrupted or closed in a long-term duration project (see Section 6G.02), information and devices contained in Figures 6H-101(CA) through 6H-104(CA), as appropriate per situation encountered, should be used in order to replicate existing conditions for the needs and control of bicyclists through a TTC zone.

06b Except for short durations and mobile operations (see Section 6G.02), when a highway shoulder is occupied and bicyclists would be sharing a lane with vehicular traffic, as a result of the TTC zone, a combination of Bicycle crossing (W11-1) and SHARE THE ROAD (W16-1P) plaque should be placed in advance of the activity area. When work is performed on a paved shoulder 8 feet or more in width,

channelizing devices should be placed on a taper having a length that conforms to the requirements of a shoulder taper. Signs should be placed such that they do not block the bicyclist's path of travel and they do \not narrow any existing pedestrian passages to less than 48 inches.

07 Pedestrian detours should be avoided since pedestrians rarely observe them and the cost of providing accessibility and detectability might outweigh the cost of maintaining a continuous route. Whenever possible, work should be done in a manner that does not create a need to detour pedestrians from existing routes or crossings.

Standard:

08 Where pedestrian routes are closed, alternate pedestrian routes shall be provided.

09 When existing pedestrian facilities are disrupted, closed, or relocated in a TTC zone, the temporary facilities shall be detectable and shall include accessibility features consistent with the features present in the existing pedestrian facility.

Option:

10 If establishing or maintaining an alternate pedestrian route is not feasible during the project, an alternate means of providing for pedestrians may be used, such as adding free bus service around the project or assigning a person the responsibility to assist pedestrians with disabilities through the project limits. See Section 6D.01 for details.

Section 6G.10 Work Within the Traveled Way of a Two-Lane Highway

Support:

01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

Section 6G.11 Work Within the Traveled Way of an Urban Street

Support:

01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

02 In urban TTC zones, decisions are needed on how to control vehicular traffic, such as how many lanes are required, whether any turns need to be prohibited at intersections, and how to maintain access to business, industrial, and residential areas.

03 Pedestrian traffic needs separate attention. Chapter 6D contains information regarding pedestrian movements near TTC zones.

Standard:

04 If the TTC zone affects the movement of bicyclists, adequate access to the roadway or shared-use paths shall be provided (see Part 9).

05 Where transit stops are affected or relocated because of work activity, both pedestrian and vehicular access to the affected or relocated transit stops shall be provided.

Guidance:

06 If a designated bicycle route is closed because of the work being done, a signed alternate route should be provided. Bicyclists should not be directed onto the path used by pedestrians.

07 Worksites within the intersection should be protected against inadvertent pedestrian incursion by providing detectable channelizing devices.

Section 6G.12 Work Within the Traveled Way of a Multi-Lane, Non-Access Controlled Highway

Support:

01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

Section 6G.13 Work Within the Traveled Way at an Intersection

Support:

01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

Section 6G.19 Temporary Traffic Control During Nighttime Hours

Support:

01 Chapter 6D and Sections 6F.74 and 6G.05 contain additional information regarding the steps to follow when pedestrian or bicycle facilities are affected by the worksite.

END PART 6

Note: Section 9 is not TTC, but it is the regulations for bicycle facilities including definitions, maintenance, other documents references for bicycle facilities, placement and signs.

PART 9 TRAFFIC CONTROL FOR BICYCLE FACILITIES (page 1371)

NOTE: RESOURCES

Section 9A.05 Relation to Other Documents

Support:

01 "The Uniform Vehicle Code and Model Traffic Ordinance" published by the National Committee on Uniform Traffic Laws and Ordinances and the California Vehicle Code (see Section 1A.11) ~~has~~ have provisions for bicycles and ~~is~~ are the basis for the traffic control devices included in this Manual.

01a Refer to California Streets and Highway Code Section 890.4 for definition of "Bikeways".

02 Informational documents used during the development of the signing and marking recommendations in Part 9 include the following:

A. "Guide for Development of Bicycle Facilities," which is available from the American Association of State Highway and Transportation Officials (see Page i for the address); and

B. State and local government design guides.

C. "Highway Design Manual" (Caltrans).

D. "Complete Intersections: A Guide to Reconstructing Intersections and Interchanges for Bicyclists and Pedestrians"

(Caltrans).

E. "Separated Bike Lane Planning and Design Guide," which is available from the Federal Highway Administration (see Page ii for the address).

F. NACTO Urban Bikeway Design Guide and Urban Street Design Guide (see Page iii for the address); and

G. Design Information Bulletin Number 89 Class IV Bikeway Guidance (DIB 98) (Caltrans).

03 Other publications that relate to the application of traffic control devices in general are listed in Section 1A.11.

References:

Source (full CA MUTCD, version 9, Part 6 TTC):

https://dot.ca.gov/programs/safety-programs/camutcd

Bicycle Advisory Committee, Draft Issues and Priorities for Bicycle and Pedestrian Safety in Construction Zones, dated January 18, 2026:

https://docs.google.com/document/d/1k-5qIFMMFl8EkMA1ejkI9LJ6jNXUIEnC/edit

with added emphases to word "should" on p. 2

Recommended Guidelines to Protect the Safety of Bicyclists and Pedestrians, Including Those with Disabilities During Road Construction, Maintenance or Encroachment

COMMUNITY TRAFFIC SAFETY COALITION

As stated in the California MUTCD 2012 Edition, "The needs and control of all road users (motorists, bicyclists, and pedestrians within the highway, or on private roads open to public travel, including persons with disabilities in accordance with the Americans with Disabilities Act of 1990 (ADA)) through a temporary traffic control (TTC) zone shall be an essential part of highway construction, utility work, maintenance operations, and the management of traffic incidents."

THE PROBLEMS

There are three general situations which impact bicyclists, pedestrians, and disabled travelers:

1. Work in the *bikeway*[*] or *walkway* that forces bicyclists or pedestrians to compete with motor vehicles in a narrow car lane.
2. Work which is not in the *bikeway* or *walkway* but which puts equipment, debris, or warning signs in the *bikeway* or *walkway*.
3. Work that blocks the direction of travel without a clear, safe, and convenient detour for cyclists, pedestrians, or wheelchair travelers.

In addition, please be aware of these specific hazards for bicyclists, pedestrians, and disabled travelers:

Hazards to Bicyclists

- Signs, equipment, or debris in the *bikeway*.
- *Bikeway* blocked without advance warning.
- Rough pavement or gravel without advance warning.
- Poor pavement transitions, especially when parallel to the line of travel (e.g. metal plate edges or pavement removal/resurface areas which are not tapered).
- Inadequate time to pass through a signalized traffic control.

Hazards to All Pedestrians (including those who are visually impaired or use mobility equipment)

- Blocked/hazardous *walkway* that is not marked in a way that is visible in advance, especially at night.
- Alternate route or detour that is not negotiable by pedestrians using wheelchairs, strollers, carts, etc.
- Blocked/hazardous *walkway* without a barrier that is solid enough to be discernible by guide dog or cane.
- Signs, equipment, or debris partially blocking the *walkway* or encroaching on minimum clearance envelope of 4 feet wide by 7 feet tall.
- Sidewalk blocked with no curb cut or ramp to exit or advance warning to exit at a prior curb cut.
- Rough pavement, grooves, or gravel without advance warning. Rocks of 3 inch diameter or greater are especially hazardous as they may cause a wheelchair to stop abruptly and eject the occupant.

[*] For the purposes of these guidelines, *"bikeway"* will be used to refer to the space usually used by bicyclists for travel within a given right-of-way, including painted bike lanes, paved shoulders, the right side of a wide travel lane, or the center of a narrow travel lane if there is no bike lane or shoulder. *"Walkway"* will be used to refer to sidewalks, shoulders, and paths where pedestrians, including people using wheelchairs, usually travel.

THE SOLUTIONS

The CA MUTCD follows these "fundamental principles" for bicyclists and pedestrians in TTC zones:

1. Bicycle and pedestrian "movement should be disrupted as little as practicable"
2. "Bicyclists and pedestrians, including those with disabilities, should be provided with access and reasonably safe passage through the TTC zone."
3. "Motorists, bicyclists, and pedestrians should be guided in a clear and positive manner while approaching and traversing TTC zones and incident sites."

In addition, please consider the following specific safety and access measures:

Detours

- When construction blocks the *bikeway*, accommodations should be made for bicyclists if they are made for motorists, including safe and well-marked detours when needed. When motorists are detoured, try finding a safe corridor that may be left open for bicyclists. If not possible, post "End Bike Lane" and "Bikes May Use Full Lane" (BMUFL) signs to encourage cyclists to merge into the travel lane. Rather than directing bicyclists to walk their bikes, try to provide a rideable alternative.
- If construction or signs must block the *walkway*, establish safe, well-signed detours for pedestrians that are accessible for pedestrians using wheelchairs, strollers, carts, etc.
- When traffic control is conducted using temporary traffic signals, timing should accommodate bicyclists, who will be slower than motor vehicles, especially in the uphill direction. Consider push button signals or special bicycle loop detectors for bicyclists, if practical.
- Barriers should have a portion low enough and solid enough to be easily discernible by a cane, guide dog, or child. If necessary, use flaggers to guide pedestrians in a clear, calm manner.
- For long-term duration projects, the chevron-style "shared roadway bicycle marking" (sharrow) may be used along detours with on-street parking and inadequate lane width.

Signs

- Whenever possible, construction warning signs should be placed out of the *bikeway* and *walkway*, so that the sign itself is not a barrier for bicyclists, pedestrians, or wheelchair travelers. Remove construction signs promptly when construction pauses or ends.
- Any construction or sign that blocks the *bikeway* should have sufficient sight distance, including nighttime visibility, to allow cyclists time to merge safely into the travel lane. Use "End Bike Lane" and "BMUFL" signs appropriately.
- Any construction or sign which blocks the *walkway* should have prior warning to allow pedestrians and wheelchair travelers time to exit the walkway at a prior curb cut.
- For all construction where the *bikeway* or *walkway* is blocked or narrows, post appropriate caution signs to warn motorists to slow down and watch for bicyclists and pedestrians.

Pavement Surface

- Temporary pavement or metal plates installed during TTC zones should have cold mix asphalt tapered at the edges for bicyclist, pedestrian and wheelchair traveler safety. Avoid placing metal plate edges in the middle of the *bikeway*. Debris in the *bikeway* or *walkway* should be cleared at the end of each workday.
- If no smooth surface is available for bicyclists, pedestrians, or wheelchair travelers, post signs warning "Rough Surface" or "Uneven Pavement" at the beginning of the work area. Keep signs posted at the end of the workday. Use reflective signage on barricades with flashers for night safety.
- Prior to "sign off" on projects, verify that the pavement in the *bikeway* and *walkway* is even. Overlay should be smoothed at drainage grates, manholes, and gutter pan, and after narrow trenching in the *bikeway*.