



Santa Cruz County Regional
Transportation Commission's

BI CYCLE ADVISORY COMMITTEE

MEETING AGENDA

Monday, June 8, 2026

5:30 pm to 8:00 pm

In-Person Meeting

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

Remote Participation

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

<https://us02web.zoom.us/j/82274811087>

Online meeting ID: 822 7481 1087

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

COMMITTEE MEMBERSHIP

Member

Vacant
Jack Brown
Sally Arnold
Steven Jonsson
Rick Hyman
Paula Bradley
Matt Farrell
Vacant
Gina Cole
Matt Miller
Alexander Yasbek

Alternate

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

Representing

District 1
District 2
District 3
District 4
District 5
City of Capitola
City of Santa Cruz
City of Scotts Valley
City of Watsonville
Ecology Action/Bike To Work
Comm. Traffic Safety Coalition

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

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

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

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

6. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

7. Approve draft minutes of the May 11, 2026 Bicycle Advisory Committee Meeting
8. Receive Summary of Hazard Reports

REGULAR AGENDA

9. **Receive information and provide input on the City of Watsonville’s Clifford Ave Road Rehabilitation and Traffic Calming Project – Miguel Lizarraga, City of Watsonville, Public Works and Utilities**
10. Receive information and provide input on Cruz 511 Hazard Report Form – Nick Danty and Jason Thompson, RTC
11. Receive information and provide input on Santa Cruz Branch Rail Line Corridor Climate Resilience Study – Amanda Marino, RTC
12. Updates related to committee functions – Committee members (oral updates)
13. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for August 3, 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 pérdida de comunicación con quienes participan remotamente, la RTC hará lo posible por restaurar la comunicación. Pero, la junta continuara mientras se hace lo posible por restaurar la comunicación con quienes participan remotamente.

ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

The Santa Cruz County Regional Transportation Commission does not discriminate on the basis of disability and no person shall, by reason of a disability, be denied the benefits of its services, programs, or activities. This meeting location is an accessible facility. If you wish to attend this meeting and require special assistance in order to participate, please contact

RTC staff at 460-3200 (CRS 800/735-2929) at least three working days in advance of this meeting to make arrangements. People with disabilities may request a copy of the agenda in an alternative format. As a courtesy to those person affected, Please attend the meeting smoke and scent-free.

TITLE VI NOTICE

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

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



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

BICYCLE ADVISORY COMMITTEE

MEETING
DRAFT MINUTES
Monday, May 11, 2026

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.

5:30 pm to 8:00 pm

1. Call to Order: Chair Gina Cole called the meeting to order at 5:42 p.m.

2. Introductions

Members Present, in Person:

Corrina McFarlane, District 1 (Alt.)

Jack Brown, District 2

Sally Arnold, District 3

Rick Hyman, District 5

Paula Bradley, City of Capitola

Matt Farrell, City of Santa Cruz

Gina Cole, City of Watsonville (Chair)

Members Remote, Voting under Just
Cause or Emergency:

None

Staff:

Max Friedman, Transportation Planner

Nick Danty, Transportation Planner

Riley Gerbrandt, Associate Engineer

Grace Blakeslee, Supervising Transportation
Planner

Members Remote, Not Voting:

Theresia Rogerson, Dist. 5 (Alt.)

Kelly Curlett, CTSC (Alt.)

Unexcused Absences:

None

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.)

Catherine Weber, City of Watsonville (Alt.)

Matt Miller, Ecology Action

Jennifer Villegas Moreno, Ecology Action
(Alt.)

Alexander Yasbek, CTSC

Vacancies:

District 1 - Primary

District 2 - Alternate

District 4 - Primary

City of Scotts Valley – Primary and Alternate

Guests:

Ben Ruggeberg, Member of the public

Logan Cardoza, 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 grand opening of the Panther Beach Parking Lot on Highway 1, as well as the closure of the informal Davenport parking lot on May 18th, 2026.

Staff also announced that the planned completion of Segment 5 of the Monterrey Bay Sanctuary Scenic Trail is slated for November 2026.

5. Oral communications

None.

6. Additions or deletions to consent and regular agendas:

None.

CONSENT AGENDA

7. Approve draft minutes of the April 13th, 2026, Bicycle Advisory Committee Meeting
8. Receive Summary of Hazard Reports

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

REGULAR AGENDA

9. Receive information and provide input on Draft North Coast Transportation Demand Management (TDM) Plan – Max Friedman, RTC

Max Friedman provided a presentation on the SCCRTC's North Coast Transportation Demand Management (TDM) Plan. The Committee received information on the Plan's overall vision and objectives, evaluation of traveler profiles and needs, and priority projects, and they were invited to complete

a survey and provide feedback in-person. Individual committee members expressed concerns over parking lot design and enforcement capacities with regards to recreational vehicles, inconsistent cell phone coverage along Hwy 1, potential separated bikeway improvements on Highway 1, absence of industrial and agricultural land use context from the Plan, and potential negative aesthetic impacts to the natural environment. Multiple committee members recommended speed limit signs along the Monterey Bay Sanctuary Scenic Trail, accessibility improvements for older non-disabled adults such as large-size text on signs, a post-project survey of visitors and residents, and the inclusion of long-range development proposals for the Davenport Cement Plant in the Plan.

10. Receive information and provide input on Zero Emission Passenger Rail and Trail Project Update – Riley Gerbrandt, RTC

Riley Gerbrandt provided a presentation on RTC’s Zero Emission Passenger Rail and Trail Project and asked for feedback on the Trail Segments 13-20 Memo. The Memo presents a summary of the proposed conceptual trail alignment within or close to the SCCRTC-owned Santa Cruz Branch Rail Line corridor right-of-way including boundary determination, cross-section design, and cost. Individual committee members brought up topics pertaining to the absence of a cost analysis of an interim trail design on segments 13-20 from the memo, escalation of material costs, equity implications of not starting segment construction in Watsonville, and the addition of trees to segment 17b. One committee member expressed concerns about the timing of Committee input relative to the release of an in-progress interim trail report that will be presented to the Commission in June 2026. RTC Staff assured the committee that ample notice and instruction will be given on when and how to provide input during the environmental phase of the project.

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

Paula Bradley discussed accessibility issues presented by RTC’s Hazard Reporting Tool, citing its unintuitive interface and operability. The committee discussed the potential to make the interface more mobile friendly or convert the browser-based tool into a mobile app like Bike Lane Uprising. Logan Cardoza, a member of the public, suggested not creating an additional app to report hazards and noted that people will be less likely to report observations because of needing to download it on their phone.

Jack Brown stated that he is tracking the operation of bikeway delineators along Soquel Drive; a component of Santa Cruz County’s Soquel Drive

Buffered Bike Lane & Congestion Mitigation Project. He noted that the quantity of delineators on Soquel Drive has dropped from 1,100 at the time of project completion to less than 300 as of May 11th due to device removal and collisions. Mr. Brown announced that the County's Public Works Department is interested in pursuing a strategy to pilot delineators along certain segments of Soquel Drive prior to reinstalling them across the entire corridor.

12. Adjourn

The meeting adjourned at 7:36 p.m.

NEXT MEETING: The next Bicycle Committee meeting is a special meeting scheduled for June 8th, 2026, from 5:30pm to 8:00pm at **the Aptos Branch Library**. Members of the public and non-voting committee alternates may join remotely.

Minutes respectfully prepared and submitted by:
Nick Danty, Transportation Planner

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Maintenance Number	Response	Follow-up
05/26/26	Francesco	Ruggeri	535 Spring St		Santa Cruz	Bike: Plant Overgrowth or Interference	Plant overgrowth forces pedestrians and bikes into traffic	Dan Estranero, Joanna Edmonds	05/27/26			
05/20/26	Paula	Bradley	Green Valley Rd	Pioneer Rd and Wheelock Rd	Corralitos	Bike: Rough Pavement or Potholes	pothole 3" deep, 12" wide towards the right side where bikes ride, NB GV Rd between Pioneer & Wheelock, next to 20 mph sign on right, before 1080 GV Rd. Very nice the newly paved area past Wheelock, but the entire road is terrible. The cyclists riding this lovely area, requested not to schedule another ride here as the road is in a too deteriorated condition.	DPW	05/26/26		05/26/26 Brittni Smrz: Good morning Paula & Daniel, Thank you for submitting a bicycle hazard report. I will forward to the Road Operations division for review.	
05/14/26	Tom	Brady	Freedom Blvd	Hames to White Rd	Day Valley	Bike: Plant Overgrowth or Interference	There is plant overgrowth in the bike lane (ground and trees) that has spilled over the curb. Trees and shrubs have grown over into the bike lane forcing riders into the road. Southbound bike lane from Hames all the way to White road. All of Freedom should be checked from McDonald Rd to Corralitos Rd in both directions.	DPW	05/18/26		05/18/26 Arizza Murillo: Hello, Thank you for your email. I am forwarding to our Encroachment division for review & response.	
05/14/26	Tom	Brady	McGregor Dr	Estates Dr	Seacliff	Bike: Debris on Shoulder or Bikeway	There is a construction ballard mounted in the middle of the northbound bike lane just before Estates Dr. Left over from the highway noise wall construction and never removed.	DPW	05/18/26		05/18/26 Arizza Murillo: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.	
05/11/26	Jack	Brown	Soquel Dr		Soquel	Bike: Debris on Shoulder or Bikeway	Delineator bases sheared off by contact. Now a hazard to riders since the base is the same color as the roadway.	DPW	05/12/26		05/12/26 Brittni Smrz: Good morning Daniel & Jack, Thank you for submitting a bicycle hazard report. I will forward to our Road Operations division for review.	
05/07/26	Pamela	Gleitsman	Buzzard Lagoon Rd		Day Valley	Bike: Other	Vince Pastor dumps piles of compost for his unpermitted cannabis grow blocking the roadway. he lives on 400 block vaca del sol rd. Blocks lane on a blind corner causing incidents of near miss accidents. Ongoing problem. Will not stop at request of many neighbors.	DPW	05/11/26		05/11/26 Arizza Murillo: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.	
05/07/26	Chris	Nestlerode	Park Ave	Soquel Dr	Soquel	Bike: Rough Pavement or Potholes	There was some trenching or work done a week or two ago and they left a pothole right in the bike lane as you turn right onto Soquel.	DPW	05/11/26		05/11/26 Arizza Murillo: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.	
05/07/26	Jack	Brown	Soquel Dr	S Main St	Soquel	Bike: Construction Hazard	Road Construction Ahead sign stuck in bike lane on Soquel Drive while the construction was not on Soquel Drive, it was on Main Street. This is a high speed location at the bottom of a hill and is an extreme hazard. This is not the first time construction crews put a sign on the	DPW	05/11/26		05/11/26 Arizza Murillo: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.	

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

FROM: Nick Danty, Transportation Planner

RE: City of Watsonville Clifford Avenue Road Rehabilitation and Traffic Calming Project

RECOMMENDATION

RTC Staff recommends that the advisory committees receive information and provide input on the design of the Clifford Avenue Road Rehabilitation and Traffic Calming Project

BACKGROUND

The Clifford Avenue Road Rehabilitation and Traffic Calming Project will improve the pavement quality, enhance pedestrian and bicycle safety with striping and signage, and implement traffic calming measures to slow down vehicles. The City of Watsonville is in the process of finalizing the design and will present the plans to the June 8th, 2026 BAC meeting and June 9 E&DTAC meeting.

DISCUSSION

Clifford Avenue between Main Street and Pennsylvania Drive in Watsonville exhibits poor pavement quality and a lack of bicycle and pedestrian safety facilities. The project will extend the pavement service life by 15-20 years and improve roadway safety by implementing the following major components:

- ADA curb ramps
- Sidewalk repairs
- Class II bike lanes
- High visibility crosswalks
- Corner bulb-outs and new all-way stop at the Montebello intersection; and
- New pavement markings and signage

On-street parking will be removed on the northbound side of the street for the entire length of the project area to create space for the new Class II bike lane and corner bulb-outs. This change is shown in the conceptual cross-section design included in [Attachment 1](#) of this staff report. A more detailed view of the

bike lane striping, ADA curb ramp locations, and corner bulb-outs can be found in the Preliminary Plans contained in Attachment 2.

Funding for this project comes from the following sources

Funding Source	Amount
2025 RTIP Grant Allocation	\$850,000
Redistributed RTIP Funds	\$160,000
City Funds (Measure D, SB1)	\$1,400,000
Total Project Cost (PA&ED, PS&E, and Construction)	\$2,410,000

The City of Watsonville plans to advertise the project for construction bids in Fall 2026 and commence construction in Spring 2027.

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

SUMMARY

The City of Watsonville will present plans for the Clifford Avenue Road Rehabilitation and Traffic Calming Project for input.

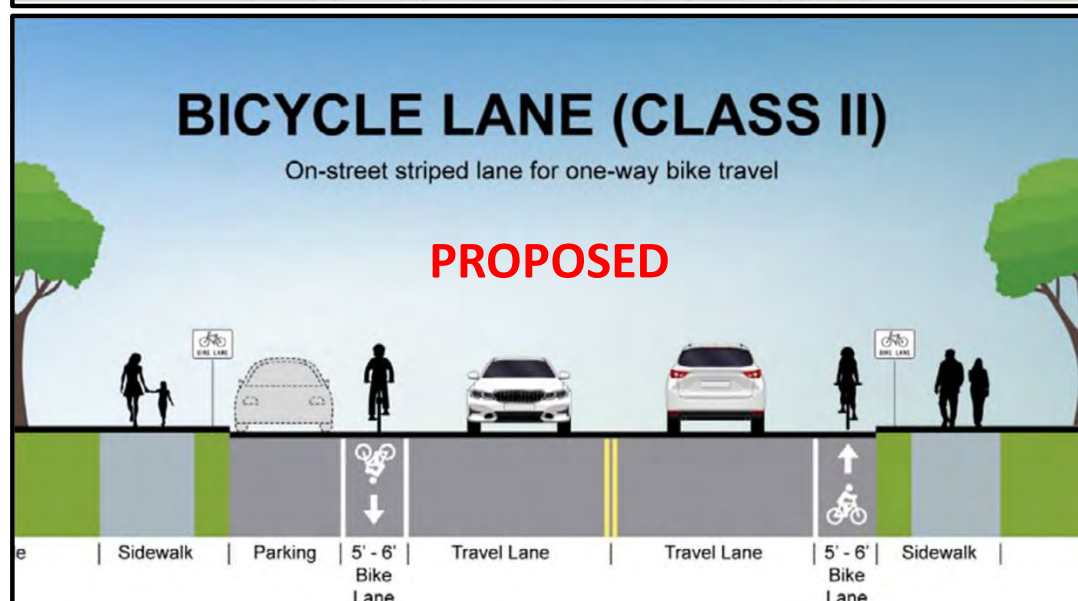
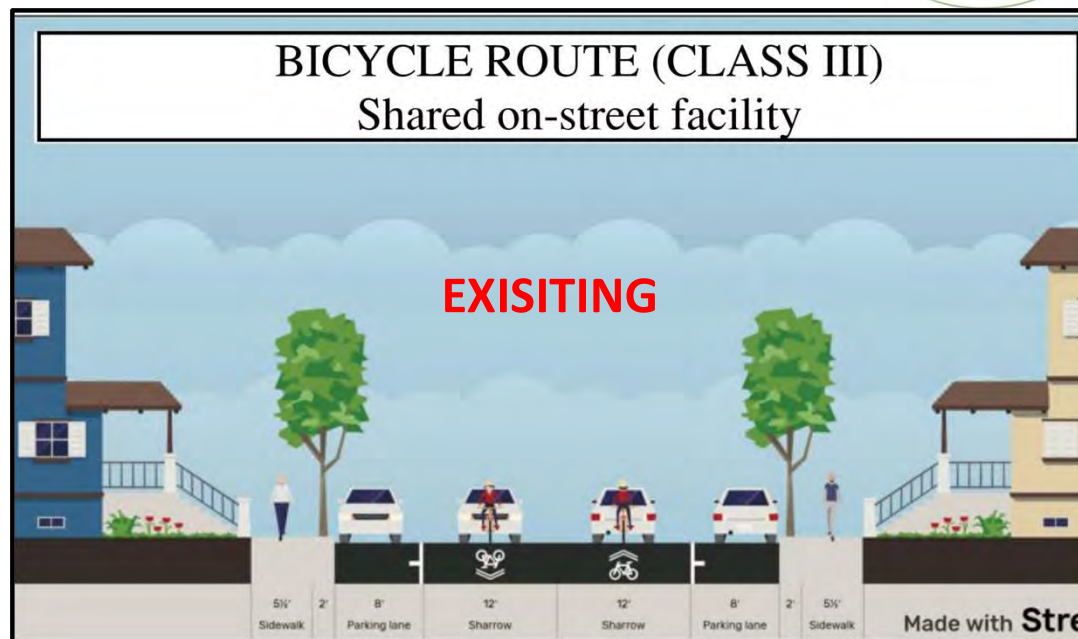
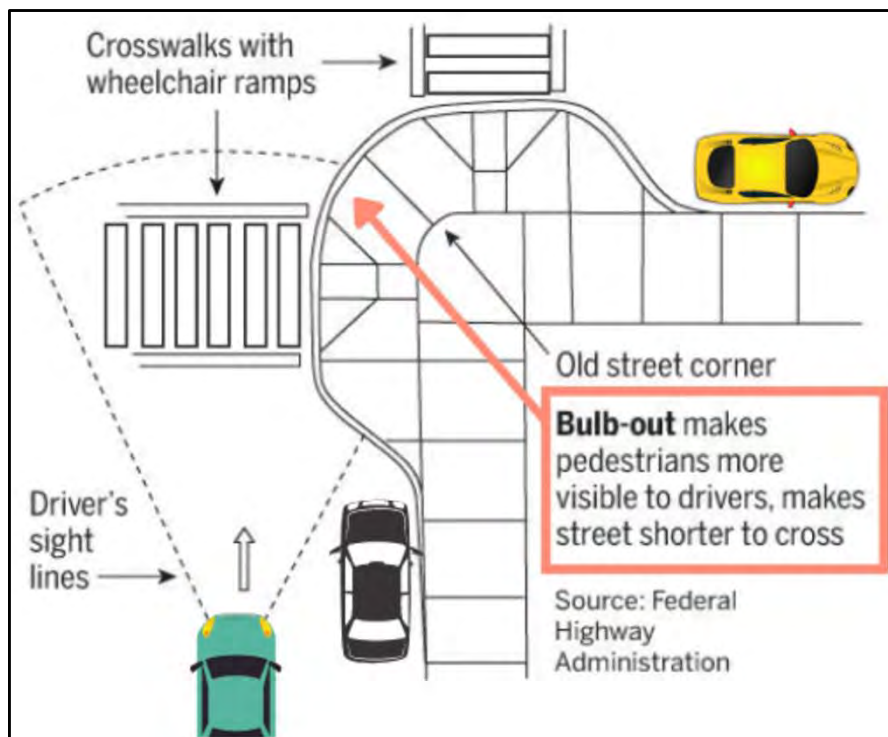
Attachments:

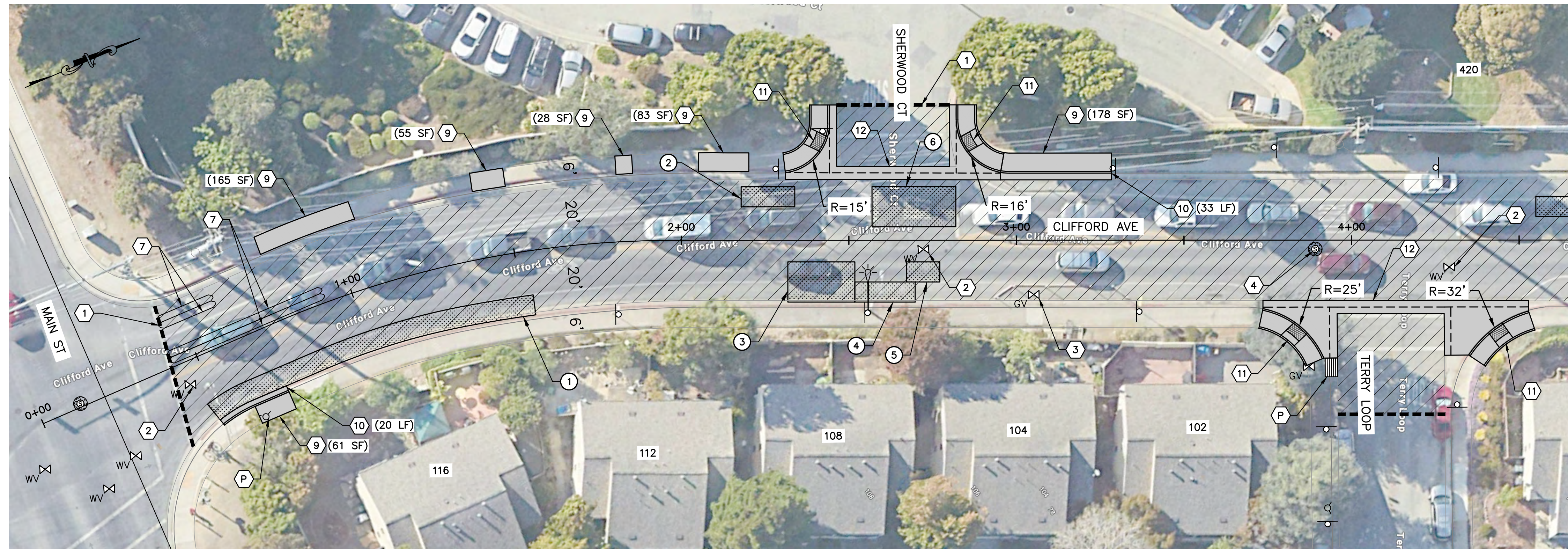
1. Proposed cross-section design
2. Preliminary Plans (excerpts)



Proposed Improvements

- Full roadway rehabilitation
- ADA curb ramp upgrades and sidewalk repairs
- Continuous Class II bike lanes
- High-visibility crosswalks
- Traffic calming improvements
- New all-way stop control at Montebello intersections
- Updated striping and signage





PLAN VIEW
SCALE: 1"=20'

MATCHLINE - SEE BELOW LEFT

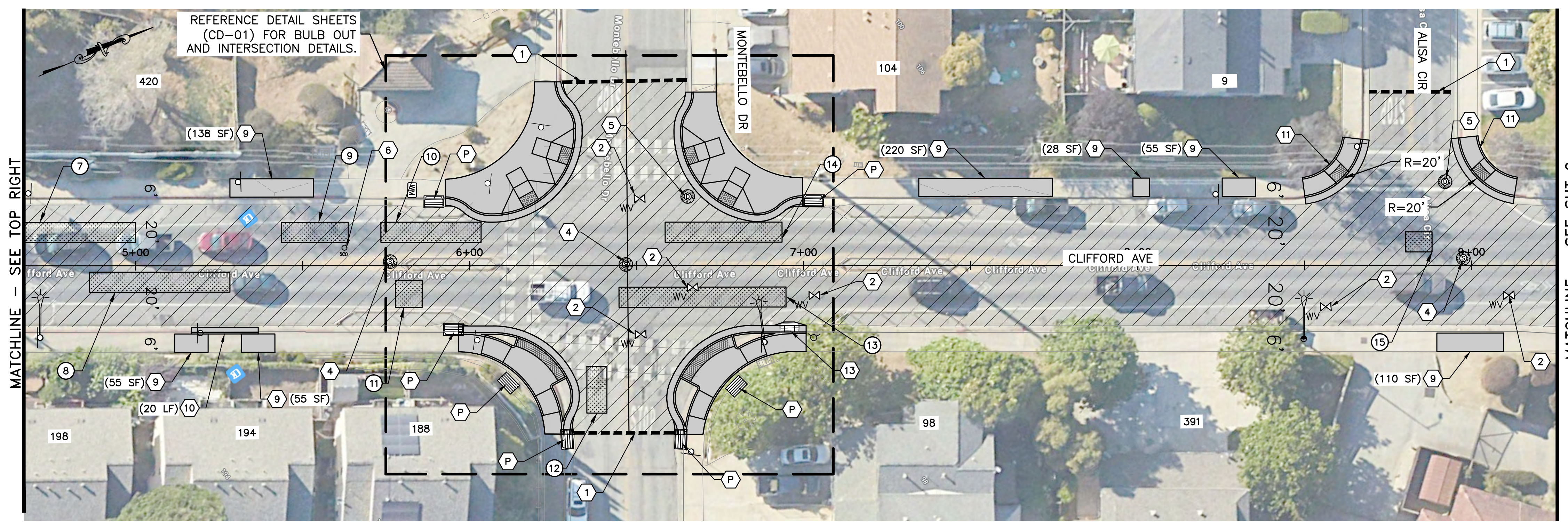
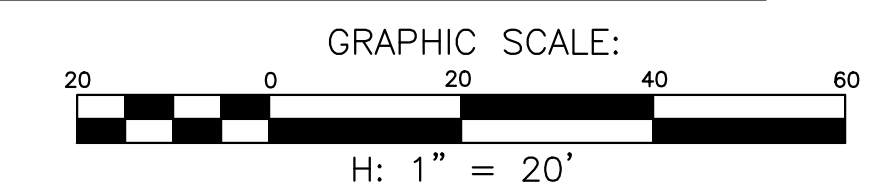
CONSTRUCTION NOTES:

- ① PROTECT IN PLACE.
- ① LIMITS OF PAVEMENT REHABILITATION. EXACT PAVING LIMITS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
- ② FOR MILL AND INLAY TREATMENTS, THE CONTRACTOR SHALL LOWER ALL EXISTING G05 WATER VALVE BOXES, LID, AND RISERS PRIOR TO MILLING OPERATIONS. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW G05 WATER VALVE BOXES, LID, AND RISERS TO MATCH NEW FINISHED GRADE FOLLOWING PLACEMENT OF ASPHALT PAVEMENT, AND SHALL CONSTRUCT A CONCRETE COLLAR IN ACCORDANCE WITH DETAIL: 4 6
D-01 D-01
- ③ FOR MILL AND INLAY TREATMENTS, THE CONTRACTOR SHALL LOWER ALL EXISTING GAS VALVE FRAMES AND COVERS PRIOR TO MILLING OPERATIONS. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW GAS VALVE FRAMES AND COVERS TO MATCH NEW FINISHED GRADE FOLLOWING PLACEMENT OF ASPHALT PAVEMENT, AND SHALL CONSTRUCT A CONCRETE COLLAR IN ACCORDANCE WITH DETAIL: 4 6
D-01 D-01
- ④ FOR MILL AND INLAY TREATMENTS, THE CONTRACTOR SHALL LOWER ALL EXISTING SANITARY SEWER MANHOLE FRAMES AND COVERS PRIOR TO MILLING OPERATIONS. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW SANITARY SEWER MANHOLE FRAMES AND COVERS TO MATCH NEW FINISHED GRADE FOLLOWING PLACEMENT OF ASPHALT PAVEMENT, AND SHALL CONSTRUCT A CONCRETE COLLAR IN ACCORDANCE WITH DETAIL: 4 6
D-01 D-01
- ⑤ FOR MILL AND INLAY TREATMENTS, THE CONTRACTOR SHALL LOWER ALL EXISTING STORM DRAIN MANHOLE FRAMES AND COVERS PRIOR TO MILLING OPERATIONS. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW STORM DRAIN MANHOLE FRAMES AND COVERS TO MATCH NEW FINISHED GRADE FOLLOWING PLACEMENT OF ASPHALT PAVEMENT, AND SHALL CONSTRUCT A CONCRETE COLLAR IN ACCORDANCE WITH DETAIL: 4 6
D-01 D-01
- ⑥ FOR MILL AND INLAY TREATMENTS, THE CONTRACTOR SHALL LOWER ALL EXISTING SANITARY SEWER CLEANOUTS FRAMES AND COVERS PRIOR TO MILLING OPERATIONS. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW SANITARY SEWER CLEANOUTS FRAMES AND COVERS TO MATCH NEW FINISHED GRADE FOLLOWING PLACEMENT OF ASPHALT PAVEMENT, AND SHALL CONSTRUCT A CONCRETE COLLAR IN ACCORDANCE WITH DETAIL: 4 6
D-01 D-01
- ⑦ REMOVE AND REPLACE EXISTING TRAFFIC LOOPS.
- ⑨ REMOVE AND REPLACE EXISTING SIDEWALK PER DETAIL: 8
D-02
- ⑩ REMOVE AND REPLACE EXISTING CURB AND GUTTER PER DETAIL: 8
D-02
- ⑪ REMOVE AND REPLACE EXISTING CURB RAMP WITH "CASE C" CURB RAMPS PER 2025 CALTRANS STD PLAN A88A.
- ⑫ REMOVE AND REPLACE EXISTING CROSS GUTTER PER DETAIL: 9
D-02
- ⑬ EXISTING CATCH BASIN CONCRETE BOX TO REMAIN. CONTRACTOR TO REMOVE AND REPLACE EXISTING BROKEN CURB AND GUTTER, CATCH BASIN HOOD, AND FRAME GRATE PER DETAIL: 10
D-02

LEGEND:

- 4-INCH MILL AND INLAY PER DETAIL: 1
D-01
- DIGOUT NUMBER (#) PER BASE REPAIR TABLE ON SHEET 2.
- 4-INCH LOCALIZED BASE REPAIRS PER DETAIL: 2
D-01
- EXACT DIGOUT LOCATIONS TO BE MARKED OUT IN THE FIELD BY THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
- PROPOSED CONCRETE IMPROVEMENTS PER DETAIL: 8
D-02

CONTRACTOR MUST REMOVE ALL EXISTING CALMING DELINEATORS ALONG CLIFFORD AVENUE BETWEEN STATION 0+42 AND STATION 21+15 PRIOR TO GRINDING OF EXISTING ROADWAY.



PLAN VIEW
SCALE: 1"=20'

MATCHLINE - SEE TOP RIGHT

MATCHLINE - SEE SHT 9

DRAFT BID SET SUBMITTAL
NOT FOR CONSTRUCTION

Harris & Associates
60 W. Alisal Street, Suite 200, Salinas, CA 93901
weareharris.com (831) 975-8802

THESE DRAWINGS AND SPECIFICATIONS ARE THE PROPERTY AND COPYRIGHT OF THE ENGINEER AND SHALL NOT BE USED ON ANY OTHER WORK EXCEPT BY WRITTEN AGREEMENT WITH THE ENGINEER. WRITTEN DIMENSIONS SHALL TAKE PRECEDENCE OVER SCALED DIMENSIONS AND FIELD DIMENSIONS SHALL BE VERIFIED ON THE JOB SITE. ANY DISCREPANCY SHALL BE BROUGHT TO THE NOTICE OF THE ENGINEER PRIOR TO THE START OF ANY WORK.

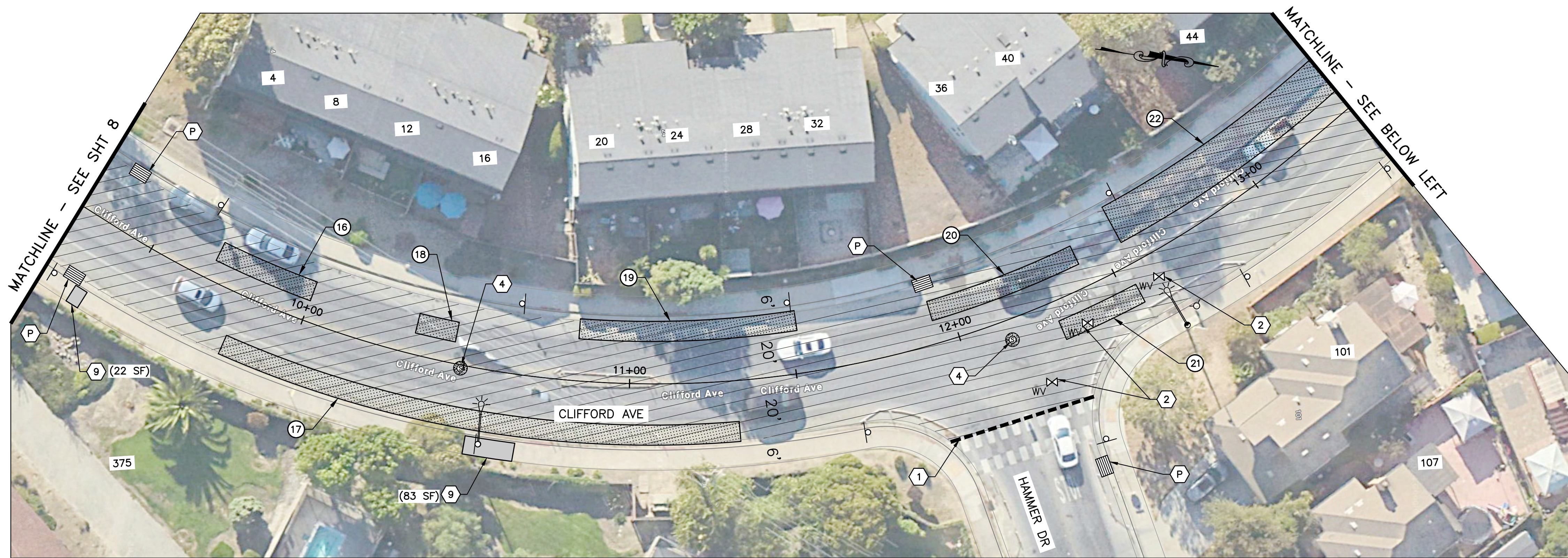
DESIGNED BY: C.M.
DRAWN BY: M.A.
CHECKED BY: R.B.
DATE ISSUED: 05/22/2026
JOB NO.: 1240102.001

CITY OF WATSONVILLE
PUBLIC WORKS AND UTILITIES
250 MAIN STREET, WATSONVILLE, CALIFORNIA 95076 (831) 768-3117

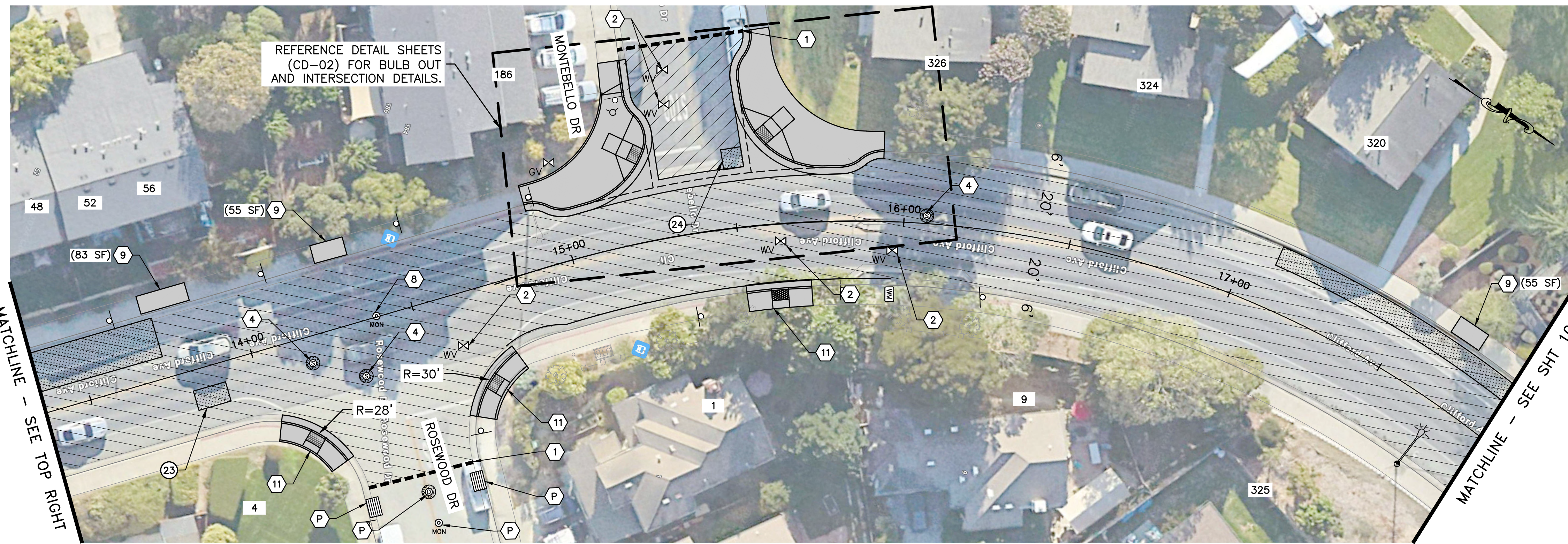
SHEET STATUS:
 PRELIMINARY
 SEMI-FINAL
 FINAL
 BID SET
SCALE: AS SHOWN

SHEET TITLE:
CLIFFORD AVENUE - PAVEMENT PLANS
PROJECT TITLE:
CLIFFORD AVENUE ROAD IMPROVEMENTS-PHASE 1 PROJECT #ST-##-####

PROJECT NO.: 1240102.001
SHEET: 8 of 12
DRAWING FILE NO.: P-01



PLAN VIEW
SCALE: 1"=20'



PLAN VIEW
SCALE: 1"=20'

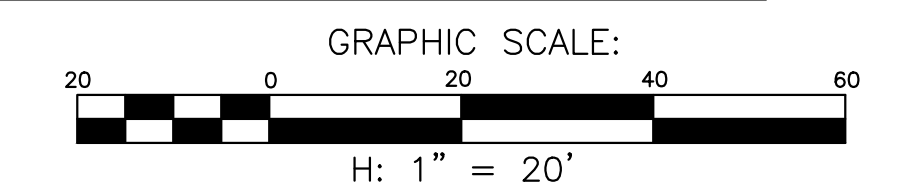
CONSTRUCTION NOTES:

- (P) PROTECT IN PLACE.
- (1) LIMITS OF PAVEMENT REHABILITATION. EXACT PAVING LIMITS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
- (2) FOR MILL AND INLAY TREATMENTS, THE CONTRACTOR SHALL LOWER ALL EXISTING G05 WATER VALVE BOXES, LID, AND RISERS PRIOR TO MILLING OPERATIONS. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW G05 WATER VALVE BOXES, LID, AND RISERS TO MATCH NEW FINISHED GRADE FOLLOWING PLACEMENT OF ASPHALT PAVEMENT, AND SHALL CONSTRUCT A CONCRETE COLLAR IN ACCORDANCE WITH DETAIL:
- (3) FOR MILL AND INLAY TREATMENTS, THE CONTRACTOR SHALL LOWER ALL EXISTING GAS VALVE FRAMES AND COVERS PRIOR TO MILLING OPERATIONS. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW GAS VALVE FRAMES AND COVERS TO MATCH NEW FINISHED GRADE FOLLOWING PLACEMENT OF ASPHALT PAVEMENT, AND SHALL CONSTRUCT A CONCRETE COLLAR IN ACCORDANCE WITH DETAIL:
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- (11) REMOVE AND REPLACE EXISTING CURB RAMP WITH "CASE C" CURB RAMPS PER 2025 CALTRANS STD PLAN A68A.
- (12) REMOVE AND REPLACE EXISTING CROSS GUTTER PER DETAIL:
- (13) EXISTING CATCH BASIN CONCRETE BOX TO REMAIN. CONTRACTOR TO REMOVE AND REPLACE EXISTING BROKEN CURB AND GUTTER, CATCH BASIN HOOD, AND FRAME GRATE PER DETAIL:

LEGEND:

- 4-INCH MILL AND INLAY PER DETAIL:
- DIGOUT NUMBER # PER BASE REPAIR TABLE ON SHEET 2.
- 4-INCH LOCALIZED BASE REPAIRS PER DETAIL:
- EXACT DIGOUT LOCATIONS TO BE MARKED OUT IN THE FIELD BY THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
- PROPOSED CONCRETE IMPROVEMENTS PER DETAIL:

CONTRACTOR MUST REMOVE ALL EXISTING CALMING DELINEATORS ALONG CLIFFORD AVENUE BETWEEN STATION 0+42 AND STATION 21+15 PRIOR TO GRINDING OF EXISTING ROADWAY.



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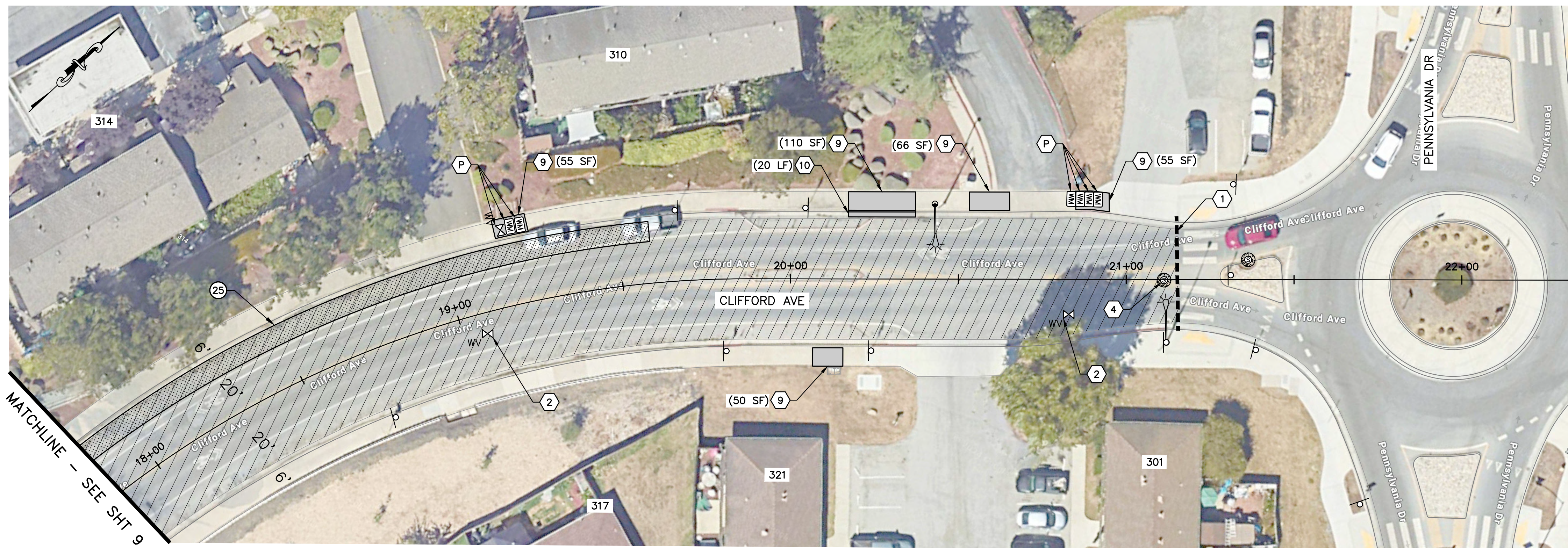
DESIGNED BY: C.M.
DRAWN BY: M.A.
CHECKED BY: R.B.
DATE ISSUED: 05/22/2026
JOB NO.: 1240102.001

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SHEET STATUS:
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SCALE:
AS SHOWN

SHEET TITLE:	CLIFFORD AVENUE - PAVEMENT PLANS
PROJECT TITLE:	CLIFFORD AVENUE ROAD IMPROVEMENTS-PHASE 1 PROJECT #ST-##-####

PROJECT NO:	1240102.001
SHEET:	9 of 12
DRAWING FILE NO:	P-02



PLAN VIEW
SCALE: 1"=20'

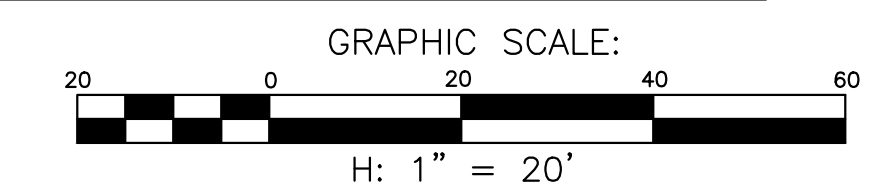
CONSTRUCTION NOTES:

- (P) PROTECT IN PLACE.
- (1) LIMITS OF PAVEMENT REHABILITATION. EXACT PAVING LIMITS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
- (2) FOR MILL AND INLAY TREATMENTS, THE CONTRACTOR SHALL LOWER ALL EXISTING G05 WATER VALVE BOXES, LID, AND RISERS PRIOR TO MILLING OPERATIONS. THE CONTRACTOR SHALL FURNISH AND INSTALL NEW G05 WATER VALVE BOXES, LID, AND RISERS TO MATCH NEW FINISHED GRADE FOLLOWING PLACEMENT OF ASPHALT PAVEMENT, AND SHALL CONSTRUCT A CONCRETE COLLAR IN ACCORDANCE WITH DETAIL:
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- 4-INCH MILL AND INLAY PER DETAIL:
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- EXACT DIGOUT LOCATIONS TO BE MARKED OUT IN THE FIELD BY THE ENGINEER PRIOR TO THE START OF CONSTRUCTION.
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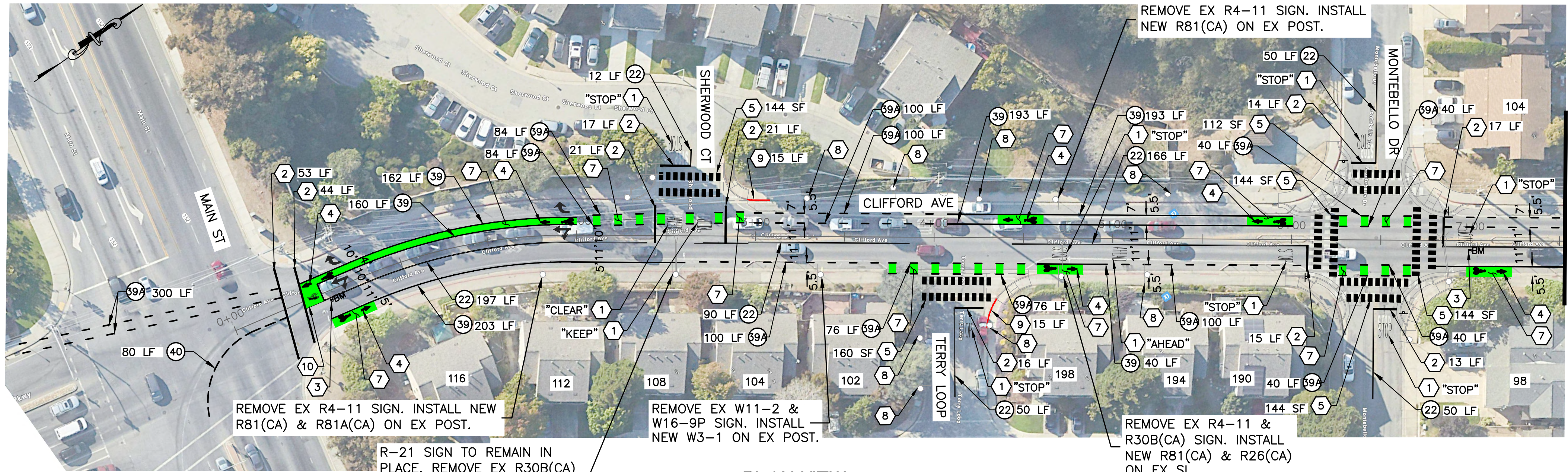
DESIGNED BY: C.M.
DRAWN BY: M.A.
CHECKED BY: R.B.
DATE ISSUED: 05/22/2026
JOB NO.: 1240102.001

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SHEET STATUS:
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<input type="checkbox"/> FINAL
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SCALE: AS SHOWN

SHEET TITLE: CLIFFORD AVENUE - PAVEMENT PLANS
PROJECT TITLE: CLIFFORD AVENUE ROAD IMPROVEMENTS-PHASE 1 PROJECT #ST-##-####

PROJECT NO.: 1240102.001
SHEET: 10 of 12
DRAWING FILE NO.: P-03



PLAN VIEW
SCALE: 1"=40'

MATCHLINE - SEE BELOW LEFT

GENERAL NOTES:

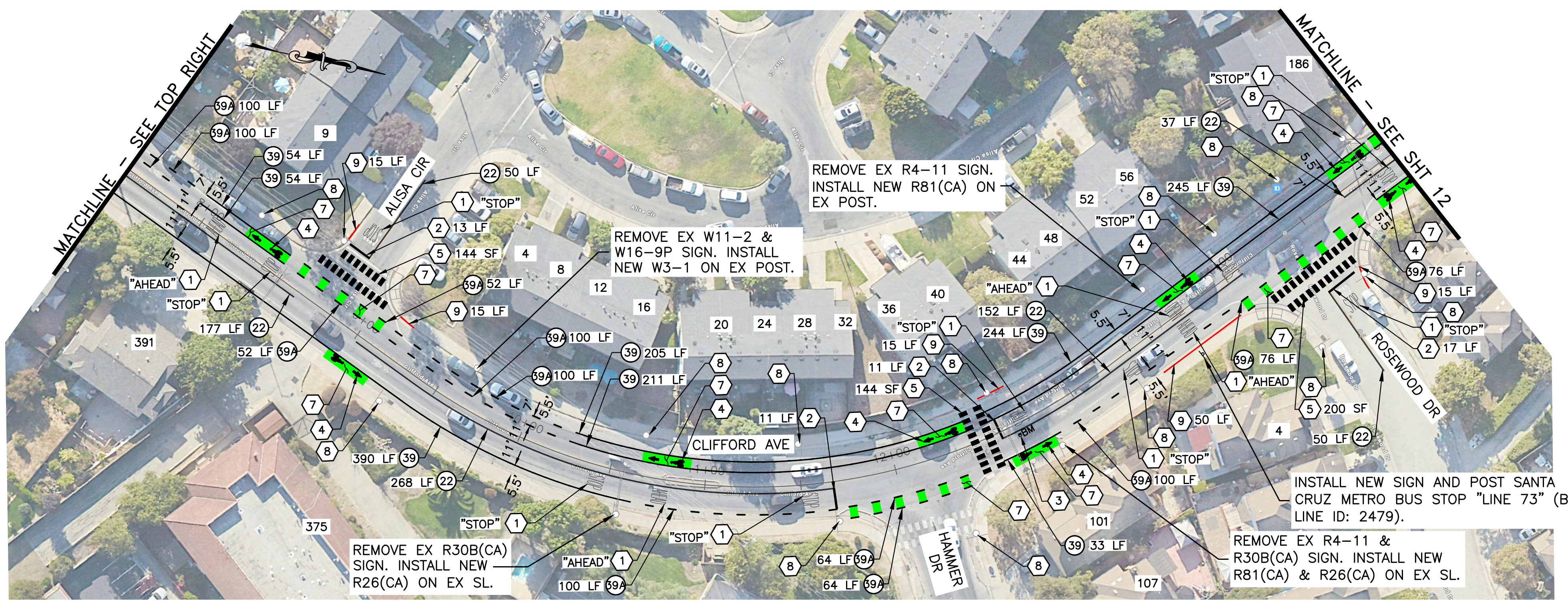
1. ALL CROSSWALK MARKINGS SHALL BE WHITE EXCEPT THOSE NEAR SCHOOLS MUST BE YELLOW.
2. REFER TO SHEETS CD-01 AND CD-02 FOR LOCATIONS OF NEW STOP SIGNS AT CONTROLLED INTERSECTIONS.
3. CONTRACTOR MUST CONFIRM NEW LOCATION OF LINE 73 BUS STOP WITH CITY STAFF AND SANTA CRUZ METRO PRIOR TO THE INSTALLATION OF THE NEW SIGN.

STRIPING NOTES:

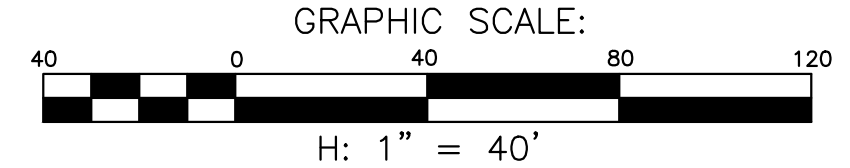
1. INSTALL PAVEMENT MARKINGS LEGENDS PER 2025 CALTRANS STD PLANS. WHITE UNLESS OTHERWISE NOTED ON PLANS. WORDS OR TYPE ARE INDICATED ON PLANS.
2. INSTALL 12" WHITE (W) LIMIT LINES PER 2025 CALTRANS STD PLAN A24G.
3. REPLACE AND/OR INSTALL BLUE, TWO-WAY REFLECTIVE FIRE HYDRANT MARKER PER MUTCD 2026 CALIFORNIA SUPPLEMENT SECTION 3B.11.
4. INSTALL WHITE BIKE LANE MARKINGS WITH ARROW PER 2025 CALTRANS STD PLAN A24A AND A24C.
5. INSTALL HIGH VISIBILITY TRIPLE FOUR CROSSWALK PER DETAIL X ON SHEET D-XX. WHITE UNLESS OTHERWISE NOTED ON PLANS.
6. INSTALL WHITE SHARED ROADWAY BICYCLE MARKING PER 2025 CALTRANS STD PLAN A24C.
7. INSTALL PREFORMED THERMOPLASTIC GREEN-COLORED PAVEMENT MARKINGS FOR BICYCLE FACILITIES PER DETAILS XX-XX ON SHEET D-XX.
8. PROTECT EX STRIPING OR EX SIGN IN PLACE.
9. CONTRACTOR TO PAINT RED CURB
10. INSTALL PREFORMED THERMOPLASTIC GREEN-COLORED PAVEMENT MARKINGS FOR INTERSECTION BICYCLE BOX. REFERENCE 2026 CALIFORNIA MUTCD FIGURE 9E-12.

STRIPING LEGEND:

- TYPE VII (L OR R) ARROW PER CALTRANS STD PLAN A24A.
- TYPE IV (L, R OR B) ARROW PER CALTRANS STD PLAN A24A.
- TYPE I ARROW (10 FT) PER CALTRANS STD PLAN A24A.
- TYPE VI ARROW (10 FT) PER CALTRANS STD PLAN A24A.
- DIMENSION MEASURED ON THE SHEET PANEL WHERE IT IS NOTED (TYP.)
- NUMBER INDICATES PAVEMENT MARKERS AND TRAFFIC LINES DETAIL NUMBER PER 2025 CALTRANS STD PLANS RSP A20A TO A20D.



PLAN VIEW
SCALE: 1"=40'



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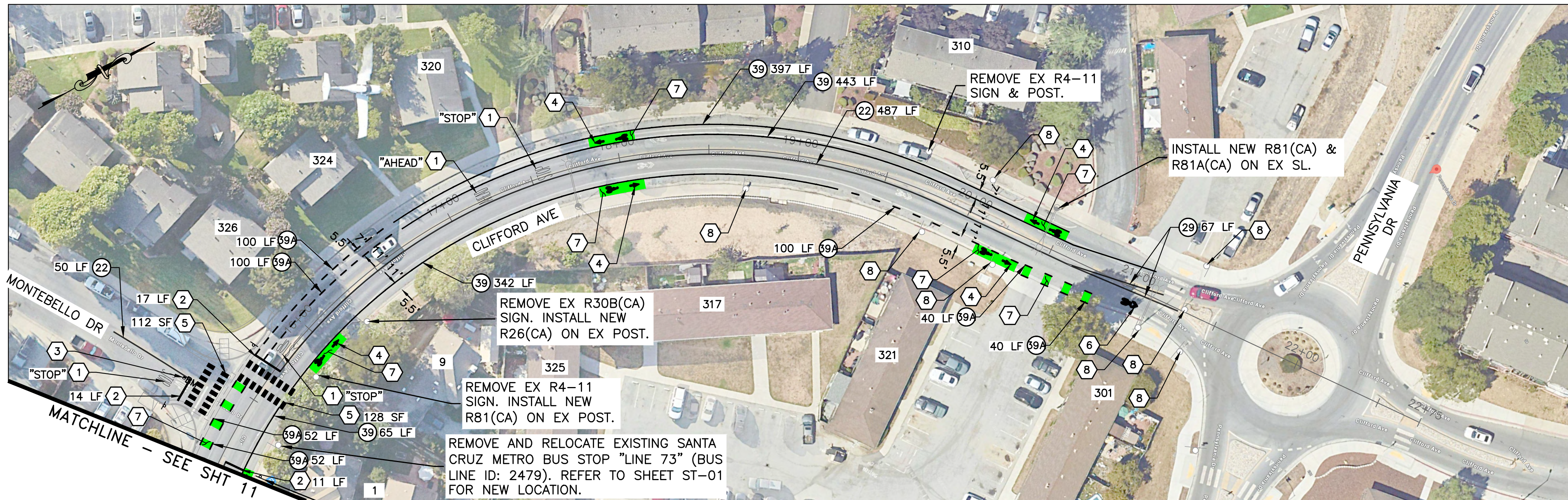
DESIGNED BY: C.M.
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SHEET STATUS:
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 FINAL
 BID SET
SCALE: AS SHOWN

SHEET TITLE: **CLIFFORD AVENUE - SIGNING & STRIPING PLANS**
PROJECT TITLE: **CLIFFORD AVENUE ROAD IMPROVEMENTS-PHASE 1 PROJECT #ST-##-####**

PROJECT NO.: 1240102.001
SHEET: 11 of 12
DRAWING FILE NO.: ST-01



PLAN VIEW
SCALE: 1"=40'

GENERAL NOTES:

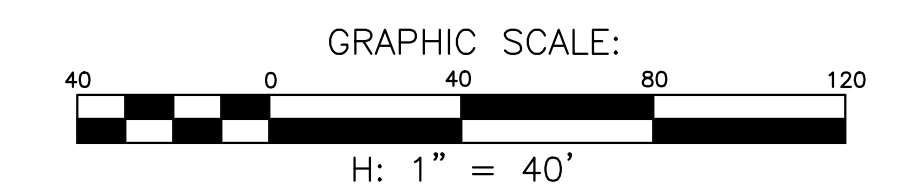
1. ALL CROSSWALK MARKINGS SHALL BE WHITE EXCEPT THOSE NEAR SCHOOLS MUST BE YELLOW.
2. EXISTING TRAFFIC LOOPS TO BE PROTECTED IN PLACE FOR POLYMER MODIFIED SLURRY SEAL TREATMENTS. EXISTING TRAFFIC LOOPS DAMAGED WHILE PERFORMING LOCALIZED BASE REPAIRS (DIGOUTS) MUST BE REPLACED AT THE CONTRACTORS EXPENSE.

STRIPING NOTES:

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8. PROTECT EX STRIPING OR EX SIGN IN PLACE
9. CONTRACTOR TO PAINT RED CURB.

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SHEET TITLE: **CLIFFORD AVENUE - SIGNING & STRIPING PLANS**
PROJECT TITLE: **CLIFFORD AVENUE ROAD IMPROVEMENTS-PHASE 1 PROJECT #ST-##-####**

PROJECT NO.: **1240102.001**
SHEET: **12 of 12**
DRAWING FILE NO.: **ST-02**

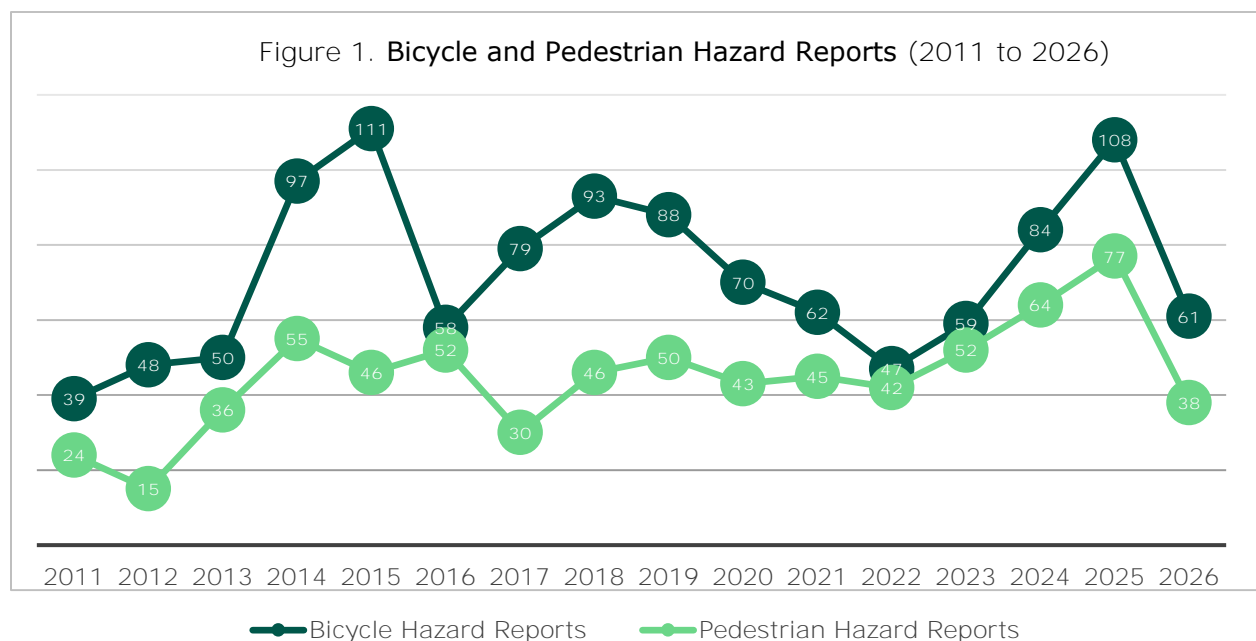
TO: Bicycle Advisory Committee (BAC)
 FROM: Nick Danty, Transportation Planner
 RE: Cruz 511 Hazard Report Form

RECOMMENDATIONS

Staff recommend that the Bicycle Advisory Committee receive and review the revised Cruz 511 pedestrian & bicycle hazard report form and provide feedback prior to finalization.

BACKGROUND

The Cruz 511 online pedestrian & bicycle hazard report form is a valuable source of information for the RTC and partner jurisdictions seeking to understand accessibility issues within the countywide bicycle and pedestrian network. Public works departments mostly rely on complaints in order to know when their facilities need attention. The hazard report form is accessible from both the SCCRTC website and from Cruz511.org, where users answer questions and identify the location of the encountered hazard. Over 1,800 bicycle and pedestrian hazards have been reported since the tool was first released to the public in 2011 (figure 1).



DISCUSSION

Committee members have voiced concerns over the usability of the current form, citing a difficult user experience on mobile devices. This discourages people from reporting hazards, which gives the false impression that bicycle and pedestrian infrastructure is operating at acceptable levels of service. The intention of the service is to provide one convenient way for people anywhere in Santa Cruz County to report a pedestrian or bicycle hazard and know that it will reach the correct agency quickly. RTC staff have revised the Cruz 511 hazard report form, utilizing the Survey123 platform to improve the appearance of the form on mobile devices by providing a clear format. This should be easier and faster to use, especially when a bicyclist or pedestrian encounters a roadway, sidewalk, or pathway safety hazard and wants to report it right away.

RTC staff are currently in the process of exploring ways to further optimize the hazard report form by including multi-lingual options, automated report generation, and interactive dashboards.

SUMMARY

RTC staff will present the draft revised hazard report form for input.

ATTACHMENTS:

1. [Existing hazard report form](#) (live)
2. [Revised hazard report form](#) (draft)

TO: Regional Transportation Commission Technical Advisory
Committees

FROM: Amanda Marino, Transportation Planner

RE: Planning for Climate Resilience of the Santa Cruz Branch Rail
Line Milestone 2 Study Update

RECOMMENDATION

Staff recommends that the RTC Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee, and Interagency Technical Advisory Committee receive information on the Planning for Climate Resilience of the Santa Cruz Branch Rail Line Milestone 2 Study update.

BACKGROUND

The Santa Cruz County Regional Transportation Commission (RTC) purchased the Santa Cruz Branch Rail Line (SCBRL) in 2012 to preserve as a future transportation corridor. This 32-mile corridor, running near the coast from Pajaro Junction to Santa Cruz, is proposed for passenger and freight rail, as well as bicycle and pedestrian trail. Portions of the Coastal Rail Trail have been constructed or are in development along the SCBRL corridor. In December 2025, the RTC took action on the ZEPRT Final Project Concept Report and directed staff to prepare the final design and take actions needed to implement the Interim Trail for Segments 8 through 11 along the SCBRL.

Like many communities in California and nationwide, Santa Cruz County is facing the effects of climate hazards and sea level rise. Storms, rising tides and coastal erosion are expected to intensify, requiring thoughtful planning to ensure the preservation of transportation assets. Funded by a Caltrans Sustainable Planning grant, the RTC initiated a climate resiliency study to understand potential climate hazards impacts and concepts for climate resiliency based on the transportation uses described in the Zero Emission Passenger Rail and Trail Project Concept Report.

In January 2026, RTC approved an amendment to the professional services contract associated with the Climate Resiliency for the ZEPRT Corridor Study to add scope to create concepts for the both the short-term Interim Trail in

addition to the longer-term passenger rail and trail concept on the Santa Cruz Branch Rail Line.

DISCUSSION

RTC is leading a planning study to assess climate hazards impacting the Santa Cruz Branch Rail Line transportation corridor including but not limited to coastal erosion and flooding, to evaluate how these hazards may be exacerbated by sea level rise and climate changes. This information will be used to develop climate resilient transportation facility concepts at the SCBRL corridor's most vulnerable sites over the projected life of projects and based on the adaptability of different types of infrastructure. Four sites are the focus of this study and include

- Capitola Bluffs
- La Selva/Manresa Bluffs
- Harkins Slough Rail Crossing
- Pajaro River Rail Bridge

The concepts will be developed for the use of an interim trail in the short term and combined passenger rail, freight and trail in the longer term at the Capitola Bluffs, La Selva/Manresa Bluffs, and Harkins Slough Rail Crossing. The climate resiliency concepts at Pajaro River Rail Bridge will focus on passenger rail and freight rail only based on the assumption that a new separate bridge for a trail will be constructed across the Pajaro River and that active freight rail will continue in this area in the short as well as long term.

The first step in the study was to identify the climate hazards at these locations (Milestone 1). The results of the climate hazards analysis inform the climate resilient transportation concepts that could be evaluated moving forward. Some examples of climate resilient concepts that could be contemplated at each of these locations could include rock slope protection, beach nourishment, drainage improvements, and alignment modifications of the rail and trail infrastructure.

Milestone 2 involves developing climate resilient concepts at each location for both a short term and longer term transportation needs. Each concept considers a scenario under which existing facilities are protected or designed to adapt to future conditions. As appropriate, relocation of facilities will also be considered. Then each concept will be evaluated using a standard set of criteria to compare the benefits. The results of the evaluation will inform a selected preferred concept. The evaluation criteria include measures such as resilience to climate hazards, cost, environmental impacts, public access,

active transportation benefits, and transportation benefits to transit-dependent and underserved populations.

The Draft Climate Resilience Plan will identify preferred concepts that can be incorporated in the project design and project next steps including environmental review. The plan will also incorporate a roadmap for implementation and potential funding sources. The Final Climate Resilience Plan will include a recommendation of a selected preferred design concept for each of the vulnerable sites for both the short and long term use.

Project Schedule:



Upcoming Public Input Opportunities (Milestone 2):

- In-Person Community Workshop: June 9 from 6:00 – 7:30 pm at the Aptos Grange Community Center.
- In-Person Community Workshop: June 10 from 6:00 – 7:30 pm at the Watsonville Civic Plaza Community Room.

To stay up to date with the plan progress visit:

<https://www.sccrtc.org/projects/rail/scbrlclimatestudy/> for updates and to sign up for the study’s mailing list.

Email zeprtCR@sccrtc.org with comments or questions.

Therefore, Staff recommends that the Regional Transportation Commission Technical Advisory Committees receive information on the Planning for Climate Resilience of the Santa Cruz Branch Rail Line (SCBRL) Milestone 2 Study update.

FISCAL IMPACT

There are no new fiscal impacts associated with receiving information on the Planning for Climate Resilience of the SCBRL Milestone 2 update. This planning study is funded by a Caltrans Sustainable Transportation Planning grant awarded in 2024 with a match in Measure D and RTC planning funds.

SUMMARY

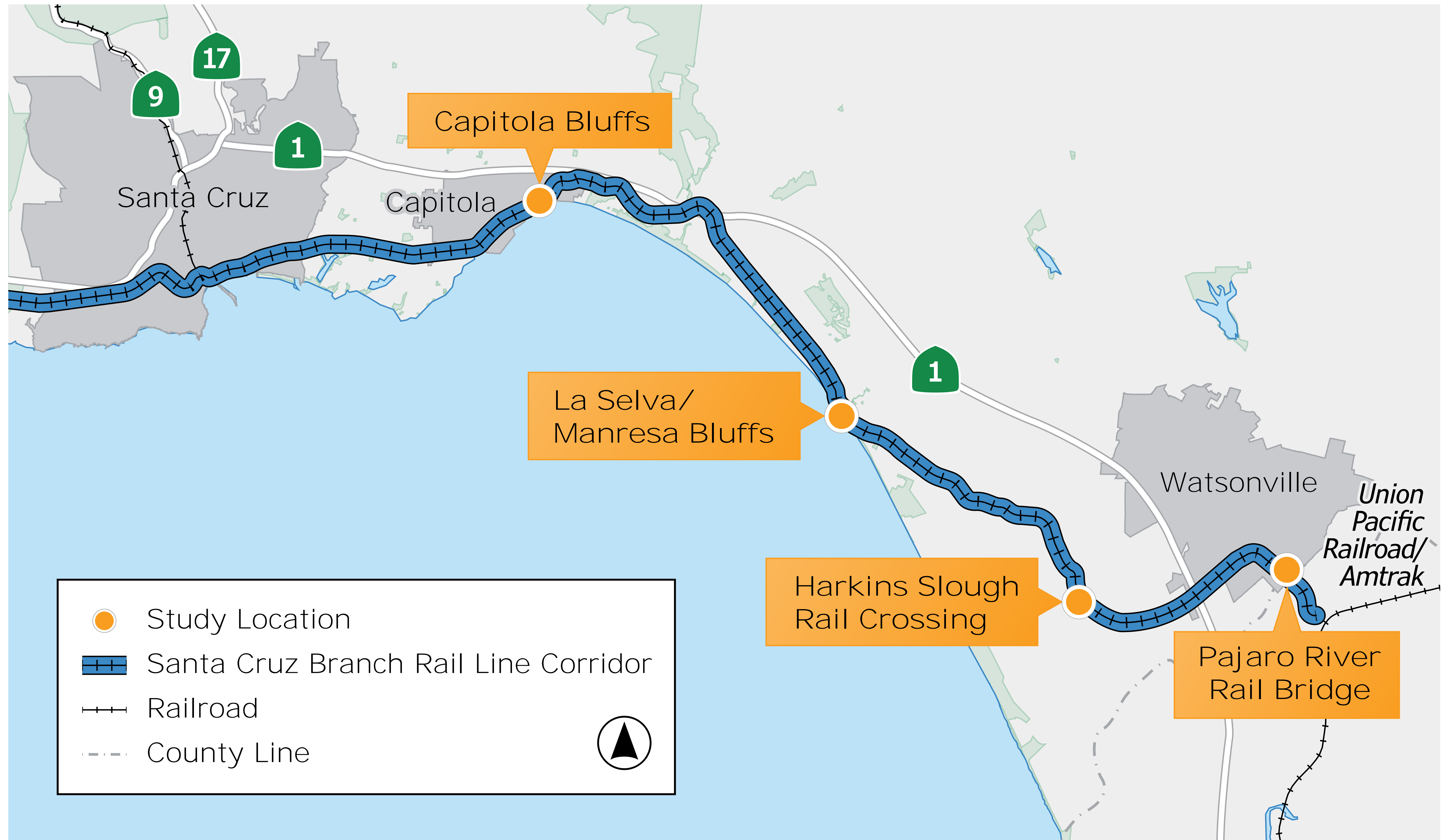
RTC staff was awarded a Caltrans Sustainable Transportation Planning grant to develop climate-resilient concepts for four vulnerable locations along the SCBRL, ensuring the long-term viability of this transportation asset. The current phase of the study, Milestone 2, is focused on providing information on climate hazards and gathering input on the design concept alternatives, and evaluation criteria.

ATTACHMENTS

1. Milestone 2 Outreach Materials

What is the Climate Resilience Study?

- **Assesses climate threats** at the four most vulnerable areas of the Santa Cruz Branch Rail Line (SCBRL) corridor
- **Proposes and evaluates concepts** to make the SCBRL corridor more resilient to climate change impacts
- **Considers future transportation uses** of the SCBRL corridor:
 - Interim trail in the short-term
 - Passenger and freight rail alongside trail in the long-term (Zero Emission Passenger Rail and Trail Project)
- **Informs future decision making** of transportation projects at these locations

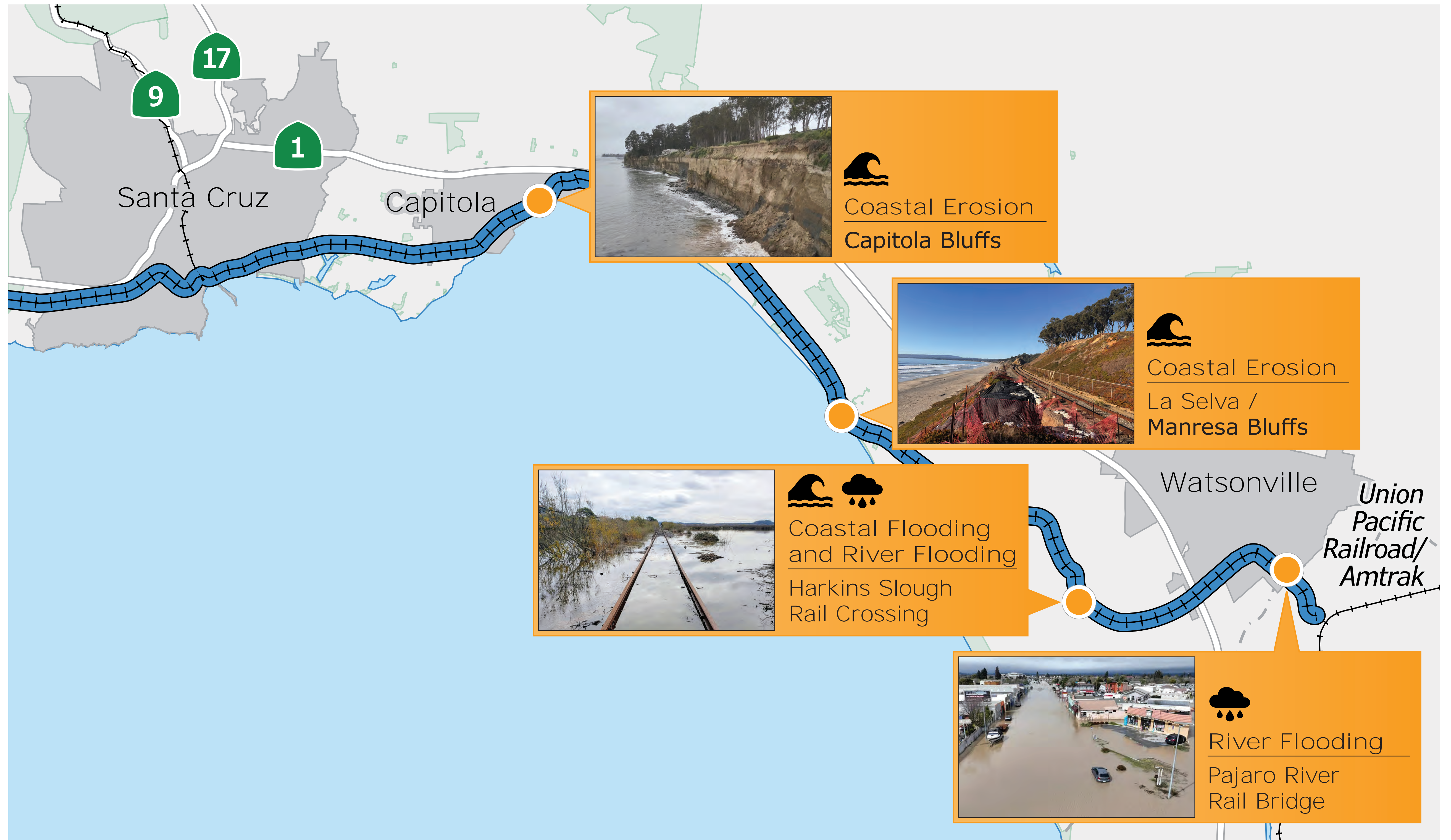


Climate Resilience Study Schedule



What are the Future Climate Hazards?

- Stronger storms, rising tides and coastal erosion are expected to intensify, requiring planning to ensure the future of our transportation corridors.
- Study looks at the conditions of the sites today and how they will change over time from the impacts of climate hazards.
- Climate hazards evaluated in this study include sea level rise, increased precipitation, waves and storm surge, **coastal erosion, flooding, and wildfires.**

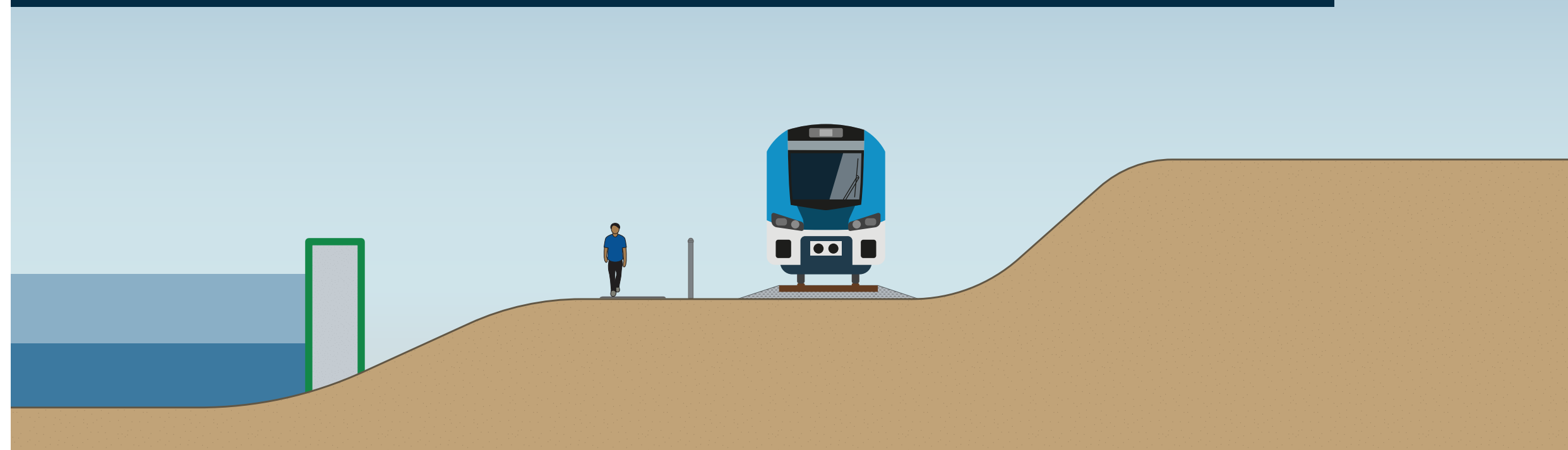


Coastal Erosion: Capitola Bluffs photo by City of Capitola. River Flooding: Pajaro River Rail Bridge photo by Josh Edelson/AFP, from Getty Images.

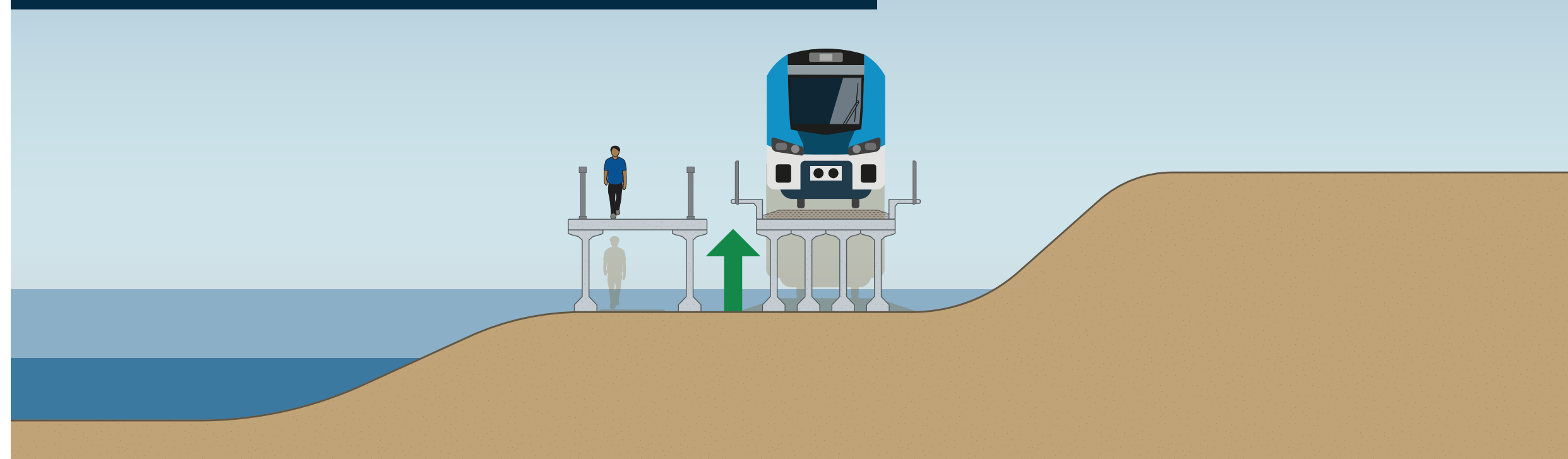
What Concepts are Being Considered?

- After understanding the hazards, the next step is to look at a range of options to address hazards at each site.
- The proposed Zero Emission Passenger Rail and Trail (ZEPRT) Final Project Concept rail and trail alignments are the baseline that alternatives will be considered against.
- RTC will consider *Protect/ Accommodate/Retreat alternatives* to make sure a variety of options are considered, from measures that may protect infrastructure for short term and long term use of the corridor.

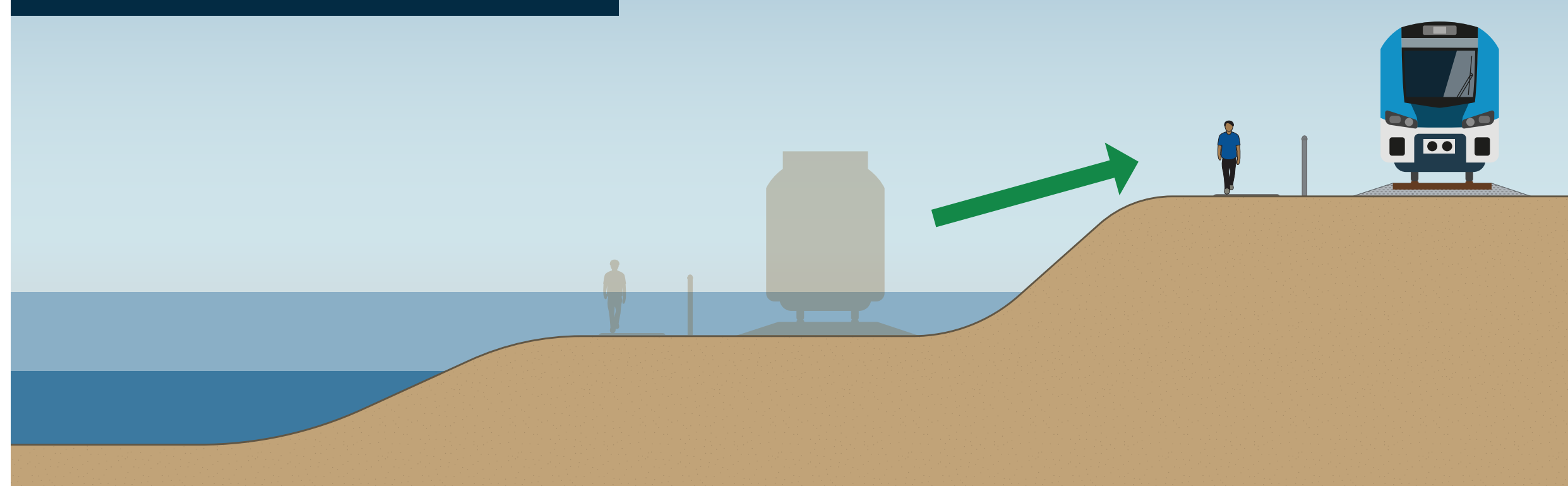
Protect: Retaining wall, vegetation, drainage, etc.



Accommodate: Floodproofing



Retreat: Move inland



What is a Concept?

The features or structures that make up how our transportation system is designed and built to improve the resilience of the infrastructure.

Examples



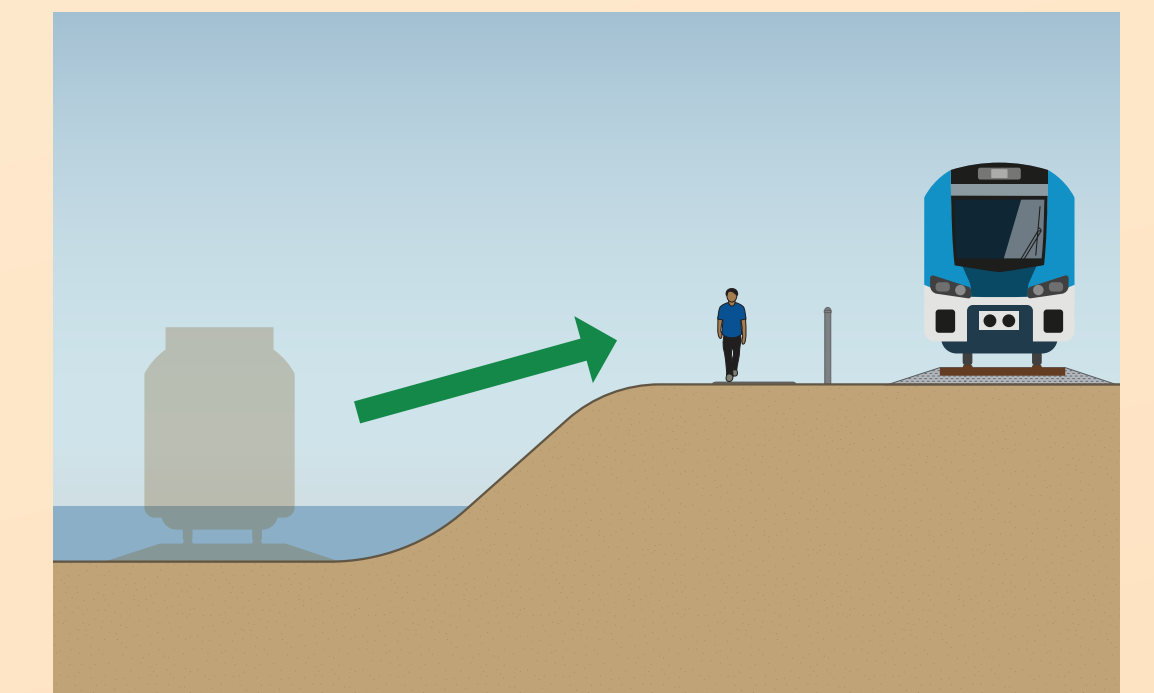
Drainage Improvements



Dune Creation/Revegetation



Viaduct



Relocation

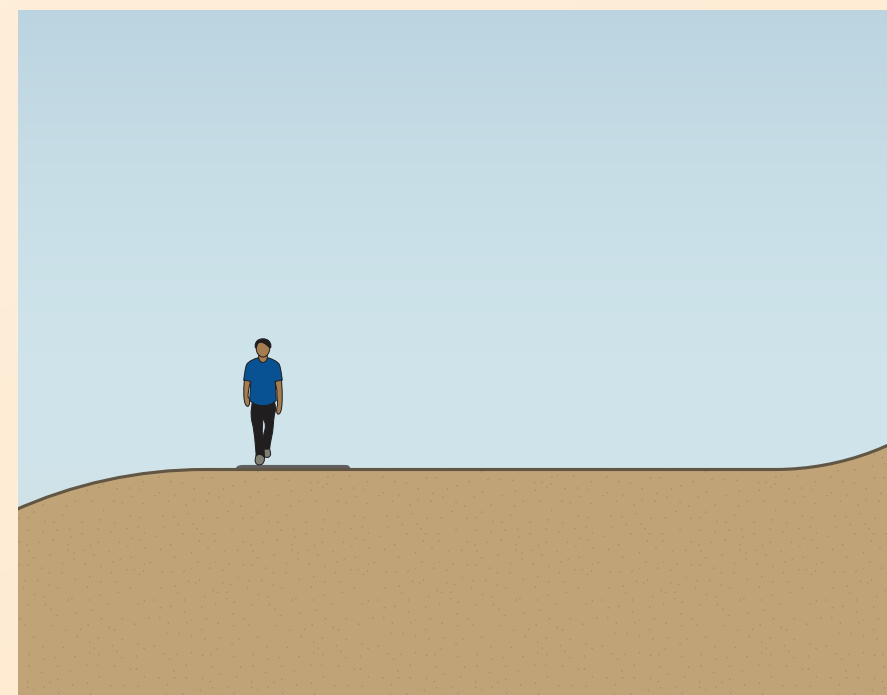
Dune Restoration/Revegetation photo from Manhattan Beach Dune Restoration Project. Viaduct photo by Perry A. Dominguez.

What Timeframe Do We Plan For?

Two Projects Are Being Studied

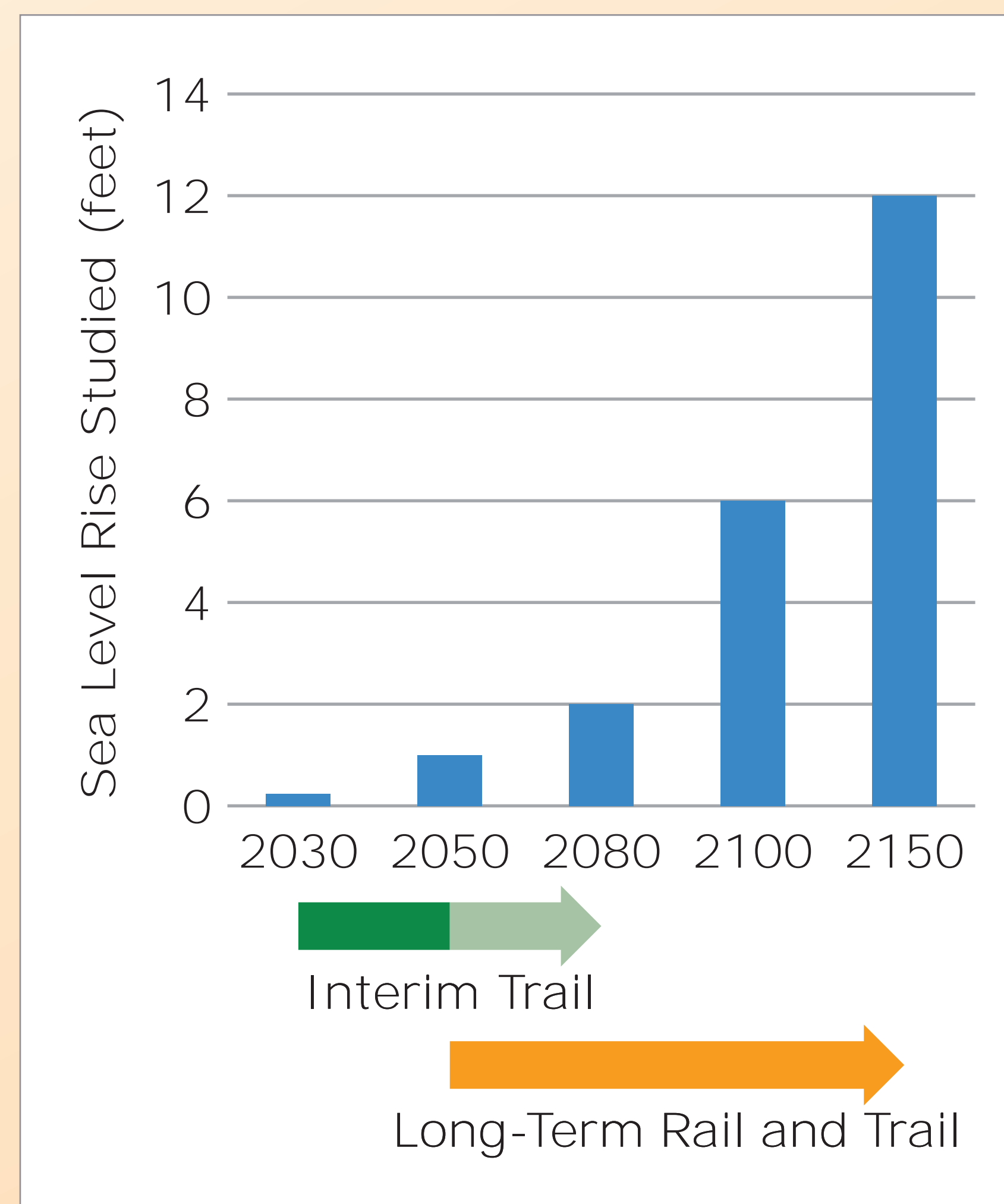
Interim Trail

- Assuming construction in 2030
- Aiming to be resilient for 50 years (through 2080)



Long-Term Rail and Trail

- Assuming construction in 2050
- Aiming to be resilient for 100 years (through 2150)



Concepts Can Vary Based on Project and Timeframe

The hazards vary over time, so some concepts will work better in the short term than in the long term.

The consequences of a temporary loss of service are more severe with a rail than for a trail.

Design and safety standards are different for a trail or a rail line.

Timeframes and phasing of the concepts will be discussed during the study's next Milestone.

Capitola Bluffs

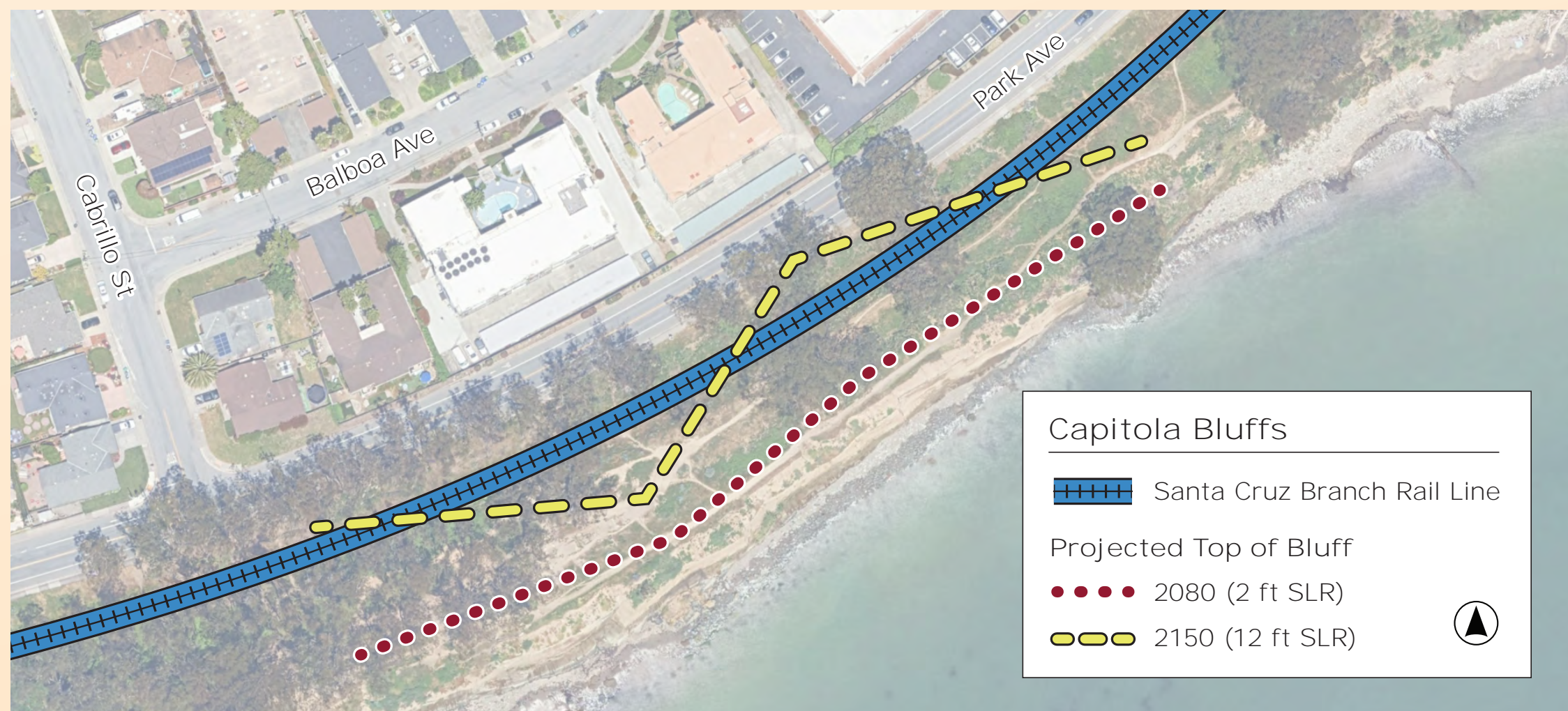
Hazards and Concepts Overview

Hazards

What is going to happen?



Existing Conditions
Bluff erosion, mainly caused by waves.



Future Conditions

Sea level rise will cause more waves to hit the face of the bluff, increasing the rate of erosion.

The alignment is projected to be threatened around 2100 (with 6 feet of sea-level rise).

Concepts

What can we do about it?



1 Retaining Wall



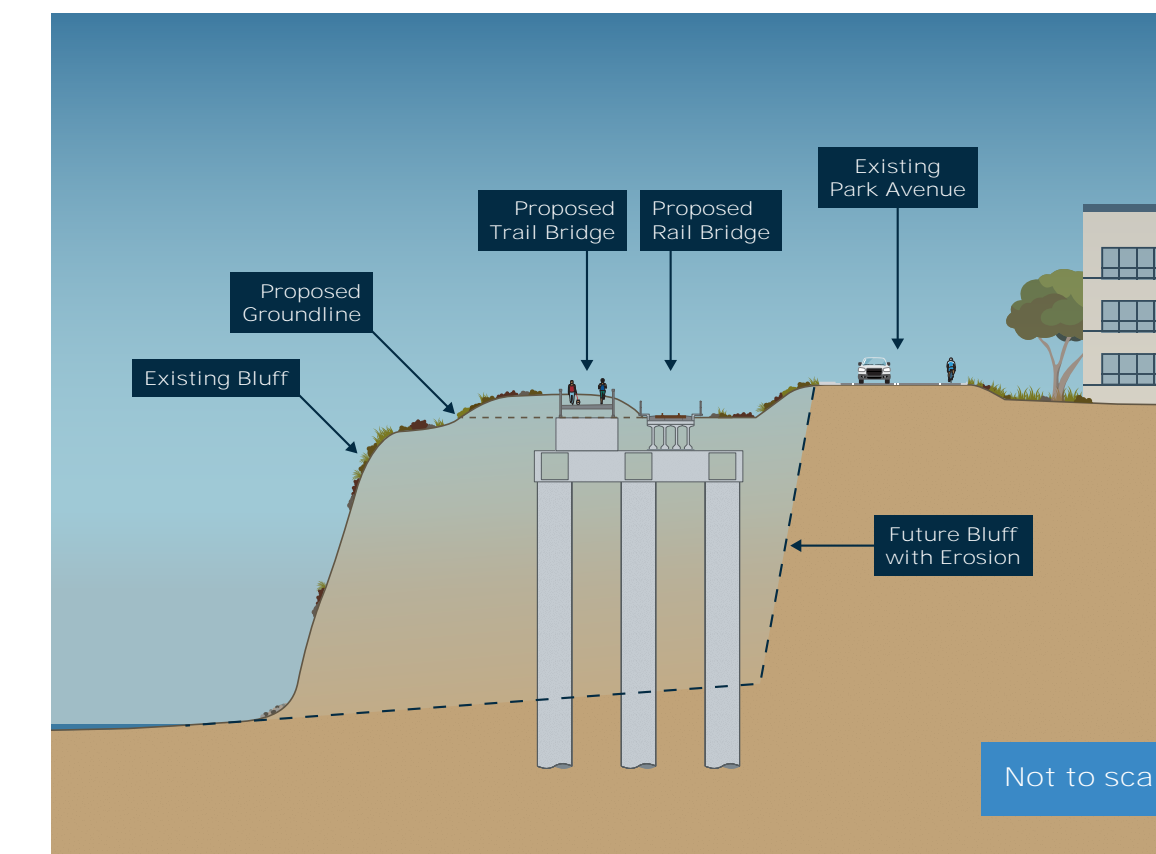
2 Rock Slope Protection



3 Beach Nourishment



4 Sand Retaining Groins



5 Buried Hillside Viaduct

Relocation

6 Park Avenue on Viaduct

7 Monterey Avenue on Viaduct

Existing Conditions photo by City of Capitola. Retaining Wall photo by DP Gadal/iStock. Rock Slope Protection photo from Pima Stone, LLC. Beach Nourishment photo by Jim West/Alamy Stock. Sand Retaining Groins photo by Jeff Gritchen, Orange County Register.

La Selva/Manresa Bluffs

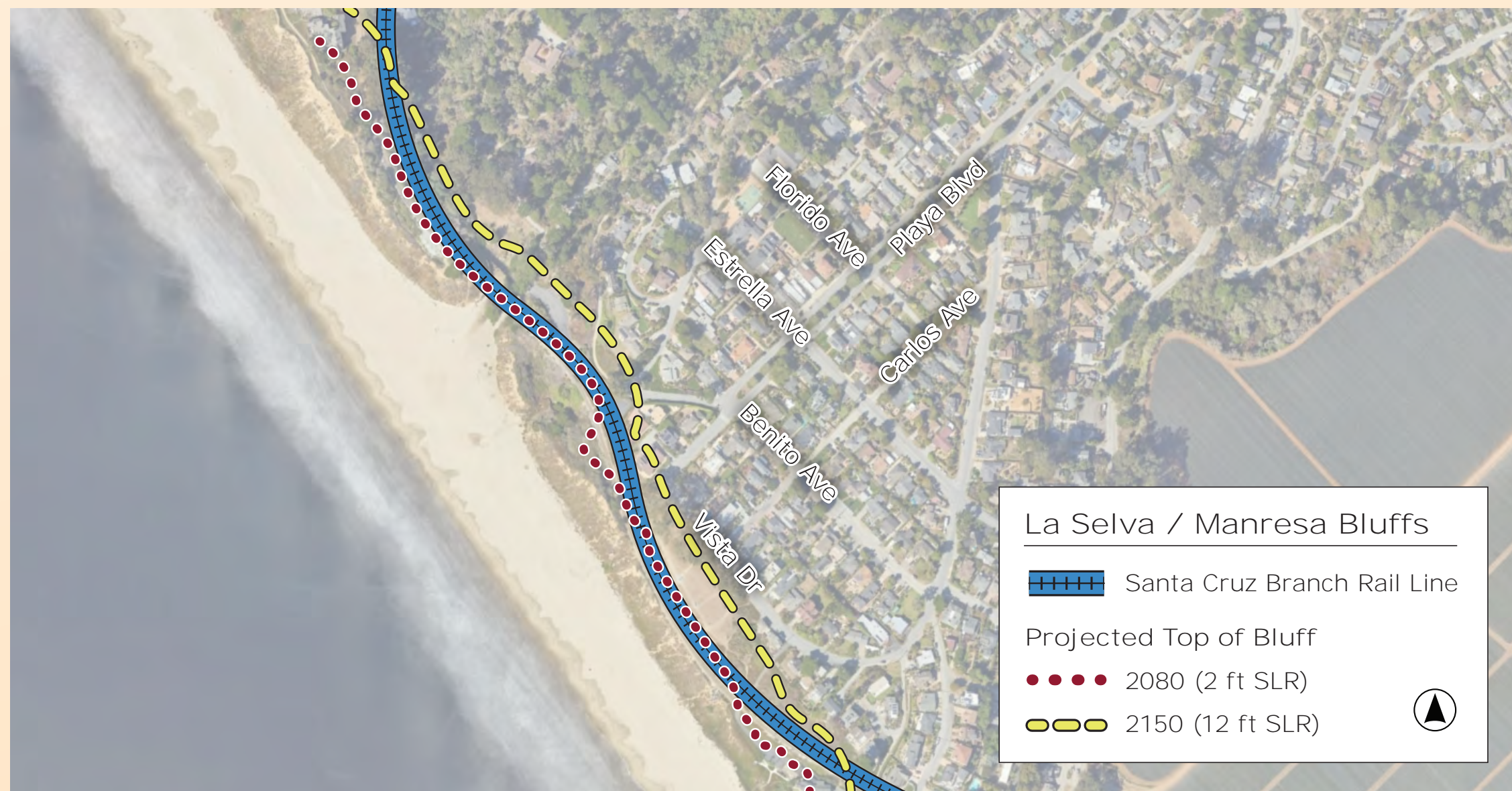
Hazards and Concepts Overview

Hazards

What is going to happen?



Existing Conditions
Bluff erosion, mainly caused by rainfall and surface water runoff.



Future Conditions

Current erosion causes would continue, but sea level rise will cause more waves to hit the face of the bluff, significantly increasing the rate of erosion.

Concepts

What can we do about it?



1 Drainage Improvements



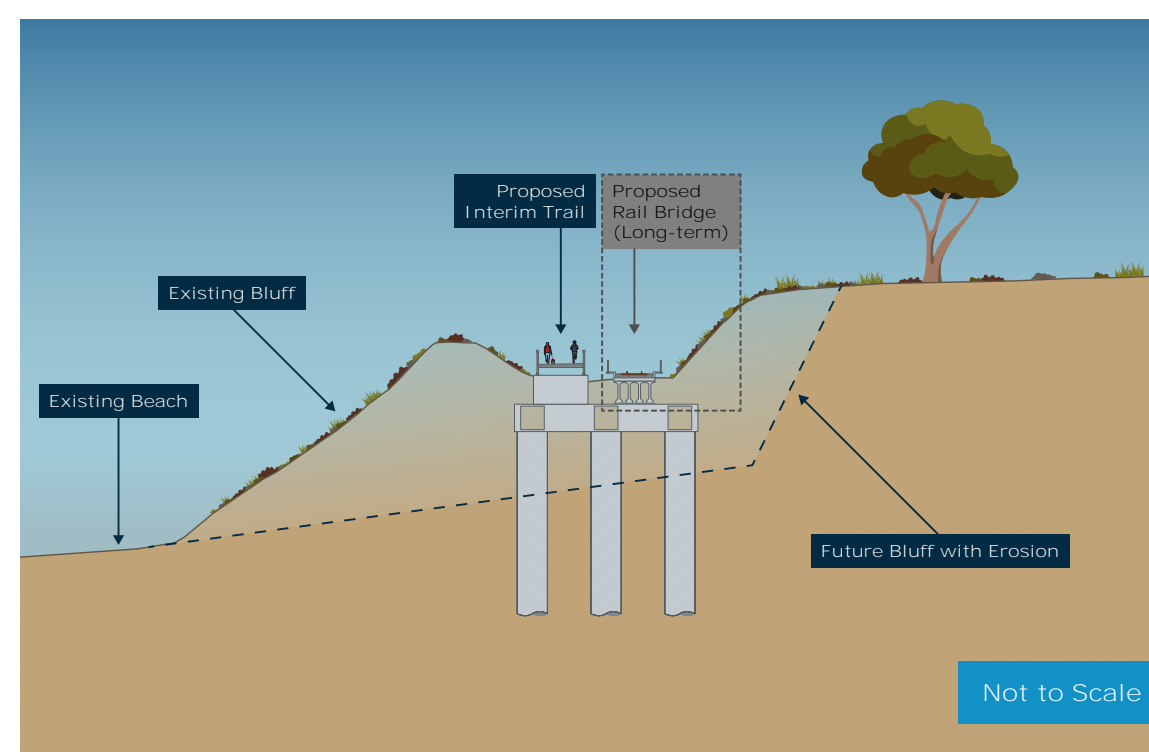
2 Vegetation Restoration

3 Dune Creation

These would appear similar to each other after constructed.



4 Rock Slope Protection



5 Buried Hillside Viaduct

Relocation

6 Freight and passenger rail to Highway 1 corridor, connects with SCBRL corridor at Buena Vista Drive

7 Freight rail at current alignment, passenger rail following Highway 1 corridor to Watsonville

Vegetation Restoration and Dune Creation photo from Wadulh Dunes Restoration Project.
Rock Slope Protection photo by Carlos Avila Gonzalez.

Harkins Slough

Hazards and Concepts Overview

Hazards

What is going to happen?



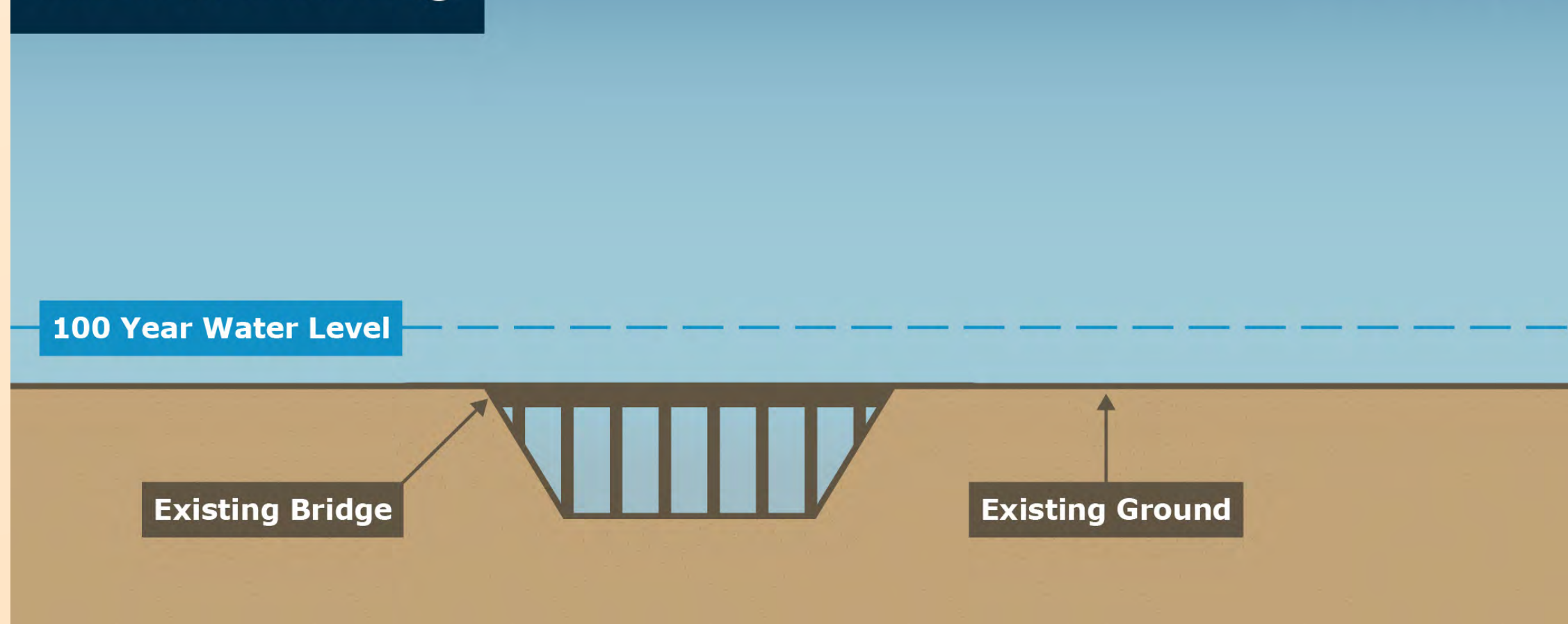
Existing and Future Conditions

Flooding overtops the embankment and the bridge in large storms. Currently this is mainly caused by stream flows. Climate change will result in flooding from both tidal backwater and stream flows.

Concepts shown at the location of the existing bridge.

Hazard: Flooding

Not to Scale



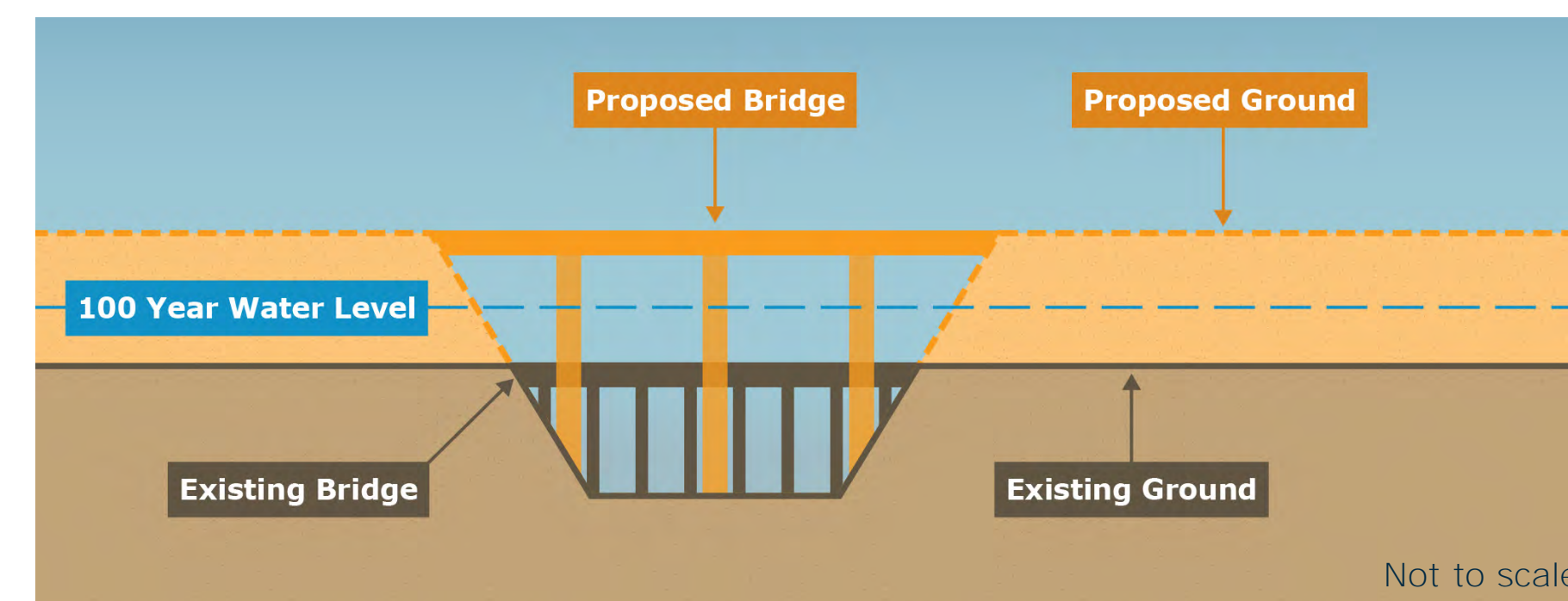
Existing and Future 100-year water levels are similar, so one is shown for simplicity.

Concepts

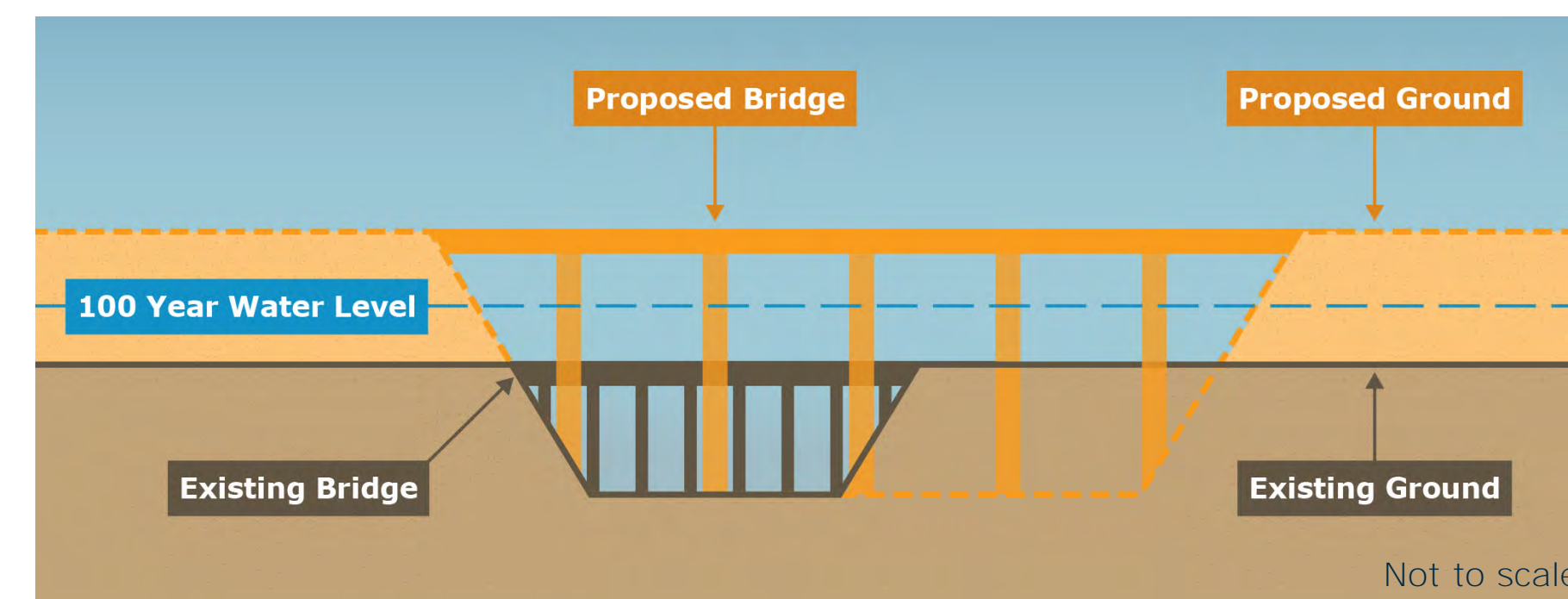
What can we do about it?

- 1 Rehabilitate/Retrofit Existing Bridge**

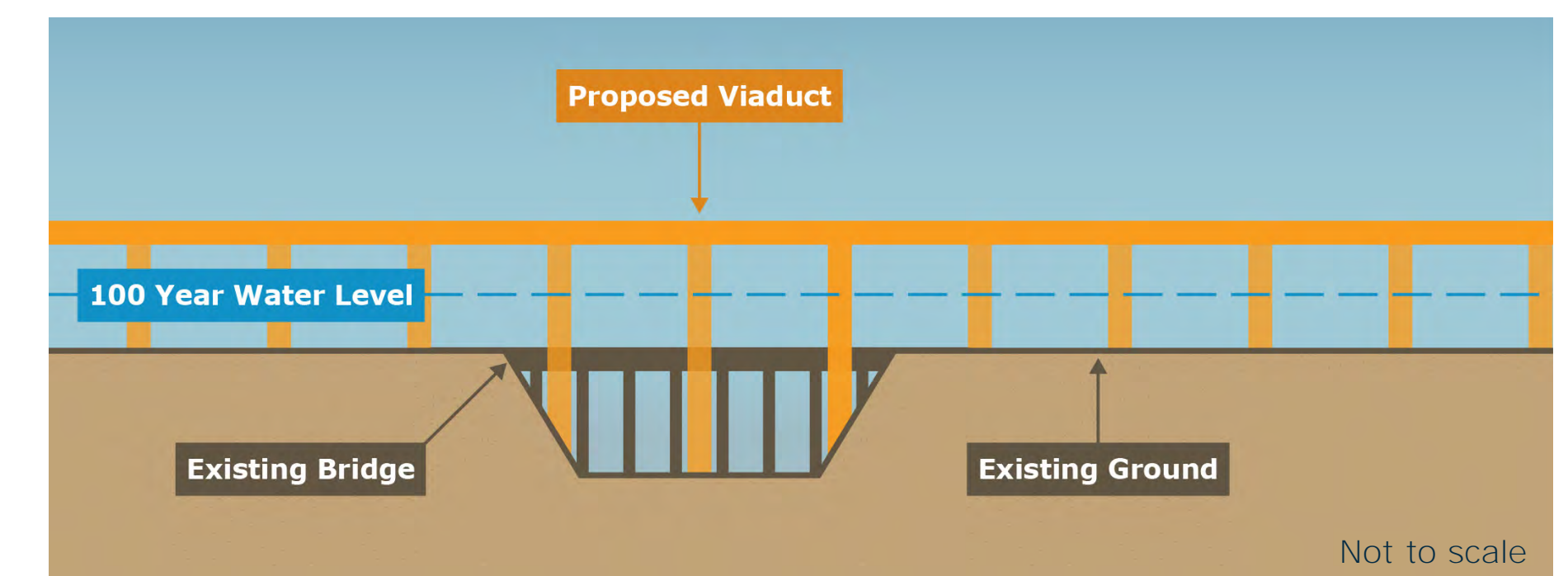
This only applies to interim trail.



- 2 Elevate Bridge — Same Opening Size**



- 3 Elevate Bridge — Expand Opening**



- 4 Viaduct Across Entire Slough**

Relocation

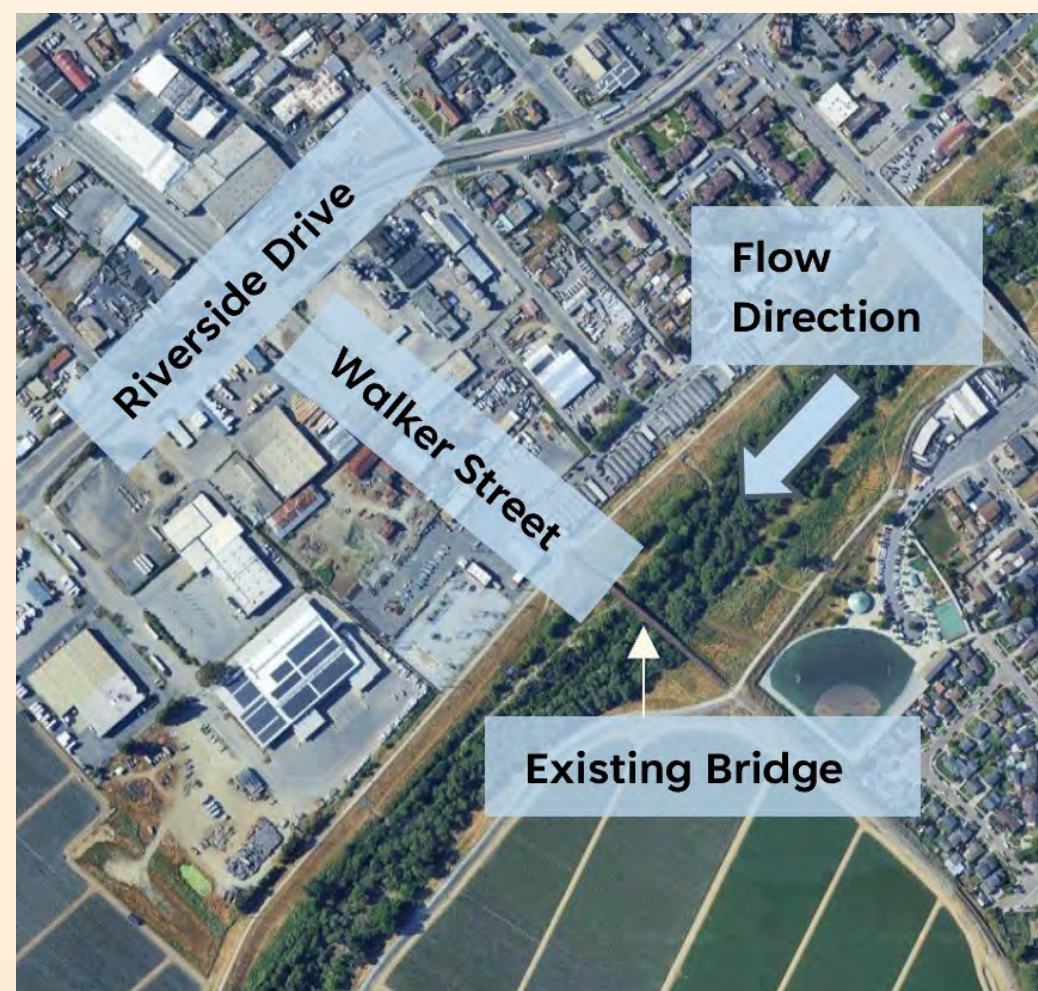
- 5** Freight and passenger rail along San Andreas Road to Watsonville
- 6** Freight rail at current alignment, passenger rail to Highway 1 corridor to Watsonville

Pajaro River

Hazards and Concepts Overview

Hazards

What is going to happen?

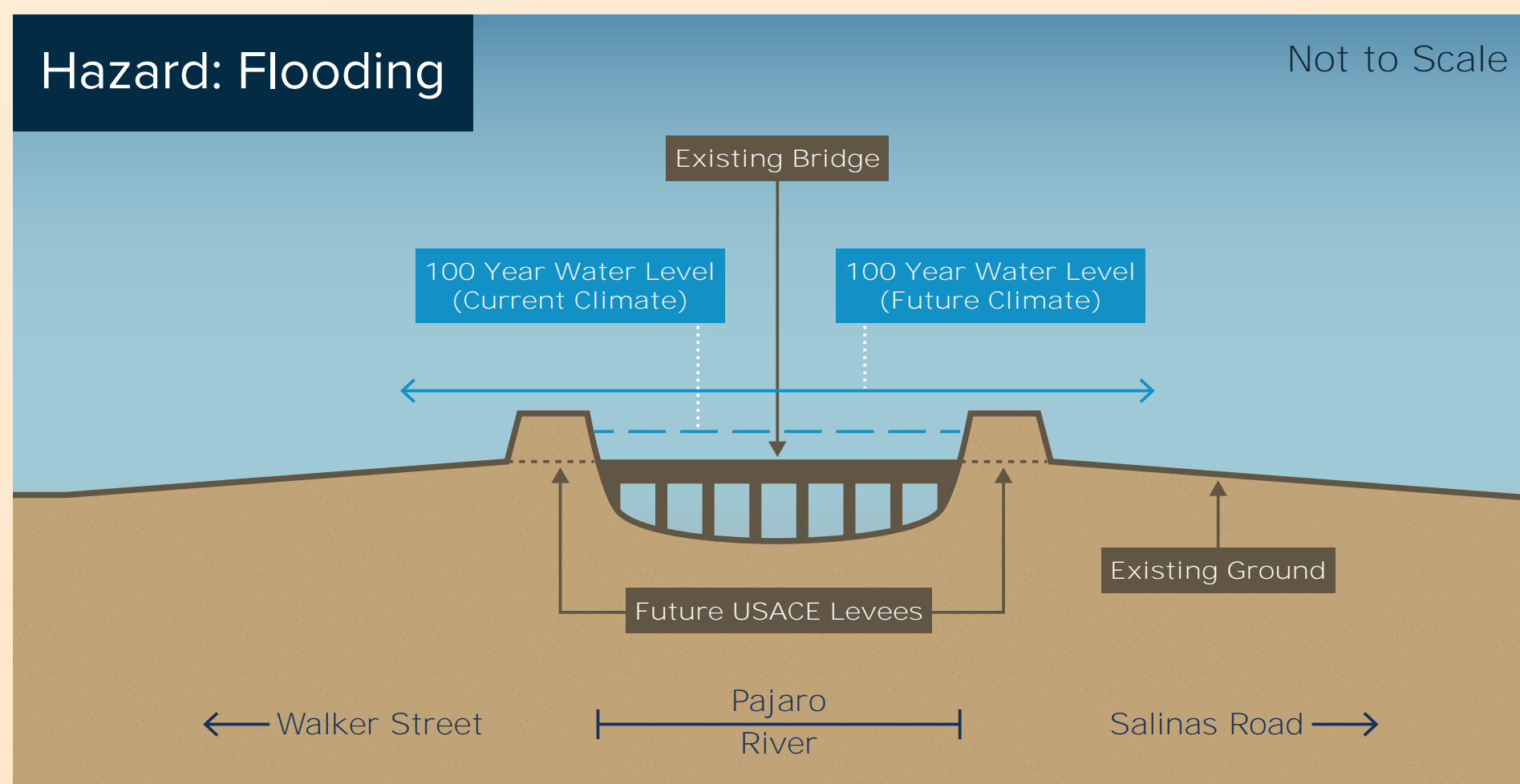


Existing Conditions

The bridge and channel are undersized for the 100-year flow.

Baseline Condition (with USACE Levees)

The water surface is higher but contained within the levees in the channel. The bridge is undersized when considering climate change impacts.

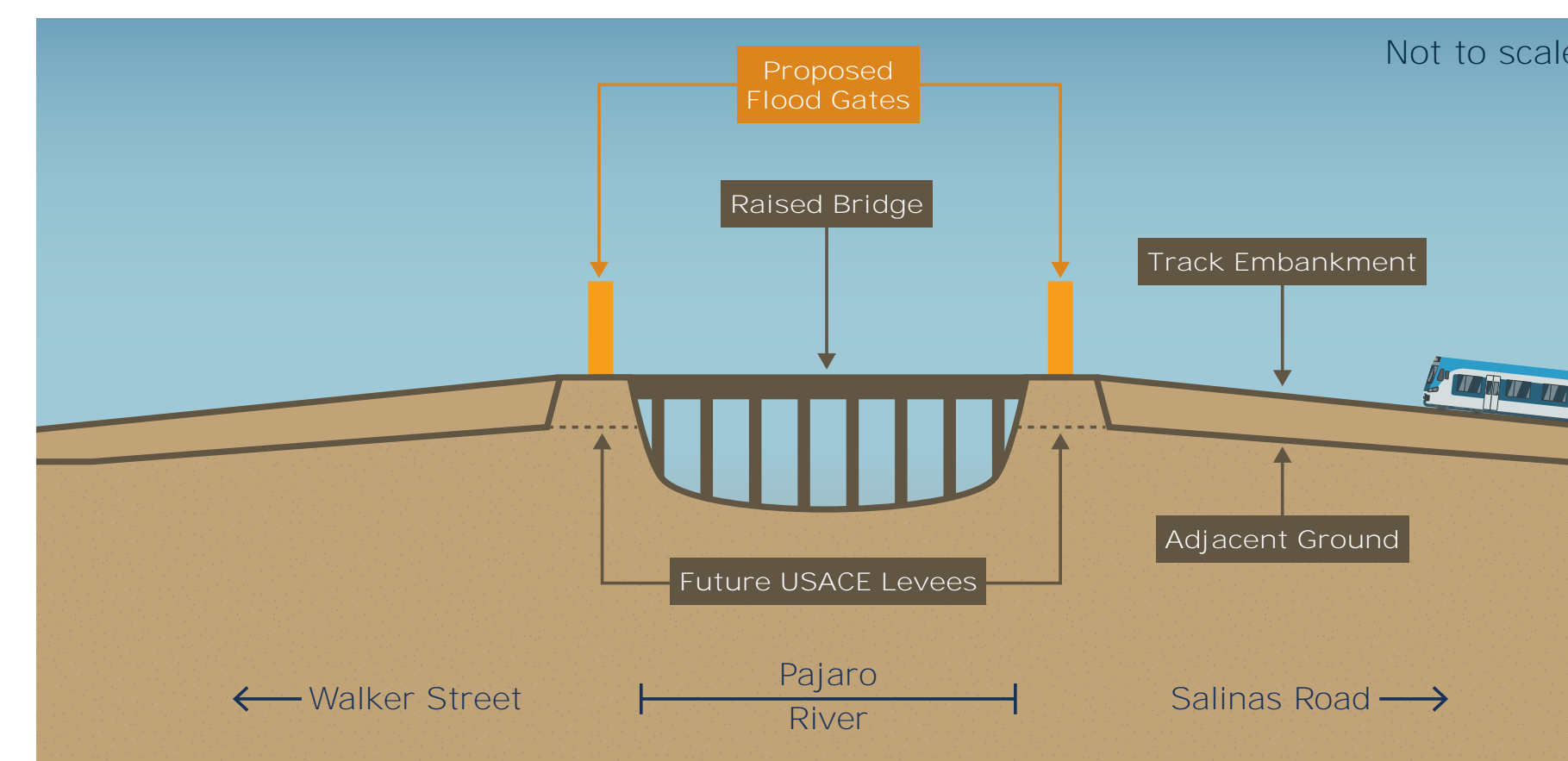


Future Conditions

With the USACE levee project and accounting for climate change, increased precipitation intensities would further raise the water levels in the Pajaro River over time. Sea level rise will have an impact but less than that of the increased precipitation.

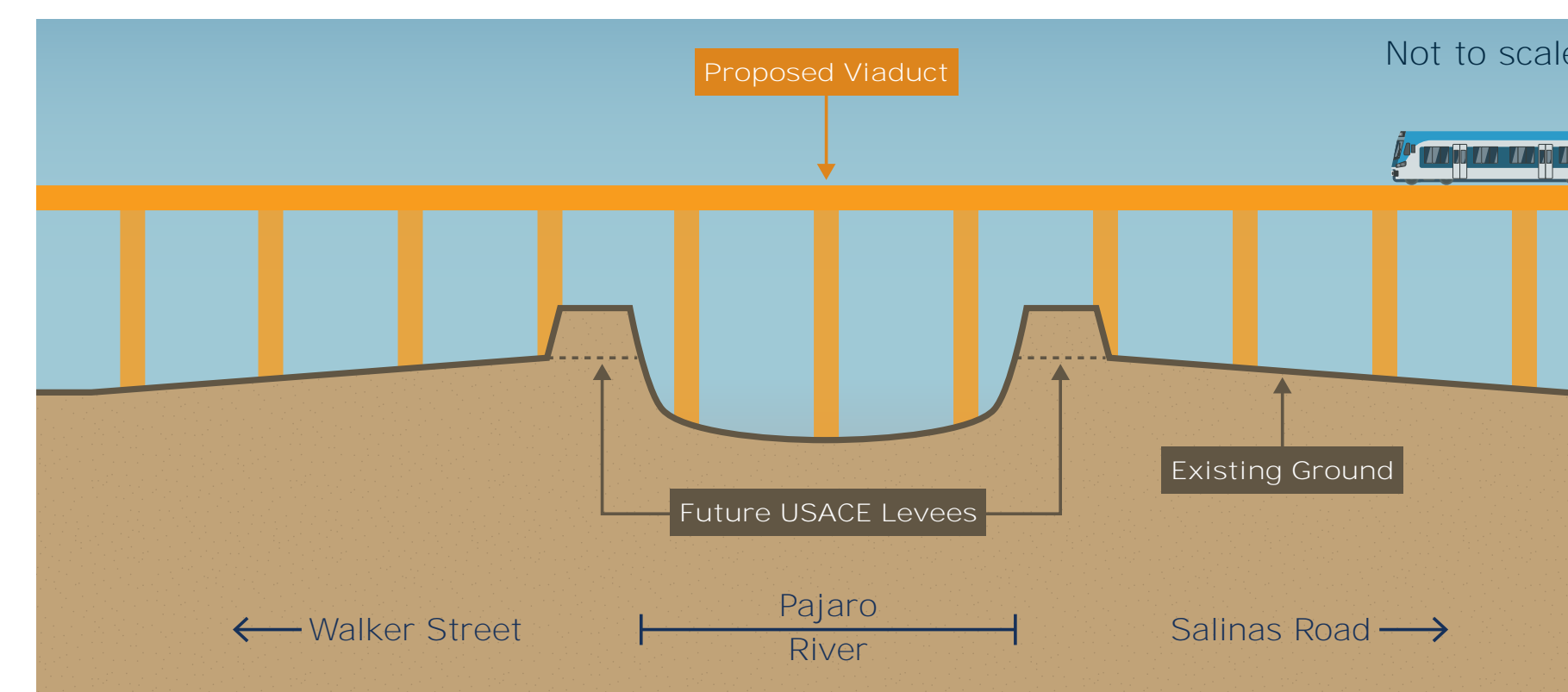
Concepts

What can we do about it?



1 Flood Gates

Flood gates would need to be closed when water levels from precipitation are high. There would be no rail service during those times.



2 Viaduct

Viaduct would need to continue west past Riverside Drive before it could come down to existing grades.

Relocation

3 Bridge crossing moved 1,500 feet southwest of existing rail bridge. Would require relocation of planned Watsonville Station, likely south on Riverside Drive

Flood Gates photo from City of Richmond Virginia.