



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

MEETING AGENDA

Monday, August 10th, 2026

5:30 pm to 8:00 pm

In-Person Meeting

RTC Offices: 1101 Pacific Avenue Suite 250, Santa Cruz, 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/85110786806>

Online meeting ID: 851 1078 6806

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

COMMITTEE MEMBERSHIP

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

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

1. Call to Order

2. Introductions

3. Consider any AB 2449 requests by voting members to participate remotely.
4. Announcements – RTC staff
5. Oral communications – members and public

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

6. Additions or deletions to consent and regular agendas

CONSENT AGENDA

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

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

REGULAR AGENDA

9. Receive information and provide input on the Santa Cruz METRO's Rapid Corridors Project – John Urgo, Santa Cruz METRO,
10. Receive information and provide input on the RTC's Committee Engagement Process and Survey Results – Sierra Topp, RTC
Staff report will be included in agenda on RTC website prior to the Monday meeting.
11. Updates related to committee functions – Committee members (oral updates)
12. Adjourn

NEXT MEETING: The next Bicycle Committee meeting is scheduled for October 5, 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 Committee 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, June 8, 2026**

This meeting was held in person at the Aptos Branch Library, 7695 Soquel Dr, Aptos, CA 95003
Remote participation was via Zoom and followed AB 2449 requirements.

5:30 pm to 8:00 pm

13. Call to Order: Chair Gina Cole called the meeting to order at 5:38 p.m.

14. Introductions

Members Present, in Person:

Corrina McFarlane, District 1 (Alt.)
Jack Brown, District 2
Steven Jonsson, District 4 (Alt.)
Paula Bradley, City of Capitola
Matt Farrell, City of Santa Cruz
Gina Cole, City of Watsonville (Chair)
Matt Miller, Ecology Action (Vice Chair)
Alexander Yasbek, CTSC

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

Alex Santiago, District 3 (Alt.)

Staff:

Grace Blakeslee, Supervising Transportation
Planner
Nick Danty, Transportation Planner
Amanda Marino, Transportation Planner
Tommy Travers, Transportation Planner

Members Remote, Not Voting:

Rick Hyman, District 5

Unexcused Absences:

None

Excused Absences:

Sally Arnold, District 3
Theresia Rogerson, District 5 (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 1 - Primary
District 2 - Alternate
District 4 - Primary
City of Scotts Valley – Primary and Alternate

Guests:

Shannon McCarty, HDR Consulting
Tiffany Mendoza, HDR Consulting
Miguel Lizarraga, City of Watsonville
John Urgo, member of the public

15. Considered any AB 2449 requests by voting members to participate remotely:

None.

16. Staff announcements

None.

17. Oral communications

Jack Brown discussed their experience at the Cradle to Career community walk over the Chanticleer bicycle and pedestrian bridge and suggested adding speed limit signs on the downhill of the bridge.

John Urgo, a member of the public representing Friends of Santa Cruz Metro reported on the group's ongoing campaign to support a ballot initiative for a new half-cent countywide sales tax to fund transit operations.

Steven Jonsson announced that the Santa Cruz Cycle Fest will take place on June 13th, 2026 between 11am and 3pm. The event would include a community bike ride, bicycle advocacy groups, live music, and food vendors. Gina Cole announced a similar event in Watsonville at the Pinto Lake County Park organized by Modo, Ecology Action, Growing Greatness, Gardenia, and Amor y Bien Estar.

18. Additions or deletions to consent and regular agendas:

A request was made to reorder agenda items 10 and 11 so that guest presenters can leave the meeting earlier. Staff announced that revised draft minutes of the May meeting were posted on the committee webpage.

CONSENT AGENDA

19. Approve draft minutes of the May 11, 2026, Bicycle Advisory Committee Meeting

20. Receive Summary of Hazard Reports

Paula Bradley stated that item 11 of the May meeting included an update related to safety in construction zones.

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

REGULAR AGENDA

21. 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

Miguel Lizarraga presented information on the design, funding, and construction of the City of Watsonville's Clifford Ave Road Rehabilitation and Traffic Calming Project between Pennsylvania Ave and Main Street in Watsonville. One committee member asked if flexible delineators could be included in the bikeway design, with another member suggesting narrower vehicles lanes to allow for wider bike lanes. One committee member also advocated for a speed limit reduction, citing AB392 as legal precedent for the discretionary setting of speed limits to 20mph in school zones. One committee member questioned the narrow design of two west-leg curb ramps at the Montebello intersection, suggesting it may be difficult for people in wheelchairs and with strollers to align themselves with the ramps. Several committee members suggested that City of Watsonville carefully structure its narrative—and support it with crash data—when discussing the project and its parking impacts with residents, citing successful efforts made by the City of Santa Cruz. Additional topics related to flashing beacons at intersections, speed tables, raised intersections, and bicycle/pedestrian accounts were brought up by committee members.

22. Receive information and provide input on Cruz 511 Hazard Report Form – Nick Danty and Jason Thompson, RTC

Nick Danty updated the committee on the status of SCCRTC's effort to upgrade its hazard report form. Several committee members voiced support for the effort and were satisfied with the progress. Some committee members found the new Survey123 mobile interface to be intuitive and a substantial improvement to the former browser-based form. Several members had difficulty accessing the form since they still had to use their browser to click on a link. One committee member suggested printing QR codes onto stickers or business cards to allow for quick access to the form. One committee member wants the form to have the capability of uploading

multiple images of the hazard depending on size and severity. Almost all committee members want to see more accountability from SCCRTC and local jurisdictions after hazards are reported. Several committee members were supportive of staff exploring online interactive dashboards that display the hazard reports that they and other members of the public submit, and recommended systems such as San Francisco's 311 application and the City of Watsonville's SeeClickFix application. Some committee members reiterated the importance of developing a method for reporting hazards in active construction zones, with one member recommending that immediate construction hazards be reported to city staff immediately separate from the hazard report forms.

23. Receive information and provide input on Santa Cruz Branch Rail Line Corridor Climate Resilience Study – Amanda Marino, RTC

Amanda Marino gave a presentation on SCCRTC's Santa Cruz Branch Rail Line Corridor Climate Resilience Study. The presentation included information on the purpose of the study, schedule, hazard types, design alternatives, and timeframe. One committee member asked if the study should include San Andreas Road and Beach Street (i.e. Monterey Bay Sanctuary Scenic Trail Segments 17B and 18A). One committee member recommended that the RTC emphasize that the study is funded by a Caltrans planning grant, not community tax dollars. Several committee members suggested that discussions with the community should be oriented more around cost and lived experience rather than technical specifications of designs. Another committee member requested that the trail-only project be studied in the long term as well, and that the environmental cost of each design alternative be studied. Several committee members inquired about the lifespan of the study and whether it was focused on a worst-case scenario or multiple timelines, with one committee member requested studying the optimal location of the trail at different future years.

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

Paula Bradley reported that the Ad-Hoc Construction Safety Sub-Committee had a positive recent meeting with engineers from each Santa Cruz County jurisdiction, as well as the RTC and UC Santa Cruz to discuss the need to improve construction zone safety. A committee member reiterated that the main goal of the sub-committee is to implement consistent MUTCD safety standards and regulations in all construction zones, as well as to improve enforcement of these standards and other traffic control plans. One committee member reinforced the importance of reporting construction zone hazards

since city and county staff need complaints from the public to address the issue. A committee member spoke to the potential development of educational tools to distribute to contractors so that they know the standards prior to construction.

Jack Brown reported on the status of conversations with Santa Cruz County Public Works Department regarding flexible delineators used for protected bike lanes. The physical deficiencies of the delineators installed on Soquel Drive are known by County staff, who plan to pilot a different product, now seen on Water Street in Santa Cruz, along an area of Soquel Drive.

25. Adjourn

The meeting adjourned at 8:05 p.m.

NEXT MEETING: The next Bicycle Committee meeting is a special meeting scheduled for August 10, 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:
Nick Danty, Transportation Planner

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Maintenance Number	Response
8/3/2026	Sarah	Bot	Kennan St		Santa Cruz	Bike: Rough Pavement or Potholes	Hello and good day, Santa Cruz City Public Works Department! I have been a resident of 127 Kennan Street in Santa Cruz, within city limits, for over 7 years. During that time, our little street has gotten progressively worse. It is full of uneven paving, potholes, and sinkholes. Me and my family, as well as several of our neighbors are avid cyclists, and our little street is a thoroughfare for cyclists between the bike path and the crossing at Ocean Street. We are way overdue for paving, and I am officially requesting that happen. Below you can see some photos for reference. Please let me know what else you may need from me and what I may expect. Thank you for your time and consideration.	Dan Estranero, Joanna Edmonds	8/4/2026		
8/2/2026	Mike	Cohen	Branciforte Creek Bike Bridge		Santa Cruz	Bike: Debris on Shoulder or Bikeway	Someone pours motor oil all over the ped/bike bridge here. It looks like it needs a spill cleanup.	Dan Estranero, Joanna Edmonds	8/4/2026		
7/22/2026	Troy	Boone	Bike Path from Wilder Ranch to Davenport		Wilder Ranch - Davenport	Bike: Other	I keep encountering cars and trucks on the bike path. Typically people smiling as if they know they aren't supposed to be on the path, but there appears to be no enforcement. Please block civilian vehicles from driving on the new bike path. Some panic and drive fast attempting to exit. Please idiot-proof this area before a preventable tragedy occurs. Others I know have encountered this as well. Maybe the nooz needs to get wind of this???	DPW	8/5/2026		
7/20/2026	Janine	Honey	N Main St	Glen Haven Rd	Soquel	Bike: Plant Overgrowth or Interference	Vegetation forces cyclists further into already dangerous curve (roadway has poor sight lines and virtually no bike lane).	DPW	7/21/2026		07/22/26 Arizza Murillo: Hello, Thank you for your email. I am forwarding to our Encroachment officer of that area @Vasant Sharma for review & response.
7/12/2026	Jack	Brown	Mark Vista Bike and Ped Bridge		Aptos	Bike: Construction Hazard	Part of the RTC/Caltrans Project for the Mark Vista bike and pedestrian bridge. The markings for the Bike Detour are dysfunctional at best and dangerous to inexperienced riders in the neighborhood. Bike lanes on McGregor Drive between Sea Ridge Road and Mar Vista Drive are closed. Only two good signs on the intended detour. Eastbound McGregor and Mar Vista and Westbound Sea Ridge and Mar Vista. Everything else is pretty much unmarked, especially at Westbound McGregor and Sea Ridge where bicyclists are most in danger with no bike lane on Westbound McGregor. This area really needs a Bike detour sign clearly noting to use westbound Sea Ridge. Also needs a sign on southbound Mar Vista stating to use Sea Ridge and another at Seaciff. This has really gone on for too long and needs to be addressed quickly and correctly.	Caltrans	7/13/2026		07/14/26 Ashton Harris: Hi Jack, Thank you for reaching out and for taking the time to share your concerns. We're sorry to hear about the impact this situation has had on you and your bike route. We have relayed your message to our crews out in the field, and they are actively looking into this and how it can be addressed. In the meantime, we appreciate the detailed information you've provided and if you would like to send any further communication our way please contact this email: info-d5@dot.ca.gov or call: 805-549-3318. Thank you again for bringing this to our attention.
7/6/2026	Karyn	Warner	Carmel St	Alta Loma Ln	Twin Lakes	Bike: Rough Pavement or Potholes	Intersection of Carmel Street and Alta Loma Avenue. Work done replacing sewer line left roadway asphalt buckled and created potholes. This has worsened over time. This road buckling is a hazard for cyclists, pedestrians and wheelchairs. It makes it difficult to access the cross walk on Lake Avenue.	DPW	7/6/2026		07/06/26 Arizza Murillo: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
7/6/2026	Karyn	Warner	Beach Boardwalk Parking Lot		Santa Cruz	Bike: Vehicles or Objects Blocking Sidewalk	Entrance to Beach Boardwalk parking lot adjacent to biking and pedestrian paths are recently blocked with large planters that are in the paths and cause pedestrians and bikers to not have safe passage. No clear markings for people to know how to safely proceed. Parking attendants are confused as well as how to direct people.	Dan Estranero, Joanna Edmonds	7/6/2026		*Follow up email sent on 08/05/26*
6/19/2026	Mike	Weatherford	Rio Del Mar		Rio Del Mar	Bike: Rough pavement or potholes	Rio Del Mar from highway 1 to the beach is littered with big potholes on the side, making it dangerous to ride a bike	DPW	6/22/2026		06/22/26: Good morning Daniel & Mike, Thank you for submitting a bicycle hazard report. I will forward to Road Operations for review.
6/15/2026	Michael	Nellany	Mission St		Santa Cruz	Bike: Rough Pavement or Potholes	The hazards are up and down Mission Street. I will include some photos in this message. The sidewalk is buckled in many areas and the asphalt near the corners is raised causing a Tripping hazard. In one of the photos, I am submitting you can see the house number. This will give you some indication in regards to the location.	Dan Estranero, Joanna Edmonds	6/17/2026		06/17/26 Joanna Edmonds: This person also reached out to us directly and we are in contact to clarify the locations.

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Maintenance Number	Response
6/11/2026	Jack	Brown	Chanticleer Bicycle Bridge		Live Oak	Bike: Rough Pavement or Potholes	Surface coating is delaminating from the bridge surface turning into a sandy debris which then collects at the ends of the bridge creating slip hazards on the bridge and entering and exiting the bridge, particularly on the north side of the bridge. Coating used needs to be re-evaluated and reconciled to withstand normal wear and usage from pedestrians and cyclists. Seems like it was not applied correctly.	DPW	6/15/2026		06/16/26 Brittini Smrz: Good afternoon Daniel & Jack, Thank you for sending this bicycle hazard report to us. I will forward to the Road Operations division for review.
6/9/2026	Heather	Gardner	Great Meadow Bike Path	Coolidge Dr	Santa Cruz	Bike: Bikeway Not Clearly Marked	Riding from the Great Meadow bike path as you cross over Ranch View Road. As it continues, there is a one-way bike path from the Ranch View Road that feeds into Coolidge Drive. Student going the opposite direction on the one-way. Reporting party had to swerve to the left to avoid student. Arrow on the path that indicates one-way traffic direction is faded. Could signage on the actual path be repainted & more clearly marked? Or possibly a Do Not Enter sign.	UCSC	6/15/2026		*Follow up email sent on 08/06/26*
6/4/2026	Ernesto	Anguiano	Portola Drive		Pleasure Point	Bike: Plant Overgrowth or Interference	There is heavy growth of the vegetation that is significantly endroaching on the bike lane creating a hazard. This is on the side closest to the lagoon heading towards 26th ave	DPW	6/8/2026		06/08/26 Arizza Murillo: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
6/4/2026	Ernesto	Anguiano	E Cliff Drive	24th Ave	Pleasure Point	Bike: Plant Overgrowth or Interference	The vegetation on the edge of the bike line have overtaken the fire extinguisher and encroached into the bike line significantly creating a hazard since there is no sidewalk ball. The entire edge going down the hill going north needs to be trimmed to allow people to safely use the bike lane and for emergency fire access to the hydrant	DPW	6/8/2026		06/08/26 Arizza Murillo: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.

AGENDA: August 2026

TO: Bicycle Advisory Committee
FROM: Nick Danty, Transportation Planner
Content largely provided by John Urgo, Chief Planning and Innovation Officer, Santa Cruz METRO
RE: Santa Cruz METRO Rapid Corridors Project

RECOMMENDATION

Staff recommends that the Committee receive a presentation and provide input on the Santa Cruz METRO's Rapid Corridors Project

BACKGROUND

Santa Cruz METRO is implementing the Rapid Corridors Project, a capital improvement program along METRO Routes 1 and 2 connecting Watsonville and Santa Cruz through Capitola and unincorporated Santa Cruz County. Building on findings from METRO's Transit Speed and Reliability Study, the roughly \$27 million project is now fully funded through the State's Transit and Intercity Rail Capital Program (TIRCP), SB 1 Solutions for Congested Corridors Program (SCCP), SB 1 Local Partnership Program (LPP-F), the Affordable Housing and Sustainable Communities (AHSC) Program, and local funds. Design is underway, with construction targeted to begin in summer 2027. Because the project reworks the curb and boarding area at approximately 97 bus stops along the corridor, it is also an opportunity to resolve long-standing conflicts between traveling motor vehicles, buses and bikes at stops, and to improve bikeway continuity along the corridor.

DISCUSSION

The project's objectives, including those most relevant to people who bike along the corridor, are to

- Evaluate traffic and travel conditions along the corridor
- Identify existing needs for pedestrians and bicyclists, bus stop amenities, and transit priority improvements, including where bus and bike movements conflict at stops
- Develop strategies and solutions for improving transit service and access
- Engage community members, including bicyclists and bicycle advocacy groups, to understand needs and opportunities
- Coordinate with local jurisdictions and key stakeholders to identify steps to implementation

The Rapid Corridors Project improves the corridors along Soquel Drive, Freedom Boulevard, Lincoln Street, 41st Avenue, Capitola Road, and Water Street. Key destinations served along the corridor include downtown Watsonville, Dominican Hospital, Santa Cruz County Health Services, Cabrillo College, Capitola Mall, several K-12 schools, and downtown Santa Cruz.

Prior to the project, corridor conditions included missing bus stop amenities, bus stops located where boarding and alighting created conflicts with people biking past on the shoulder or in a bike lane, a lack of marked crosswalks with beacons, discontinuous sidewalks, and traffic signals not coordinated with transit. For cyclists in particular, the most common conflict point is where a bus pulls to the curb across a bike lane to pick up or drop off passengers, forcing cyclists to merge into travel lanes or stop behind the bus. Input gathered from bus operators and the public has helped shape design solutions to reduce these conflicts, and County of Santa Cruz improvements planned along Soquel Drive, including buffered and protected bicycle lanes, sidewalk gap closures, and enhanced crosswalks, are being coordinated directly with METRO's bus stop redesign.

The Project applies industry best practices for reducing bus/bike conflicts at stops, drawing on the latest industry guidance and bus stop design research, to develop its recommendations. Design solutions being applied along the corridor include:

- **Boarding Island Stops:** where adequate right of way exists, up to 18 boarding islands separate the bus boarding area from the sidewalk by a bike channel, eliminating conflicts between transit vehicles and bikes at stops. Boarding islands also allow the creation of accessible in-lane stops—which reduce delays for transit—with near-level or level boarding.
- **Shared Cycle Track Stops:** Where right of way is constrained, shared cycle track stops implement a raised bike lane or protected bike lane that runs along the bus boarding area, along the extended curb, rather than wrapping behind the boarding area. Bicyclists can ride through the boarding area when no transit vehicles are present but must yield the space to boarding and alighting passengers when a bus stops.
- **Shared Bus-Bike Lane:** Shared bus-bike lanes can accommodate both modes at low speeds and moderate bus headways, where buses are discouraged from passing, and bicyclists pass buses only at stops. In appropriate conditions, bus-bike lanes are an option on streets where both dedicated bus and separate high-comfort bicycle facilities cannot be provided.

SUMMARY

Santa Cruz METRO seeks the Committee's input on the bus stop and boarding area designs proposed for the Rapid Corridors Project, particularly the treatments used to reduce bus/bike conflicts at stops.

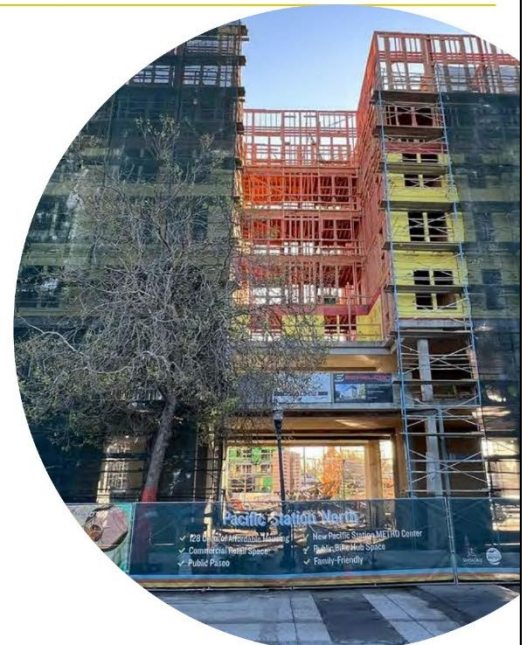
ATTACHMENTS

1. Rapid Corridors Presentation



METRO's Strategic Goals

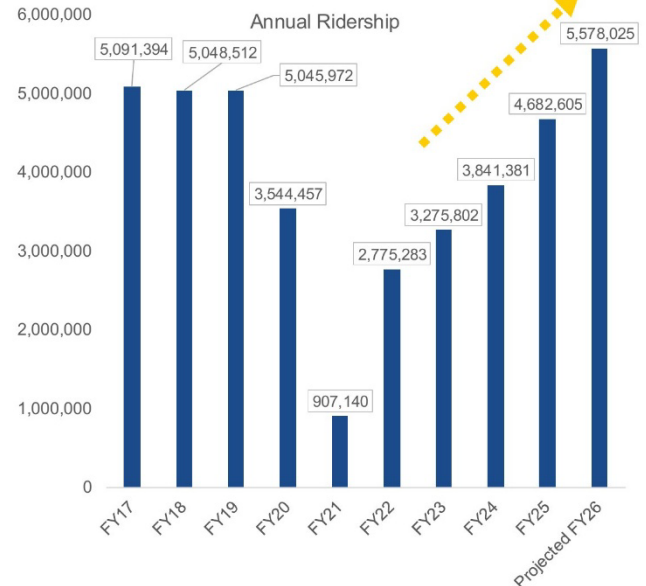
- **Double ridership** 2023-2028 (7 million trips)
- Build 200+ units of **affordable housing** at METRO-owned properties in the next decade
- Transition 100% of METRO's bus fleet to **zero-emissions** technologies by 2040



Progress To Date



- **Ridership:** 5.5 million trips (on track to finish FY26 10% *above* pre-COVID and *highest since 2011*)
- **Housing:** 127 units nearing occupancy at Rotkin Transit Center (Pacific Station) and 79 units to break ground in 2027 in Watsonville
- **Vehicles:** 60% of METRO's bus fleet converted to **zero-emission** in two years.



RAPID CORRIDORS PROJECT

Project Overview

— \$27M

in state & local investment

— ~25 miles

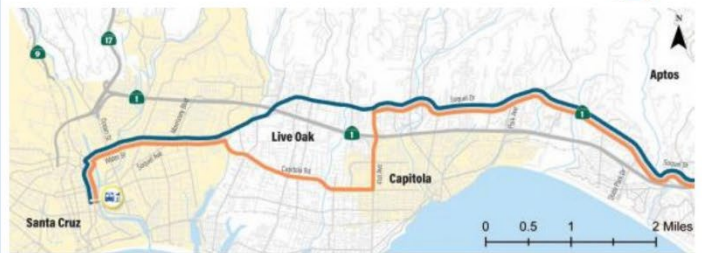
of corridor improvements

— 20%

of all county transit trips

— **Watsonville → Santa Cruz**

via Freedom/Soquel and Main/Capitola



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Current Challenges

Missing amenities

Many bus stops lack shelter, seating, and lighting - and none have real-time arrival info.

Slow, unpredictable service

Buses spend as much time stopped in traffic as they do in motion.

Gaps in pedestrian and bike access

Many stops are far from crosswalks, and buses block bike lanes at every stop.



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Walking in the County is Not for the Faint of Heart (2026)

- Santa Cruz County Civil Grand Jury

Table 2- City of Watsonville Rank for Pedestrians Killed or Seriously Injured

Year	2017	2018	2019	2020	2021	2022	2023
Rank	15	5*	1*	6*	2*	3*	4*
# KSI	24	30	39	23	25	31	27

Table 2 shows the pedestrian safety ranking of the City of Watsonville from 2017 to 2023 compared to 103 California cities of comparable size, based on [OTS rankings](#). In six of the seven years reported, Watsonville is among the top 10 California cities for pedestrians killed or seriously injured. Ranks for years in the top ten are marked with an asterisk. The table also shows the absolute number of pedestrian KSI in each referenced year.

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Existing Stops Are Uncomfortable Places To Be



MISSING SHELTERS, SEATING & LIGHTING

69% of stops have no shelter, **31%** have no benches, and many also lack adequate lighting — leaving riders exposed and vulnerable while they wait.



NO REAL-TIME PASSENGER INFORMATION

No stops have real-time arrival info, leaving riders to guess when their bus will arrive.

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Taking The Bus Is Slow And Unpredictable



LOST TIME PER STOP

Bus stops in pull-outs and bike lanes create delay as buses pull over to the curb and must wait for traffic to let them merge back in.



LOST TIME PER TRIP

Without dedicated lanes or signal priority, riders wait in traffic like everyone else — making slow trips even slower.

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And It Can Be Hard To Cross The Street



LACK OF PROTECTED CROSSWALKS

42% of bus stops are more than 100 feet from a protected crosswalk



NO SEPARATION BETWEEN BUSES AND BIKES

Buses stopping in bike lanes create discomfort for all road users

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What does this mean for riders?



30 min

lost per trip to congestion

20–30 min

per trip spent at bus stops

2×

longer than driving the same route

~50%

of the time buses are stopped in traffic

Key Project Improvements



Category	Improvement Type
 Amenities and Comfort	 - New bus shelters with seating and lighting - Digital next bus arrival signs
 Speed and Reliability	 - New boarding islands - Transit signal priority - Queue jumps
 Access and Safety	 - New pedestrian crossings - ADA enhancements - Bus stop relocation and consolidation

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How will this project benefit the community?



FASTER TRIPS	STOPS UPGRADED	EXPANDED ACCESS
40% Signal priority, queue jumps, and boarding islands will cut travel time by 18-28 minutes depending on direction	100 Including shelters, seating & real-time arrival signs throughout the corridor	100,000 Residents will be within a ½-mile of a high-quality bus stop

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PROJECT IMPROVEMENTS

Enhanced Amenities & Comfort

Goals

- **More comfortable stops** with shelters that provide shade, lighting and protection from rain
- **Real time bus arrival information** so riders know what to expect
- **Improved accessibility and comfort** for people of all ages and abilities



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Stops Worth Waiting At



NEW RAPID BUS SHELTERS

97 stops upgraded with shelters, seating & lighting — replacing bare poles with covered, lit, ADA-accessible waiting areas — including **34** in Watsonville.



DIGITAL NEXT BUS ARRIVAL SIGNS

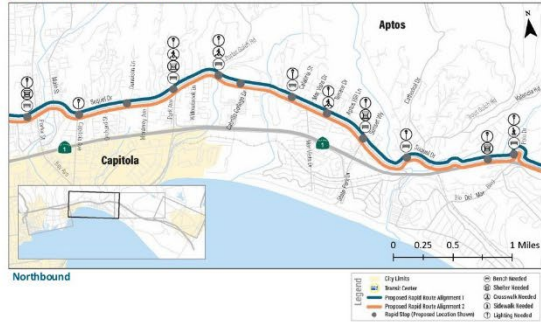
Every stop equipped with real-time arrival displays — eliminating guesswork, reducing perceived wait time, and making the system easier to use for all riders.

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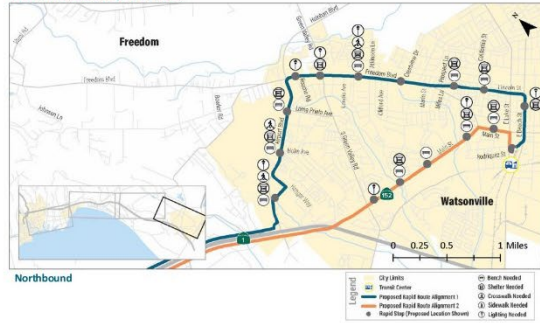
Enhanced Bus Stop Amenities



Enhanced Bus Stop Amenities

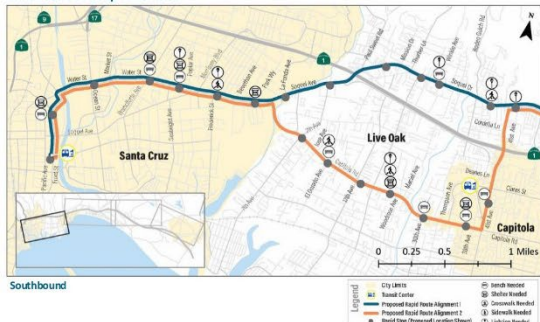


Enhanced Bus Stop Amenities



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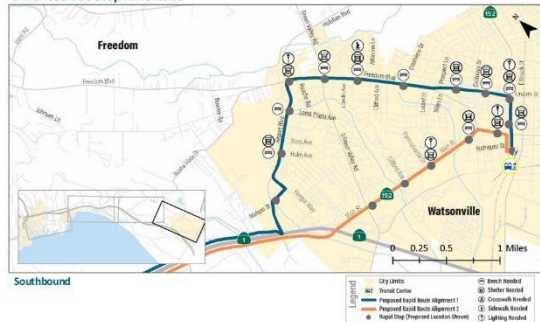
Enhanced Bus Stop Amenities



Enhanced Bus Stop Amenities



Enhanced Bus Stop Amenities



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Faster & More Reliable Trips

Goals

- **Faster** travel times
- **More reliable service** that the public can count on being there
- Ability to **serve more riders** by reinvesting travel time savings into running buses more frequently



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Extending The Curb To Meet The Bus



Bus Bulb



Transit Island

Bus Bulbs and Boarding Islands extend the curb so buses are not delayed when pulling out of and re-merging into traffic.

Only used where an adjacent through lane is present for cars

Passengers board safely on a raised platform. Cyclists pass behind on a designated path. Bicycle traffic flows around — not behind — the stopped bus.



Bus arrives on time more often



10-20 seconds saved per stop
= 8-10 minutes saved per trip!



Reduces delay for bus riders.



Wider boarding areas improve accessibility



Improves pedestrian and bike safety

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Santa Cruz to Capitola



Bus Bulb & Transit Island Locations

Santa Cruz:

- Transit Island: 7

Watsonville:

- Transit Island: 3
- Bus Bulb: 5

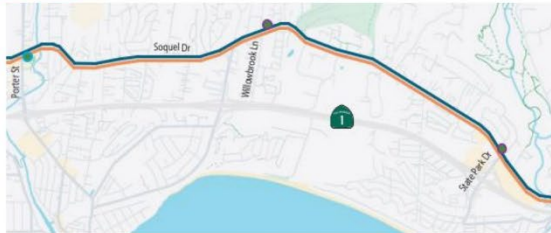
County:

- Transit Island: 8
- Bus Bulb: 1

Capitola:

- Transit Island: 2

Capitola to Aptos

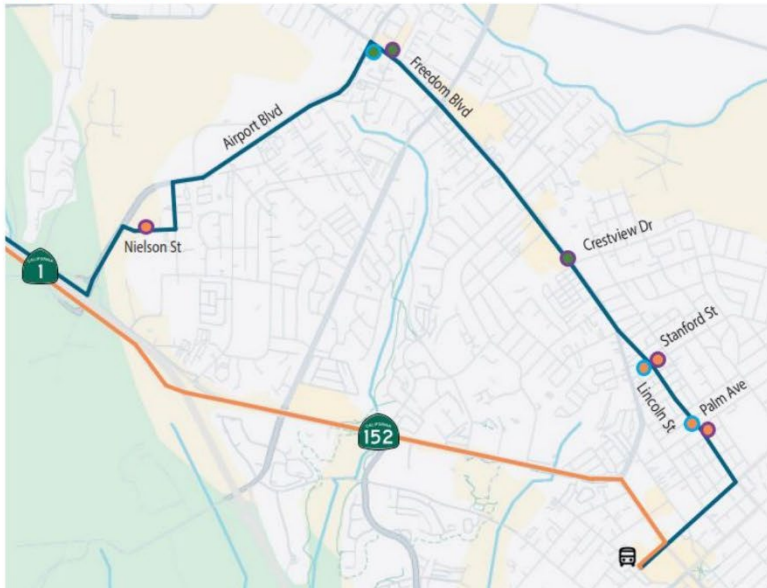


Bus Bulb & Transit Island Locations



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Freedom to Watsonville



Bus Bulb & Transit Island Locations

Santa Cruz:

- Transit Island: 7

Watsonville:

- Transit Island: 3
- Bus Bulb: 5

County:

- Transit Island: 8
- Bus Bulb: 1

Capitola:

- Transit Island: 2

Bus Bulb & Transit Island Locations



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But I drive – how will this benefit me?



Less time stuck behind the bus: 85% of existing stops on Routes 1 & 2 in Watsonville are in-lane or partially in-lane



TODAY

- ✗ Bus partially blocks 1 travel lane and bike lane where present
- ✗ Cars attempt to squeeze past with limited clearance
- ✗ Bus must re-merge into traffic after stop
- ✗ Delay for bus, hazard for cyclists

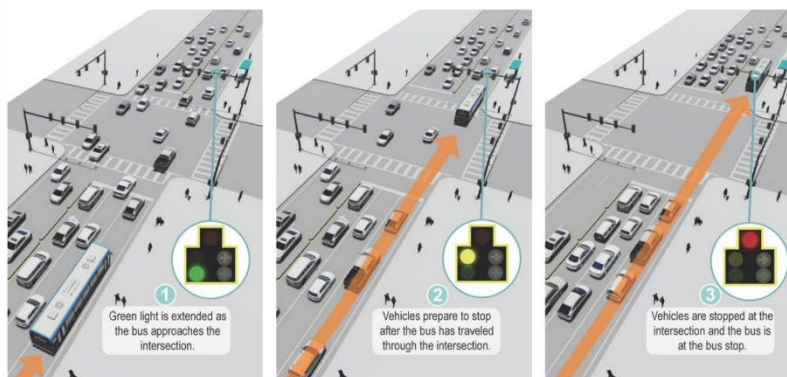


WITH BOARDING ISLAND

- ✓ Bus stops in-lane by design — safely
- ✓ Traffic flows in adjacent lanes — no squeeze
- ✓ No pulling to curb and re-merging means faster departures
- ✓ Cyclists use dedicated path behind platform

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Green Lights and Head Starts



Transit Signal Priority (TSP) holds green lights for a few extra seconds as a bus approaches — allowing buses to clear intersections without stopping.

Uses on-board GPS and vehicle location technology combined with traffic signal controllers.

60+ Intersections

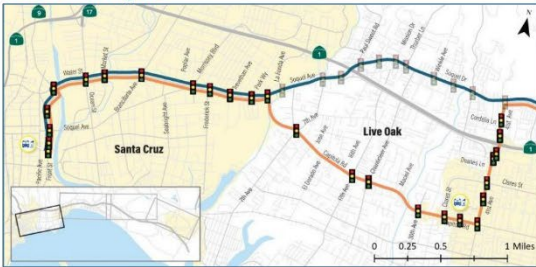
5–9 Minutes of trip time saved between Santa Cruz and Watsonville

✓ Bus arrives on time more often

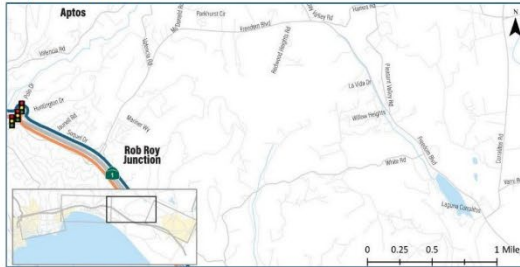
Reduces delay for bus riders

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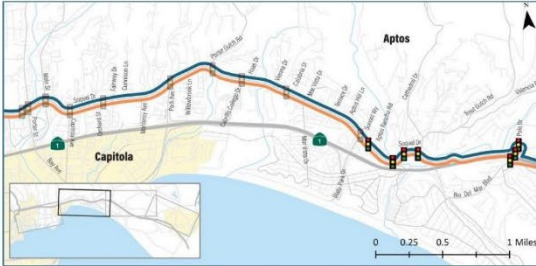
Santa Cruz to Capitola



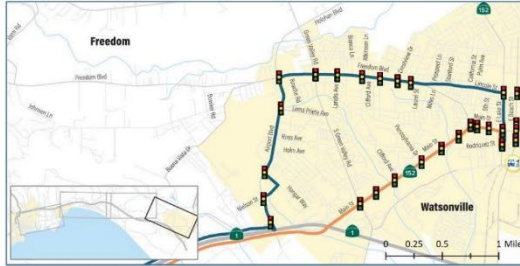
Aptos to Freedom



Capitola to Aptos



Freedom to Watsonville



TSP Locations

Santa Cruz:
- County Project: 1
- Not in County Project: 13

Capitola:
- Not in County Project: 9

Watsonville:
- Not in County Project: 27

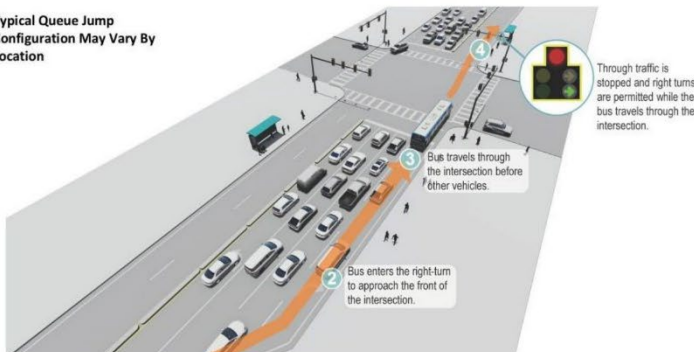
County
- County Project: 20
- Not in County Project: 12

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Green Lights and Head Starts



Typical Queue Jump Configuration May Vary By Location



Typical queue jump configuration — may vary by location

Queue jumps are a specially marked travel lane at traffic signals that allows buses to get ahead of the traffic queue — reaching the intersection first and proceeding while other vehicles wait.

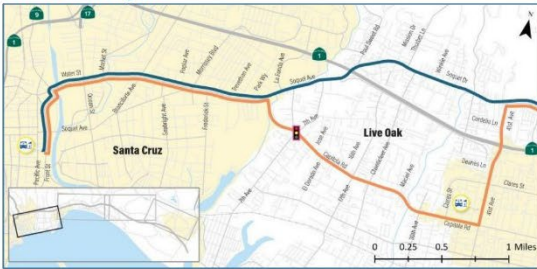
7 | Queue jumps planned at intersections along Routes 1 & 2

✓ | Bus arrives on time more often

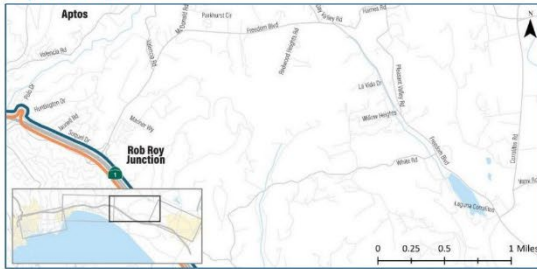
👤 | Reduces delay for bus riders

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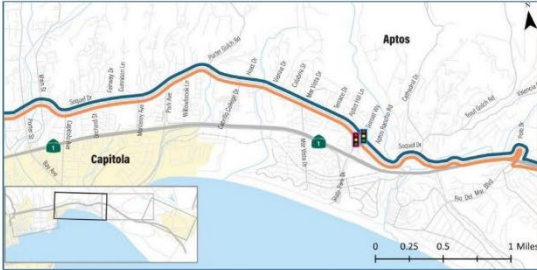
Santa Cruz to Capitola



Aptos to Freedom



Capitola to Aptos



Freedom to Watsonville



Queue Jump Locations (exact locations TBD)
 Santa Cruz: 2
 Watsonville: 2
 County: 3

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PROJECT IMPROVEMENTS

Safer Streets & Easier Access to Transit

Goals

- Safer pedestrian access to and from bus stops
- ADA improvements for people with disabilities
- Clearer crossings with better visibility for people walking and biking



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Safer Pedestrian Access



HIGH-VISIBILITY CROSSWALKS

Solar-powered flashing beacons and high-intensity activated crosswalks improve safety for people on foot and bike



RECTANGULAR RAPID FLASHING BEACONS

Pedestrian-activated beacons alert drivers at key mid-block crossings — making it safer to reach bus stops



STOP RELOCATIONS & CONSOLIDATIONS

Stops moved closer to crosswalks and consolidated to reduce exposure — connecting more riders safely to transit

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Designed for Everyone



DETECTABLE WARNING SURFACES

Tactile dome surfaces at curb ramps alert people with low vision to the edge of the sidewalk and street



DIRECTIONAL INDICATORS

Raised edge treatments and directional tiles guide cane users safely along paths and across crosswalks

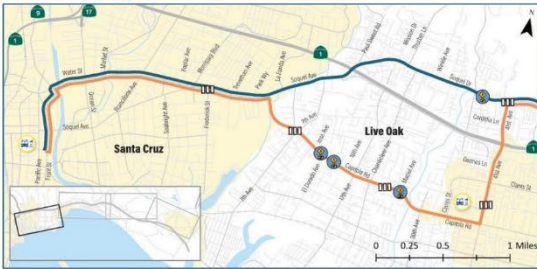


ADA-COMPLIANT CURB RAMP

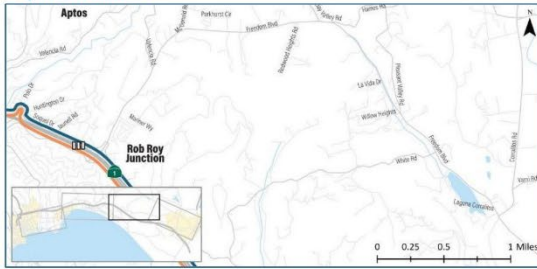
Reconstructed curb ramps near bus stops provide smooth, accessible transitions for people using wheelchairs or mobility devices

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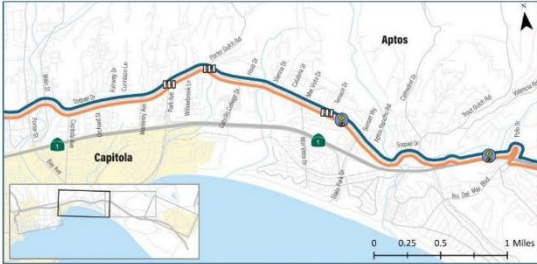
Santa Cruz to Capitola



Aptos to Freedom



Capitola to Aptos



Freedom to Watsonville



Pedestrian Crossing Locations

Santa Cruz:

- High Vis Xwalk: 1
- RRFB: 1

Capitola:

- High Vis Xwalk: 1

Watsonville:

- High Vis Xwalk: 3
- PHB: 1

County:

- High Vis Xwalk: 7
- RRFB: 4

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PROJECT IMPROVEMENTS

Case Studies & Conceptual Designs

Goals

- **Transit boarding islands** have been operating successfully for years in many cities around the world
- **Three transit islands and five bus bulbs** are proposed in Watsonville



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Case Studies: Boarding Islands



SEATTLE, WA



LONG BEACH, CA



SAN FRANCISCO, CA

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Case Studies: Constrained Boarding Islands



CHICAGO, IL



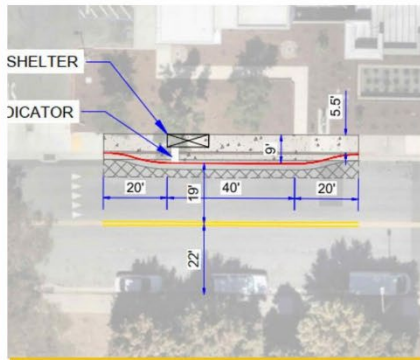
LOS ANGELES, CA



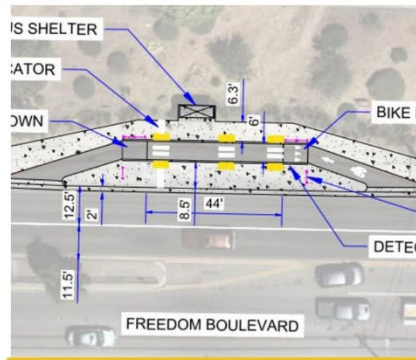
PORTLAND, OR

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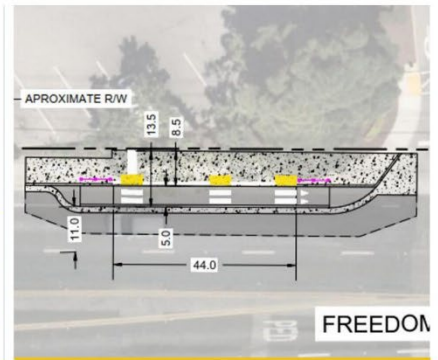
Conceptual Designs



Watsonville Community Hospital



Freedom Blvd at Crestview



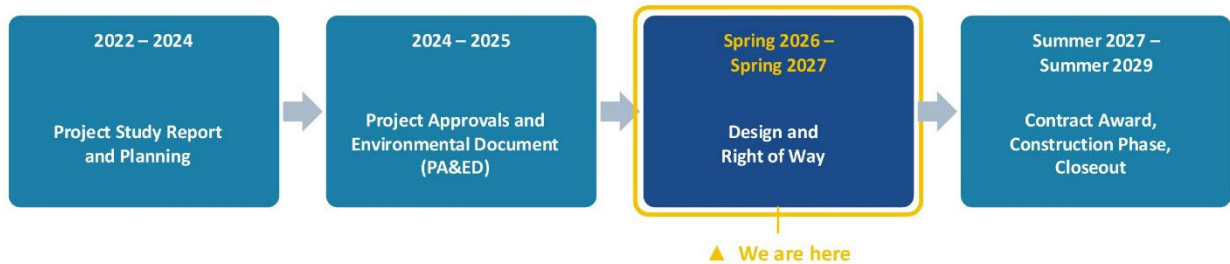
Freedom Blvd at Roache

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Where Are We Now?



- From 2022 to 2024, METRO completed significant community outreach, a community survey, and a series of virtual and in-person events.
- In 2025, we completed the project approvals and environmental development phase and secured the last of our grants totaling \$27 million.
- As we progress through design, we want to keep you and your community informed.



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Next Steps



1

New project webpage

A dedicated project website and direct contact with the project team available for questions as design progresses

2

Deeper community engagement

Direct outreach to community-based organizations, community associations, and public leaders will increase

3

Proactive rider outreach

Transit users and those directly impacted will be notified as enhanced stop locations are finalized



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Questions?

E-mail: jurgo@scmtd.com



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