



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

BICYCLE ADVISORY COMMITTEE

MEETING AGENDA

Monday, October 5, 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/89067090610>

Online meeting ID: 890 6709 0610

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

COMMITTEE MEMBERSHIP

<u>Member</u>	<u>Alternate</u>	<u>Representing</u>
Corrina McFarlane	Vacant	District 1
Jack Brown	Vacant	District 2
Sally Arnold	Alex Santiago	District 3
Steve Jonsson	Vacant	District 4
Rick Hyman	Theresia Rogerson	District 5
Paula Bradley	Christopher O'Connell	City of Capitola
Matt Farrell	Vacant	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 August 10, 2026 Bicycle Advisory Committee Meeting
8. Receive Summary of Hazard Reports
9. Committee appointments and nominations

REGULAR AGENDA

10. Receive information and provide input on the Santa Cruz METRO's Rapid Corridors Project – John Urgo, Santa Cruz METRO,
11. Receive information and provide input on Measure D Programs of Projects – Tommy Travers, RTC
12. Updates related to committee functions – Committee members (oral updates)
13. Adjourn

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

SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES

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

HOW TO REACH US

Santa Cruz County Regional Transportation Commission | 1101 Pacific Avenue Ste. 250, Santa Cruz, CA 95060
phone: (831) 460-3200 | email: info@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 continuará 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, August 10, 2026**

Location: 1101 Pacific Avenue Suite 250, Santa Cruz, 95062. Remote participation via Zoom and followed AB 2449 requirements. 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 5:49 p.m.
2. Introductions

Members Present, in Person:

Corrina McFarlane, District 1 (Alt.)
Jack Brown, District 2
Sally Arnold, District 3
Steven Jonsson, District 4 (Alt.)
Rick Hyman, District 5
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
Kelly Curtlett, CTSC (Alt.)

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

Staff:

Grace Blakeslee, Supervising Transportation
Planner
Nick Danty, Transportation Planner
Sierra Topp, Transportation Planning
Technician
Tommy Travers, Transportation Planner

Members Remote, Not Voting:

Alex Santiago, District 3 (Alt.)

Unexcused Absences:

None

Excused Absences:

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.)

Vacancies:

District 1 - Primary
District 2 - Alternate
District 4 - Primary
City of Scotts Valley – Primary and Alternate

Guests:

Kailash Mozumder, Public Works Project
Manager – City of Capitola

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

None.

4. Staff announcements

Nick Danty, RTC Transportation Planner, provided an update on the RTC's bicycle and pedestrian hazard reporting. The new hazard report form dashboard and mobile friendly features are in development. Committee Members emphasized that coordination with the Interagency Technical Advisory Committee (ITAC) and individual staff members at partner jurisdictions is a major part of improving hazard response.

Tommy Travers, RTC Transportation Planner, announced that a contract was awarded at the June 11th, 2026, RTC meeting for the environmental and preliminary design phases of Coastal Rail Trail Segments 13 through 20 located in the southern portion of Santa Cruz County in and around the City of Watsonville. RTC staff communicated that future updates to Segments 8/9 and Segments 10/11 project designs will be brought to the BAC.

5. Oral communications

Kelly Curlett, Committee Member, gave an update on the Community Traffic Safety Coalition and Santa Cruz METRO's Week Without Driving Campaign that will take place between October 1st and October 8th, 2026. The Week Without Driving is an education program that encourages people to walk, bike, roll, or take transit for one week. A request for public volunteers was made for the community event taking place on October 2nd, 2026, between 4pm and 7pm at the Capitola Mall METRO Transit Center. Interested parties may visit www.cruzintogether SCC.org for more information on the event and how to volunteer.

Jack Brown, Committee Member, announced that bicyclist detour signage in and around the McGregor Drive and Mar Vista intersection has been modified to include right turn notifications.

Paula Bradley, Committee Member, thanked the City of Capitola staff for moving the temporary construction signage for the 41st Ave Pavement Rehabilitation & Multimodal Improvements project out of the bike lanes and off the sidewalks.

Kailash Mozumder, City of Capitola Public Works Manager, announced that the City of Capitola is developing its first Active Transportation Plan (ATP) to identify existing infrastructure and safety conditions and to create a prioritized list of active transportation projects and programs. The Plan was awarded through a Caltrans planning grant and is receiving support from Ecology Action and the consultant firm Fehr and Peers. The public outreach and engagement process is currently underway, and project staff will present the draft plan to the Committee in early 2027. A survey to obtain input on the

City of Capitola ATP is available at: www.fp.mysocialpinpoint.com/capitola-atp.

6. Additions or deletions to consent and regular agendas:

The staff report for Item 10 was posted to the Committee webpage prior to the meeting

CONSENT AGENDA

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

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

REGULAR AGENDA

9. Receive information and provide input on the Santa Cruz METRO's Rapid Corridors Project – John Urgo, Santa Cruz METRO

METRO was unable to attend committee meeting. Item was moved to October 5th. 2026 agenda.

10. Receive information and provide input the RTC's Committee Engagement Process and Survey Results – Sierra Topp, RTC

Sierra Topp, RTC Transportation Planning Technician, discussed RTC's survey of Advisory Committee members to assess committee member engagement. Survey responses will be shared with RTC's Advisory Committees and inform staff recommendations about committee member engagement and meeting priorities. Committee Members appreciated the opportunity to provide feedback on committee engagement and discussed the evolution of the committee and the biking environment within Santa Cruz County. RTC staff requested that BAC members who haven't completed the survey do so during the meeting.

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

Paula Bradley, Committee Member, and representative of the Ad-Hoc Construction Safety Sub-Committee, provided information about signage informing bicyclists about construction impacting bicycle facilities in Capitola on 41st Avenue, and signage informing bicyclists of construction activities in other cities. The report highlighted the importance of not placing signage in bike lanes or on sidewalks that could conflict with bicycle and pedestrian travel. Options for including signage in construction zones and not in conflict with bicycle and pedestrian travel include mounting signs on posts that can be located outside of bicycle lanes and sidewalks, smaller signs, and/or posts attached to moveable weighted bases. The update included a suggestion to encourage jurisdictions to add language to construction contracts that require firms to use small signs during construction. Committee Members supported this suggestion.

Rick Hyman, Committee Member, provided information about roles and responsibilities of the Committee. Committee members discussed communications with their respective district supervisor and council member, public works employees, and RTC commissioner. The Committee then discussed how it could be engaged in the design of bicycle infrastructure projects, in e-bike safety programs, and to incorporate pedestrian design and education safety.

Jack Brown, Committee Member, announced that new flexible delineators along Soquel Ave and Soquel Drive are being piloted.

12. Adjourn

The meeting adjourned at 8:05 p.m.

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

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
9/24/2025	Ben	Ruggeberg	Traffic light left turn lane on Hwy 9 to enter SLV HS. 37.061484, -122.080051	N/A	Felton	Bike: Traffic signal problem	The left turn light does not seem to trigger for bicycles to allow safe turning into SLV HS.	Jonathan Wulff, Savanna Weber (Caltrans)	9/25/2026	1193718	9/25/26 Savanna Weber: Dear Citizen, Thank you for reaching out to Caltrans. A ticket (#1193718) has been submitted through the Caltrans Customer Service Request System regarding this concern. The request is being sent to the Caltrans Traffic Operations department for review. After an investigation of this request has been performed, a response will be sent via the Caltrans Customer Service Request Portal.
9/24/2026	Ben	Ruggeberg	Fall Creek Drive in Felton 37.055611, -122.079220	N/A	Felton	Bike: Rough pavement or potholes	Many of the pot holes are on a downhill section and can be difficult to see with the afternoon sun.	DPW	9/25/2026		9/25/26 Arizza Murillo: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
9/23/2026	Marty	Demare	Hwy 1 Aproaching Back Ranch Rd	Back Ranch Rd	Santa Cruz	Bike: Plant overgrowth or interference	Willows overgrowth forces bicyclists into traffic lane	Jonathan Wulff, Savanna Weber (Caltrans)	9/25/2026	1193727	9/25/26 Savanna Weber: Dear Citizen, Thank you for reaching out to Caltrans. A ticket (#1193727) has been submitted through the Caltrans Customer Service Request System regarding this concern. The area Superintendent and Maintenance Supervisor responsible for maintaining this region have been notified and will investigate your concern. Scheduling and completion of the reported issue may be affected by several factors, including available resources, safety issues, and priority level. Thank you for your concern for the California transportation system. After an investigation of this request has been performed, a response will be sent via the Caltrans Customer Service Request Portal.
9/23/2026	Marty	Demare	Bike /ped trail between Shaffer Road and Wilder Ranch	N/A	Santa Cruz	Bike: Plant overgrowth or interference	Shrub overgrowth encroaching on path. weeds and grass overgrowing pavement needing edging and debris removal.	Jonathan Wulff, Savanna Weber (Caltrans)	9/25/2026	1193731	9/25/26 Savanna Weber: Dear Citizen, Thank you for reaching out to Caltrans. A ticket (#1193731) has been submitted through the Caltrans Customer Service Request System regarding this concern. The area Superintendent and Maintenance Supervisor responsible for maintaining this region have been notified and will investigate your concern. Scheduling and completion of the reported issue may be affected by several factors, including available resources, safety issues, and priority level. Thank you for your concern for the California transportation system. After an investigation of this request has been performed, a response will be sent via the Caltrans Customer Service Request Portal.
9/19/2026	William	Cook	Beach St in front of Neptune's Kingdom	N/A	Santa Cruz	Bike: Railroad hazard	Unprotected RR tracks. Sequential 90° turns. Gutter as part of bike lane All violations of vision zero and NACTO standards. Uneven crack at gutter and bike lane	Dan Estranero, Joanna Edmonds	9/25/2026		9/25/26 Joanna Edmonds: We are considering this input in the design for Segment 8 of the rail trail project.

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Maintenance Number	Response
9/6/2026	Masi	Bayless	Hwy 1 between Wilder and Pigeon Point	N/A	Davenport	Bike: Plant overgrowth or interference	There are multiple area's along highway one going north to pigeon point that there is overgrown plants forcing riders into the highway. The ironman is coming next weekend so thought i'd mentioned it i already submitted to Caltrans	Jonathan Wulff (Caltrans)	9/8/2026		9/11/26 Savanna Weber: Good morning, Thank you for reaching out regarding this concern. A Customer Service Request has been submitted on the citizen's behalf, and the issue will be addressed under ticket number 1190935. Please be aware that vegetation management along HWY 001 extends from Santa Cruz County, which falls under Caltrans District 5, into San Mateo County, managed by Caltrans District 4. To ensure the concern is properly addressed in San Mateo County, we highly encourage the citizen to contact Caltrans District 4 directly at (510) 286-4444 or submit a request through the Customer Service Request Portal at https://csr.dot.ca.gov/index.php/Msrsubmit . Thank you all for your attention and
9/2/2026	Steve	Lustgarden	Buena Vista Ave	Between Idaho and Pine	Santa Cruz	Bike: Rough Pavement or Potholes	There are deep potholes and very uneven pavement creating a serious biking hazard on Buena Vista Avenue between Idaho and Pine. The uneven pavement is especially problematic and could easily cause a cyclist to lose control and fall here.	Dan Estranero, Joanna Edmonds	9/2/2026		9/28/26 Joanna Edmonds: This was forwarded to our Streets Maintenance crew to look at on 9/2/26.
8/31/2026	Sylvie	Childress	High St		Santa Cruz	Bike: Plant Overgrowth or Interference	Uphill bike lane of high street has overgrown vegetation, bikes entering roadway to avoid it. This is a frequent issue due to the drainage of that area and could probably be put on a regular maintenance schedule.	DPW	9/1/2026		09/01/26 Dylan Anderson: Hello all, This request has been sent to our staff for assessment. Our team will contact you regarding this work.
8/26/2026	Tom	Brady	Valencia Rd	Lupine Valley Rd	Day Valley	Bike: Rough Pavement or Potholes	Potholes, broken pavement, cracking, buckling. This road section is extremely dangerous because it is in the trees and shaded, so hazards are hard to see. I hit a pothole at 20 MPH and almost crashed. Had it been a novice cyclist, you would have a lawsuit. This section of road needs to be completely repaved like Trout Gulch because it is just as bad. This road is used heavily by cyclists and motorists. It is bad in both directions. Cyclists are forced into the middle of the lanes in both directions to avoid hazards that will damage wheels; this causes conflicts between motorists and cyclists.	DPW	9/1/2026		09/01/26 Arizza Murillo: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Maintenance Number	Response
8/25/2026	Jack	Brown	600 Block of Water St		Santa Cruz	Bike: Debris on Shoulder or Bikeway	On Tuesday trash pickup days, businesses typically put their receptacles in the bike lane buffer zone which is fine. The issue is when the Sanitation Dept empties the receptacle, the bin is either knocked over into the bike lane or rolls out of the buffer zone and into the bike lane creating a trap for riders.	Dan Estranero, Joanna Edmonds	8/26/2026		9/30/26 Joanna Edmonds: This input has been shared with the Refuse division of Public Works.
8/19/2026	Ernesto	Anguiano	Felt St	Aloha Ln	Live Oak	Bike: Debris on Shoulder or Bikeway	There is a large amount of glass in the bike Lane and roadway	DPW	8/24/2026		08/24/26 Brittini Smrz: Good morning Daniel & Ernesto, Thank you for submitting a report. I will forward to Road Operations for review.
8/18/2026	Ian	Terry	Western Dr	Cypress Park	Santa Cruz	Bike: Debris on Shoulder or Bikeway	It's a dangerous object, attached to the road. Nearly hit it.	Dan Estranero, Joanna Edmonds	8/19/2026		9/30/26 Joanna Edmonds: Most of these delineators on Western Drive were replaced a couple months ago, but Public Works staff will go take a look to see if there are any damaged ones remaining. If so we will have our Streets Maintenance crew replace them.
8/17/2026	Jack	Brown	Soquel Ave		Soquel	Bike: Plant Overgrowth or Interference	Trees are a bit overgrown over the bike lane and need to be trimmed.	DPW	8/18/2026		08/19/26 Arizza Murillo: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
8/17/2026	Juan Perez	Alvarez	Mount Hermon Road		Felton	Bike: Debris on Shoulder or Bikeway	There are wood fragments, tree branches, metal washers, trash and broken glass to name a few of the debris items in the bike lane. makes it hard to stay in the bike lane and not need to go into the road, whole cars are traveling at high speeds.	DPW	8/18/2026		08/19/26 Arizza Murillo: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
8/17/2026	Jack	Brown	511 Water St	May Ave	Santa Cruz	Bike: Debris on Shoulder or Bikeway	FG-300 delineator torn out.	Dan Estranero, Joanna Edmonds	8/18/2026		08/18/26 Joanna Edmonds: This has been forwarded to our Streets Maintenance crew.
8/17/2026	Jack	Brown	Water St		Santa Cruz	Bike: Debris on Shoulder or Bikeway	Westbound Water Street, west of Branciforte (36°58'53.2"N 122°00'54.2"W) FG-300 delineator torn out.	Dan Estranero, Joanna Edmonds	8/17/2026		08/18/26 Joanna Edmonds: This has been forwarded to our Streets Maintenance crew.
8/12/2026	Jack	Brown	Santa Cruz Riverwalk East Walkway		Santa Cruz	Bike: Debris on Shoulder or Bikeway	Container of sulfur powder was dropped and spilled on the pathway. Package was removed, but sizeable amount of the sulfur powder remains on the pathway. I assume this is a hazardous material issue.	Dan Estranero, Joanna Edmonds	8/12/2026		9/30/26 Joanna Edmonds: This one was resolved, I sent it to our Streets Maintenance crew on 8/25.

Date	First Name	Last Name	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Maintenance Number	Response
8/11/2026	Zach	Joseph	Sheraton Pl		Soquel	Bike: Plant Overgrowth or Interference	low hanging tree tops in front of the New Brighton Co Housing along Soquel Dr, near the intersection of Sheraton Pl	DPW	8/12/2026		08/12/26 Arizza Murillo: Hello, Thank you for your email. I am forwarding to our Road Maintenance division for review & response.
8/11/2026	Jack	Brown	Soquel Dr		Soquel	Bike: Debris on Shoulder or Bikeway	A field review of the Soquel corridor identified 56 remaining black delineator bases where the delineator posts are missing—27 eastbound and 29 westbound. With the Delineator Pilot now taking place near Dominican Hospital, it appears the older delineators that were no longer functioning are not intended to be maintained. Leaving the obsolete bases in place creates an unnecessary safety concern, particularly for bicyclists. The low-profile black bases provide little contrast against the black asphalt and can be difficult to see, especially during the shorter daylight hours, low-light conditions, or when riders are focused on surrounding traffic. Recommendation: As part of the transition to the new delineator treatment, the 56 abandoned bases should be removed and the pavement restored to a smooth, flush condition as soon as possible. Removing the bases would eliminate an unnecessary roadway hazard and ensure that the corridor does not retain physical remnants of a delineator system that is no longer being maintained.	DPW	8/11/2026		8/11/2026 Brittini Smrz: Good afternoon Daniel & Jack, Thank you for submitting a bicycle hazard report. I will forward to Road Operations for review.
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	5	08/25/26 Joanna Edmonds: We have already received reports regarding this directly from the residents and have been in touch with them.
8/2/2026	Mikey	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		08/25/26 Joanna Edmonds: Hi Daniel, Not sure if I responded to this one, but this was resolved.

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 enforcementPlease 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		08/10/26 Brittini Smrz: Hello Daniel & Troy, Thank you for submitting a hazard report. I have sent it to Road Operations for review & response.
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 Seaclyff. This has really gone on for too long and needs to be	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		08/25/26 Joanna Edmonds: This one is on private property. Thanks,

TO: Bicycle Advisory Committee

FROM: Nick Danty, Transportation Planner

RE: Bicycle Advisory Committee Membership Appointments

RECOMMENDATIONS

Staff recommend that the Bicycle Advisory Committee (BAC) receive the appointments of Corrina McFarlane and Steven Jonsson to serve on the Bicycle Advisory Committee (Committee).

BACKGROUND

Seats on the Regional Transportation Commission's Bicycle Advisory Committee correspond to City and Supervisorial District seats on the Regional Transportation Commission (RTC). Commissioners of the four cities may nominate individuals for RTC consideration. Commissioners of the five Supervisorial Districts may appoint representatives directly. Two additional seats for Bike to Work and the Community Traffic Safety Coalition also exist, and appointments are made by the respective organization. Seats for the Bicycle Committee are for four-year terms (Supervisorial Districts) or three-year terms (all others). Each seat has a primary (voting) and an alternate representative. The Bicycle Advisory Committee's description, role and membership are in the 2022 RTC Rules and Regulations available on the RTC website.

DISCUSSION

Earlier this year, the primary representative for District 1, Scott Roseman, and the primary representative for District 4, Anna Kammer, resigned. RTC staff updated its website and notified the Commissioners of these districts. Staff provided recent applications from people either applying for or living in the district.

Via emails to staff, Commissioner Koenig appointed Corrina McFarlane ([Attachment 1](#)) to the Committee as the primary representative for District 1, and Commissioner Hernandez appointed Steven Jonsson ([Attachment 2](#)) to the Committee as the primary representative for District 4.

Staff continue to seek applicants to fill vacancies and for ending terms and welcomes recommendations from Commissioners. The application and more information about the Committee are available on the RTC webpage <https://sccrtc.org/meetings/bike-committee/>. Currently there are five vacancies: Alternative representatives for District 2, the City of Santa Cruz, and the City of Watsonville, and primary and alternative

representatives for the City of Scotts Valley. If the Commission approves the appointments of Corrina McFarlane and Steve Jonsson, two vacancies will open for alternative representatives for Districts 1 and 4.

A current roster is included as Attachment 3.

As communicated by Commissioner Koenig and Commissioner Hernandez, staff recommend that the RTC receive the appointments of Corrina McFarlane and Steven Johnsson to serve on the Bicycle Advisory Committee.

FISCAL IMPACT

None.

SUMMARY

Due to resignations, two vacancies were created on the Committee. Staff recommend that the RTC receive the direct appointments from Commissioners.

Attachment:

1. Application for Corrina McFarlane
2. Application for Steven Jonsson
3. October 2026 Bicycle Advisory Committee Roster

Name

Corrina McFarlane

Address

[REDACTED]

Santa Cruz, CA 95062

United States

[Map It](#)

Email

[REDACTED]

Phone

[REDACTED]

Position(s) I am applying for:

District 1 primary

I am willing to serve in any appropriate position

- Yes

Length of residence in Santa Cruz County:

20 years

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

Cut my teeth as an BAC District 1 Alternate!

Other Relevant Work or Volunteer Experience

Trained and served on Santa Cruz probation dept NAB Neighborhood Accountability Board
Restorative Justice program for juvenile first-time offenders

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

Bicycle everywhere. Surrogate grandma to a gaggle of kids all of whom are encouraged from the get-go to take to human-powered wheels.

Not quite remembering when I was appointed to BAC District 1 Alternate; maybe 2 or 3 years ago(?). I consider it something of a triumph that I have managed to show up for most meetings in a life where I have many multi-generational plates spinning ongoing.

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

We are surrogate grandparents to a Lakota orphan teenager (from SD Pine Ridge Indian Reservation) connected since their birth to her cousins who always lived here in Santa Cruz with Santa Cruz Mom and Pine Ridge Lakota Dad. This has catapulted us into Santa Cruz parenting/child/teen world in a way we never would have been (all those kids have grown up riding around on my bicycle with me). As well, our kid, for instance, has been an integral part of Salud y Cariho (champions girl esteem) at Shoreline in which practically every girl is Latino/ethnic.

Certification

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

Name

Steven Jonsson

Address

[REDACTED]

Watsonville, California 95076

US

[Map It](#)

Email

[REDACTED]

Phone

[REDACTED]

Position(s) I am applying for:

RTC BAC District 4

I am willing to serve in any appropriate position

- Yes

Length of residence in Santa Cruz County:

60 years

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

Current alternate on BAC for District 4

Other Relevant Work or Volunteer Experience

Bike Santa Cruz County board member for 3 years

Bicycle Industry Rep for 30 years

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

I have been an alternate for District 4 for over a year now, and enjoyed representing the Watsonville Community. My experience as a board member of BSCC, and a resident of Bay Village, has connected me to many people who serve the City of Watsonville. I am a long time cyclist who believes in the power of 2 wheels. I have ridden most every road (and trail) in the South County and for that matter all of Santa Cruz County.

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

I am a working 70-year-old male with a disabled body, but I know personally how a bike can change lives, as it did for me some 36 years ago when I got clean and sober.

Certification

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

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

*New appointment

AGENDA: October 5, 2026

TO: Bicycle Advisory Committee
FROM: John Urgo, Chief Planning and Innovation Officer
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 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 cyclists, 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 cyclists 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 protected crosswalks, discontinuous sidewalks, and traffic signals not coordinated with transit. For cyclists, 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 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 or streetcar 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 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



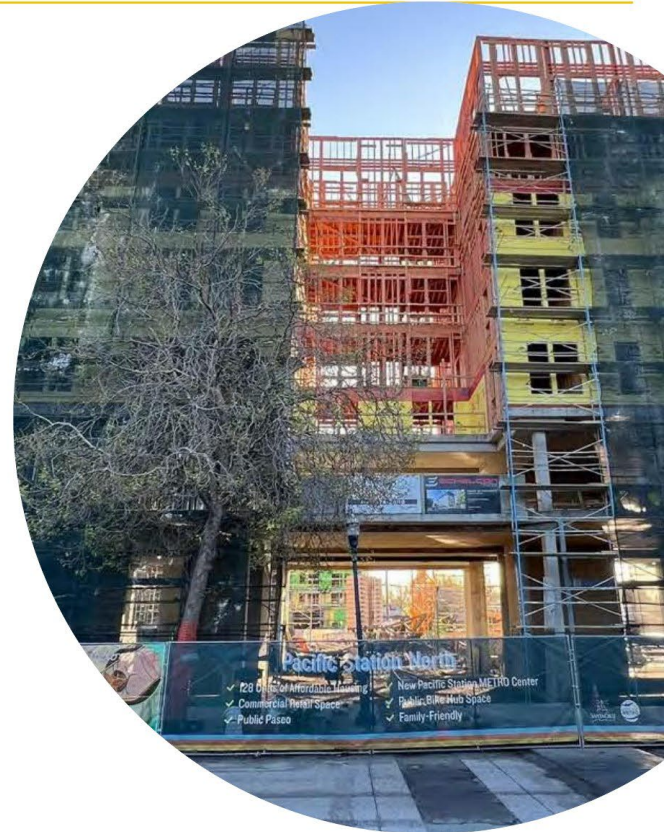
Santa Cruz METRO Rapid Corridors Project Update

July 2026

METRO's Strategic Goals



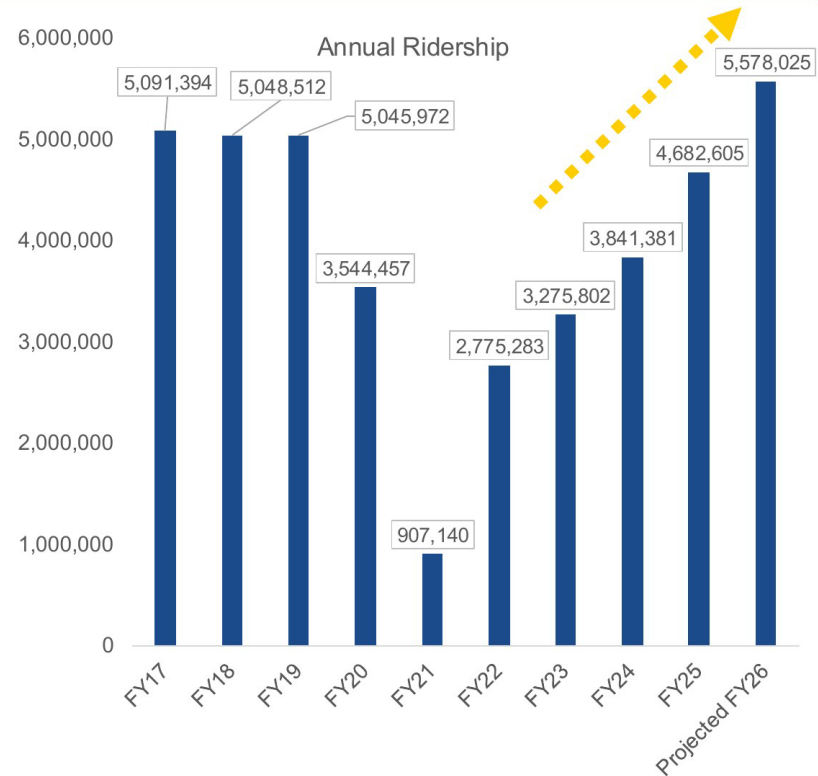
- **Double ridership** 2023-2028 (7 million trips)
- Build 200+ units of **affordable housing** at METRO-owned properties in the next decade
- Transition 100% of METRO's bus fleet to **zero-emissions** technologies by 2040



Progress To Date



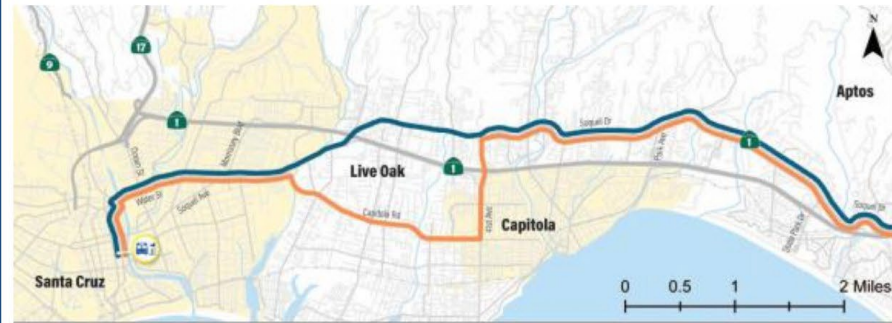
- **Ridership:** 5.5 million trips (on track to finish FY26 10% *above* pre-COVID and *highest since 2011*)
- **Housing:** 127 units nearing occupancy at Rotkin Transit Center (Pacific Station) and 79 units to break ground in 2027 in Watsonville
- **Vehicles:** 60% of METRO's bus fleet converted to **zero-emission**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

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.

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

40%

Signal priority, queue jumps, and boarding islands will cut travel time by 18-28 minutes depending on direction

STOPS UPGRADED

100

Including shelters, seating & real-time arrival signs throughout the corridor

EXPANDED ACCESS

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

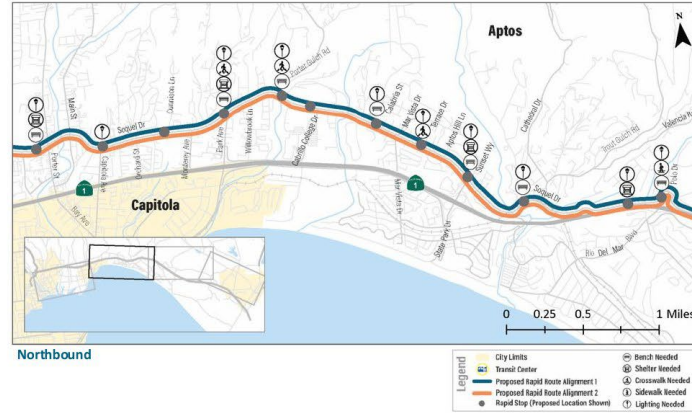
Every stop equipped with real-time arrival displays — eliminating guesswork, reducing perceived wait time, and making the system easier to use for all riders.

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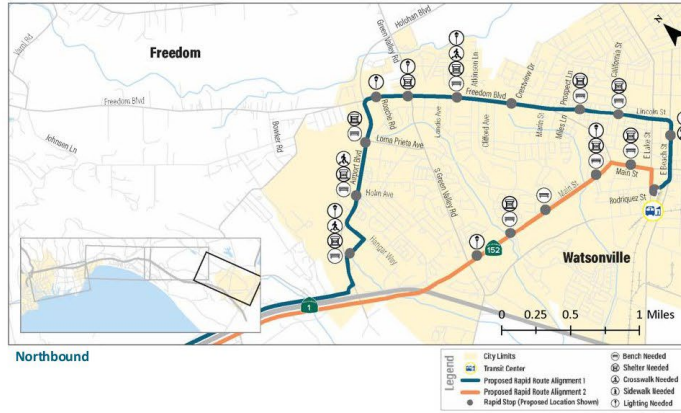
Enhanced Bus Stop Amenities



Enhanced Bus Stop Amenities



Enhanced Bus Stop Amenities

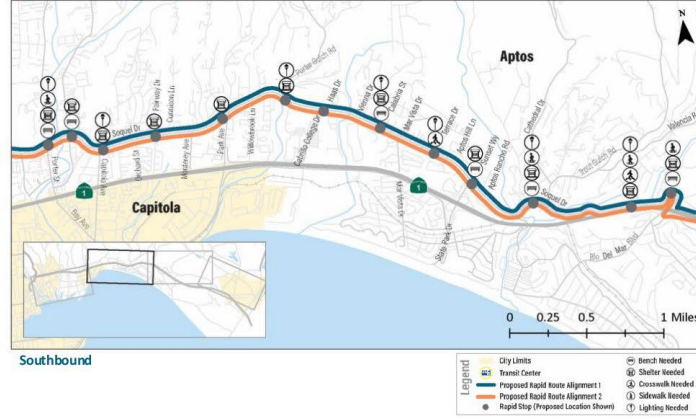


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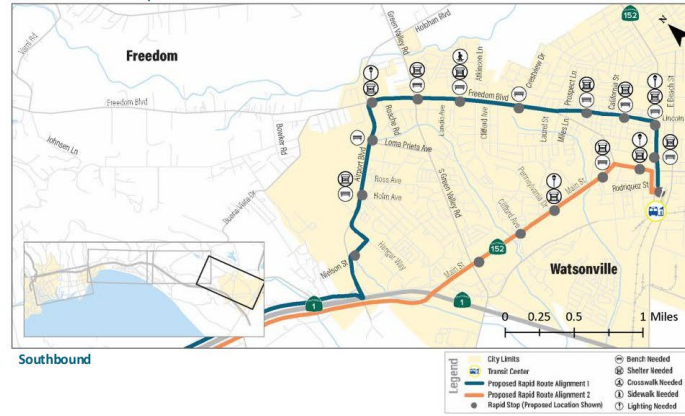
Enhanced Bus Stop Amenities



Enhanced Bus Stop Amenities



Enhanced Bus Stop Amenities



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PROJECT IMPROVEMENTS

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

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.



Transit Island



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



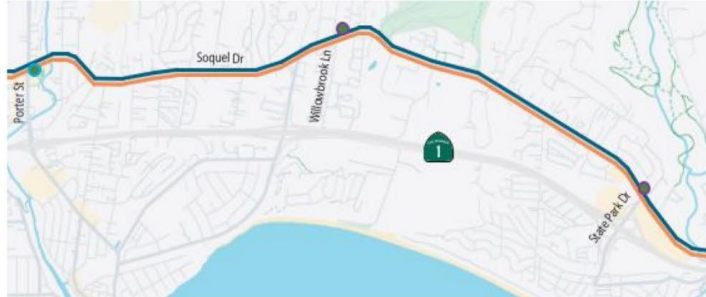
Improves pedestrian and bike safety

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Santa Cruz to Capitola



Capitola to Aptos



Bus Bulb & Transit Island Locations



Bus Bulb & Transit Island Locations

Santa Cruz:

- Transit Island: 7

Watsonville:

- Transit Island: 3

- Bus Bulb: 5

County:

- Transit Island: 8

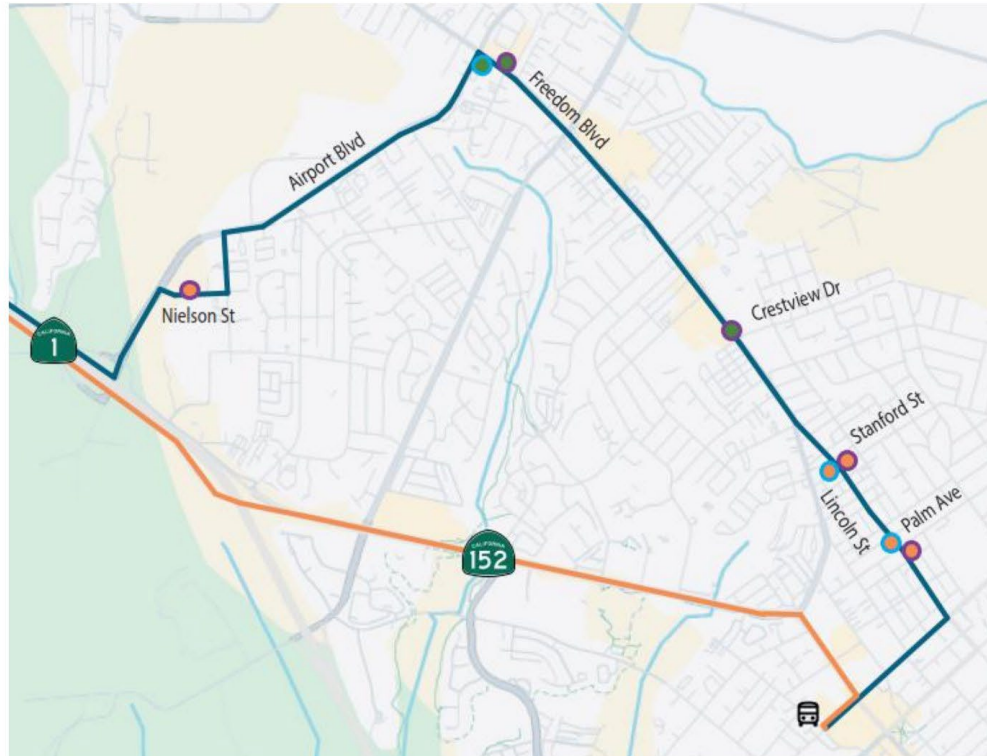
- Bus Bulb: 1

Capitola:

- Transit Island: 2

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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

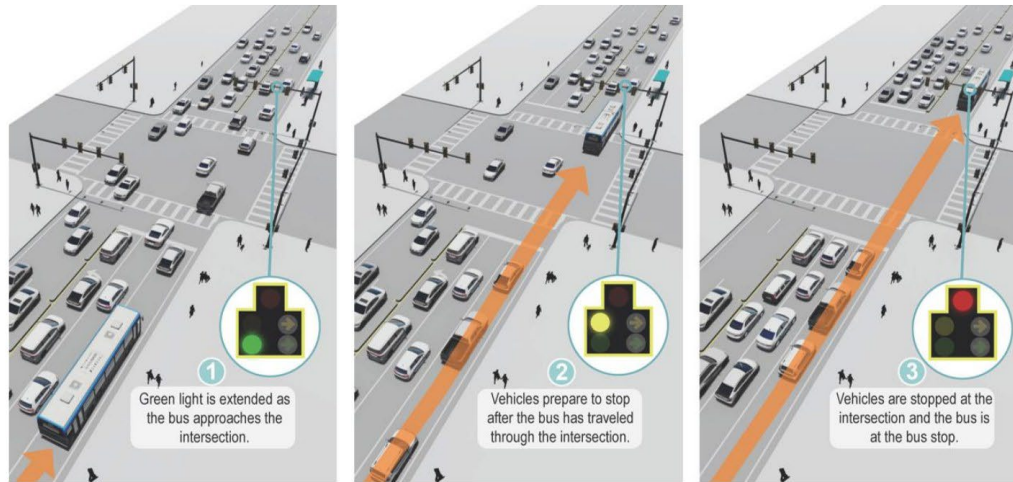
WITH BOARDING ISLAND



- ✓ 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

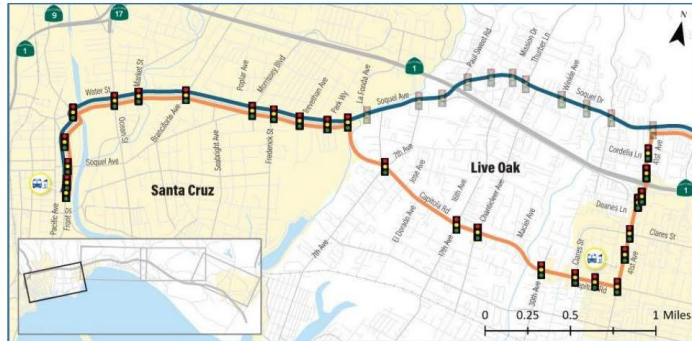
5–9 | Minutes of trip time saved between Santa Cruz and Watsonville

✓ | Bus arrives on time more often

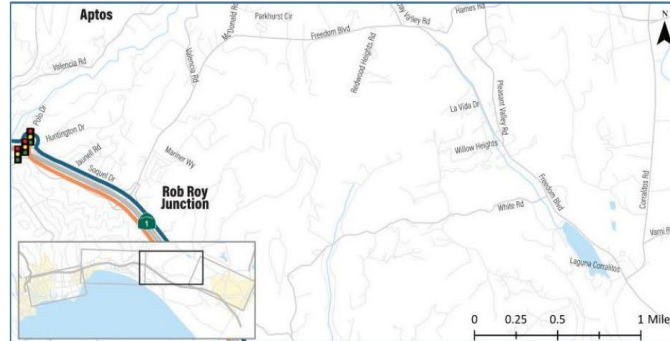
👤 | Reduces delay for bus riders

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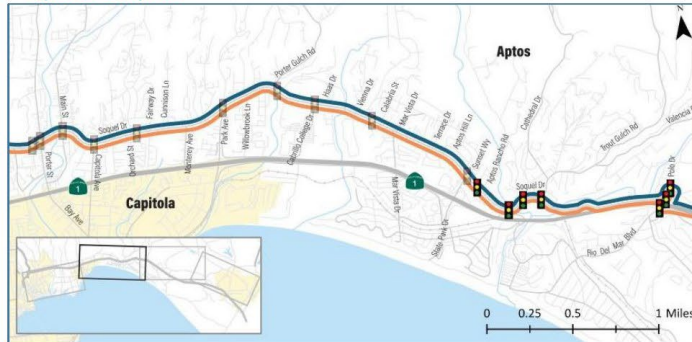
Santa Cruz to Capitola



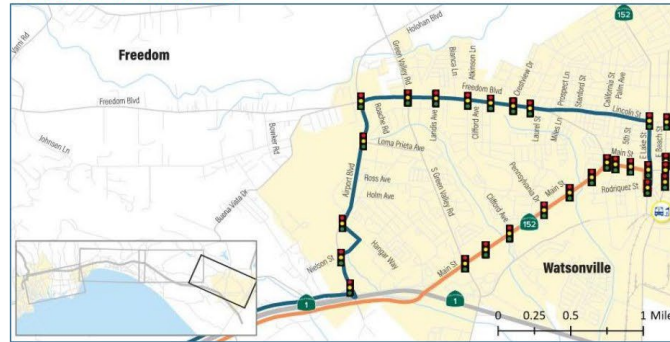
Aptos to Freedom



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

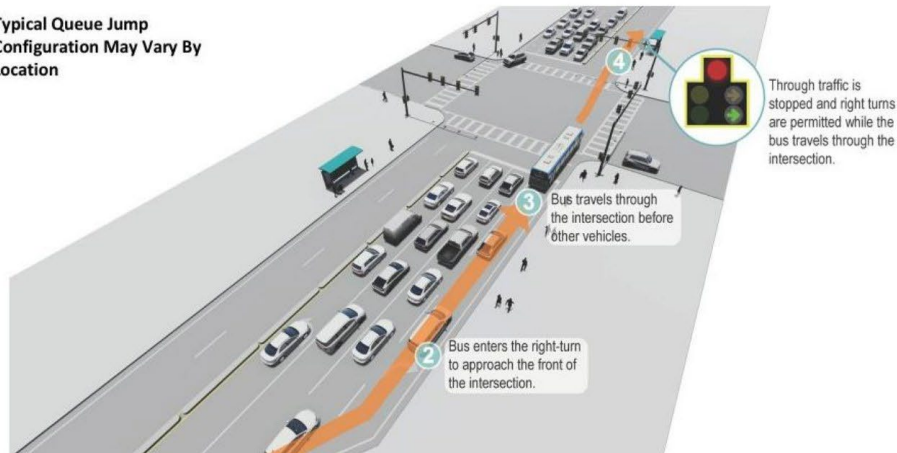
- County Project: 20
- Not in County Project: 12

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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.

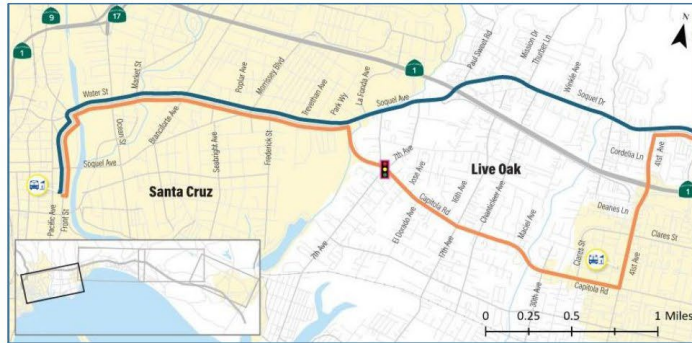
7 | Queue jumps planned at intersections along Routes 1 & 2

✓ | Bus arrives on time more often

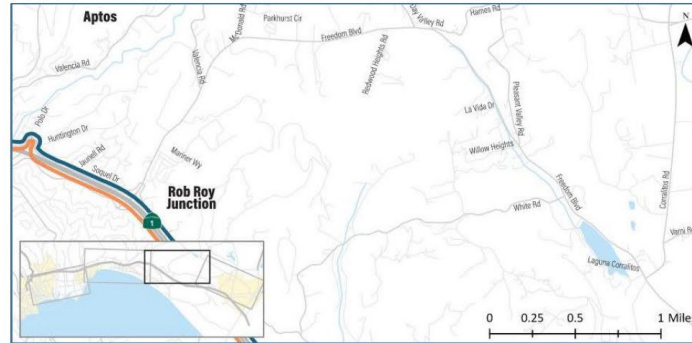
👤 | Reduces delay for bus riders

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Santa Cruz to Capitola



Aptos to Freedom



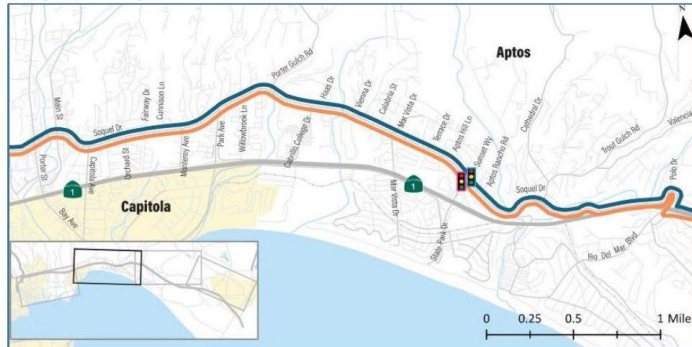
**Queue Jump
Locations (exact
locations TBD)**

Santa Cruz: 2

Watsonville: 2

County: 3

Capitola to Aptos



Freedom to Watsonville



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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

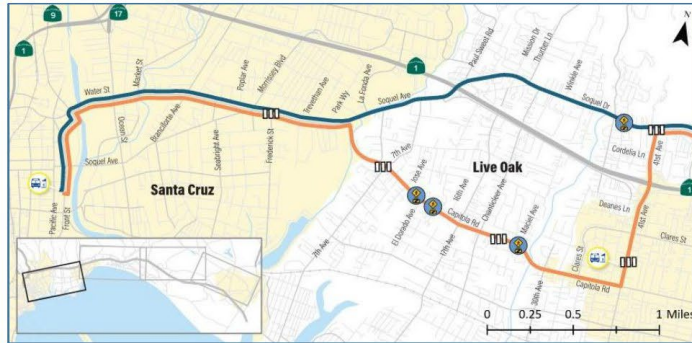


ADA-COMPLIANT CURB RAMPS

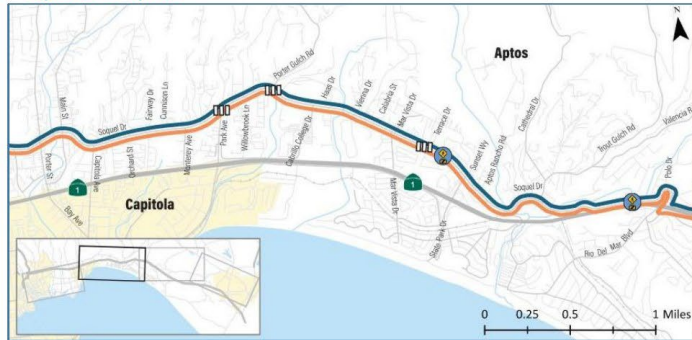
Reconstructed curb ramps near bus stops provide smooth, accessible transitions for people using wheelchairs or mobility devices

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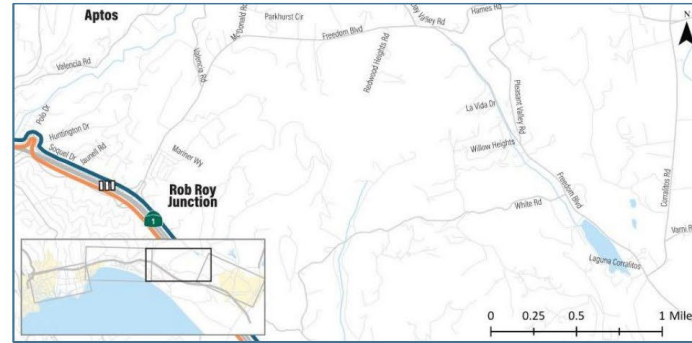
Santa Cruz to Capitola



Capitola to Aptos



Aptos to Freedom



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



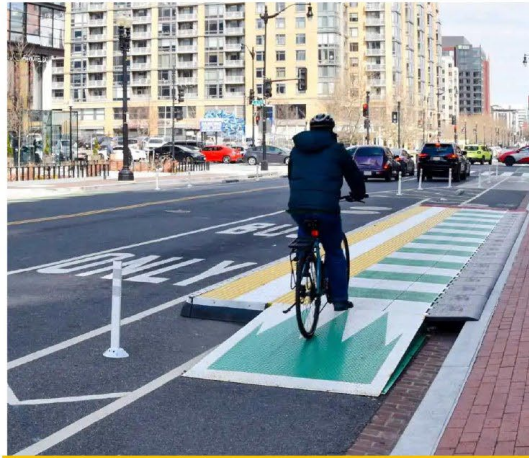
SAN FRANCISCO, CA

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Case Studies: Constrained Boarding Islands



CHICAGO, IL



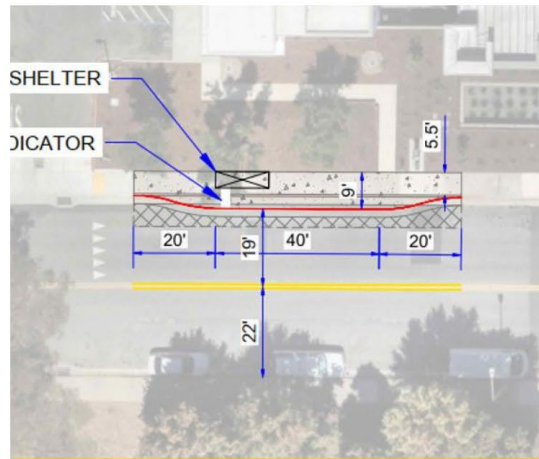
LOS ANGELES, CA



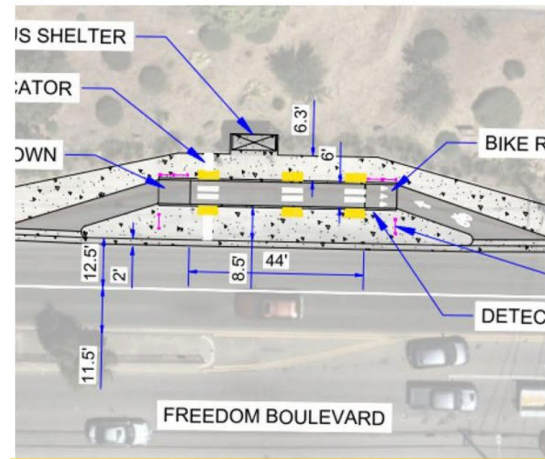
PORTLAND, OR

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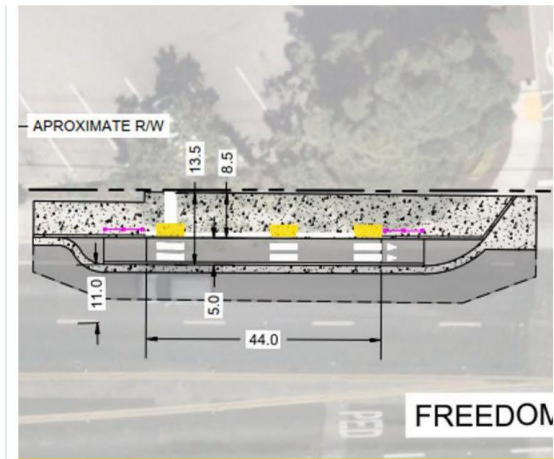
Conceptual Designs



Watsonville Community Hospital



Freedom Blvd at Crestview



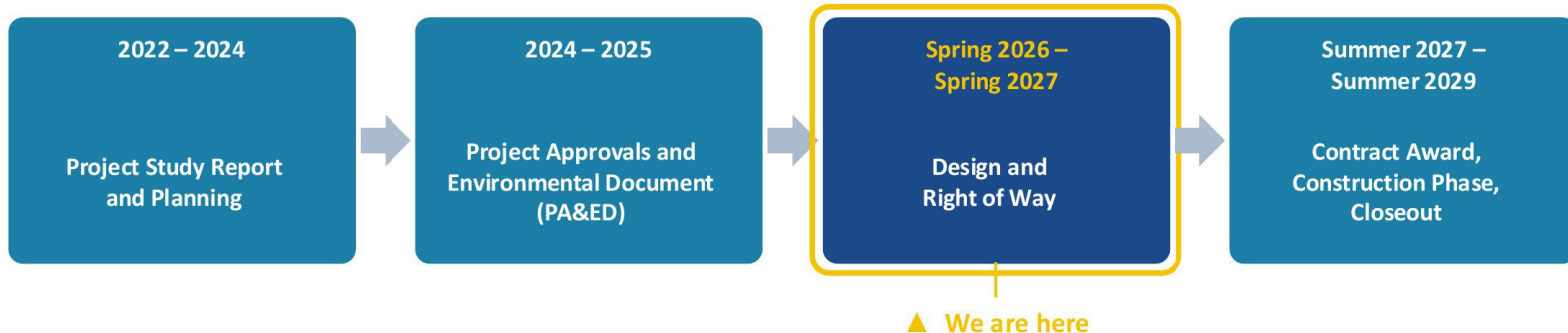
Freedom Blvd at Roache

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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 our grants totaling \$27 million.
- As we progress through design, we want to keep you and your community informed.



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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AGENDA: October 5, 2026

TO: RTC Advisory Committees - Bicycle Advisory Committee,
Elderly/Disabled Transportation Advisory Committee (E&DTAC),
and Interagency Technical Advisory Committee (ITAC)

FROM: Tommy Travers, Transportation Planner

RE: Measure D: Five-Year Programs of Projects for Regional Projects

RECOMMENDATIONS

Staff recommends that the Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee (E&D TAC), and Interagency Technical Advisory Committee (ITAC) provide input on proposed updates for the Measure D five-year programs of projects (5-year plans) for regional investment categories and projects: Highway Corridors, Active Transportation, Rail Corridor, the Highway 17 Wildlife Crossing, and the San Lorenzo Valley-Highway 9 Corridor, as well as the 5-year plan for Community Bridges's Lift Line.

BACKGROUND

In November 2016, Santa Cruz County voters approved Measure D, a ½-cent transactions and use tax (similar to sales tax) for transportation projects and programs. The [Measure D Expenditure Plan](#) provides funding by formula for five categories of projects over 30 years:

- Neighborhood projects: 30% of net measure revenues:
 - \$5 million for the Highway 17 Wildlife Crossing
 - \$10 million for San Lorenzo Valley (SLV)/Highway 9 Corridor
 - Balance (approx. 28%) to cities and County by formula
- Transportation for Seniors and People with Disabilities: 20% total
 - 16% to Santa Cruz METRO and 4% to Lift Line
- Highway Corridors: 25%
- Active transportation/MBSST-Rail Trail: 17%
- Rail Corridor: 8%

Measure D provides critical funding to advance and implement priority transportation projects throughout Santa Cruz County. It has been used to prevent transit service cuts, expand lifeline transportation services to seniors and people with disabilities, advance over 18 miles of the Coastal Rail Trail,

build a wildlife crossing on Highway 17, design new Complete Streets improvements in San Lorenzo Valley, construct new auxiliary lanes, bus-on-shoulder facilities, and a new pedestrian & bicycle bridge over Highway 1, and fill potholes and repair roadways countywide.

Although Measure D provides significant funding to deliver investments identified in the Measure D Expenditure Plan, Measure D was never expected to fully fund these projects and since 2016, Measure D has been used as leverage to secure over \$490 million in grants and other funds.

Each agency receiving Measure D revenues is required to annually update, hold a public hearing on, and adopt a five-year program of projects (5-year plan) that identifies how each agency plans to use Measure D revenues in the upcoming 5 years. The Regional Transportation Commission (RTC) is responsible for developing the 5-year plans for the Regional categories and other RTC-overseen categories of the Expenditure Plan, and also holds a public hearing for the Community Bridges's Lift Line 5-year plan since Community Bridges is not a public agency.

Agencies receiving direct formula allocations (cities, County of Santa Cruz, Santa Cruz METRO, and Community Bridges) typically develop and update their 5-year plans as part of their annual budgets and/or capital improvement programs. Community members are encouraged to provide input on those plans directly to each recipient agency. Approved plans are posted on the Measure D website: <https://www.sccrtc.org/funding-planning/measured/>.

DISCUSSION

The RTC is scheduled to consider committee and staff recommendations and public input on the 5-year program of projects (5-year plans) for regional programs and projects at its November 2026 meeting. The draft 5-year plans (Attachment 1) are adjusted annually to reflect updated revenue forecasts, project costs, expenditure rates, and schedules; to carry forward unspent balances; and to add one additional year of expenditures.

The draft 5-year plans do not add any new projects; however, the study of climate resiliency of the rail corridor is now listed separately. The plans include a brief description of the proposed funding updates in the last column. Updated fact sheets (Attachment 2) are provided with more detailed information for major projects receiving Measure D funds. The proposed uses of funds are consistent with the approved Measure D Expenditure Plan.

Staff recommends that the RTC's Bicycle Advisory Committee, the Elderly & Disabled Transportation Advisory Committee (E&DTAC),

and Interagency Technical Advisory Committee (ITAC) review and provide input on the proposed updates for the Measure D 5-year programs of projects for regional and RTC-oversight projects and programs: Highway Corridor, Active Transportation, Rail Corridor, San Lorenzo Valley/Highway 9 Corridor, and the Highway 17 Wildlife Crossing, as well as the 5-year plan for Lift Line.

Project Cost Increases

While the 5-year plans do not add any new projects, the draft plans propose additional funding for several projects. The construction industry in the United States is experiencing steady cost increases. While this trend affects projects of various sizes, it tends to be more noticeable in larger developments.

The staff recommended Measure D 5-year Plans include additional funding for:

1. Matching funds for grants to cover completion of the Environmental phase of the Zero Emission Passenger Rail & Trail project,
2. Highway 1 41st Ave to Soquel Dr project construction closeout costs,
3. Debt service for bonds issued in FY 2026-27, and
4. Rail line infrastructure maintenance costs.

Financing

The RTC and partner agencies have successfully secured grants using Measure D as a match to leverage state and federal grants to deliver several regional projects. In addition, the RTC and local jurisdictions are actively applying for further grant opportunities and continually assessing options to reduce costs and deliver projects efficiently.

Measure D's pay-as-you-go funding approach was not sufficient to achieve the RTC's approved 5-year plans, so the Commission issued \$70 million in bonds for Highway and Active Transportation category capital projects. Bond proceeds, along with state and federal funds, are being used to deliver these projects. As outlined in the Measure D Strategic Implementation Plan and directed by RTC Commission actions, the RTC has undertaken bonding to borrow against future regional program revenues in order to deliver regional projects in alignment with current project schedules and grant commitments. An annual debt service payment schedule has been established, and the corresponding costs now appear in the 5-year plans. Because the bonding supports projects in both the Highway and Active Transportation categories, the related debt service payments will also be

funded from those categories. The net impact of borrowing in FY27 and FY28 is expected to be somewhat lower than projected in the 5-year plans because the unspent bond proceeds are being invested in secure government treasuries to generate returns.

Next Steps

The RTC will consider committee input and hold a public hearing on the updated 5-year plans for regional projects and programs at its November meeting. As regional projects are implemented, staff will provide updates and solicit input from the Bicycle Committee, E&DTAC, ITAC, and the public.

After the close of each fiscal year, Measure D expenditures are audited to ensure that funds are expended in accordance with the requirements of the voter-approved Measure D Ordinance and other agreements and guidelines. Fiscal audits are reviewed by the Measure D Taxpayer Oversight Committee (TOC). The TOC's annual reports and recipient agency audits and expenditure reports are posted on the RTC's Measure D website (<https://sccrtc.org/funding-planning/measured/taxpayer-oversight/>).

SUMMARY

Consistent with the 2016 voter-approved Measure D Ordinance, agencies that receive Measure D revenues are required to annually prepare a program of projects, informing the public how agencies plan to invest Measure D funds over the next 5 years. Staff recommends that the RTC's advisory committees provide input on the proposed updates to the five-year programs of projects for the regional transportation categories: Highway Corridors, Active Transportation, and the Rail Corridor, as well as San Lorenzo Valley Highway 9 Corridor Improvements and the Highway 17 Wildlife Crossing. The RTC is also seeking input on the 5-year plan for Community Bridges's Lift Line. The 5-year plans for FY26/27-30/31 focus on continued implementation of previously approved and/or prioritized projects.

Attachments: **to be posted on Committee webpage Monday, October 5.**

1. Draft 5-Year Plans
2. Fact Sheets for regional projects

[https://rtcsc.sharepoint.com/sites/programming/measure d/5yearplan_rtc/futureupdates/sr-newsreleases/rtc-nov2026/measured-5year-sr-committees.docx](https://rtcsc.sharepoint.com/sites/programming/measure%20d/5yearplan_rtc/futureupdates/sr-newsreleases/rtc-nov2026/measured-5year-sr-committees.docx)