Santa Cruz County Bicycle Plan

March 2011

Prepared by the County of Santa Cruz Department of Public Works in cooperation with the Santa Cruz County Regional Transportation Commission Bicycle Advisory Committee

SANTA CRUZ COUNTY BICYCLE PLAN

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I. INTRODUCTION AND PURPOSE

Purpose of Plan

The purpose of this plan is to consolidate into one document all bicycle-related County plans and projects that are currently identified in the County General Plan, the Santa Cruz County Regional Transportation Plan, and other local documents. Although not a part of the General Plan, the Bicycle Plan is consistent with and implements action statements of the Circulation Element of the General Plan and/or County and regional plans. The Plan is intended to aid County planners and engineers in selecting and implementing bicycle improvements with the goal of increasing bicycle commuting. The unincorporated portion of the County is shown on Figure 1.

The Santa Cruz County Bicycle plan strives to successfully execute the Five E's as outlined by the League of American Bicyclists (LAB). The LAB uses these Five E's to identify and rank Bicycle Friendly Communities across the United States. The Five E's are Engineering, Education, Encouragement, Enforcement, and Evaluation and Planning.
The following questions are typically what defines each of the Five E's:

- *Engineering – Is the physical bicycle infrastructure well connected, accessible, safe and well maintained?*
- *Education – Are cycling educational programs available to bicyclists and motorists of all ages?*
- *Encouragement – Does the community support and promote bicycling through special events, clubs and recreational programs and facilities?*
- *Enforcement – Do well enforced laws exist which improve bicycle safety?*
- *Evaluation and Planning – How well does a community evaluate its own bikeway network and systematically plan to improve it?*

A Bicycle Friendly Community welcomes cyclists by providing safe accommodation for cycling and encouraging people to bike for transportation and recreation. With more people bicycling, communities experience reduced traffic demands, improved air quality and greater physical fitness. In addition, Bicycle Friendly Communities are places with a high quality of life, where people want to live, work, and visit. Building such a community can translate into a more connected, physically active, and environmentally sustainable community that enjoys increased property values, business growth, increased tourism, and more transportation choices for citizens. Comprehensive planning efforts *and implementation of the Five E's* will help the bicycle reach its full potential as a viable transportation mode for commuting and shopping as well as for recreation. The Bike Plan defines goals, objectives, policies, and implementation programs involved in the planning, design, and construction of an integrated system of regional bicycle facilities. The Bicycle Plan defines a network of bikeways, with an emphasis on commuter routes, which coordinate with and complement other local (City) routes.

Plan Organization

The Bike Plan is organized in the following major sections:

- Bicycling History and Background
- Bicycle Plan, Objectives, Policies, and Goals
- Existing and Projected Bicycle Use and Land Use Patterns
- Bicycle Plan
- Bicycle Safety and Education Programs
- Bicycle Plan Consistency with Other Regional Plans
- Costs and Funding
- Public Participation in Preparation of Plan
- References

BTA Compliance

The Bicycle Transportation Account (BTA) was created to implement the California Bicycle Transportation Act, Streets and Highway Code Sections 890-894 (1994). BTA money may be used for infrastructure projects aimed at improving bicycle commuting and safety. Only projects which are listed and described in the local Bicycle Transportation Plan are eligible to receive BTA funding. The Santa Cruz County Bicycle Plan is consistent with the criteria stated in the California Streets and Highways Code section 891.2 listed in Bicycle Transportation Plan Checklist on page 3. Therefore, the projects listed within the Bicycle Transportation Plan are eligible for BTA funding.

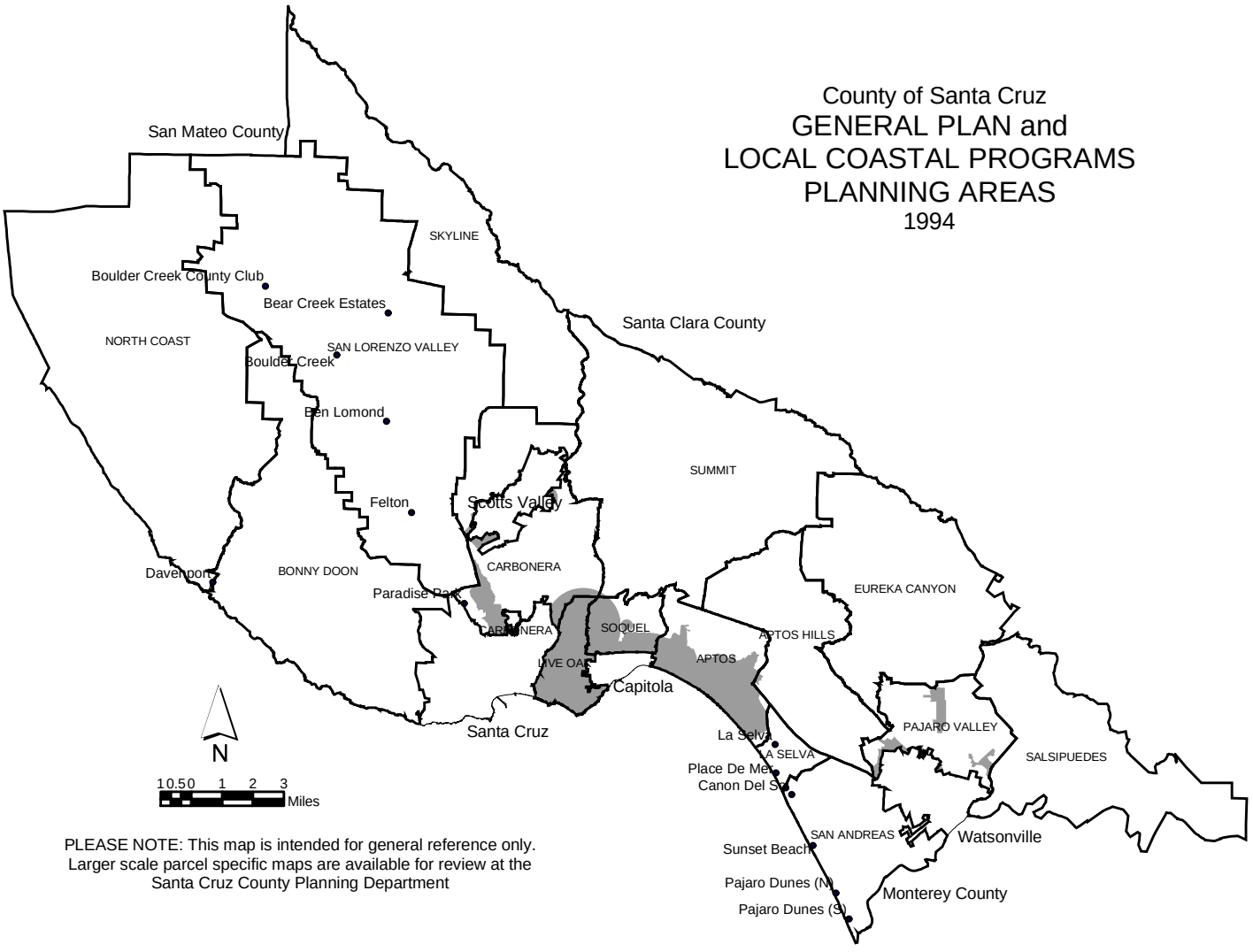
The Bicycle Plan has been prepared in conformance with criteria to meet State funding requirements. The following is a list of State criteria and guidelines used in the preparation of this Plan and their location within the Plan.

Bicycle Transportation Plan Checklist
Santa Cruz County Bicycle Plan

Santa Cruz County Board of Supervisors ……..ADOPTED: Yes; DATE: March 22, 2011
Santa Cruz County Regional Transportation Commission…. CERTIFIED: Yes; DATE: March 22, 2011

Requirement	Location
(a) The estimated number of existing bicycle commuters in the plan area and the estimated increase in the number of bicycle commuters resulting from implementation of the plan.	Section IV, pg 11
(b) A map and description of existing and proposed land use and settlement patterns which shall include, but not be limited to, locations of residential neighborhoods, schools, shopping centers, public buildings, and major employment centers.	Appendix A Pg 11
(c) A map and description of existing and proposed bikeways.	Section V, pg 12
(d) A map and description of existing and proposed end-of-trip bicycle parking facilities. These shall include, but not be limited to, parking at schools, shopping centers, public buildings, and major employment centers.	Section V, pg 32; Fig. 7, pg 34
(e) A map and description of existing and proposed bicycle transport and parking facilities for connections with and use of other transportation modes. These shall include, but not be limited to, parking facilities at transit stops, rail and transit terminals, ferry docks and landings, park and ride lots, and provisions for transporting bicyclists and bicycles on transit or rail vehicles or ferry vessels.	Section V, pgs 31-35, Fig. 6, pg 33
(f) A map and description of existing and proposed facilities for changing and storing clothes and equipment. These shall include, but not be limited to, locker, restroom, and shower facilities near bicycle parking facilities.	Section V, pgs 31-32; Fig. 7, pg 34
(g) A description of bicycle safety and education programs conducted in the area included within the plan, efforts by the law enforcement agency having primary traffic law enforcement responsibility in the area to enforce provisions of the Vehicle Code pertaining to bicycle operation, and the resulting effect on accidents involving bicyclists.	Section VI, pg 36
(h) A description of the extent of citizen and community involvement in development of the plan, including, but not limited to, letters of support.	Section VI, pgs 35 & 39
(i) A description of how the bicycle transportation plan has been coordinated and is consistent with other local or regional transportation, air quality, or energy conservation plans, including, but not limited to, programs that provide incentives for bicycle commuting.	Section VII, pgs 37-38
(j) A description of the projects proposed in the plan and a listing of their priorities for implementation.	Section V, pgs 16-23
(k) A description of past expenditures for bicycle facilities and future financial needs for projects that improve safety and convenience for bicycle commuters in the plan area.	Section V, pgs 16-25

Figure 1
Santa Cruz County Location Map



II. BICYCLING HISTORY AND BACKGROUND

Background

Bicycling is one of the healthiest, most enjoyable and environmentally sound transportation modes and Santa Cruz County is a great place to travel by bike. Bicycles are ideal because they don't pollute, waste scarce fossil fuels or lead to suburban sprawl. Bicycling provides an affordable, low-cost travel mode and functions at, and contributes to, a human-scale urban environment. People who ride bicycles are also improving their health and well-being through daily cardiovascular exercise.

The mild climate, topography and accessible distances make bicycling an easy, convenient and efficient mode of transportation in Santa Cruz County. In addition, there are many benefits associated with bicycle transportation, both for the individual and for society. Bicycle riders help us all by:

- reducing air pollution
- reducing traffic congestion
- reducing wear and tear on our roads
- reducing consumption of petroleum resources
- reducing the need for additional roadway capacity and parking.

History of Bicycle Transportation

The bicycle was originally developed as a transportation vehicle and gained prominence 100 years ago as a sporty alternative to the horse-drawn carriage. With the emergence of the motor vehicle, however, the situation quickly changed. Unlike in Europe, where automobiles took decades to supersede cycling, American cyclists never had the chance to coexist with the automobile community. As a result, when the exchange of transportation modes occurred, bicycles experienced a rapid drop in status from high-class fashion to mere child's toy. No merging of these two modes was made. From there the bicycle's popularity fluctuated with the relative availability of cars and fuel costs, and was considered at best a working class mode of transportation.

Cycling began its great comeback after the postwar urban sprawl. More and more young people turned to bicycles as their only transportation to and from the suburbs and this, in turn, encouraged the development of more suitable bikes. Then other groups began catching on: open-road lovers, fitness enthusiasts and recreational riders. Enrollment in cycling clubs grew rapidly, and new and inexperienced members brought with them their childhood-taught "fear of motor vehicles."

This viewpoint placed cyclists and motorists in competition with each other, a competition where the motorist always won. This viewpoint, predominant at the time, led to the bike path trend of the 1970's. Bike paths physically separate the two types of vehicles so that there can be no competition. They also reinforce the fear-of-motor-vehicles viewpoint by keeping cyclists off the road. Experience with separated bike paths proved that they were not a total answer. They function well in some areas and poorly in others. Serious cyclists will not use poorly designed bike paths, due to inconveniences and safety problems.

Today we recognize bicycle, pedestrian and transit modes as integral elements of the transportation system. Developing integrated multimodal projects in balance with community goals, plans and values is essential to creating a transportation network that functionally serves users of all types. A "complete street" is a transportation facility that is planned, designed, operated and maintained to provide safe mobility for all users. Addressing the safety and mobility needs of bicyclists, pedestrians, and transit users in all projects, regardless of funding, is implicit in these objectives. State law AB 1358 requires local agencies to promote and facilitate increased bicycling and walking through project design and retrofit. California Vehicle Code (CVC)(Sections 21200-21212), and Streets and Highways Code (Sections 890-894,2) identify the rights of bicyclists and pedestrians, and establish legislative intent that people of all ages using all types of mobility devices are able to travel on public roads. Bicyclists, pedestrians and non-motorized traffic are permitted on all State facilities, unless prohibited (CVC, Section 2196). Therefore, local agencies have a duty to provide for all the safety and mobility needs of all who have legal access to the transportation system. Utilization of a "complete streets" policy when designing a project or when retrofitting and existing facility should result in the creation of a complete transportation network for all modes of travel.

Types of Bicycle Travel

The increased interest in bicycling has led to the development of various types of equipment. Today, all types of specialized bicycles and accessories are available: touring, racing, mountain and commuter bikes. Bicycling currently falls into four general use categories: commuting/utility, recreational, touring, and racing. Commuting/utility riders are those who regularly travel to and from a specific destination, usually as quickly and directly as possible, for very practical purposes, such as to purchase or transport goods and services or to travel to and from work, school, or events. Many people commute by bicycle for environmental reasons and for the pleasure of riding.

Recreational cyclists include those who take day-long local excursions and are generally riding for pleasure or fitness. Off-road mountain bicycling is a very popular recreational activity. Touring, on the other hand, extends over longer periods of time. Touring requires more planning since the destination and routes are important factors. Racing is a specialized sport and race courses may use public roadways with appropriate public agency approval and permits.

To accommodate all cycling types, route systems should be accessible and frequent enough to be within a few blocks of all residents. They should be understandable and have adequate signs and graphics to make clear where routes are, and where they are going. Route systems should also be safe, visible, and have adequate lane width. In addition, it's important to keep in mind that excessive motor vehicle traffic and speed make bicycling less safe and less fun. There is a need to design transportation systems that provide more balance between modes, a more efficient use of energy in the movement of people, and a more harmonious interaction between transportation and the environment.

III. BICYCLE PLAN OBJECTIVES, POLICIES, AND GOALS

The emphasis of the Bicycle Plan is on safe and convenient commuter bicycle routes and facilities which complement other transportation modes (e.g., transit, carpool, etc.) and which serve places of employment, commercial districts, schools, beaches, and parks. Santa Cruz County cyclists envision being able to ride safely, conveniently and pleasurably to all destinations. A secondary purpose of the Plan is to serve the recreational objectives of bicycling, in concert with other countywide recreational programs such as regional parks riding and hiking trails.

Objectives

Bicycle Plan objectives, policies, and goals including some items outlined in the *1994 General Plan and Local Coastal Program for Santa Cruz County*[1]***, and the 2010 Santa Cruz County Regional Transportation Plan***[2] **include*:***

- **To encourage bicycle travel as a major form of transportation in order to increase bicycle use to 20% of all work trips and to increase general bicycle trips to 5% of all trips by the year 2035. (RTP 2.7)**

- **To develop a bikeway network maximizing the safety and convenience of users of all levels of experience within that system. The network should be primarily for commuter travel designed to increase the potential of combining bicycle travel with other forms of transportation and also include the opportunity for recreational use. Support promotion and transportation safety programs to encourage safe and frequent use of alternative transportation modes. (RTP 2.7.4, GP 3.8a)**

- **To coordinate the County's bikeway planning efforts with local cities and adjacent counties and other agencies to provide an integrated regional bikeway system and to actively seek all available means of financing bikeways including State and Federal grants. (GP 3.8b)**

- **Reduce bicycle collisions by reducing the potential for bicycle and auto conflicts. (RTP 1.6.2)**

- **To encourage the design of pedestrian, bicycle, and vehicle circulation and parking to be safe, convenient, readily understandable, and coordinated with development on surrounding properties; and encourage design which minimizes the visual impact and reduces the scale of paving materials and parking.**

Policies

- ***System Continuity*.** Plan a bikeway network to integrate with other modes of transportation (train or transit stations and Park and Ride lots, etc.) in order to encourage and support the use of bicycling and reduce the use of motor vehicles. (GP 3.8.1)

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[1] In this Bicycle Plan numbers following "General Plan" (GP abbreviation) refer to the policy, objective, or implementation measure as numbered on pages 3-15 and 3-16 of the Santa Cruz County 1994 GP and Local Coastal Program.

[2] Regional Transportation Plan (RTP) numbers refer to specific objective and policy numbers found in that plan.

- Coordinate the planning, design and construction of bikeway systems with all implementing agencies.

- Ensure that all major corridors provide a choice of transportation modes and are designed with multi-model amenities such as bus stops, turnouts and shelters, and bike lanes and sidewalks. (RTP 2.1)

- Maintain adequate outside travel lane width (14 feet) when no bicycle lane can be accommodated. (RTP 2.7.3)

- ***Commuting*.** Design regional bicycle routes to connect residential areas with major activity centers (employment, educational, civic, etc.) by including bikeway network development as part of the Capital Improvements Program to prioritize construction or retrofits for completion of specific routes. (GP 3.8.2)

- Encourage employers to make bicycles and bike facilities available for business-related trips. (RTP 1.3.13)

- Encourage the provision of bicycle racks, showers, lockers, and other storage facilities at destinations, where practical and economically feasible, when reviewing discretionary permits for major activity centers. These facilities should be provided at a level consistent with the County goal of 5% total bicycle travel. (GP 3.8.4)

- Emphasize safe and convenient modes of transportation for all transit riders, motorists, bicyclists, and pedestrians.

- Require new recreation and visitor-serving developments in the Coastal Zone to support alternative transportation to the beaches, e.g., bikes, small scale shuttle service (GP 7.7.31).

- Construct and mark bicycle routes in conformance with state standards, as outlined in the California Manual of Uniform Traffic Control Devices and the California Highway Design Manual.

- Locate bikeways as bicycle lanes adjacent to the main traveled way unless a more direct and useful separated bike path can be provided. Where bicycle lanes are not possible due to right-of-way restrictions, etc., include a wide curb lane.

- Build all bridges with enough width to safely accommodate bicycle travel. Allow for 4-foot (1.2m) minimum bike lanes.

- Retain and/or enhance all existing bikeways along with roadway improvement projects by incorporating “Complete Streets” concepts ensuring that bike lanes are not narrowed to the point that they become substandard.

- Limit the number of driveways when planning new commercial/residential developments in order to reduce automobile-bicycle conflicts. (RTP 3.4.6)

- Limit on-street parking on arterial and collector streets, encourage parking alternatives, pursue off-street parking development as methods to provide Class II bike lanes and do not eliminate joint bike lanes/parallel shoulder parking unless the new bike lanes are effectively as wide or wider.

- Install in all existing and proposed signalized intersections bicycle detector loops (a device to trigger traffic signal phasing) that are recognizable by the cyclist (from GP program "h" on page 3.16).

- ***Bicycle Parking*.** Provide convenient, secure bicycle parking at private and public facilities and commercial districts through parking ordinance requirements. (RTP 3.4.4)

- Require that event sponsors provide safe bicycle access and secure bicycle parking at special events. (RTP 3.4.4)

- Provide bicycle parking stands (facilities) at all primary public access points and at appropriate neighborhood access points (GP program "b" on page 3-16).

- Modal Interaction. Encourage other modes of transportation (buses, trains, etc.) to plan for, and provide space for carrying, recreational and commuting bicyclists on public transportation systems. Include secure bicycle parking facilities with development of transit shelters incorporating Santa Cruz County Transit District design approval. (GP 3.8.3)

- Include bicycle access in all fixed guideway planning and design.

- Regional Continuity. Coordinate with other jurisdictions to adopt a system of bikeways that complements the County system.

- Regional Consistency. Periodically revise the Master Plan of Countywide Bikeways (MPCB) component of the Transportation Element to reflect changing conditions, and to evaluate proposed development projects for compatibility with the MPCB through the subdivision and development permit approval process. (GP 3.8.6)

- Maintenance. Require that contractors and utility companies doing roadside work maintain the road edge in the best possible condition during construction and, upon project completion, improve the road shoulder to the preconstruction condition or better.

- Require those entities performing roadside work to maintain the road edge in the best possible condition during construction, explore ways to avoid lengthwise seams in bike lanes and require prompt repair (including pavement) and restriping of bike lanes before the project is considered complete.

- Retain all existing bikeways along with roadway improvement projects. (RTP 1.5.4)

- Ensure that bicycle facilities remain in a usable condition through regular maintenance and sweeping.

- Education and Safety. Encourage bicycle rider training program for all elementary school children in Santa Cruz County and a better instruction of motorists about sharing the road with bicyclists should be included in all driver's education courses for high school students and adults.

- Continue to identify stable funding for the Community Traffic Safety Coalition Bicycle Safety Program.

Goals

The primary goals of the Bicycle Plan are to:

1) Improve bicycle circulation;
2) Increase use of bicycling for short- and long-range trips, and reduce the use of motor vehicles; and
3) Design all streets and roads to be "bicycle friendly" to equally accommodate both motorized and non-motorized modes of transportation.

IV. EXISTING AND PROJECTED BICYCLE USE AND LAND USE PATTERNS

Commuter Bicycle Use

According to an AMBAG analysis of the 2000 Census, the unincorporated County area has a total of approximately 69,389 commuters of which 1.3% (929) are bicycle commuters. In comparison, the City of Santa Cruz has a much higher bicycle use as shown on Table 1.

TABLE 1
BICYCLE COMPONENT OF COMMUTING

Area	Total Commuters	Total Bicyclists	Bicycle Percent of Commuting
Santa Cruz County	126,106	2,585	2.0%
City of Santa Cruz	28,971	1,282	4.4%
Capitola	5,699	92	1.6%
Scotts Valley	5,443	24	0.4%
Watsonville	16,604	258	1.6%
County, Unincorporated	69,389	929	1.3%

SOURCE: Census 2000 (AMBAG)

Previous planning efforts, including those undertaken by both the County of Santa Cruz and the Santa Cruz County Regional Transportation Commission, have sought to increase the bicycling component of commuter traffic to 20%. A key objective of both the 1994 *Santa Cruz County General Plan* and the *2010 Santa Cruz County Regional Transportation Plan* is to increase bicycle use to 20% of all work trips and to increase general bicycle trips to 5% of all trips by the year 2035.

Existing and Proposed Land Use Patterns

The unincorporated areas of Santa Cruz County include both urban and rural areas. Urban areas are concentrated in the mid-County region in the areas of Live Oak, Soquel, Aptos, and Rio Del Mar. Existing and future land uses consist of mostly residential, commercial, and recreational land uses. Cabrillo Community College and Dominican Hospital are major non-commercial land uses in the area. Employment centers consist of small businesses located throughout the urban area. The Santa Cruz County 1994 General Plan and Local Coastal Program land use and circulation maps are included in Appendix A.

In the southern portion of the county, land uses are dominated by agriculture and rural residential uses. Development patterns in the northern portion of the county include the residential communities in the San Lorenzo Valley and rural residential uses.

In addition to existing commercial and employment centers within the unincorporated areas of the County, commercial development and employment centers also are located within the four cities within the County. The City of Santa Cruz, in particular, accommodates several regional employment centers including the University of California Santa Cruz (UCSC), the Santa Cruz County Government Center, Harvey West Industrial Park, the Natural Bridges (Westside) Industrial Park. Commuting bicyclists frequently travel between and throughout unincorporated County areas to access jobs within the jurisdictions of adjacent cities.

V. BICYCLE PLAN PROJECTS

The majority of projects are the construction of bike lanes on existing streets and roads. These projects have the clear benefit of providing greater convenience and safety for bicyclists. Other projects that improve bicycle facilities and encourage riding include adequate bike lane maintenance, parking facilities, and intermodal connections, as well as increased awareness of bicycle safety. Proposed bicycle facilities are outlined below; bicycle safety and education programs are addressed in the next section.

Existing Bikeways

Many of the County's major collector and arterial roadways have, over the years, been established as Class II bikeways (bike lanes) with a focus on development in high density urban areas and urban corridors. There are few Class I bikeways (bike paths) in the County. A copy of the Santa Cruz County bikeway map is provided as an insert to the Bike Plan. The bikeway map provides a detailed map of existing bike lanes and paths throughout the County, informational items on bicycling tips and laws, and local bicycle resources. Currently the County of Santa Cruz has approximately 92 miles of bike lanes and eight miles of bike paths. See Appendix D for a list of bike lane and path locations. Figures 2, 3, and 4 show a master plan of bikeways for the urban and rural areas of Santa Cruz County.

Proposed Bikeways.

Proposed bike lane projects and other bicycle facility projects are identified on Table 2 based on projects identified in the 1994 Santa Cruz County General Plan and Local Coastal Programs, other regional County plans and the County Capital Improvement Program (CIP).
The County General Plan and Local Coastal Program seek to provide bikeways for commuting and connections that will provide greater access between residential, employment, and educational centers (Circulation Element Policy 3.8.2). The following priorities contained in the RTP (Policy 2.7) also sets forth criteria for bikeway planning:

1. Increased safety or access
2. Complete gaps in the regional bicycle network
3. High-demand, high-density areas and commute routes
4. Along popular recreational routes. Develop a program to measure and monitor growth rates.

Critical needs that are met with each project also are identified on Table 2 to enable planners and decision-makers to prioritize funds as they become available.

Figure 2
MASTER PLAN OF COUNTY BIKEWAYS
County of Santa Cruz, Planning Department
May, 1994

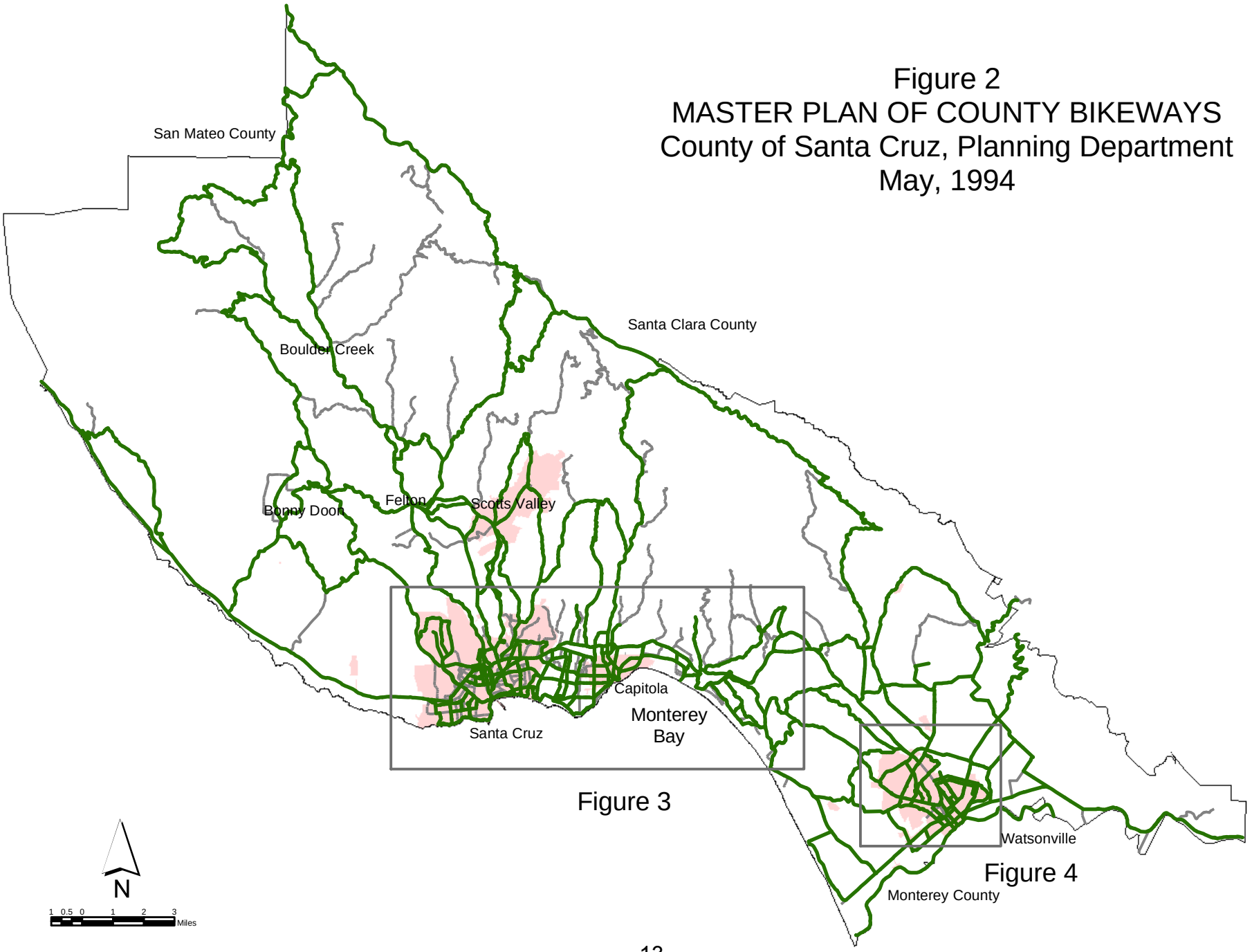


Figure 3

Figure 4

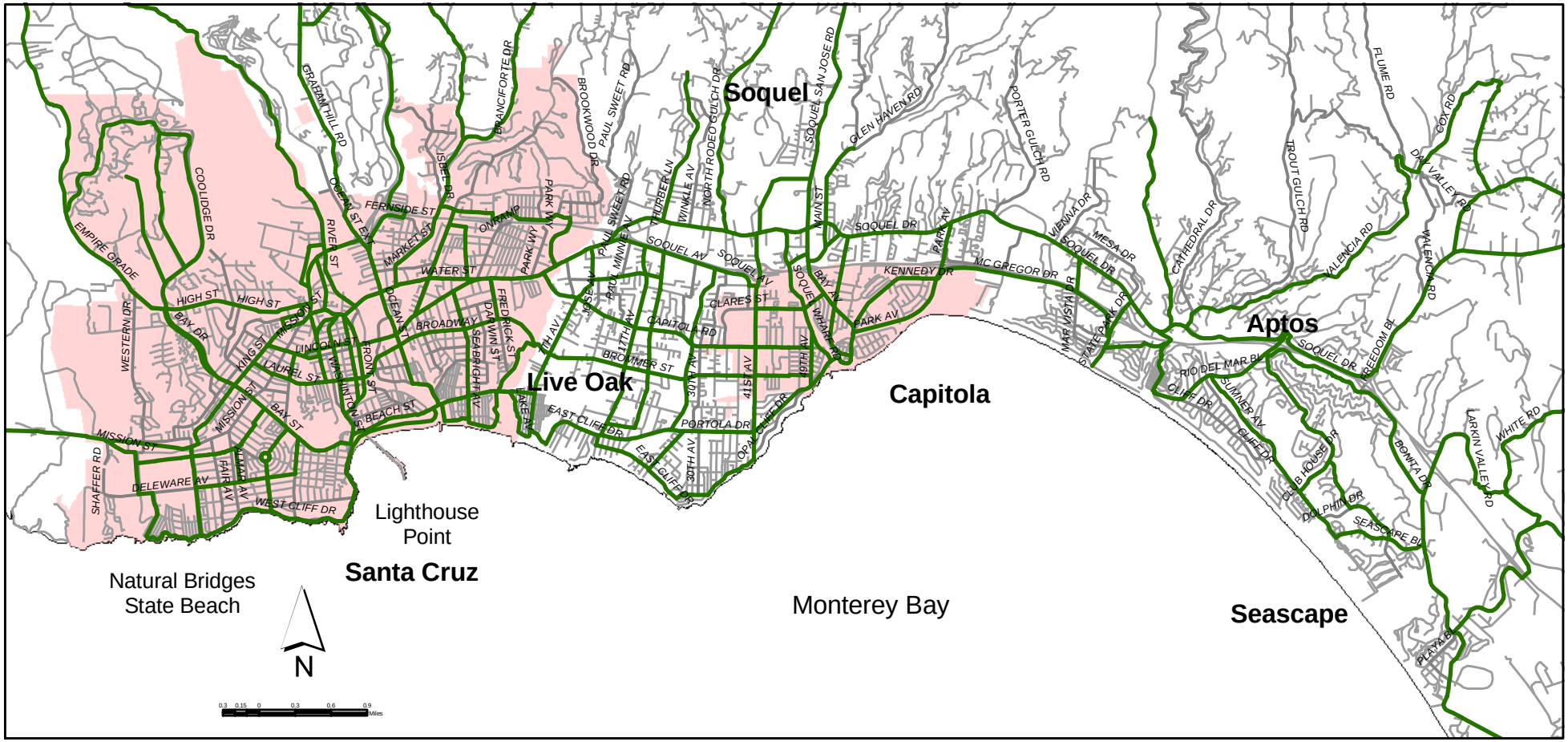


Figure 3
MASTER PLAN OF COUNTY BIKEWAYS
County of Santa Cruz, Planning Department
May, 1994

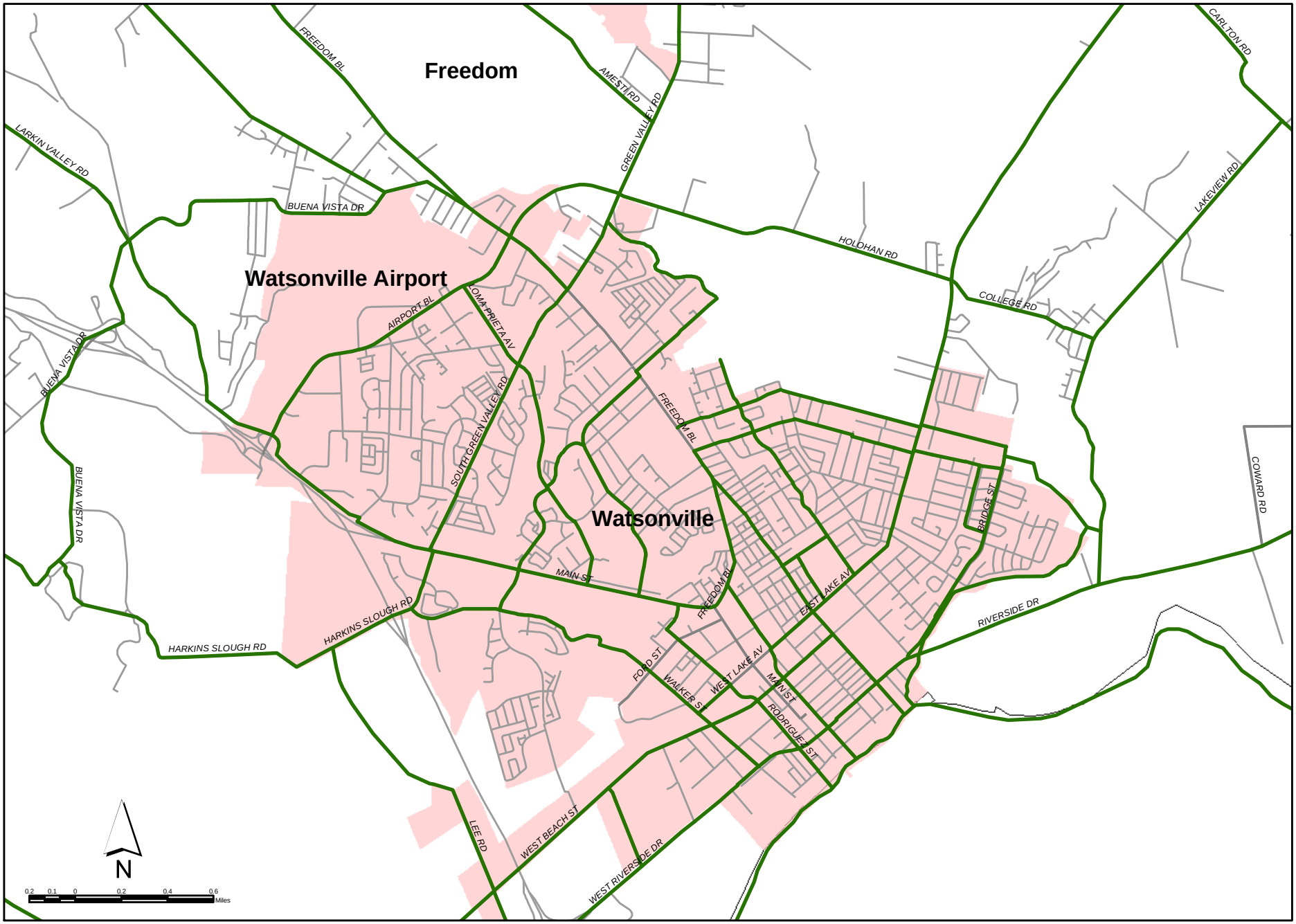


Figure 4
MASTER PLAN OF COUNTY BIKEWAYS
County of Santa Cruz, Planning Department
May, 1994

TABLE 2

Project	Priority	Project Benefits			Plans	Cost & Funding	
		Existing Traffic & Road Conditions	Existing Gap in Bikeway System	Destinations		Projected Cost	Potential Funding
PROPOSED PROJECTS **BIKEWAYS -- Live Oak and Soquel Areas**							
1. Broadway-Brommer Class I Bike Path (County Portion)	H	Brommer has existing bike lanes; drainage and shoulder improvements at harbor entrance as necessary	Provides direct route between City of Santa Cruz, Live Oak and the City of Capitola	• Links residential areas and City/County employment areas • On Bus Route	[1], [3], [5]	$1,500,000	RDA
2. East Cliff Drive Class I, 30th to 41st Avenues	H	• One-way arterial • High bicycle and pedestrian use • Coastal route, bypasses busy arterials	Connects the Monterey Bay and commercial areas on 41st Avenue	• Beach/Monterey Bay • Capitola Village	[2], [3], [4], [5]	$5,200,000	RDA
3. East Cliff Drive, Class II, 5th to 7th Avenues	L	• 2-lane arterial • Coastal Route • High bicycle and pedestrian use	Connects Harbor area to East Cliff Drive	• Commercial Area • Beach/Monterey Bay • On Bus Route	[4]	$100,000	Local
BIKEWAYS -- Live Oak and Soquel Areas							
4. Capitola Road Extension	L	2-lane	Provides shortened route	Commercial area	[5]	$1,100,000	Local, TDA,
5. Commercial Way – Mission Drive to Soquel Drive	L	2-lane local road Commercial area	Connects commercial area	Live Oak	[5]	$500,000	Local, BTA, SR2S

6. Main Street Class II, Soquel Drive to Sevilla Road	H	• 2-lane collector	Connects to Main Street bike lanes	• Main Street • Elementary School • Soquel Village	[1], [4], [5]	$700,000	Local
7. Robertson Street Class II, West Walnut Street to Soquel Drive	M	• 2-lane collector • Narrow road	Completes segment of bike lanes from Soquel Drive to City of Capitola	• Soquel High School • Soquel Village • Capitola Village • 41st Avenue Commercial Area	[4], [5]	$750,000	BTA, AB2766, Local
8. Soquel-San Jose Road Class II, Rancho Soquel Road to Conference Grounds	H	• 2-lane arterial • High traffic volumes • Narrow shoulders and steep terrain	Connects outlying residential areas to Soquel Drive and Porter Street	• High School • On Bus Route • County Park	[2], [4], [5]	$500,000	BTA, AB2766, Local
9. Soquel-San Jose Road Class II, Soquel Drive to Rancho Soquel	M	• 2-lane arterial • High traffic volumes • Narrow shoulders and steep terrain	Connects outlying residential areas to Soquel Drive and Porter Street	• High School • On Bus Route • County Park	[2], [4], [5]	$500,000	BTA, AB2766, Local
10. Soquel-San Jose Road Class II, Conference Grounds to Laurel Glen Road	L	• 2-lane arterial • High traffic volumes • Narrow shoulders and steep terrain	Connects outlying residential areas to Soquel Drive and Porter Street	• High School • On Bus Route • County Park	[2], [4], [5]	$500,000	BTA, AB2766, Local
11. 38th Avenue - Portola Drive to Union Pacific Railroad tracks	M	2-lane local road Residential/commercial area	Connects to city of Capitola	Live Oak	[5]	$1,100,000	Local, BTA, SR2S

BIKEWAYS -- Aptos and Rio Del Mar Areas							
12. Cathedral Drive Class II, Trout Gulch Road to Burns Road	L	• 2-lane collector • Narrow steep road	Short segment connecting Aptos Village and residential areas	• Aptos Village • Post Office	[2], [4]	$100,000	BTA, AB2766, Local
13. Mar Vista/Highway 1, Bike/pedestrian overpass	L	N/A	Connects Soquel Drive to McGregor Drive	College • Neighborhood and Commercial areas • Elementary School • On Bus Route	[4]	$7,550,000	BTA, AB2766, Local, STIP, TE
14. Rio Del Mar Boulevard Class II, Highway 1 to beach area	M	• 2-lane arterial • High traffic volumes	Promotes neighborhood circulation	• Residential areas • Local businesses • Golf Course • Beach	[4]	$300,000	BTA, AB2766, Local
15. Spreckels Drive/Treasure Island Drive Class II, Soquel Drive to Aptos Beach Drive	L	• 2-lane collector • Narrow steep road	Promotes neighborhood circulation	• Residential areas	[4]	$100,000	BTA, AB2766, Local
16. State Park Drive	H	2-lane arterial	Provides connection from Soquel Drive to Seacliff Village	Seacliff Village	[5]	$1,500,000	Local,BTA, SR2S, RSTPX, TDA
17. Sumner Avenue Class II or III, Club House Drive to Rio Del Mar Boulevard	L	• 2-lane arterial • No shoulders • High traffic volumes	Promotes neighborhood circulation	• Residential areas • Local businesses • Golf Course	[2], [4], [5]	$10,000 to $150,000	BTA,AB2766, Local
18. Trout Gulch Road Class II, Quail Run to Valencia Road	M	• 2-lane arterial • moderate speeds	Short segment connecting Aptos Village and residential areas	• Neighborhood Commercial area • Elementary School • On Bus Route	[4]	$600,000	BTA, AB2766, Local
19. Valencia Road Class II, Trout Gulch Road to Day Valley Road	L	• 2-lane collector • Scenic recreational route	Extension of existing bike path	• Freedom Boulevard • City of Watsonville	[2], [4], [5]	$1,000,000	BTA, AB2766, Local

BIKEWAYS --South County							
20. Amesti Road Class II, Pinto Road to Varni Road	M	• 2-lane collector • High speeds	Connects Green Valley Road to Corralitos Road via Varni Road	• Neighborhood Commercial area • Elementary School • On Bus Route	[4], [5]	$1,000,000	BTA, AB2766, Local, SR2's
21. Beach Road Class II, San Andreas Road to Watsonville City limits	L	• 2-lane collector • High speeds	Connects Watsonville to beach	• City of Watsonville • Sunset State Beach	[4], [5]	$500,000	BTA, AB2766, Local
22. Beach Road Class II, Rio Boca Road to San Andreas Road	L	• 2-lane collector • High speeds	Connects Watsonville to beach	• City of Watsonville • Sunset State Beach	[4], [5]	$500,000	BTA, AB2766, Local
23. Buena Vista Drive Class II, Harkins Slough Road to Freedom Boulevard	M	• 2-lane collector • Moderate speeds	Connects Larkin Valley to Freedom Boulevard	• Neighborhood Commercial Area • School • Commercial Area along Freedom • On Bus Route	[1], [2], [4]	$2,000,000	BTA, AB2766, Local
24. Calabasas Road Class II, White Road to Bradford	L	• 2-lane collector • Variable shoulder widths and traffic volumes	Provides commuter, neighborhood and park connector	• Neighborhoods	[4]	$500,000	BTA, AB2766, Local
25. Calabasas Road Class II, Bradford to Buena Vista	H	2-lane collector Moderate speeds	School	School	[4]	$1,000,000	STIP, TE, TDA
26. College Road Class II, from Highway 152 to Lakeview Drive	H	• 2-lane collector • Variable shoulder widths and traffic volumes	Pro commuter, neighborhood vides and park connector	• Neighborhoods • Elementary school	[4]	$240,000	BTA, AB2766, Local
27. Green Valley Road - Holohan Road to Casserly Road	H	2-lane arterial	Connects residential area to Watsonville	Amesti Elementary School Watsonville	[5]	$4,000,000	Local, BTA, SR2S

28. Harkins Slough Road Highway 1 to Buena Vista Drive	L	• 2-lane collector • Moderate speeds	Provides commute and neighborhood connector	• School • On Bus Route • Neighborhoods • Commercial Area	[1],[2],[4]	$1,000,000	BTA, AB2766 Local
29. Holohan Road Class II, Highway 152 north 1,000 feet	H	2-lane arterial High traffic volumes High Speeds	Will complete bike lane network on Airport Boulevard and Holohan Road from Highway 1 to Highway 152	Shopping areas County Fairgrounds Pajaro Elementary School	[5]	$100,000	BTA, AB2766, Local
30. Lakeview Drive Class II, Carlton Road to Highway 129	M	• 2-lane collector • Variable shoulder widths and traffic volumes	Provides commuter, neighborhood and park connector	• Neighborhoods • Elementary school	[4]	$100,000	BTA, AB2766, Local
31. Larkin Valley Road Class II, Buena Vista Drive to Watsonville City limits	M	• 2-lane arterial • Variable shoulder widths and traffic volumes	Commuter and Recreational route that would connect eventually to San Andreas Road	• Connects major arterials	[4]	$450,000	BTA, AB2766, Local

BIKEWAYS -- North County

32. Bear Creek Road Class II, Highway 9 to Summit Road	L	• 2-lane arterial • Fairly wide shoulders, but some narrow places • Curves and high speed traffic • Primarily a recreational route (project should probably be rescoped to include selective shoulder improvements near Highway 9)	Completes significant bike route to North County	• On Bus Route	[2], [4], [5]	$1,000,000	BTA,AB2766, Local
33. El Rancho Road Class II, North Plymouth Street to La Madrona	M	• Narrow 2-lane arterial • High speeds • Road used to bypass Highway 17	Provides link between the City of Santa Cruz and the City of Scotts Valley	• City of Scotts Valley • County Health Services Agency • Highway 17 Express Park and Ride Lot • Pasatiempo • DeLaveage Park • Meeting Hall	[2], [4], [5]	$800,000	BTA, AB2766, Local
34. Empire Grade Class II, Heller Drive to Waldorf School	H	• Narrow 2-lane arterial • High speeds	Completes significant bike route to North County	• Henry Cowell Redwood State Park	[2], [4], [5]	$500,000	BTA, AB2766, Local
35. Empire Grade Class II, Waldorf School to Pine Flat Road	M	Narrow 2-lane arterial High Speeds	Completes significant bike rout to North County	Henry Cowell Redwood State Park	[2], [4], [5]	$500,000	BTA, AB2766, Local
36. Glen Canyon Road Class III, City of Scotts Valley to Branciforte Drive	L	• Narrow 2-lane arterial • High speeds	Provides significant bike route between the City of Santa Cruz and the City of Scotts Valley	• City of Scotts Valley • Pasatiempo • DeLaveage Park • City of Santa Cruz	[2], [5]	$1,500,000	BTA, AB2766, Local

37. Graham Hill Road Class II, • Ocean Street Ext. to Sims Road • Sims Road to Lockewood Lane; • Lockewood Lane to Felton	H	• 2-lane arterial • High traffic volumes • High speeds	Provides link from the City of Santa Cruz to Graham Hill Road community (Felton)	• On Bus Route • Horse Showgrounds • Henry Cowell Redwood State Park • High School	[2], [4], [5]	$1,000,000	BTA, AB2766, Local, STIP
38. Ice Cream Grade Class II, Candy Lane to Martin Road	L	• 2-lane	Neighborhood Access to School	• School • Neighborhoods		$200,000	BLA, AB2766 Local
39. La Madrona Drive Class II, El Rancho Road to Sims Road	H	• 2-lane arterial • Moderate traffic • Narrow Road	Provides secondary link between the City of Santa Cruz and City of Scotts Valley	• Carbonera Area • Elementary School	[2]	$300,000	BTA, AB2766, Local
40. La Madrona Drive, Class II, Sims Road to Mt. Hermon Road	L	• 2-lane arterial • Moderate traffic • Narrow Road	Provides secondary link between the City of Santa Cruz and City of Scotts Valley	• Carbonera Area • Elementary School	[2]	$300,000	BTA, AB2766, Local
41. Lockewood Lane Class II, Graham Hill Road to Scotts Valley City limits	H	• 2-lane collector • Moderate traffic • Narrow road	Connects to City of Scotts Valley's Lockwood Lane Bike Lane	• City of Scotts Valley • On Bus Route	[2], [4]	$1,000,000	BTA, AB2766, Local
42. Rincon Class I, County Portion	H	• High recreational use	Completes bike route between Highway 9 and Coolidge Drive	• UCSC • Highway 9 • Pogonip	[2], [4]	$250,000	BTA
43. Sims Road, Graham Hill Road to La Madrona Drive	H	• 2-lane	Part of County Master Plan of Bikeways	• Santa Cruz		$500,000	TDA, BTA AB2766, Local
44. Summit Road Class I and II, Old Santa Cruz Hwy to Old San Jose Road	L	• Narrow 2-lane arterial • High speeds	Completes significant bike route to North County	• Summit Area • Elementary School	[1]	$500,000	BTA, AB2766, Local
45. Quail Hollow Road Class II, East Zayante to Quail Hollow County Park	L	• 2-lane collector • Moderate traffic • Narrow road	Initially connects neighborhoods to Regional County Park	• Regional County Park • Neighborhoods	[5]	$500,000	BTA, AB2766, Local

OTHER BICYCLE PROJECTS

46. Bikeway Maintenance Continuing	H	Provides basic funding for maintenance activities	Countywide benefits	Countywide	[4]	$50,000	TDA
47. Monterey Bay Sanctuary Scenic Trail Network (Project combines previous Rail Trail and Coastal Trail Projects) South-county Mid-county North-county	 M H M	Union Pacific Railroad right of way (to be owned by RTC) & on street network	Provides new continuous route through county & connecting spur trails	Countywide	[1]	Estimate of $1,000,000 per mile	Federal Funds, RTC, Other Additional Sources to be Sought
48. Community Safety Traffic Coalition Ride 'n' Stride Bicycle and Pedestrian Education	H	N/A	Safety	Countywide	[1], [3]	$100,000	TDA, Grant Funding
49. Secure Bicycle Parking at Business Locations and Public Facilities	H	N/A	Provides improved service for bicyclists	Countywide	[3]	n/a	Developer Funded AB2766
50. Highway 9, City of Santa Cruz City Limits to Boulder Creek	H	- Rail Road component from City limits to Felton -Class II lane from Felton to Boulder Creek	Provides improved service for bicyclists	Preferred alternative to S.L.V. Trail Feasibility Study	[6]	T.B.D.	TDA, BTA, Caltrans
51. Countywide Bicycle Route Signage Program	M	N/A	Way finding signage on popular bicycle routes	Countywide	[2]	$100,000	RTC/Local

COMPLETED PROJECTS							
1. Capitola Road Rehabilitation Class II, Soquel Avenue to 30th Avenue		3 and 5-lane arterial, major east-west route High traffic volumes Class II lanes exist	Connects the City of Santa Cruz to the Live Oak area	On Bus Route Two elementary schools Commercial Area Future Jose Avenue Park	[3], [4]	$6,100,000	RDA, STIP
2. Capitola Avenue Class II, Soquel Drive to City of Capitola	H	2-lane arterial	Connects Soquel Drive to the City of Capitola	Commercial Area • Capitola Village • On Bus Route	[4]	$400,000	Local
3. Forty-first Avenue Class II, Soquel Drive to end of median island	H	4-lane arterial High traffic volumes	Completes segment between Soquel Drive and existing bike lanes	• 41st Avenue Commercial Area • On Bus Route	[3], [4], [5]	$200,000	BTA, Local
4. Forty-First Avenue Class II, City of Capitola to East Cliff Drive		2-lane arterial, major north-south route High traffic volumes	Connects major commercial area to the Monterey Bay	Commercial area On Bus Route Beach/Monterey Bay	[4]	$500,000	RDA
5. Gross Road Class II, Soquel Avenue to Capitola City limits		• 2-lane collector	Connects the City of Capitola to Soquel Avenue	• 41st Avenue • Commercial Area • On Bus Route	[4]	$1,200,000	RDA

6. Holohan Road Class II, Green Valley Road to 1000 feet north of Highway 152		2-lane arterial High traffic volumes High speeds, limited shoulders Alternative route to Freedom	Connects business area along Airport Blvd. with Pajaro River levee bike path	Shopping area at airport County fairgrounds Future bike route on river levee Pajaro Elementary School	[5]	$1,200,000	Local TDA AB 2766 BTA
7. Lake and Fifth Avenues		One-way collector street	Recreational route	Small craft harbor Restaurants Beach		$900,000	RDA
8. San Lorenzo Valley Trail Feasibility Study	H	Highway 9 and Graham Hill Road 2-lane arterials High Speed Narrow Roads	Provide service between San Lorenzo Valley and city of Santa Cruz	San Lorenzo Valley to city of Santa Cruz		$178,000	Local, CALTRANS
9. Seascape Boulevard Class III, San Andreas Road to Sumner Avenue		2-lane arterial Wide divided road	Promotes neighborhood circulation	Residential areas Local businesses Golf Course	[2], [4], [5]	$2,000	Local
10. Seventh Avenue, Class II Improve to Plan Line study from Railroad tracks to Capitola Road		2-lane arterial High traffic volumes Narrow shoulders and steep terrain	Connects Soquel Avenue/Capitola Road to East Cliff Drive and Beaches	High School On Bus Route Future County Park	[2], [4], [5]	$2,500,000	RDA

Planning Documents Code: [1] Regional Transportation Plan (RTP) Short Range [2] RTP Long Range
[3] Regional Transportation Improvement Plan (RTIP) [4] County's Capital Improvement Program
[5] County General Plan [6] Specific Plan

Funding Sources:

BTA	Bike Transportation Account	Local	Local Funds
STIP	State Transportation Improvement Program	AB 2766	Air District Vehicle Surcharge Fee
TDA	Transportation Development Act	SR2S	Safe Routes to School
RTC	Regional Transportation Commission	Caltrans	California Department of Transportation
RDA	Redevelopment Agency		

Bikeway Design and Construction .

The Bikeway Planning and Design Chapter of the Caltrans Highway Design Manual provides specific detail on design speeds, signing, striping, and other related bikeway design issues. Caltrans identifies three types of bikeways:

Bike Path (Class I) Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with cross flows by motorists minimized and extreme care taken to make sure the crossing for bicyclists are as safe as possible. Caltrans minimum width is 8 feet or 2.4 meter (4 feet {or 1.2 meters} each way, with a stripe down the center), with a 2 foot or 0.6 meters graded shoulder on each side. A Class I bike path is conceptually illustrated in Figure 5a.

Bike lanes (Class II) are striped lanes on roadways that are marked by signage, pavement striping, and/or stencils. Caltrans minimum recommended width against a curb is 5 feet or 1.5 meters. Where parallel auto parking occurs against a curb, Caltrans recommends a minimum of 12 feet or 3.6 meters from curb to lane stripe, producing a bike lane width of approximately 4 feet or 1.2 meters, but only one foot when a car door is open. Where practical, a safer lane width is suggested, however, with a total width of 13 feet or 4 meters for auto parking and bike lane space combined. This will accommodate bike trailers as well as opening doors. A Class II bike lane is conceptually illustrated in Figure 5b.

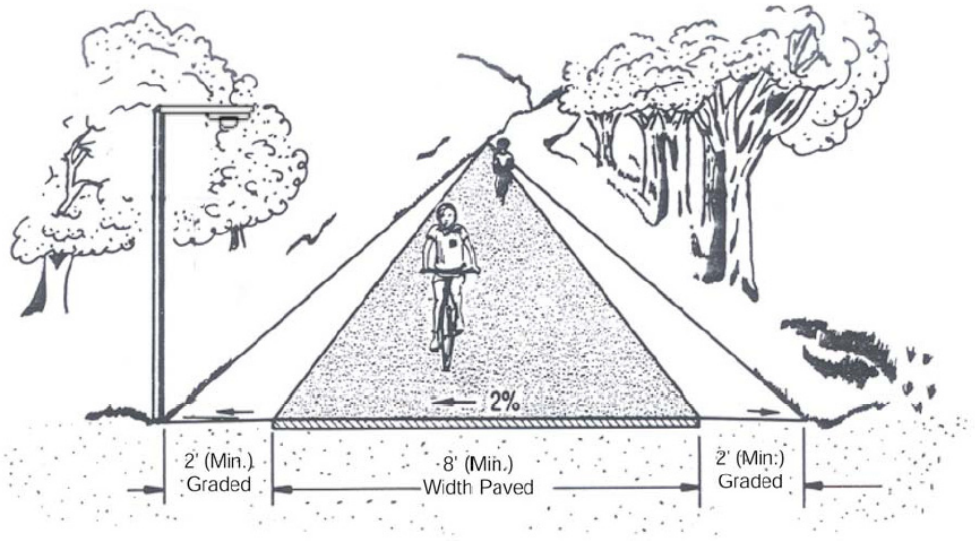
Bike Routes (Class III) provides a right-of-way designated by signs or permanent markings to help guide bicyclists on recommended routes to certain locations and are used on streets where auto traffic volume and speed don't warrant other facilities. Bike Routes are shared by pedestrians and motorists. Signing streets as bike routes probably does not make streets any safer for bicyclists to use. The purpose is mainly to guide bicyclists on recommended routes. The minimum auto/bike lane width occurring adjacent to the curb should be 14 feet or 4.2 meters. Where the lane occurs adjacent to parallel auto parking, the lane width (including parking lane) may be 18 feet or 5.4 meters greater.

A Bike Boulevard is a somewhat new concept to enhance a route for cross-town bike travel (traffic signals or 4-way stops at all arterial crossings are essential), while preventing or discouraging motor vehicles from also using the street as a thoroughfare. Successful bike boulevards have low volumes of auto traffic and slow auto speeds, and therefore don't require striped bike lanes. The primary way to prevent the street from being used as an auto thoroughfare (which the recommended traffic controls at arterial crossings would otherwise encourage) is to use "traffic-calming" devices to slow down traffic. Traffic-calming devices include speed humps, bulbs, mid-street islands with trees, and narrower lanes.

Figure 5A
Caltrans' Bikeway Standards

Figure 1003.1A

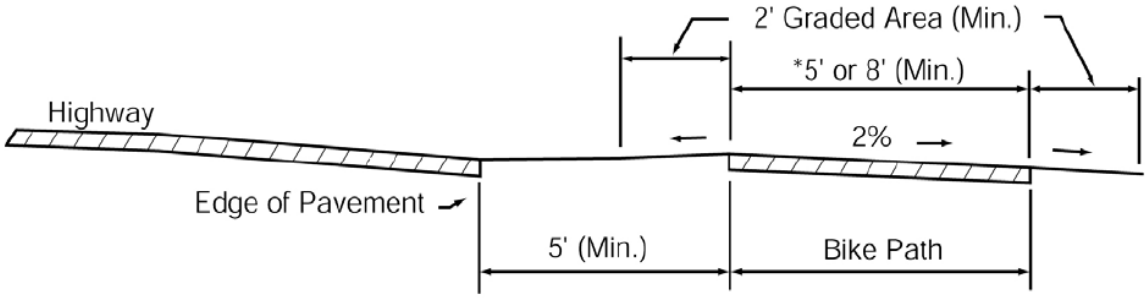
Two-Way Bike Path on Separate Right of Way



Note: For sign clearances, see MUTCD, Figure 9B-1.

Figure 1003.1B

Typical Cross Section of Bike Path Along Highway



NOTE: See Index 1003.1(5)

*One - Way: 5' Minimum Width
Two - Way: 8' Minimum Width

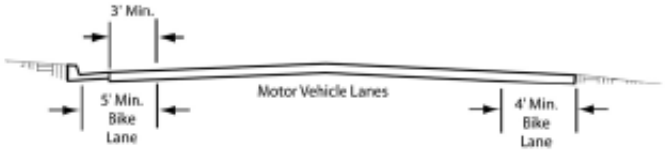
Figure 5B
Caltrans' Bikeway Standards

Figure 1003.2A
Typical Bike Lane Cross Sections
(On 2-lane or Multilane Highways)

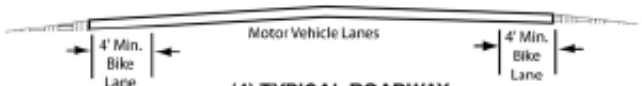
(1) MARKED PARKING

* 13' is recommended where there is substantial parking or turnover of parked cars is high (e.g. commerical areas).

(2) PARKING PERMITTED WITHOUT MARKED PARKING OR STALL



(With Gutter) **(3) PARKING PROHIBITED** (Without Gutter)



(4) TYPICAL ROADWAY IN OUTLYING AREAS PARKING RESTRICTED

Note: For pavement marking guidance, see the California MUTCD, Section 9C.04

Guidelines During Road Construction

Part 6 of the California Manual on Uniform Traffic Control Devices requires safety measures during construction to protect all road users. Since the needs of bicyclists, pedestrians, and disabled travelers may not be obvious to construction managers used to thinking in terms of motor vehicles, the following list of hazards and recommended safety and access measures is offered to increase awareness.

THE PROBLEM

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

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

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

Hazards to Bicyclists

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

Hazards to Pedestrians

- Blocked or hazardous walkway which is not marked in a way that is visible in advance, especially at night.
- Alternate route or detour which is not negotiable by wheelchairs, strollers, carts, etc.

Special Hazards to Visually Impaired Pedestrians

- Blocked or hazardous walkway without barrier which is solid enough to be discernible by guide dog or cane.

Special Hazards to Wheelchair Travelers

- Signs, equipment or debris partially blocking the walkway.
- Sidewalk blocked with no curb cut or ramp to exit sidewalk, or advance warning to exit at a prior curb cut.
- Rough pavement, grooves, or gravel without advance warning. Rocks of 3" diameter or greater are especially hazardous because they may cause the wheelchair to stop abruptly and eject the occupant.

[1] For the purpose of these guidelines, “bikeway” will be used to refer to where bicyclists usually travel on a given road, including painted bike lanes, paved shoulders, the right side of a wide travel lane, or the center of a narrow travel lane if there is no bike lane or shoulder. “Walkway” will be used to refer to sidewalks, shoulders, and paths where pedestrians and wheelchairs travel.

THE SOLUTION

The California Manual on Uniform Traffic Control Devices (Section 6D.101(CA)) includes these "fundamental principles" for bicyclists and pedestrians in construction and maintenance work zones:

1. A travel route that replicates the most desirable characteristics of a wide paved shoulder or bikeway through or around the traffic control zone is desirable for bicyclists.
2. If the traffic control zone interrupts the continuity of an existing bikeway system, signs directing bicyclists through or around the zone and back to the bikeway is desirable.
3. Unless a separate bike path through or around the traffic control zone is provided, adequate roadway lane width to allow bicyclists and motor vehicles to travel side by side through or around the zone is desirable.
4. Bicyclists should not be led into direct conflicts with mainline traffic, work site vehicles, or equipment moving through or around the traffic control zone.

Detours

- When construction blocks the bikeway, accommodations should be made for bicyclists if they are made for motor vehicles, including safe and well marked detours for cyclists when needed. In some situations when motor vehicles are detoured, a safe corridor can be left open for bicyclists. If not possible, post "End Bike Lane" and "Share the Road" (or "Merge Left") caution signs to encourage cyclists to merge into the through lane. Rather than directing bicyclists to walk their bikes in pedestrian zones, try to provide a rideable alternative.

- If construction or signs must block the walkway, establish safe, well-signed detours for pedestrians which are accessible for wheelchairs, stroller, carts, etc.

- When one-lane, two-way traffic control is done by temporary traffic signals, timing should accommodate bicyclists, who will be slower than motor vehicles especially in the uphill direction. Consider push button signals for bicyclists or special bicycle loops, if practical.

- Barriers should include a portion low enough and solid enough to be easily discernible by a cane, guide dog, or child. If necessary, use flaggers to guide pedestrians.

Signs

- Whenever possible, construction warning signs should be placed out of the bikeway and walkway, so that the sign itself is not a barrier for bicyclists or wheelchair travelers. Remove construction signs promptly when construction pauses or ends.

- Any construction or sign which blocks the bikeway should have sufficient sight distance, including night time visibility to allow cyclists time to merge safely into the car lane. Use "End Bike Lane" and "Share the Road" signs.

- For all construction where the bikeway or walkway is blocked or the lane narrows, post "Share the Road" caution signs to warn motorists to slow down and watch for bicyclists and pedestrians.

Pavement Surface

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

Bikeway and Road Maintenance

The County and Regional Transportation Commission have recognized that to facilitate bicycling, bikeways must be maintained. Traditionally, two types of projects have continued to be funded. Maintenance funds go primarily to sweeping bike lanes according to a set schedule, restriping faded lane markings, patching potholes, and cutting overhanging vegetation. "Conflict bikeway" funds go to spot improvements to bring existing bikeways up to current standards. Such maintenance and improvement is important for the right sections of all streets, as bike travel is not limited to those roads with bike lanes. Construction activities typically occur in the portion of the road where cyclists travel. Through the encroachment permit process, the County will work with contractors to insure that roadway standards are maintained after construction projects are completed.

Existing and Proposed Bicycle Parking and Support Facilities

There are several additional components to a successful bicycle network besides bike lanes. Facilities and amenities that support and encourage bicycling include secure and convenient bicycle parking facilities, employee shower and changing facilities, bike sensitive signals at intersections to allow cyclists the ability to trigger the signal, and intermodal connections.

Bicycle parking requirements are established in the Santa Cruz County Zoning Ordinance for new development. Rates vary according to the type of use. Current regulations do not mandate that a certain number of bicycle spaces be secure lockers for employees.

The Santa Cruz County Regional Transportation Commission also administers a program to help fund the installation of secure bicycle racks and lockers in high use commercial and public facility areas. Since 1993, the "Bike Secure” program has funded 52 local agencies and businesses in the installation of over 200 bicycle parking facilities providing 1,700 plus new bicycle parking spaces. Locations of new bicycle racks are constantly being added to provide bicycle parking facilities.

Bike Parking

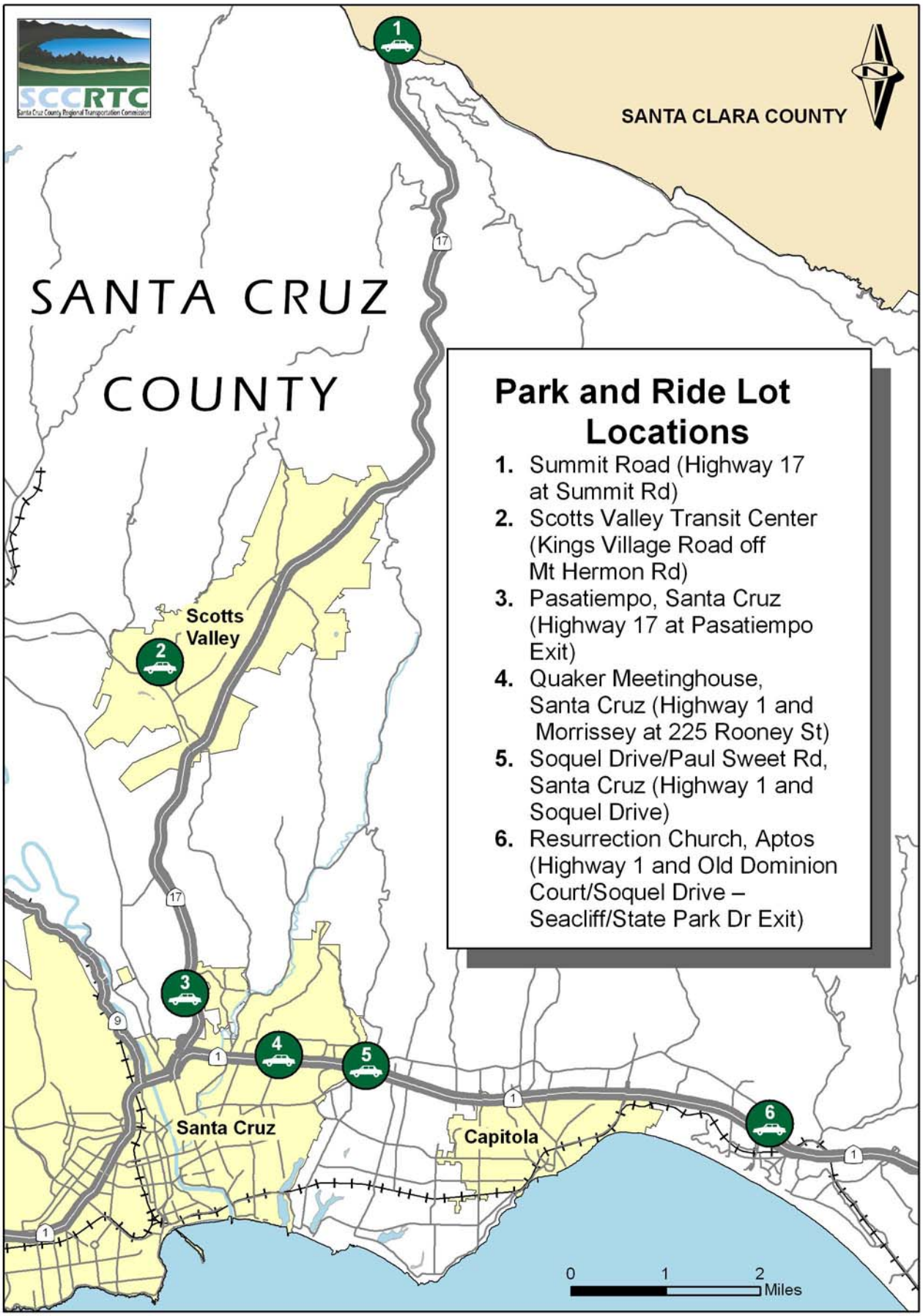
Currently, there are few public places for changing and storing bicycle clothes and equipment. To encourage commuter bicycling use, some jurisdictions have adopted ordinances which require new employment-generating uses to provide onsite bicycle parking, lockers, and facilities for showering and changing clothes. These types of requirements for new or expanded development provide incentives for employees to use bicycling as a commuting alternative. County-wide site design requirements for worksites have not been adopted. If considered in the future, ordinances should include requirements for bike storage, showers, and clothes lockers to further encourage bicycle commuting.

Park-And-Ride Lots

Six park-and-ride lots exist in all of Santa Cruz County, and one located just over the County line at the Summit. One lot currently have bicycle parking facilities, which is located at the Scotts Valley Transit Center. Locker assignments and distribution of locker keys for the Scotts Valley Transit Center are handled by Commute Solutions, a Service of the Santa Cruz County Regional Transportation Commission. Racks are not expected to be installed since they do not provide as much security for long-term parking. In addition, additional lots are being proposed along the Hwy 17/Hwy 1 corridor. All will have bike locking facilities. The current sites in the County are shown on Figure 6.

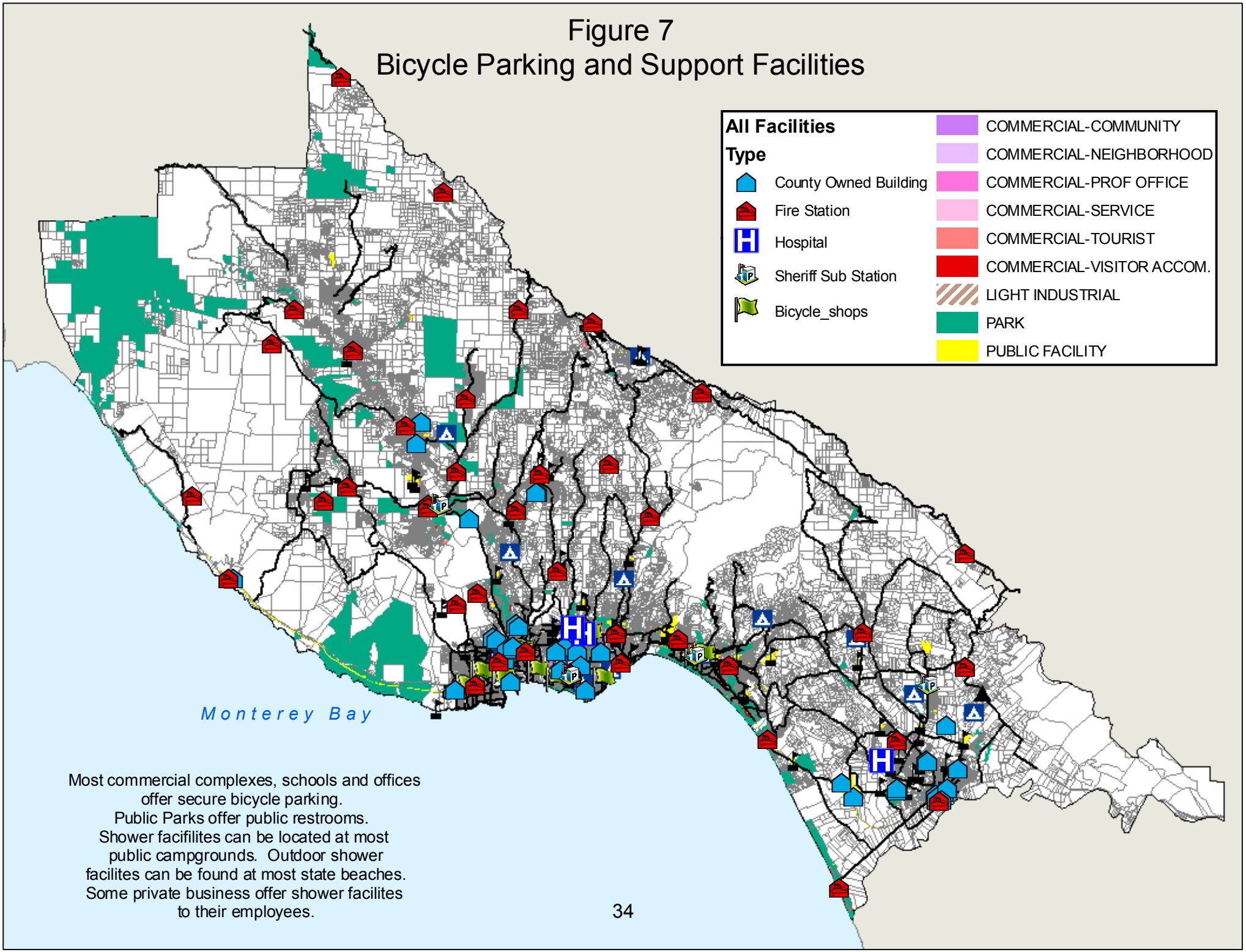
Existing and Proposed Bicycle - Intermodal Facilities

Connections between the various transportation modes allow people to use a combination of transportation modes for daily trips. People can combine bicycling with bus, automobiles, carpooling, vanpooling, train travel, and walking for their commuter and recreational trips. Facilities that can help cyclists combine transportation modes include: bike racks on buses, vanpools, and bike racks and lockers at transit stops and park and ride lots, train stations, and parking structures. See Figure 7.



Park and Ride Lots Serving Santa Cruz County

Figure 7
Bicycle Parking and Support Facilities



Most commercial complexes, schools and offices offer secure bicycle parking. Public Parks offer public restrooms. Shower facifilites can be located at most public campgrounds. Outdoor shower facilites can be found at most state beaches. Some private business offer shower facilites to their employees.

Transit Bicycle Facilities

The County of Santa Cruz assisted the Metropolitan Transit District in obtaining a BTA grant to implement a program to equip buses with front loading bicycle racks that can accommodate three bicycles. The Santa Cruz Metropolitan Transit District (METRO) implemented a new policy allowing bicycles to be transported on METRO's fixed route service for no additional fee when the bicycle is accompanied by a fare-paying passenger. The bicycles are transported on a front-mounted rack system that can accommodate up to three bicycles. The use of the racks is on a first come first serve basis and the racks are available on all fixed route services. There are some route services that will allow up to two bicycles to be transported inside the buses. Those routes are the Highway 17 Express route and fixed route numbers 40, 41 and 42.

Regional Facilities

The Santa Cruz County Regional Transportation Commission (SCCRTC) has programmed $6.8 million to date to develop the Monterey Bay Sanctuary Scenic Trail (MBSST) Network. The multi-use trail is envisioned to be a recreational, interpretive and transportation facility for bicyclists and pedestrians that will span the county's coastline. Previous projects such as the Rail Trail and the Coastal Trail Network have been consolidated into the MBSST Network project as they all share the goal of developing new accessible bicycle and pedestrian trail facilities on or near the coast. Once the RTC completes purchase of the Santa Cruz Branch rail line, the rail right of way will be evaluated through a Master Planning process for the possibility of accommodating such a trail adjacent to the active rail line. The 32 mile rail right of way spans the length of most of the county, is often very near the coast, and offers a perfect gradient for an accessible bicycle and pedestrian facility. The County of Santa Cruz will coordinate with the trail efforts listed above to ensure an effective and efficient bicycle facilities system.

Rail Corridor Transportation Planning

The Santa Cruz County Regional Transportation Commission is currently evaluating options for implementing passenger rail service from the City of Santa Cruz to Davenport. In planning for future facilities, consideration should be given to provision of the following bicycle facilities: bicycle parking at rail stops; provision for allowing bicycles on trains; and parallel bicycle routes within the right-of-way. Establishment of bike paths along railroad right of ways is supported by the Regional Transportation Plan (Policy 2.2)

Citizen and Community Involvement

The County of Santa Cruz has compiled a list of proposed bike projects in coordination with the local citizen advisory group of the Santa Cruz County Regional Transportation Commission (Bicycle Committee) which represents the entire geographical area of the County. The Bicycle Committee has reviewed the bike plan and their feedback is addressed herein. The RTC certified this plan on March 22, 2011.

The County of Santa Cruz Board of Supervisors considers adoption of the bike plan at a public meeting allowing the general public to comment. In addition, the Santa Cruz County Department of Public Works routinely initiates neighborhood/community meetings for individual bike projects as they are designed. These meetings generally include aerial photos, plan lines, preliminary engineered plans, and alternatives for review and discussion with the local community.

VI. BICYCLE SAFETY AND EDUCATION PROGRAMS

Santa Cruz County has an abundance of safety and education programs, as well as advocacy groups. Bicyclists need to know the vehicle laws and they also need to develop good cycling skills, so that they can coexist safely with motorists. Motorists need to know that cyclists have a legal right to the roadways and they need to learn coexistence strategies, as well. Education programs can provide motorists with valuable information they need and bicyclists with on-bike training. The safety benefits of helmets and other protective measures also need to be stressed. Some of the more active local non-profit organizations are listed below:

Santa Cruz County Regional Transportation Commission - Plans for, funds, and supports numerous bicycle projects. A SCCRTC Transportation Planner serves part-time as a Bicycle Coordinator and staff person for the Bicycle Advisory Committee; handles bicycle hazard reporting (of potential or existing hazards on roadways or bikeways), applications for Bikes Secure, providing bicycle parking at private lots, vanpools and other locations (http://www.sccrtc.org/). The SCCRTC also produces the Santa Cruz County Bikeways Map which is distributed free to the public.

Commute Solutions - A rideshare program that provides callers with commute information, such as carpool and vanpool matching, transit schedules, bicycle commuter brochures, bikeway maps, and route suggestions, amongst other resources (http://www.commutesolutions.org/).

Bicycle Advisory Committee– advises the Santa Cruz County Regional Transportation Commission (SCCRTC) on bicycle planning and policy related issues. The Committee provides technical review of proposed bicycle projects and funding applications as well as theft prevention, bicycle parking programs, education and safety, and other bicycling related issues (http://www.sccrtc.org/ros-bike.html).

Ecology Action – a non-profit environmental consultancy that offers bicycle education and safety programs, technical support, and incentive programs to encourage active transportation. Ecology Action works closely with local jurisdictions, schools and businesses, and is an active presence in the community (http://www.ecoact.org/Programs/Transportation/index.htm).

Bike to Work/School Program - Offers two County-wide Bike to Work/School Day events per year as well as the Spring Bike Week. These events are fun, inclusive, and educational, and encourage, support, and promote more people to bicycle for transportation.

Bike Smart – A Safe Routes to School program run by the Transportation Division of Ecology Action, a local non-profit organization. Bicycle safety training is done in the classroom and outside where youth of all ages participate in “Bicycle Rodeo” obstacle courses.

Cabrillo College Go Green (Partnered with Ecology Action) – Offers up to $500 no-interest loan to purchase a bicycle for commuting to and from school and/or work. The College also hosts a bicycle co-op and offers bicycle lockers and secure bicycle parking.

Community Traffic Safety Coalition - a public safety organization representing over 30 community and government organizations, funded by a grant from the State Office of Traffic Safety. Some of its activities include: "Share the Road" with bicyclist signs, low-cost helmet distribution, outreach and education of enforcement agencies, Latino Community outreach, night-riding education (http://www.sctrafficsafety.org/).

Ride n' Stride Bicycle and Pedestrian Safety Program – Teaches elementary school children to safely ride their bicycles and walk. The program covers traffic and safety laws including helmet use and proper street crossing.

Bicycle Traffic School – A program aimed to hold bicyclists who receive traffic violations responsible for illegal behavior and educate them so the behavior is not repeated. Bicycle traffic safety classes are offered to individuals who receive traffic violation tickets in lieu of paying the fine.

People Power - a grass-roots advocacy group that monitors and advocates for positive bicycle associated issues (http://peoplepowersc.org/).

VII. BICYCLE PLAN CONSISTENCY WITH OTHER REGIONAL PLANS

1994 General Plan and Local Coastal Plan for Santa Cruz County

The Santa Cruz County General Circulation Element includes objectives, policies and programs to develop a safe and efficient bikeway system, with an emphasis on commuter use (Objective 3.8a), coordinate bikeway planning with other agencies (Objective 3.8b), and seek to increase bicycle for commuting and general purposes (Objective 3.8c). The preparation and implementation of a Bikeway Plan facilitates achieving these objectives by developing an action plan that can be used as part of the County, regional, and statewide funding and grant programs. The Bicycle Plan is in support of the following Santa Cruz County General Plan Circulation Element Policies and Programs:

- Plan a bikeway network to integrate with other modes of transportation (3.8.1, 3.8.3)
- Design regional bicycle routes to connect residential areas with major activity centers (3.8.2)
- Periodically revise County Bikeways Plan (3.8.6)
- Plan, design and construct bikeways consistent with the adopted Bikeway Plan (Programs f, g, and i)

Santa Cruz County Regional Transportation Plan

The 2010 Regional Transportation Plan (RTP) also seeks to increase bicycle travel, reduce conflicts between bicycles and other modes of travel and increase the potential of combining bicycle travel with other modes of transportation. The RTP seeks to develop bikeway systems, including bike lanes, that provide for safe bicycle travel. The Bicycle Plan is consistent with RTP bicycle planning policies that seek to update bikeway plans and implement projects to close gaps in the bikeway network and provide safe bicycling facilities.

Monterey Bay Unified Air Pollution Control District 2008 Air Quality Management Plan

The 2008 Air Quality Management Plan also seeks to increase bicycle travel as this mode of transportation is the single most efficient form in terms of energy and resulting air pollution. Projects that consist of any new or improved bicycle facility constructed, increases the opportunity for more commuters to choose the bicycle as their mode of transportation instead of motorized transportation. The improvement projects as outlined in this bicycle plan achieve these goals.

VIII. FUNDING SUMMARY

There are a variety of funding sources available for bicycle facilities and programs. As the opportunity arises the County Department of Public Works will apply for such funding. A list of current funding options is included in Appendix C of this Plan. Adoption of this Bicycle Plan by the Santa Cruz County Board of Supervisors will enable Santa Cruz County to apply for various grants offered by the State.

IX. PREPARATION OF PLAN

The Santa Cruz County Bike Plan was prepared in conformance with the 1994 County General Plan and local Coastal Program, the most current County Capital Improvement Program, and regional transportation plans such as the Regional Transportation Plan (RTP) and the Regional Transportation Improvement Program (RTIP). Each of these documents has undergone extensive public review. Identified projects in Table 2 are consistent with approved County plans and regional documents.

X. REFERENCES

AMBAG. 2005. *AMBAG Monterey Bay Area Transportation Plan*.

AMGAG June 2010 AMBAG Monterey Bay Area Mobility 2035

AMBAG 2000 Census

City of Sunnyvale. 2006. *Bicycle Plan*.

City of Capitola 2011 Bicycle Plan

County of Santa Cruz. December 19, 1994. *1994 General Plan and Local Coastal Program for the County of Santa Cruz*.

Oregon Department of Transportation. June 1995. *Oregon Bicycle and Pedestrian Plan*.

Santa Cruz County Regional Transportation Commission. *2010 Santa Cruz County Regional Transportation Plan*.

Santa Cruz County Regional Transportation Commission Bicycle Committee. "Santa Cruz County Bikeway Map."

Santa Cruz County Regional Transportation Commission Park and Ride Lot Location Map

Monterey Bay Unified Air Pollution Control District 2008 Air Quality Management Plan

The Transportation Agency for Monterey County. *2008 General Bikeways Plan for Monterey County*.

Urban Ecology. April 1996. "Model Bikeway Plan Guidelines."

Commute Solutions materials

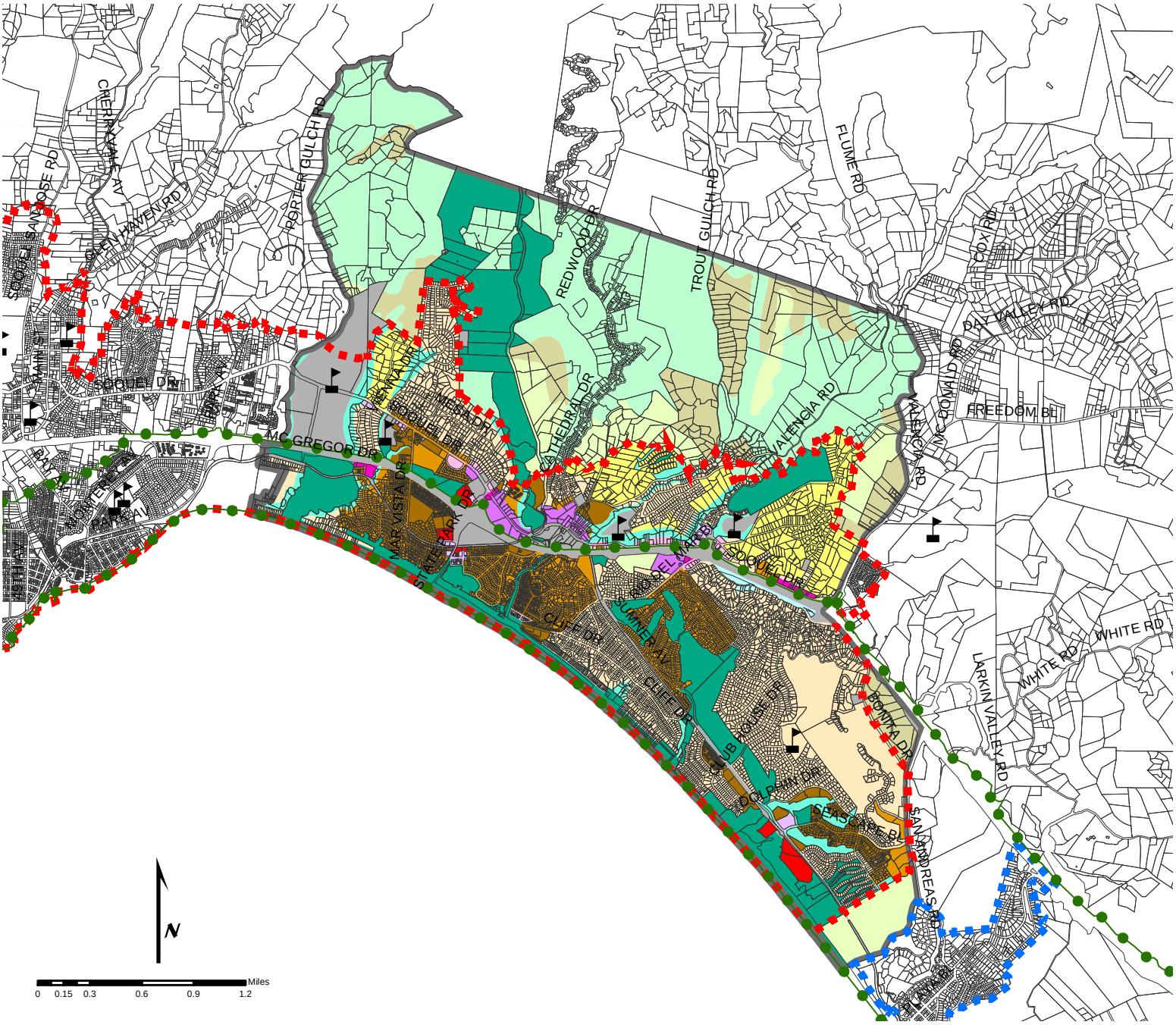
Community Traffic Safety Coalition materials

Maps

Cyclists need different information from that provided by most highway maps. Cyclists are concerned with traffic volumes, pavement widths, water availability, long climbs and descents, bicycle repair shops and campsites. Several maps provide this specialized information for Santa Cruz County including the following:

- Caltrans District 5's Bicycle Touring Guide for State Highways on the Central Coast. Contact District 5 Planning Department at (805)549-3282
- Santa Cruz County Bikeway Map. Contact the SCCRTC at (831) 460-3200

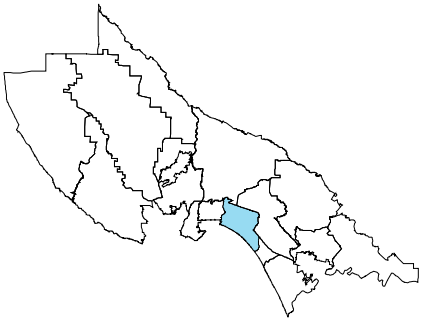
APPENDIX A
SANTA CRUZ COUNTY GENERAL PLAN LAND USE AND CIRCULATION MAPS



GENERAL PLAN LAND USE DESGINATIONS

- Agriculture
- Commercial-Community
- Commercial-Neighborhood
- Commercial-Office
- Commercial-Service
- Commercial-Visitor Accom.
- Lake
- Parks and Recreation
- Public Facilites
- Residential-Mountain
- Residential-Rural
- Residential-Suburban
- Residential - Urban Very Low Density
- Residential - Urban Low Density
- Residential - Urban Medium Density
- Residential - Urban High Density
- Resource Conservation
- Urban Open Space

- Aptos Planning Area
- Urban Services Boundary
- Rural Services Boundary
- Coastal Zone
- Public School Sites



COUNTY OF SANTA CRUZ, CA
1994 GENERAL PLAN and
LOCAL COASTAL PROGRAM

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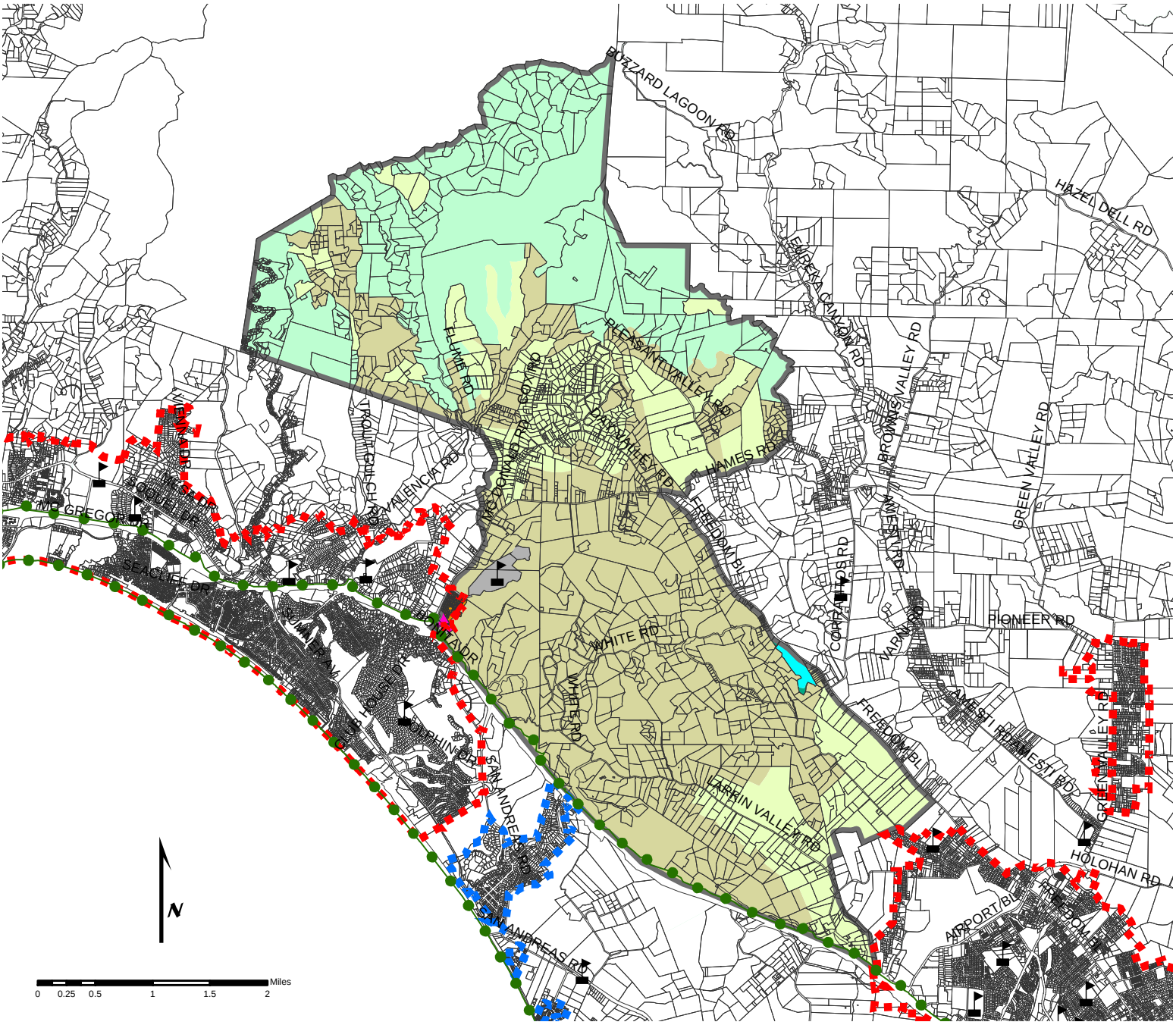

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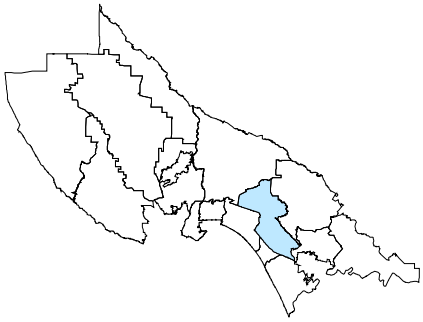

COUNTY OF SANTA CRUZ, CA
1994 GENERAL PLAN and
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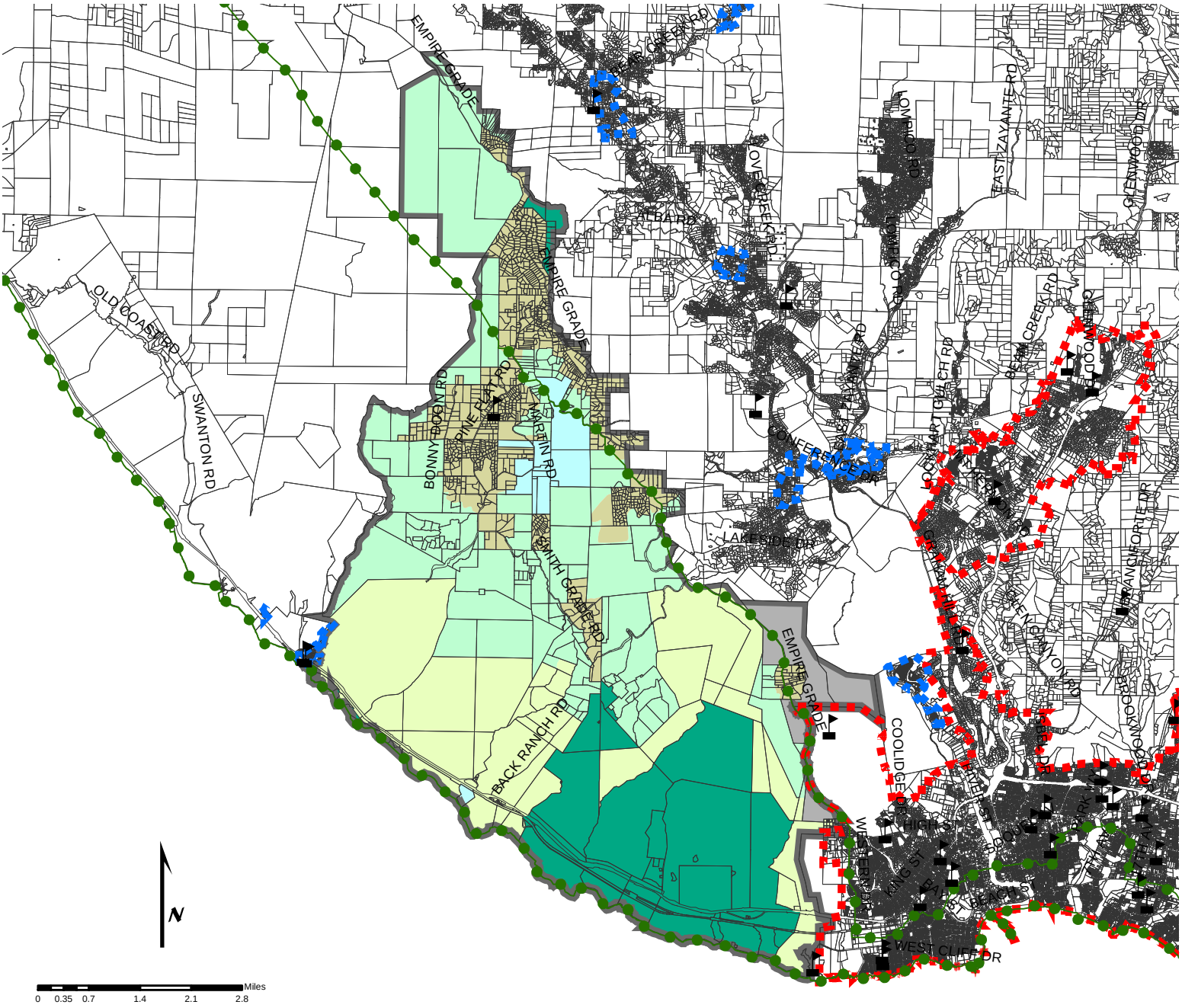
APTOS HILLS
PLANNING AREA



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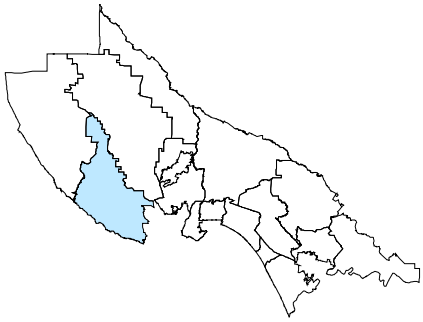
- Public School Sites



COUNTY OF SANTA CRUZ, CA
1994 GENERAL PLAN and
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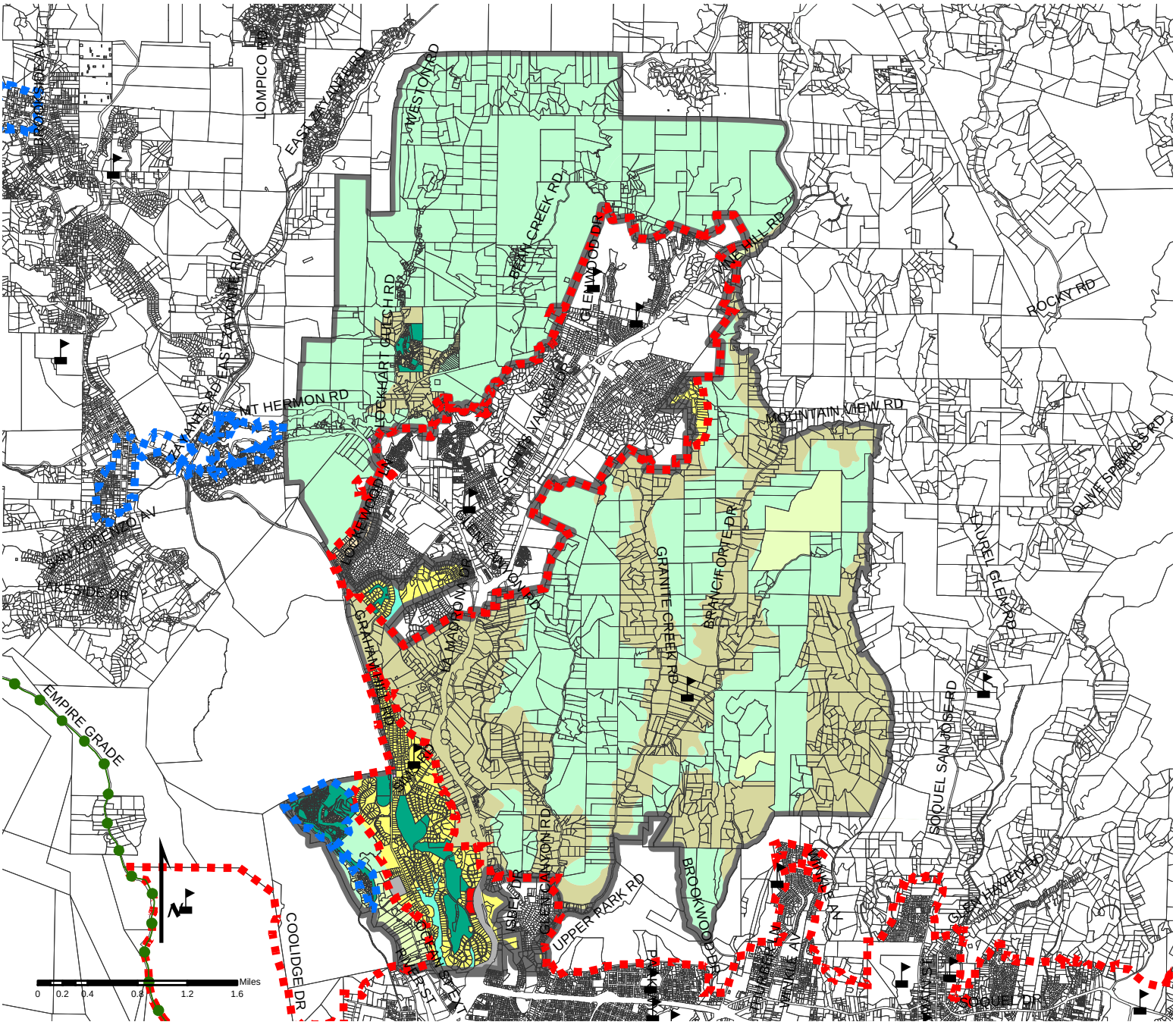

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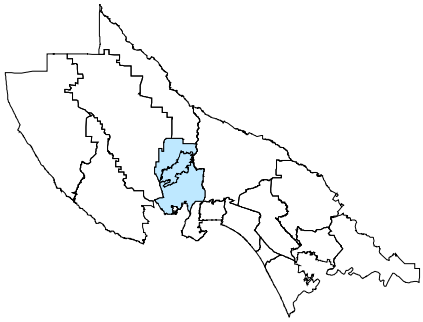

COUNTY OF SANTA CRUZ, CA
1994 GENERAL PLAN and
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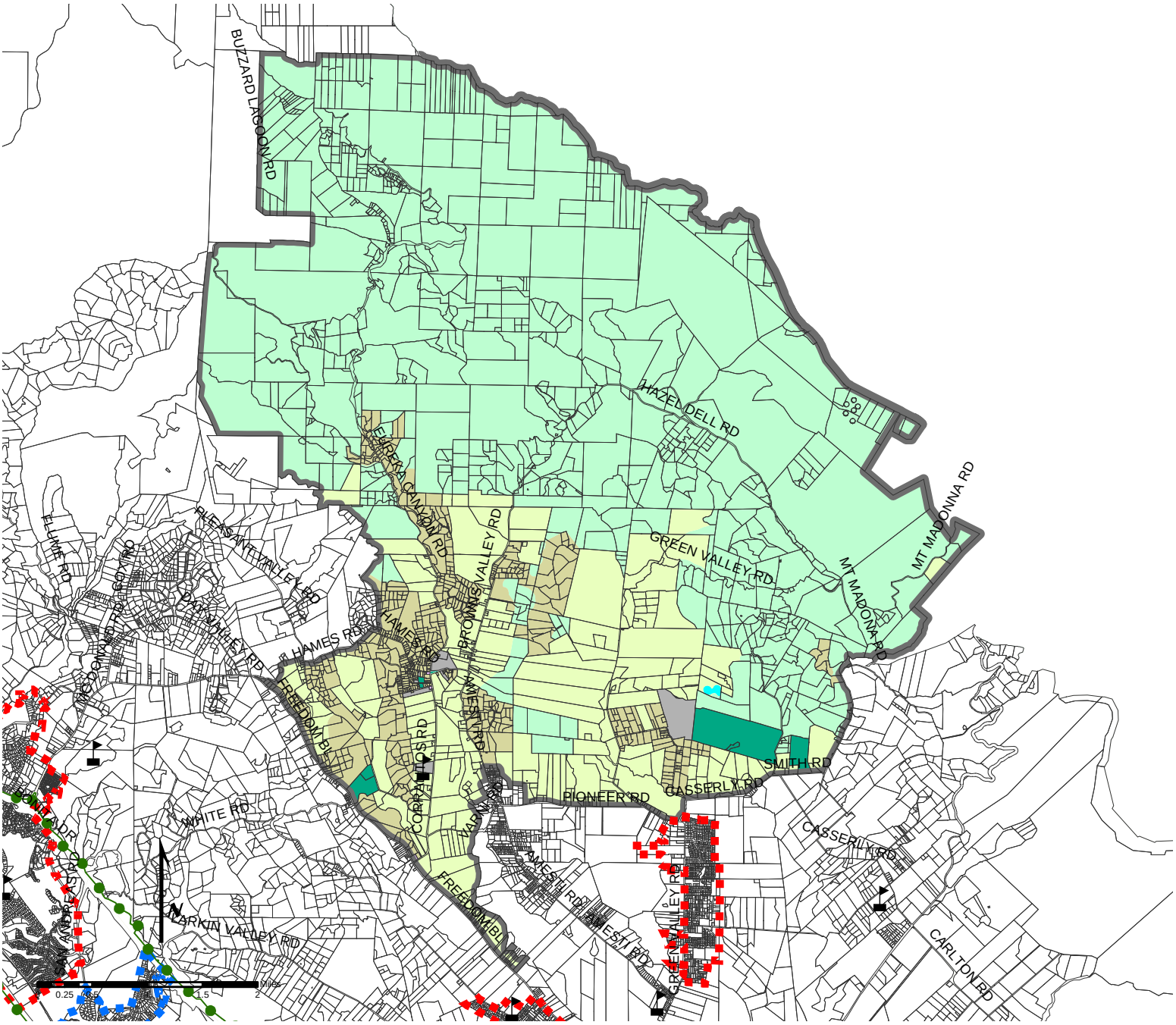

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- Rural Services Boundary
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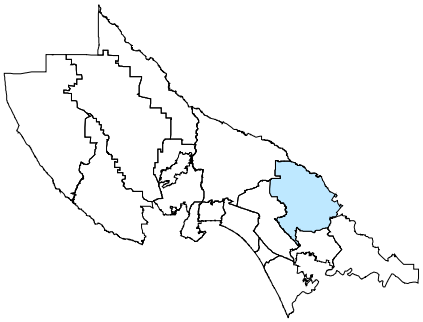
- Public School Sites



COUNTY OF SANTA CRUZ, CA
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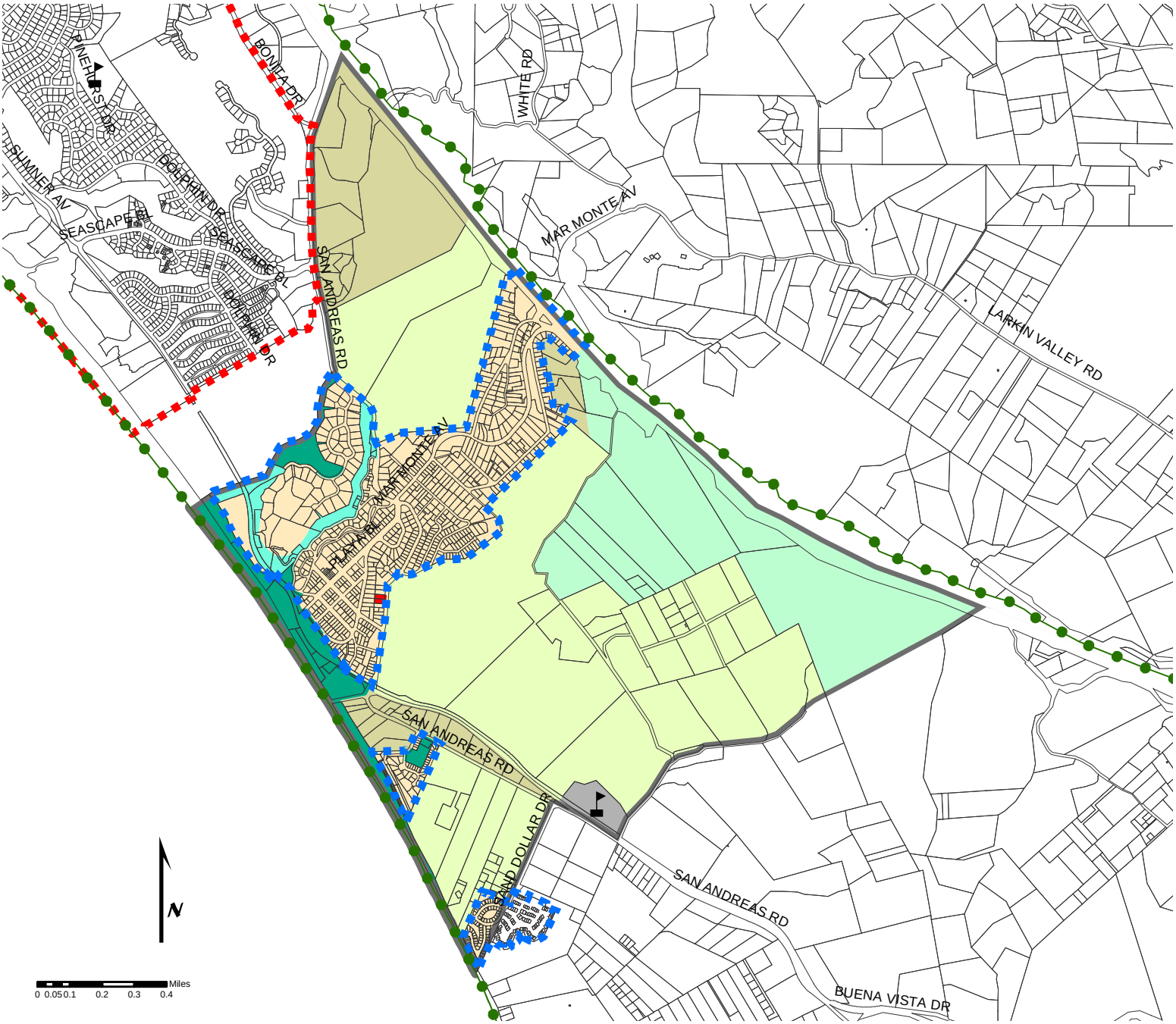
PLANNING AREA



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- Urban Open Space

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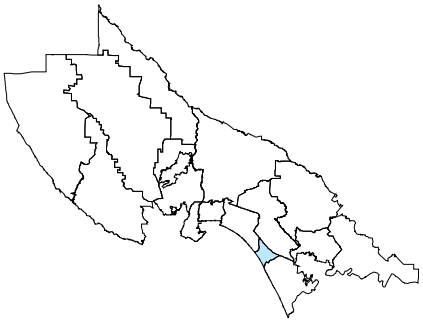
- Public School Sites



COUNTY OF SANTA CRUZ, CA
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LA SELVA
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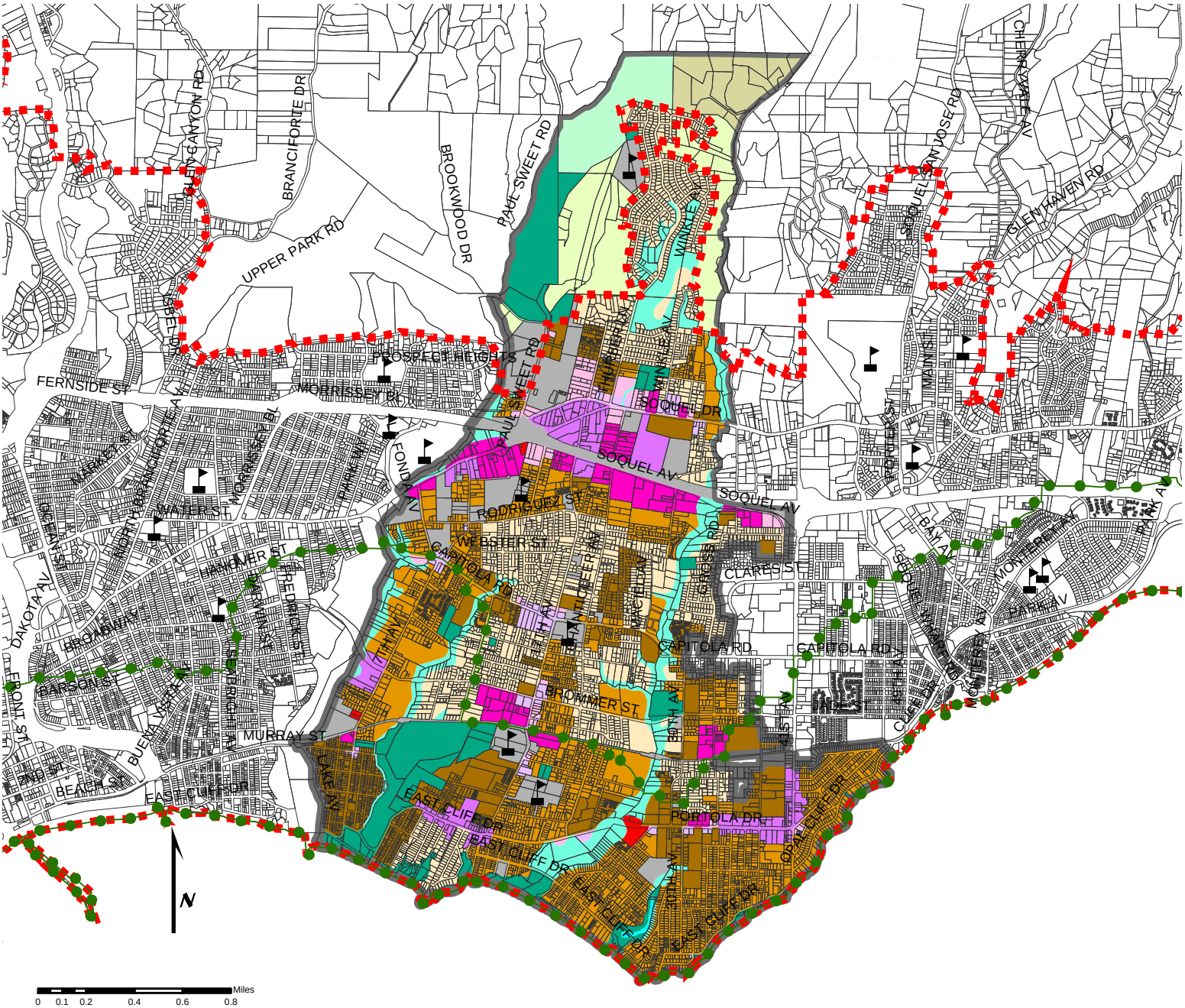

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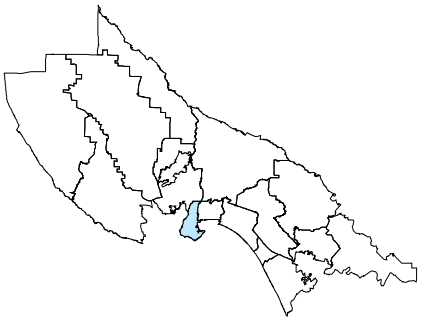
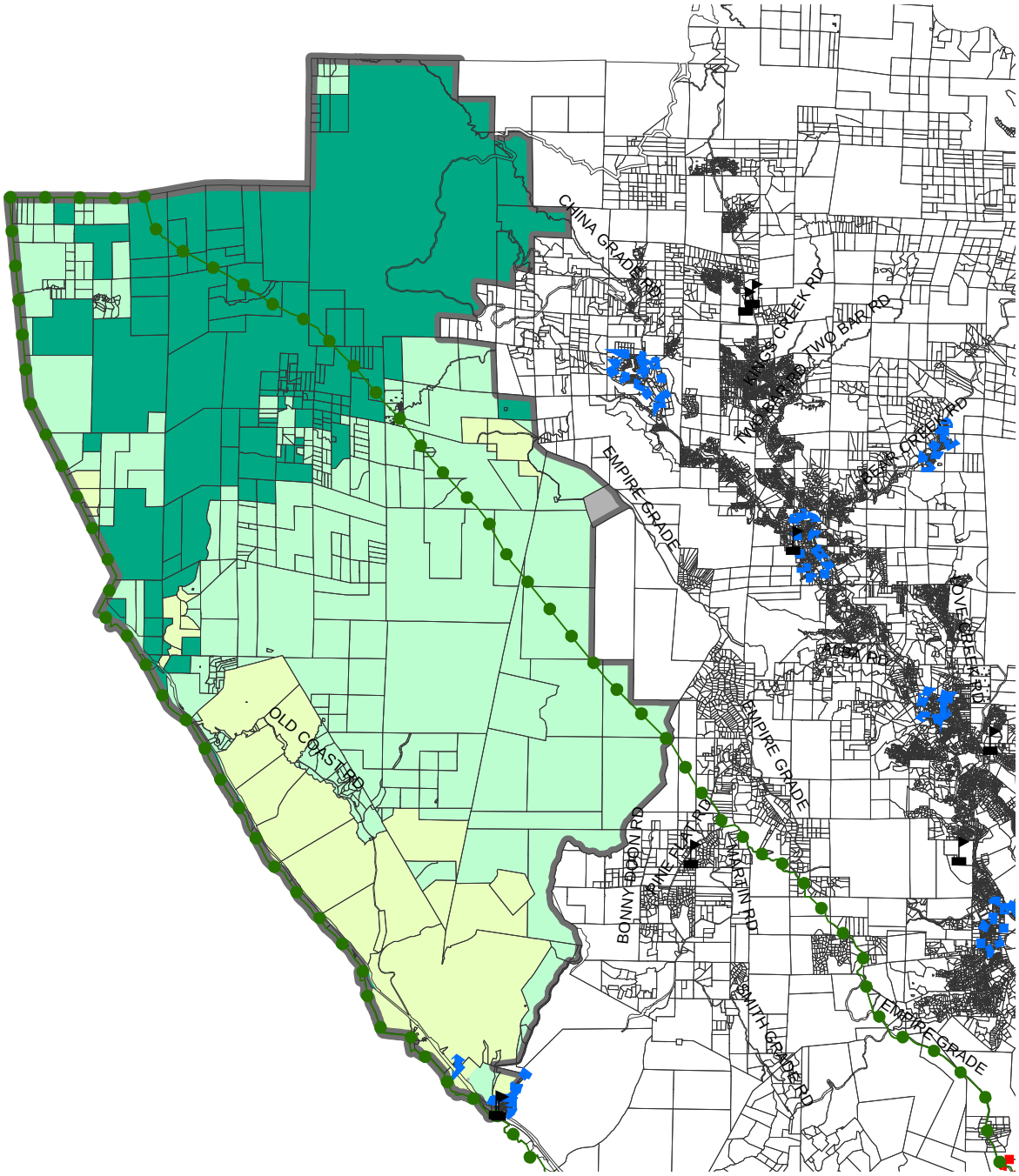
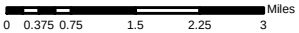


COUNTY OF SANTA CRUZ, CA
1994 GENERAL PLAN and
LOCAL COASTAL PROGRAM

LIVE OAK
PLANNING AREA





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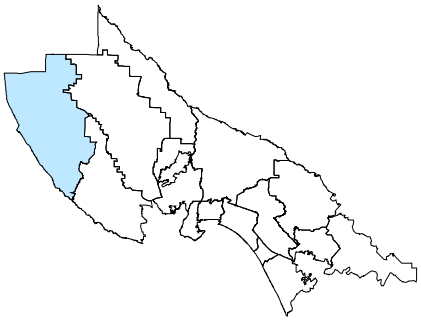

COUNTY OF SANTA CRUZ, CA
1994 GENERAL PLAN and
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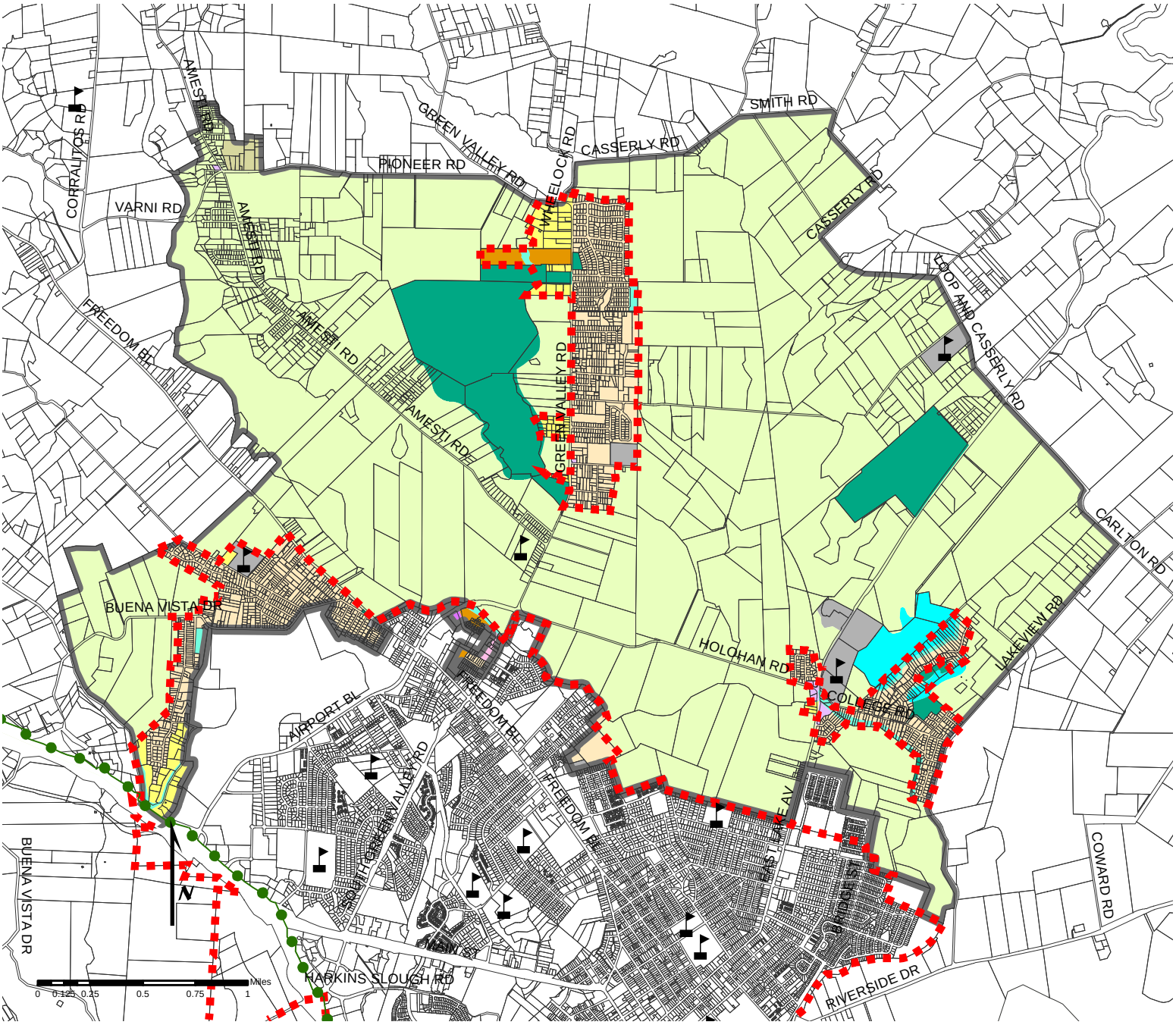
NORTH COAST
PLANNING AREA



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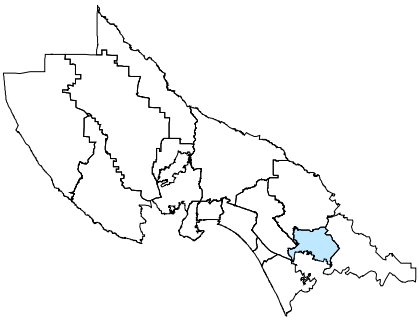
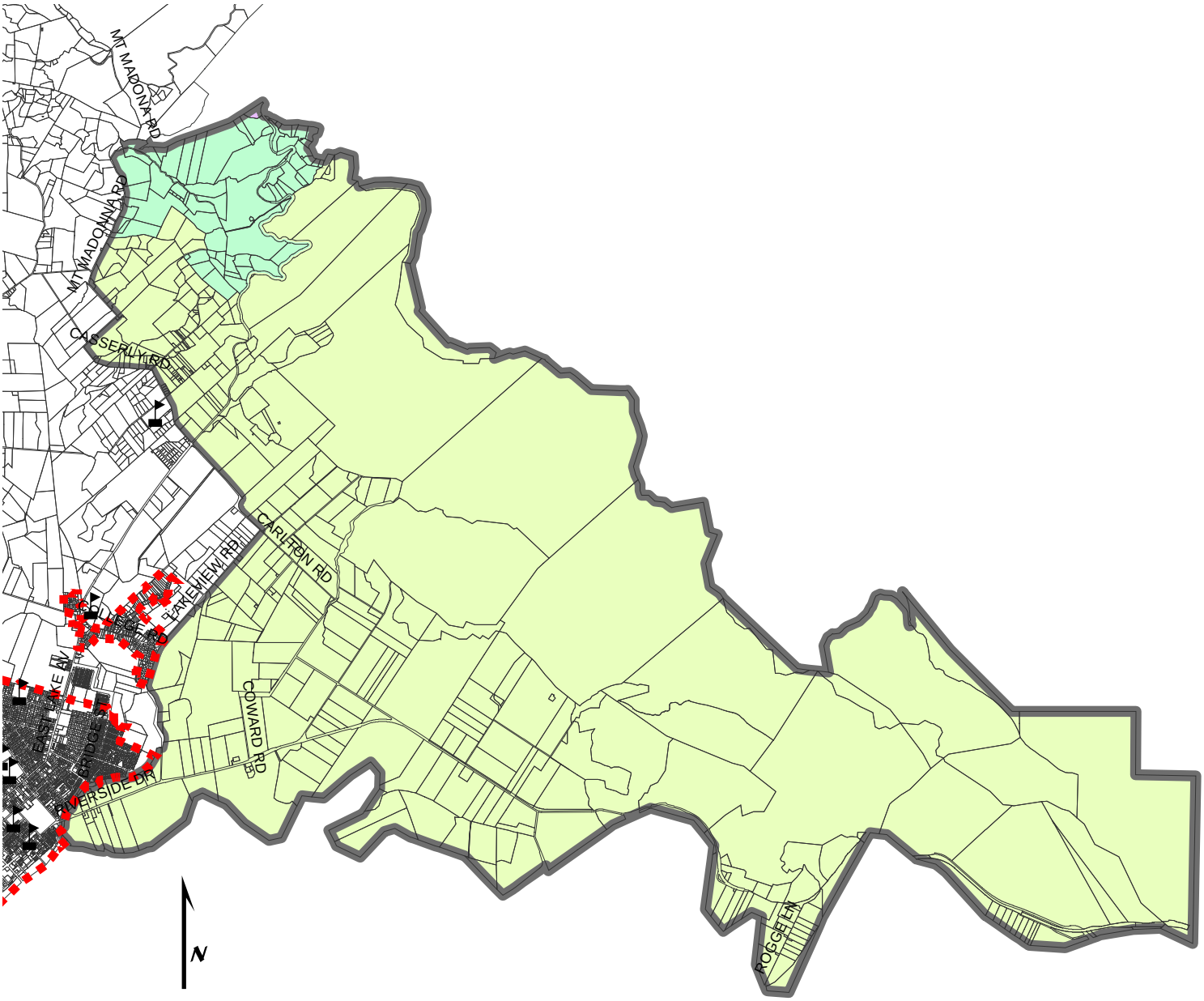
- Public School Sites



COUNTY OF SANTA CRUZ, CA
1994 GENERAL PLAN and
LOCAL COASTAL PROGRAM

PAJARO VALLEY
PLANNING AREA



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GENERAL PLAN LAND USE DESGINATIONS

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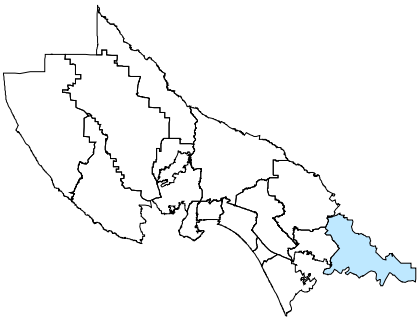
- Public School Sites



COUNTY OF SANTA CRUZ, CA
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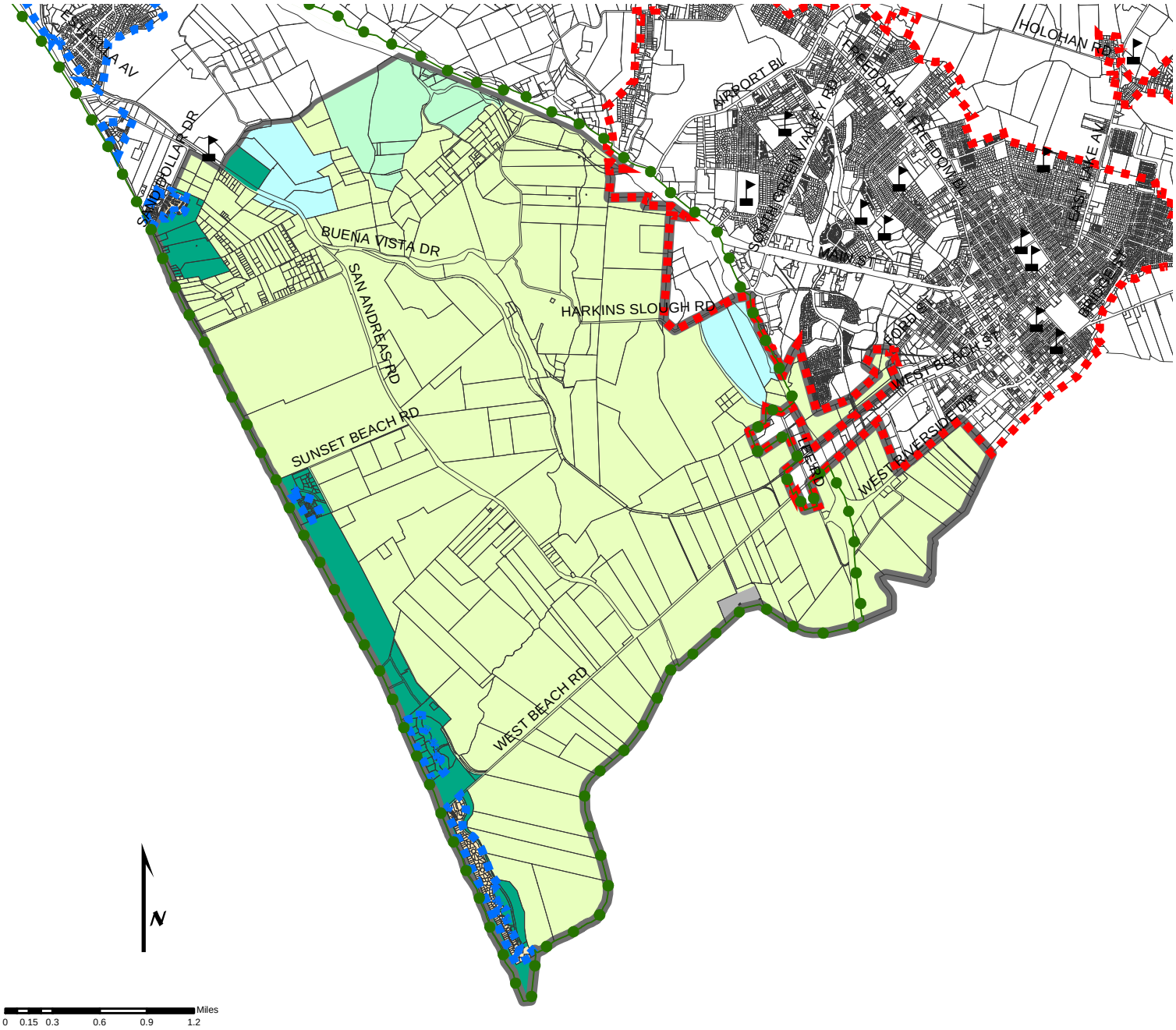

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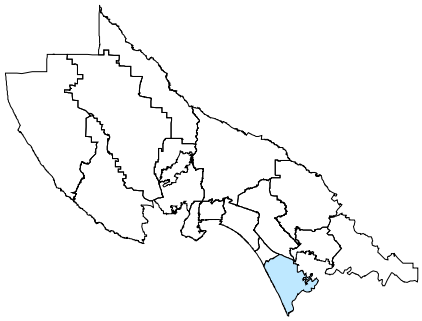

COUNTY OF SANTA CRUZ, CA
1994 GENERAL PLAN and
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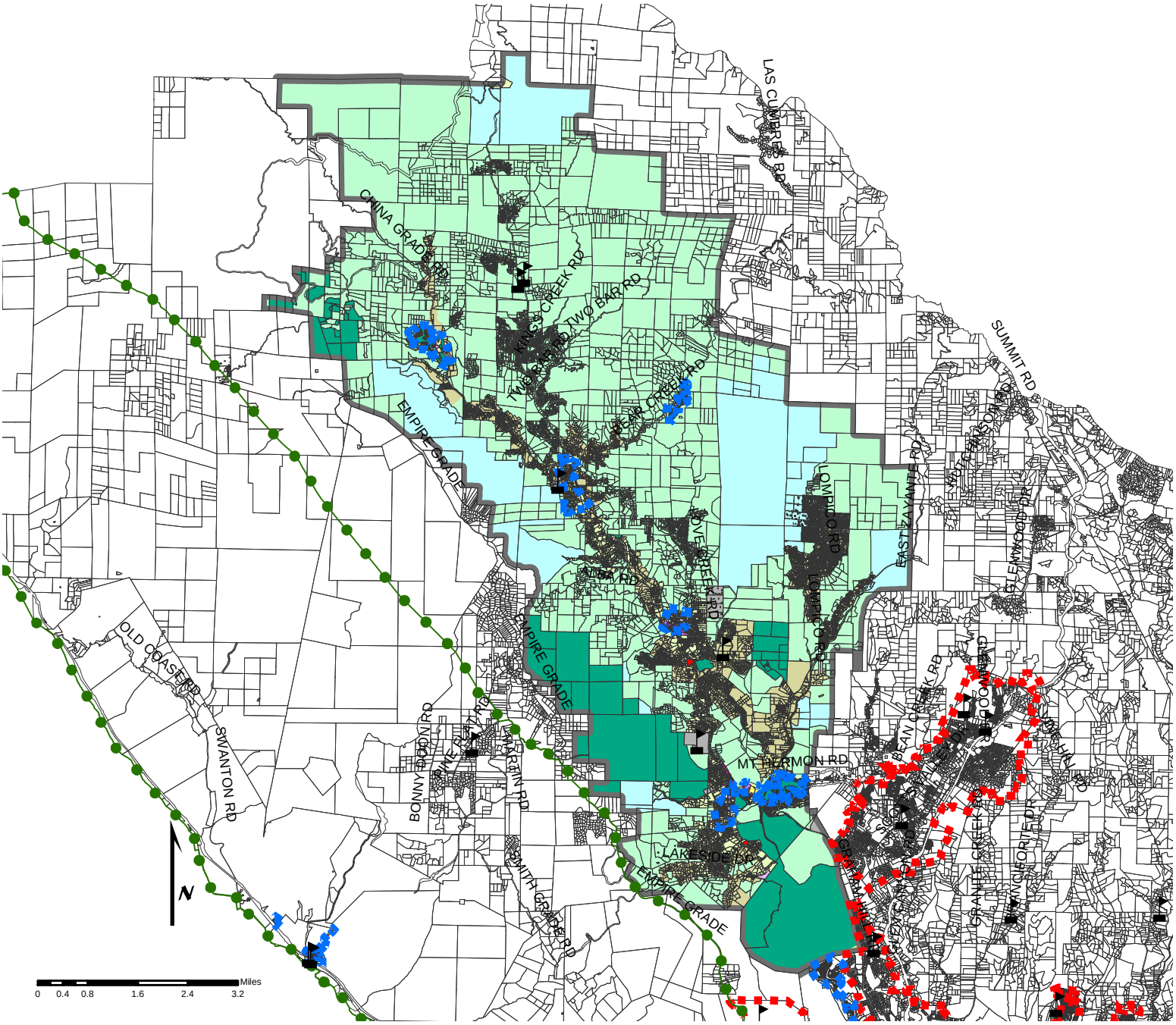
PLANNING AREA



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- Urban Open Space

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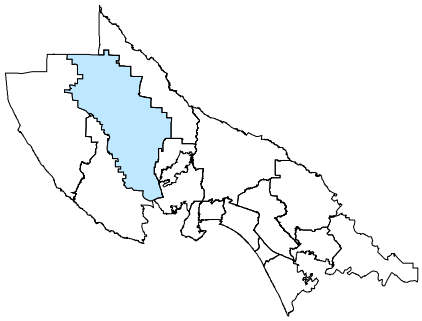
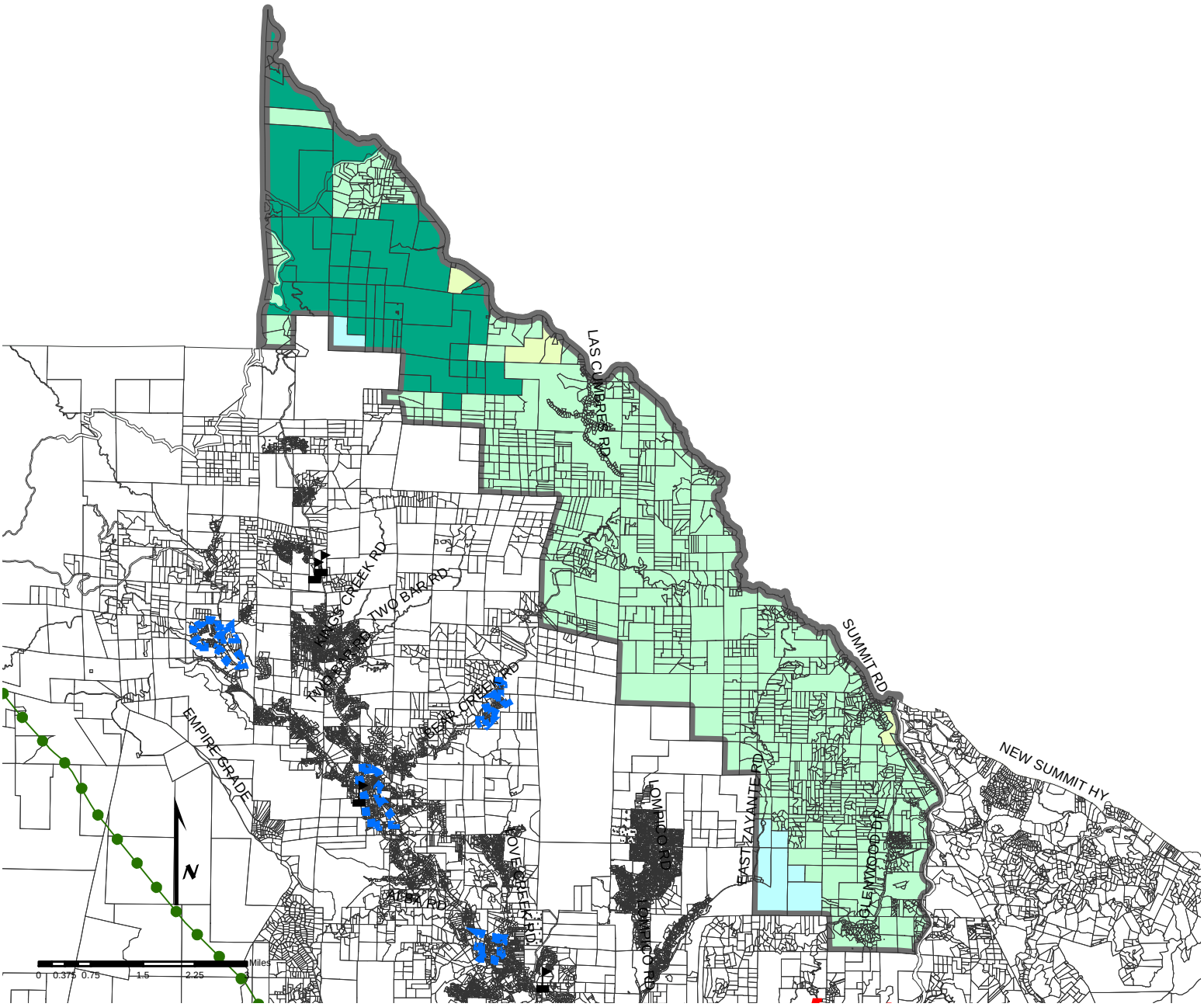
- Public School Sites



COUNTY OF SANTA CRUZ, CA
1994 GENERAL PLAN and
LOCAL COASTAL PROGRAM

SAN LORENZO VALLEY
PLANNING AREA



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- Urban Open Space

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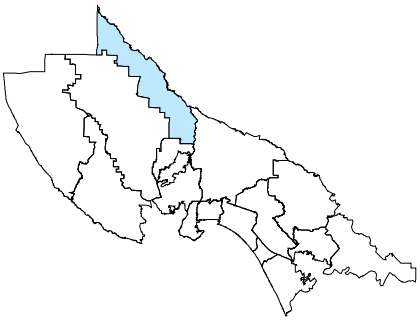

COUNTY OF SANTA CRUZ, CA
1994 GENERAL PLAN and
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SKYLINE
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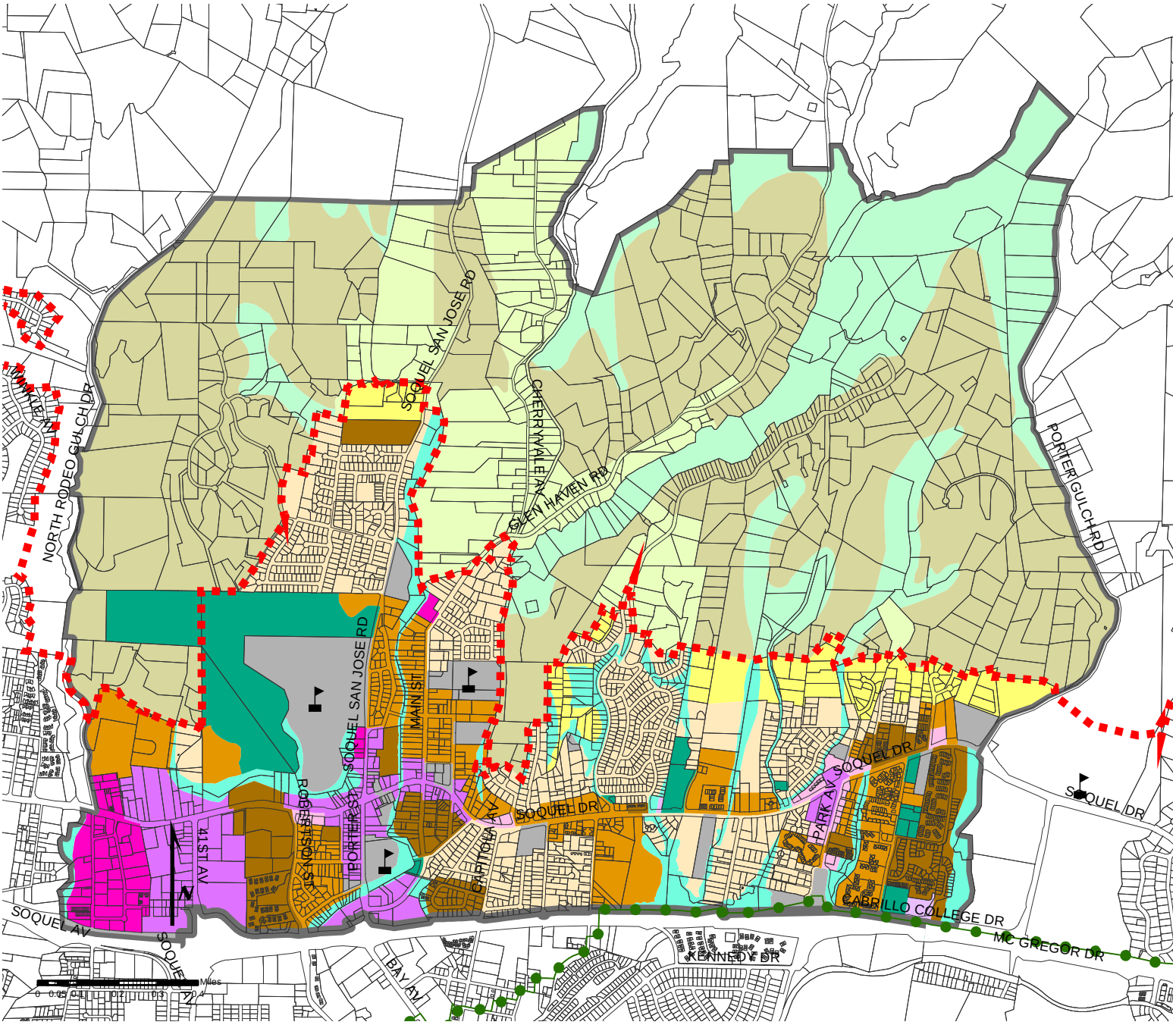

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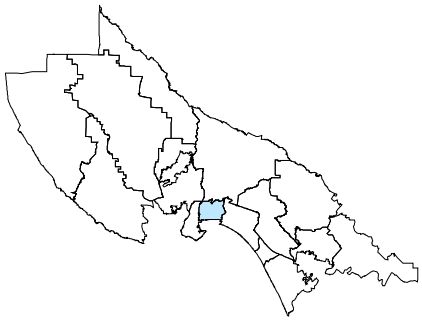
- Public Facilites
- Residential-Mountain
- Residential-Rural
- Residential-Suburban
- Residential - Urban Very Low Density
- Residential - Urban Low Density
- Residential - Urban Medium Density
- Residential - Urban High Density
- Resource Conservation
- Urban Open Space

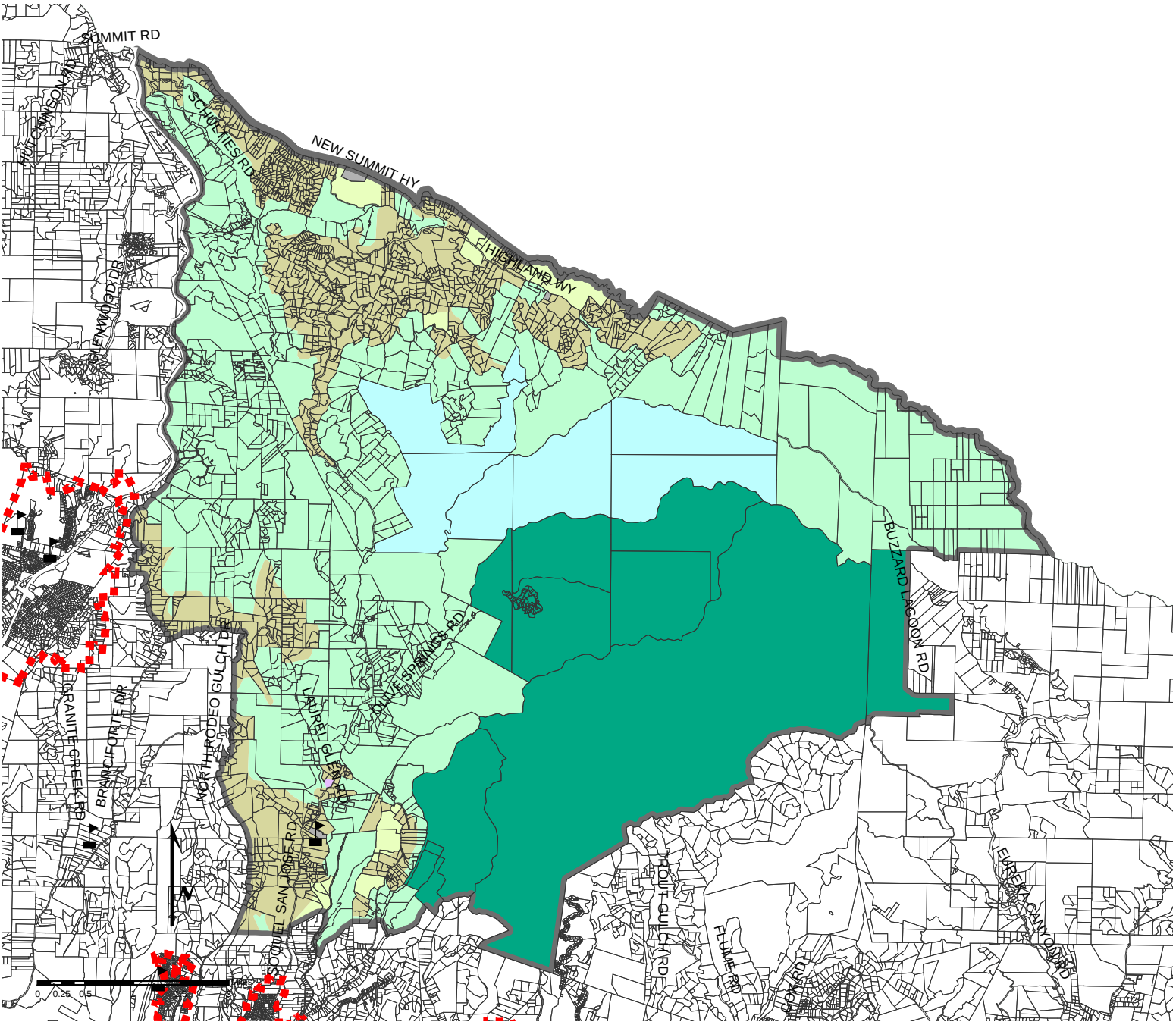
- Soquel Planning Area
- Urban Services Boundary
- Rural Services Boundary
- Coastal Zone
- Public School Sites



COUNTY OF SANTA CRUZ, CA
1994 GENERAL PLAN and
LOCAL COASTAL PROGRAM

SOQUEL

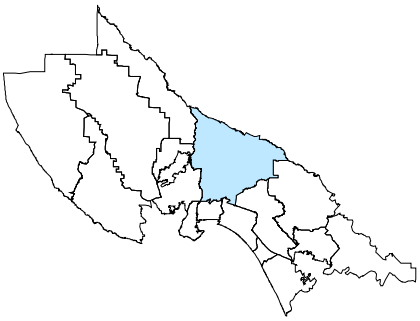
PLANNING AREA



GENERAL PLAN LAND USE DESGINATIONS

- Agriculture
- Commercial-Community
- Commercial-Neighborhood
- Commercial-Office
- Commercial-Service
- Commercial-Visitor Accom.
- Lake
- Parks and Recreation
- Public Facilites
- Residential-Mountain
- Residential-Rural
- Residential-Suburban
- Residential - Urban Very Low Density
- Residential - Urban Low Density
- Residential - Urban Medium Density
- Residential - Urban High Density
- Resource Conservation
- Urban Open Space

- Summit Planning Area
- Urban Services Boundary
- Rural Services Boundary
- Coastal Zone
- Public School Sites



COUNTY OF SANTA CRUZ, CA
1994 GENERAL PLAN and
LOCAL COASTAL PROGRAM

SUMMIT

PLANNING AREA

APPENDIX B
FUNDING SUMMARY
BICYCLE GRANT FUNDING MATRIX

(Please refer to attached Acronym Guide)

Grant Source	Due Date	Administering Agency	Annual Total	% Match Required	Eligible Applicants	Comments
FEDERAL SOURCES						
Safe Accountable Flexible Efficient Transportation Equity Act, A Legacy for Users (SAFETEA_LU, HSIP, CMAQ, FSRTS)	1998-unknown After 1999 July-odd years	RTPA & CTC, Caltrans	varies	11.47%	Federally certified Jurisdictions	RTPA Eligible Projects also include flood run off controls, Lighthouse renovation, and scenic land acquisitions. Applications go to the RTPA for approval by the CTC.
FTA Section 5309 (formerly Section 3)	ongoing	MPOs, RTPAs, FTA	varies	10% non federal match	State, regional, local Jurisd. Transit operators and boards.	Contact F.T.A. Regional Office. Discretionary grant for projects that provide transit station access (ie-bike parking). Project must be included in or amended into the Transportation Improvement Plan.
Surface Transportation Program (STP)	Varies	RTPA/MPO/ Caltrans/FHWA	Approx. $200 million to state	11%-20% Federal RSTP Non-federal RSTPX	Federally certified jurisdictions	Contact RTPA. One of ISTEA's capital funding programs. Can be used for a wide variety of projects. STP is exchanged every year. After exchange, money belongs to RTPA's.
Regional Surface Transportation Program (RSTP RSTPX)	varies	Caltrans	Approx. $200 million to state	11%-20% Federal RSTP	Federally certified jurisdictions	Contact RTPA. One of ISTEA's capital funding programs. Can be used for a wide variety of projects. STP is exchanged every year. After exchange, money belongs to RTPA's.
NOTE: FEDERAL AID PROGRAMS HAVE ELIMINATED THE 20% LOCAL MATCH REQUIREMENT FOR NON-MOTORIZED PROJECTS. LOCAL MATCHES ARE NOW SET AT 11.47% EFFECTIVE SINCE 1995.						

STATE SOURCES						
State Transportation Improvement Program (STIP) Related Programs. The statewide four-year Capital Improvement Program adopted biennially by the California Transportation Commission, which included all major transportation projects funded by state or federal funds. These projects are submitted by the local jurisdictions through the RTPA's RTIP/STIP budget process.						
Bicycle Transportation Account (BTA)	**April 1998 to Caltrans District 5**	**Caltrans**	**$7 million/yr**	**n/a**	**Cities, County**	**Contact Caltrans. State account designated to fund bicycle facilities. Local jurisdications must have a Bike Plan approved by RTPA & State. 1990 funds are projected at $1M. By 2004 annual contributions will reach $5M. Project requests must not exceed $170,000.**
State Highway Account (SHA)	**Summer in odd # years**	**Caltrans, RTPA**	**$360,000**	**n/a**	**Caltans District Offices**	**Contact Caltrans. Must be associated with State Highway and be able to provide for enhanced safety. Funds available to districts for bike facilities on state right of way.**
Minor A/B programs	**Ongoing, Approve by April, odd years**	**Caltrans**	**n/a**	**Approx.$4 mil/yr to Dist. 5**	**Local Jurisd. & special districts**	**Contact Caltrans. For projects ($107,000-$750,000) Minor A program; Minor B for projects up to $107,000.**
Safe Route to School	**Jan.**	**Caltrans**	**$22 million/yr**	**10%, $450k max**	**Local Jurisdiction**	**Contact Caltrans**
LOCAL SOURCES						
Transportation Development Act (TDA), Article 8	**ongoing**	**RTPA**	**varies**	**0%**	**Cities, County**	**In Santa Cruz County, the funds are allocated annually according to formula. Local Jurisdiction proposes projects to the Bicycle Committee and the Regional Transportation Commission for final approval. Article 8 funds are used in Santa Cruz primarily for bike and pedestrian projects.**
Vehicle Registration Surcharge Fee (AB 2766)	**April**	**MBUAPCD**	**Est. over $1 million/yr district wide**	**0%, but preferred**	**Private and Public agencies**	**Contact MBUAPCD. For projects that contribute to the reduction of motor vehicle air pollution emissions in the MBUAPCD District (3 counties are included: Santa Cruz, San Benito, and Monterey)**
National Bicycle and Pedestrian Campaign	**ongoing**	**Bicycle Federation of America**	**$1,000-$5,000 for each applicant**	**n/a**	**Bike & Pedestrian Advocacy groups**	**Contact Bike Fed. To strengthen state and local bike/ped advocacy & to implement ISTEA. Minimum Support grants for $1,000 and Growth Grants for $1,000-$5,000.**

A List of acronyms and their definitions is shown on Appendix C for your reference.

APPENDIX C

TRANSPORTATION ACRONYMS
for Grants Funding Information Matrix

AMBAG	Association of Monterey Bay Area Governments	A voluntary association of Santa Cruz, and Monterey Counties and the incorporated cities in the two counties. Serves as the federal MPO for transportation planning purposes. San Benito County is included in this Association with respect to transportation planning. Handles interregional issues including transportation planning, water quality, air quality conformity analyses and demographic forecasts.
CEQA	California Environmental Quality Act	Legislation which requires state and local agencies to disclose, consider and mitigate any environmental impacts associated with their projects or actions.
CTC	California Transportation Commission	A nine member board appointed by the Governor (with the Legislature's confirmation) to oversee transportation funding and project delivery. This board is responsible for review of the Regional Transportation Improvement Programs. This board approves the State Transportation Improvement Program which allocates state and federal funding.
DO	District Office	Shorthand for California Department of Transportation District Offices. The DO for the Central Coast is Caltrans District 5 located in San Luis Obispo.
FHWA	Federal Highway Administration	A branch of the US Department of Transportation. This federal agency has responsibility for review and approval of transportation projects and programs which impact the designated federal interstate system. Also oversees federal transportation planning agencies and MPO requirements.
FTA	Federal Transit Administration	A branch of the US Department of Transportation. This federal agency has responsibility for review and approval of transportation projects and programs which impact transit systems.
MBUAPCD	Monterey Bay Unified Air Pollution Control District	This regional agency holds jurisdiction over the implementation and enforcement of state and federal air quality regulations and guidelines in the three county area which includes Santa Cruz, Monterey and San Benito counties.

MPO	Metropolitan Planning Organization	This agency is designated by the Governor to administer the federally mandated transportation planning processes in metropolitan areas (over 50,000 population). AMBAG is the MPO for our region.
RTIP	Regional Transportation Improvement Program	A state mandated capital improvement program for regional transportation projects which will use federal and / or state funding sources. The Santa Cruz County Regional Transportation Commission (SCCRTC) adopts the Santa Cruz County Regional Transportation Improvement Program (RTIP) which is then forwarded to the CTC for inclusion in the final STIP. A key component of the RTIP is the selection of projects for state "regional share" funds.
RTPA	Regional Transportation Planning Agency	Local agencies designated by the State legislature to conduct state mandated regional transportation planning and programming activities. In Santa Cruz County, Santa Cruz County Regional Transportation Commission (SCCRTC) is the Regional Transportation Planning Agency. The corresponding agency in Monterey County is the Transportation Agency for Monterey County (TAMC). RTPAs often coordinate the distribution of several different state and federal funds such as STP/CMAQ, TEA, TDA & STA.
SAFE	Service Authority for Freeway Emergencies	An authority enabled by state law and established by local jurisdictions to collect a $1 fee for the purpose of developing and maintaining a highway motorist aid system with the cellular callboy as its main component.
SCCRTC	Santa Cruz County Regional Transportation Commission	SCCRTC is the designated Regional Transportation Planning Agency (RTPA) for Santa Cruz County. It has primary responsibility for development of regional transportation policy and plans and programming of funds within the Santa Cruz County area. SCCRTC is also the congestion management agency, the regional ride share agency (Commute Solutions), and the Service Authority for Freeway Emergencies (SAFE) for Santa Cruz County.
TAMC	Transportation Agency for Monterey County	TAMC is the designated Regional Transportation Planning Agency (RTPA) for Monterey County. It has primary responsibility for development of regional transportation policy and plans and for programming of funds within the Monterey County area.
TDA	Transportation Development Act	A 1971 state law which provides for the collection of a ¼¢ sales tax dedicated for local transportation projects. Revenues are allocated on an annual basis by the Santa Cruz County Regional Transportation Commission (SCCRTC).

Appendix D

Jurisdiction	Bike Lane Miles thru 2009 (Bi-directional)	County of Santa Cruz Bike Lane and Path Locations
County	3.20	7th Avenue
County	3.20	17th Avenue
County	0.90	30th Avenue (Brommer Street to Portola Avenue)
County	0.12	41st Avenue (Highway 1 to Soquel Drive)
County	0.95	41st Avenue (East Cliff to City of Capitola)
County	1.10	Airport Boulevard (Pajaro Lane to Green Valley Road)
County	0.35	Amesti Road (Green Valley Road to Amesti Elementary School)
County	2.75	Brommer Street
County	0.22	Cabrillo College Drive
County	0.44	Capitola Avenue (Highway 1 to Soquel Drive)
County	2.75	Capitola Road
County	3.00	Chanticleer Avenue (Brommer Street to Soquel Avenue)
County	0.07	Commercial Way
County	3.66	Corralitos Road
County	3.40	East Cliff Drive
County	0.32	East Walnut Street
County	1.38	Empire Grade
County	0.40	Felt Street
County	14.60	Freedom Boulevard
County	3.25	Glen Coolidge Drive
County	0.70	Green Valley Road (Holohan Road to Amesti Road)
County	0.55	Harkins Slough (Lee Road to Pajaro Valley High School)
County	3.04	Holohan Road
County	2.70	McGregor Drive
County	0.42	Park Avenue
County	0.35	Porter Street
County	3.52	Portola Drive
County	0.36	Robertson Street (Soquel Wharf Road to West Walnut Street)
County	1.14	Rodriguez Street
County	10.14	San Andreas Road
County	0.88	Soquel - San Jose Road (Paper Mill Road to Dawn Lane)
County	3.35	Soquel Avenue
County	15.72	Soquel Drive (Soquel Avenue to Freedom Blvd)
County	0.25	State Park (Center Avenue to Highway 1)
County	0.16	State Park (Highway 1 to Soquel Drive)
County	1.14	Thurber Lane
County	0.94	Trout Gulch Road
County	0.31	West Walnut Street
TOTAL	**91.73**	

Appendix D

Jurisdiction	Bike Path Miles thru 2009 (Bi-directional)	Locations
County	1.60	Freedom Boulevard near Aptos High School
County	1.00	East Cliff Drive (32nd Avenue to 41st Avenue)
County	1.40	Green Valley Road (Devon Lane to Dalton Lane)
County	0.25	Moran Way
County	2.50	Wilder Ranch (Shaffer Road)
County	1.50	Calabasas/Buena Vista (Bradford to Memorial)
TOTAL	**8.25**	