COUNTY OF SANTA CRUZ

ACTIVE TRANSPORTATION PLAN

Approved by the Santa Cruz County Board of Supervisors on May **10**th**, 2022**

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01 Introduction and Background

The vision of the County of Santa Cruz Active Transportation Plan is to create a network of biking and walking routes that connect key destinations within the county and are safe, comfortable, and accessible for community members of all ages, backgrounds, and abilities. This plan provides community-identified needs as well as recommendations for infrastructure projects and programs that support walking and bicycling in unincorporated Santa Cruz County. The plan also identifies possible funding sources and implementation priorities. The recommendations in this plan aim to support a healthy community, improve affordable transportation options for low-income and vulnerable residents, and help the county achieve statewide goals to address climate change by reducing vehicle miles traveled.

This plan is for unincorporated Santa Cruz County and does not include the cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville, which are each covered under plans created by their jurisdictions. This plan focuses on the urbanized areas of unincorporated Santa Cruz County, which have the highest density of residents and destinations. These areas are represented by the county's urban and rural service boundaries and include the communities of Davenport, Boulder Creek, Ben Lomond, Felton, Live Oak, Soquel, Aptos, Rio Del Mar, La Selva Beach, Corralitos, and Amesti, as shown in Map 1.

Interest in walking and biking for daily trips is growing among county residents. Some students walk, bike, or skateboard to get to school. Santa Cruz County is a destination for hiking and recreational cycling, with world-class road biking and trails. Some residents walk or bike to work, and some use active transportation for daily errands and other short trips. The growing popularity of e-bikes has made it easier to bike for longer trips and on steep terrain, and planning is underway for a county-wide bike share system that will make e-bikes more accessible to residents.

Public input was the foundation of the planning process to identify transportation needs and opportunities in unincorporated Santa Cruz County. The concepts within this Active Transportation Plan were developed through engagement with residents and stakeholders and an analysis of walking and biking needs throughout the county.

This plan was funded with a Sustainable Communities Transportation Planning Grant from the California Department of Transportation (Caltrans) and local matching funds, and it is aligned with the regional and statewide plans and concepts that are included in the Caltrans District 5 Active Transportation Plan. Some of the recommended improvement opportunities are within Caltrans's right of way, and as the owner and operator of the state highway system, Caltrans will require further analysis of these planning-level concepts and final approval if the County of Santa Cruz seeks implementation.

Map 1. Plan Area

- Santa Cruz County
- City Limits
- Urban & Rural Service Boundary
- Santa Cruz Branch Rail Line
- State Highways

PLAN CONTENTS

Chapter 1: Introduction and Background

The first chapter describes the vision and purpose of the plan and the plan's relationship to other local planning efforts.

Chapter 2: Existing Conditions

This chapter outlines current conditions in unincorporated Santa Cruz County, including land use, commute trends, existing bicycle and pedestrian facilities, collision data, and current programs.

Chapter 3: Outreach

The third chapter describes the outreach process and outlines key themes that emerged during public outreach. It also includes community survey data from the two temporary infrastructure demonstrations that were installed as part of the planning process.

Chapter 4: Pedestrian and Bicycle Plan

This chapter includes goals related to walking and bicycling in unincorporated Santa Cruz County and recommendations for infrastructure improvements and programs to improve safety and comfort for people who are walking and biking.

Chapter 5: Implementation and Maintenance

The final chapter discusses opportunities to fund and construct the recommended projects and programs and provides a list of high-priority projects for each Supervisorial District. It also includes a list of funding sources that the County of Santa Cruz can use to finance the recommended projects and programs and the methods the County will use to report on the plan's progress to the community and to maintain existing and future pedestrian and bicycle infrastructure.

WHAT'S NEW IN THIS PLAN?

This plan updates the 2011 Santa Cruz County Bicycle Plan and is the first comprehensive plan for future pedestrian facilities in unincorporated Santa Cruz County. Over the past ten years, bicycle and pedestrian planning has evolved on the basis of new strategies, research, and designs. In Santa Cruz County and globally, cities and counties are adopting Vision Zero policies that seek to eliminate severe traffic injuries and fatalities and promote active and shared modes of transportation. There has also been a growing focus on Complete Streets: streets that are designed to be comfortable and safe for people of all ages and abilities, whether they are walking, bicycling, driving, or taking public transit. The recommendations in this plan were designed with complete streets principles in mind to support community members as they use active transportation for their daily trips.

Innovations in bicycle infrastructure design have been standardized by Caltrans and the National Association of City Transportation Officials (NACTO) and implemented throughout the state, and the Federal Highway Administration (FHWA) conducts ongoing research into treatments to improve pedestrian and bicyclist safety.

VISION ZERO

Vision Zero is a strategy for eliminating severe traffic injuries and fatalities while increasing safe, healthy, and equitable mobility, and it has been implemented in cities around the world. Vision Zero starts with the belief that traffic deaths are preventable and brings together traffic engineers, policymakers, and public health professionals to work toward transportation system solutions. In Santa Cruz County, Vision Zero is led by County Public Health, which has assisted the cities of Watsonville and Santa Cruz in adopting Vision Zero policies.

RELATIONSHIP TO OTHER PLANS

As part of the development of this Active Transportation Plan, other relevant plans were consulted to ensure consistency with their recommendations. Consistency with these plans is discussed below.

2040 REGIONAL TRANSPORTATION PLAN

The 2040 Regional Transportation Plan (RTP) is produced by the Santa Cruz County Regional Transportation Commission. The RTP identifies transportation needs for the county, estimates the available funding over the next twenty years, and sets goals for the future of our transportation system. This Active Transportation Plan is aligned with the vision and goals of the RTP, and bicycle and pedestrian projects from the RTP have been incorporated into the Active Transportation Plan project list.

MONTEREY BAY SANCTUARY SCENIC TRAIL MASTER PLAN

The Santa Cruz County Regional Transportation Commission purchased the Santa Cruz Branch Rail Line in 2012 and released the Monterey Bay Sanctuary Scenic Trail Network Master Plan (Master Plan) in 2013. The Master Plan details the alignment of the 32-mile Coastal Rail Trail, located along the Santa Cruz Branch Rail Line between Davenport and Pajaro. The Coastal Rail Trail will serve as an active transportation route through Santa Cruz County and will provide access to 44 local schools.

The Active Transportation Plan assumes construction of the Coastal Rail Trail, as identified in the Master Plan. Coastal Rail Trail segments within unincorporated Santa Cruz County are identified as projects in the Active Transportation Plan.

HIGHWAY 9/SAN LORENZO VALLEY COMPLETE STREETS CORRIDOR PLAN

The Santa Cruz County Regional Transportation Commission developed the Highway 9 Corridor Plan for complete streets improvements on Highway 9 and connecting county roadways. The Active Transportation Plan includes bicycle and pedestrian recommendations from the Highway 9 Corridor Plan for county roadways in order to simplify implementation for County staff.

COUNTY OF SANTA CRUZ GENERAL PLAN/LOCAL COASTAL PROGRAM

The County of Santa Cruz is currently updating its General Plan/Local Coastal Program. The updated General Plan will be released after completion of this Active Transportation Plan, but Active Transportation Plan recommendations have been coordinated with draft General Plan policies and goals. The Active Transportation Plan helps the County realize General Plan goals by outlining projects and programs that improve the safety of bicyclists and pedestrians, expand the network of bicycle and pedestrian facilities, and reduce vehicle miles traveled.

TOWN AND VILLAGE SPECIFIC PLANS

Town and village specific plans, including the Aptos Village Plan, Pleasure Point Commercial Corridor Plan, Seacliff Village Plan, and Soquel Village Plan, were reviewed during preparation of the Active Transportation Plan. Relevant bicycle and pedestrian projects were incorporated into the Active Transportation Plan's project list.

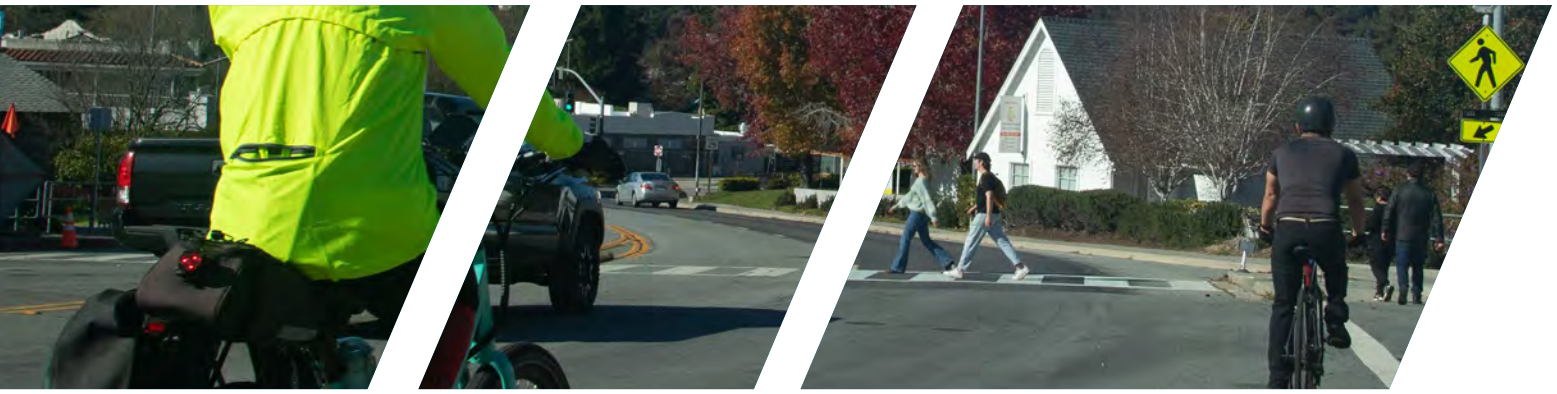
COUNTY OF SANTA CRUZ/CITY OF SCOTTS VALLEY COMPLETE STREETS TO SCHOOLS PLAN

The County of Santa Cruz/City of Scotts Valley Complete Streets to Schools Plan was completed in February 2020 and includes infrastructure and program recommendations for sixteen public schools in unincorporated Santa Cruz County. This Active Transportation Plan includes the infrastructure recommendations from the Complete Streets to Schools Plan that are located on county roadways in order to create a comprehensive list of bicycle and pedestrian projects and simplify future project implementation.

COORDINATION WITH NEIGHBORING JURISDICTIONS

The County of Santa Cruz Active Transportation Plan includes recommendations for roadways that connect to other local jurisdictions. The following planning documents were reviewed to ensure consistency with existing recommendations:

- City of Capitola Bicycle Transportation Plan
- City of Santa Cruz Active Transportation Plan
- City of Scotts Valley Active Transportation Plan
- City of Watsonville Complete Streets to Schools Plan
- City of Watsonville Trails and Bicycle Master Plan
- City of Watsonville Vision Zero Action Plan 2021
- Downtown Watsonville Complete Streets Plan
- UC Santa Cruz 2021 Long Range Development Plan



02 Existing Conditions

DEMOGRAPHICS

Unincorporated Santa Cruz County (excluding the cities of Santa Cruz, Scotts Valley, Capitola, and Watsonville) is home to an estimated 131,747 residents in 2021.[1] The median age of the residents is 43.3*, which is significantly higher than the median age for Santa Cruz County as a whole. The county has similar populations of youths and older residents, with 19% of residents being under the age of 18 and 18% over the age of 65.[2]

Among unincorporated county residents, 67% identify as white, 26% as Hispanic or Latino, and 3% as Asian.[3] Ethnicity varies widely across the county: 81% of residents of Freedom identify as Hispanic or Latino, and more than 80% of residents of the San Lorenzo Valley communities of Boulder Creek, Ben Lomond, and Felton identify as white.[4] The majority of residents have at least some higher education experience, and 43% have either a bachelor's or a graduate degree, though again there are wide disparities throughout the county.[5]

COMMUTE TRENDS

An estimated 52,916 unincorporated Santa Cruz County residents are employed, and nearly three-quarters of those drive alone to work. Unincorporated Santa Cruz County has higher rates of driving alone to work than the City of Santa Cruz but lower rates than the cities of Watsonville, Scotts Valley, and Capitola.[6]

Overall, 2.9% of unincorporated county residents walk to work and 2.3% bike to work, but again there are significant differences between areas of the county. Five percent of Soquel residents report walking to work, and close to 8% of respondents in Pleasure Point and Twin Lakes bike to work. Before the COVID-19 pandemic, nearly 10% of residents worked from home, and that number has probably increased in 2020–21.[7]

Although many Santa Cruz County commuters travel outside the county for work, the majority stay within the county for their work trips. ***The 2040 Santa Cruz County Regional Transportation Plan estimates that 17% of Santa Cruz County commuters travel to the San Francisco Bay Area, 5% travel to Monterey County, and 77% stay within Santa Cruz County.***[8]

**The census does not compile data for unincorporated Santa Cruz County. The census data in this chapter are compiled from the following census designated places within Santa Cruz County: Amesti, Aptos, Aptos Hills-Larkin Valley, Ben Lomond, Bonny Doon, Boulder Creek, Brookdale, Corralitos, Davenport, Day Valley, Felton, Freedom, Interlaken, La Selva Beach, Live Oak, Lompico, Mount Hermon, Pleasure Point, Rio del Mar, Soquel, Twin Lakes, and Zayante.*

1 State of California Department of Finance, 2021, https://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-1/.

2-4 Census American Community Survey 2015–2019 Selected Characteristics of US Populations, Table SO601.

5-7 Census American Community Survey 2015-2019 Commuting Characteristics by Sex, Table SO801.

8 2040 Santa Cruz County Regional Transportation Plan, Chapter 3: Travel Patterns.

The average commute time to places of employment for unincorporated county residents is 30 minutes. Forty-one percent of commuters have longer travel times, and 25% of commuters travel for 45 minutes or more.[9] Several Bay Area companies offer private bus transportation from Santa Cruz County to their Silicon Valley offices, and the Santa Cruz METRO offers bus service throughout Santa Cruz County and to Silicon Valley via the Highway 17 Express route. These services provide an alternative to driving alone for longer commute trips.

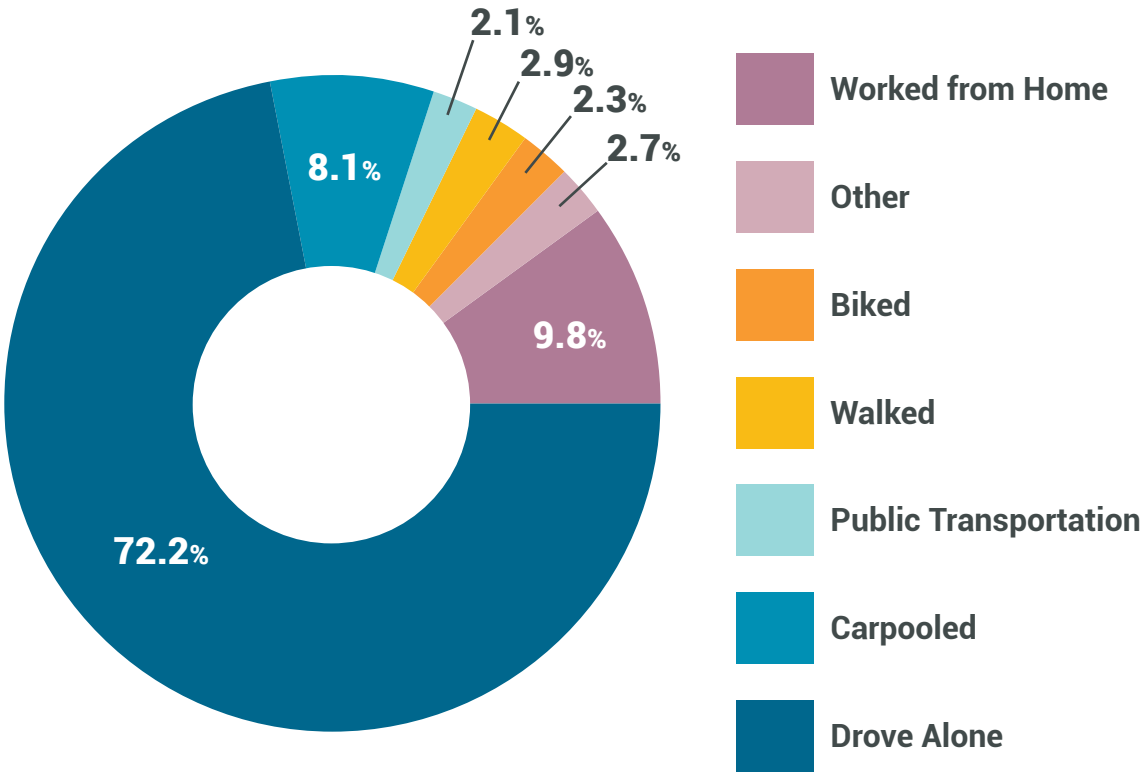
Although commute trips offer the best available data on travel modes, they represent only a percentage of trips. Comprehensive data on the percentage of unincorporated Santa Cruz County residents walking or bicycling for other daily trips are not available. Although unincorporated Santa Cruz County varies widely in topography and population density, some areas of the county offer opportunities for residents to travel short distances to reach schools, grocery stores, and other common destinations. If safe and comfortable infrastructure is provided, these short trips can be easy to make using active transportation and provide an opportunity to increase walking and biking trips.

9 Census American Community Survey 2015-2019 Commuting Characteristics by Sex, Table SO801.

School trips in unincorporated Santa Cruz County are also significant. The county as a whole (including the four cities) contains ten public school districts serving about 40,000 students.[10] Sixteen public schools in unincorporated Santa Cruz County were included in the 2020 County of Santa Cruz/City of Scotts Valley Complete Streets to Schools Plan, which collected parent survey data on how students traveled to school. Again, conditions throughout the county vary widely, but opportunities exist to increase active transportation for school trips. Green Acres Elementary, Del Mar Elementary, Live Oak Elementary, and Shoreline Middle School are all located in Live Oak, and each has a majority of its students living within one mile of the school. Active transportation rates to these schools varies from 14% to 37%, with Shoreline Middle reporting the highest percentage of students walking, biking, or skateboarding to school.

10 Santa Cruz County Office of Education. https://santacruzcoe.org/schools/santa-cruz-county-school-districts/

Figure 1. Work Commute Travel Modes in Unincorporated Santa Cruz County



Source: U.S. Census Bureau

LAND USE AND MAJOR DESTINATIONS

Unincorporated Santa Cruz County is largely rural and contains rich farmland and the forested Santa Cruz Mountains. The county contains 42,334 acres of state park lands and an additional 1,593 acres of County-maintained parks.[11]

The urbanized areas of the county are primarily located near the coast, along the Highway 1 and Soquel Drive corridors. Eighty percent of the county's population lives within approximately 20% of the area of the county, with the population concentrated in the four cities of Capitola, Santa Cruz, Scotts Valley, and Watsonville and the Live Oak area of the unincorporated county.[12] The urbanized areas of unincorporated Santa Cruz County are identified by the urban services boundary, which indicates areas where urban services such as water and sewer are available. These areas include the communities of Live Oak, Soquel, Aptos, Rio Del Mar, and La Selva Beach. Communities such as Davenport, Boulder Creek, Ben Lomond, Felton, Seascape, and La Selva Beach lie within the rural services boundary, which identifies areas with urban densities that may or may not have full urban services available.

The Association of Monterey Bay Area Governments (AMBAG) estimates that Santa Cruz County contained 140,000 jobs in 2020. The majority of these jobs were located in the four cities, with an estimated 42,000 located in unincorporated Santa Cruz County.[13] Jobs are clustered around UC Santa Cruz, downtown Santa Cruz, Soquel Drive near Dominican Hospital, the 41st Avenue corridor in Capitola, and downtown Watsonville.[14]

Other major destinations in Santa Cruz County include public schools, parks, beaches, shopping districts, and recreation centers. Most of these destinations are located within the four cities or the county's urban services boundary, and many residents of more remote areas of Santa Cruz County travel to the central portion of the county for their daily trips.

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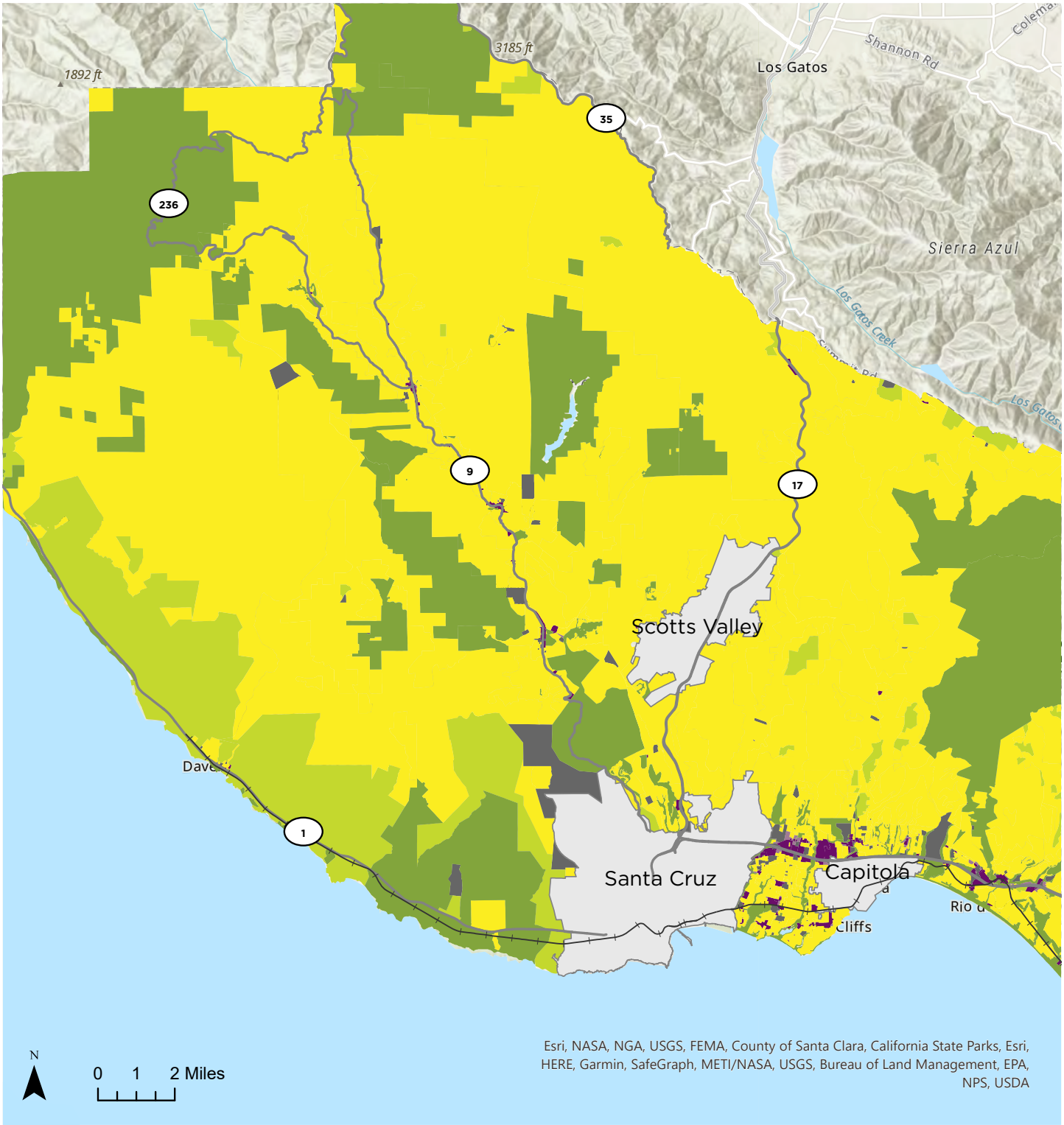
11 County of Santa Cruz website: https://www.co.santa-cruz.ca.us/Visiting/AboutSantaCruzCounty.aspx.

12-13 Final 2022 Regional Growth Forecast, **https://ambag.org/sites/default/files/2020-12/Final%Draft%202022%20Regional%20Growth%20Forecast_PDF_A.pdf.**

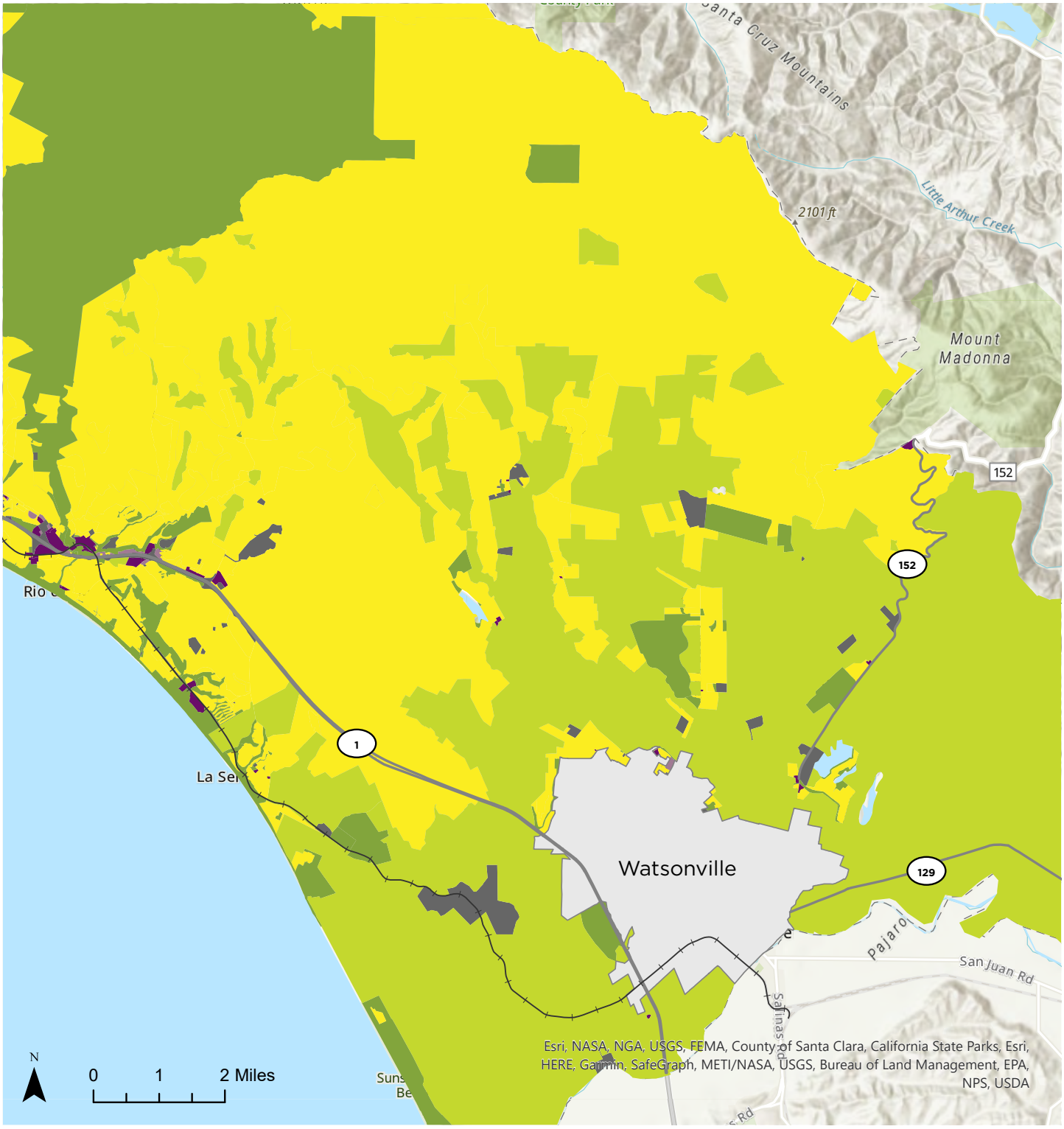
14 2040 Santa Cruz County Regional Transportation Plan, Chapter 3: Travel Patterns.



Map 2a. Land Use - North County

Land Use Designations

- Agriculture
- Commercial
- Office
- Conservation, Parks, & Open Space
- Public Facility
- Residential
- City Limits
- Santa Cruz Branch Rail Line
- State Highways



Map 2b. Land Use - South County

Land Use Designations

- Agriculture
- Commercial
- Office
- Conservation, Parks, & Open Space
- Public Facility
- Residential
- City Limits
- Santa Cruz Branch Rail Line
- State Highways

TRANSIT

Transit service in Santa Cruz County is provided by Santa Cruz METRO and is focused on the urbanized areas of the county. Several routes connect north and south parts of the county through Watsonville, Cabrillo College, Capitola, Live Oak, and the City of Santa Cruz. The Highway 17 Express route connects Santa Cruz and Scotts Valley with San Jose and Silicon Valley. Local routes are offered within the City of Watsonville, Live Oak, and the City of Santa Cruz, and along the Highway 9 corridor. UC Santa Cruz is well-served by public transit, both by Santa Cruz METRO service and an on-campus shuttle system.

Many rural areas of the unincorporated county are not served by public transit or have more limited service. Bonny Doon and Davenport are served by routes 40–42, but service is offered only a few times a day for each route. The routes that connect Watsonville to Santa Cruz do not stop in Seacliff, Rio Del Mar, or La Selva Beach, making it more difficult for residents there to connect to job centers and other destinations. South county service is focused on Freedom Boulevard and Green Valley Road, and residents who do not live along these corridors have limited access to transit. Many residents of the Santa Cruz Mountains who do not live along the Highway 9 corridor are not served by public transit.

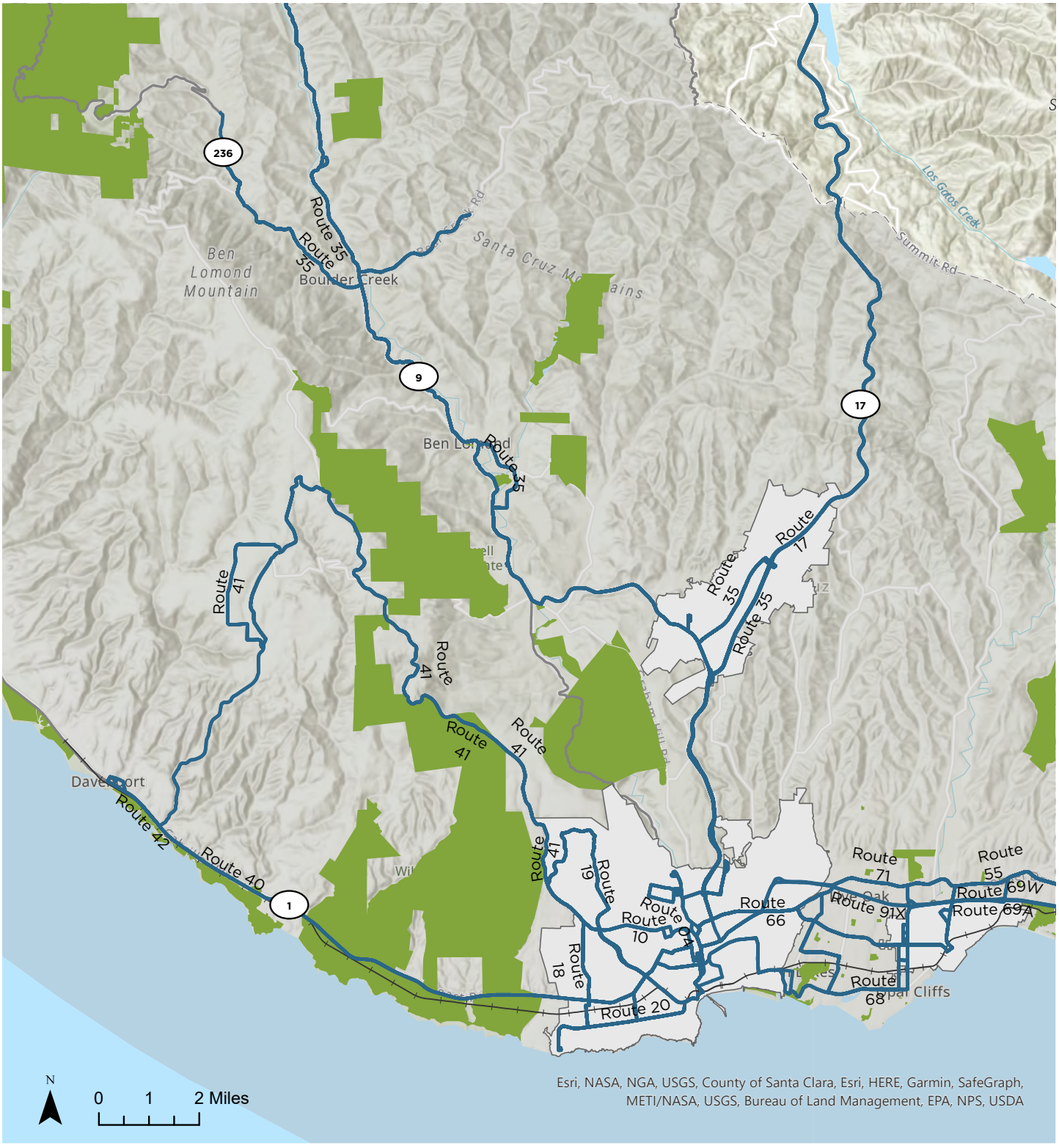
Park and Ride lots are located throughout Santa Cruz County and provide all-day parking at transit stops. Park and Ride lots are currently located on Summit Road, in Pasatiempo, in Live Oak near Soquel Drive, at the Capitola Mall, and at the Scotts Valley Transit Center.[15] In some cases, bicycle parking is also available. Pedestrian facilities are critical to provide access to transit for people without cars, but many bus stops in unincorporated Santa Cruz County are located on streets without sidewalks.

In 2016 Santa Cruz METRO, Monterey-Salinas Transit, and other partners hired a consultant to prepare a study of the feasibility of operating buses on highway shoulders. This option would allow buses to bypass vehicle traffic on Highway 1 during peak hours and significantly reduce travel time for transit riders. Unfortunately, the study found that the Highway 1 shoulders lack the width to support bus-on-shoulder service without significant construction. The Santa Cruz County Regional Transportation Commission (SCCRTC) is working to construct auxiliary lanes on Highway 1, and the design will accommodate buses driving on the shoulder in the vicinity of each interchange. SCCRTC is working with Caltrans and Santa Cruz METRO to finalize implementation of this hybrid bus-on-shoulder service.[16]

Several large companies also provide private bus transportation between Santa Cruz and Silicon Valley. These buses stop in downtown Santa Cruz and Scotts Valley.

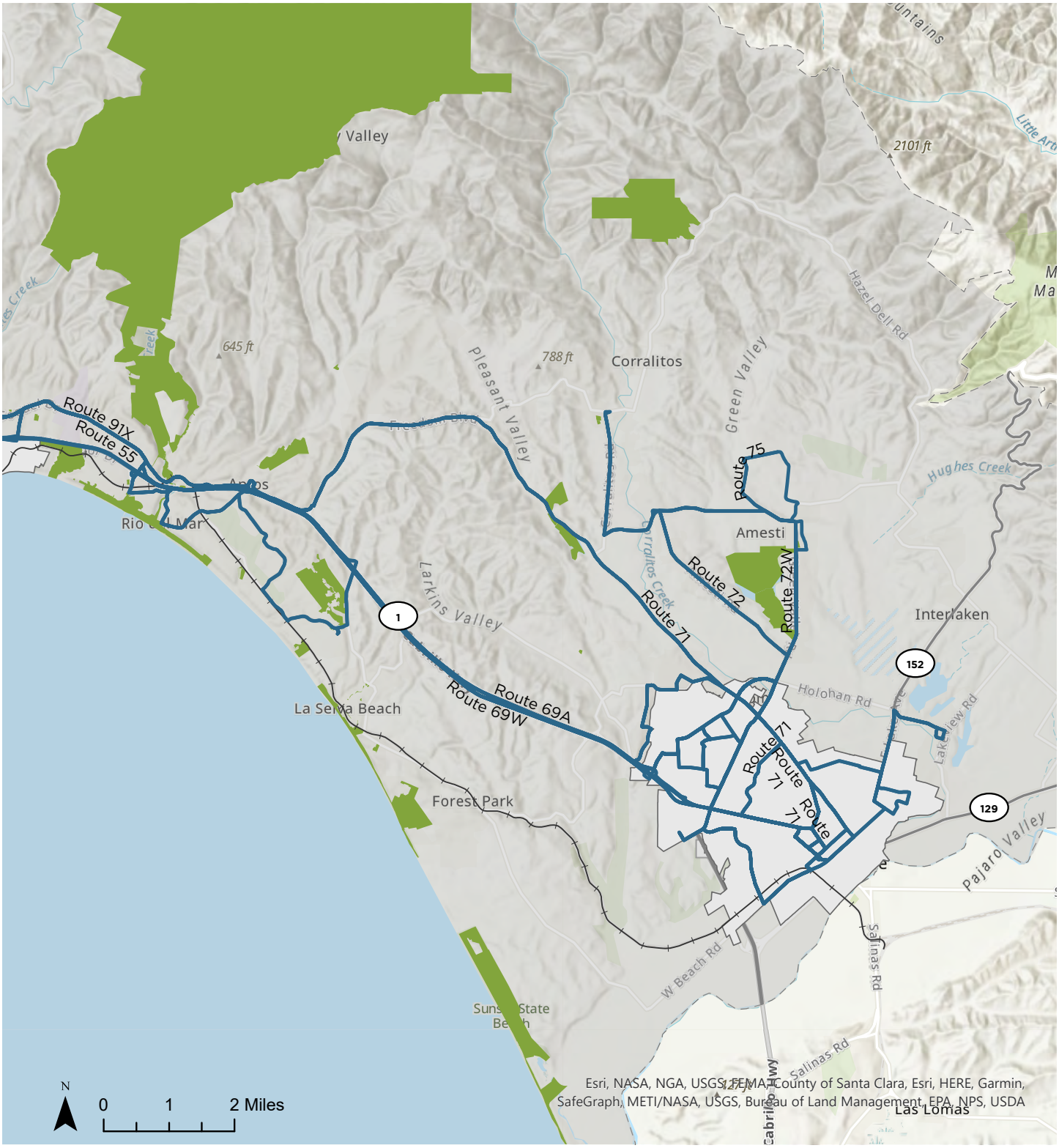
15 Cruz511 website: https://cruz511.org/drive/park-and-ride/.

16 Santa Cruz County Regional Transportation Commission, 2021: https://sccrtc.org/projects/streets-highways/hwy1corridor/highway-1-bus-on-shoulder/.



Map 3a. Transit Routes - North County

- METRO Bus Routes Fall 2021
- Santa Cruz County
- City Limits
- Parks
- Santa Cruz Branch Rail Line
- State Highways



Map 3b. Transit Routes - South County

- METRO Bus Routes Fall 2021
- Santa Cruz County
- City Limits
- Parks
- Santa Cruz Branch Rail Line
- State Highways

EXISTING STREET NETWORK

The County of Santa Cruz maintains approximately 600 centerline miles of paved roads. In addition to County-maintained roadways, there are streets that are privately owned and maintained.

The County uses two roadway classification systems. The first is based on the Federal Highway Administration's functional classifications and is shown in Table 1. These classifications are used to determine eligibility for federal funding for road improvements and maintenance.

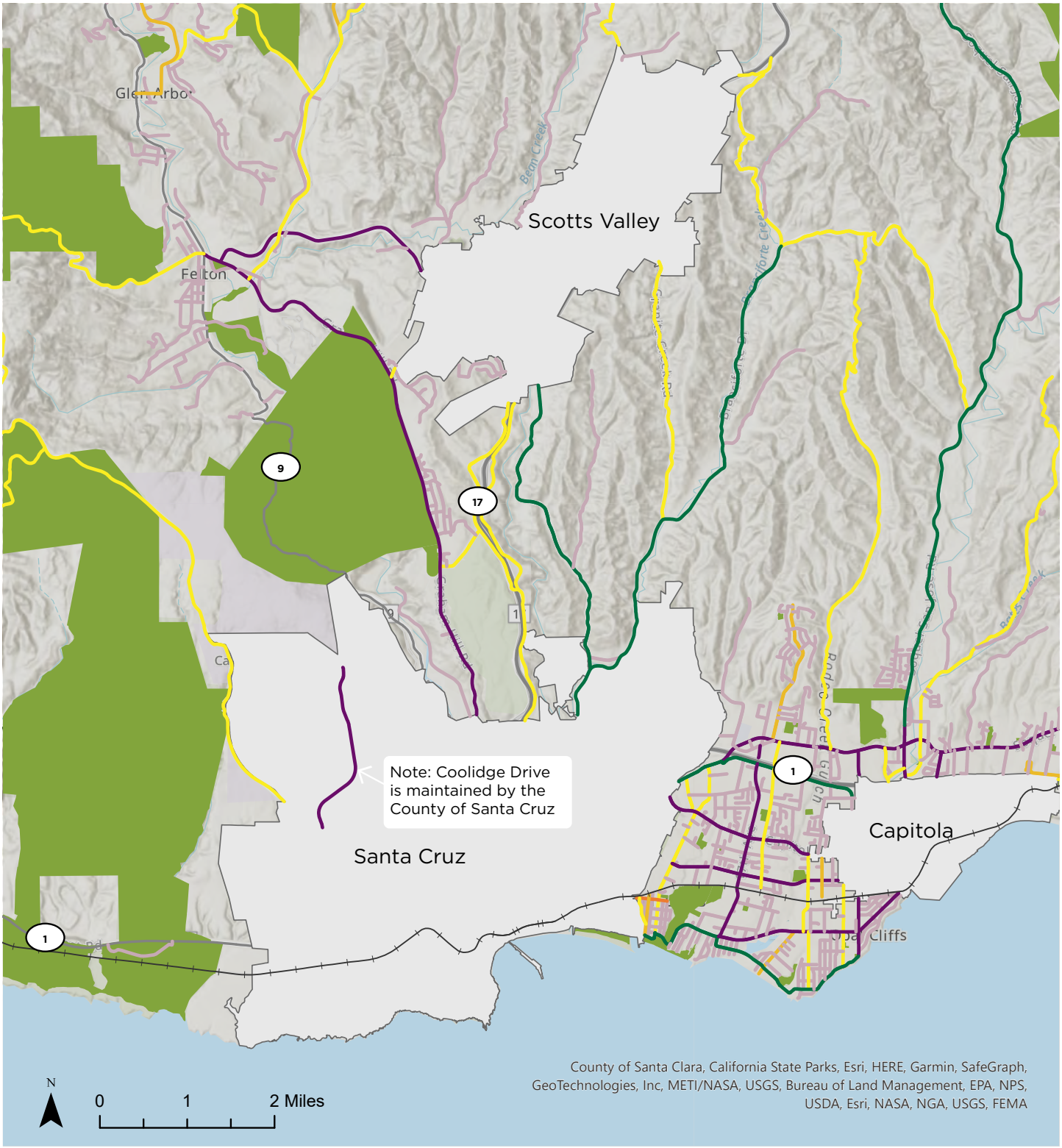
Arterials such as Mount Hermon Road, Soquel Drive, Graham Hill Road, and Freedom Boulevard are streets that carry the highest volumes of traffic at the highest speeds. Collectors, such as 7th Avenue, Aptos Beach Drive, and San Andreas Road, connect local streets and roads with arterials. Most streets in the unincorporated county are local streets, which have the lowest speed limits and provide access primarily to residential areas.

Table 1. County of Santa Cruz Urban Street Classifications

Street Classification	Number of Lanes	Typical Speed limit (MPH)	Average Daily Traffic
Major Arterial	3-6	35-45	>15,000
Minor Arterial	2-4	25-45	10-15,000
Collector	2	25-35	3-12,000
Select Local	2	25	<3,000
Local	2	25	<2,000

The County of Santa Cruz has also developed a street typology system that prioritizes different types of users, shown in Table 2. This system was first drafted for the Sustainable Santa Cruz County Plan and was updated for the County's Sustainability Policy and Regulatory Update. The system identifies primary and secondary users for each street type and potential infrastructure treatments that could be included to serve the needs of people driving, taking transit, bicycling, and walking.

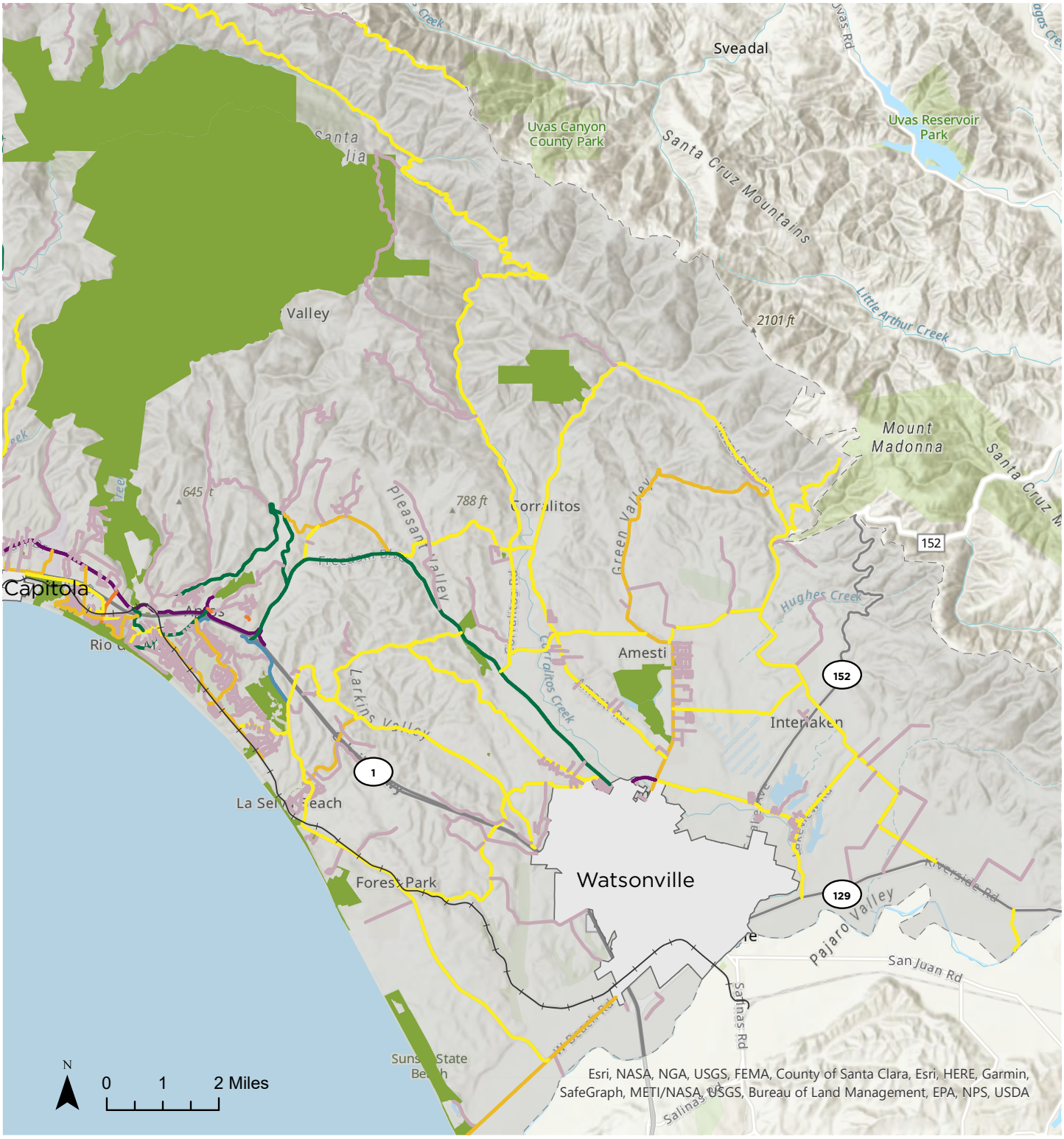
The street typologies were used in the development of the Active Transportation Plan's infrastructure recommendations. All streets classed as multi-modal corridors, active connectors, and main streets, and many of the rural connectors were identified for bicycle and pedestrian infrastructure improvements.



Map 4a. Street Classifications - North County

Street Classifications

- Arterial
- Arterial/Local
- Collector
- Collector/Arterial
- Collector/Local
- Local
- Santa Cruz County
- City Limits
- Parks
- Santa Cruz Branch Rail Line
- State Highways



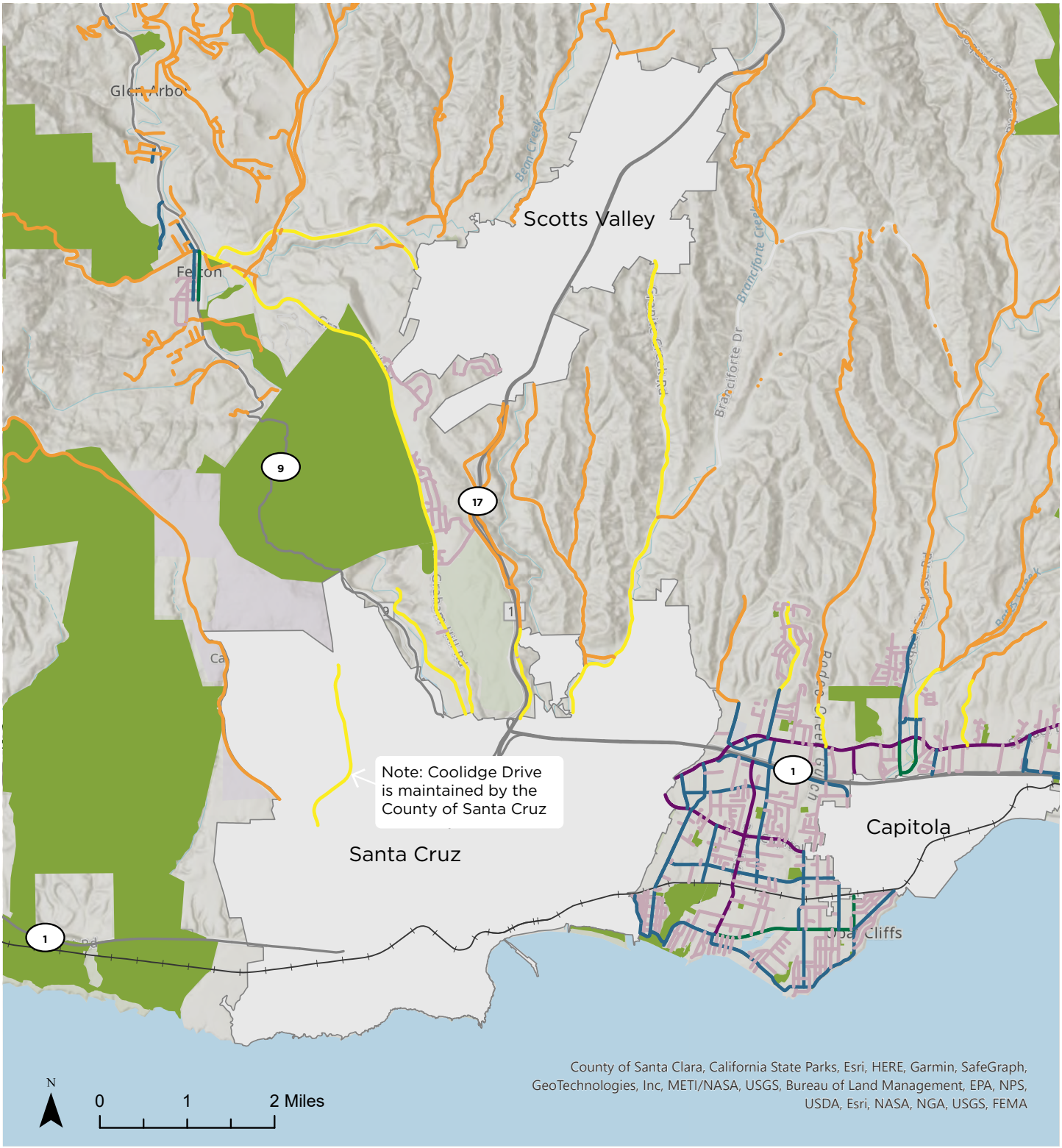
Map 4b. Street Classifications - South County

Street Classifications

- Arterial
- Arterial/Local
- Collector
- Collector/Arterial
- Collector/Arterial/Local
- Collector/Local
- Local
- Santa Cruz County
- City Limits
- Parks
- Santa Cruz Branch Rail Line
- State Highways

Table 2. Layered Network and Street Types

Typology	Description	Functional Classification
Multimodal Corridor	• The purpose of this street type is to provide a safe, continuous route for vehicles, transit users, pedestrians, and cyclists. • Buses, bicycles, pedestrians, and automobiles are prioritized on multimodal corridors. Trucks are provided for but not prioritized. • Include features like buffered, dedicated bicycle facilities (cycle tracks), bus shelters and amenities, wide sidewalks to and from bus stops, and frequent and reliable bus service. • Access to multimodal corridors for pedestrians and bicyclists is key. This street type is complemented by connectors. • All multimodal corridors have frequent transit service or are planned for frequent transit service.	Tend to be principal and minor arterials.
Active Connector	• The purpose of this street type is to provide high-quality bicycle and pedestrian facilities that offer first- and last-mile connections to transit and major land-use destinations. • Land uses are primarily residential, neighborhood commercial, office, mixed-use, schools, and parks.	Tend to be major collectors or minor arterials; can include local roads.
Main Street	• The purpose of this street type is to provide walkable and pedestrian-oriented access to goods and services. • These are pedestrian-oriented "destination" streets where pedestrians and bicyclists are prioritized and vehicles are provided for but not prioritized. • These streets facilitate social gathering and placemaking. • Land uses are mixed-use or commercial/retail with nearby residential communities.	Variable.
Local Residential	• The purpose of this street type is to provide access to housing and residential communities. • These are low-speed, low-traffic streets shared by vehicles, bicycles, and pedestrians. • Land uses on these streets are primarily residential within the urban and rural services boundaries.	Tend to be local roads.
Rural Connector	• The purpose of this street type is to provide long-distance automobile and bicycle connectivity and access between lower-density rural neighborhoods and agricultural areas. • These are mostly auto-oriented, with bicycle facilities for agricultural workers and long-distance cyclists. • Pedestrians are not prioritized on these roadways, though wide shoulders should be provided where possible to allow for pedestrians to walk along the shoulders.	Tend to be minor arterials or major collectors, but also do include some local roads.
Mountain-Agricultural	• The purpose of this street type is to provide access to remote areas. • These are mountainous and agricultural roads outside of rural and urban services boundaries. • These streets are significantly constrained by topography and often have narrow rights-of-way with limited capacity.	Tend to be local, but also include some minor collectors and minor arterials.



Map 4c. General Plan Street Types - North County

Street Type

- Active Connector
- Local Residential
- Main Street
- Mountain-Agricultural
- Multimodal Corridor
- Rural Connector
- City Limits
- Parks
- Santa Cruz Branch Rail Line
- State Highways

Map 4d. General Plan Street Types - South County

Street Type

- Active Connector
- Local Residential
- Main Street
- Mountain-Agricultural
- Multimodal Corridor
- Rural Connector
- Santa Cruz County
- City Limits
- Parks
- Santa Cruz Branch Rail Line
- State Highways

EXISTING BICYCLE NETWORK

There are currently two types of bicycle facilities in unincorporated Santa Cruz County: Class I shared-use paths and Class II bicycle lanes. Other streets have been designated as Class III bicycle routes. See below for definitions of each type of bicycle facility.

BICYCLE FACILITY TYPES*

Class I Shared-Use Path

Paved rights-of-way, completely separated from streets, that support multi-use recreation and transportation opportunities for walkers, cyclists, skaters, and wheelchair users.

Class II Bicycle Lane

On-street facilities that use striping and stencils to designate space for bicycle travel.

Class III Bicycle Route

Routes designated for bicycle travel but shared with motor vehicles. This treatment is used on streets where other bicycle facilities are not feasible. Bike routes are identified through signage and can also include shared-lane bicycle markings or "sharrows."

**Sunnyvale Active Transportation Plan, https://sunyvale.ca.gov/news/topics/atp/default.htm.*

Class I shared-use paths in northern Santa Cruz County include several short connectors, such as the paths that run through Jose Avenue and Moran Lake County Parks. Longer paths include the Wilder Ranch bike path, which connects the City of Santa Cruz and Wilder Ranch State Park, and the East Cliff Esplanade path in Pleasure Point.

In mid-county, there is a segment of path at the Rio Del Mar Esplanade and another on Rio Del Mar Boulevard. There is also a segment of path adjacent to Freedom Boulevard that provides access to Aptos High School. In the southern area of the county, there is a short segment of path on Buena Vista Drive and a longer path on Green Valley Road between Pinto Lake City Park and Dalton Lane which is in need of maintenance and repair. The Salsipuedes Creek Trail and segments of the Pajaro River Levee Trail provide recreational opportunities to south county residents.

Live Oak has the highest density of bicycle lanes in unincorporated Santa Cruz County.

Soquel Drive, Soquel Avenue, Capitola Road, Brommer Street, Portola Drive, and East Cliff Drive provide east-west connections between the cities of Santa Cruz and Capitola, and 7th, 17th, Chanticleer, and 41st Avenues offer north-south connections. There are also bicycle lanes on Empire Grade Road and Coolidge Drive adjacent to the UC Santa Cruz campus and on Soquel Drive between the City of Santa Cruz and Freedom Boulevard.

There are bicycle lanes on Mount Hermon Road between Felton and Scotts Valley, but no bicycle facilities connecting Santa Cruz with Felton or Scotts Valley. There are also no bicycle facilities in the San Lorenzo Valley communities of Boulder Creek, Brookdale, Ben Lomond, and Felton.

In southern Santa Cruz County, Freedom Boulevard has bicycle lanes and connects Aptos with the City of Watsonville. San Andreas Road also has bike lanes, but there are no bike lanes on Bonita Drive and West Beach Street, creating an incomplete connection between Watsonville and La Selva Beach. Corralitos Road and Holohan Road also have bicycle lanes, as does a small portion of Green Valley Road.

Bicycle routes in unincorporated Santa Cruz County have been identified primarily for wayfinding purposes, to guide cyclists to preferred routes when there are no streets with bicycle lanes. Highway 1 north of Santa Cruz, La Madrona Drive, Glen Canyon Road, Rio Del Mar Boulevard, Bonita Drive, and West Beach Street have all been identified as bicycle routes.

In 2020, the Santa Cruz County Regional Transportation Commission completed the installation of bicycle wayfinding signage throughout the county. These signs direct bicyclists to the best routes to 53 major destinations countywide. Regional routes in unincorporated Santa Cruz County include Glen Canyon Road, which connects Santa Cruz and Scotts Valley, Portola Drive, Soquel Drive, and San Andreas Road. More information and a web-based map of bicycle routes can be found here: **https://sccrtc.org/projects/bike/bikesignage**.

Bicycle Parking

Bicycle parking is an important component of the bicycle network, as it allows people to lock their bikes up when they reach their destinations. Bicycle parking has been required by County ordinance for all new buildings since the 1980's, but many buildings built before then do not have bicycle parking. There is currently bicycle parking at many key destinations in the unincorporated county, including Simpkins Swim Center, Cabrillo College, the East Cliff Esplanade in Pleasure Point, and the new Aptos Village shopping center. However, bicycle parking is missing at locations such as beach access points throughout the county, the Deer Park shopping center in Rio Del Mar, and some County parks. When bicycle racks are present, they are sometimes of an older style that is more difficult to use or is hidden from view from the main entrances to businesses, making it difficult to find and increasing the risk of theft. There are no publicly accessible bike lockers for secure all-day bike storage in unincorporated Santa Cruz County.

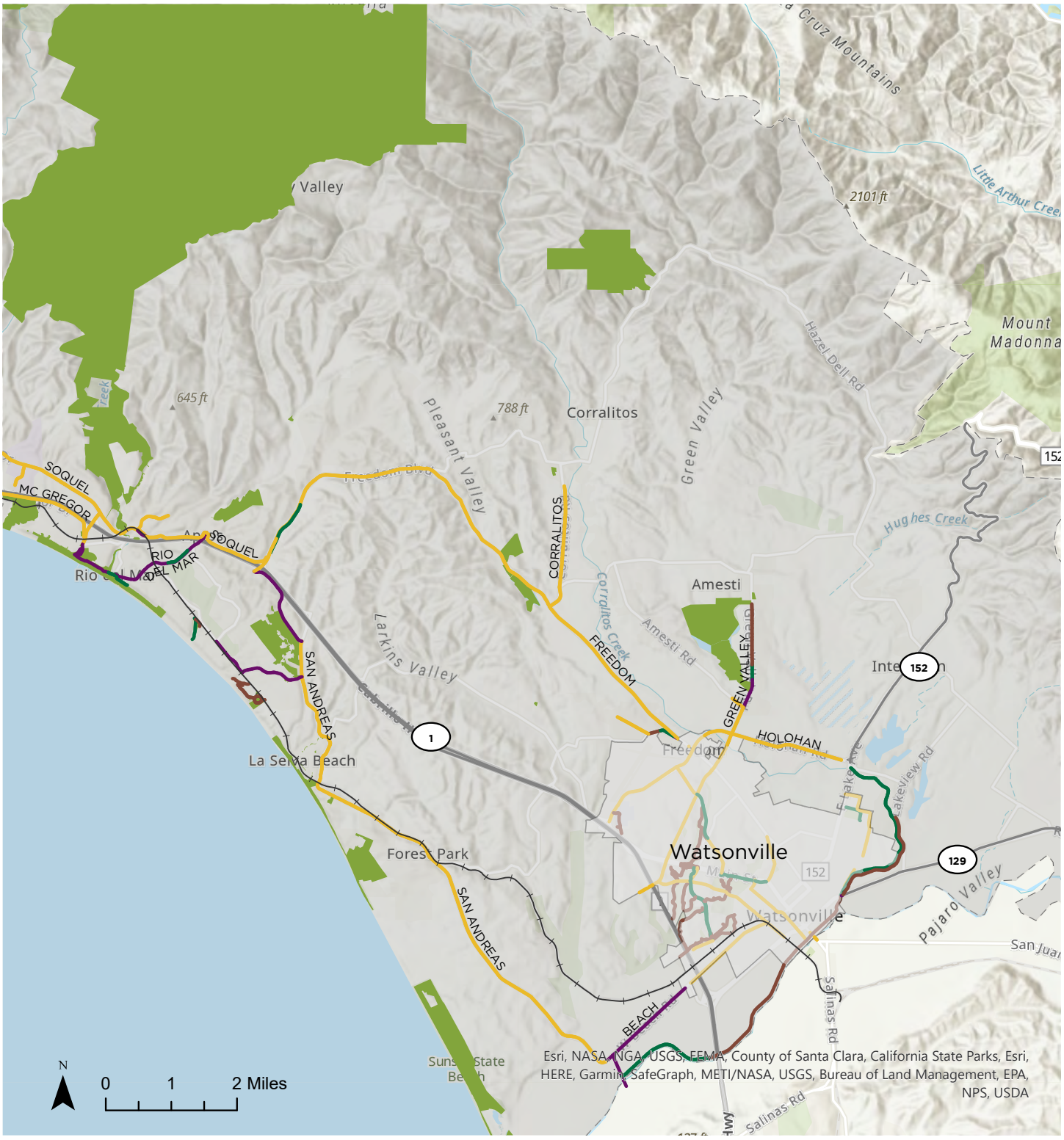
Table 3. Existing Bikeway Network 2020

Facility Type	Mileage	Percentage of County Roadways with Bike Facilities
Class I Shared-Use Path*	3.7	<1%
Class II Bicycle Lane**	96.48	8%
Total	100.18	8.3%

Source: Santa Cruz County Regional Transportation Commission
**Bike paths are counted as centerline miles.*
***Bike lanes are counted as directional lanes.*

Map 5a. Bicycle Facilities - North County

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Class I Unpaved Shared-Use Path
- City Limits
- Parks
- Santa Cruz Branch Rail Line
- State Highways



Map 5b. Bicycle Facilities - South County

- Class I Shared-Use Path
- Class II Bicycle Lane
- Class III Bicycle Route
- Class I Unpaved Shared-Use Path
- Santa Cruz County
- City Limits
- Parks
- Santa Cruz Branch Rail Line
- State Highways

EXISTING PEDESTRIAN NETWORK

Sidewalks in unincorporated Santa Cruz County are located primarily within the urban and rural services boundary and are mainly on commercial corridors rather than residential streets. As part of the development of this Active Transportation Plan, a sidewalk inventory was conducted for county-maintained roadways within the urban and rural services boundary.

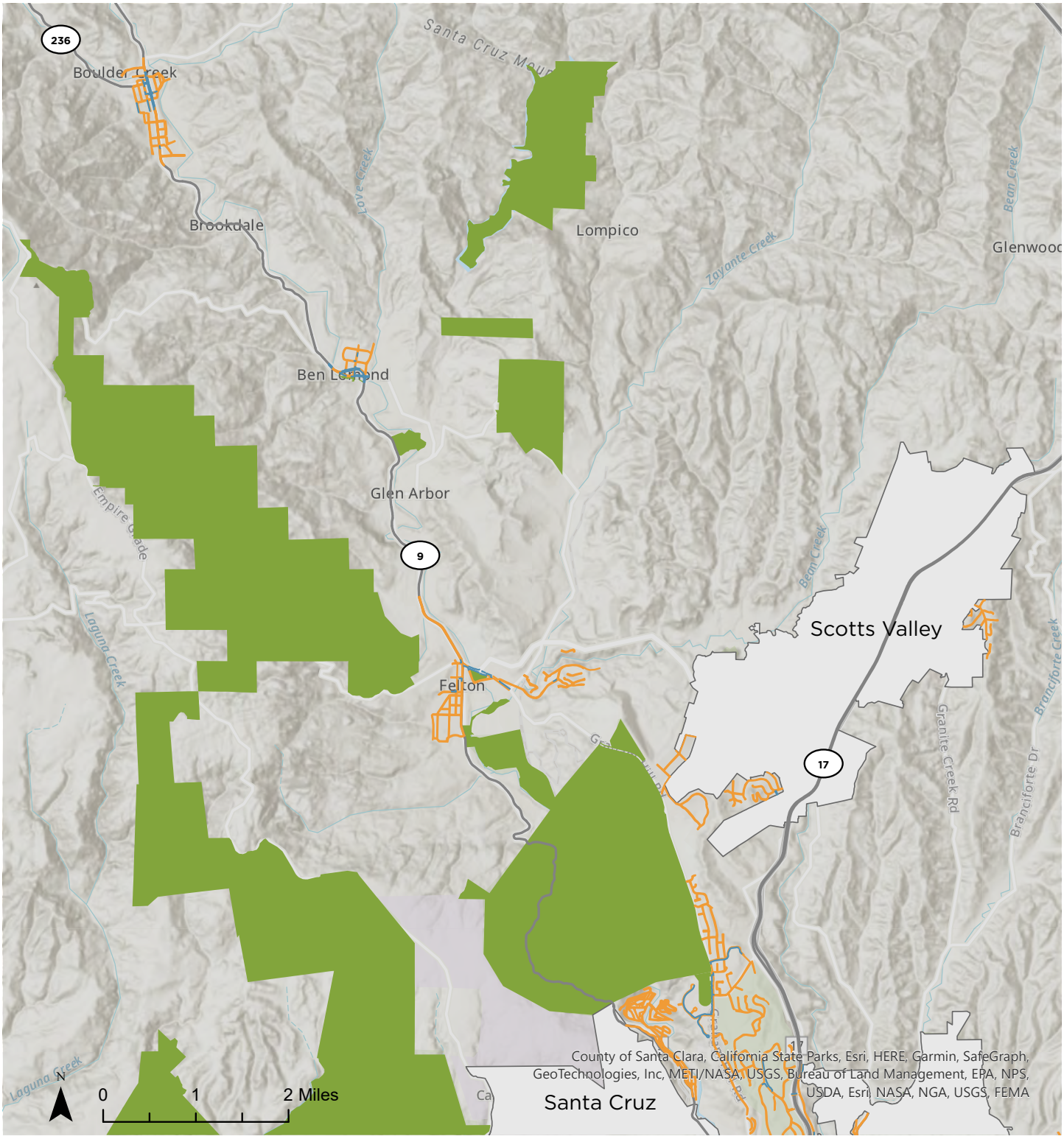
Live Oak has the highest density of sidewalk. Soquel Drive, Capitola Avenue, Brommer Street, Portola Drive, 7th Avenue, 17th Avenue, and Chanticleer Avenue all have continuous or nearly continuous sidewalk in the Live Oak area. The Soquel Drive Buffered Bike Lanes & Congestion Mitigation Project, which is expected to start construction in 2023, will fill sidewalk gaps on Soquel Drive between La Fonda Avenue and State Park Drive. Some residential streets in Live Oak have full or partial sidewalk, but many do not, especially south of Portola Drive.

Sidewalk is less frequent in mid-county. Most residential streets in Seacliff, Aptos, and Rio Del Mar do not have sidewalk, with a few exceptions: the Rio Del Mar Flats and the neighborhoods around the Seascape Resort do have complete sidewalk in place. In southern Santa Cruz County, there is complete sidewalk on Calabasas Road leading to Calabasas Elementary, and some sidewalks in the neighborhoods off Green Valley Road.

The County currently requires sidewalks to be at least four feet wide and to be built on at least one side of the street during new construction or home remodels over a certain size. In many locations, obstructions such as utility poles, signs, and vegetation make sidewalks functionally narrower. This can affect the accessibility of sidewalks, especially for people using mobility devices or strollers. Many corners do not have curb ramps that meet current Americans with Disabilities Act standards, which affects the ability of people who use mobility devices or are vision-impaired to navigate the pedestrian network.

In addition to sidewalks, unincorporated Santa Cruz County has 3.7 miles of shared-use paths. These include short connectors, such as the paths that run through Jose Avenue and Moran Lake County Parks. Longer paths in northern Santa Cruz County include the Wilder Ranch bike path, which connects the City of Santa Cruz and Wilder Ranch State Park, and the East Cliff Esplanade path in Pleasure Point.

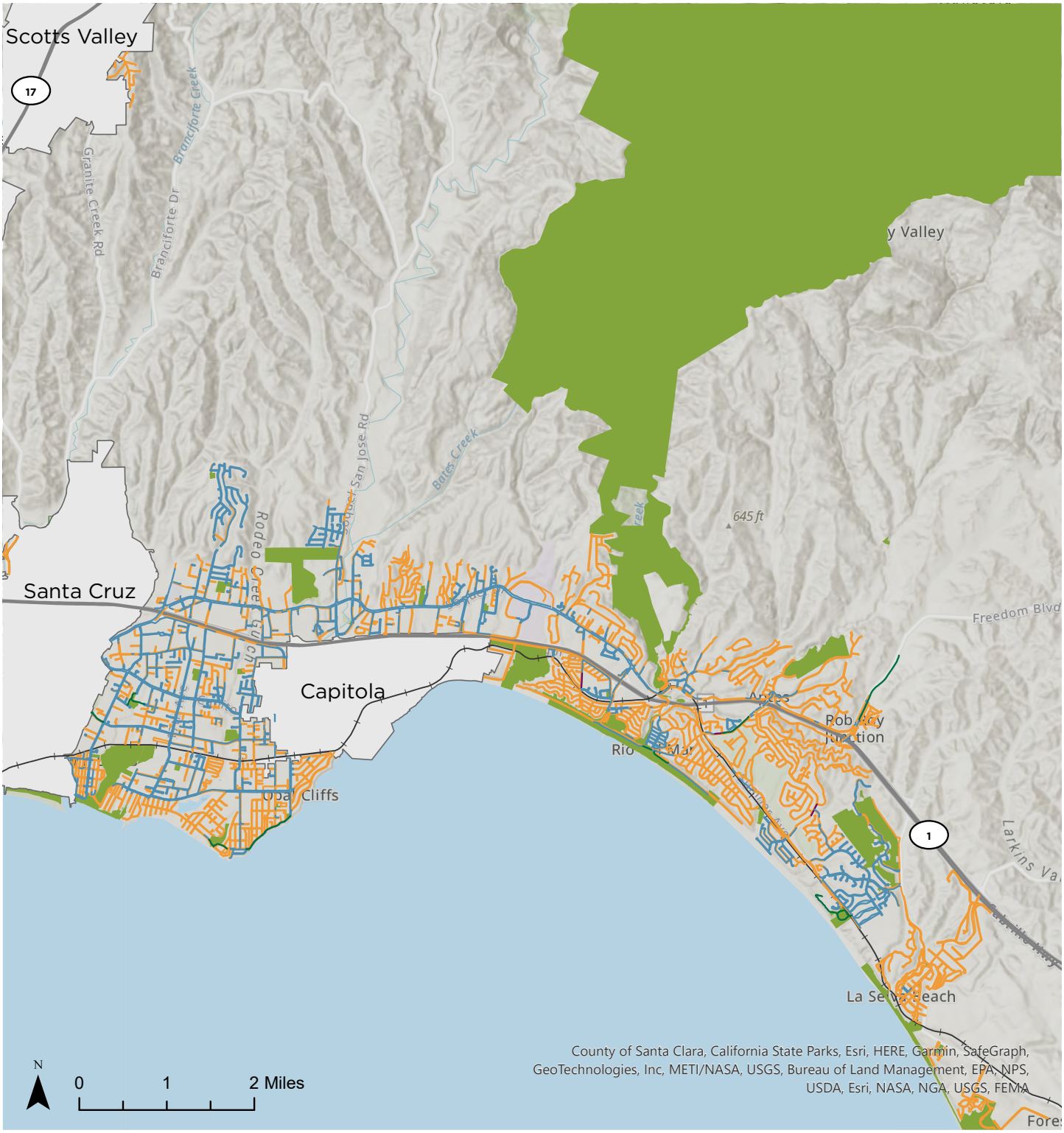
In mid-county, there is a segment of path at the Rio Del Mar Esplanade and another on Rio Del Mar Boulevard. There is also a segment of path adjacent to Freedom Boulevard that provides access to Aptos High School. In the southern area of the county, there is a short segment of path on Buena Vista Drive. There is a shared-use path along the west side of Green Valley Road that provides pedestrian access, but it is in need of maintenance and repair. The Salsipuedes Creek Trail and segments of the Pajaro River Levee Trail provide recreational opportunities to south county residents.



Map 6a. Pedestrian Facilities - San Lorenzo Valley

Pedestrian Facility Types

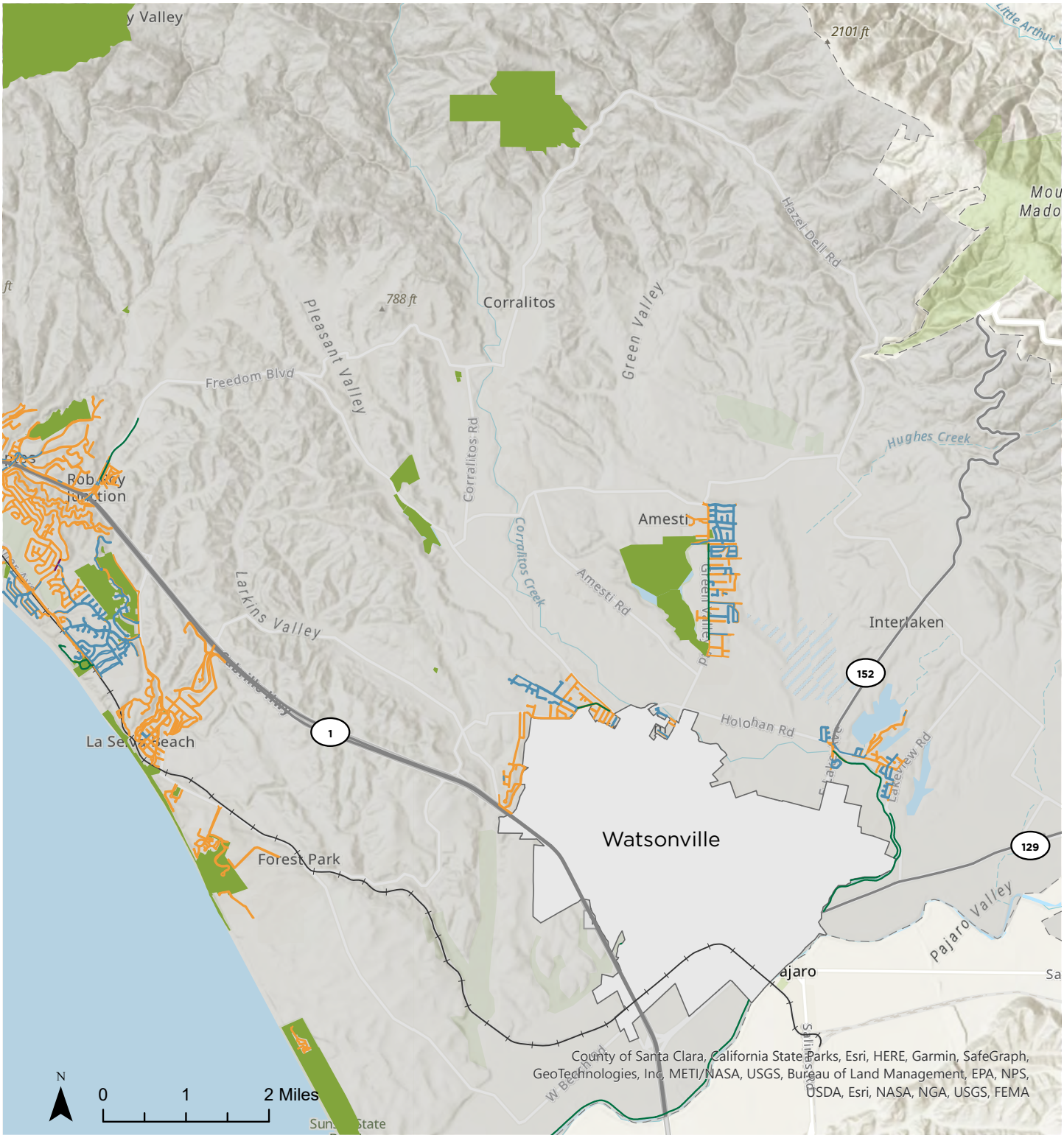
- Sidewalk
- Missing Sidewalk
- Santa Cruz County
- City Limits
- Parks
- State Highways



Map 6b. Pedestrian Facilities - Mid County

Pedestrian Facility Types

- Class I Shared-Use Path
- Sidewalk
- Missing Sidewalk
- Non-standard Sidewalk
- City Limits
- Parks
- Santa Cruz Branch Rail Line
- State Highways



Map 6c. Pedestrian Facilities - South County

Pedestrian Facility Types

- Class I Shared-Use Path
- Sidewalk
- Missing Sidewalk
- Non-standard Sidewalk

- Santa Cruz County
- City Limits
- Parks

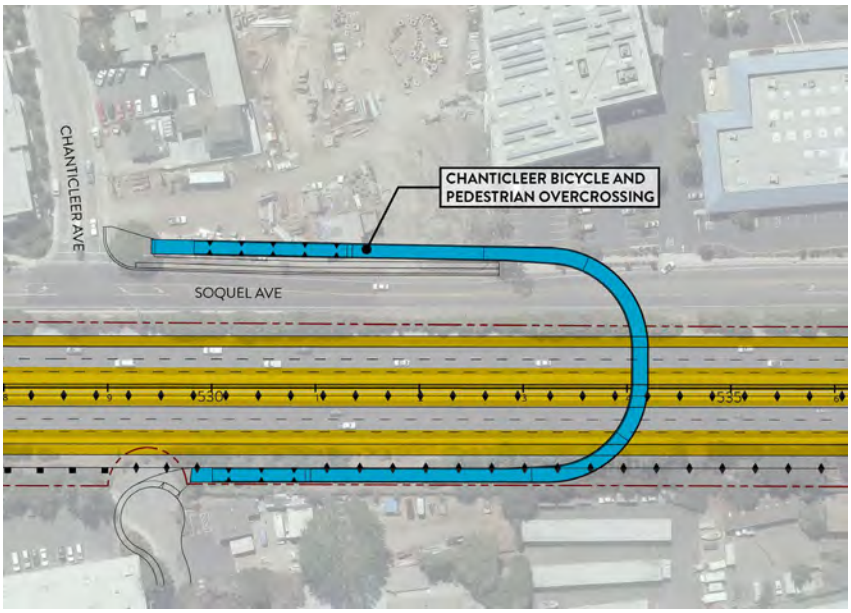
- Santa Cruz Branch Rail Line
- State Highways

CURRENT PROJECTS

There are several major projects underway to provide new bicycle and pedestrian facilities in unincorporated Santa Cruz County.

CHANTICLEER AND MAR VISTA HIGHWAY 1 BICYCLE AND PEDESTRIAN OVERCROSSINGS

Two bicycle and pedestrian bridges over Highway 1 are planned and have been fully funded. Highway 1 is a significant barrier for many residents, and these bridges will provide new options for safe and convenient walking and bicycling trips. Both projects are being led by the Santa Cruz County Regional Transportation Commission as a part of the Highway 1 Auxiliary Lanes Projects.



Source: Santa Cruz County Regional Transportation Commission.

The Chanticleer Avenue overcrossing will connect Live Oak residents on the coastal and inland sides of Highway 1 and provide an alternative to the Soquel Drive and 41st Avenue interchanges for people walking and biking. The final design of the project was recently completed, and construction is anticipated to start in late 2022 and run through 2024.[17]

The Mar Vista overcrossing will connect the two segments of Mar Vista Drive over Highway 1 in Aptos. This project will provide a safe route for residents on the coastal side of Highway 1 to reach Mar Vista Elementary and Cabrillo College and will allow residents on the inland side to reach the beach. The bridge will also provide an alternative to State Park Drive for people who are walking and biking. The project is currently in the final design phase, with construction anticipated for FY 2023–24.[18]

17-18 Santa Cruz County Regional Transportation Commission website, https://sccrtc.org/wp-content/uploads/2021/08/Fact-Sheet_Hwy-1-aux-lanes_41st.Soquel_updated.pdf; **https://scccrtc.org/wp-content/uploads/2021/08/Fact-Sheet_Hwy-1-aux-lanes_Bay.Porter_updated.pdf**.

SOQUEL DRIVE BUFFERED BIKE LANES & CONGESTION MITIGATION PROJECT

The Santa Cruz County Regional Transportation Commission and County of Santa Cruz received $107.2 million in grant funding in 2020 for multi-modal improvements on Soquel Avenue/Drive, Freedom Boulevard, Highway 1, and the Santa Cruz Branch Rail Line. The Soquel Avenue/Drive portion of the project extends 5.6 miles from La Fonda Avenue to State Park Drive. The project includes new sidewalk to fill gaps along the corridor, 100 upgraded ADA ramps, 96 upgraded crosswalks, nine rectangular rapid flashing beacons at crosswalks, and new separated bikeways. Soquel Drive is a key route for people walking and bicycling in unincorporated Santa Cruz County and is also the top location for bicycle and pedestrian collisions. Construction is expected to start in 2023 and be completed by the end of 2024.

HSIP RECTANGULAR RAPID FLASHING BEACONS

The County received grant funding to install rectangular rapid flashing beacons (RRFBs) and high-visibility crosswalks at four locations: Graham Hill Road near Covered Bridge Road, 7th Avenue at Bonnie Street, Soquel Drive between Aptos Rancho Road and Aptos Wharf Road, and Green Valley Road at Amesti Road. The project is scheduled for construction in fall 2022.

HARKINS SLOUGH BRIDGE

The City of Watsonville is leading on a project to construct a separated bikeway and pedestrian overpass over Highway 1 on Harkins Slough Road. This project includes both City and County roadways and provides a safe connection for students traveling from Watsonville to Pajaro Valley High School. The City of Watsonville received an $11.7 million dollar grant for the project and expects to start construction in 2022 or 2023.

WATSONVILLE LEE ROAD TRAIL

The City of Watsonville is leading on a project to construct a 1.4-mile bicycle and pedestrian trail linking Lee Road and Harkins Slough Road through unincorporated Santa Cruz County. The trail will connect Pajaro Valley High School to the Coastal Rail Trail and downtown Watsonville and provide another route for students traveling to school. The City of Watsonville has received funding for the first phase of the project, which will extend from Harkins Slough Road to the Watsonville Slough Farm. Construction on the first phase is expected to start in 2023 or 2024.

COASTAL RAIL TRAIL

In 2012, the Santa Cruz County Regional Transportation Commission purchased the Santa Cruz Branch Rail Line and began work on the Monterey Bay Sanctuary Scenic Trail Master Plan, which includes the 32-mile Coastal Rail Trail. The Coastal Rail Trail is a shared-use path that will span Santa Cruz County from Davenport to the Monterey County line. Unincorporated Santa Cruz County contains the largest number of segments of the Coastal Rail Trail, several of which are currently in progress.

Segment 5: North Coast

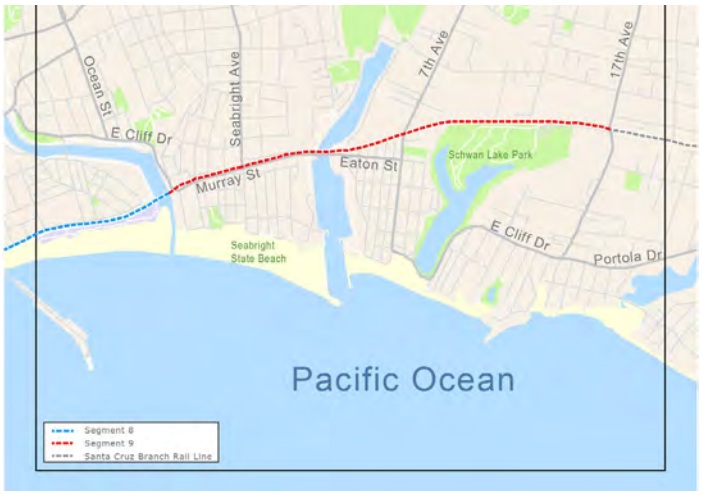
The Santa Cruz County Regional Transportation Commission is leading on this segment, which extends from Wilder Ranch State Park to Davenport. Final design and permitting for the project are currently in progress, and construction is scheduled for 2024.[19]

Source: Santa Cruz County Regional Transportation Commission

19 Santa Cruz County Regional Transportation Commission website, **https://sccrtc.org/projects/multi-modal/monterey-bay-sanctuary-scenic-trail/**

Segment 9: San Lorenzo River to 17th Avenue

The City of Santa Cruz is leading on this segment, which runs between the San Lorenzo River and 17th Avenue and is located in both city and county jurisdictions. Environmental, design, and right-of-way work is currently in progress, and additional funding is needed to construct the project.[20]



Source: Santa Cruz County Regional Transportation Commission

Segments 10 and 11: 17th Avenue to State Park Drive

The County of Santa Cruz is currently working on the environmental, design, and right-of-way phases for these segments. The project could start construction in 2024 if additional funding is secured.[21]

Source: Santa Cruz County Regional Transportation Commission

Segment 12: State Park Drive to Rio Del Mar Boulevard

The Santa Cruz County Regional Transportation Commission is leading on this segment, which is being designed in conjunction with Highway 1 Auxiliary Lanes from State Park Drive to Freedom Boulevard. Environmental, design, and right-of-way work is scheduled to be completed by 2022, and additional funding is needed for project construction.[22]

Source: Santa Cruz County Regional Transportation Commission

20-22 Santa Cruz County Regional Transportation Commission website, https://sccrtc.org/projects/multi-modal/monterey-bay-sanctuary-scenic-trail/

ACTIVE TRANSPORTATION SAFETY

Bicycle and pedestrian-related collision data can be used to identify collision trends and locations with high rates of bicycle and pedestrian collisions. This analysis uses data from UC Berkeley's Transportation Injury Mapping System (TIMS) over the ten-year period from 2009 - 2018. It is important to note that the TIMS data include reported injury collisions only, and many bicycle and pedestrian collisions are not reported and therefore are not represented in this analysis.

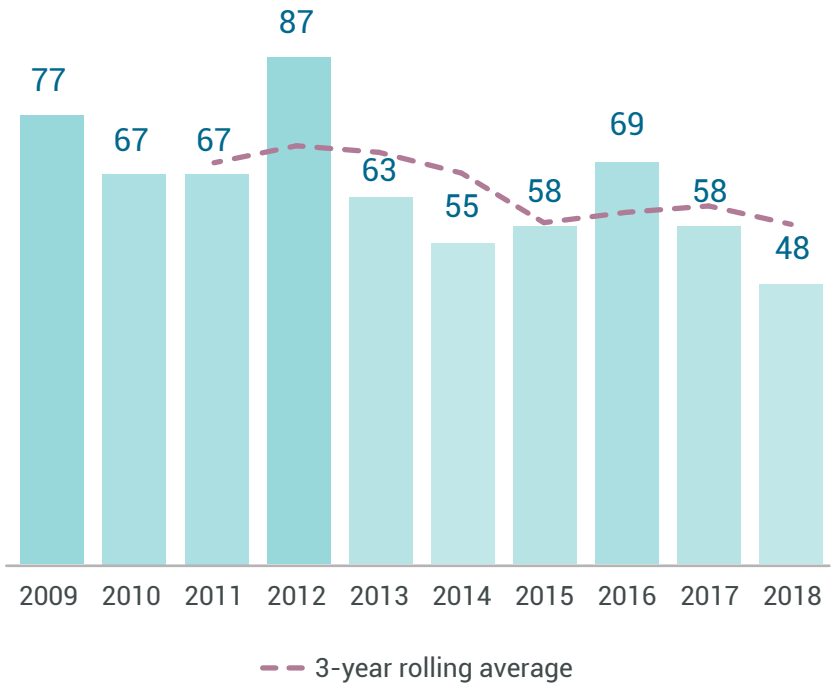
People who are biking and walking are disproportionately involved in collisions. Over the ten-year period, there were a total of 7,730 injury collisions in unincorporated Santa Cruz County involving drivers, motorcyclists, bicyclists, and pedestrians. While only a small percentage of trips are taken on foot or by bike, people walking or biking were involved in 12% of the collisions.

BICYCLE SAFETY

Over the ten-year study period, there were 649 bicycle-related injury collisions in unincorporated Santa Cruz County, with an average of 65 collisions per year. The number of collisions increased to 87 in 2012, but this trend did not continue in subsequent years. In 2017 and 2018, the number of bicycle-involved collisions decreased, and more data monitoring will be needed to see whether this trend continues.

There were six fatal bicycle collisions within the ten-year period. One hundred and thirty-five collisions caused severe injuries, 370 resulted in “other visible injury,” and 138 resulted in a “complaint of pain.”

Figure 2. Annual Bicycle Collisions



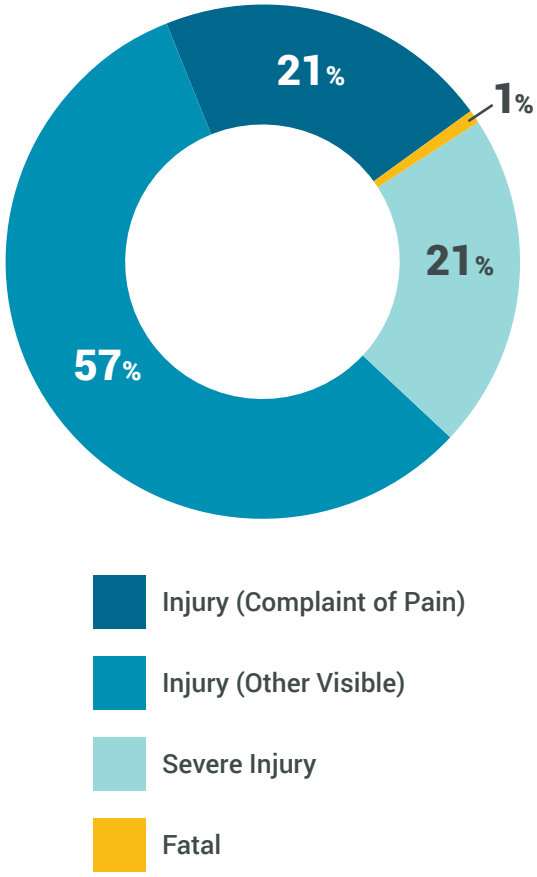
Source: UC Berkeley Transportation Injury Mapping System (TIMS)

COLLISION TRENDS

Bicycle-related collision locations are shown in Maps 7a and b. Key takeaways from the analysis include the following:

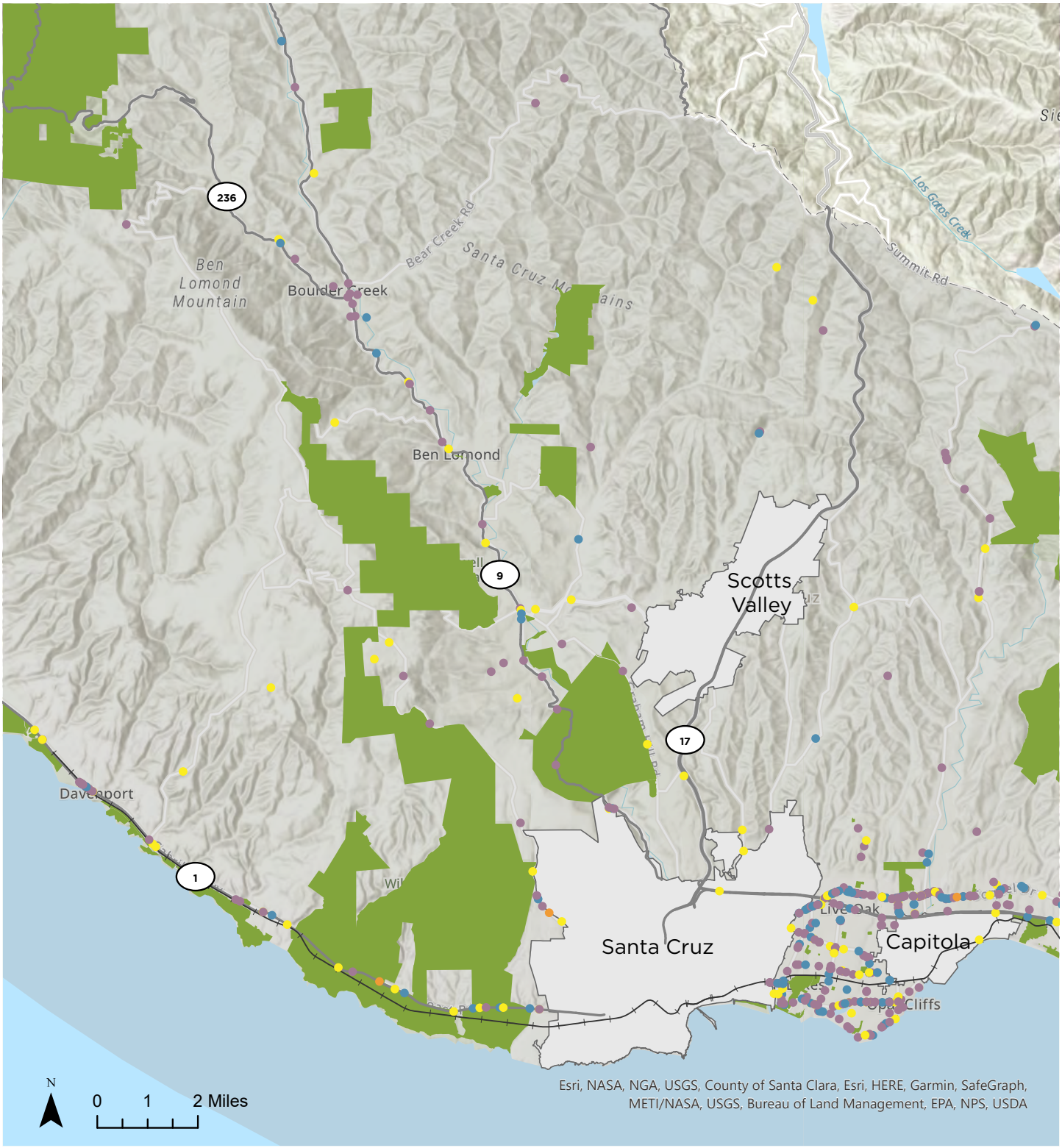
- **16% of collisions resulting in severe injuries in unincorporated Santa Cruz County involved people on bikes**. While bicycle trips make up a small percentage of the trips in Santa Cruz County, cyclists are disproportionally involved in severe-injury collisions.
- **Soquel Drive was the top location for bicycle-related collisions**, with 22% of collisions taking place on this key route through the unincorporated county.
- **57% of bicycle-related collisions occurred on streets with painted bike lanes**, including Soquel Drive, Capitola Road, Brommer Street, Portola Drive, and Freedom Boulevard.
- **Older cyclists and young people were involved in the majority of bicycle collisions**. 45% of bicycle-related collisions involve people age 45 and older, and 26% involved people aged 24 or younger. Male cyclists were much more likely to be involved in collisions and make up 72% of all crash victims.

Figure 3. Severity of Bicycle Collisions



Source: UC Berkeley Transportation Injury Mapping System (TIMS)

- **The three most common bicycle collision factors**, according to the reporting law enforcement officer, were improper turning (162 total), automobile right-of-way violations (143 total), and unsafe speed (124 total). In collisions where the cyclists were at fault, unsafe speed was the top primary collision factor. In collisions where motorists were at fault, right-of-way violation (failure to yield) was the top collision factor.
- **Bicyclists were determined to be at fault in 50% of collisions** by the reporting law enforcement officer. Drivers were at fault in 39% of collisions, and fault was unknown in the remaining 10% of collisions.



Map 7a. Bicycle Collisions 2009-2018 - North County

Collision Severity

- Fatal Collisions (6)
- Severe Injury (135)
- Visible Injury (370)
- Complaint of Pain (138)
- Santa Cruz County
- City Limits
- Parks
- Santa Cruz Branch Rail Line
- State Highways

Map 7b. Bicycle Collisions 2009-2018 - South County

Collision Severity

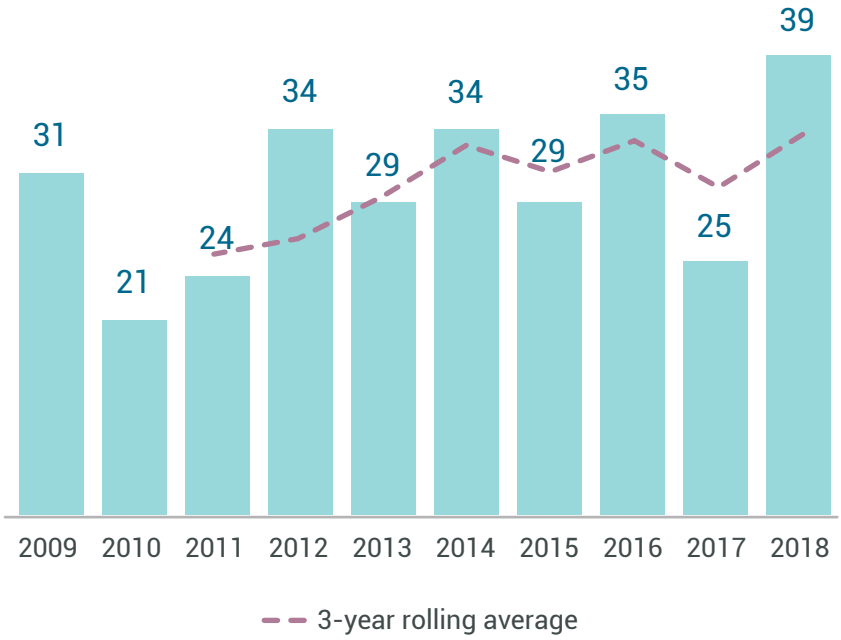
- Fatal Collisions (6)
- Severe Injury (135)
- Visible Injury (370)
- Complaint of Pain (138)

- Santa Cruz County
- City Limits
- Parks
- Santa Cruz Branch Rail Line
- State Highways

PEDESTRIAN SAFETY

Over the ten-year study period, there were 301 pedestrian collisions in unincorporated Santa Cruz County, with an average of 30 per year. The number of collisions increased to 39 in 2018, and future analysis will be needed to see whether this represents an upward trend. There were 23 fatal pedestrian collisions within the ten-year period. Sixty-six collisions caused severe injuries, 129 resulted in "other visible injury," and 83 resulted in a "complaint of pain."

Figure 4. Annual Pedestrian Collisions



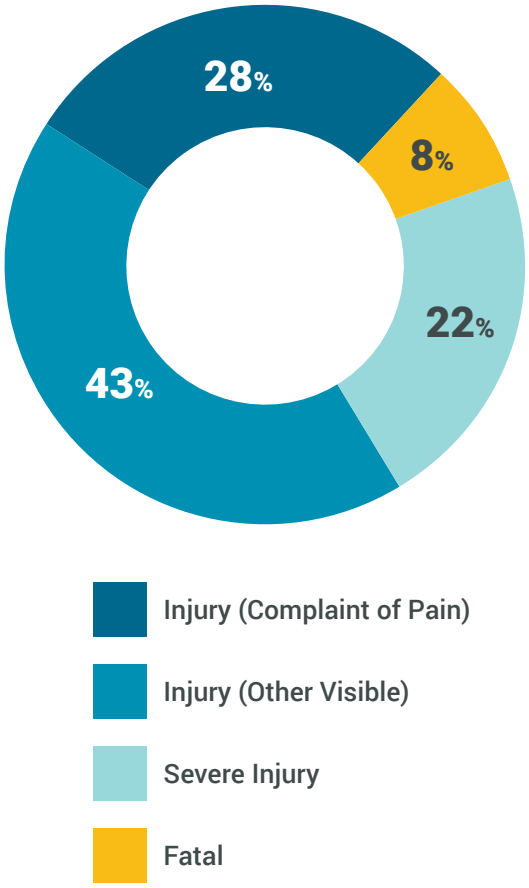
Source: UC Berkeley Transportation Injury Mapping System (TIMS)

COLLISION TRENDS

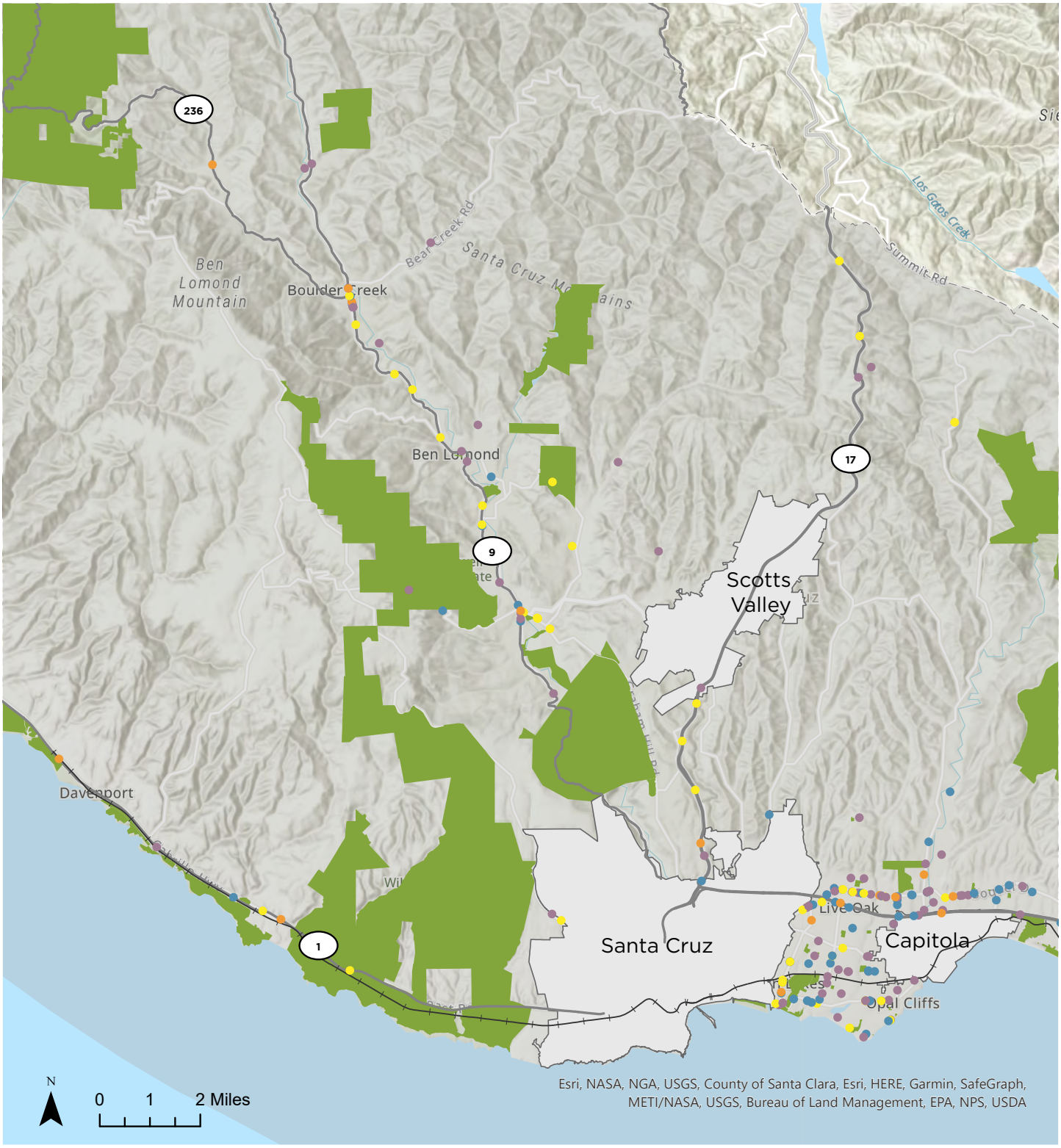
Pedestrian collision locations are shown in Maps 8a and b. Key takeaways from the analysis include the following:

- **20% of fatal collisions in unincorporated Santa Cruz County involved people walking**. Walking trips make up a small percentage of the trips in Santa Cruz County, but pedestrians are disproportionally involved in fatality collisions.
- **26% of pedestrian collisions involve youths aged 19 or younger**. 32% of collisions involved adults aged 50 or over. Males were involved in 63% of pedestrian-injury collisions.
- **Soquel Drive was the top location for pedestrian collisions**, with 12% of such collisions occurring on Soquel Drive. Highway 9 and Highway 1 were the second- and third-most common collision locations.
- **Highway 129, Highway 1, and Soquel Drive were the top locations** for fatal pedestrian collisions, followed by 7th Avenue and Highway 9.
- **The four most common primary collision factors**, according to the reporting law enforcement officer, were pedestrian violations (27%), pedestrian right-of-way violations (24%), unsafe speed (14%), and improper turning (12%). In collisions where motorists were at fault, pedestrian right-of-way violation (failure to yield) was the top factor. In collisions where pedestrians were at fault, pedestrian violations were the top primary factor.
- **Drivers were at fault in 55% of pedestrian collisions**, according to the reporting law enforcement officer. Pedestrians were at fault in 29%, and fault was unknown in the remaining 16% of collisions.

Figure 5. Severity of Pedestrian Collisions



Source: UC Berkeley Transportation Injury Mapping System (TIMS)



Map 8a. Pedestrian Collisions 2009-2018 - North County

Collision Severity

- Fatal (23)
- Severe Injury (66)
- Visible Injury (129)
- Complaint of Pain (83)
- Santa Cruz County
- City Limits
- Parks
- Santa Cruz Branch Rail Line
- State Highways

Map 8b. Pedestrian Collisions 2009-2018 - South County

Collision Severity

- Fatal (23)
- Severe Injury (66)
- Visible Injury (129)
- Complaint of Pain (83)
- Santa Cruz County
- City Limits
- Parks
- Santa Cruz Branch Rail Line
- State Highways

EXISTING PROGRAMS

County Public Works offers programs for residents seeking traffic calming or streetlights in their neighborhoods. In addition, a variety of program offerings provide active transportation education and encouragement to Santa Cruz County residents. Some programs are focused on school-aged youths, but there are also programs offering safety information, encouragement, and events for the general public.

COUNTY PUBLIC WORKS PROGRAMS

Road Bumps

Citizens may request traffic-calming projects in their neighborhoods by following the County Speed Bump Procedure, which requires such projects to be initiated by neighbors and supported by the majority of neighbors, and that neighbors pay a portion of the cost of installation. More information can be found at: http://dpw.co.santa-cruz.ca.us/Home/TransportationRoads/TrafficEngineering.aspx

Street Lights

Residential street lighting in unincorporated Santa Cruz County is installed and maintained by Pacific Gas & Electric. Street lighting is funded through an assessment district, and residents must either live within the assessment district or petition to have their neighborhood join the assessment district before street lighting can be installed. The assessment district currently covers portions of Felton, Ben Lomond, Brookdale, and Boulder Creek, as well as Davenport, Live Oak, Aptos, Seascape, La Selva Beach, Freedom and Corralitos.

Residents requesting street lighting who live within the assessment district must collect signatures from 60% of the affected property owners, including the four properties closest to the proposed light. More information on the process can be found at: http://dpw.co.santa-cruz.ca.us/Home/CSAs/ResidentialStreetLighting.aspx

EDUCATION AND ENCOURAGEMENT PROGRAMS

Bicycle Traffic School

The Bicycle Traffic School is a diversion program administered by County Public Health. Bicyclists who are given citations for traffic violations have the option of attending a class in lieu of paying the moving violation fine. The class educates cyclists on how to ride a bicycle safely in traffic and is also available to members of the public.

Bicycle Wayfinding

The Santa Cruz County Regional Transportation Commission has implemented bicycle wayfinding signage throughout the county to direct cyclists to preferred bike routes. Signs have been installed at more than 300 locations, including many throughout unincorporated Santa Cruz County.

Bike Helmet Distribution

The Community Traffic Safety Coalition, a project of County Public Health, properly fits and distributes bicycle helmets at schools, events, and through Helmet Fit Sites. Helmets are free for low-income individuals as grant funding is available.

Bike Smart and Walk Smart

The Bike Smart and Walk Smart programs, led by Ecology Action, provide on-the-ground training in safe walking and bicycling to 2nd- and 5th-grade students with the goal of empowering students and parents to walk and bike and to reduce collisions.

Bike to Work/School Day

Ecology Action hosts a biannual Bike and Walk to School Day at schools throughout the county, as well as Bike To Work Day breakfast sites for everyone who walks or bikes. These events are opportunities to get students, parents, and the general public excited about walking and biking and to encourage residents to try active transportation for the first time.

E-Bike Rebates

There are currently several programs to assist Santa Cruz County residents with purchasing an electric bike. Each program has different criteria but they all focus on low-income residents, and the rebates can be used together to reduce the cost of an e-bike by as much as $2,400. For more information, visit the websites of the lead agencies: Go Santa Cruz, Central Coast Community Energy, and the Monterey Bay Air Resources District, or see page 197 of this plan.

Employer Programs

Ecology Action offers several programs for local businesses. Business members receive bike-commute workshops, e-bike demonstration events, zero-interest bike loans, and free emergency rides home. Employers throughout the county are invited to participate in the biannual bike challenges, in which employees log their bike rides for a month and compete against other local businesses.

Go Santa Cruz County

Go Santa Cruz County is a transportation demand management program led by the Santa Cruz County Regional Transportation Commission. The program is offered countywide and provides incentives for commute trips made by biking, walking, carpooling, or taking public transit.

Santa Cruz County Cycling Club

The Cycling Club is a non-profit group that offers recreational group rides for a range of skill levels throughout the county. They also provide a six-week training course for adults interested in building their cycling skills.

Street Smarts

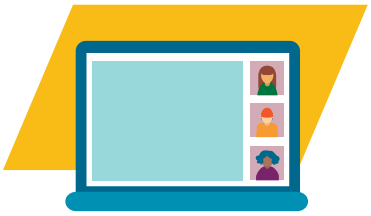
Street Smarts is a countywide public safety education campaign targeting traffic-related problems such as unsafe speeds and distracted driving. The bilingual ad campaign includes advertising within Santa Cruz METRO buses and messages in print, radio, and social media. The County of Santa Cruz has signed on as a partner in the Street Smarts campaign, which is led locally by the City of Santa Cruz.

03 Outreach

Public input was the foundation of the process to create the Active Transportation Plan. The County developed an outreach plan and sought input from community members to accomplish the following outreach goals:

- **Understand walking and biking needs and barriers:** Outreach in parks and neighborhoods, an online interactive map, a community survey, virtual public meetings, and a stakeholder committee all contributed input on the barriers to walking and biking in unincorporated Santa Cruz County and the types of improvements that community members would like to see. This helped the planning team understand the community's priorities and the gaps in the biking and walking networks.
- **Develop a vision for active transportation in Santa Cruz County:** Visioning exercises at the community meetings and with the stakeholder committee helped planners develop the vision for the future of walking and biking.
- **Collect input that is representative of county residents:** The outreach team set the goal of collecting comments from 3% of the population in each community in the unincorporated county and adjusted the outreach plan to spend more time in communities that were underrepresented. To reach Spanish-speaking residents, all outreach materials were printed in English and Spanish. Bilingual outreach staff conducted the majority of the in-person public outreach, and translation was available at the virtual public meetings.
- **Refine draft recommendations:** The stakeholder committee helped to refine the draft recommendations and fill in gaps, and the public had the opportunity to provide feedback on the recommendations and draft plan. The planning team also hosted two temporary demonstration projects to test recommendations and get feedback from the community.

OUTREACH SUMMARY



Public Outreach

- 3 virtual public meetings
- Tabling at 22 in-person outreach events

Stakeholder Meetings

- 6 stakeholder committee meetings
- 4 presentations to the Bicycle Advisory Committee, Elderly and Disabled Transportation Advisory Committee, and Community Traffic Safety Coalition
- 8 neighborhood stakeholder group meetings

Online Outreach

- 342 comments through interactive mapping tool
- 600 responses to online survey
- 4,518 people reached through social media

Temporary Installations

- 2 demonstration projects, on Green Valley Road and Portola Drive

PUBLIC OUTREACH

At the beginning of the planning process, the planning team hosted three virtual community workshops, tabled in parks and neighborhoods, and conducted a social media campaign to solicit input on the barriers to walking and biking and on ideas for new projects. After the draft recommendation list was developed, the planning team hosted two temporary demonstration projects to test projects and get feedback from the community. In addition, a stakeholder committee provided input and guidance on every phase of planning.

STAKEHOLDER COMMITTEE

The 24-member committee included residents, business owners, members of partner agencies and organizations, and County staff. Committee members and the planning team met quarterly from September 2020 to January 2022 to develop the vision for the plan, review project recommendations, and offer guidance on plan development.

PUBLIC MEETINGS

Three virtual public meetings were held in October 2020 to introduce the planning process and collect residents' input on barriers to walking and biking and ideas for new projects. The meetings focused on Live Oak, Aptos/Rio Del Mar, and South County, but all attendees were free to provide comments on any area of the county. One hundred and forty-two residents of all ages attended, indicating a strong interest in active transportation improvements.

IN-PERSON OUTREACH

Public outreach took place during the COVID-19 pandemic, and most events were cancelled during the public outreach period. Instead, the outreach team set up tables in parks and neighborhoods to reach people where they were walking and biking already. The planning team led 22 tabling events at locations such as Pinto Lake Park, Corralitos Market, the La Selva Beach bluffs, Polo Grounds County Park, the East Cliff Esplanade, Hernandez Market, Live Oak Grange, Simpkins Swim Center, Chanticleer Park, and Winkle Farm Park. Outreach at these locations was led by bilingual (English/Spanish) staff and included the community survey and a mapping exercise to solicit input on barriers to biking and walking and ideas for new projects.

NEIGHBORHOOD STAKEHOLDER MEETINGS

Focus group meetings were held with representatives from Davenport, Boulder Creek, Ben Lomond, Brookdale, Felton, Santa Cruz Gardens, Amesti, and the College Road neighborhood to collect feedback from residents throughout the county. These meetings included residents, business owners, school staff, and fire department staff. For San Lorenzo Valley communities, the recommendations of the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan were reviewed at each meeting, and stakeholders were asked to identify any gaps in recommendations for county roadways.

TEMPORARY INSTALLATIONS

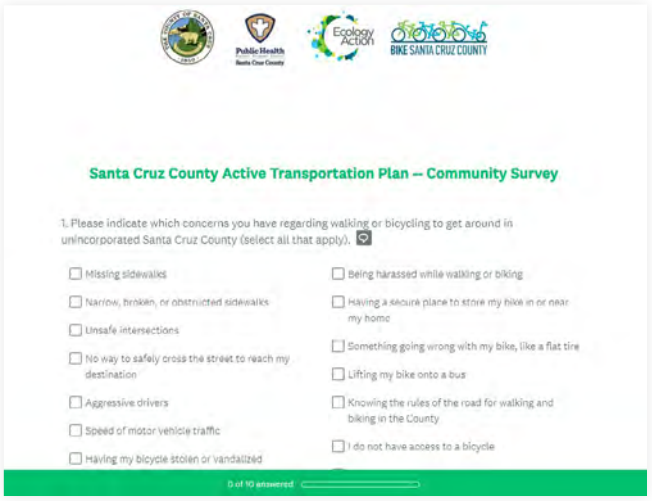
After the draft recommendations were developed, the planning team selected two locations for temporary installation projects. These installations were designed to test project recommendations and see how the designs worked in practice, and to get feedback from the community on whether they should be made permanent. The first installation took place on Green Valley Road from May 28 to June 23, 2021, and the second took place on Portola Drive from June 25 to July 19, 2021.

ONLINE OUTREACH
INTERACTIVE MAP

The project's website included the interactive Street Story map, which was developed by UC Berkeley SafeTREC. The map enabled residents to record the locations of crashes, near misses, and hazards they encountered while walking or biking, along with places where they felt safe. Three hundred and forty-two comments were received, with the majority focused on locations that felt unsafe for walking and biking.

COMMUNITY SURVEY

Six hundred people responded to the survey, which was shared through the project website, on social media, and through community outreach. The survey asked about current barriers to active transportation in unincorporated Santa Cruz County, how far respondents walk and bike now, and whether they would like to walk or bike more for their daily trips. About half of respondents lived in the 95062 or 95060 ZIP code, with other respondents spread throughout the county.



SOCIAL MEDIA

Because outreach at community events was not possible during the COVID-19 pandemic, social media was an important component of the outreach strategy. Partner organizations assisted by sharing posts on NextDoor, Facebook, and Instagram inviting people to attend the virtual public meetings and to share their input via the project's website. This resulted in nearly 1,800 visitors to the project website and 4,518 people reached through Facebook and Instagram.

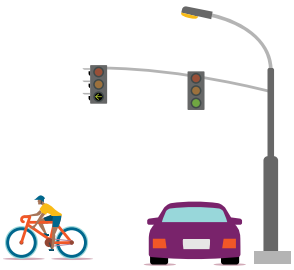
KEY THEMES FROM ACTIVE TRANSPORTATION PLAN OUTREACH

Through all our outreach efforts, we heard the following:

- **A desire for more bicycling and walking:** 86% of survey respondents indicated that they would like to walk and bike for their daily commute, errands, and other activities more than they do now.

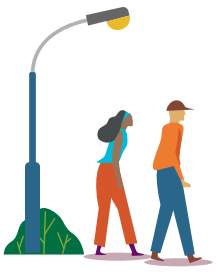
- **Most people already walk and ride a bicycle regularly:** 96% of survey respondents walked every day, and 70% walked at least one mile daily. Seventy percent of respondents biked at least one mile in a typical week.

- **Missing sidewalks, unsafe intersections, aggressive drivers, and high traffic speeds** were reported by survey respondents as their top concerns about walking and biking in unincorporated Santa Cruz County.



- **A focus on the arterials:** Soquel Drive received the most comments during public outreach, followed by East Cliff Drive, Freedom Boulevard, Green Valley Road, Brommer Street, Graham Hill Road, and Mount Hermon Road. These streets are all arterials, which have higher volumes and speeds of motor vehicle traffic than other street types.

- **Separated bikeways and sidewalks:** The projects that were brought up the most at the public meetings were separated bikeways and the Coastal Rail Trail, followed by sidewalks and off-street paths. All these facilities provide greater separation of people walking and biking from motor vehicle traffic.



- **Bicycle parking, bike detection, and lighting:** In addition to bike lane and sidewalk improvements, public meeting attendees expressed the need for better lighting on biking and walking routes, bicycle detection at intersections, and more secure means of bicycle parking, such as bike lockers.

TEMPORARY INSTALLATION SURVEY RESULTS

The Green Valley Road and Portola Drive installation projects were designed to test project ideas from the Active Transportation Plan and see how the designs worked in practice, and to get feedback from the community on whether they should be made permanent. Highlights from the community survey data are given below. The full survey data can be found in Appendix B.

GREEN VALLEY ROAD

Green Valley Road between Amesti Road and Pinto Lake City Park was selected as the first location for a temporary installation because of the number of bicycle and pedestrian collisions and the number of public comments received. At the time of the installation, there was no sidewalk on Green Valley Road between Cowles Street and Pinto Lake City Park and no bicycle facilities, though a paved shoulder provided space for people on bikes. The speed limit on Green Valley Road was 35 mph, but public comments indicated that drivers frequently travelled faster.

Green Valley Road had the most pedestrian collisions among roadways in southern Santa Cruz County, with eight pedestrian and three bicycle collisions in the last ten years, including one pedestrian fatality. Green Valley Road was also one of the streets that received the most comments during public outreach and was identified as a priority during the Amesti neighborhood stakeholder meeting. The section of Green Valley Road between Amesti Road and Pinto Lake City Park connects nearby residents with Amesti Elementary School and connects the school with Pinto Lake City Park. Amesti Elementary staff related that they would like to be able to take their students to the park for exercise and field trips but could not because of the lack of sidewalks.

The temporary installation included a shared-use path constructed on Green Valley Road between Pinto Lake City Park and Cowles Street, a two-way bicycle facility between Cowles Street and Amesti Road where sidewalks were already in place, and intersection improvements at Pinto Lake Road, Cowles Street, and Amesti Road. The shared-use path and bicycle facility were separated from motor vehicles by construction barrels and decorative planters that were painted by Amesti Elementary students. The slip lane at the intersection of Amesti Road was closed to motor vehicles, forcing drivers to slow down before turning right onto Amesti Road. Temporary curb extensions were installed at the intersections of Amesti Road and Pinto Lake Road to provide more space for people walking, and green conflict markings were installed at intersections to alert drivers when they crossed a bike lane.

The planning team received 156 community survey responses during the Green Valley Road installation. The following methods were used to promote the project and collect survey responses:

- Distribution of fliers and a survey link, through Amesti Elementary
- Community ribbon-cutting event, which had approximately 125 community attendees
- Door-to-door distribution of fliers with the survey link to neighborhood residents
- Social media campaign
- Pre-stamped surveys placed along the installation route

About half of the survey respondents walked or bicycled through the installation, and 70% of respondents experienced the installation in a car. The majority of respondents reported having a positive experience with the installation, regardless of whether they walked, bicycled, or drove through it.

Seventy-seven percent of pedestrians and 74% of bicyclists reported that the temporary changes made walking and bicycling more comfortable. Among drivers, 69% reported that the changes made people who were walking or bicycling more visible and made them more aware of people who were walking or bicycling. More than two-thirds of survey respondents indicated that they would like to see the temporary changes made permanent, and nearly 75% said that they would either definitely or probably use the new facility if it became permanent.

Figure 6. Green Valley Road Installation Survey Data

WOULD YOU LIKE TO SEE THE TEMPORARY IMPROVEMENTS MADE PERMANENT?

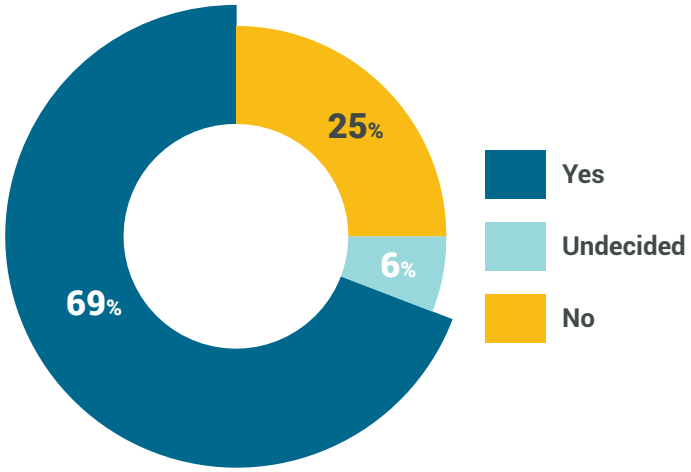
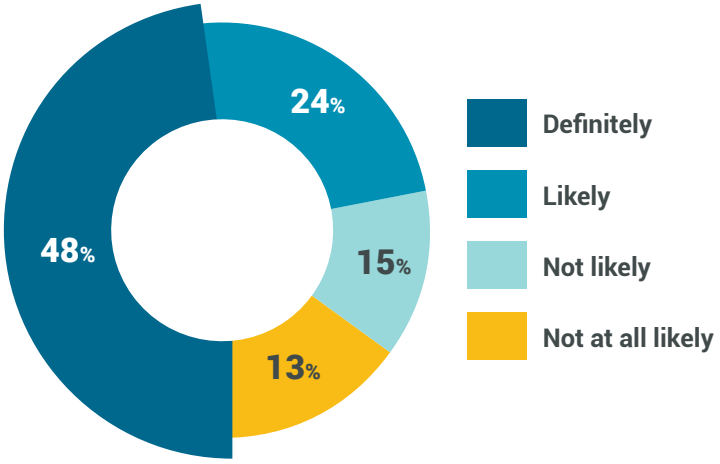


Figure 7. Green Valley Road Installation Survey Data

HOW LIKELY WOULD YOU BE TO USE THE FACILITY IF IT BECAME PERMANENT?



Green Valley Road: Next Steps

Due to the positive feedback on the Green Valley Road installation project, no changes were made to the recommendation to install a shared-use path along this corridor. The County will use these data to support future funding applications for improvements to Green Valley Road and to inform the design of the project if funding is secured.

PORTOLA DRIVE

Portola Drive between 36th and 41st Avenues was selected as the second installation location on the basis of the number of bicycle and pedestrian collisions, the number of public comments received, and previous planning work focused on the Portola Drive corridor. At the time of the installation, Portola Drive was a four-lane roadway with sidewalks, Class II bicycle lanes, and on-street parking. The speed limit was 30 mph, but public comments indicated that drivers frequently travelled faster.

Portola Drive had the third-highest number of bicycle collisions among county roadways over the last ten years, with 31 bicycle and eight pedestrian collisions, and was one of the streets that received the most comments during public outreach. Portola was also selected due to the work done on the Portola Drive Streetscape Study, which was based on community input and was reviewed by the Santa Cruz County Board of Supervisors in 2018. The Streetscape Study included long-term concepts for Portola Drive, such as redesigning the roadway to one lane in each direction with a center turn lane, widening the sidewalks, and adding curb extensions, more street trees, and buffered bike lanes. Reductions in the number of lanes of a road (also known as a "road diet") have been shown to slow traffic speeds. Road diets also reduce the crossing distance for pedestrians, which improves safety by minimizing the time that pedestrians spend in the crosswalk. Road diets are often used on Main Streets or corridors that emphasize bicycle and pedestrian activity.

For the temporary installation on Portola Drive, the roadway was reconfigured to have one lane in each direction with a center turn lane and to include separated bikeways, which have barriers such as parked cars or planters between the motor vehicle lanes and the bicycle lanes. One goal of the temporary project was to get feedback from the community on whether they would like to see separated bikeways included in any permanent project for Portola Drive, as opposed to the buffered bicycle lanes that were included in the Streetscape Study. The temporary installation also included a stop sign at 36th Avenue, curb extensions at each intersection, and green conflict markings at intersections and driveways.

The planning team received 1,909 community survey responses for the Portola Drive installation. The following methods were used to promote the project and collect survey responses:

- Distribution of fliers and survey links through the Pleasure Point Business Association, the Save Pleasure Point neighborhood group, and NextDoor
- A community ribbon-cutting event, which had approximately 75 community attendees
- Door-to-door distribution of fliers with the survey link to Portola Drive business owners and Pleasure Point neighborhood residents
- Social media campaign
- Pre-stamped surveys placed along the installation route

Most survey respondents drove through the installation (92%), and 42% walked or bicycled through the installation. Among all respondents, regardless of whether they walked, rode a bicycle, or drove through the area, "very negative" was the most common response when asked about their experience with the temporary project.

Sixty percent of pedestrians and 59% of bicyclists reported that the temporary changes did not make walking or bicycling more comfortable. Among drivers, 66% reported that the changes did not make people walking or bicycling more visible, and 70% reported that the changes did not make them more aware of people who were walking or bicycling. Eighty-two percent of survey respondents indicated that they would not like to see the temporary changes made permanent, and 75% said that they were not likely or not at all likely to use the new facility if it became permanent.

Portola Drive Next Steps

Due to negative feedback on the Portola Drive installation project, the recommendation to install separated bikeways was changed to a recommendation for enhanced bicycle lanes in this Active Transportation Plan. In the winter of 2021–22, the County will release an environmental impact report (EIR) that includes an analysis of possible improvements to the intersections on Portola Drive between 30th and 41st Avenues, including stop lights and/or roundabouts. District 1 County Supervisor Manu Koenig plans to revisit possible changes on Portola Drive after the County EIR is released, including additional public outreach and engagement.

Figure 8. Portola Drive Installation Survey Data

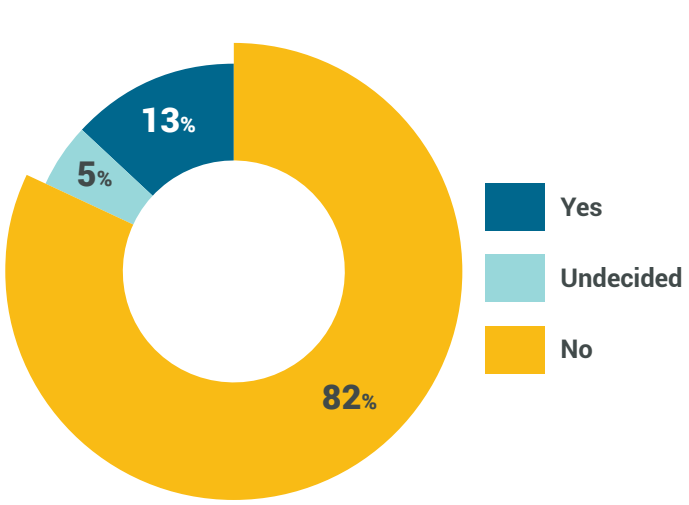
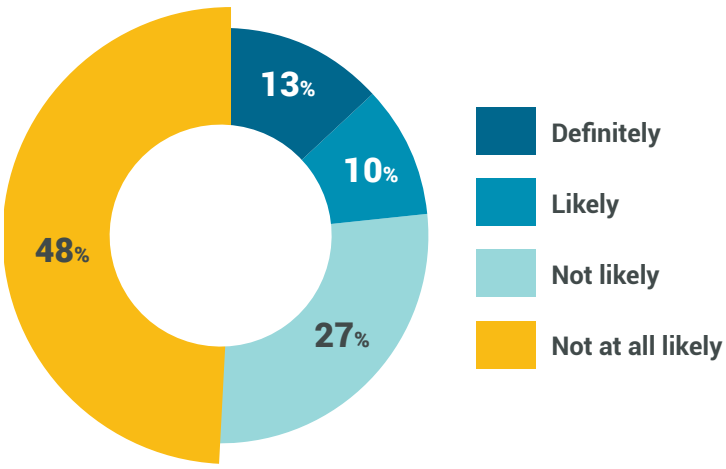


Figure 9. Portola Drive Installation Survey Data



04 Pedestrian and Bicycle Plan

The recommended planning-level concepts included in this chapter were designed to make walking and biking in unincorporated Santa Cruz County safer and more comfortable for people of all ages, backgrounds, and abilities. These concepts represent opportunities to improve community health while creating a more equitable transportation system. Throughout Santa Cruz County, 30% of residents do not drive a personal vehicle.[1] This includes youths, seniors, people without access to vehicles, and people with disabilities. Expanding the network of bicycle and pedestrian facilities throughout the unincorporated county will provide transportation-disadvantaged populations with more opportunities to travel safely and easily to their daily destinations. Access to transit is also important, and improved routes to transit facilities make it easier to take longer trips.

1 2040 Santa Cruz County Regional Transportation Plan; https://sccrtc.org/funding-planning/long-range-plans/rtp/2040-plan/

VISION

The vision for the County of Santa Cruz Active Transportation Plan was developed by the stakeholder committee. The vision is

to create a network of biking and walking routes that connect key destinations within the county and are safe, comfortable, and accessible for community members of all ages, backgrounds, and abilities.

GOALS AND POLICIES

The County of Santa Cruz has set the goal of increasing walking and bicycling to 8% of commute trips by 2030 and 15% of commute trips by 2040 for residents within the urban service boundary through implementation of the projects and programs within the Active Transportation Plan. In addition, the County has set the goal that all elementary schools in unincorporated Santa Cruz County receive some form of bike and pedestrian safety programming.

The Active Transportation Plan was developed during the County's Sustainability Policy and Regulatory Update process, which will update the General Plan and the Local Coastal Program. The Active Transportation Plan was developed to support the updated goals and policies of the General Plan and the Local Coastal Program. The draft Sustainability Update is expected to be released in early 2022.

RECOMMENDATIONS PROCESS

The recommendations in this Active Transportation Plan were developed through analysis of county roadway data and a review of comments received through public outreach. The plan includes some recommendations for state highways and interchanges, which were developed in response to public comments about current safety issues. No new recommendations for Highway 9 were developed because that corridor was addressed in the recent Highway 9/San Lorenzo Valley Complete Streets Corridor Plan. Recommendations from recent planning processes, including portions of the Hwy 9/San Lorenzo Valley Complete Streets Corridor Plan and the County of Santa Cruz Complete Streets to Schools Plan, are also included to create a comprehensive list of bicycle and pedestrian projects on county roadways. All recommendations are planning-level and require further analysis prior to implementation.

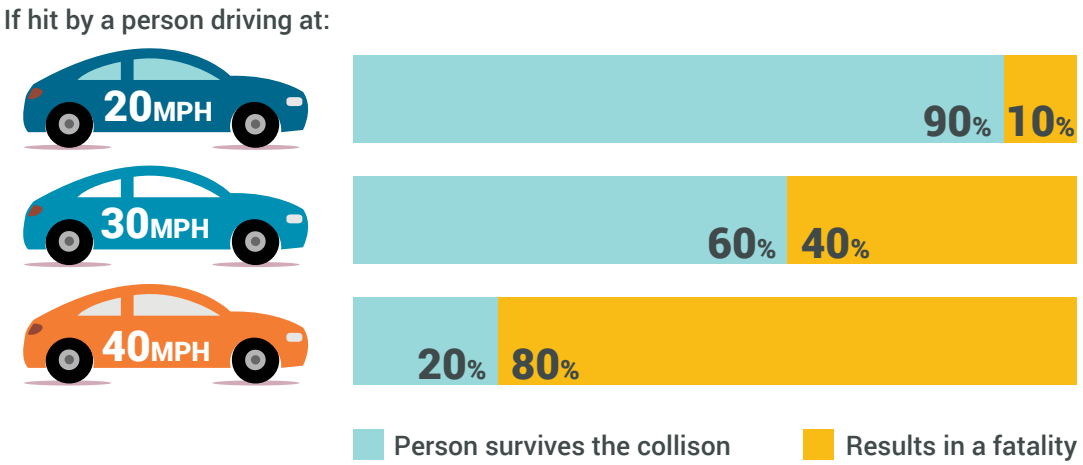
Data analysis was performed by Copenhaganize Design Co. and included existing sidewalks and bicycle facilities, countywide trip generators, roadway slope, connectivity, high-collision areas, disadvantaged communities, traffic volumes, and the number of public comments received about each roadway. Each street was assigned a score based on the analysis, and the top-scoring 30 streets were selected for the the development of recommendations for the entire corridor. In addition, corridor recommendations were developed for streets classified as multimodal corridors, active connectors, main streets, and rural connectors in the County's General Plan Sustainability Policy and Regulatory Update process. See Chapter 2 for an overview of General Plan street typologies.

In addition to the data-based analysis of county roadways, each public comment that pertained to a specific roadway was reviewed by the planning team. Where feasible, the team developed a recommendation to address the issue brought up in the comment. This process resulted in 136 recommendations throughout the unincorporated county.

SPEED MANAGEMENT

Many of the recommendations in this plan were designed to reduce the speed of motor vehicle traffic. High traffic speeds were listed as one of the top barriers to walking and bicycling by respondents to this plan's community survey. In addition to creating a more comfortable environment for walking and biking, slower vehicle speeds reduce the chances of severe injury and death if a collision does occur.

Figure 10. Impact of Traffic Speed on Collision Impact



Source: Vision Zero Network Vision Zero Two-Year Action Strategy

California law limits the ability of local jurisdictions to change speed limits and requires that speed limits be based on the current speed of traffic. New legislation was passed in 2021 that allows greater flexibility in setting speed limits on certain streets and allows local jurisdictions to consider bicyclists, pedestrians, and other vulnerable road users when setting speed limits. When Assembly Bill 43 takes effect, the County of Santa Cruz will look for opportunities to reduce speed limits on county roadways.

This plan recommends that the County adopt a Vision Zero policy and establish a Vision Zero task force, which would include include law enforcement, public health, and public works staff. The task force would work to focus enforcement efforts and engineering projects to address severe collisions, including a focus on traffic speed. See page 102 for the full list of policy and program recommendations.

FOUR TYPES OF CYCLISTS

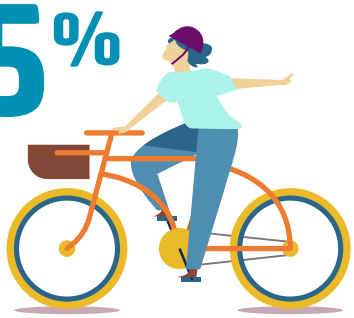
A survey of adults throughout the United States showed that more than half would bicycle more frequently if improved bicycle facilities were available. Only a small percentage of people surveyed felt comfortable biking on streets with no bicycle facilities. This research on how bicycling is perceived showed that most people fall into one of four categories, as shown below. [2]

7%

Strong and Fearless

People who are comfortable biking on roadways without bike lanes.

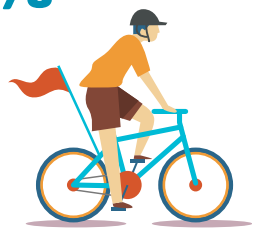
5%



Enthused and Confident

People who are very comfortable biking on streets with bike lanes or other bike facilities.

51%



Interested but Concerned

People who are most comfortable on paths or low-traffic streets and who are interested in biking more.

37%

No Way, No How

People who are physically unable to bike, are very uncomfortable biking, or are not interested in biking more.

2 Jennifer Dill and Nathan McNeil, "Revisiting the Four Types of Cyclists: Findings from a National Survey," Transportation Research Record: Journal of the Transportation Research Board, 2587:90-99, 2016.

CORRIDOR TYPOLOGIES

Corridor recommendations address entire roadways or long stretches of roadways. These recommendations are categorized into seven typologies, which are described below. Each typology includes a menu of treatments that can be used to create safe and comfortable facilities for people walking and bicycling.

CLASS III LONG-DISTANCE RURAL ROUTES

Context

This typology is reserved for rural roadways that are too narrow for other types of bike infrastructure but that serve as recreational or transportation routes through the county. Santa Cruz County is a destination for recreational cycling, and many rural and mountain roads are popular with cyclists. Although this typology does not accommodate pedestrians or provide separate bicycle facilities, it does alert drivers and bicyclists that they will be sharing the road and reminds drivers to watch for people on bikes.

Treatments

Install shared-lane markings, or sharrows, and signage indicating that drivers will be sharing the lane with people on bicycles. Signage reminding drivers to give three feet when passing bicyclists may also be used. Install advisory shoulders or traffic-calming measures where feasible (see the following typology for descriptions of traffic-calming measures). Even a few inches of shoulder can make it more comfortable for cyclists to share the road, so when repaving or reconstructing the roadway, it is helpful to add width to the shoulder wherever possible.

Target User

“Strong and Fearless” bicyclists (see page 66 for data on the four types of cyclists).

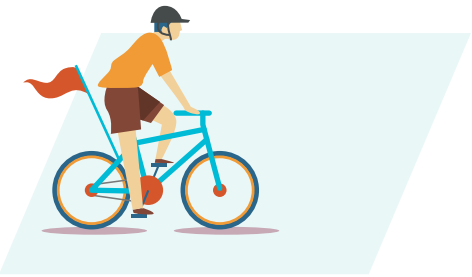
CLASS III TRAFFIC-CALMED RESIDENTIAL STREETS

Context

Traffic-calmed residential streets are recommended on low-volume and low-speed residential streets. Many residential streets are too narrow to have bicycle or pedestrian facilities installed without the removal of on-street parking. The goal of this typology is to create a comfortable environment for people walking and bicycling to share the road with drivers by reducing motor vehicle speeds and, in some cases, diverting motor vehicle traffic.

Target User

Pedestrians and "Interested but Concerned" bicyclists.



Treatments

Traffic-calmed residential streets may include a variety of measures to reduce traffic volumes and speeds, including those shown below.

Photo: www.pedbikeimages.org / Alyson West

Chicanes/Lateral Shifts

Chicanes, or lateral shifts, are curb extensions that create a curve in the roadway. These treatments slow traffic and provide additional public space that can be activated using landscaping, benches, or other amenities.

Curb Extensions

Curb extensions narrow the roadway by providing an extension of the sidewalk area into the parking lane. They also improve pedestrian safety by reducing the pedestrian crossing distance and making pedestrians more visible to drivers.

Diverters

Traffic diverters prevent through travel by motor vehicles while allowing access to people walking and bicycling, which reduces the volume of motor vehicle traffic.

Landscaping

When placed at the edges of the roadway, street trees and other landscaping narrows a driver's field of vision, which has been shown to reduce traffic speeds. Street trees also provide shade for people walking and bicycling.

Photo: City of Capitola

Raised Crosswalk

A raised crosswalk is a higher section of pavement with a marked crosswalk. It is placed across streets to encourage drivers to slow down and to make pedestrians more visible to drivers. Raised crosswalks usually have sloped ramps leading and following a flat walking section to let cars drive over them.

Photo: www.pedbikeimages.org / Brandon Whyte

Sharrows

While not a traffic-calming measure, sharrow markings indicate that bicycles and automobiles will be sharing the lane and can help alert drivers to the presence of people on bikes.

Speed Humps

Speed humps are vertical traffic-calming devices designed to slow traffic to 15–20 mph.

Traffic Circle

Traffic circles are small roundabouts installed on neighborhood streets that can slow traffic, creating a safer and more comfortable environment for people walking and biking.

CLASS II BICYCLE LANES

Context

Bicycle lanes are on-street facilities that use striping and stencils to designate space for bicycle travel. Bicycle lanes do not include physical separation between people on bicycles and motor vehicles. In this plan, bicycle lanes are reserved for rural roadways and roads without a large number of destinations of presumed bicycle demand.

Treatments

Install painted lines along roadway shoulders that provide at least five feet of space for people on bikes. Where possible, motor vehicle lanes can be narrowed to provide more space for bicyclists. Where bike lanes are next to parked cars, sufficient width should be provided to keep bicyclists out of the door zone. This typology could also include traffic-calming measures where feasible to reduce motor vehicle speeds.

Target User

“Strong and Fearless” and “Enthused and Confident” bicyclists.

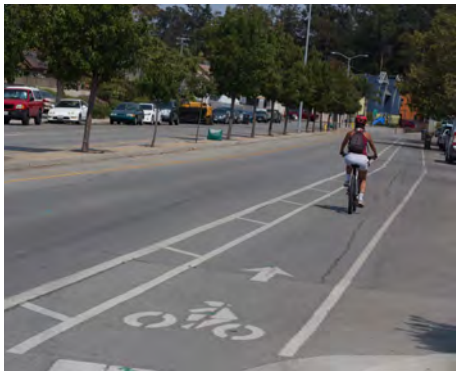
CLASS II ENHANCED BICYCLE LANES

Context

Enhanced bicycle lanes are recommended for existing Class II bicycle lanes on commercial or residential streets with large numbers of destinations for people on bikes. The goal of this typology is to make existing facilities more comfortable for people of all ages, including less experienced cyclists.

Treatments

Existing Class II facilities are enhanced using a variety of treatments, including those shown below. Traffic-calming measures can also be used to slow traffic speeds and create a more comfortable environment for cycling.



- **Striped buffers:** Buffers provide two or more feet of separation between the bicycle lane and the motor vehicle lane and provide greater comfort for bicyclists using the bike lane. Where bike lanes are next to parked cars, buffers should also be used to keep bicyclists out of the door zone.

- **Green Conflict Markings:** Dashed green bike lane markings let drivers know where to expect people on bikes and make bicyclists more visible on the road. Green lane markings can be used to highlight "conflict zones," places where traffic lanes and bike lanes cross. These have been found to increase drivers' yielding behavior, meaning that drivers are more likely to yield to bicyclists in the bike lane when conflict markings are present. They can also be used as intersection crossing markings, to show the path of cyclists through intersections.

- **Protected Intersection Treatments:** Protected intersections keep people on bicycles separate from motor vehicle traffic up until the intersection, which increases comfort and safety for people on bikes. Protected intersections are designed to improve safety by slowing down motor vehicle turns and increasing the visibility of people who are walking and biking.

Target User

"Interested but Concerned" bicyclists.

CLASS I SHARED-USE PATH

Context

Shared-use paths are designed to be shared by people walking, biking, and using mobility devices, and are sometimes used by equestrians. Shared-use paths are recommended on rural roads that connect important destinations for people walking and bicycling. Many rural roads have higher traffic speeds, and off-road paths provide the greatest comfort and protection for people who are biking and walking. Shared-use paths are also recommended to cross barriers such as freeways, creeks, or undeveloped property.

Treatments

Shared-use paths are paved rights-of-way that are completely separated from streets. They can be separated from the roadway by curbs, landscaping, or other treatments.

Target User

Pedestrians and “Interested but Concerned” bicyclists.

CLASS IV UNI-DIRECTIONAL SEPARATED BIKEWAY

Context

Separated bikeways are recommended on medium- and high-volume urban streets.

Photo: www.pedbikeimages.org / Kristen Langford

Treatments

Separated bikeways are on-street facilities in which the bicycle path of travel is separated from the motor vehicle lane by an elevated sidewalk, vertical delineators, parking with a painted buffer, or other physical barriers. Separated bikeways have been shown to improve safety for people on bikes and encourage more bicycle trips.

There are several options for separating the bicycle lane from the motor vehicle lane in Class IV facilities, and different treatments have different benefits. Parking-protected bikeways and vertical delineators are the least expensive forms of separation and may be easiest for the County to fund and install. More substantial barriers, such as raised curbs, planters, and bikeways raised to the level of the sidewalk, provide greater separation, safety, and comfort for people on bikes. The design of each facility will depend on available funding, but greater separation is preferable as a long-term vision for future bicycle facilities.

When designing parking-protected separated bikeways, it is important to consider the needs of seniors and people with disabilities. Buffers should be wide enough to provide a path of travel for people in wheelchairs to reach the nearest crosswalk. Including raised crosswalks across the bicycle lane makes it easier for pedestrians with mobility difficulties to reach the curb. Bus boarding islands for transit and paratransit vehicles can include raised crossings or curb ramps to ensure access to the sidewalk for people with disabilities. The San Francisco Vision Zero Coalition has released a report on how accessible design can be incorporated into separated bikeways that can be used as a resource in the design of future facilities.[3]

Target User

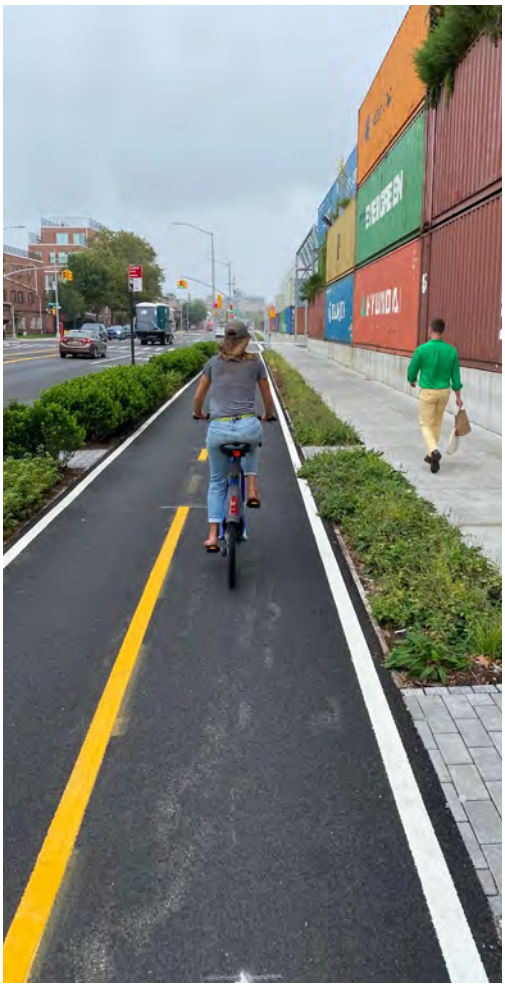
"Interested but Concerned" bicyclists.

3 San Francisco VisionZero Coalition: https://walksf.org/wp-content/uploads/2019/12/getting-to-the-curb-report-final-walk-sf-2019.pdf.

CLASS IV BI-DIRECTIONAL SEPARATED BIKEWAY

Context

Bi-directional separated bikeways are recommended on roads parallel to highways, and other locations where destinations are on one side of the street only. Bi-directional separated bikeways are best used on roadways with few or no driveways in order to minimize conflicts with motor vehicles.

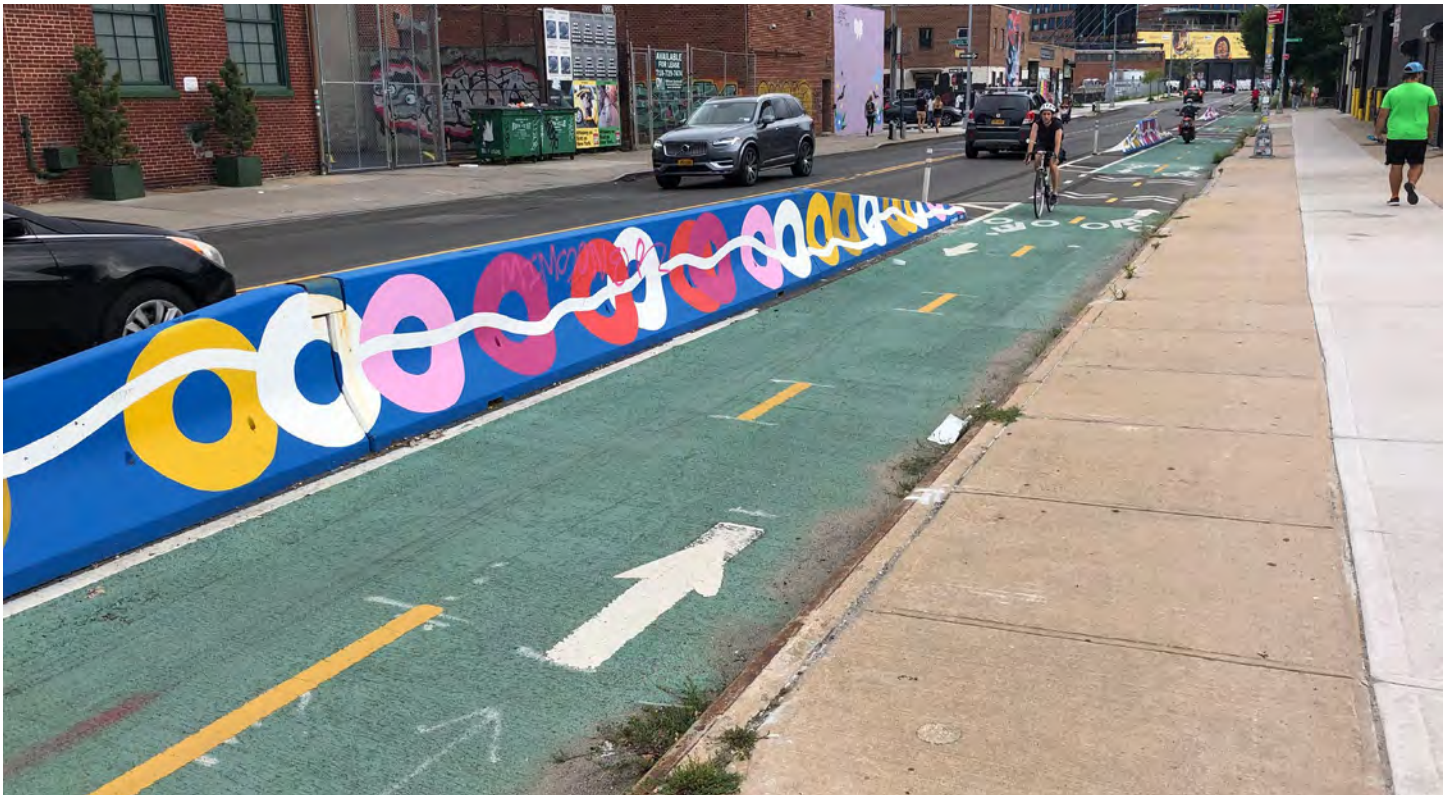


Treatments

Bi-directional separated bikeways allow bicycle travel in both directions on just one side of the road. They are separated from the vehicle lane by an elevated sidewalk, vertical delineators, parking with a painted buffer, or other physical barriers.

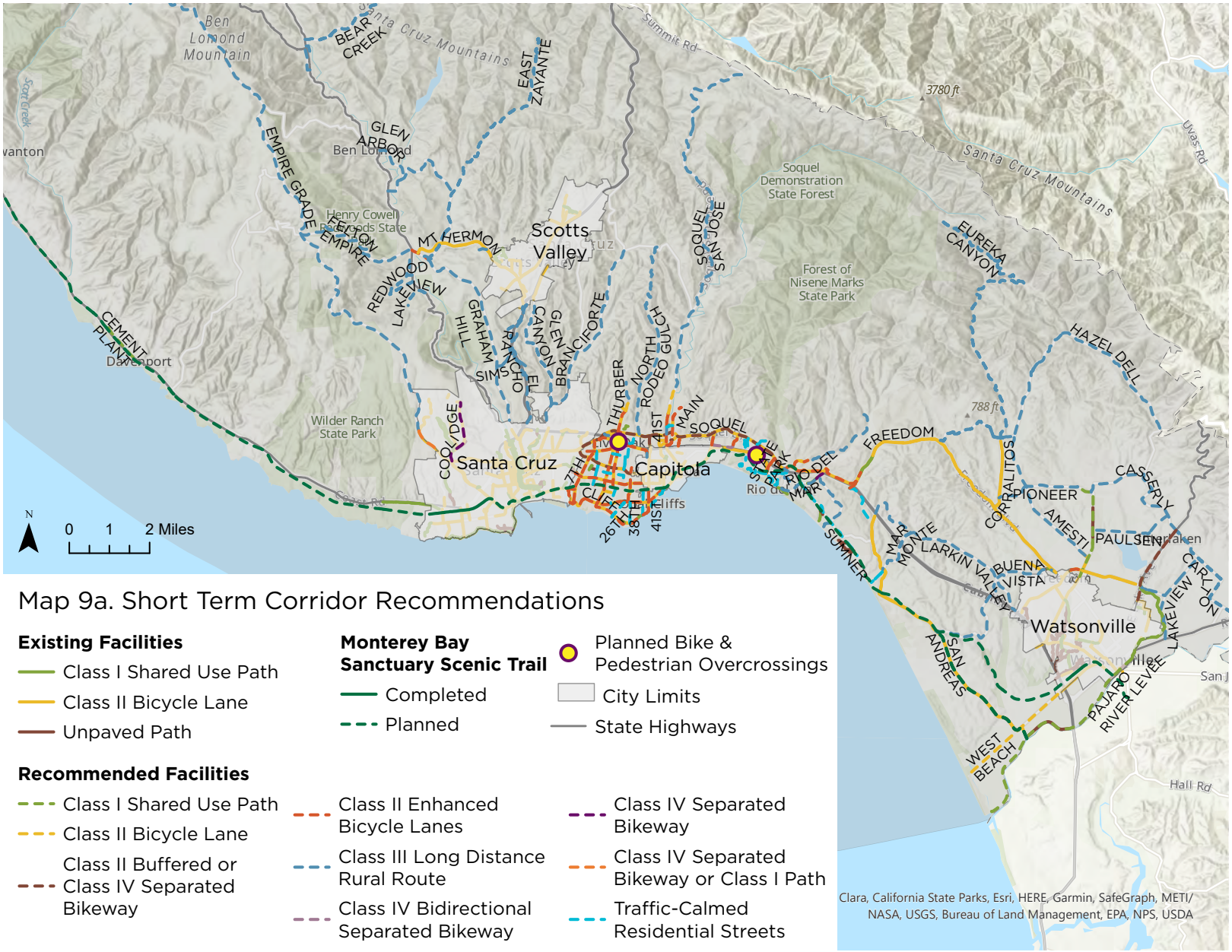
Target User

“Interested but Concerned” bicyclists.



CORRIDOR RECOMMENDATIONS

Short- and long-term corridor recommendations for county roadways are shown in the maps below. See page 67 for descriptions of each corridor typology. All recommendations are planning-level and require further analysis prior to implementation. Recommendations for new sidewalks, intersection improvements, and bicycle spot treatments are shown on the maps starting on page 86.



Map 9a. Short Term Corridor Recommendations

Existing Facilities
- Class I Shared Use Path
- Class II Bicycle Lane
- Unpaved Path

Monterey Bay Sanctuary Scenic Trail
- Completed
- Planned

- Planned Bike & Pedestrian Overcrossings
- City Limits
- State Highways

Recommended Facilities
- Class I Shared Use Path
- Class II Bicycle Lane
- Class II Buffered or Class IV Separated Bikeway
- Class II Enhanced Bicycle Lanes
- Class III Long Distance Rural Route
- Class IV Bidirectional Separated Bikeway
- Class IV Separated Bikeway
- Class IV Separated Bikeway or Class I Path
- Traffic-Calmed Residential Streets

Map 9b. Short Term Corridor Recommendations - North County

Existing Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Unpaved Path

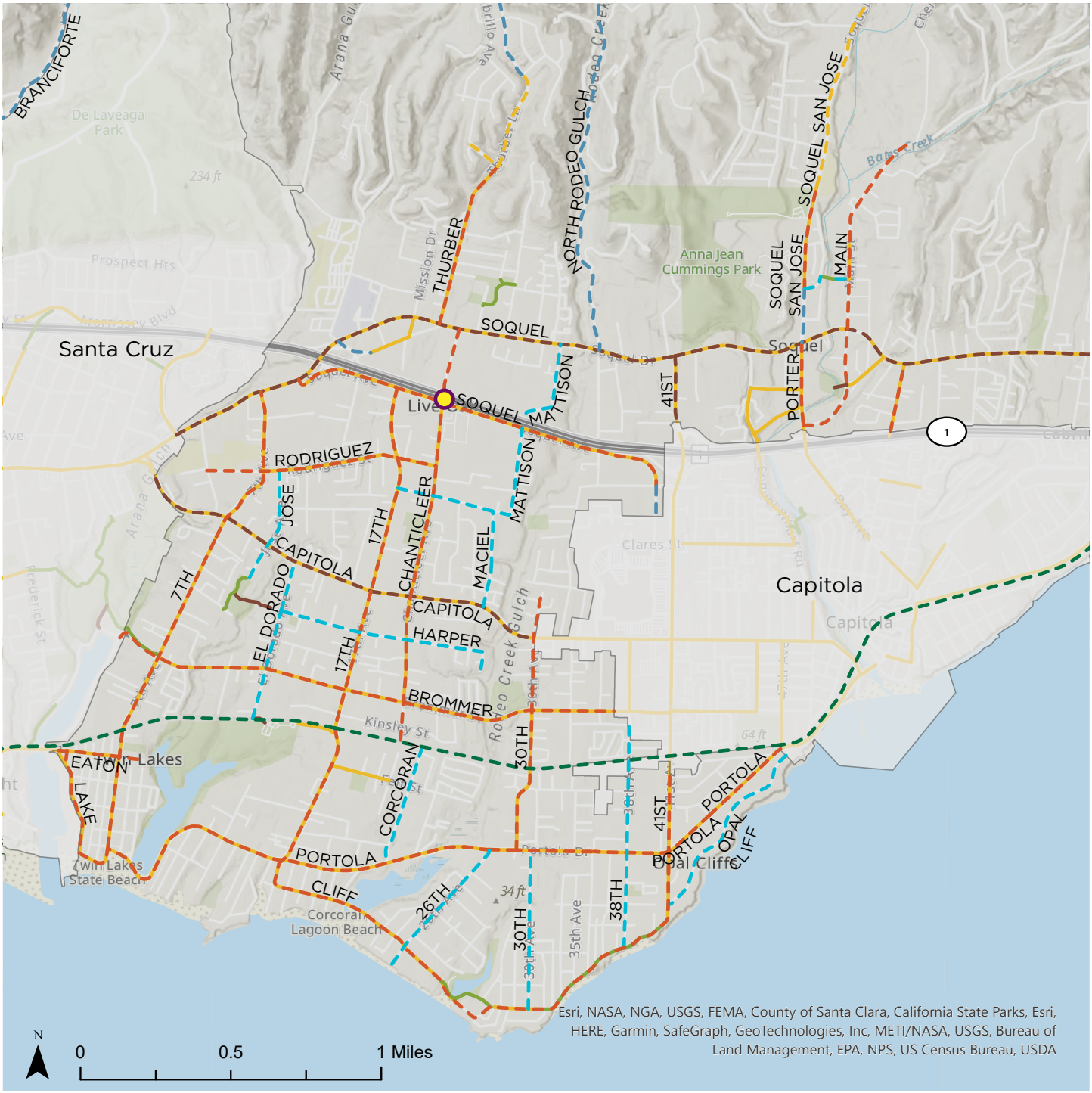
Recommended Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Class II Enhanced Bicycle Lanes
- Class III Long Distance Rural Route
- Class IV Separated Bikeway
- Class IV Separated Bikeway or Class I Path

Monterey Bay Sanctuary Scenic Trail

- Completed
- Planned

- City Limits
- State Highways



Map 9c. Short Term Corridor Recommendations - Live Oak

Existing Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Unpaved Path

Recommended Facilities

- Class II Bicycle Lane
- Class II Buffered or Class IV Separated Bikeway
- Class II Enhanced Bicycle Lanes
- Class III Long Distance Rural Route
- Traffic-Calmed Residential Streets

Coastal Rail Trail

- Completed
- Planned

- Planned Bike & Pedestrian Overcrossings
- City Limits
- State Highways

Map 9d. Short Term Corridor Recommendations - Aptos, Rio Del Mar, & La Selva Beach

Existing Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Unpaved Path

Coastal Rail Trail

- Completed
- Planned

- Planned Bike & Pedestrian Overcrossings
- City Limits
- State Highways

Recommended Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Class II Buffered or Class IV Separated Bikeway
- Class II Enhanced Bicycle Lanes
- Class III Long Distance Rural Route
- Class IV Bidirectional Separated Bikeway
- Class IV Separated Bikeway
- Traffic-Calmed Residential Streets

Map 9e. Short Term Corridor Recommendations - South County

Existing Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Unpaved Path

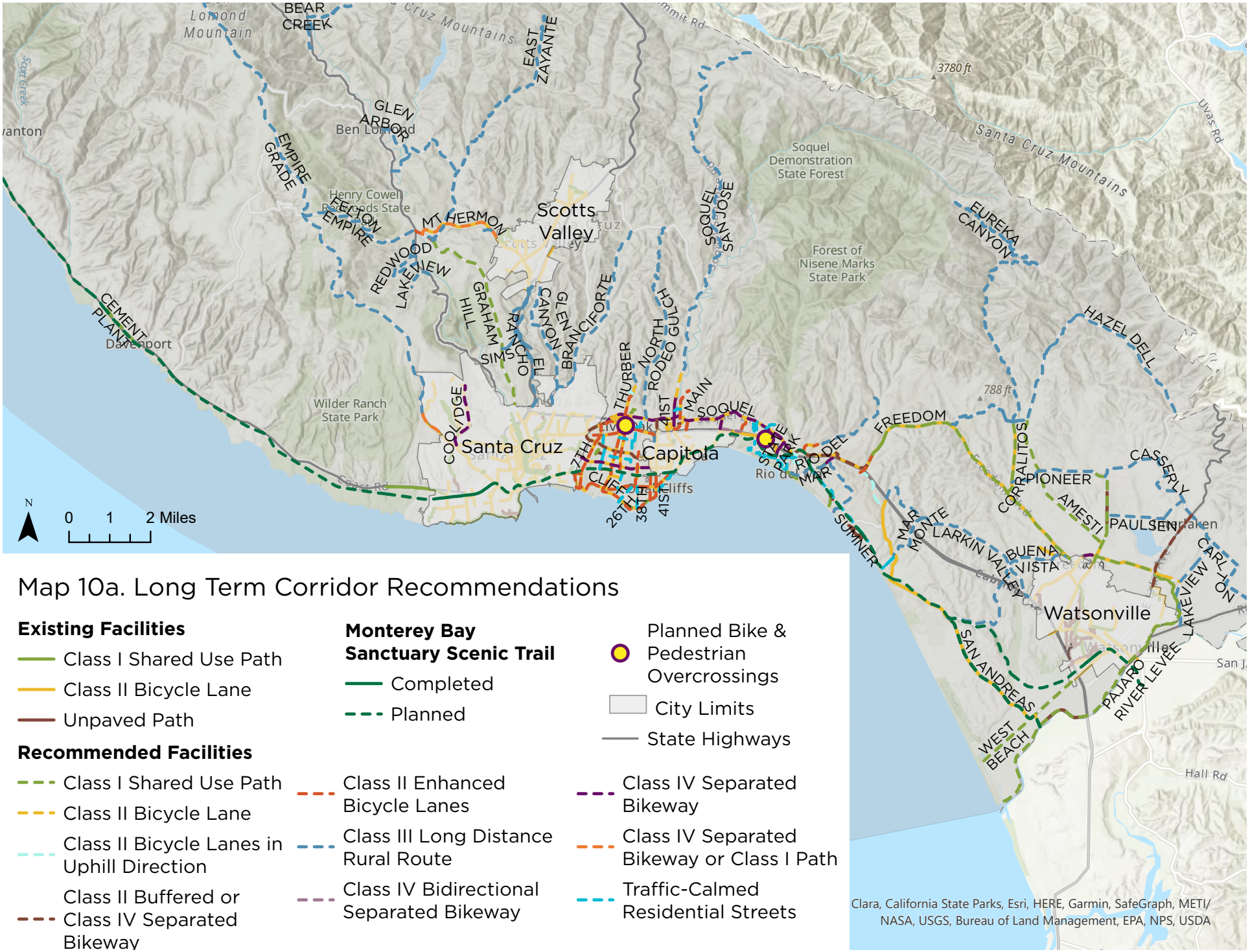
Recommended Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Class II Buffered or Class IV Separated Bikeway
- Class II Enhanced Bicycle Lanes
- Class III Long Distance Rural Route

Coastal Rail Trail

- Completed
- Planned

- City Limits
- State Highways



Map 10a. Long Term Corridor Recommendations

Existing Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Unpaved Path

Recommended Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Class II Bicycle Lanes in Uphill Direction
- Class II Buffered or Class IV Separated Bikeway
- Class II Enhanced Bicycle Lanes
- Class III Long Distance Rural Route
- Class IV Bidirectional Separated Bikeway
- Class IV Separated Bikeway
- Class IV Separated Bikeway or Class I Path
- Traffic-Calmed Residential Streets

Monterey Bay Sanctuary Scenic Trail

- Completed
- Planned

- Planned Bike & Pedestrian Overcrossings
- City Limits
- State Highways

Clara, California State Parks, Esri, HERE, Garmin, SafeGraph, METI/ NASA, USGS, Bureau of Land Management, EPA, NPS, USDA

Map 10b. Long Term Corridor Recommendations - North County

Existing Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Unpaved Path

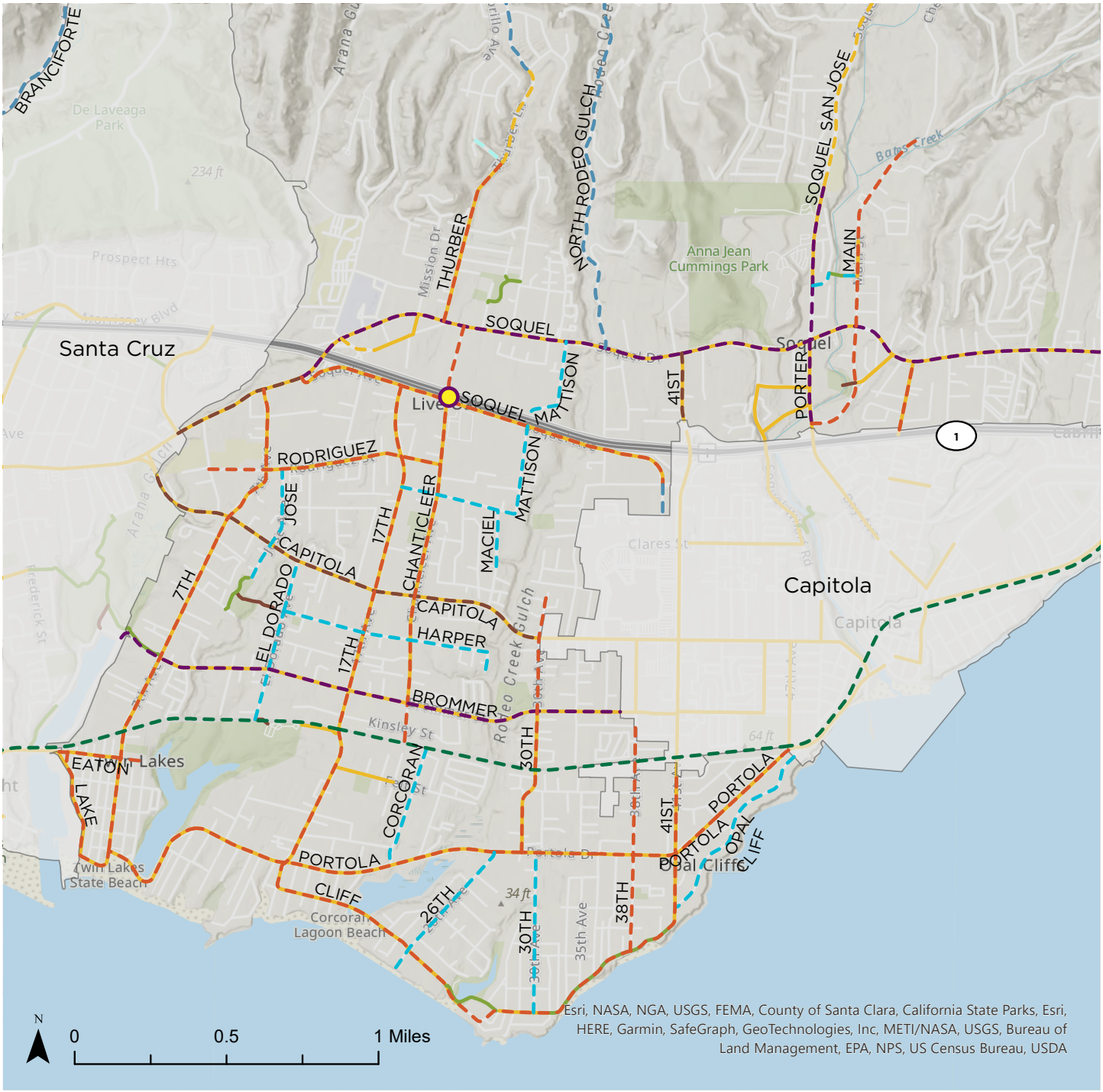
Recommended Facilities

- Class I Shared Use Path
- Class II Enhanced Bicycle Lanes
- Class III Long Distance Rural Route
- Class IV Separated Bikeway
- Class IV Separated Bikeway or Class I Path

Monterey Bay Sanctuary Scenic Trail

- Completed
- Planned

- City Limits
- State Highways



Map 10c. Long Term Corridor Recommendations - Live Oak

Existing Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Unpaved Path

Recommended Facilities

- Class II Bicycle Lane
- Class II Bicycle Lanes in Uphill Direction
- Class II Buffered or Class IV Separated Bikeway
- Class II Enhanced Bicycle Lanes
- Class III Long Distance Rural Route
- Class IV Separated Bikeway
- Traffic-Calmed Residential Streets

Coastal Rail Trail

- Completed
- Planned
- Planned Bike & Pedestrian Overcrossings
- City Limits
- State Highways

Map 10d. Long Term Corridor Recommendations - Aptos, Rio Del Mar, & La Selva Beach

Existing Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Unpaved Path

Coastal Rail Trail

- Completed
- Planned

- Planned Bike & Pedestrian Overcrossings
- City Limits
- State Highways

Recommended Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Class II Bicycle Lanes in Uphill Direction
- Class II Buffered or Class IV Separated Bikeway
- Class II Enhanced Bicycle Lanes
- Class III Long Distance Rural Route
- Class IV Bidirectional Separated Bikeway
- Class IV Separated Bikeway
- Traffic-Calmed Residential Streets

Map 10e. Long Term Corridor Recommendations - South County

Existing Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Unpaved Path

Recommended Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Class II Buffered or Class IV Separated Bikeway
- Class III Long Distance Rural Route
- Class IV Separated Bikeway

Coastal Rail Trail

- Completed
- Planned

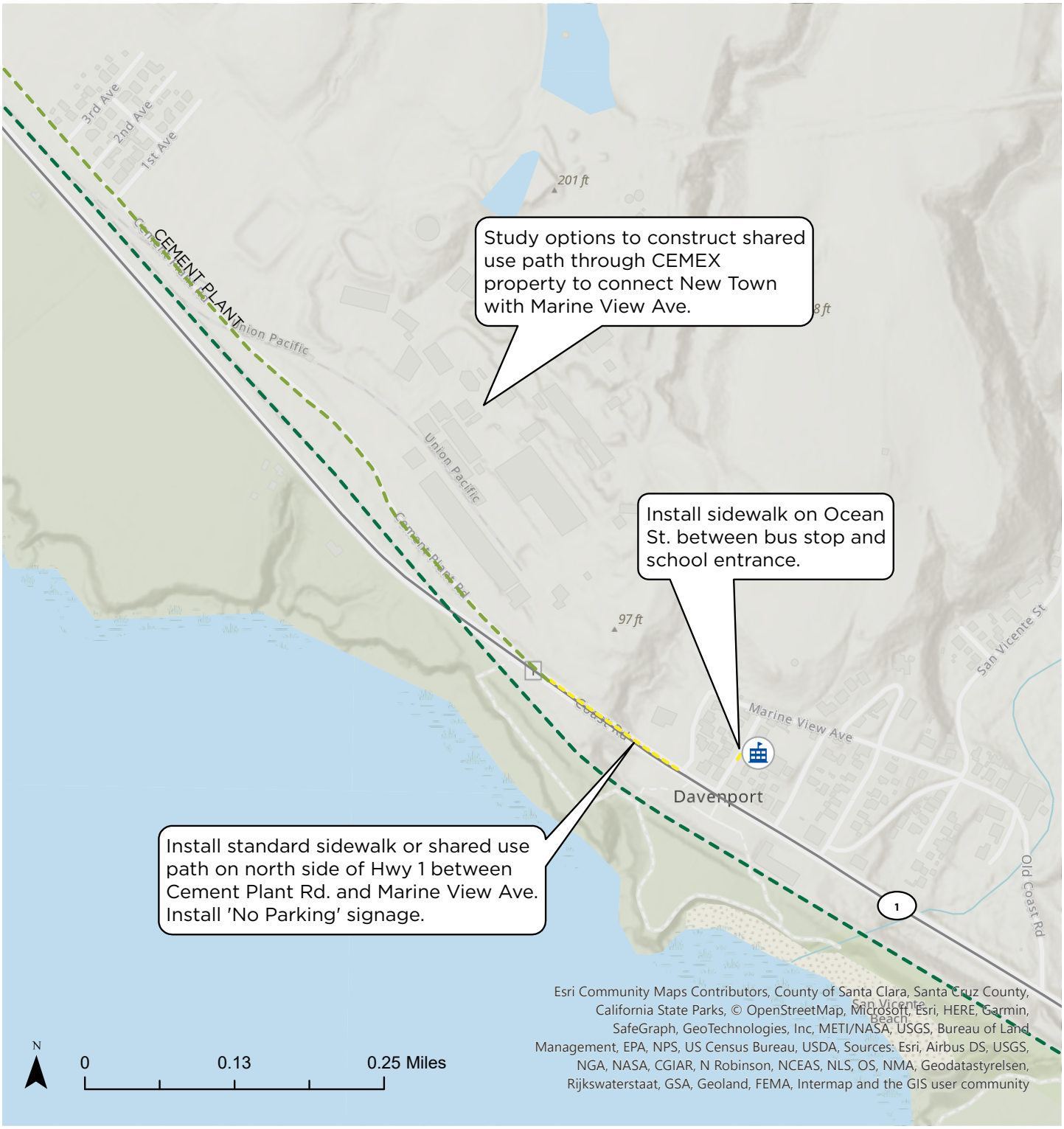
- City Limits
- State Highways

BICYCLE AND PEDESTRIAN INFRASTRUCTURE RECOMMENDATIONS BY REGION

Infrastructure recommendations, including short-term corridor recommendations and recommendations for new sidewalk, intersection improvements, and bicycle spot treatments, are shown in the maps starting on page 86. The maps are organized west to east through the county. Descriptions of each corridor typology can be found on page 67, and a guide to other bicycle and pedestrian infrastructure treatments can be found on page 97. The full list of corridor and intersection recommendations be found in Appendix C. All recommendations are planning-level and require further analysis prior to implementation.

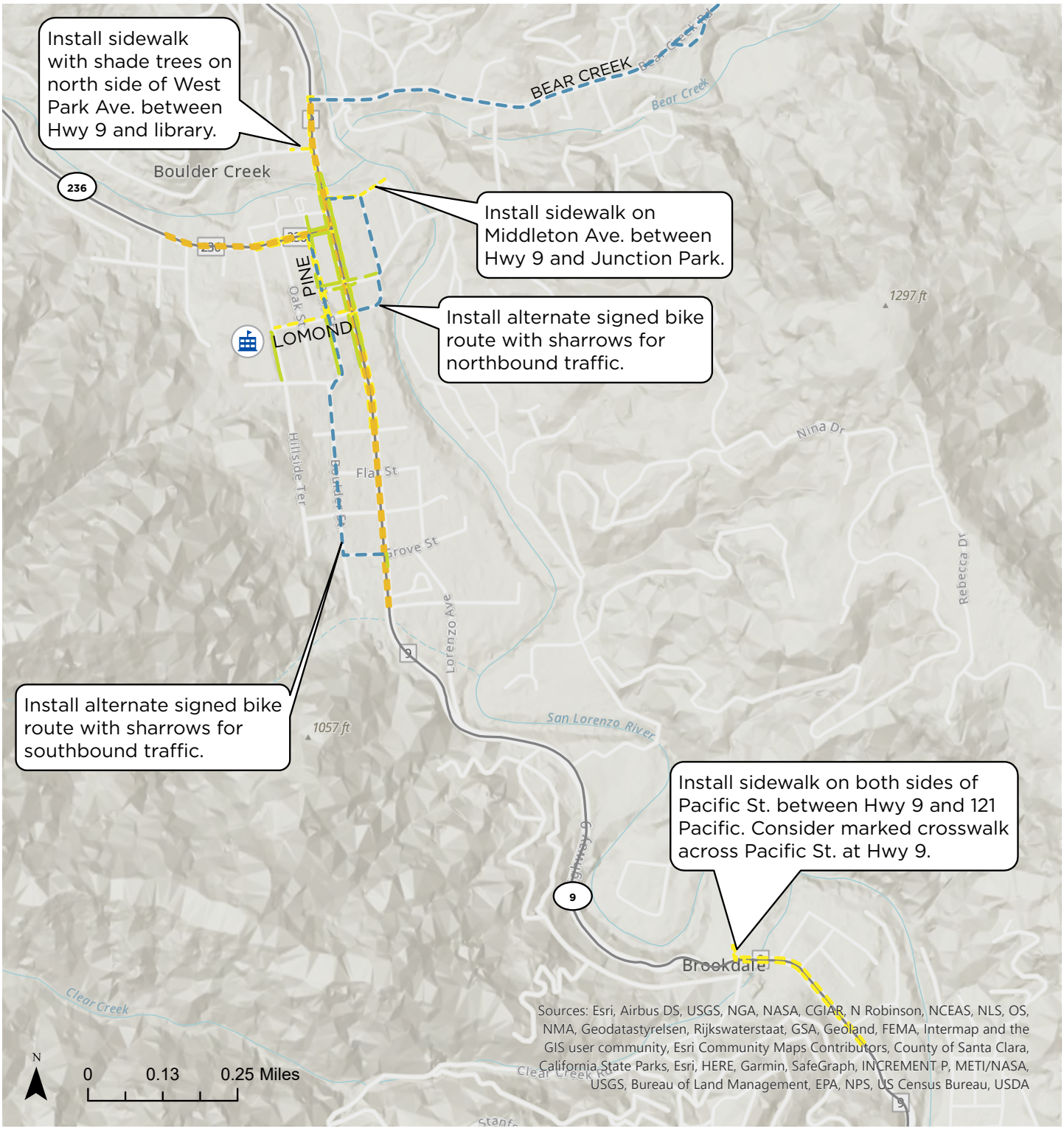
In order to create a comprehensive list of future bicycle and pedestrian projects on county roadways, the Active Transportation Plan project list includes projects from other planning documents including the Santa Cruz County Regional Transportation Plan, the Monterey Bay Sanctuary Scenic Trail Master Plan, the Pleasure Point Commercial Corridor Plan, the Soquel Village Plan, and the County of Santa Cruz/City of Scotts Valley Complete Streets to Schools Plan. Projects from the Highway 9/San Lorenzo Valley Complete Streets Corridors Plan that are located on county roadways are also included in the project list. Projects from the Highway 9 Plan that are located on Highway 9 are not included in the project list, as they are located on a state highway and are already included in an existing plan. Planned projects on Highway 9 are shown in the recommendations maps to show the complete picture of planned active transportation improvements in the San Lorenzo Valley.

Some projects that are in progress now are shown on the maps to provide a complete picture of the future bicycle network. These include the Chanticleer and Mar Vista Highway 1 Bicycle and Pedestrian Overcrossings and several segments of the Coastal Rail Trail. Where space allows, recommendations for intersection improvements are written as text, but where space is limited they are displayed as data points. The full text of each intersection recommendation can be found in Appendix C.



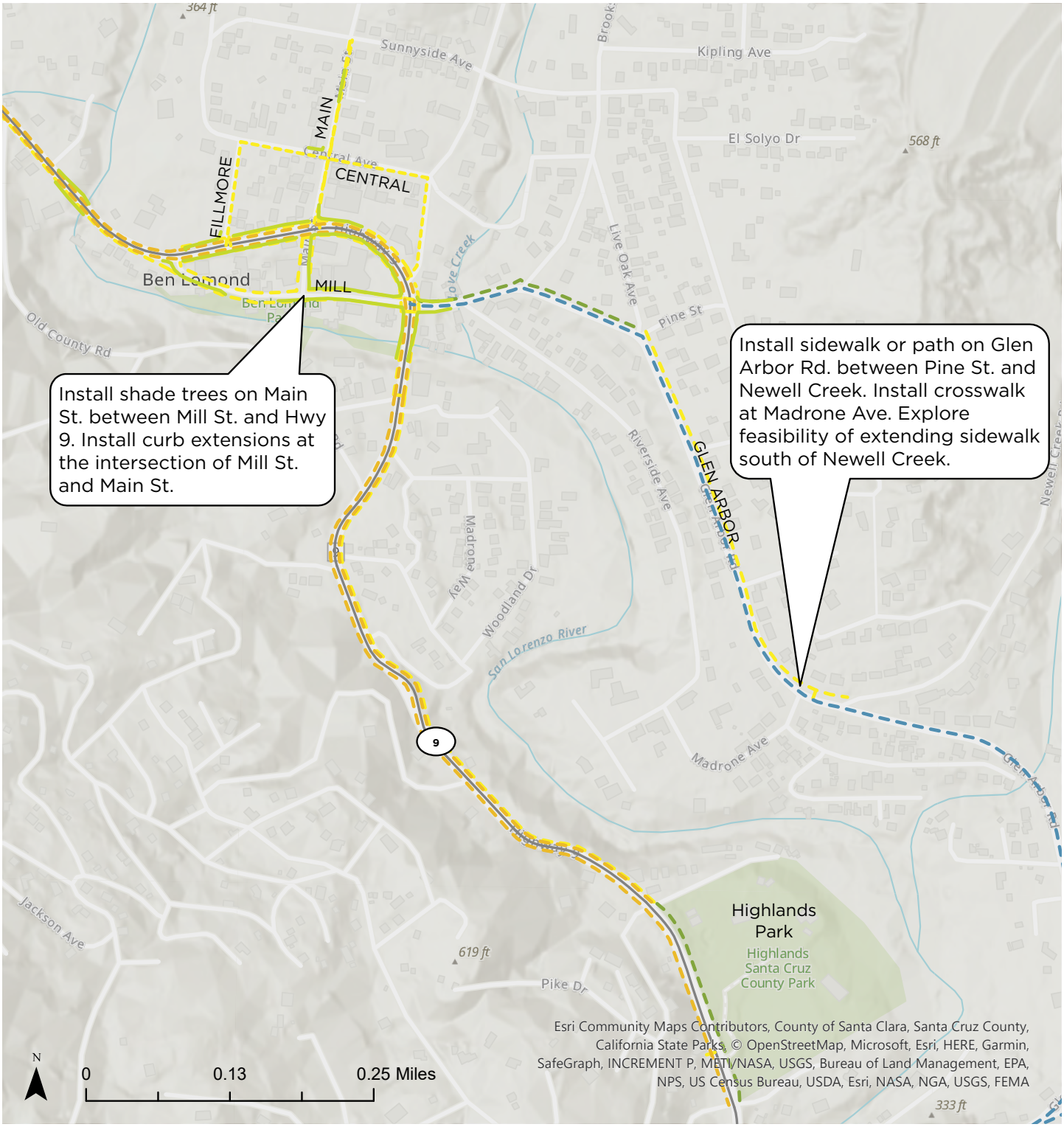
Map 11. Infrastructure Recommendations - Davenport

- Recommended Sidewalk
- Class I Shared Use Path
- Planned Monterey Bay Sanctuary Scenic Trail
- State Highways
- Schools



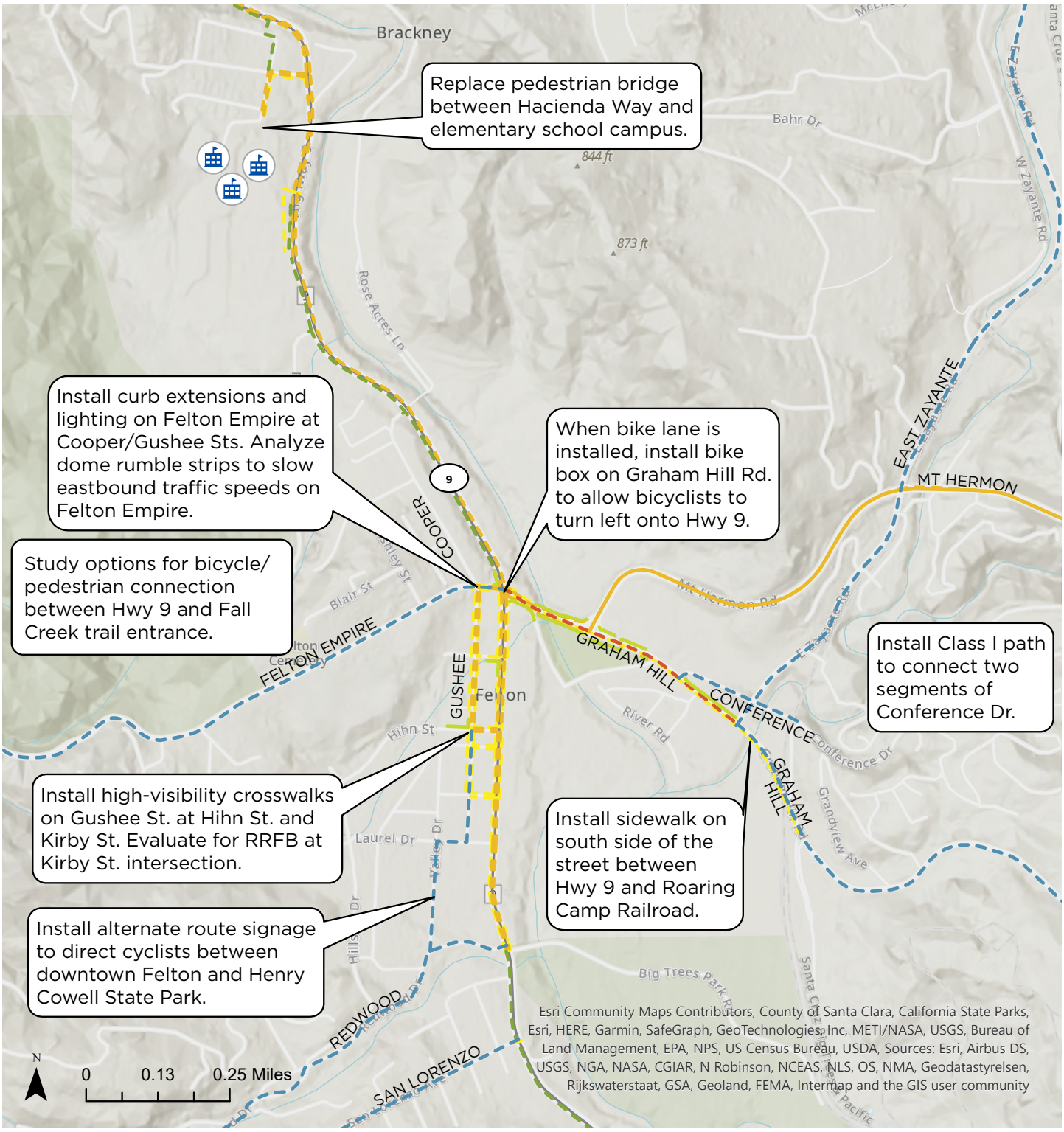
Map 12. Infrastructure Recommendations - Boulder Creek & Brookdale

- Recommended Sidewalk
- Existing Sidewalk
- Recommended Class III Long Distance Rural Route
- Recommended Class II Bicycle Lane
- State Highways
- Schools



Map 13. Infrastructure Recommendations - Ben Lomond

- Recommended Sidewalk
- Existing Sidewalk
- Recommended Class III Long Distance Rural Route
- Recommended Class II Bicycle Lane
- Recommended Class I Shared Use Path
- State Highways



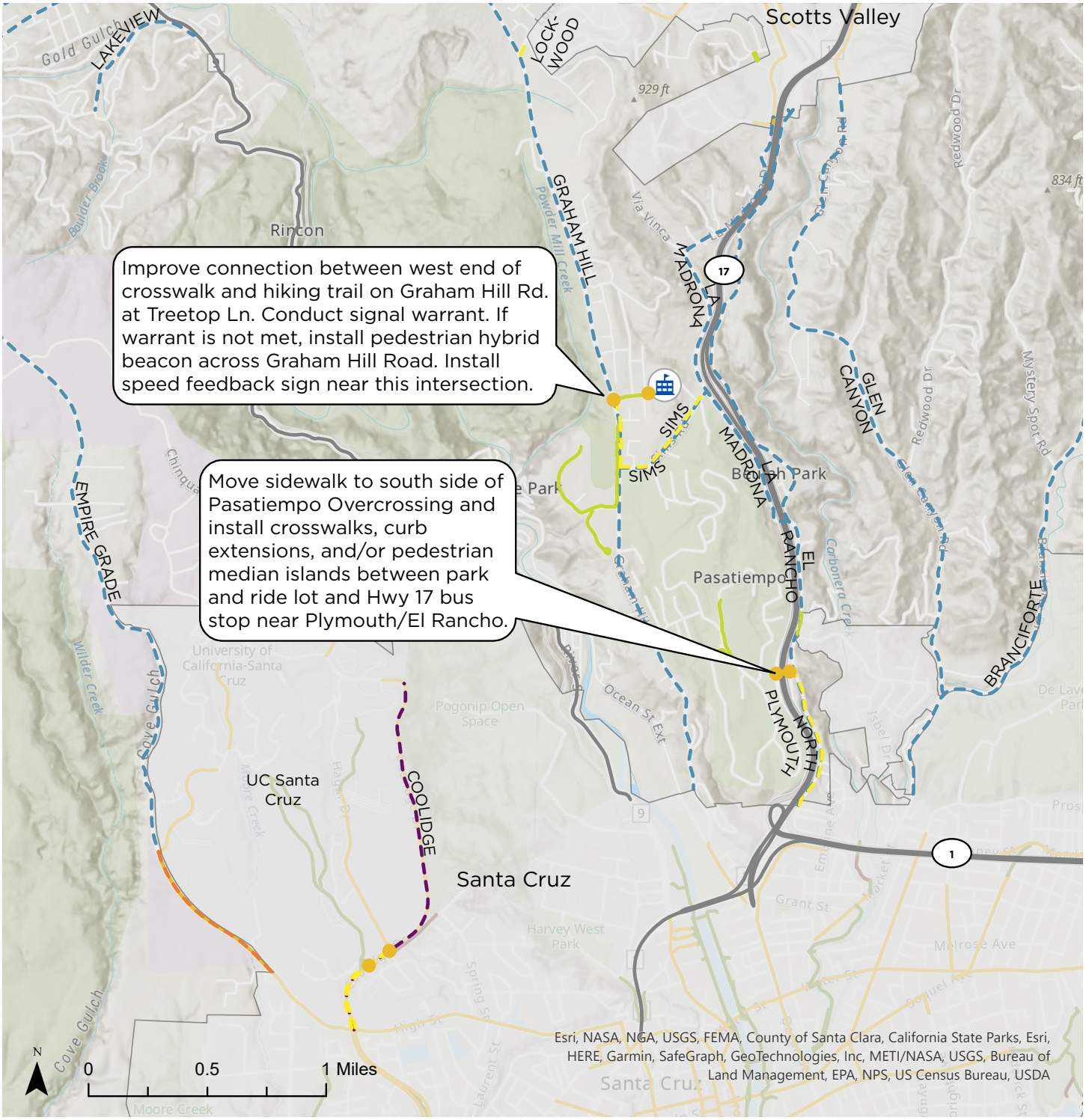
Map 14. Infrastructure Recommendations - Felton

- Recommended Sidewalk
- Existing Sidewalk
- Existing Class II Bicycle Lane

Recommended Facilities

- Class II Bicycle Lane
- Class II Enhanced Bicycle Lanes
- Class III Long Distance Rural Route
- Class I Shared Use Path

- State Highways
- Schools



Map 15. Infrastructure Recommendations - UCSC & Pasatiempo

- Recommended Sidewalk
- Intersection Treatments

Existing Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Unpaved Path
- Sidewalk

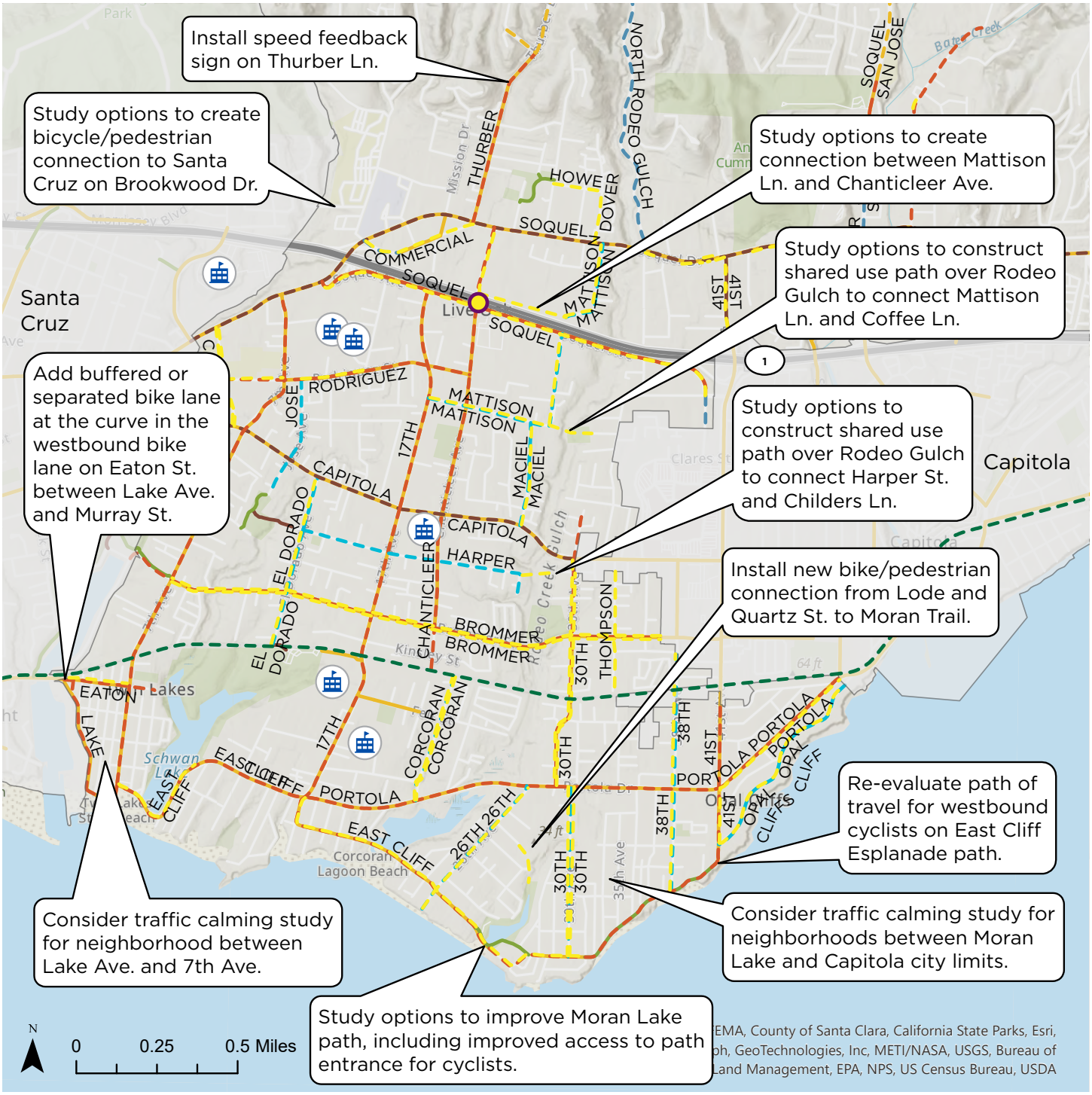
Recommended Facilities

- Class III Long Distance Rural Route
- Class IV Separated Bikeway
- Class IV Separated Bikeway or Class I Path

- City Limits
- State Highways
- Schools

Map 16a. Sidewalk & Intersection Recommendations - Live Oak

- Recommended Intersection Treatments
- Recommended Sidewalk
- Existing Sidewalk
- Planned Coastal Rail Trail
- Planned Bike & Pedestrian Overcrossings
- City Limits
- State Highways
- Schools



Map 16b. Other Recommendations - Live Oak

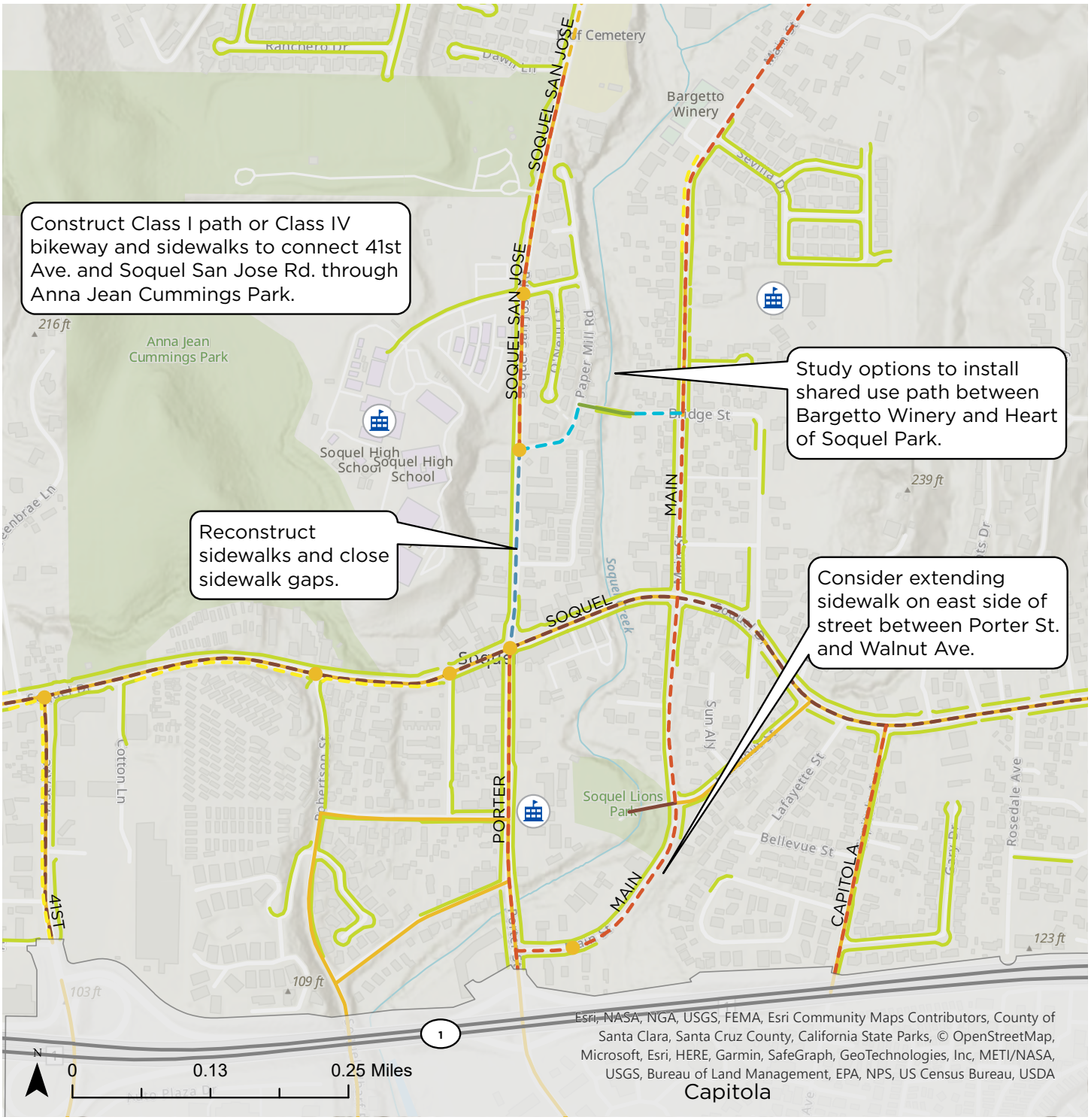
- Recommended Sidewalk
- Planned Coastal Rail Trail
- Planned Bike & Pedestrian Overcrossings
- City Limits
- State Highways
- Schools

Existing Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Unpaved Path

Recommended Facilities

- Class II Bicycle Lane
- Class II Buffered or Class IV Separated Bikeway
- Class II Enhanced Bicycle Lanes
- Class III Long Distance Rural Route
- Traffic-Calmed Residential Streets



Map 17. Infrastructure Recommendations - Soquel

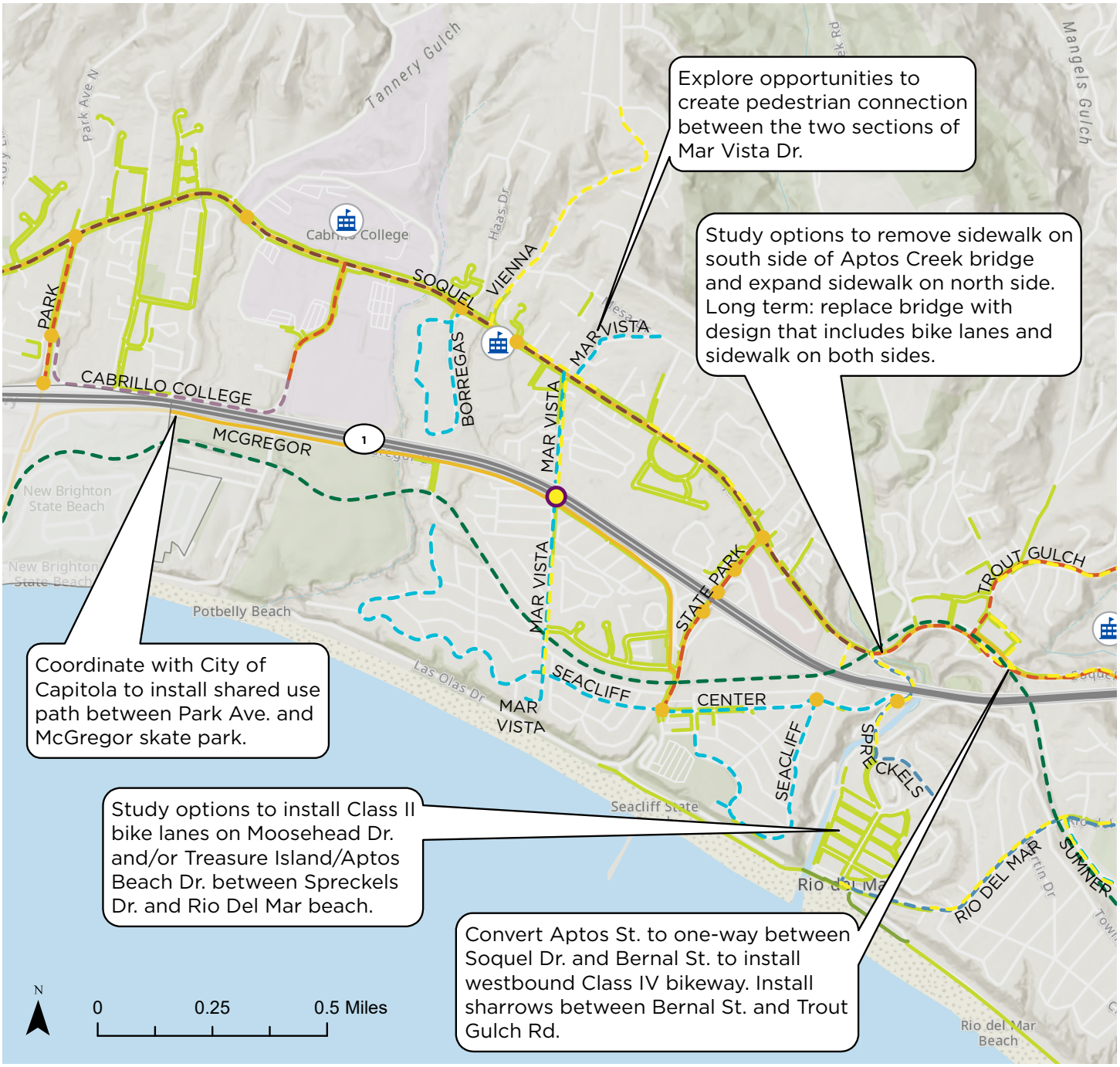
- Recommended Sidewalk
- Recommended Intersection Treatments
- State Highways
- Schools

Existing Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Unpaved Path
- Sidewalk

Recommended Facilities

- Class II Bicycle Lane
- Class II Buffered or Class IV Separated Bikeway
- Class II Enhanced Bicycle Lanes
- Class III Long Distance Rural Route
- Traffic-Calmed Residential Streets



Map 18. Infrastructure Recommendations - Aptos & Seacliff

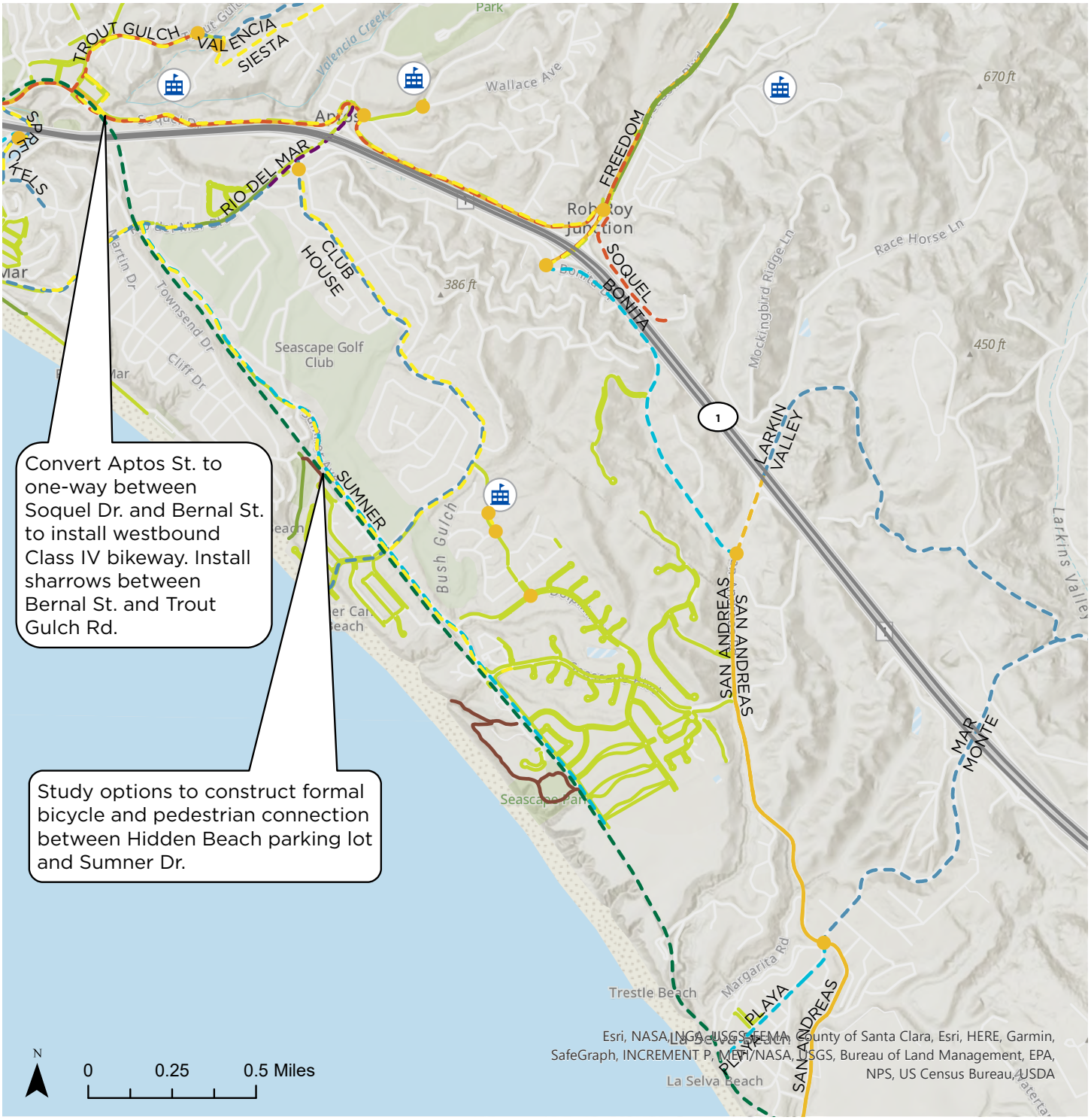
- Recommended Sidewalk
- Recommended Intersection Treatments
- Planned Coastal Rail Trail
- Planned Bike & Pedestrian Overcrossings
- State Highways
- Schools

Existing Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Sidewalk

Recommended Facilities

- Class II Buffered or Class IV Separated Bikeway
- Class II Enhanced Bicycle Lanes
- Class III Long Distance Rural Route
- Class IV Bidirectional Separated Bikeway
- Traffic-Calmed Residential Streets



Map 19. Infrastructure Recommendations - Rio Del Mar & La Selva Beach

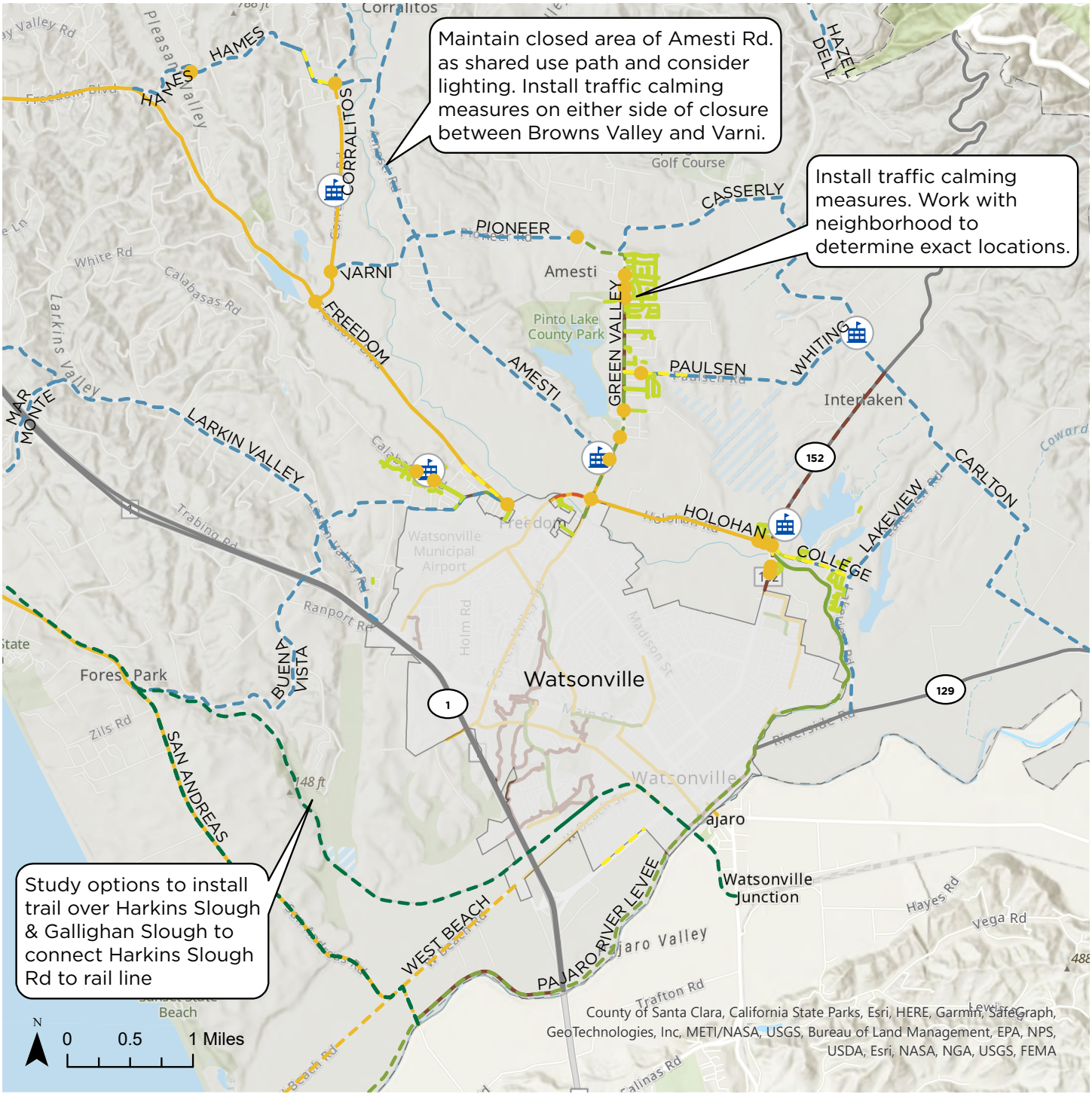
- Recommended Sidewalk
- Recommended Intersection Treatments
- Planned Coastal Rail Trail
- State Highways
- Schools

Existing Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Unpaved Path
- Sidewalk

Recommended Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Class II Enhanced Bicycle Lanes
- Class III Long Distance Rural Route
- Class IV Separated Bikeway
- Traffic-Calmed Residential Streets



Map 20. Infrastructure Recommendations - South County

- Recommended Sidewalk
- Intersection Treatments
- City Limits
- State Highways
- Schools

Existing Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Unpaved Path
- Sidewalk
- Completed Coastal Rail Trail
- Planned Coastal Rail Trail

Recommended Facilities

- Class I Shared Use Path
- Class II Bicycle Lane
- Class II Buffered or Class IV Separated Bikeway
- Class II Enhanced Bicycle Lanes
- Class III Long Distance Rural Route

GUIDE TO BICYCLE & PEDESTRIAN INFRASTRUCTURE RECOMMENDATIONS

Photo: www.pedbikeimages.org / Transportation Research and Education Center

BICYCLE SIGNALS

Bicycle signals provide a distinct signal phase for people on bikes, which clarifies when they should enter an intersection and restricts conflicting vehicle movements.

BIKE BOX

Bike boxes help to prevent collisions by positioning people on bikes in front of drivers at an intersection so that they are clearly visible. Bicycle boxes also make it easier for cyclists to make a left turn at a signalized intersection by allowing them to shift over to the left turn lane while the light is red.

CURB EXTENSIONS

Curb extensions narrow the roadway, reduce the pedestrian crossing distance, and make pedestrians more visible to drivers by providing an extension of the sidewalk area into the parking lane.

CURB RAMPS

Curb ramps provide access between the sidewalk and the street for people with disabilities, children on bicycles, and people pushing strollers. Curb ramps must include warnings that are detectable by people with vision impairments.

DOME RUMBLE STRIPS AND BOTTS DOTS

Dome rumble strips and botts dots are two types of raised pavement markers that are used to alert drivers when they leave the designated travel lane.

GREEN CONFLICT MARKINGS AND HIGH-VISIBILITY BICYCLE CROSSINGS

Dashed or solid green bike lane markings let drivers know where to expect people on bikes and make bicyclists more visible on the road. Green lane markings can be used to highlight "conflict zones," places where the traffic lane and bike lanes cross. They have been found to increase drivers' yielding behavior, meaning that drivers are more likely to yield to cyclists in the bike lane when conflict markings are present. They can also be used as intersection-crossing markings to show the path of cyclists through intersections.

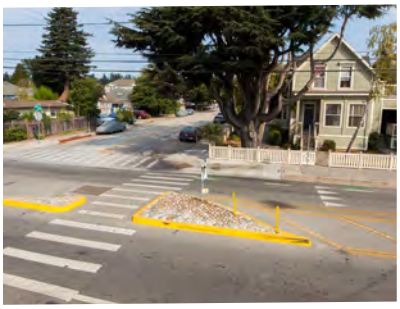
Photo: City of San José Department of Transportation

HIGH-VISIBILITY PEDESTRIAN CROSSINGS

Crosswalks marked with a continental pattern have been found to be significantly more visible to drivers than crosswalks consisting of two transverse lines. High-visibility crosswalks have also been found to make drivers more likely to yield to pedestrians.

LEADING PEDESTRIAN INTERVAL

A leading pedestrian interval gives pedestrians the opportunity to cross an intersection a few seconds before drivers are given a green light. This head-start makes pedestrians more visible to drivers who are making a left turn.



MEDIAN REFUGE ISLANDS

These treatments provide protected space in the center of a crosswalk that facilitates bicycle and pedestrian crossings. They reduce the crossing distance and pedestrians' exposure to vehicle traffic when crossing the street. Median refuge islands are recommended for streets with higher volumes and speeds.

NO RIGHT ON RED SIGNAGE

Signage can be used at signalized intersections to restrict motor vehicle right turns when the light is red. This signage can be used in conjunction with bicycle signals to reduce right-turn conflicts at intersections.

PEDESTRIAN COUNTDOWN SIGNAL HEADS

Pedestrian signals that include a countdown timer have been designated as a preferred treatment by the Federal Highway Administration. They let pedestrians know how many seconds remain before the light changes so they can judge whether they have time to cross safely.

Photo: www.pedbikeimages.org / Mike Cynecki

PEDESTRIAN HYBRID BEACON

Pedestrian hybrid beacons are overhead lights used to control traffic at unsignalized locations to help pedestrians cross the street. They are recommended for roads with three or more lanes and higher traffic volumes and have been shown to reduce pedestrian crashes.

Photo: City of San José Department of Transportation

PROTECTED INTERSECTION TREATMENTS

Protected intersections keep people on bicycles separate from motor vehicle traffic up until the intersection, which increases comfort and safety for people on bikes. Protected intersections are designed to improve safety by slowing down motor vehicle turns and increasing the visibility of people who are walking and biking.

Photo: City of Capitola

RAISED CROSSWALK

A raised crosswalk is a higher section of pavement with a marked crosswalk. It is placed across streets to encourage drivers to slow down and to make pedestrians more visible to drivers. Raised crosswalks usually have sloped ramps leading to and following a flat walking section to let cars drive over them.

RECTANGULAR RAPID FLASHING BEACONS (RRFBS)

RRFBs are user-actuated flashing lights that supplement warning signs at uncontrolled intersections or mid-block crosswalks. They are designed to alert drivers to pedestrians and bicyclists who are waiting to cross the street.

ROUNDABOUT

Roundabouts are a type of circular intersection in which drivers yield to traffic that is already in the intersection. When designed correctly, roundabouts have been found to improve safety for all road users, including people who are walking and bicycling.

SCRAMBLE INTERSECTION

A pedestrian scramble or scramble intersection stops all vehicle traffic at once and allows pedestrians to cross the intersection in every direction, including diagonally. The only scramble intersection in unincorporated Santa Cruz County is located on 17th Avenue at the entrance to Shoreline Middle School.

Photo: www.pedbikeimages.org / Brandon Whyte

SHARROWS AND GREEN-BACKED SHARROWS

Sharrow markings are used to indicate that bicycles and automobiles will be sharing a lane and can alert drivers to the presence of people on bikes. White sharrow markings can be installed on top of green squares to increase their visibility.

SLIP LANE REMOVAL

Slip lanes provide a separate lane for right turns, which allows drivers to turn right without stopping and can facilitate higher-speed turns. The National Association of City Transportation Officials (NACTO) recommends removing slip lanes where possible to reduce pedestrian exposure and slow traffic near conflict points.

SPEED-FEEDBACK SIGN

Speed-feedback signs provide drivers with feedback on their speed in relationship to the posted speed limit. They can be effective in reducing traffic speeds.

TRAFFIC CIRCLE

Traffic circles are small roundabouts installed on neighborhood streets that can slow traffic, creating a safer and more comfortable environment for people walking and biking.

POLICY AND PROGRAM RECOMMENDATIONS

POLICY RECOMMENDATIONS

Americans with Disabilities Act (ADA) Accessibility

This plan recommends upgrading existing facilities to current ADA standards as part of any new construction or reconstruction project, as slope allows. This includes removing sidewalk obstructions such as poles, fire hydrants, and utility boxes where feasible or expanding sidewalk to provide an alternate path of travel.

Adopt a Vision Zero Policy

Vision Zero is a global initiative aimed at eliminating severe traffic injuries and fatalities. This plan recommends that the County of Santa Cruz adopt a Vision Zero policy and establish a Vision Zero task force, which would include include law enforcement, public health, and public works staff. The task force would work to focus enforcement efforts and engineering projects towards streets with the highest rates of severe collisions. These steps would move the county toward reducing severe injuries and fatalities, increasing the number of bicyclists and pedestrians, and providing safe, healthy, and equitable mobility for all. The County's General Plan update, which was in progress when this Active Transportation Plan was written, includes a draft Vision Zero policy.

Design Criteria Update

The County of Santa Cruz Design Criteria include standards for development within the county related to streets, sidewalks, and driveways. This plan recommends that the design criteria be updated to support future bike and pedestrian facilities. Key changes could include the following:

- Minimum sidewalk widths of 5–6 feet.
- A requirement to provide sidewalk on both sides of the street.
- Class IIB buffered or Class IV separated bikeways on arterials and large multi-modal corridors.
- Required landscape strips to increase green space adjacent to sidewalk.

PROGRAMMATIC RECOMMENDATIONS

Bicycle-Friendly and Walk-Friendly Community Designations

Bicycle-friendly and walk-friendly community designations are programs that provide metrics on conditions for people walking and biking and a roadmap for communities to make it easier to walk and bike. This plan recommends that the County or community members apply for both bicycle-friendly community and walk-friendly community status and continue to reapply as new projects and programs are implemented.

Community-Based Education and Encouragement Programs

There are currently no programs that teach adults how to ride a bicycle in Santa Cruz County. This plan recommends that County Public Health pursue funding for programs to teach adults how to ride a bicycle, how to ride in traffic, and basic bike maintenance. This plan also recommends that the County explore options for programs to encourage more cycling, including e-bike incentives and bike share programs.

Construction Safety Guidelines

The Community Traffic Safety Coalition and Santa Cruz County Regional Transportation Commission developed basic guidelines for safely accommodating people walking and bicycling in construction zones. This plan recommends that the County continue to update these guidelines, share them with contractors working on county roadways, and incorporate the guidelines into the encroachment permit process.

Crossing Guard Training Program

Standardized countywide crossing guard training and recruitment programs emerged as a priority during the development of the County's Complete Streets to Schools Plan. This plan recommends that County Public Health pursue funding to develop countywide standardized crossing guard training that reflects student safety education, including training for parent volunteers.

Open Streets

Open Streets events, also known as Ciclovía, temporarily divert car traffic and open roadways for people to bike, walk, and play in a safe, fun, and car-free environment. These events promote physical activity, help build a culture of walking and biking, and can help boost the economy through business promotion and tourism. This plan recommends that the County work with nonprofit partners to launch an Open Streets event in unincorporated Santa Cruz County.

Promote Existing Community Programs

This plan recommends that the County of Santa Cruz use its communication channels to promote the following community programs:

- Biannual bike and walk to work/school day events.
- Bicycle traffic school, which gives bicyclists who receive tickets the option of attending a class on how to ride safely in traffic instead of paying the violation fine.
- My Santa Cruz County Program and Bicycle and Pedestrian Hazard Report Program, which allow citizens to report bicycle and pedestrian hazards.

Promote Santa Cruz County as a Walking and Bicycling Destination

Santa Cruz County offers world-class mountain and road cycling and beautiful walking and hiking routes. This plan recommends partnering with other local jurisdictions, the local bike industry, and business organizations to develop a promotional campaign that features Santa Cruz County as a bicycling and walking destination, in order to expand the culture of active transportation and increase local tax revenues.

School-Based Education Programs

This plan recommends that the County continue its support of programs that serve school communities and pursue partnership opportunities to ensure continued program funding, including programs to do the following:

- Promote walking, biking, and traffic safety education.
- Provide safety equipment, such as bicycle helmets.
- Expand high school and middle school active transportation programming, including female-focused encouragement programs to address the gender gap in bike ridership.

Slow Streets

Slow Streets programs launched nationwide during the COVID-19 pandemic as a way to provide more space for people to exercise and recreate outside while following social-distancing guidelines. Many cities have approved the continuation of Slow Streets programs beyond the pandemic, and in October 2021 Assembly Bill 773 was passed, which allows California cities to permanently restrict traffic on selected streets. The County launched a Slow Streets program in 2020, and this plan recommends that the county look into keeping it as a permanent program.

Temporary Infrastructure Demonstrations

The County of Santa Cruz installed two temporary infrastructure demonstrations during the creation of the Active Transportation Plan, as a way of testing project ideas and getting feedback from the community (see Chapter 3 for more information on the demonstration projects). This plan recommends that the County continue to use temporary demonstrations as a way to get community feedback and test larger or potentially controversial projects.

Traffic Safety Education Campaign

This plan recommends continued support for a countywide campaign to distribute traffic safety messages, such as Street Smarts. This support could include using County channels to share messages with the community and developing and sharing information for pedestrians, drivers, and bicyclists on how to use new infrastructure like bicycle boxes and two-stage turn queue boxes.

DATA COLLECTION

This plan recommends that the County develop a program to count people who are walking and biking, especially before and after pedestrian and bicycle improvements are constructed. This will provide data on the impact of each project and could be used to demonstrate success to grant funders. Walking and bicycling rates can be measured by installing automated bike and pedestrian counters when new projects are constructed, or through in-person surveys during peak hours.

Another opportunity for future data collection is to pursue funding for a level of traffic stress analysis, which has been developed by the Mineta Institute and San Jose State University. This analysis quantifies the discomfort people feel cycling on various types of roadways and can be used to evaluate and guide bicycle-network planning.

BICYCLE PARKING

Bicycle parking is a critical component of the overall bicycle network, as it allows people to secure their bicycles once they reach their destination. The need for more bike parking came up frequently during the virtual public meetings, especially in Live Oak.

This plan recommends the development of a program to fund bicycle parking at key destinations in the county. Bicycle parking facilities can be designed for short- or long-term use, and both types are important to serve the needs of cyclists. The County should consider the context and primary uses of each location to determine which type of bike parking to install. For example, bicycle lockers may be the most appropriate at beaches and transit centers, where people are staying for longer periods.

WAYFINDING

The Santa Cruz County Regional Transportation Commission has implemented bicycle wayfinding signage throughout the county to direct bicyclists to preferred bike routes. Signs have been installed at more than 300 locations, including in unincorporated Santa Cruz County. This plan recommends that the County continue to update and maintain bicycle wayfinding signage in partnership with the Santa Cruz County Regional Transportation Commission.

In addition to bicycle wayfinding, there has been interest in highlighting existing low-stress routes that are comfortable for cyclists of all skill levels. As funding allows, this plan recommends developing a network of low-stress routes that can serve as either recreational routes or routes to key destinations. Low-stress routes are defined as Class I shared-use paths or streets with very low traffic volumes and speeds. Routes could be designated through a signage and striping plan in coordination with the neighboring cities, and direct people on bikes to key destinations such as the Coastal Rail Trail.

05 Implementation and Maintenance

IMPLEMENTATION AND REPORTING

The projects included in this plan will be implemented over time as funding becomes available. With limited funding, the County of Santa Cruz must decide how to prioritize the recommendations. Additional staff resources will likely be needed to pursue grant funding and implement the high-priority projects included in this plan.

Some projects that are low cost and have community support can be installed using the County's current funds. For larger projects, leveraging local funds with additional grant funding will be critical. There are also projects that require either private-property acquisition or coordination with Caltrans. Though these are high-cost projects that will take many years to fund, design, and construct, they are included in this plan as part of a long-term vision for the future of transportation in Santa Cruz County.

Projects from this plan can also be installed as future development occurs in unincorporated Santa Cruz County. This Active Transportation Plan provides a list of projects that can be used to mitigate land use development impacts by reducing vehicle miles traveled. In 2013, California lawmakers approved Senate Bill 743, which mandates that jurisdictions can no longer use traffic congestion, or level of service, as a metric in transportation analysis under the California Environmental Quality Act (CEQA). The state released guidelines in 2018 that recommended the use of vehicle miles traveled as the key metric for analyzing transportation impacts. The Active Transportation Plan is a resource that the County and developers can use for project ideas to improve biking and walking facilities and reduce vehicle miles traveled.

The County of Santa Cruz also has the opportunity to make bicycle and pedestrian improvements as part of ongoing road maintenance. The County is required to upgrade curb ramps to Americans with Disabilities Act standards during major road resurfacing projects. Many resurfacing projects provide a chance to restripe the roadway and install improvements such as high-visibility crosswalks, protected intersection treatments, buffered bike lanes, green bike lane treatments, and Class IV separated bikeways for a relatively low additional cost. Traffic signal maintenance and upgrades also provide opportunities to install countdown pedestrian signal heads, leading pedestrian interval signal phasing, and video detection for cyclists. County Public Works staff will review the Active Transportation Plan project list when planning for maintenance projects to look for ways to incorporate bike and pedestrian improvements. This offers a highly cost-effective strategy for implementing the projects included in this plan.

Installing bicycle and pedestrian improvements as part of regularly scheduled maintenance is part of the quick-build approach to building bicycle and pedestrian facilities. The concept of quick-build is meant to allow local jurisdictions to construct facilities more quickly using low-cost materials. Materials such as paint, planters, and plastic posts are less expensive than projects that require new pavement or changes to curb alignments. Quick-build projects can be installed on a trial basis and adjusted as needed on the basis of success of the design and community feedback. More information on the quick-build approach can be found in the *Quick-Build Guide* developed by the California Bicycle Coalition and Alta Planning + Design.[1] The National Association of City Transportation Officials (NACTO) has also released several guides on bicycle and pedestrian facility design that can be used as a resource for designing the projects in this plan.

This chapter includes a list of high-priority projects based on criteria that are aligned with the vision and goals of this plan. Individual projects will be prioritized for funding through the Santa Cruz County Regional Transportation Plan and the County's Capital Improvement Program (CIP). Reporting on project funding, design, and construction will occur through an update to the Board of Supervisors and the public during the annual CIP update process. The County also currently brings project designs for projects involving bicycle or pedestrian facilities to the Bicycle Advisory Committee and Elderly & Disabled Technical Advisory Committee of the Santa Cruz County Regional Transportation Commission for review and input.

For projects within Caltrans's right of way, all improvements must be consistent with Highway Access Management Plans. Caltrans's maintenance agreements are required prior to new construction.

Photo: City of San José Department of Transportation

1 California Bicycle Coalition website, Quick Build Bikeway Networks: https://www.calbike.org/our_initiatives/quick-build-bikeway-networks-for-safer-streets/.

PROJECT PRIORITIZATION

This prioritized project list is meant to help decision-makers and County staff prioritize projects and identify the most competitive projects for various grant funding opportunities. The recommended projects were evaluated using five criteria that are aligned with the vision and goals of this plan and with common grant application criteria. Each project was assigned a number from 0 to 100 based on the criteria in Table 4. The top-scoring projects for each Supervisorial District are shown starting on page 113.

Table 4: Criteria for Project Prioritization

Criteria	Description	Max Points
Safety	If the project is located within 250 feet of more than one bicycle- or pedestrian-related collision, 30 points If the project is located within 250 feet of one bicycle- or pedestrian-related collision, 20 points If the project is located within 500 feet of one bicycle- or pedestrian-related collision, 10 points	30
Connectivity and Access	If the project closes a gap in the existing or future General Plan bicycle or pedestrian network, or installs new ADA infrastructure, 20 points	20
Implementation	Low cost or complexity, 20 points Medium cost or complexity, 10 points High cost or complexity, 0 points	20
Equity	If a project serves a poverty and/or minority area as defined in the Regional Transportation Plan, 20 points If a project serves a Disadvantaged Community as defined in the Regional Transportation Plan, 15 points	20
Community-Identified Need	If a project or location was identified by 5+ comments from members of the community, 10 points If the project or location was identified by 2+ comments, 5 points	10
	Total	**100**

PRIORITIZED PROJECT LIST

The tables below show the top five high-priority projects for each Supervisorial District in Santa Cruz County. In most districts, multiple projects were tied for the #5 spot, and in those cases the list contains more than five high-priority projects. The full project list, including project prioritization scoring, can be found in Appendix C.

Projects that are within Caltrans's jurisdiction will require Caltrans's approval and coordination.

Table 5: District 1 Top-Priority Projects

Rec #	Location	District + Area	Recommendation	Source	Implementation	Safety	Community Identified Need	Connectivity & Access	Equity	Total Score
LO009	17th Avenue at Harper Street	District 1 (Live Oak)	Install high-visibility crosswalks on all four legs of intersection. Install curb extensions at southwest and northeast corners to reduce crossing distance on Harper Street. Install rectangular rapid flashing beacon.	Complete Streets to Schools Plan - Live Oak Elementary	20	30	10	20	20	**100**
LO041	Brommer Street at Chanticleer Avenue	District 1 (Live Oak)	Install curb extensions on all corners	Complete Streets to Schools Plan - Shoreline Middle	20	30	10	20	20	**100**
LO072	Harper St	District 1 (Live Oak)	Study options to construct shared use path over Rodeo Gulch to connect Harper Street and Childers Lane.	Active Transportation Plan	20	30	10	20	20	**100**
LO012	17th Avenue at Simpkins Swim Center entrance	District 1 (Live Oak)	Install curb extension on north side to narrow driveway entrance/exit. Long term: install marked crossing across 17th to connect rail trail segments	Complete Streets to Schools Plan - Shoreline Middle	20	20	10	20	20	**90**
LO015	17th Street at Merrill Street	District 1 (Live Oak)	Install curb extensions on all corners.	Complete Streets to Schools Plan - Del Mar	20	20	10	20	20	**90**
LO116	Chanticleer Ave between Soquel Dr and SR-1	District 1 (Live Oak)	Fill sidewalk gaps to ensure complete sidewalk on one or both sides of the street	Active Transportation Plan	10	30	10	20	20	**90**
LO121	Mattison Lane	District 1 (Live Oak)	Install sidewalk on one side of Mattison Lane between Rodeo Gulch and Chanticleer, and between Soquel Drive and Good Shephard School.	Active Transportation Plan	10	30	10	20	20	**90**
LO127	Rodriguez St	District 1 (Live Oak)	Install sidewalk on one side of the street between 7th Ave and Capitola Rd Extension	Active Transportation Plan	10	30	10	20	20	**90**

Note: Pedestrian and bicycle improvements on East Cliff Drive between 7th and 14th Avenues and between 17th and Palisades Avenues are also identified as high-priority projects in the County's Capital Improvement Program.

Table 6: District 2 Top-Priority Projects

Rec #	Location	District + Area	Recommendation	County Jurisdiction (Unless Noted)	Source	Implementation	Safety	Community Identified Need	Connectivity & Access	Equity	Total Score
SC009	Buena Vista Drive between Freedom Boulevard and Calabasas Road	District 2 (South County)	Install sidewalk on north side of roadway		Complete Streets to Schools Plan - Calabasas	10	30	10	20	20	**90**
SC025	Green Valley Rd 1 (south) - Watsonville city limits to Behler Road	District 2/4 (South County)	Class I multi-use path		Active Transportation Plan	10	30	10	20	20	**90**
SC055	West Beach Rd - Watsonville city limits	District 2 (South County)	Short term: Class II bike lanes		Active Transportation Plan	10	30	10	20	20	**90**
SC003	Amesti Rd	District 2 (South County)	Short term: Class III long distance rural route		Active Transportation Plan	20	30	10	0	20	**80**
SC004	Amesti Rd	District 2 (South County)	Long term: Class I multi-use path		Active Transportation Plan	0	30	10	20	20	**80**
CO001	Amesti Rd	District 2 (Corralitos)	Maintain closed area as shared use path and consider pedestrian-scale lighting. Install traffic calming measures on either side of closure between Browns Valley Rd and Varni Rd.		Active Transportation Plan	10	20	10	20	20	**80**

Table 6: District 2 Top-Priority Projects (continued)

Rec #	Location	District + Area	Recommendation	County Jurisdiction (Unless Noted)	Source	Implementation	Safety	Community Identified Need	Connectivity & Access	Equity	Total Score
SC007	Bradford Road at Calabasas Road	District 2 (South County)	Install curb extensions at all corners. Refresh crosswalks		Complete Streets to Schools Plan - Calabasas	20	10	10	20	20	**80**
SC026	Green Valley Rd 2 (north) - Behler Rd to Pioneer Road	District 2/4 (South County)	Class I multi-use path		Active Transportation Plan	0	30	10	20	20	**80**
CO003	Corralitos Rd	District 2 (Corralitos)	Long term: Class I multi-use path		Active Transportation Plan	0	30	10	20	20	**80**
SC030	Green Valley Road at Minto Road	District 2/4 (South County)	Install high-visibility bicycle crossing		Active Transportation Plan	20	30	10	0	20	**80**
SC032	Green Valley Road from Holohan to Mesa Verde Dr	District 2/4 (South County)	Install rectangular rapid flashing beacons at uncontrolled crossings. Study installation of new marked crosswalks between Behler Road and Mesa Verde. Include rectangular rapid flashing beacon at any new marked crosswalk		Active Transportation Plan	20	30	10	0	20	**80**
SC022	Freedom Blvd 3 (east) - Valencia Rd to Watsonville City limits	District 2 (South County)	Long term: Class I multi-use path		Active Transportation Plan	0	30	10	20	20	**80**

Table 6: District 2 Top-Priority Projects (continued)

Rec #	Location	District + Area	Recommendation	County Jurisdiction (Unless Noted)	Source	Implementation	Safety	Community Identified Need	Connectivity & Access	Equity	Total Score
SC052	Santa Cruz Branch Rail Line or San Andreas Road	District 2/4 (South County)	Construct Segment 17 of the Monterey Bay Sanctuary Scenic Trail between Buena Vista Drive and Lee Road	SCCRTC	Monterey Bay Sanctuary Scenic Trail Master Plan	0	30	10	20	20	**80**
SC047	Pioneer Rd	District 2 (South County)	Class III long distance rural route		Active Transportation Plan	20	30	10	0	20	**80**
SC050	Santa Cruz Branch Rail Line	District 2 (South County)	Construct Segment 15 of the Monterey Bay Sanctuary Scenic Trail between Seascape Park and the Manresa State Beach Railroad Bridge	SCCRTC	Monterey Bay Sanctuary Scenic Trail Master Plan	0	30	10	20	20	**80**
SC051	Santa Cruz Branch Rail Line	District 2 (South County)	Construct Segment 16 of the Monterey Bay Sanctuary Scenic Trail between the Manresa State Beach Railroad Bridge and Buena Vista Drive	SCCRTC	Monterey Bay Sanctuary Scenic Trail Master Plan	0	30	10	20	20	**80**
AP022	Soquel Drive at Aptos Creek Bridge	District 2 (Aptos)	Short term: study options to remove sidewalk on south side of bridge and expand sidewalk on north side. Long term: replace bridge with design that includes bike lanes and sidewalk on both sides of bridge		Active Transportation Plan	20	30	10	20	0	**80**

Table 6: District 2 Top-Priority Projects (continued)

Rec #	Location	District + Area	Recommendation	County Jurisdiction (Unless Noted)	Source	Implementation	Safety	Community Identified Need	Connectivity & Access	Equity	Total Score
AP028	Spreckels Dr	District 2 (Aptos)	Long term: Install Class II bike lanes in uphill direction and sharrows downhill		Active Transportation Plan	20	30	10	20	0	**80**
AP029	Spreckels Dr at Seacliff Dr	District 2 (Aptos)	Install curb extension to slow traffic turning from Seacliff Dr to Spreckels Dr. When sidewalk is installed, install marked crosswalks		Active Transportation Plan	20	30	10	20	0	**80**
SC056	West Beach Rd - Watsonville city limits to Rio Boca Rd	District 2 (South County)	Long term: Class I multi-use path		Active Transportation Plan	0	30	10	20	20	**80**

Table 7: District 3 Top-Priority Projects List

Rec #	Location	District + Area	Recommendation	County Jurisdiction (Unless Noted)	Source	Implementation	Safety	Community Identified Need	Connectivity & Access	Equity	Total Score
UCSC006	Empire Grade - Heller to Highview	District 3 (UCSC)	Class IV separated bikeway or Class I multi-use path		Active Transportation Plan	10	30	0	20	20	**80**
NC002	SR-1	District 3 (North Coast)	Construct Segment 1 of the Monterey Bay Sanctuary Scenic Trail between the San Mateo County line and Waddell Beach parking	Caltrans	Monterey Bay Sanctuary Scenic Trail Master Plan	20	30	10	20	0	**80**
NC005	Santa Cruz Branch Rail Line	District 3 (North Coast)	Construct Segment 6 of the Monterey Bay Sanctuary Scenic Trail between the Wilder Ranch parking lot and Santa Cruz city limits	SCCRTC	Monterey Bay Sanctuary Scenic Trail Master Plan	0	30	10	20	20	**80**
DA001	Cement Plant Rd	District 3 (Davenport)	Conduct feasibility study to install Class I multi-use path		Active Transportation Plan	20	30	5	20	0	**75**
DA002	CEMEX property	District 3 (Davenport)	Study options to construct shared use path through CEMEX property to connect New Town with Marine View Ave, as outlined in CEMEX reuse plan	Private property	Active Transportation Plan	20	30	5	20	0	**75**
UCSC001	Coolidge Dr	District 3 (UCSC)	Install sidewalk on both sides of the street or other safe pedestrian access between High Street and Hagar Drive		Active Transportation Plan	0	30	5	20	20	**75**

Table 8: District 4 Top-Priority Projects List

Rec #	Location	District + Area	Recommendation	County Jurisdiction (Unless Noted)	Source	Implementation	Safety	Community Identified Need	Connectivity & Access	Equity	Total Score
SC015	College Rd	District 4 (South County)	Long term: Class II bicycle lanes		Active Transportation Plan	20	30	5	20	20	**95**
SC019	E. Lake Ave (SR-152) - Watsonville city limits to Carlton/ Casserly	District 4 (South County)	Class II buffered or Class IV separated bikeway	Caltrans	Active Transportation Plan	20	30	5	20	20	**95**
SC025	Green Valley Rd 1 (south) - Watsonville city limits to Behler Road	District 2/4 (South County)	Class I multi-use path		Active Transportation Plan	10	30	10	20	20	**90**
SC016	College Rd	District 4 (South County)	Install sidewalk on one side of the street		Active Transportation Plan	10	30	5	20	20	**85**
SC045	Paulsen Rd	District 4 (South County)	Study options for sidewalk or shared use path between 162 Paulsen Road and Green Valley Road		Active Transportation Plan	20	20	5	20	20	**85**

Table 9: District 5 Top-Priority Projects List

Rec #	Location	District + Area	Recommendation	Source	Implementation	Safety	Community Identified Need	Connectivity & Access	Equity	Total Score
FE006	Felton Empire	District 5 (Felton)	Install sidewalk and shade trees between SR-9 and Cooper/Gushee. Short term: install sharrows between SR-9 and Cooper/Gushee.	SR-9/SLV Complete Streets Corridor Plan	20	30	10	20	0	**80**
FE007	Felton Empire at Gushee St/Cooper St	District 5 (Felton)	Install curb extensions to shorten crossing distance on Felton Empire. Install lighting. Analyze dome rumble strips to slow eastbound traffic speeds on Felton Empire before the curve.	SR-9/SLV Complete Streets Corridor Plan + Active Transportation Plan	20	30	10	20	0	**80**
SV007	Graham Hill Rd 1 (south) - Santa Cruz city limits to Park Ave	District 5 (Scotts Valley)	Long term: Class I multi-use path or Class II bike lanes where Class I is not feasible	Active Transportation Plan	0	30	10	20	20	**80**
SV024	Graham Hill Rd 1 (south) - Santa Cruz city limits to Park Ave	District 5 (Scotts Valley)	Short term: Class III long distance rural route	Active Transportation Plan	20	30	10	0	20	**80**
SV008	Graham Hill Rd 2 (north - Felton) - Park Av to SR-9	District 5 (Scotts Valley)	Class II enhanced bicycle lanes	Active Transportation Plan	0	30	10	0	20	**80**
FE025	Graham Hill Road	District 5 (Felton)	Install sidewalk from NE corner crosswalk to Metro stop #2559 (Graham Hill Rd and Covered Bridge Rd northbound), incl. shade trees	SR-9/SLV Complete Streets Corridor Plan	20	30	10	20	0	**80**
FE012	Gushee St	District 5 (Felton)	Class II bicycle lanes between Hihn St and Felton Empire	SR-9/SLV Complete Streets Corridor Plan	20	30	10	20	0	**80**
FE026	Kirby St	District 5 (Felton)	Fill gaps in Kirby St sidewalk from SR-9 to Gushee	SR-9/SLV Complete Streets Corridor Plan	20	30	10	20	0	**80**
SV011	La Madrona Drive	District 5 (Scotts Valley)	Class III long distance rural route	Active Transportation Plan	20	30	10	0	20	**80**
BC006	West Park Ave	District 5 (Boulder Creek)	Install sidewalk with shade trees on north side of street between SR-9 and library	SR-9/SLV Complete Streets Corridor Plan	20	30	10	20	0	**80**

FUNDING SOURCES

The following table lists potential grant and program-funding sources that can be used to implement the projects identified in this plan.

Table 10: Funding Sources for Active Transportation

Funding Source	Capital Improvements	Evaluation & Planning	Education, Encouragement, & Enforcement Programs	Maintenance
Local				
Measure D: Regional Sales Tax	X	X	X	X
Transportation Development Act	X	X	X	X
County General Funds	X	X	X	X
County Gas Tax Revenues	X	X	X	X
Foundations	X	X	X	
Businesses and Corporations	X		X	
Developer Impact Fees	X			
State				
Active Transportation Program	X	X	X	
California Office of Traffic Safety			X	
AB 2766 Motor Vehicle Subvention Program	X	X	X	
State Highway Operations and Protection Program (SHOPP)	X	X		
State Transportation Improvement Program (STIP)	X			

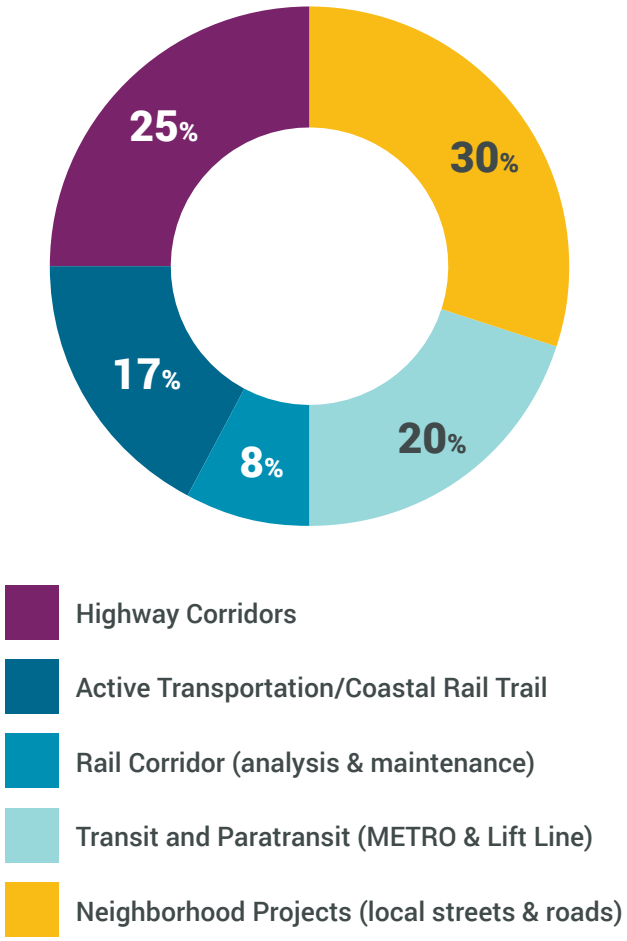
Table 10: Funding Sources for Active Transportation (continued)

Funding Source	Capital Improvements	Evaluation & Planning	Education, Encouragement, & Enforcement Programs	Maintenance
Federal				
Surface Transportation Block Grant/Regional Surface Transportation Program Exchange (STBG/RSTPX)	X	X	X	
Highway Safety Improvement Program	X		X	
Better Utilizing Investments to Leverage Development (BUILD) Program	X			

MEASURE D

To address the ongoing shortfall in transportation funding, Santa Cruz County voters approved Measure D in 2016. Measure D institutes a half-cent sales tax that will provide approximately $20 million annually for local transportation projects over the next thirty years. The funds are distributed by formula to cities, the County, Santa Cruz METRO, and other agencies, and funding in the neighborhood projects category can be used for active transportation projects. The County of Santa Cruz receives approximately $3 million in Measure D funds by formula each year.[2]

Figure 11. Measure D Expenditure Categories



Source: Santa Cruz County Regional Transportation Commission

MAINTENANCE

The need for maintenance of bicycle and pedestrian facilities is often reported by residents walking and bicycling on local roadways. Bicycle and pedestrian maintenance issues in unincorporated Santa Cruz County can be reported through the My Santa Cruz County app or through the Public Works Department's website. The Santa Cruz County Regional Transportation Commission (SCCRTC) also maintains the Bicycle and Pedestrian Hazard Report program, which is a webpage where any issue related to bicycle and pedestrian safety can be reported. Reports are forwarded to the appropriate jurisdiction for action and are reviewed by SCCRTC advisory committees. Maintenance issues on state highways can be reported to Caltrans at **https://csr.dot.ca.gov/**.

2 Santa Cruz County Regional Transportation Commission website, Measure D: www.sccrtc.org/MeasureD

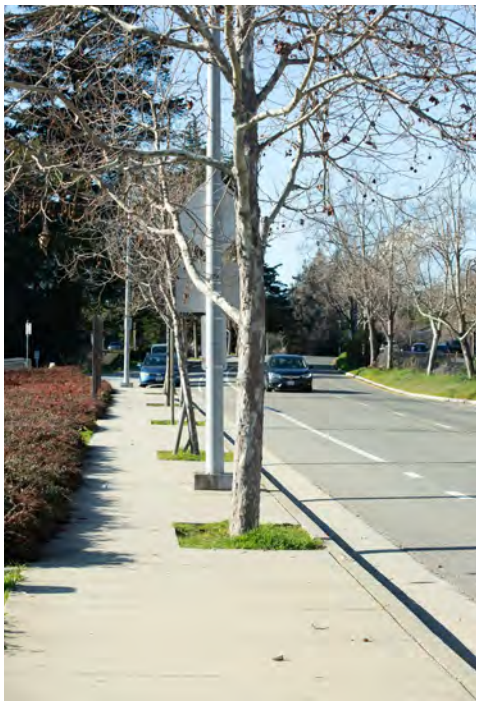
The County of Santa Cruz is responsible for maintaining pavement on roads that have been accepted for maintenance by the County. The County also maintains signage, signals, striping, guardrails, and other traffic safety devices, walls and other retaining structures, and drainage facilities serving the roadway.

The County of Santa Cruz currently employs the following maintenance policies and procedures to keep bicycle and pedestrian facilities in good repair:

- **Bike lanes that are contiguous with a county-maintained roadway are maintained by the County** as part of the roadway. Bike lanes are swept clear of debris approximately every 45 days.
- **According to the California Streets and Highways Code,** adjacent property owners are responsible for the maintenance of curbs, gutters, sidewalks, and adjoining walls along the frontage of their property.
- **According to the Streets and Highways Code, a set amount of maintenance funding is provided by the gas tax**, and the County is charged with maintaining the roadways as best as those funds allow. There is no specific standard to which a roadway must be maintained. Ideally, roads are resealed every five to ten years to keep pavement in good condition. The County works to maximize the funding it receives to provide the greatest benefit to the greatest number of road users.

MAINTENANCE RECOMMENDATIONS

In addition to existing road maintenance procedures, this plan recommends that the County work to maintain and expand shoulder width during repaving projects to increase space for people who are walking and biking. On rural roadways with no bicycle facilities, even a few inches of shoulder can make it more comfortable for cyclists to share the road. This plan also recommends that the County pursue funding for a street sweeper that is narrow enough to allow maintenance of Class IV separated bikeways. Finally, this plan recommends that Class I paths be regularly maintained to ensure their safe and comfortable use.

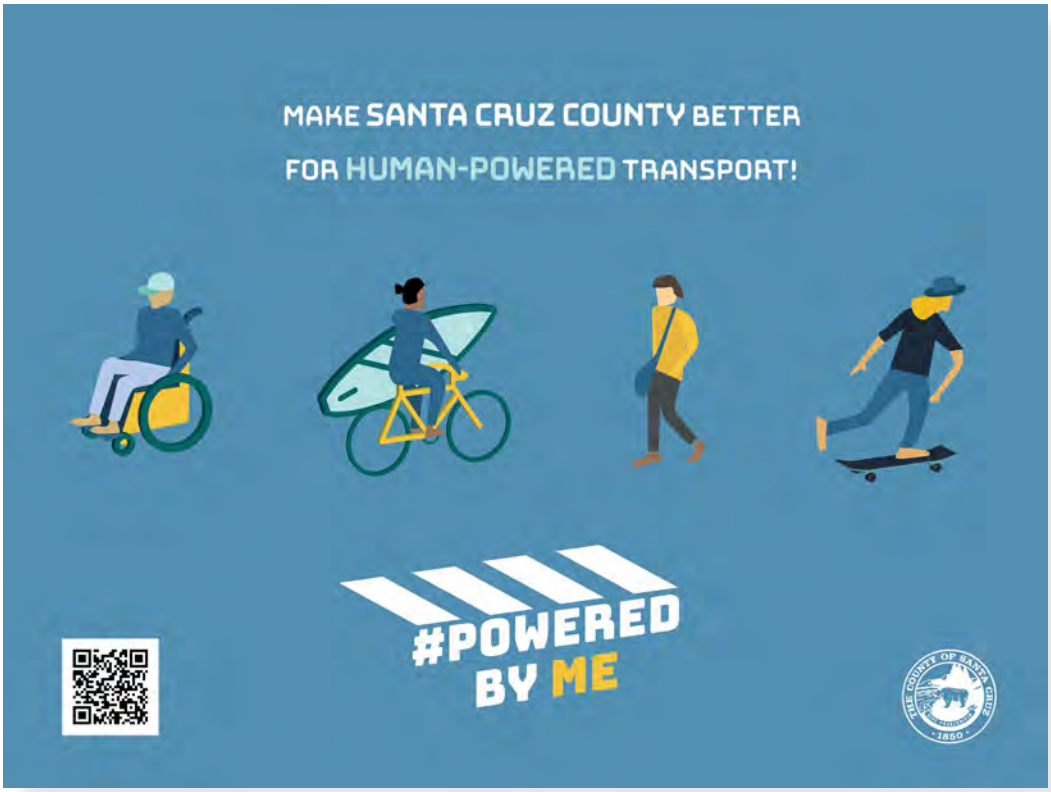


Any Complete Streets improvements built on Caltrans right of way will require a maintenance agreement to ensure the facilities are in a state of good repair.

Appendix

APPENDIX A
COMMUNITY OUTREACH MATERIALS + SURVEY RESULTS

Yard sign - Spanish



Yard sign - English

Please indicate which concerns you have regarding walking or bicycling to get around the County.

Indique qué preocupaciones tiene con respecto a caminar o andar en bicicleta en el Condado de Santa Cruz no incorporado (seleccione todas las opciones que correspondan).

- Narrow, broken or obstructed sidewalks / Aceras estrechas, rotas u obstruidas
- Missing sidewalks / Falta de aceras/andenes peatonales
- Aggressive drivers / Conductores/as agresivos
- Intersections do not feel safe / Intersecciones inseguras
- Speed of motor vehicle traffic / Velocidad del tráfico de vehículos
- Having my bicycle stolen or vandalized / Que me roben o vandalicen mi bicicleta
- Getting in a crash / Tener un accidente
- The distance I have to travel / La distancia que tengo que viajar
- Carrying the things I need to have with me / Llevar las cosas que necesito tener conmigo
- Transporting other people / Transportando a otras personas
- Being harassed while walking or biking / Ser acosado/da al caminar o andar en bicicleta
- Something going wrong with my bike, like a flat tire / Tener algun problema mecanico con mi bicicleta, como una llanta pinchada
- Lifting my bike onto a bus / Levantar mi bicicleta al autobús
- Lack of shade trees on walking routes/biking routes / Falta de árboles de sombra en las rutas peatonales y carriles para bicicletas
- I do not have access to a bicycle / No tengo acceso a una bicicleta
- Do not know how to ride a bike / No se como andar en bicicleta
- Knowing the rules of the road for walking and biking in the County / Conocer las reglas del camino para caminar y andar en bicicleta en el condado
- Lack of lighting on walking/biking routes / Falta de iluminación en las rutas peatonales y carriles para bicicletas
- Being stopped by police / Ser detenido/da por la policía
- Walking or biking makes it hard to look professional / Caminar o andar en bicicleta dificulta mantener una apariencia profesional
- Hilly terrain is challenging / Demasiadas subidas
- Other / Otra

Take our 5-minute survey and be entered to **win a $50 gift card** to local businesses!

in partnership with:

Public Health Prevent. Promote. Protect. Santa Cruz County

BIKE SANTA CRUZ COUNTY

Ecology Action

#POWERED BY ME

#IMPULSADO POR MI

Community survey poster #1

#POWERED BY ME

#IMPULSADO POR MI

Please indicate your response to the following statement:

I would like to travel by bicycle or on foot in unincorporated Santa Cruz County for my daily commute, errands, and other activities more than I do now.

- Strongly agree
- Somewhat agree
- Not sure
- Somewhat disagree
- Strongly disagree

Indique su respuesta a la siguiente declaración:

Me gustaría viajar en bicicleta o a pie en el Condado para mis viajes diarios, diligencias y otras actividades.

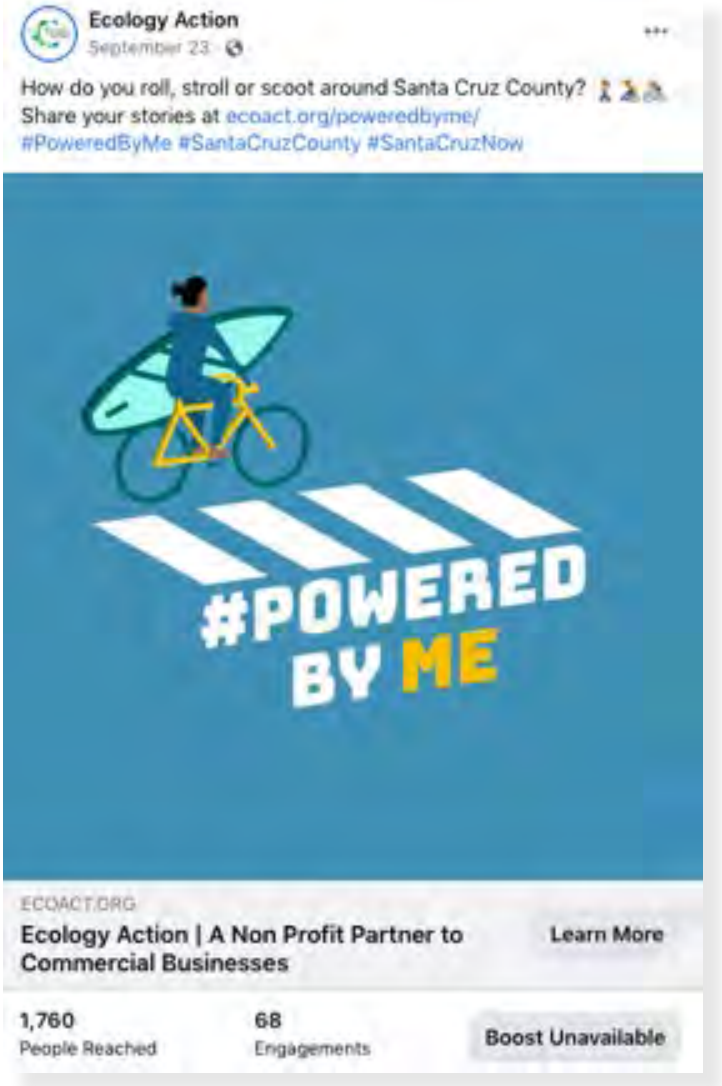
Me gustaria hacerlo más de lo que lo hago ahora.

- Totalmente de acuerdo
- De acuerdo
- No estoy seguro/ra
- No estoy de acuerdo
- Muy en desacuerdo

Take our 5-minute survey and be entered to **win a $50 gift card** to local businesses!

Community survey poster #2

Social media post #1



Social media post #2

MAKE SANTA CRUZ COUNTY BETTER FOR HUMAN-POWERED TRANSPORT!

Santa Cruz County Active Transportation Plan

The **Santa Cruz County Active Transportation Plan** is a partnership between the County of Santa Cruz Public Works Department, County Public Health, Ecology Action, and Bike Santa Cruz County. The Active Transportation Plan will provide a roadmap for future improvements for walking and bicycling in unincorporated Santa Cruz County.

We want to hear from you! Visit our website to share your ideas for new projects and tell us about hazards, crashes, or safe places that you've experienced while walking or bicycling in unincorporated Santa Cruz County.

LEARN MORE

Ecology Action | Helping people act now

Ecology Action
877 Cedar St., #240
Santa Cruz, CA 95060

MORE INFO

Find us on Facebook

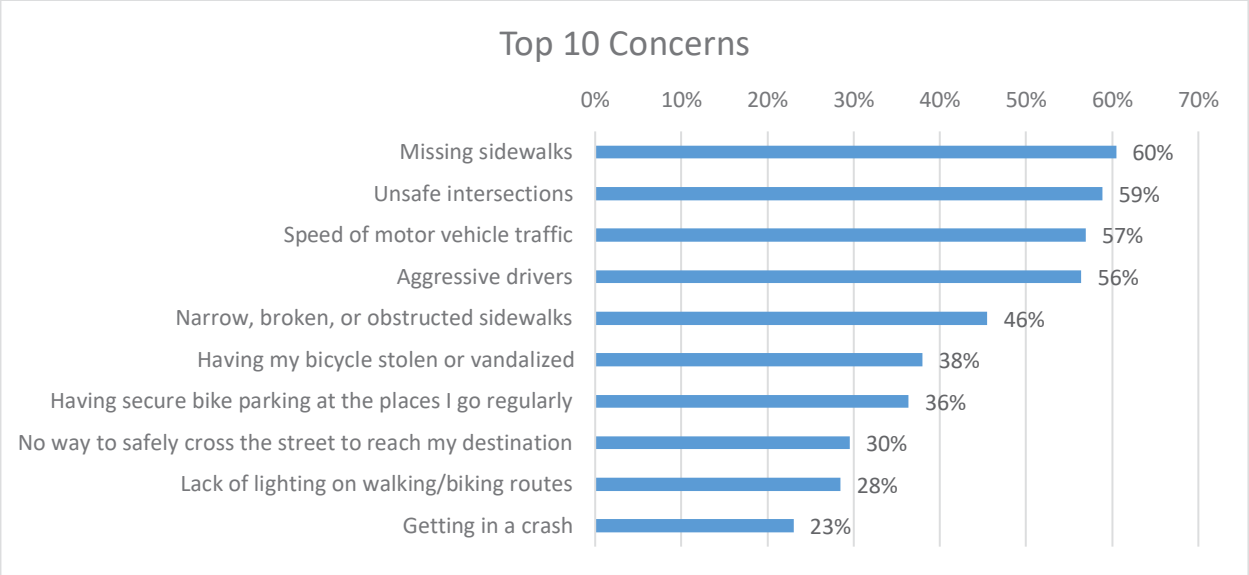
SantaCruz.com

GoodTimes

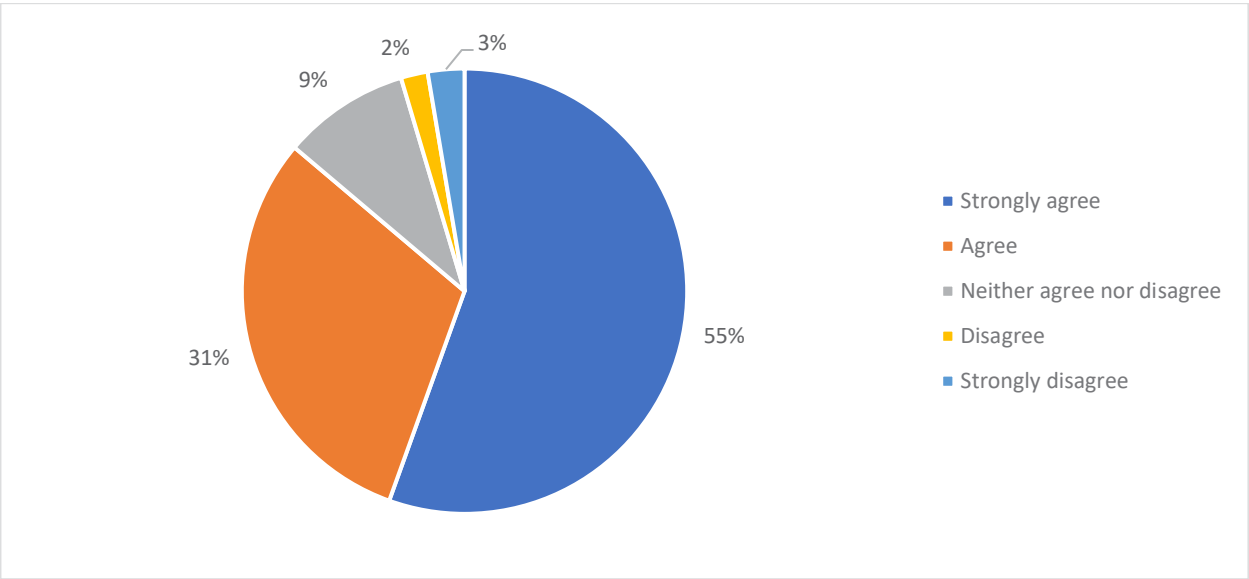
Email promotion

Community Survey Data

1. **Please indicate which concerns you have regarding walking or bicycling to get around in unincorporated Santa Cruz County (select all that apply).**

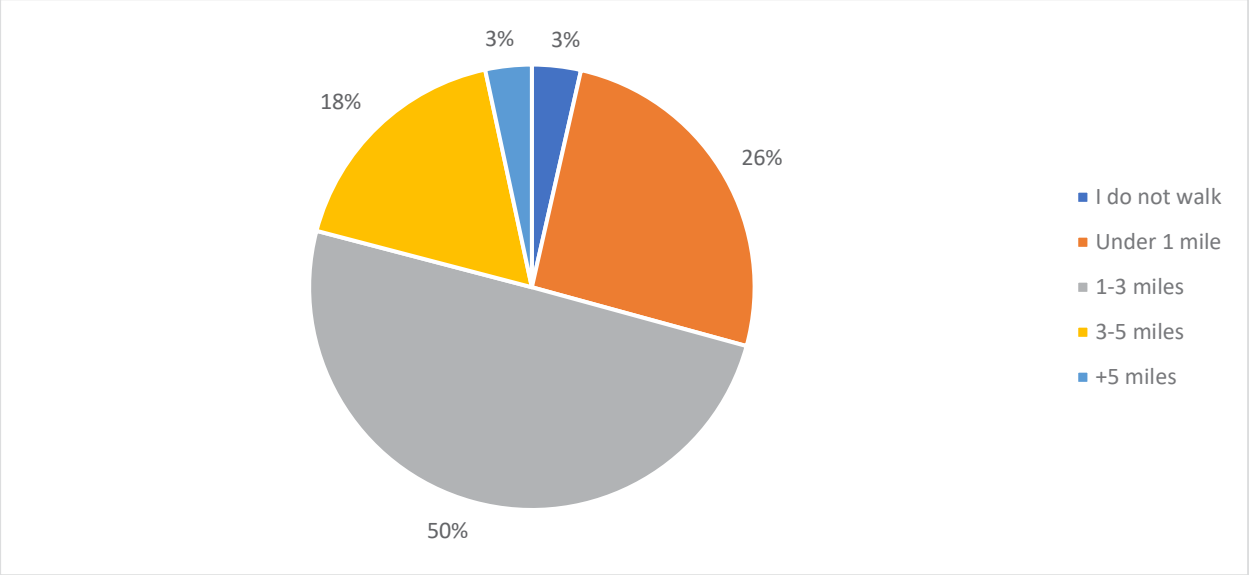


2. **Please indicate your response to the following statement: I would like to travel by bicycle or on foot in the County for my daily commute, errands, and other activities more than I do now.**

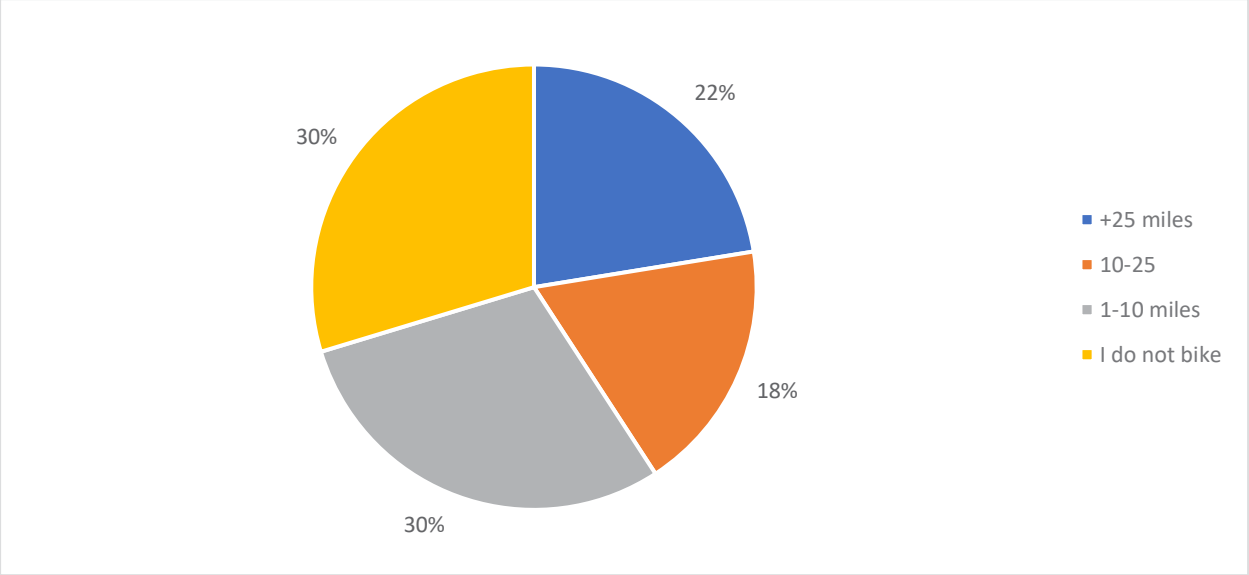


Community survey results

3. How far do you typically walk in day?

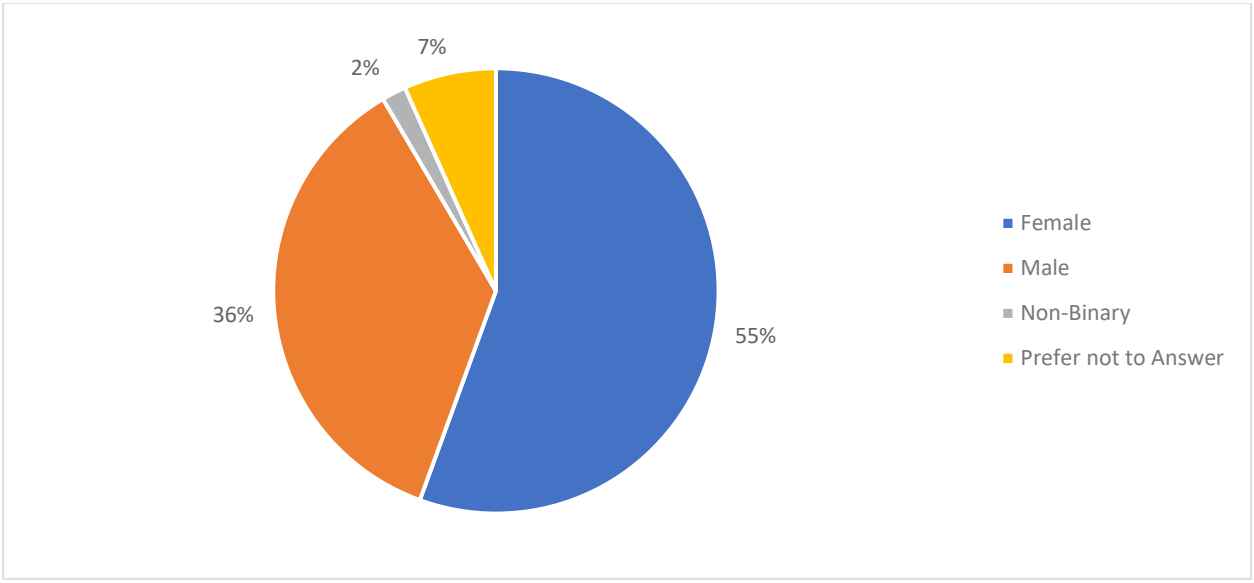


4. How far do you typically bike in a week?

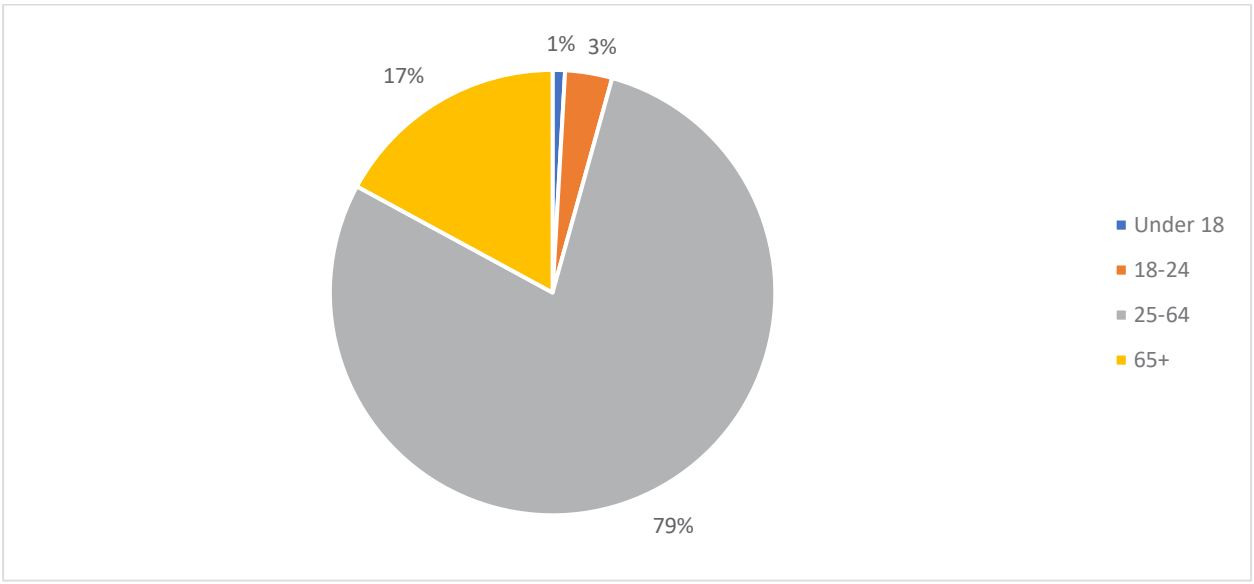


Survey Respondent Demographics

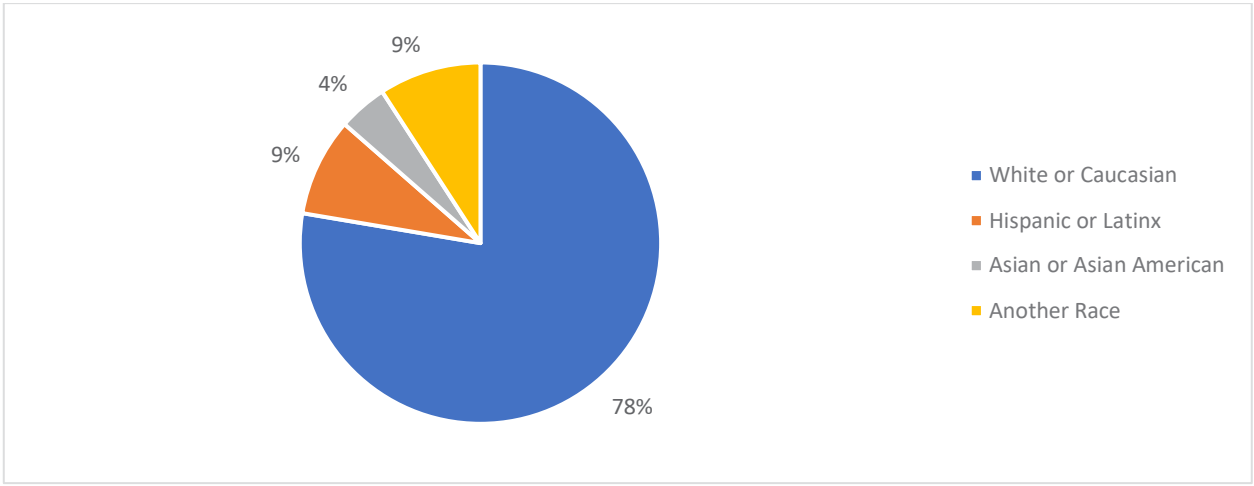
Gender



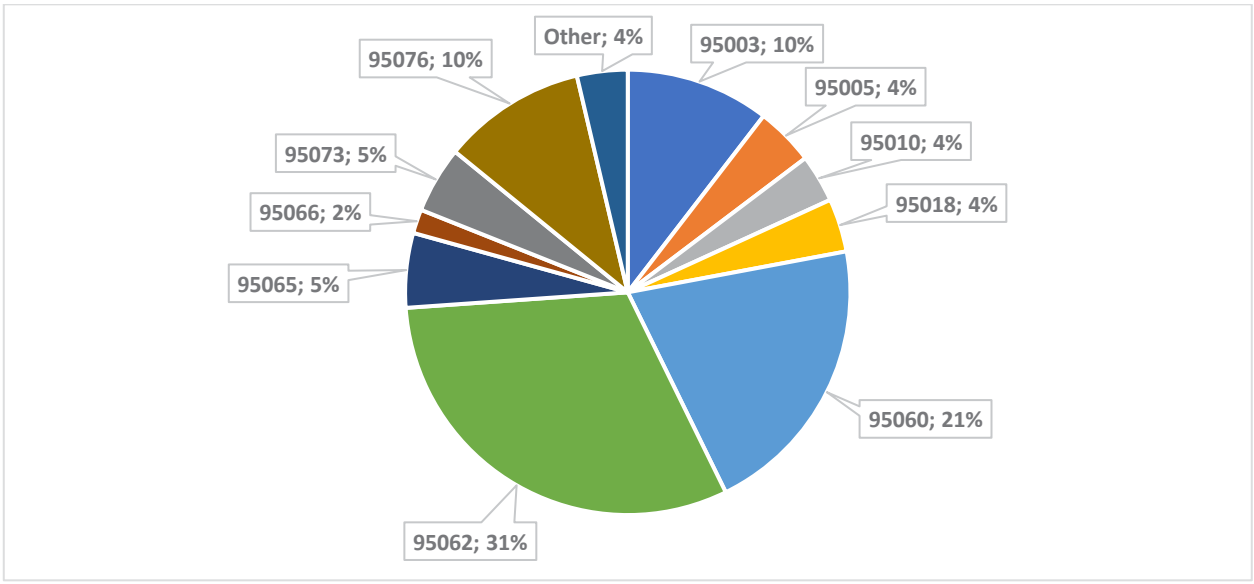
Age



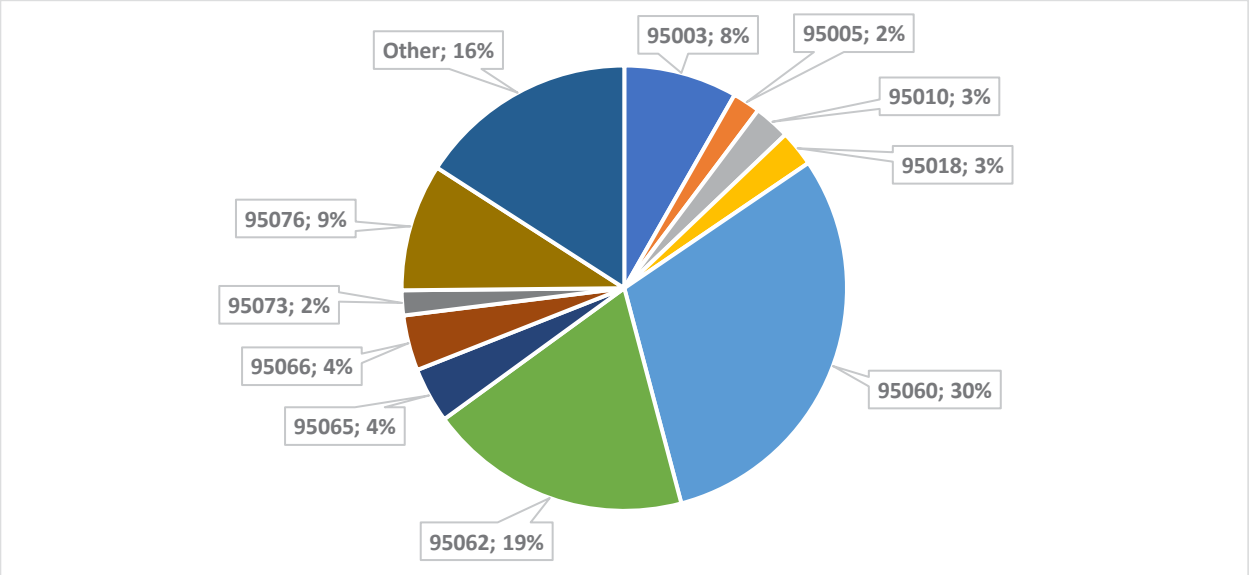
Ethnicity



Resident Zip Code



Work Zip Code



APPENDIX B
TEMPORARY INSTALLATION OUTREACH MATERIALS + SURVEY RESULTS

Green Valley flyer

Green Valley banner


DO YOU LIKE WALKING AND BIKING HERE?
#POWERED BY ME
Help us build a permanent project like this by taking the survey at ecoact.org/poweredbyme
THE COUNTY OF SANTA CRUZ
1850
Public Health
Santa Cruz County
Ecology Action
BIKE SANTA CRUZ COUNTY

Yard sign

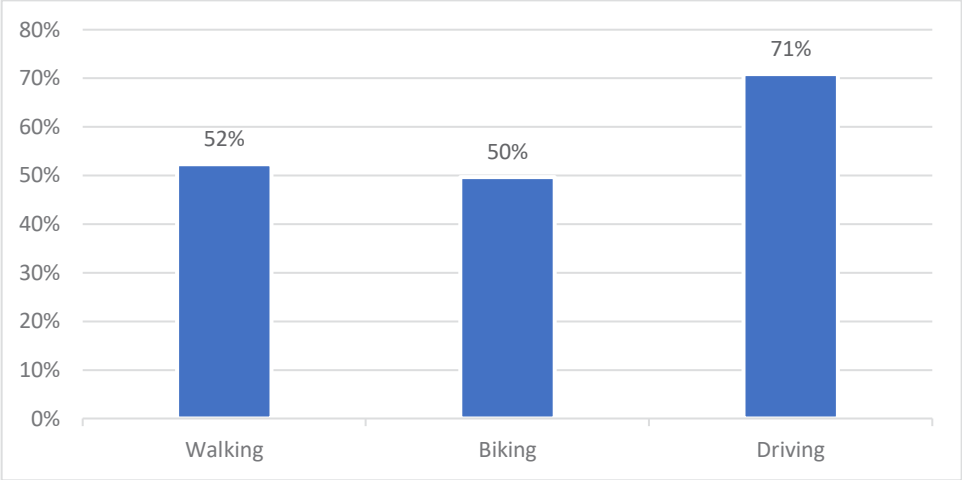
Social media post #1

Social media post #2

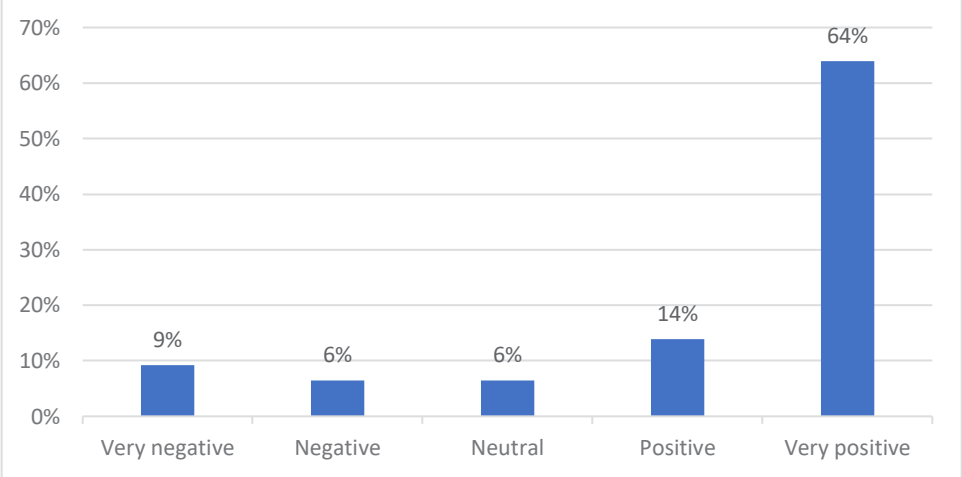
Green Valley Road Temporary Installation Survey Data

156 total survey responses

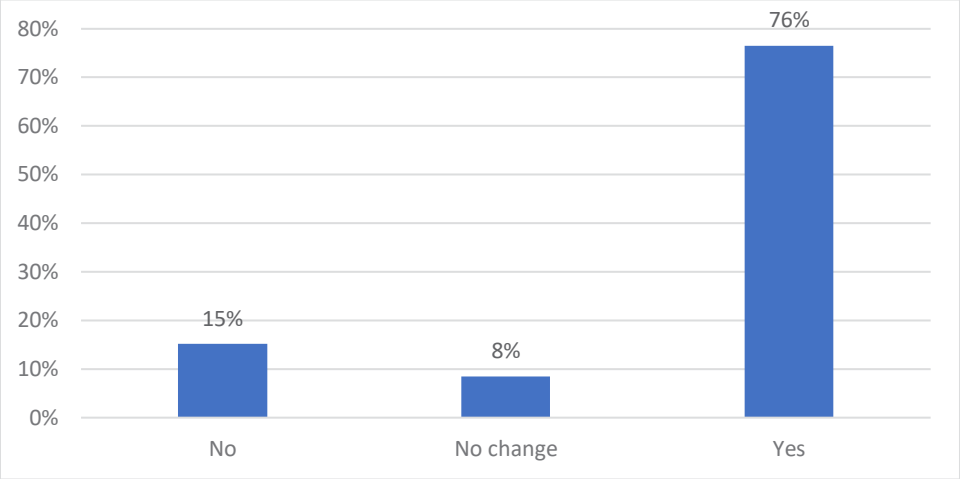
1. **Did you experience the installation on foot/by bike/by car? (Respondents could select more than one response)**



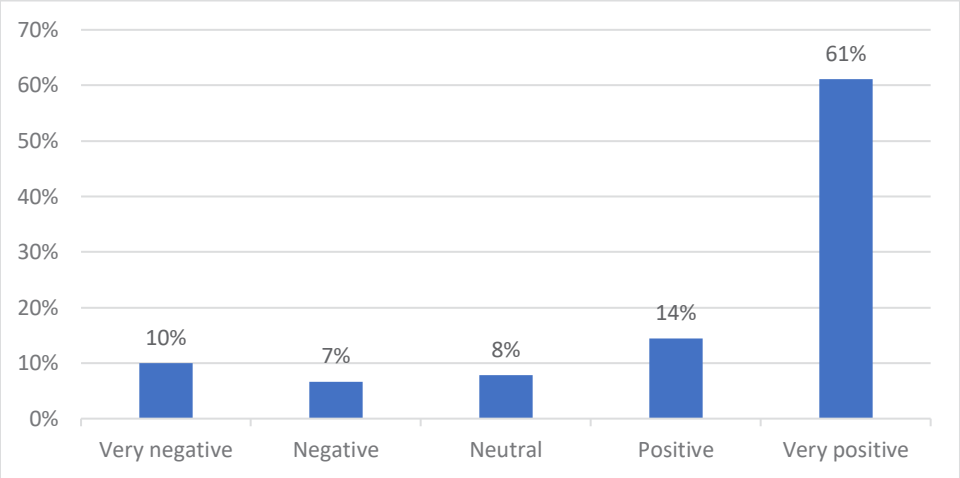
2. **If you walked through the demonstration, how would you describe your experience using this space?**



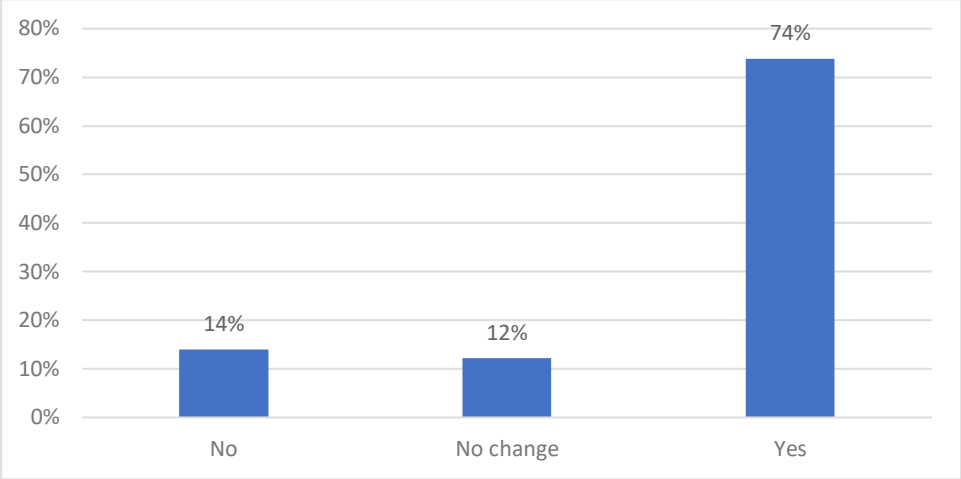
3. **Do the temporary improvements make walking feel more comfortable?**



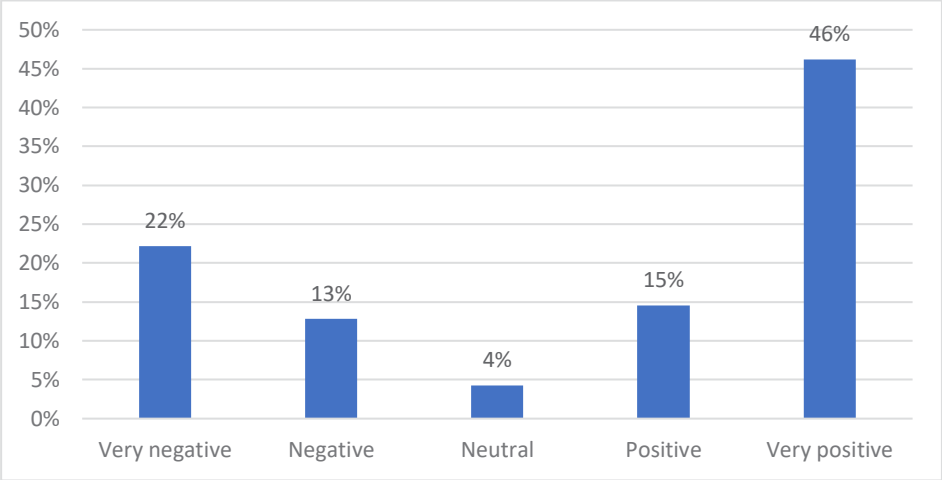
4. **If you experienced the demonstration event by bicycle, how would you describe your experience using this space?**



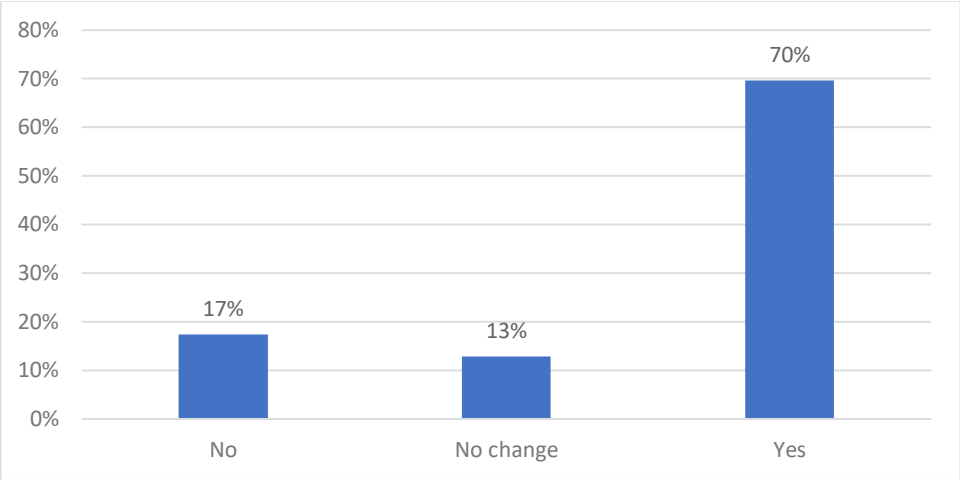
5. Do the temporary improvements make bicycling feel more comfortable?



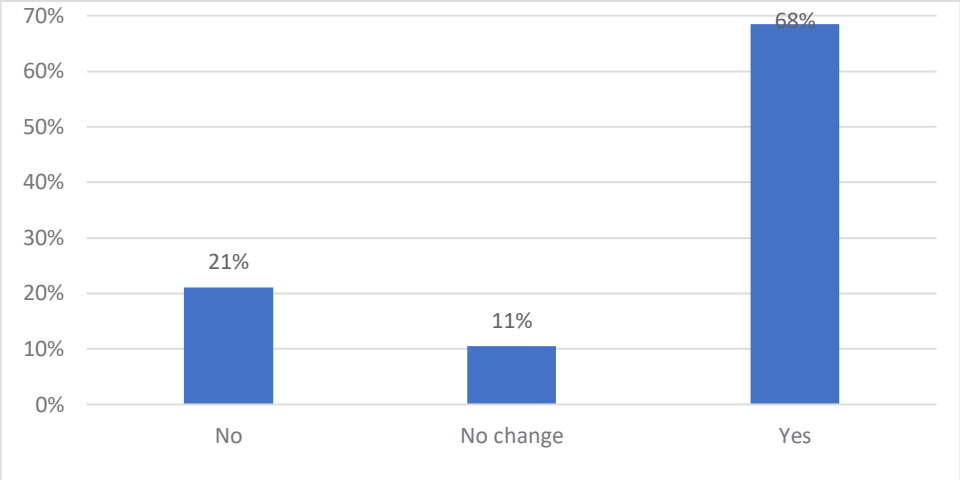
6. If you experienced the demonstration event by car, how would you describe your experience using this space?



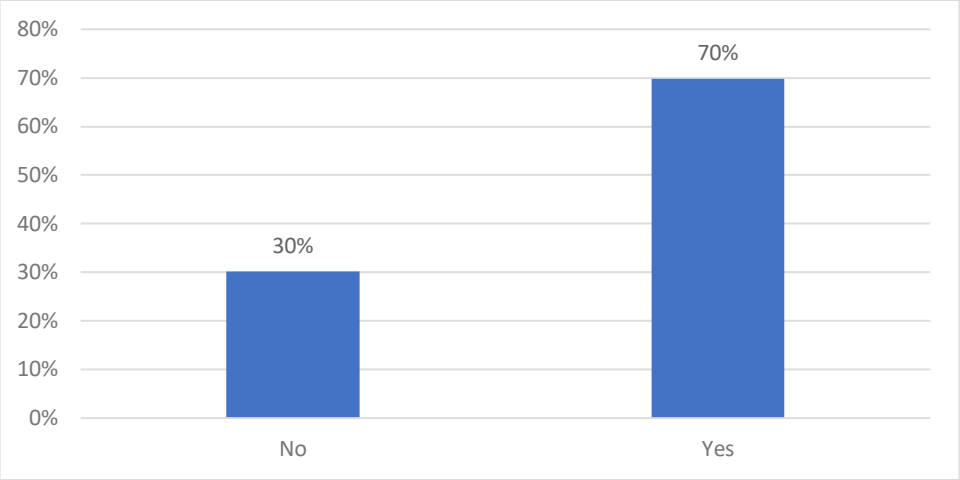
7. **When driving, do the temporary improvements make people walking or bicycling more visible?**



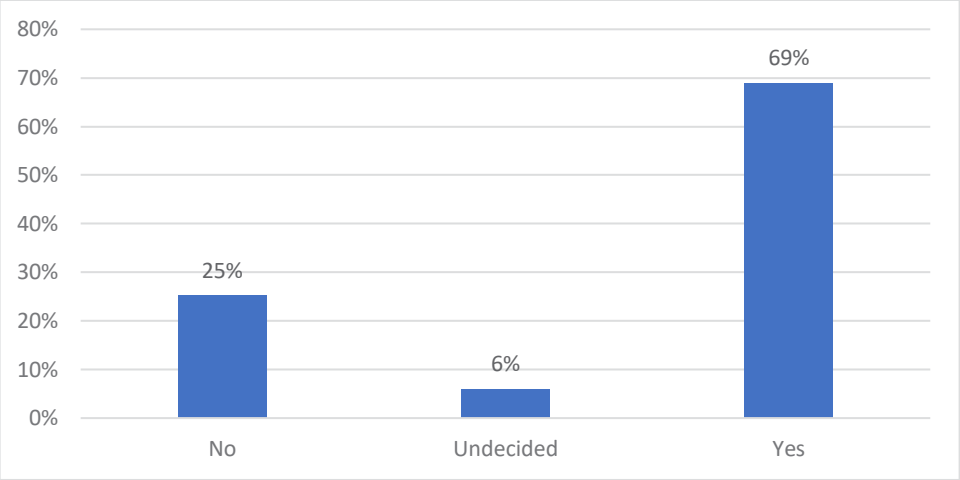
8. **When driving, do the temporary improvements make you more aware of people walking or bicycling?**



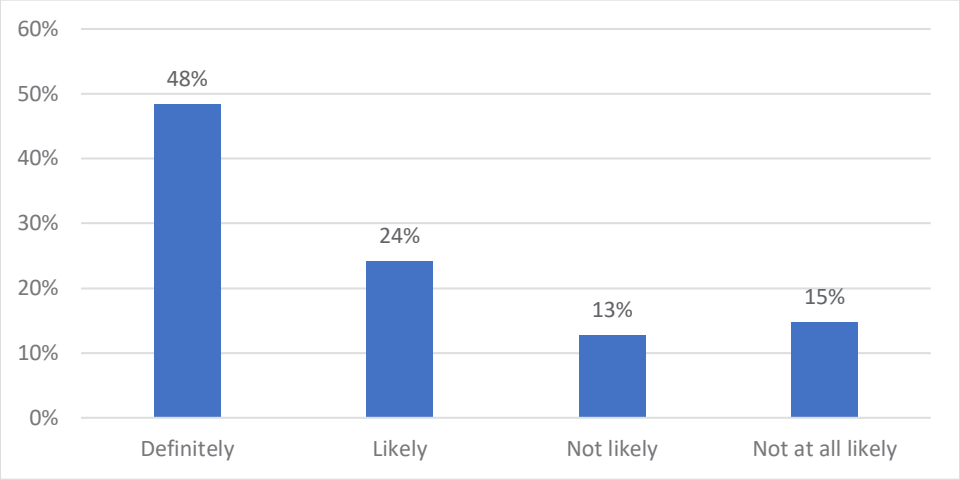
9. Were the temporary treatments easy to navigate and understand?



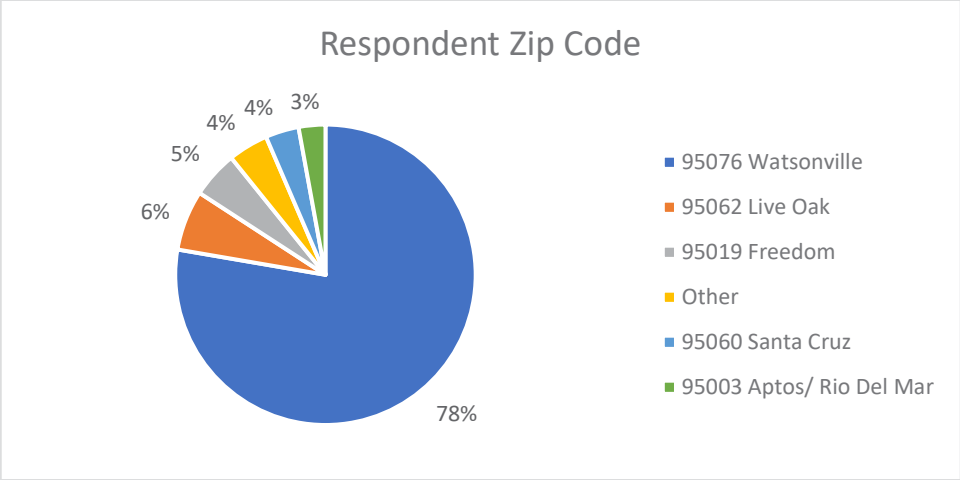
10. Would you like to see the temporary improvements made permanent?

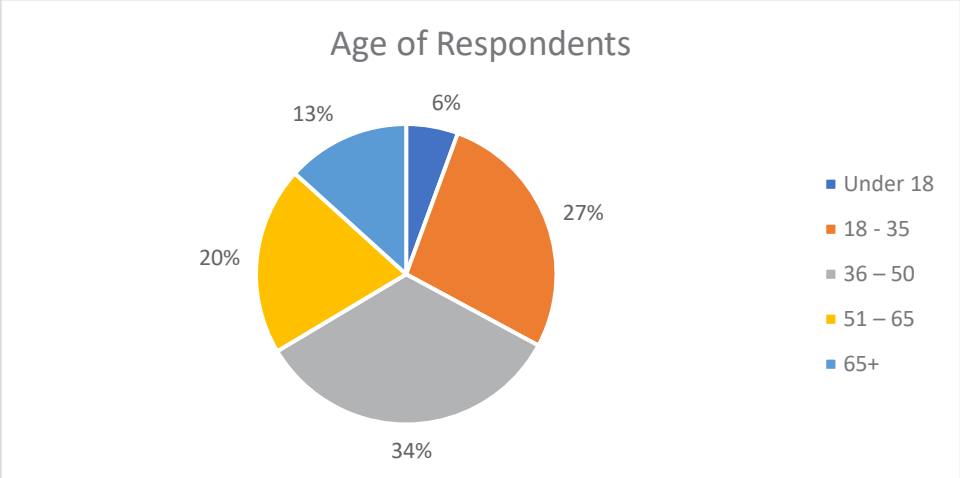


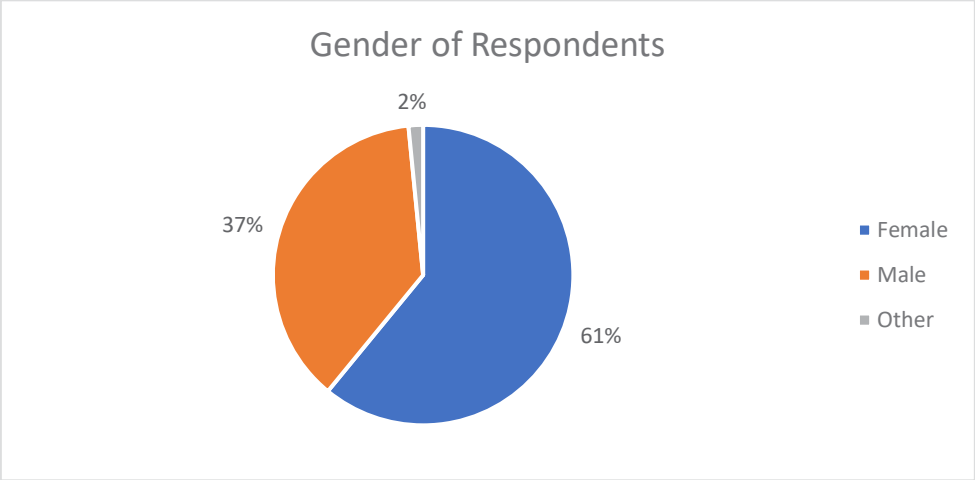
11. How likely would you be to use the facility if it became permanent?

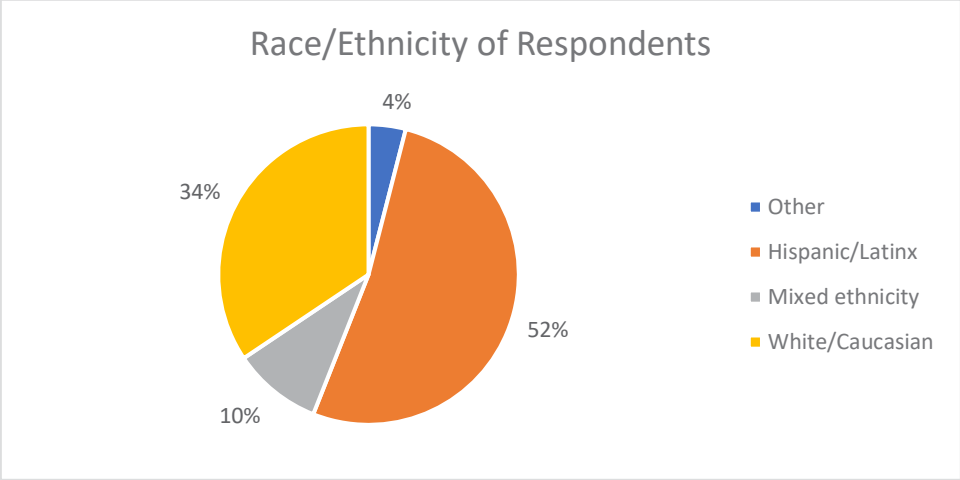


Survey Respondent Demographics






Gender of Respondents
2%
37%
61%
Female
Male
Other


Race/Ethnicity of Respondents
4%
34%
52%
10%
Other
Hispanic/Latinx
Mixed ethnicity
White/Caucasian

PROTECTED WALKING AND BIKING INSTALLATION

JUNE 25TH - JULY 21ST

Join us to test out projects from the County of Santa Cruz Active Transportation Plan and tell us what you think! We'll be installing temporary pedestrian improvements and protected bike lanes on Portola Drive between 36th Avenue and 41st Avenue.

JOIN US FOR OPENING DAY AND ENJOY FREE PIZZA!

June 25th from 5:00-7:00pm

Portola between 38th and 40th Ave

In the lot next to Back in Shape Chiropractic

Take the survey to tell us what you think.
(Point your phone camera here)

ecoact.org/poweredbyme

The County of Santa Cruz · Public Health Santa Cruz County · Ecology Action · Bike Santa Cruz County

Portola flyer

Portola banner

Portola social media post #1

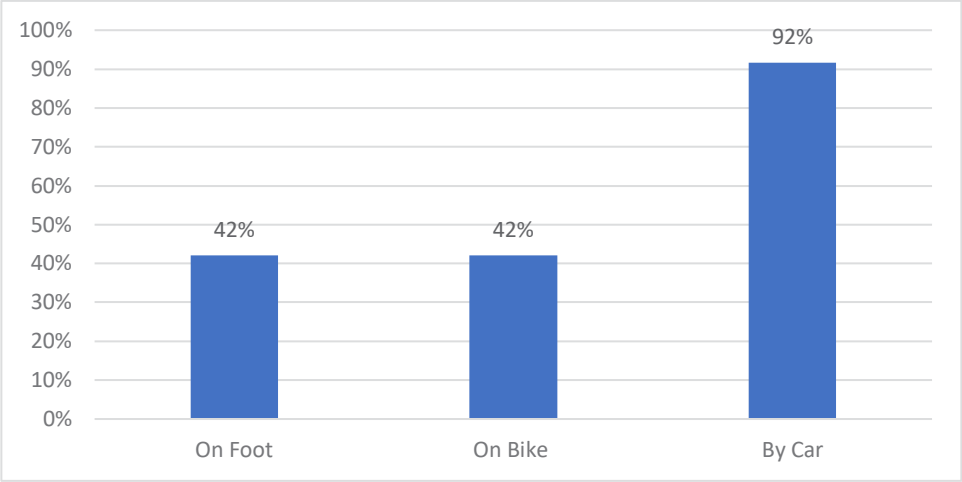
Portola social media post #2

Portola Drive Temporary Installation Survey Data

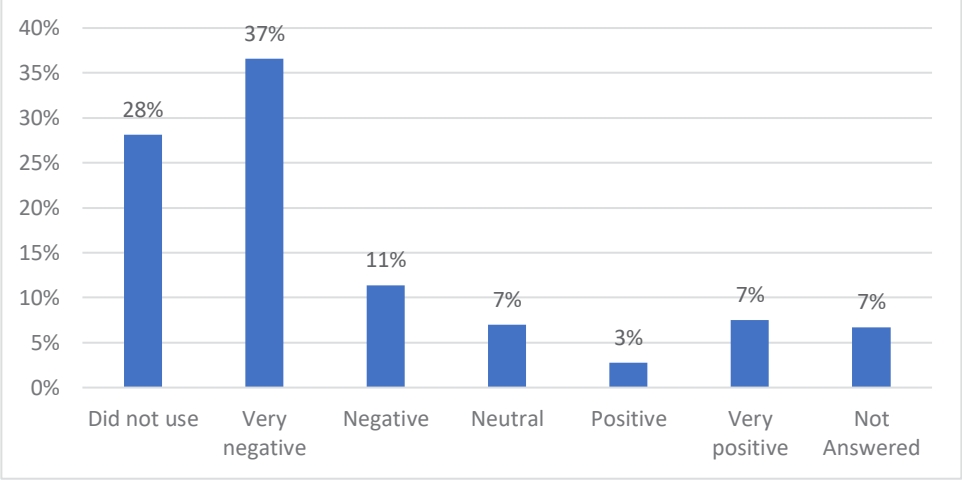
1909 total survey responses*

*Includes responses received between June 24th (after construction was complete) and August 1st. 157 responses received before June 24th are not included.

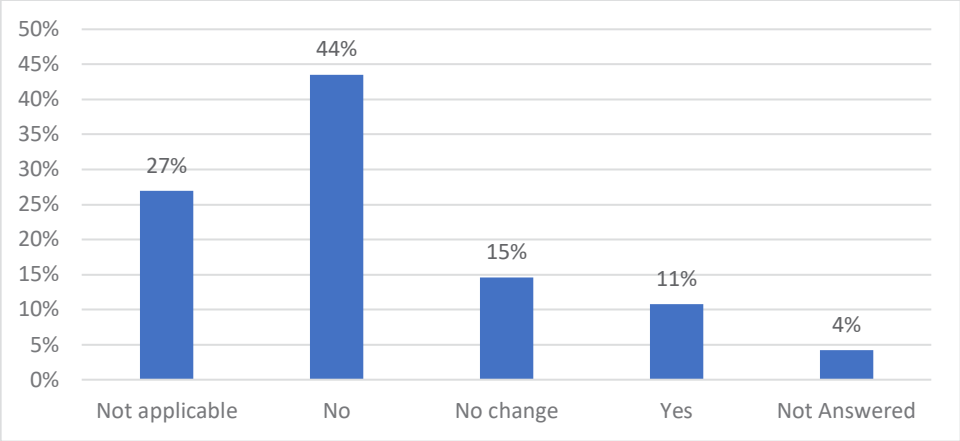
1. Did you experience the installation on foot/by bike/by car? (Respondents could select more than one response)



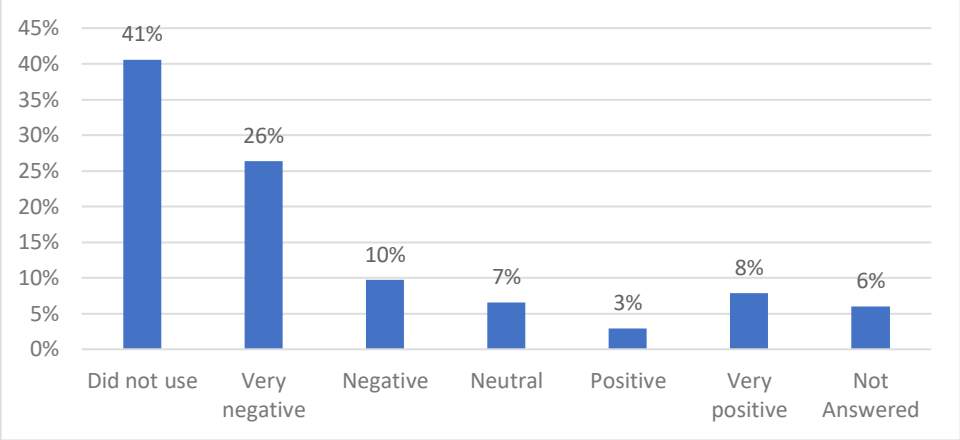
2. If you walked through the demonstration, how would you describe your experience using this space?



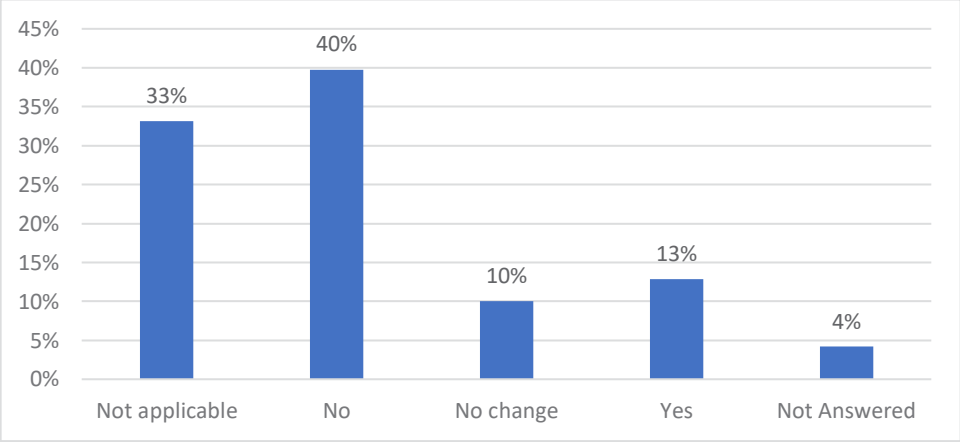
3. Do the temporary improvements make walking feel more comfortable?



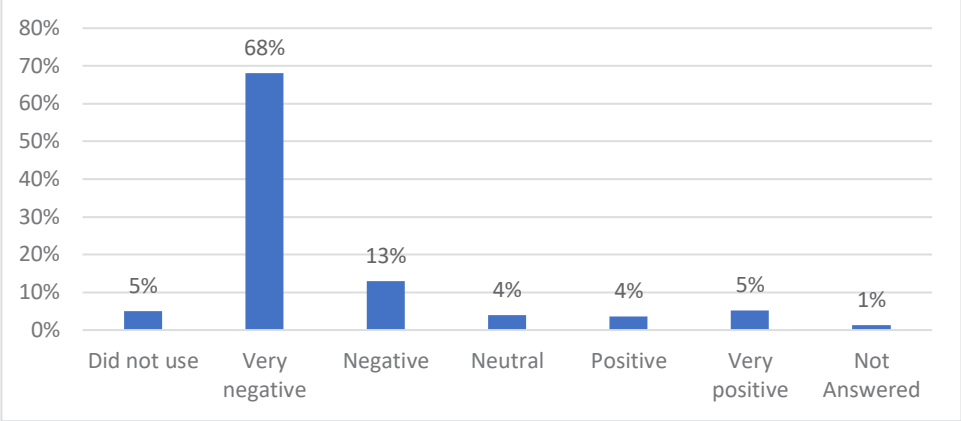
4. If you experienced the demonstration event by bicycle, how would you describe your experience using this space?



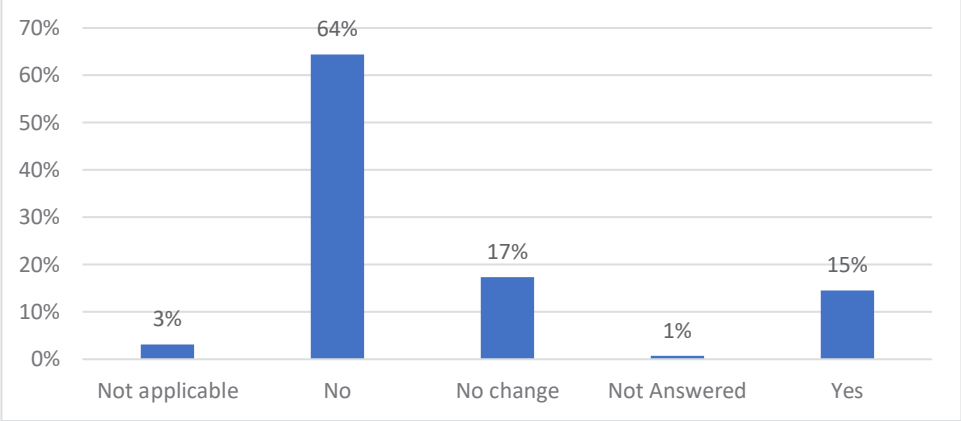
5. Do the temporary improvements make bicycling feel more comfortable?



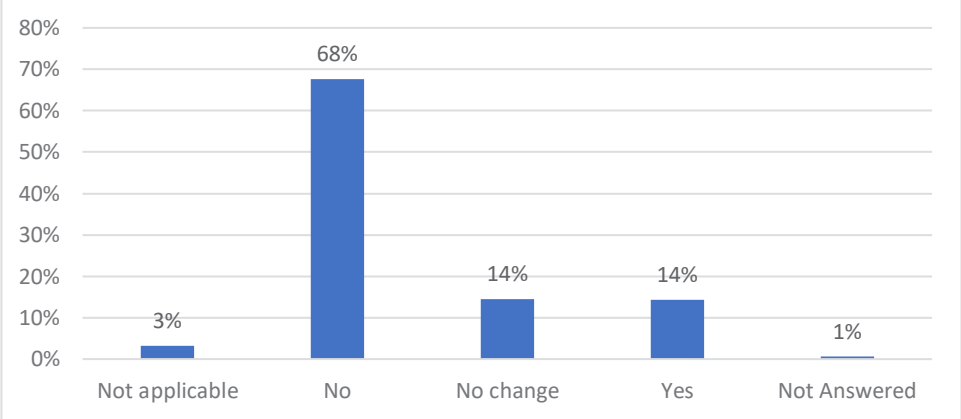
6. **If you experienced the demonstration event by car, how would you describe your experience using this space?**



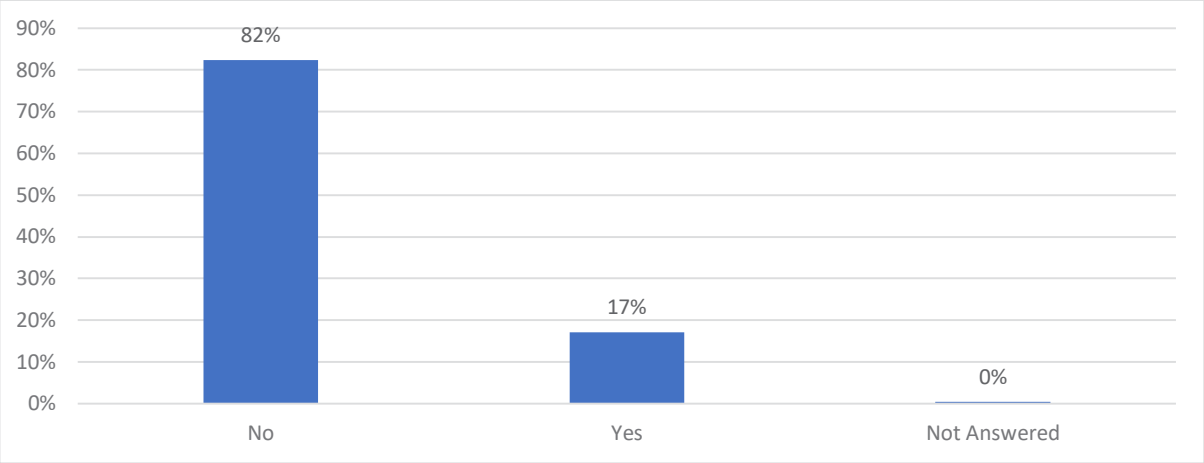
7. **When driving, do the temporary improvements make people walking or bicycling more visible?**



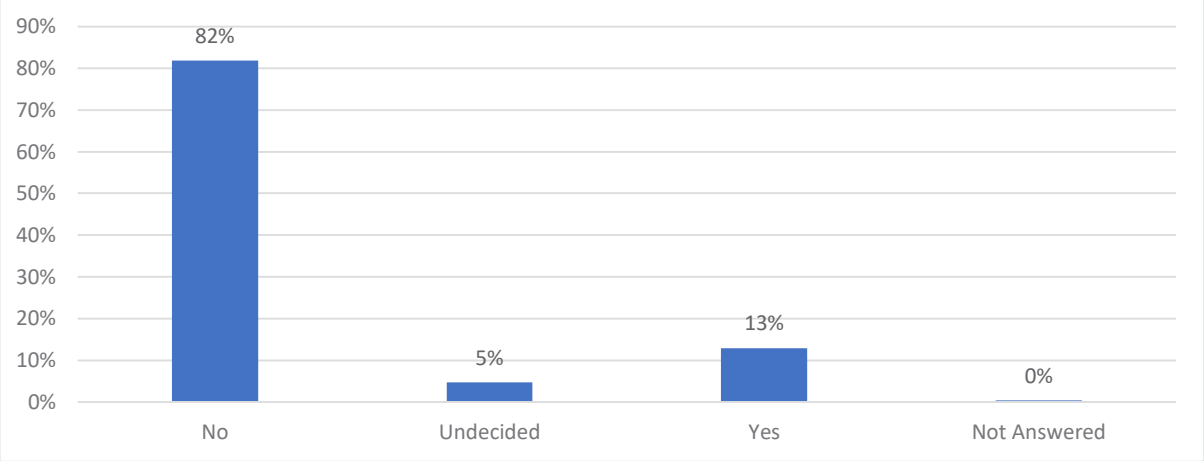
8. **When driving, do the temporary improvements make you more aware of people walking or bicycling?**



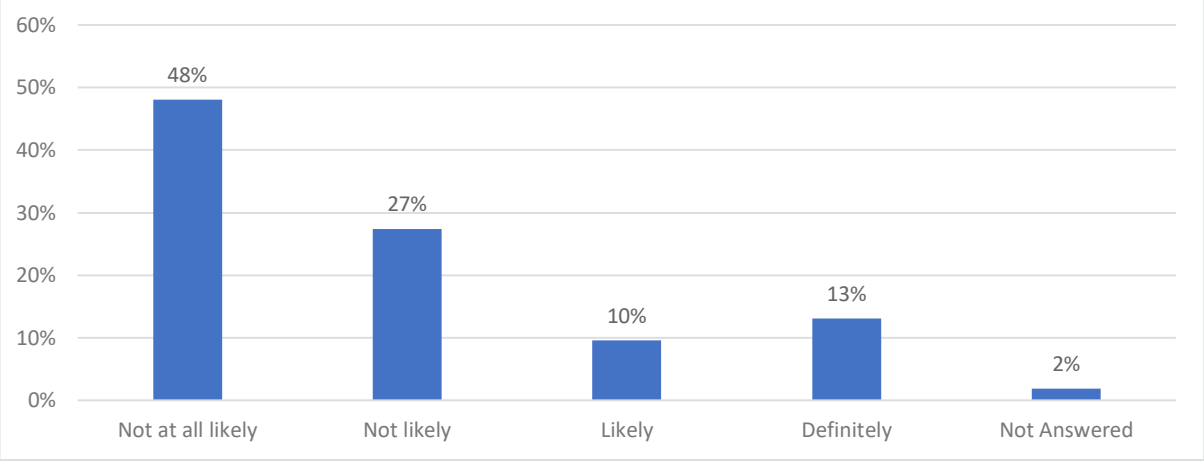
9. Were the temporary treatments easy to navigate and understand?



10. Would you like to see the temporary improvements made permanent?

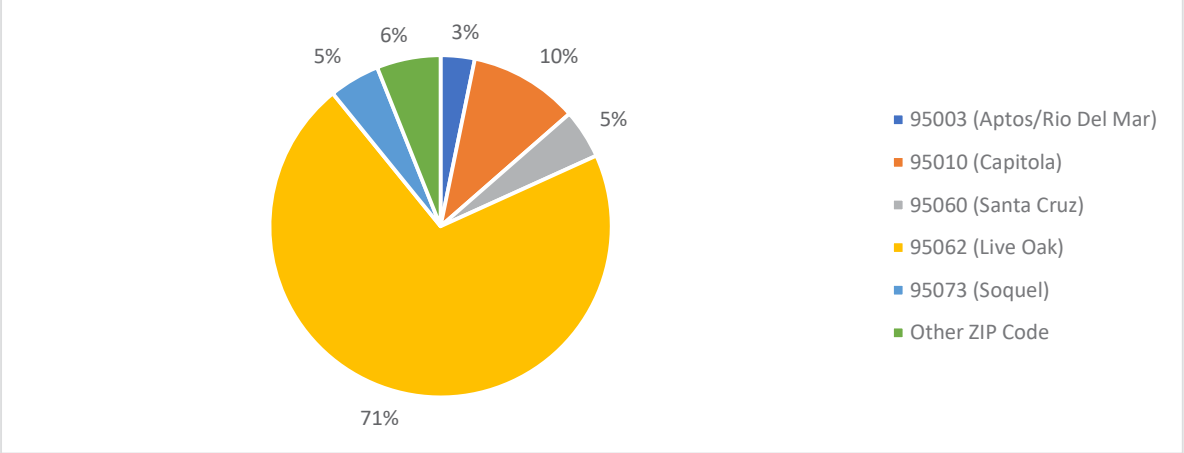


11.How likely would you be to use the facility if it became permanent?

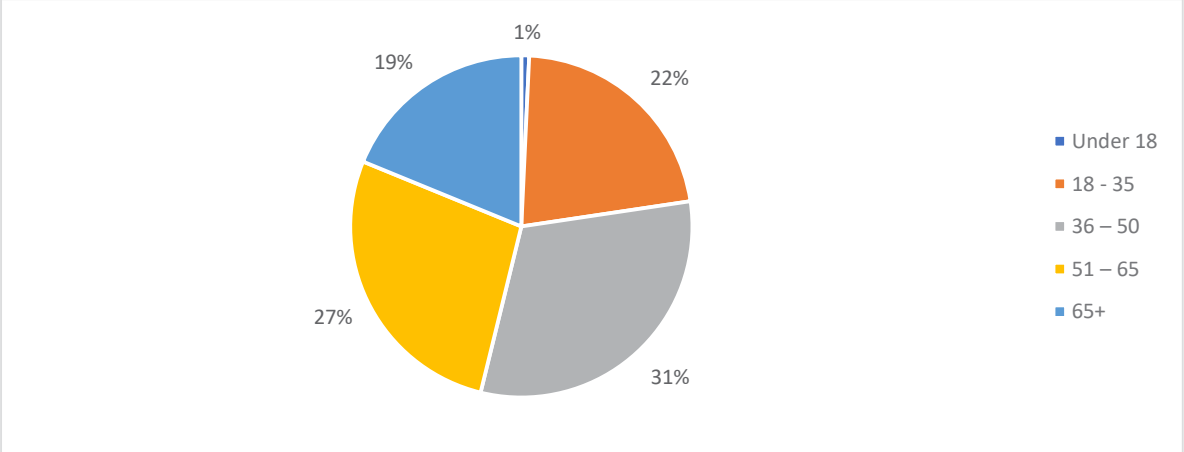


Survey Respondent Demographics

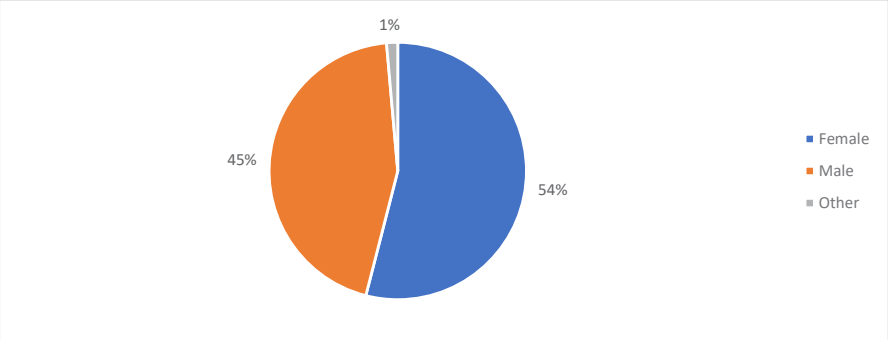
Respondent ZIP Code



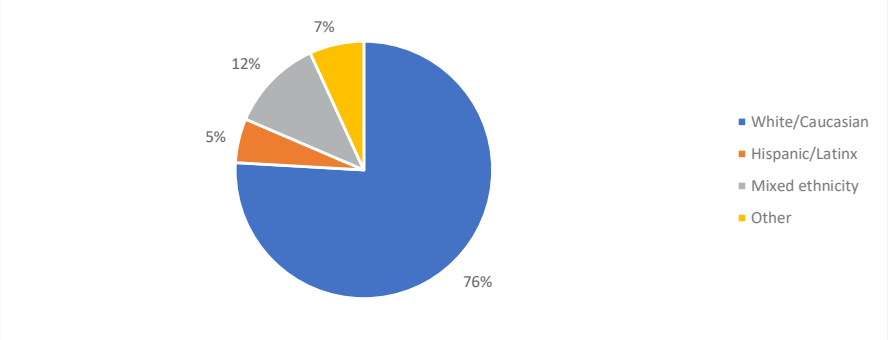
Respondent Age



Respondent Gender



Respondent Race/Ethnicity



APPENDIX C
PRIORITIZED PROJECT LIST

Santa Cruz County Active Transportation Plan Infrastructure Improvement Rating Matrix

						20pt- low cost / complexity 10pt - med cost / complexity 0pt - high cost / complexity	30pt = 250' of 2+ b/p collision 20pt = 250' of 1 b/p collision 10pt = 500' of b/p collision	10 pt = 5+ comments 5 pt = 2+ comments	20 pt = closes gap in existing or future b/p network or installs missing ADA infrastructure	20 pt = project in poverty/minority area 15 pt = project in Disadvantaged Community	
REC #	**LOCATION**	**DISTRICT + AREA**	**RECOMMENDATION**	**COUNTY JURISDICTION (UNLESS NOTED)**	**SOURCE**	**IMPLEMENTATION**	**SAFETY**	**COMMUNITY IDENTIFIED NEED**	**CONNECTIVITY & ACCESS**	**EQUITY**	**TOTAL SCORE**
GEN001	1.General Recommendation	All Districts	Remove or relocate sidewalk obstructions (lamp posts, utility boxes, etc.) or expand sidewalk widths to maintain ADA accessibility.		Active Transportation Plan						
GEN002	1.General Recommendation	All Districts	Install sidewalk on residential streets as needed based on slope, nearby destinations, vulnerable populations, and location on active connectors. Include upgrades to meet current ADA standards.		Active Transportation Plan						
LO001	17th at Capitola Rd	District 1 (Live Oak)	Install bicycle signals, no right on red signage, and high-visibility bicycle crossings. Consider intersection protection, curb extensions, or pedestrian refuge island.		Active Transportation Plan	10	30	10	0	20	**70**
LO002	17th at East Cliff Dr/Portola Dr	District 1 (Live Oak)	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider removing slip lanes and installing intersection protection, curb extensions, or pedestrian refuge island.		Active Transportation Plan + Complete Streets to Schools Plan	10	30	10	0	20	**70**
LO003	17th at Soquel Ave	District 1 (Live Oak)	Install bicycle signals and high visibility bicycle crossing. Install bike box at Soquel Ave westbound approach. Consider removing marked crosswalk across Soquel Ave (no sidewalk on north side).		Active Transportation Plan	20	30	10	0	0	**60**
LO004	17th Av 1 (north) - Soquel Av to Capitola Rd	District 1 (Live Oak)	Class II enhanced bicycle lanes		Active Transportation Plan	10	30	10	0	20	**70**
LO005	17th Av 2 (south) - Capitola Rd to Portola Dr	District 1 (Live Oak)	Class II enhanced bicycle lanes		Active Transportation Plan	10	30	10	0	20	**70**
LO006	17th Avenue (east side) in front of auto shop (between Kinsley Street and Simpkins Swim Center driveway)	District 1 (Live Oak)	Raise sidewalk to be even with rest of the sidewalk		Complete Streets to Schools Plan - Shoreline Middle	10	30	0	0	20	**60**
LO007	17th Avenue at Brommer Street	District 1 (Live Oak)	Install lead pedestrian interval		Complete Streets to Schools Plan - Shoreline Middle	20	30	10	0	20	**80**
LO008	17th Avenue at Felt Street	District 1 (Live Oak)	Install curb extensions to provide more sidewalk space on northeast and northwest corners. Explore using landscaped area to add pedestrian space at northwest corner. Install signage to explain scramble crossing. Study potential for designated left-turn signal phase in/out of school.		Complete Streets to Schools Plan - Shoreline Middle	20	20	5	20	20	**85**

REC #	LOCATION	DISTRICT + AREA	RECOMMENDATION	COUNTY JURISDICTION (UNLESS NOTED)	SOURCE	IMPLEMENTATION	SAFETY	COMMUNITY IDENTIFIED NEED	CONNECTIVITY & ACCESS	EQUITY	TOTAL SCORE
LO009	17th Avenue at Harper Street	District 1 (Live Oak)	Install high-visibility crosswalks on all four legs of intersection. Install curb extensions at southwest and northeast corners to reduce crossing distance on Harper Street. Install rectangular rapid flashing beacon.		Complete Streets to Schools Plan - Live Oak Elementary	20	30	10	20	20	**100**
LO010	17th Avenue at Ledyard Trucking facility	District 1 (Live Oak)	Restripe crosswalk across driveway		Complete Streets to Schools Plan - Shoreline Middle	20	20	10	0	20	**70**
LO011	17th Avenue at Rodriguez Street	District 1 (Live Oak)	Consider traffic circle		Complete Streets to Schools Plan - Tierra Pacifica	20	30	10	0	20	**80**
LO012	17th Avenue at Simpkins Swim Center entrance	District 1 (Live Oak)	Install curb extension on north side to narrow driveway entrance/exit. Long term: install marked crossing across 17th to connect rail trail segments		Complete Streets to Schools Plan - Shoreline Middle	20	20	10	20	20	**90**
LO013	17th Avenue between Brommer and Simpkins Driveway	District 1 (Live Oak)	Relocate retaining wall to widen sidewalk on west side of street		Complete Streets to Schools Plan - Shoreline Middle	10	30	10	0	20	**70**
LO014	17th Avenue between Kinsley Street and Brommer Street	District 1 (Live Oak)	Install speed feedback sign		Complete Streets to Schools Plan - Shoreline Middle	20	30	10	0	20	**80**
LO015	17th Street at Merrill Street	District 1 (Live Oak)	Install curb extensions on all corners.		Complete Streets to Schools Plan - Del Mar	20	20	10	20	20	**90**
LO125	26th Ave	District 1 (Live Oak)	Install sidewalk on one side of street.		Active Transportation Plan	0	30	10	20	0	**60**
LO016	26th Ave	District 1 (Live Oak)	Traffic-calmed residential streets		Active Transportation Plan	10	30	10	0	0	**50**
LO017	30th Av 1 (south) - Portola to East Cliff	District 1 (Live Oak)	Traffic-calmed residential streets		Active Transportation Plan	10	30	10	0	0	**50**
LO018	30th Av 2 (north) - Capitola Rd to Portola	District 1 (Live Oak)	Class II enhanced bicycle lanes		Active Transportation Plan	10	30	10	0	0	**50**
LO019	30th Ave	District 1 (Live Oak)	Install sidewalks on both sides of street between Capitola Rd and East Cliff Drive.		Active Transportation Plan	0	30	10	20	0	**60**
LO021	38th Av	District 1 (Live Oak)	Long term: Class II enhanced bicycle lanes		Active Transportation Plan	10	30	10	20	0	**70**
LO020	38th Av	District 1 (Live Oak)	Short term: Traffic-calmed residential streets		Active Transportation Plan	10	30	10	0	0	**50**
LO022	38th Ave	District 1 (Live Oak)	Install sidewalk on one side of the street between East Cliff Dr and Garden Street		Active Transportation Plan	10	30	10	20	0	**70**
LO139	40th Ave	District 1 (Live Oak)	Class III rural route between Soquel Ave and Capitola city limits		Active Transportation Plan	20	30	0	0	0	**50**
LO023	41st Av 1 (north) - Soquel Dr to Capitola City Limits (near SR-1)	District 1 (Live Oak)	Class II buffered or Class IV separated bikeway		Active Transportation Plan	20	30	5	0	0	**55**
LO024	41st Av 2 (south) - Melton St to East Cliff Dr	District 1 (Live Oak)	Class II enhanced bicycle lanes		Active Transportation Plan	20	30	5	0	0	**55**
LO025	41st Ave	District 1 (Live Oak)	Install sidewalk on east side of 41st between Portola and Opal Cliffs Drive		Active Transportation Plan	10	30	5	20	0	**65**

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LO115	41st Ave	District 1 (Live Oak)	Install sidewalk on west side of 41st between Soquel Drive and Cory St		Active Transportation Plan	10	30	5	20	0	**65**
LO026	5th Ave + 6th Ave	District 1 (Live Oak)	Consider future traffic traffic calming study for neighborhood between Lake Ave and 7th Ave		Active Transportation Plan	20	30	0	0	0	**50**
LO027	7th at Capitola Rd	District 1 (Live Oak)	Install bicycle signals, no right on red signage, and high-visibility bicycle crossings. Consider intersection protection, curb extensions, or pedestrian refuge island.		Active Transportation Plan	10	30	10	0	0	**50**
LO028	7th Av	District 1 (Live Oak)	Class II enhanced bicycle lanes		Active Transportation Plan	10	30	10	0	0	**50**
LO029	7th Ave at Brommer St	District 1 (Live Oak)	Install green backed sharrows through 7th Ave intersection to direct cyclists to enter path from Brommer Street west of 7th Ave. Coordinate with Harbor on striping west of 7th Ave and City of Santa Cruz to update signage. Consider location for bicycle counter.	County/City of Santa Cruz/Santa Cruz Harbor	Active Transportation Plan	20	30	10	0	0	**60**
LO030	7th Ave at East Cliff Dr	District 1 (Live Oak)	Install green lane treatments at East Cliff turning onto 7th Ave		Active Transportation Plan	20	30	0	0	0	**50**
LO031	7th Ave at Eaton	District 1 (Live Oak)	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Upgrade curb ramps to current ADA standards. Install bike box on western leg of intersection.		Active Transportation Plan	20	30	10	0	0	**60**
LO032	7th Ave at Soquel Ave	District 1 (Live Oak)	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Add additional marked crosswalk and remove pedestrian barriers		Active Transportation Plan	20	30	10	0	0	**60**
LO033	Alice Street at Corcoran Avenue	District 1 (Live Oak)	Upgrade existing crosswalk to high visibility. Install high-visibility crosswalk across Corcoran Avenue. Install sidewalk/path between apartment complex driveway and new crosswalk. Conduct stop sign warrant in northbound direction or consider rectangular rapid flashing beacon at new crossing. Trim vegetation on northwest corner		Complete Streets to Schools Plan - Del Mar	20	10	10	20	0	**60**
LO034	Bostwick Lane - west	District 1 (Live Oak)	Install slotted speed humps. Remove bollards in pathway entrances to school. Install red curb to improve visibility at parking lot entrance and exit		Complete Streets to Schools Plan - Green Acres	20	0	10	0	0	**30**
LO035	Brommer St - Arana Gulch to Capitola city limits	District 1 (Live Oak)	Short term: Class II enhanced bicycle lanes		Active Transportation Plan	10	30	10	0	20	**70**
LO036	Brommer St - Arana Gulch to Capitola city limits	District 1 (Live Oak)	Long term: Class IV separated bikeway		Active Transportation Plan	10	30	10	0	20	**70**
LO037	Brommer St at 30th	District 1 (Live Oak)	Install high-visibility bicycle and pedestrian crossings.		Active Transportation Plan	20	30	10	0	0	**60**
LO038	Brommer St at El Dorado	District 1 (Live Oak)	Redesign southeast corner of intersection to increase pedestrian visibility and straighten crosswalk. Install pedestrian scale lighting and rectangular rapid flashing beacon.		Active Transportation Plan + Complete Streets to Schools Plan	20	10	10	0	20	**60**
LO039	Brommer Street	District 1 (Live Oak)	Consider marked crosswalk across Brommer St at Lisa Lane or Darlene Drive.		Active Transportation Plan	20	30	10	0	20	**80**

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LO040	Brommer Street	District 1 (Live Oak)	Fill sidewalk gaps to ensure complete sidewalk on both sides of the street.		Active Transportation Plan	0	30	10	20	20	**80**
LO041	Brommer Street at Chanticleer Avenue	District 1 (Live Oak)	Install curb extensions on all corners		Complete Streets to Schools Plan - Shoreline Middle	20	30	10	20	20	**100**
LO142	Brookwood Dr	District 1 (Live Oak)	Study options to create bicycle/pedestrian connection to City of Santa Cruz on Brookwood Drive.		Active Transportation Plan	20	0	10	0	0	**30**
LO042	Capitola Rd	District 1 (Live Oak)	Class II buffered or Class IV separated bikeway		Active Transportation Plan	10	30	10	0	20	**70**
LO043	Capitola Rd at 30th Ave	District 1 (Live Oak)	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island		Active Transportation Plan	10	30	10	0	0	**50**
LO044	Capitola Rd at Jose Ave	District 1 (Live Oak)	Install pedestrian median island		Active Transportation Plan	20	30	10	0	20	**80**
LO045	Capitola Road	District 1 (Live Oak)	Consider marked crosswalk with pedestrian median island and rectangular rapid flashing beacon across Capitola at Maciel Ave or Hawthorne Way		Active Transportation Plan	20	20	10	0	20	**70**
LO046	Capitola Road at Chanticleer Avenue	District 1 (Live Oak)	Install curb extensions on all corners. Install lead pedestrian interval and No Right on Red LED blank-out signs during school pick-up/drop-off times		Complete Streets to Schools Plan - Live Oak Elementary	10	20	10	0	20	**60**
LO047	Capitola Road between 17th Avenue and Chanticleer	District 1 (Live Oak)	Repair sidewalk and work with property owners to clear debris. Relocate utility poles/cabinet if possible		Complete Streets to Schools Plan - Live Oak Elementary	10	30	10	0	20	**70**
LO048	Capitola Road Extension	District 1 (Live Oak)	Install sidewalk on both sides of the street.		Active Transportation Plan	10	30	5	20	20	**85**
LO049	Chanticleer Av	District 1 (Live Oak)	Class II enhanced bicycle lanes		Active Transportation Plan	10	30	10	0	20	**70**
LO124	Chanticleer Ave adjacent to Live Oak Elementary	District 1 (Live Oak)	Study options to redesign parking to remove bike lane obstructions.		Active Transportation Plan	20	10	10	0	20	**60**
LO050	Chanticleer Ave at Santa Cruz Branch Rail Line	District 1 (Live Oak)	Consider at-grade trail crossing at Chanticleer	SCCRTC	Active Transportation Plan	20	0	10	20	20	**70**
LO116	Chanticleer Ave between Soquel Dr and SR-1	District 1 (Live Oak)	Fill sidewalk gaps to ensure complete sidewalk on one or both sides of the street		Active Transportation Plan	10	30	10	20	20	**90**
LO051	Chanticleer Avenue at Live Oak Elementary driveway	District 1 (Live Oak)	Remove one additional angled parking space to improve visibility when exiting the school driveway		Complete Streets to Schools Plan - Live Oak Elementary	20	10	10	0	20	**60**
LO141	Commercial Way	District 1 (Live Oak)	Long term: Class II bike lanes between Soquel Dr and existing bike lane		Active Transportation Plan	20	30	0	20	0	**70**
LO117	Commercial Way	District 1 (Live Oak)	Fill sidewalk gaps on north side of the street		Active Transportation Plan	10	30	0	20	0	**60**
LO140	Commercial Way	District 1 (Live Oak)	Short term: Class III long-distance rural route between Soquel Dr and existing bike lane		Active Transportation Plan	20	30	0	0	0	**50**

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LO053	Corcoran Ave	District 1 (Live Oak)	Install sidewalk on both sides of the street		Active Transportation Plan	0	30	0	20	0	**50**
LO052	Corcoran Ave	District 1 (Live Oak)	Traffic-calmed residential streets		Active Transportation Plan	10	30	0	0	0	**40**
LO054	Corcoran Avenue at Portola Drive	District 1 (Live Oak)	Install curb extension on northeast corner. Upgrade crosswalk across Corcoran Avenue to high visibility		Complete Streets to Schools Plan - Del Mar	20	20	5	20	0	**65**
LO126	Dominican Hospital campus	District 1 (Live Oak)	If parcel is redeveloped, look into potential for new sidewalk and ADA upgrades on Dominican Way and Hospital Drive.	Private property	E&D TAC "Safe Paths of Travel" Report	10	30	10	20	0	**70**
LO118	Dover Dr	District 1 (Live Oak)	Install sidewalk on one side of the street	County maintained Soquel - Howe	Active Transportation Plan	10	30	0	20	0	**60**
LO055	East Cliff Dr 1 (west) - 7th Av to 12th Av	District 1 (Live Oak)	Class II enhanced bicycle lanes		Active Transportation Plan	20	30	10	0	0	**60**
LO056	East Cliff Dr 2 - 12th Av to Portola Dr	District 1 (Live Oak)	Class II enhanced bicycle lanes		Active Transportation Plan	20	30	10	0	0	**60**
LO057	East Cliff Dr 3 (east) - Portola Dr to 41st Ave	District 1 (Live Oak)	Class II enhanced bicycle lanes		Active Transportation Plan	10	30	10	0	0	**50**
LO058	East Cliff Drive	District 1 (Live Oak)	Install sidewalk on one side of the street between 7th Ave to 32nd Ave		Active Transportation Plan	0	30	10	20	0	**60**
LO059	East Cliff Drive	District 1 (Live Oak)	Install rectangular rapid flashing beacons at all uncontrolled crosswalks		Active Transportation Plan	10	30	10	0	0	**50**
LO060	East Cliff Drive at Moran Lake	District 1 (Live Oak)	Install wayfinding signage to direct cyclists to shared use path. Install sharrows between Moran Lake and Palisades		Active Transportation Plan	20	30	10	0	0	**60**
LO061	East Cliff Drive between 32nd and 41st	District 1 (Live Oak)	Re-evaluate path of travel for westbound cyclists on East Cliff Drive bike path		Active Transportation Plan	20	30	10	0	0	**60**
LO063	Eaton St	District 1 (Live Oak)	Study options to install sidewalk on north side of street between Lake Ave-7th Ave.		Active Transportation Plan	20	30	5	20	0	**75**
LO062	Eaton St	District 1 (Live Oak)	Add segment of buffered/protected bike lane at the curve in the westbound bike lane between Lake Ave and Murray St. Could use space from existing striped median.		Active Transportation Plan	20	30	10	0	0	**60**
LO065	Eaton St - Murray St bridge to 7th Ave	District 1 (Live Oak)	Class II enhanced bicycle lanes		Active Transportation Plan	20	30	10	0	0	**60**
LO143	Eaton Street at Lake Ave	District 1 (Live Oak)	Study options to install ramp connection between MBSST, Harbor, and Eaton Street.		Active Transportation Plan	20	30	10	0	0	**60**
LO066	El Dorado Av 1 (north) - Capitola Rd to Harper St	District 1 (Live Oak)	Traffic-calmed residential streets		Active Transportation Plan	20	30	5	0	20	**75**
LO067	El Dorado Av 2 - Harper St to Brommer St	District 1 (Live Oak)	Traffic-calmed residential streets		Active Transportation Plan	20	20	5	0	20	**65**
LO068	El Dorado Av 3 (south) - Brommer Street to Edmar Ln	District 1 (Live Oak)	Traffic-calmed residential streets		Active Transportation Plan	20	10	5	0	20	**55**

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LO069	El Dorado Ave	District 1 (Live Oak)	Fill sidewalk gaps to install complete sidewalk on one side of the street		Active Transportation Plan	10	30	5	20	20	**85**
LO070	El Dorado Avenue at railroad tracks	District 1 (Live Oak)	Long term: Install path and rail crossing between El Dorado Avenue and Simpkins parking lot	SCCRTC	Complete Streets to Schools Plan - Shoreline Middle	20	0	10	20	20	**70**
LO071	Felt Street between 17th Avenue and Paget Avenue	District 1 (Live Oak)	Install second bike lane stripe to separate parking aisle and bike lane on north side of road. Install no stopping/bike lanes signs on south side of road		Complete Streets to Schools Plan - Del Mar	20	20	5	0	0	**45**
LO072	Harper St	District 1 (Live Oak)	Study options to construct shared use path over Rodeo Gulch to connect Harper Street and Childers Lane.		Active Transportation Plan	20	30	10	20	20	**100**
LO073	Harper St	District 1 (Live Oak)	Traffic-calmed residential streets		Active Transportation Plan	10	30	10	0	20	**70**
LO074	Harper Street at Chanticleer Avenue	District 1 (Live Oak)	Install curb extensions on northeast and southwest corners to narrow crossing distance across Harper Street		Complete Streets to Schools Plan - Live Oak Elementary	20	0	10	20	20	**70**
LO119	Howe St	District 1 (Live Oak)	Fill sidewalk gap to ensure complete sidewalk on north side of Howe Ave		Active Transportation Plan	20	10	0	20	0	**50**
LO075	Jami Lane at Alice Street	District 1 (Live Oak)	Upgrade crosswalk to high visibility		Complete Streets to Schools Plan - Del Mar	20	0	10	0	0	**30**
LO076	Jose Av	District 1 (Live Oak)	Traffic-calmed residential streets		Active Transportation Plan	10	30	0	0	20	**60**
LO077	Jose Avenue at Rodriguez Street	District 1 (Live Oak)	Install rectangular rapid flashing beacon		Complete Streets to Schools Plan - Tierra Pacifica	20	20	5	0	20	**65**
LO078	Lake Ave/5th Ave	District 1 (Live Oak)	Class II enhanced bicycle lanes		Active Transportation Plan	20	30	5	0	0	**55**
LO079	Lode St/Quartz St	District 1 (Live Oak)	Install new bike/ped connection from Lode and Quartz to Moran Trail, which connects to 30th		2040 Regional Transportation Plan	10	0	0	20	0	**30**
LO080	Lotman Drive	District 1 (Live Oak)	Install 'Bikes Ok' signage and bollard to prevent parking at path entrance.		Active Transportation Plan	20	0	0	0	0	**20**
LO081	Maciel Av 1 (south) - Capitola Rd to Encina Dr	District 1 (Live Oak)	Traffic-calmed residential streets		Active Transportation Plan	20	20	5	0	20	**65**
LO082	Maciel Av 2 (north) - Encina Dr to Mattison Ln	District 1 (Live Oak)	Traffic-calmed residential streets		Active Transportation Plan	20	0	5	0	20	**45**
LO083	Maciel Ave	District 1 (Live Oak)	Fill sidewalk gaps to ensure complete sidewalk on one side of Maciel Ave.		Active Transportation Plan	10	20	5	20	20	**75**
LO121	Mattison Lane	District 1 (Live Oak)	Install sidewalk on one side of Mattison Lane between Rodeo Gulch and Chanticleer, and between Soquel Drive and Good Shephard School.		Active Transportation Plan	10	30	10	20	20	**90**
LO120	Mattison Lane	District 1 (Live Oak)	Study options to create connection between Mattison Lane and Chanticleer Ave on the north side of SR-1.		Active Transportation Plan	20	30	10	20	0	**80**
LO084	Mattison Lane	District 1 (Live Oak)	Study options to construct shared use path over Rodeo Gulch to connect Mattison Lane and Coffee Lane.		Active Transportation Plan	20	0	10	20	20	**70**

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LO085	Mattison Lane	District 1 (Live Oak)	Traffic-calmed residential streets		Active Transportation Plan	10	20	10	0	20	**60**
LO086	Moran Lake Park shared use path	District 1 (Live Oak)	Study options to improve shared use path, including improved access to path entrance for people on bikes.		Active Transportation Plan	20	10	5	0	0	**35**
LO087	North Rodeo Gulch	District 1 (Live Oak)	Class III long distance rural route		Active Transportation Plan	20	30	0	0	0	**50**
LO089	Opal Cliff Dr	District 1 (Live Oak)	Install sidewalk on one or both sides of the street		Active Transportation Plan	0	30	10	20	0	**60**
LO088	Opal Cliff Dr	District 1 (Live Oak)	Traffic-calmed residential streets		Active Transportation Plan	10	30	10	0	0	**50**
LO090	Paul Minnie Avenue at Bostwick Lane	District 1 (Live Oak)	Conduct stop sign warrant.		Complete Streets to Schools Plan - Green Acres	20	0	10	0	20	**50**
LO091	Paul Minnie Avenue between Rodriguez and Soquel Ave	District 1 (Live Oak)	Install S1-1 with W16-9P School Advance Crossing signs as appropriate		Complete Streets to Schools Plan - Green Acres	20	20	10	0	20	**70**
LO092	Pleasure Point/Opal Cliffs	District 1 (Live Oak)	Consider future traffic traffic calming study for neighborhoods between Moran Lake and Capitola city limits		Active Transportation Plan	20	30	10	0	0	**60**
LO093	Portola at 26th Ave	District 1 (Live Oak)	Install rectangular rapid flashing beacon. Consider roundabout		Active Transportation Plan	10	30	10	0	0	**50**
LO094	Portola at Clearwater Court	District 1 (Live Oak)	Consider relocating crosswalk at 21st Ave to Clearwater Court		Active Transportation Plan	20	20	10	0	0	**50**
LO095	Portola Dr 1 (west) - East Cliff Dr to 26th Ave	District 1 (Live Oak)	Class II enhanced bicycle lanes		Active Transportation Plan	10	30	10	0	0	**50**
LO096	Portola Dr 2 (east) - 26th Av to Cliff Dr	District 1 (Live Oak)	Class II enhanced bicycle lanes		Active Transportation Plan	10	30	10	0	0	**50**
LO097	Portola Drive	District 1 (Live Oak)	Install sidewalk on one or both sides of the street between 41st - 47th Ave.		Active Transportation Plan	10	30	10	20	0	**70**
LO098	Portola Drive at 24th Ave	District 1 (Live Oak)	Install rectangular rapid flashing beacon and pedestrian median island or curb extensions.		Active Transportation Plan	20	30	10	0	0	**60**
LO099	Portola Drive at 41st	District 1 (Live Oak)	Conduct intersection analysis for options including traffic signal and roundabout. Consider slip lane removal. Install high-visibility bicycle and pedestrian crossings.		Active Transportation Plan	20	30	10	0	0	**60**
LO127	Rodriguez St	District 1 (Live Oak)	Install sidewalk on one side of the street between 7th Ave and Capitola Rd Extension		Active Transportation Plan	10	30	10	20	20	**90**
LO100	Rodriguez St	District 1 (Live Oak)	Class II enhanced bicycle lanes		Active Transportation Plan	10	30	10	0	20	**70**
LO101	Rodriguez Street at Paul Minnie Avenue	District 1 (Live Oak)	Install red curb to improve visibility at intersection.		Complete Streets to Schools Plan - Green Acres	20	0	5	0	20	**45**
LO102	Rodriguez Street between Jose Avenue and Paul Minnie Avenue	District 1 (Live Oak)	Fill sidewalk gaps		Complete Streets to Schools Plan - Green Acres	10	20	10	20	20	**80**

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LO103	Santa Cruz Branch Rail Line	District 1 (Live Oak)	Construct Segment 9 of the Monterey Bay Sanctuary Scenic Trail between Santa Cruz city limits and 17th Avenue	SCCRTC	Monterey Bay Sanctuary Scenic Trail Master Plan	0	30	10	20	20	**80**
LO104	Santa Cruz Branch Rail Line	District 1 (Live Oak)	Construct Segment 10 of the Monterey Bay Sanctuary Scenic Trail between 17th Avenue and Capitola city limits	SCCRTC	Monterey Bay Sanctuary Scenic Trail Master Plan	0	30	10	20	20	**80**
LO105	Soquel Av 1 (west) - Santa Cruz city limits (near La Fonda Ave) to Soquel Drive	District 1 (Live Oak)	Class II buffered or Class IV separated bikeway		Active Transportation Plan	10	30	10	0	20	**70**
LO106	Soquel Av 2 (east) - Soquel Dr. to Gross Rd	District 1 (Live Oak)	Class II enhanced bicycle lanes		Active Transportation Plan	10	30	10	0	20	**70**
LO107	Soquel Ave between 17th Ave and Capitola City limits	District 1 (Live Oak)	Fill sidewalk gaps to ensure complete sidewalk on south side of street		Active Transportation Plan	0	30	10	20	20	**80**
LO108	Soquel Dr 1 (west) - 7th Av to 41st Ave	District 1 (Live Oak)	Long term: Upgrade sections of buffered bike lane to raised separated bikeway		Active Transportation Plan	0	30	10	0	0	**40**
LO109	Soquel Dr at Paul Sweet Rd	District 1 (Live Oak)	Install bicycle signals, no right on red signage, and high-visibility pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island. When interchange is reconstructed, consider redesign of intersection to remove two slip lanes on south side of Soquel Drive (SR-1 on-ramp and right turn lane from Commercial Way).	County, Caltrans	Active Transportation Plan	10	30	10	0	0	**50**
LO110	Soquel Dr at Soquel Av	District 1 (Live Oak)	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider removing slip lane and installing intersection protection, curb extensions, or pedestrian refuge island. Install dashed green lane markings in conflict zones.	County, Caltrans	Active Transportation Plan	10	30	10	0	0	**50**
LO122	Soquel Drive at SR-1	District 1 (Live Oak)	When SR-1 bridge is reconstructed, install sidewalk on both sides of bridge.	Caltrans	Active Transportation Plan	20	30	10	20	0	**80**
LO111	Thompson Ave	District 1 (Live Oak)	Construct sidewalk on one or both sides of the street on Thompson Ave		Active Transportation Plan	10	30	5	20	0	**65**
LO123	Thurber Lane	District 1 (Live Oak)	Install speed feedback sign		Active Transportation Plan	20	30	10	0	0	**60**
LO112	Thurber Ln - Helen Ave to Kenny Ave	District 1 (Live Oak)	Class II bike lanes		Active Transportation Plan	20	30	10	20	0	**80**
LO113	Thurber Ln - Kenny Ave to Winkle Ave	District 1 (Live Oak)	Class III long distance rural route		Active Transportation Plan	20	30	10	0	0	**60**
LO114	Thurber Ln - Soquel to Helen Ave	District 1 (Live Oak)	Class II enhanced bicycle lanes		Active Transportation Plan	20	30	10	0	0	**60**
LO134	Cabrillo Ave., 500' from school north and south	District 1 (Santa Cruz Gardens)	Install school speed limit sign		SUESD SRTS Report	20	20	0	0	0	**40**
LO137	Germaine Ave and Pestana Ave / Germaine Ave and Cabrillo	District 1 (Santa Cruz Gardens)	Install high visibility crosswalks at south leg of Germaine Ave and Pestana Ave and east leg of Germaine and Cabrillo		SUESD SRTS Report	20	0	0	0	0	**20**

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LO138	Helen Ave	District 1 (Santa Cruz Gardens)	Install Class II bicycle lanes in uphill direction		Active Transportation Plan	20	20	5	20	0	**65**
LO133	North side of Winkle Avenue, east of school gate	District 1 (Santa Cruz Gardens)	Install red curb and "No Parking" sign		SUESD SRTS Report	20	20	0	0	0	**40**
LO129	Santa Cruz Gardens neighborhood	District 1 (Santa Cruz Gardens)	Update school signage to MUTCD guidelines		SUESD SRTS Report	20	20	0	0	0	**40**
LO135	Thurber Lane, 500' from school north and south	District 1 (Santa Cruz Gardens)	Install school speed limit sign		SUESD SRTS Report	20	20	0	0	0	**40**
LO136	Thurber Lane, 500' south of Winkle and north of Kenny Ave	District 1 (Santa Cruz Gardens)	Install Speed Feedback Sign		SUESD SRTS Report	20	0	0	0	0	**20**
LO132	Winkle Avenue at Cabrillo Avenue	District 1 (Santa Cruz Gardens)	Install ADA ramp on northwest corner of Winkle Ave and Cabrillo Ave.		SUESD SRTS Report	20	20	0	20	0	**60**
LO130	Winkle Avenue at Cabrillo Avenue	District 1 (Santa Cruz Gardens)	Install Red Curb Striping 25' from each corner.		SUESD SRTS Report	20	20	0	0	0	**40**
LO128	Winkle Avenue at Thurber Lane	District 1 (Santa Cruz Gardens)	Install Red Curb Striping 15' from each corner.		SUESD SRTS Report	20	20	0	0	0	**40**
LO131	Winkle Avenue at Thurber Lane	District 1 (Santa Cruz Gardens)	Upgrade crosswalks to high visibility.		SUESD SRTS Report	20	20	0	0	0	**40**
SV002	Branciforte Dr	District 1 (Scotts Valley)	Class III long distance rural route		Active Transportation Plan	20	30	10	0	0	**60**
SV004	El Rancho Dr	District 1 (Scotts Valley)	Class III long distance rural route		Active Transportation Plan	20	30	10	0	20	**80**
SV005	Glen Canyon	District 1 (Scotts Valley)	Class III long distance rural route		Active Transportation Plan	20	30	10	0	20	**80**
SV019	North Plymouth St	District 1 (Scotts Valley)	Install sidewalk between Emeline St. and bus stop at Pasatiempo overpass.		Active Transportation Plan	10	20	5	20	20	**75**
SV017	North Plymouth St	District 1 (Scotts Valley)	Class III long distance rural route		Active Transportation Plan	20	20	5	0	20	**65**
SOQ021	Anna Jean Cummings Park	District 1 (Soquel)	Construct Class I path or Class IV facility + sidewalks when new roadway is constructed.		Active Transportation Plan	10	30	0	20	0	**60**
SOQ044	Bridge St and Paper Mill Rd	District 1 (Soquel)	Traffic calmed residential street between Main St and Soquel San Jose Rd		Active Transportation Plan	20	0	0	0	0	**20**
SOQ040	Bridge Street at Main	District 1 (Soquel)	Install School Zone Sign		SUESD SRTS Report	20	0	5	0	0	**25**
SOQ020	Capitola Ave	District 1 (Soquel)	Ensure 5' bike lane between Wilder Dr and SR-1		Active Transportation Plan	20	30	0	0	0	**50**
SOQ001	Capitola Ave - Soquel Dr to Capitola city limits	District 1 (Soquel)	Class II enhanced bicycle lanes		Active Transportation Plan	20	30	0	0	0	**50**
SOQ002	Heart of Soquel Park Trails	District 1 (Soquel)	Study options to install shared use path between Bargetto Winery and Heart of Soquel Park, as identified in Soquel Village Plan		Active Transportation Plan	20	20	0	20	0	**60**
SOQ003	Main St	District 1 (Soquel)	Class II enhanced bicycle lanes		Active Transportation Plan	10	30	5	20	0	**65**

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SOQ038	Main St North of River Street and South of Walnut Street	District 1 (Soquel)	Install School Speed Limit Sign 500' away from the school along Main Street. For northbound traffic, the sign should be installed south of Walnut Street and north of River Street for southbound traffic		SUESD SRTS Report	20	20	0	0	0	**40**
SOQ005	Main Street	District 1 (Soquel)	Install sidewalk on west side of the street between current sidewalk terminus at 3465 Main and Bargetto Winery		Active Transportation Plan	20	0	0	20	0	**40**
SOQ039	Main Street	District 1 (Soquel)	Clear vegetation on east side of Main Street near curb.		SUESD SRTS Report	20	20	0	0	0	**40**
SOQ004	Main Street	District 1 (Soquel)	Study options to install mid-block crosswalk near commercial businesses on south side of Main St. Consider curb extensions and rectangular rapid flashing beacon. Consider extending sidewalk on east side of street between Porter St and Walnut St		Active Transportation Plan	20	10	0	0	0	**30**
SOQ043	Main Street at Main St Elementary driveway	District 1 (Soquel)	Install Hatching and move Stop Bar		SUESD SRTS Report	20	0	0	0	0	**20**
SOQ023	Main Street at Walnut Street	District 1 (Soquel)	Install high visibility yellow crosswalk		SUESD SRTS Report	20	20	0	0	0	**40**
SOQ006	Pedestrian entrance/pathway off Porter Street at Paper Mill Road	District 1 (Soquel)	Install landing at west end of crossing. Reconfigure east side of crossing to create additional pedestrian space. Install pedestrian-scale lighting at crosswalk and along pathway		Complete Streets to Schools Plan - Soquel High	20	0	10	20	0	**50**
SOQ007	Porter St (north) - Soquel Drive to Paper Mill Drive	District 1 (Soquel)	Long term: Class IV separated bikeway		Active Transportation Plan	20	30	5	20	0	**75**
SOQ008	Porter St (south) - Capitola City limits to Soquel Drive	District 1 (Soquel)	Short term: Class II enhanced bicycle lanes		Active Transportation Plan	20	30	5	0	0	**55**
SOQ009	Porter St (south) - Capitola City limits to Soquel Drive	District 1 (Soquel)	Long term: Class IV separated bikeway		Active Transportation Plan	20	30	5	0	0	**55**
SOQ028	Porter St at Soquel Wharf Rd	District 1 (Soquel)	Extend median to 4'		SUESD SRTS Report	20	20	0	0	0	**40**
SOQ037	Porter St at SR-1 underpass	District 1 (Soquel)	Improve lighting at freeway underpass. Turn on during school morning drop-off period.		SUESD SRTS Report	20	10	0	0	0	**30**
SOQ035	Porter Street at Main Street	District 1 (Soquel)	Install high visibility yellow crosswalk and crossing flags at intersection		SUESD SRTS Report	20	20	0	0	0	**40**
SOQ036	Porter Street at SR-1	District 1 (Soquel)	Install 'Yield to Pedestrian' signs at intersection of Porter Street and SR-1 eastbound off-ramp and the intersection of Porter Street and SR-1 westbound on-ramp.	Caltrans	SUESD SRTS Report	20	10	0	0	0	**30**
SOQ033	Porter Street at Walnut	District 1 (Soquel)	Install 'Yield to Pedestrian' signs north and south of crosswalk.		SUESD SRTS Report	20	0	0	0	0	**20**
SOQ010	Porter Street between Soquel Drive and Paper Mill Road	District 1 (Soquel)	Reconstruct sidewalks and close sidewalk gaps. Consider space for bike lanes in future reconfiguration of intersection.		Complete Streets to Schools Plan - Soquel High	10	30	5	20	0	**65**
SOQ011	Soquel Dr 2 - 41st Av to Atherton Ave	District 1 (Soquel)	Long term: Upgrade sections of buffered bike lane to raised separated bikeway		Active Transportation Plan	0	30	10	0	0	**40**
SOQ012	Soquel Dr at 41st Ave	District 1 (Soquel)	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island.		Active Transportation Plan	10	30	10	0	0	**50**
SOQ041	Soquel Dr at Center St	District 1 (Soquel)	Refresh crosswalk paint for the north leg crosswalk at Soquel Drive and Center Street. Make the northeast corner a tighter turning radius and expand the pork-chop in the northwest corner		SUESD SRTS Report	20	30	5	20	0	**75**

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SOQ013	Soquel Dr at Porter St	District 1 (Soquel)	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island. Study options to reconfigure slip lane to increase pedestrian visibility.		Active Transportation Plan + Complete Streets to Schools Plan	10	30	10	0	0	**50**
SOQ014	Soquel Dr at Robertson	District 1 (Soquel)	Install high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island.		Active Transportation Plan	10	30	10	0	0	**50**
SOQ015	Soquel Drive at Daubeniss Avenue	District 1 (Soquel)	Install yellow high-visibility crosswalks. Install lead pedestrian intervals. Remove one pedestrian push button from northeast corner.		Complete Streets to Schools Plan - Soquel High	20	30	10	0	0	**60**
SOQ025	Soquel Drive at Walnut Street	District 1 (Soquel)	Install pedestrian crosswalk on the west leg of Soquel Drive and Walnut Street.		SUESD SRTS Report	20	20	0	0	0	**40**
SOQ016	Soquel San Jose Rd 1 (south) - Paper Mill Rd to Dawn Ln	District 1 (Soquel)	Short term: Class II enhanced bicycle lanes		Active Transportation Plan	20	30	5	0	0	**55**
SOQ022	Soquel San Jose Rd 1 (south) - Paper Mill Rd to Dawn Ln	District 1 (Soquel)	Long term: Class IV separated bikeway		Active Transportation Plan	20	30	5	0	0	**55**
SOQ017	Soquel San Jose Rd 2 - Dawn Ln to Rancho Soquel Dr	District 1 (Soquel)	Class II bike lanes		Active Transportation Plan	20	30	5	20	0	**75**
SOQ018	Soquel San Jose Rd 3 - Rancho Soquel Dr to Summit Rd	District 1 (Soquel)	Class III long distance rural route		Active Transportation Plan	10	30	5	0	0	**45**
SOQ019	Soquel San Jose Road at Oneil Lane	District 1 (Soquel)	Install curb extensions at northeast and southwest corners. Install lead pedestrian intervals.		Complete Streets to Schools Plan - Soquel High	10	20	5	20	0	**55**
SOQ034	Soquel Wharf Road	District 1 (Soquel)	Install School Speed Limit Sign 500' away from the school along Soquel Wharf Road.		SUESD SRTS Report	20	10	0	0	0	**30**
SOQ029	Soquel Wharf Road at Porter Street	District 1 (Soquel)	Install pavement markings indicating left turn only in the left lane and "Left Lane Must Turn Left" sign. Redesign the existing pork chop island and tighten curb radius to slow right turns. Install Enhanced Pedestrian Crossing.		SUESD SRTS Report	20	20	0	0	0	**40**
SOQ032	Soquel Wharf Road at Porter Street	District 1 (Soquel)	Move Stop Bar on the west leg of the intersection of Soquel Wharf Road and Porter with up to 5 feet offset from the intersection.		SUESD SRTS Report	20	10	0	0	0	**30**
SOQ024	Walnut Street at Main Street	District 1 (Soquel)	Install 'No U-turn' sign near the intersection of Main Street and Walnut Street		SUESD SRTS Report	20	20	0	0	0	**40**
AP009	Park Av (south) - Capitola City Limits to Soquel Dr	District 1/2 (Aptos)	Short term: Class II enhanced bicycle lanes		Active Transportation Plan	20	30	10	0	0	**60**
AP010	Park Av (south) - Capitola City Limits to Soquel Dr	District 1/2 (Aptos)	Long term: Class IV separated bikeway		Active Transportation Plan	20	30	10	0	0	**60**
AP011	Park Ave	District 1/2 (Aptos)	Install green conflict markings to connect bike lane segments at Cabrillo College Drive and Soquel Drive intersections		Active Transportation Plan	20	30	10	0	0	**60**
AP012	Park Ave at SR-1 off-ramp	District 1/2 (Aptos)	Install curb extension at north side of crosswalk across freeway offramp on the east side of Park Ave.	Caltrans	Active Transportation Plan	20	20	5	20	0	**65**
AP019	Soquel Dr at Park Ave	District 1/2 (Aptos)	Install bicycle signals, no right on red signage, and high-visibility bicycle crossings. Consider removing slip lanes and installing intersection protection, curb extensions, or pedestrian refuge island.		Active Transportation Plan	10	30	10	0	0	**50**

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LO.S.A001	Soquel Drive	District 1/2 (Live Oak/Soquel/ Aptos)	Install sidewalk on both sides of the street between Soquel Ave. and Trout Gulch Road, and one side from Trout Gulch Road to Freedom Boulevard.		Active Transportation Plan	0	30	10	20	0	**60**
AP001	Aptos School Road Crosswalk	District 2 (Aptos)	Install landing on east side of crosswalk to staircase. Install advance yield lines at crosswalk. Consider rectangular rapid flashing beacon. Repaint Slow School markings		Complete Streets to Schools Plan - Valencia	20	20	10	0	0	**50**
AP047	Aptos Street	District 2 (Aptos)	Convert to one-way between Soquel Drive and Bernal St to install westbound Class IV separated bikeway. Install sharrows between Bernal St and Trout Gulch Rd		Active Transportation Plan	20	30	0	20	0	**70**
AP046	Aptos Wharf Rd	District 2 (Aptos)	Install sidewalk on one side of street.		Active Transportation Plan	20	30	0	20	0	**70**
AP002	Cabrillo College Dr 1 (east) - Soquel Dr to Twin Lakes Church	District 2 (Aptos)	Class II enhanced bicycle lanes		Active Transportation Plan	20	20	5	0	0	**45**
AP003	Cabrillo College Dr 2 (west) - Twin Lakes Church to Park Ave	District 2 (Aptos)	Class IV bidirectional separated bikeway		Active Transportation Plan	10	30	5	20	0	**65**
AP004	Estates Drive and Borregas Drive	District 2 (Aptos)	Install Class III bike route road markings and signage. Install traffic calming measures.		Complete Streets to Schools Plan - Mar Vista	20	10	10	0	0	**40**
AP006	Mar Vista Drive	District 2 (Aptos)	Explore opportunities to create pedestrian connection between the two sections of Mar Vista Drive north of Soquel Drive, through Water District property	Soquel Water District	Complete Streets to Schools Plan - Mar Vista	10	0	5	20	0	**35**
AP007	Mar Vista Drive	District 2 (Aptos)	Install continous sidewalk on one or both sides of street between SR-1 and Soquel Drive		Active Transportation Plan	10	30	5	20	0	**65**
AP045	Mar Vista Drive	District 2 (Aptos)	Install sidewalk on one or both sides of street between McGregor and Seacliff Dr., including drainage improvements.		Active Transportation Plan	10	20	0	20	0	**50**
AP005	Mar Vista Drive	District 2 (Aptos)	Traffic-calmed residential streets		Active Transportation Plan	10	30	0	0	0	**40**
AP008	McGregor	District 2 (Aptos)	Coordinate with City of Capitola to install Class I multi-use path on one side of street between Park Ave and McGregor skate park.	County, City of Capitola	Active Transportation Plan	0	10	5	20	0	**35**
AP013	Santa Cruz Branch Rail Line	District 2 (Aptos)	Construct Segment 11 of the Monterey Bay Sanctuary Scenic Trail between Capitola city limits and State Park Drive	SCCRTC	Monterey Bay Sanctuary Scenic Trail Master Plan	0	30	10	20	0	**60**
AP014	Santa Cruz Branch Rail Line	District 2 (Aptos)	Construct Segment 12 of the Monterey Bay Sanctuary Scenic Trail between State Park Drive and Rio Del Mar Boulevard.	SCCRTC implementing	Monterey Bay Sanctuary Scenic Trail Master Plan	0	30	10	20	0	**60**
AP015	Siesta Drive	District 2 (Aptos)	Install standard sidewalks and fill sidewalk gaps along Siesta Drive. Trim back bushes and trees impeding on pedestrian pathway. Install lighting at the staircase and at crosswalk on Aptos School Road		Complete Streets to Schools Plan - Valencia	10	20	10	20	0	**60**
AP016	Soquel Dr 3 - Atherton Dr to State Park Dr	District 2 (Aptos)	Long term: Upgrade sections of buffered bike lane to raised separated bikeway		Active Transportation Plan	0	30	10	0	0	**40**
AP017	Soquel Dr 4 - State Park Dr to Spreckels Dr	District 2 (Aptos)	Short term: Class II buffered or Class IV separated bikeway		Active Transportation Plan	20	30	10	0	0	**60**
AP018	Soquel Dr 4 - State Park Dr to Spreckels Dr	District 2 (Aptos)	Long term: Upgrade sections of buffered bike lane to raised separated bikeway		Active Transportation Plan	10	30	10	0	0	**50**

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AP020	Soquel Dr at Perimeter Rd	District 2 (Aptos)	Install bicycle signals, no right on red signage, and high-visibility bicycle crossing. Consider intersection protection, curb extensions, or pedestrian refuge island.		Active Transportation Plan	10	30	10	0	0	**50**
AP021	Soquel Dr at State Park Dr	District 2 (Aptos)	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider removing slip lanes and installing intersection protection, curb extensions, or pedestrian refuge island. Add marked crosswalk on 4th leg of intersection.		Active Transportation Plan	10	30	10	0	0	**50**
AP022	Soquel Drive at Aptos Creek Bridge	District 2 (Aptos)	Short term: study options to remove sidewalk on south side of bridge and expand sidewalk on north side. Long term: replace bridge with design that includes bike lanes and sidewalk on both sides of bridge.		Active Transportation Plan	20	30	10	20	0	**80**
AP023	Soquel Drive at Borregas Drive	District 2 (Aptos)	Install curb extensions on both sides of Borregas Drive crossing and upgrade crosswalk to high visibility. Refresh STOP pavement marking. Trim vegetation near stop sign. Install green bike lane conflict markings on Soquel at the bus stop and across Borregas Drive		Complete Streets to Schools Plan - Mar Vista	20	10	10	20	0	**60**
AP024	Soquel Drive at Calabria Street	District 2 (Aptos)	Install high visibility crosswalk across Calabria Street and install curb extension on eastern corner. Install pedestrian island in Soquel Drive crosswalk with mountable curb, push limit line back 5', and install 'Keep Clear' markings through intersection with Calabria. Install green bike lane conflict markings at the bus stop and across Calabria Street		Complete Streets to Schools Plan - Mar Vista	20	20	0	20	0	**60**
AP025	Soquel Drive at Monroe Avenue	District 2 (Aptos)	Install rectangular rapid flashing beacon at existing crossing		Complete Streets to Schools Plan - Aptos Jr High	20	30	10	0	0	**60**
AP026	Spreckels Dr	District 2 (Aptos)	Install sidewalk on one side of the street between Soquel Drive and Moosehead Drive.		Active Transportation Plan	10	30	10	20	0	**70**
AP028	Spreckels Dr	District 2 (Aptos)	Long term: Install Class II bike lanes in uphill direction and sharrows downhill		Active Transportation Plan	20	30	10	20	0	**80**
AP027	Spreckels Dr	District 2 (Aptos)	Short term: Class III long distance rural route		Active Transportation Plan	20	30	10	0	0	**60**
AP029	Spreckels Dr at Seacliff Dr	District 2 (Aptos)	Install curb extension to slow traffic turning from Seacliff Dr to Spreckels Dr. When sidewalk is installed, install marked crosswalks.		Active Transportation Plan	20	30	10	20	0	**80**
AP030	State Park Dr 1 (north) - Soquel Dr to Hwy Slip lanes (north)	District 2 (Aptos)	Short term: Class II enhanced bicycle lanes	Caltrans	Active Transportation Plan	20	30	10	0	0	**60**
AP031	State Park Dr 1 (north) - Soquel Dr to Hwy Slip lanes (north)	District 2 (Aptos)	Long term: Class IV separated bikeway	Caltrans	Active Transportation Plan	20	30	10	0	0	**60**
AP032	State Park Dr 2 - Hwy slip lanes (north) to slip lane from overpass to Cabrillo Hwy	District 2 (Aptos)	Long term: Class IV separated bikeway	Caltrans	Active Transportation Plan	20	30	10	0	0	**60**
AP033	State Park Dr 2 Hwy slip lanes (north) - Slip lane from overpass to Cabrillo Hwy	District 2 (Aptos)	Short term: Class II enhanced bicycle lanes	Caltrans	Active Transportation Plan	20	30	10	0	0	**60**

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AP034	State Park Dr 3 - Slip lane from overpass to Cabrillo Hwy- Hwy slip lanes (south)	District 2 (Aptos)	Short term: Class II enhanced bicycle lanes	Caltrans	Active Transportation Plan	20	30	10	0	0	**60**
AP035	State Park Dr 3 - Slip lane from overpass to Cabrillo Hwy- Hwy slip lanes (south)	District 2 (Aptos)	Long term: Class IV separated bikeway	Caltrans	Active Transportation Plan	20	30	10	0	0	**60**
AP036	State Park Dr 4 (south) - Hwy slip lanes (south) to Center Ave	District 2 (Aptos)	Short term: Class II enhanced bicycle lanes	County, Caltrans	Active Transportation Plan	20	30	10	0	0	**60**
AP037	State Park Dr 4 (south) - Hwy slip lanes (south) to Center Ave	District 2 (Aptos)	Long term: Class IV separated bikeway	County, Caltrans	Active Transportation Plan	20	30	10	0	0	**60**
AP038	State Park Drive at SR-1	District 2 (Aptos)	Install dashed green conflict markings and 'yield to bikes' signage at freeway on/off-ramps	Caltrans	Active Transportation Plan	20	30	10	0	0	**60**
AP039	Trout Gulch Rd - Soquel Drive to Valencia Rd	District 2 (Aptos)	Class II enhanced bicycle lanes		Active Transportation Plan	20	30	5	0	0	**55**
AP040	Trout Gulch Road between Cathedral Drive and Valencia Road	District 2 (Aptos)	Construct raised sidewalk on south side of Trout Gulch Road. Install school zone speed limit sign with flashing beacon		Complete Streets to Schools Plan - Valencia	10	10	5	20	0	**45**
AP041	Valencia Rd	District 2 (Aptos)	Class III long distance rural route		Active Transportation Plan	20	20	0	0	0	**40**
AP042	Valencia Road/Trout Gulch Road	District 2 (Aptos)	Consider reconfiguring intersection to install traffic circle (STOP Controlled). Upgrade crosswalks to high visibility. Install advance yield lines prior to crosswalks. Upgrade curb ramps to be ADA-compliant. Refresh Slow School Xing pavement markings		Complete Streets to Schools Plan - Valencia	20	10	10	20	0	**60**
AP043	Valencia Street/Bernal Drive/Aptos Street	District 2 (Aptos)	Install sidewalk on one side of Aptos Street, Valencia Street, and Bernal Drive to provide pedestrian route between Soquel Drive and Aptos Village		Active Transportation Plan	20	30	0	20	0	**70**
AP044	Vienna Drive	District 2 (Aptos)	Upgrade to formal sidewalk on west side of Vienna Drive		Active Transportation Plan	10	30	0	20	0	**60**
A.RDM002	Bonita Dr (east) - San Andreas Rd to Freedom Blvd	District 2 (Aptos/Rio Del Mar)	Long term: Class II bike lanes in uphill direction and sharrows on downhill		Active Transportation Plan	20	30	5	20	0	**75**
A.RDM001	Bonita Dr (east) - San Andreas Rd to Freedom Blvd	District 2 (Aptos/Rio Del Mar)	Short term: Traffic-calmed residential streets		Active Transportation Plan	10	30	5	0	0	**45**
A.RDM003	Freedom Blvd 1 (west) - Bonita Dr to Mariner	District 2 (Aptos/Rio Del Mar)	Class II enhanced bicycle lanes		Active Transportation Plan	10	30	10	0	0	**50**
A.RDM004	Freedom Blvd 2 (west) - Sabina Way to Valencia	District 2 (Aptos/Rio Del Mar)	Maintain and expand existing Class I multi-use path		Active Transportation Plan	10	30	10	20	0	**70**
A.RDM005	Freedom Blvd at Bonita Dr	District 2 (Aptos/Rio Del Mar)	Consider slip lane removal. Install high-visibility pedestrian crossing.		Active Transportation Plan	10	30	10	0	0	**50**

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A.RDM006	Freedom Blvd at Soquel Dr	District 2 (Aptos/Rio Del Mar)	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island. Modify slip lane to improve pedestrian visibility.		Active Transportation Plan	10	20	10	0	0	**40**
A.RDM007	Freedom Boulevard	District 2 (Aptos/Rio Del Mar)	Install sidewalk on south side of Freedom between Bonita Drive and Soquel Drive	Caltrans	Active Transportation Plan	10	30	10	20	0	**70**
A.RDM008	Huntington Drive at Wallace Avenue	District 2 (Aptos/Rio Del Mar)	Install curb extension on northeastern corner. Upgrade crossing to high visibility		Complete Streets to Schools Plan - Aptos Jr High	20	0	5	20	0	**45**
A.RDM009	Soquel Dr at Rio Del Mar Blvd	District 2 (Aptos/Rio Del Mar)	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island. When interchange is reconstructed, consider redesign of intersection to remove slip lane from Rio Del Mar Boulevard to eastbound Soquel Drive (south side of roadway).	County, Caltrans	Active Transportation Plan + Complete Streets to Schools Plan	10	30	10	0	0	**50**
CO001	Amesti Road	District 2 (Corralitos)	Maintain closed area as shared use path and consider pedestrian-scale lighting. Install traffic calming measures on either side of closure between Browns Valley Rd and Varni Rd.		Active Transportation Plan	10	20	10	20	20	**80**
CO010	Browns Valley Rd	District 2 (Corralitos)	Long-distance rural route		Active Transportation Plan	20	30	0	0	0	**50**
CO003	Corralitos Rd	District 2 (Corralitos)	Long term: Class I multi-use path		Active Transportation Plan	0	30	10	20	20	**80**
CO002	Corralitos Rd	District 2 (Corralitos)	Short term: Class II bike lanes		Active Transportation Plan	20	30	10	0	0	**60**
CO004	Corralitos Rd at Freedom Blvd	District 2 (Corralitos)	Upgrade crosswalk to high-visibilty		Active Transportation Plan	20	10	0	0	0	**30**
CO005	Corralitos Rd at Hames/Browns Valley/Eureka Canyon	District 2 (Corralitos)	Install high-visibility bicycle and pedestrian crossings and ADA upgrades		Active Transportation Plan	20	30	5	20	0	**75**
CO006	Hames at Pleasant Valley	District 2 (Corralitos)	Install bots dots at intersection of Hames/Pleasant Valley to prevent left-turning vehicles from cutting the turn		Active Transportation Plan	20	0	5	0	0	**25**
CO007	Hames Rd	District 2 (Corralitos)	Install sidewalk between Corralitos Rd and Rancho Corralitos mobile home park. Corralitos to Blake is also a high-priority segment.		Active Transportation Plan	10	30	5	20	0	**65**
CO008	Hames Rd	District 2 (Corralitos)	Class III long distance rural route		Active Transportation Plan	20	30	10	0	0	**60**
CO009	Varni Rd at Corralitos Rd	District 2 (Corralitos)	Evaluate for intersection improvements		Active Transportation Plan	20	10	5	0	0	**35**
LSB001	Mar Monte Ave	District 2 (La Selva Beach)	Class III long distance rural route		Active Transportation Plan	20	20	0	0	0	**40**
LSB002	Playa Bl	District 2 (La Selva Beach)	Traffic-calmed residential streets		Active Transportation Plan	10	20	0	20	0	**50**
LSB003	San Andreas Road at Bonita Drive	District 2 (La Selva Beach)	Study options to facilitate left turn movements for cyclists from San Andreas to Bonita Drive		Active Transportation Plan	20	0	5	0	0	**25**

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LSB004	San Andreas Road at Playa Blvd	District 2 (La Selva Beach)	Study options to reconfigure intersection. Install high-visibility crosswalks on all legs		Active Transportation Plan	20	0	0	20	0	**40**
RDM001	Bonita Drive at Rio Del Mar Boulevard/Clubhouse Drive/ Loma Prieta Drive	District 2 (Rio Del Mar)	Short term: Reconfigure intersection to shorten crossings and improve pedestrian access. Install sidewalks on southern side of the intersection to connect to sidewalk on Clubhouse Drive		Complete Streets to Schools Plan - Aptos Jr High	10	20	5	20	0	**55**
RDM002	Bonita Drive at Rio Del Mar Boulevard/Clubhouse Drive/ Loma Prieta Drive	District 2 (Rio Del Mar)	Long term: Consider roundabout		Complete Streets to Schools Plan - Aptos Jr High	10	20	5	0	0	**35**
RDM003	Clubhouse Dr	District 2 (Rio Del Mar)	Class III long distance rural route		Active Transportation Plan	20	30	10	0	0	**60**
RDM004	Clubhouse Dr	District 2 (Rio Del Mar)	Install standard sidewalk on one side of the street.		Active Transportation Plan	0	30	10	20	0	**60**
RDM005	Dolphin Drive at Pinehurst Drive	District 2 (Rio Del Mar)	Install curb extension on both legs of the existing crosswalk. Remove stop lines on either side of crosswalk and replace with yield lines in appropriate locations		Complete Streets to Schools Plan - Rio Del Mar Elementary	20	0	5	20	0	**45**
RDM006	Hidden Beach County Park	District 2 (Rio Del Mar)	Study options to construct formal bicycle and pedestrian connection between Hidden Beach parking lot and Sumner Drive		Active Transportation Plan	20	0	0	20	0	**40**
RDM021	Moosehead Dr or Treasure Island Dr/Aptos Beach Dr	District 2 (Rio Del Mar)	Study options to install Class II bike lanes on Moosehead Dr and/or Treasure Island Dr/Aptos Beach Drive between Spreckels Dr and Rio Del Mar beach.		Active Transportation Plan	20	30	5	0	0	**55**
RDM008	Pinehurst Drive at Greenbrier Drive	District 2 (Rio Del Mar)	Install curb extensions on all legs of crosswalks. Install high-visibility crosswalk across Pinehurst Drive on south side of intersection. Install sidewalk using street ROW on east side of Pinehurst Drive between 901 Pinehurst Drive and pedestrian path to school drop-off loop entrance. Repair curb and gutter at northwest corner of intersection.		Complete Streets to Schools Plan - Rio Del Mar Elementary	10	0	10	20	0	**40**
RDM009	Pinehurst Drive at Pinehurst Way	District 2 (Rio Del Mar)	Remove gate/fencing at pathway entrance to school. Install curb extensions on all legs of crosswalks		Complete Streets to Schools Plan - Rio Del Mar Elementary	20	0	5	20	0	**45**
RDM010	Pinehurst Drive between Pinehurst Way and Clubhouse Drive	District 2 (Rio Del Mar)	Close sidewalk gaps. Install No Stopping Anytime (R26 (S)) signs in red zones		Complete Streets to Schools Plan - Rio Del Mar Elementary	10	0	10	20	0	**40**
RDM012	Rio del Mar Blvd 1 (south) - Aptos Beach Dr to Murray Ave	District 2 (Rio Del Mar)	Class III long distance rural route		Active Transportation Plan	20	30	5	0	0	**55**
RDM013	Rio del Mar Blvd 2 (north) - Murray Av to Soquel Dr	District 2 (Rio Del Mar)	Class IV separated bikeway		Active Transportation Plan	20	30	5	20	0	**75**
RDM011	Rio Del Mar Blvd between Aptos Beach Drive and Cliff Court	District 2 (Rio Del Mar)	Install sidewalk on one or both sides of the street		Active Transportation Plan	10	0	5	20	0	**35**
RDM015	Santa Cruz Branch Rail Line	District 2 (Rio Del Mar)	Construct Segment 14 of the Monterey Bay Sanctuary Scenic Trail between Cliff Drive/Hidden Beach and Seascape Park	SCCRTC	Monterey Bay Sanctuary Scenic Trail Master Plan	0	20	10	20	0	**50**

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RDM014	Santa Cruz Branch Rail Line	District 2 (Rio Del Mar)	Construct Segment 13 of the Monterey Bay Sanctuary Scenic Trail between Rio Del Mar Boulevard and Cliff Drive/Hidden Beach	SCCRTC	Monterey Bay Sanctuary Scenic Trail Master Plan	0	10	10	20	0	**40**
RDM016	Seascape Blvd	District 2 (Rio Del Mar)	Fill sidewalk gap on south side of Seascape Blvd near Racquet Landing		Active Transportation Plan	20	20	0	20	0	**60**
RDM017	Soquel Dr 5 (east)-Spreckels Dr to Freedom Blvd	District 2 (Rio Del Mar)	Short term: Class II enhanced bicycle lanes		Active Transportation Plan	10	30	10	20	0	**70**
RDM018	Soquel Dr 5 (east)-Spreckels Dr to Freedom Blvd	District 2 (Rio Del Mar)	Long term: Class II buffered or Class IV separated bikeway		Active Transportation Plan	10	30	10	20	0	**70**
RDM020	Sumner Ave	District 2 (Rio Del Mar)	Install sidewalk on one side of the street		Active Transportation Plan	0	20	5	20	0	**45**
RDM019	Sumner Ave	District 2 (Rio Del Mar)	Traffic-calmed residential streets		Active Transportation Plan	10	20	5	0	0	**35**
SEA001	Center Av	District 2 (Seacliff)	Traffic-calmed residential streets		Active Transportation Plan	10	30	0	0	0	**40**
SEA002	Center Ave at North Ave	District 2 (Seacliff)	Install high-visibility bicycle and pedestrian crossings.		Active Transportation Plan	20	0	0	0	0	**20**
SEA003	Seacliff Dr / Broadway	District 2 (Seacliff)	Traffic-calmed residential streets		Active Transportation Plan	10	20	0	0	0	**30**
SEA004	State Park Drive at Center St	District 2 (Seacliff)	Install high-visibility bicycle and pedestrian crossings. Consider roundabout.		Active Transportation Plan	10	30	0	0	0	**40**
SC001	Airport Blvd - Watsonville city limits to Holohan Rd	District 2 (South County)	Short term: Class II enhanced bicycle lanes		Active Transportation Plan	20	30	0	0	20	**70**
SC002	Airport Blvd - Watsonville city limits to Holohan Rd	District 2 (South County)	Long term: Class IV separated bikeway		Active Transportation Plan	20	30	0	0	20	**70**
SC003	Amesti Rd	District 2 (South County)	Short term: Class III long distance rural route		Active Transportation Plan	20	30	10	0	20	**80**
SC004	Amesti Rd	District 2 (South County)	Long term: Class I multi-use path		Active Transportation Plan	0	30	10	20	20	**80**
SC006	Bowker Road between Calabasas Road and Buena Vista Drive	District 2 (South County)	Install slotted speed humps		Complete Streets to Schools Plan - Calabasas	20	30	5	0	20	**75**
SC007	Bradford Road at Calabasas Road	District 2 (South County)	Install curb extensions at all corners. Refresh crosswalks		Complete Streets to Schools Plan - Calabasas	20	10	10	20	20	**80**
SC008	Buena Vista Dr	District 2 (South County)	Class III long distance rural route		Active Transportation Plan	20	30	5	0	20	**75**
SC009	Buena Vista Drive between Freedom Boulevard and Calabasas Road	District 2 (South County)	Install sidewalk on north side of roadway		Complete Streets to Schools Plan - Calabasas	10	30	10	20	20	**90**
SC010	Calabasas Road at Barbara Way	District 2 (South County)	Install curb extension at northeast corner		Complete Streets to Schools Plan - Calabasas	20	10	5	20	20	**75**

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SC011	Calabasas Road between Buena Vista Drive and Bradford Road.	District 2 (South County)	Install second bike lane stripe to separate parking aisle and bike lane on north side of road. Install "no stopping/bike lanes" signs to south side of road		Complete Streets to Schools Plan - Calabasas	10	30	0	0	20	**60**
SC020	Eureka Canyon	District 2 (South County)	Class III long distance rural route		Active Transportation Plan	10	30	5	0	0	**45**
SC022	Freedom Blvd 3 (east) - Valencia Rd to Watsonville City limits	District 2 (South County)	Long term: Class I multi-use path		Active Transportation Plan	0	30	10	20	20	**80**
SC021	Freedom Blvd 3 (east) - Valencia Rd to Watsonville City limits	District 2 (South County)	Short term: Class II bike lanes		Active Transportation Plan	10	30	10	0	20	**70**
SC023	Freedom Blvd at Buena Vista	District 2 (South County)	Study options to install roundabout, intersection protection, curb extensions, or pedestrian refuge island.		Active Transportation Plan	20	30	5	0	20	**75**
SC024	Freedom Boulevard between Bowker Road and Airport Boulevard	District 2 (South County)	Close sidewalk gaps on south side of street between Bowker and Buena Vista, and both sides of street between Buena Vista and Airport.		Complete Streets to Schools Plan - Calabasas	0	30	5	20	20	**75**
SC057	Harkins Slough	District 2 (South County)	Study options to install bike/pedestrian trail over Harkins Slough and Gallighan Slough to connect Harkins Slough Rd to Santa Cruz Branch Rail Line		Watsonville Trails & Greenway Master Plan	20	0	0	0	0	**20**
SC041	Larkin Valley Rd - Watsonville city limits to San Andreas Road	District 2 (South County)	Class III long distance rural route		Active Transportation Plan	20	30	0	0	20	**70**
SC047	Pioneer Rd	District 2 (South County)	Class III long distance rural route		Active Transportation Plan	20	30	10	0	20	**80**
SC048	San Andreas Rd 1 (north) - Larkin Valley to Seawind Rd	District 2 (South County)	Class II bike lanes		Active Transportation Plan	10	30	10	0	0	**50**
SC049	San Andreas Rd 2 (south) - Seawind Rd to West Beach St	District 2 (South County)	Class II bike lanes		Active Transportation Plan	10	30	10	0	0	**50**
SC050	Santa Cruz Branch Rail Line	District 2 (South County)	Construct Segment 15 of the Monterey Bay Sanctuary Scenic Trail between Seascape Park and the Manresa State Beach Railroad Bridge.	SCCRTC	Monterey Bay Sanctuary Scenic Trail Master Plan	0	30	10	20	20	**80**
SC051	Santa Cruz Branch Rail Line	District 2 (South County)	Construct Segment 16 of the Monterey Bay Sanctuary Scenic Trail between the Manresa State Beach Railroad Bridge and Buena Vista Drive.	SCCRTC	Monterey Bay Sanctuary Scenic Trail Master Plan	0	30	10	20	20	**80**
SC053	Thurwacher Rd	District 2 (South County)	Install Class II bicycle lanes		2040 Regional Transportation Plan	20	10	0	20	0	**50**
SC054	Varni Rd	District 2 (South County)	Class III long distance rural route		Active Transportation Plan	20	30	5	0	20	**75**
SC055	West Beach Rd - Watsonville city limits to Rio Boca Rd	District 2 (South County)	Short term: Class II bike lanes		Active Transportation Plan	10	30	10	20	20	**90**
SC056	West Beach Rd - Watsonville city limits to Rio Boca Rd	District 2 (South County)	Long term: Class I multi-use path		Active Transportation Plan	0	30	10	20	20	**80**
SC025	Green Valley Rd 1 (south) - Watsonville city limits to Behler Road	District 2/4 (South County)	Class I multi-use path		Active Transportation Plan	10	30	10	20	20	**90**
SC026	Green Valley Rd 2 (north) - Behler Rd to Pioneer Road	District 2/4 (South County)	Class I multi-use path		Active Transportation Plan	0	30	10	20	20	**80**

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SC027	Green Valley Road at Amesti	District 2/4 (South County)	Install high-visibility bicycle crossings. Consider slip lane removal.		Active Transportation Plan	10	30	10	0	20	**70**
SC028	Green Valley Road at Arroyo Drive	District 2/4 (South County)	Shift crosswalk at Dalton Lane to Arroyo Drive to provide access to County park. Install rectangular rapid flashing beacon.		Active Transportation Plan	20	0	10	0	20	**50**
SC029	Green Valley Road at Hathaway	District 2/4 (South County)	Install curb extensions to shorten crossing distance on Hathaway.		Active Transportation Plan	20	0	10	20	20	**70**
SC030	Green Valley Road at Minto Road	District 2/4 (South County)	Install high-visibility bicycle crossing.		Active Transportation Plan	20	30	10	0	20	**80**
SC031	Green Valley Road at Pioneer	District 2/4 (South County)	Install green backed sharrows on Green Valley through intersection. Consider reconfiguring intersection to reduce turning speed from Green Valley to Pioneer and increase visibility for drivers turning from Pioneer onto Green Valley.		Active Transportation Plan	10	20	10	0	20	**60**
SC032	Green Valley Road from Holohan to Mesa Verde Dr	District 2/4 (South County)	Install rectangular rapid flashing beacons at uncontrolled crossings. Study installation of new marked crosswalks between Behler Road and Mesa Verde. Include rectangular rapid flashing beacon at any new marked crosswalk.		Active Transportation Plan	20	30	10	0	20	**80**
SC033	Hazel Dell Road	District 2/4 (South County)	Class III long distance rural route		Active Transportation Plan	20	30	5	0	0	**55**
SC052	Santa Cruz Branch Rail Line or San Andreas Road	District 2/4 (South County)	Construct Segment 17 of the Monterey Bay Sanctuary Scenic Trail between Buena Vista Drive and Lee Road.	SCCRTC	Monterey Bay Sanctuary Scenic Trail Master Plan	0	30	10	20	20	**80**
DA001	Cement Plant Rd	District 3 (Davenport)	Conduct feasibility study to install Class I multi-use path		Active Transportation Plan	20	30	5	20	0	**75**
DA002	CEMEX property	District 3 (Davenport)	Study options to construct shared use path through CEMEX property to connect New Town with Marine View Ave, as outlined in CEMEX reuse plan	Private property	Active Transportation Plan	20	30	5	20	0	**75**
DA005	Ocean Street	District 3 (Davenport)	Install sidewalk between METRO bus stop and school entrance (adjacent to existing crosswalk)		Active Transportation Plan	20	10	0	20	0	**50**
DA006	Santa Cruz Branch Rail Line	District 3 (Davenport)	Construct Segment 5 of the Monterey Bay Sanctuary Scenic Trail between Davenport and the Wilder Ranch parking lot.	SCCRTC implementing	Monterey Bay Sanctuary Scenic Trail Master Plan	0	30	10	20	0	**60**
DA003	SR-1	District 3 (Davenport)	Install standard sidewalk or Class I multi-use path on north side of Highway 1 between Cement Plant Road and Marine View Ave. Install 'No Parking' signage	Caltrans	Active Transportation Plan	10	30	5	20	0	**65**
DA004	SR-1, Davenport Landing Road, and Santa Cruz Branch Rail Line	District 3 (Davenport)	Construct Segment 4 of the Monterey Bay Sanctuary Scenic trail between SR-1 at Davenport Landing Road and SR-1 at Cement Plant Road.	Caltrans, State Parks	Monterey Bay Sanctuary Scenic Trail Master Plan	0	30	10	20	0	**60**
NC005	Santa Cruz Branch Rail Line	District 3 (North Coast)	Construct Segment 6 of the Monterey Bay Sanctuary Scenic Trail between the Wilder Ranch parking lot and Santa Cruz city limits	SCCRTC	Monterey Bay Sanctuary Scenic Trail Master Plan	0	30	10	20	20	**80**
NC002	SR-1	District 3 (North Coast)	Construct Segment 1 of the Monterey Bay Sanctuary Scenic Trail between the San Mateo County line and Waddell Beach parking.	Caltrans	Monterey Bay Sanctuary Scenic Trail Master Plan	20	30	10	20	0	**80**
NC003	SR-1	District 3 (North Coast)	Construct Segment 2 of the Monterey Bay Sanctuary Scenic Trail between Waddell Beach parking and Scott Creek Beach Park.	Caltrans, State Parks	Monterey Bay Sanctuary Scenic Trail Master Plan	10	30	10	20	0	**70**

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NC004	SR-1	District 3 (North Coast)	Construct Segment 3 of the Monterey Bay Sanctuary Scenic Trail between Scott Creek Beach Park and Davenport Landing Road.	Caltrans, State Parks	Monterey Bay Sanctuary Scenic Trail Master Plan	0	30	10	20	0	**60**
NC006	SR-1	District 3 (North Coast)	Install pedestrian/bicycle overcrossing of SR 1 at the north end of the Panther/Yellowbank Beach parking lot	Caltrans	SCCRTC	0	0	10	20	0	**30**
UCSC001	Coolidge Dr	District 3 (UCSC)	Install sidewalk on both sides of the street or other safe pedestrian access between High Street and Hagar Drive.		Active Transportation Plan	0	30	5	20	20	**75**
UCSC002	Coolidge Dr	District 3 (UCSC)	Class IV separated bikeway		Active Transportation Plan	10	30	5	0	20	**65**
UCSC003	Coolidge Drive at Hagar Drive	District 3 (UCSC)	Install protected roundabout, protected intersection, or other improvements which prioritize transit access and bike/pedestrian safety.		Active Transportation Plan	10	30	5	0	20	**65**
UCSC004	Coolidge Drive at Ranch View Way	District 3 (UCSC)	Install protected roundabout, protected intersection, or other improvements which prioritize transit access and bike/pedestrian safety.		Active Transportation Plan	10	0	5	0	20	**35**
UCSC005	Empire Grade	District 3 (UCSC)	Install sidewalk or shared use path on east side of street between Heller and Highview		Active Transportation Plan	0	30	0	20	20	**70**
UCSC006	Empire Grade - Heller to Highview	District 3 (UCSC)	Class IV separated bikeway or Class I multi-use path		Active Transportation Plan	10	30	0	20	20	**80**
FE005	Felton Empire	District 3/5 (Felton)	Class III long distance rural route		Active Transportation Plan	20	30	0	0	0	**50**
NC001	Empire Grade	District 3/5 (North Coast)	Class III long distance rural route		Active Transportation Plan	10	30	5	0	20	**65**
SC005	Arroyo Drive/Mark Ave/Hathaway Ave	District 4 (South County)	Install neighborhood traffic calming measures. Work with neighborhood to determine exact locations		Active Transportation Plan	20	0	5	0	20	**45**
SC012	Carlton Rd	District 4 (South County)	Class III long distance rural route		Active Transportation Plan	20	30	0	0	20	**70**
SC013	Casserly Rd	District 4 (South County)	Class III long distance rural route		Active Transportation Plan	20	20	5	0	20	**65**
SC015	College Rd	District 4 (South County)	Long term: Class II bicycle lanes		Active Transportation Plan	20	30	5	20	20	**95**
SC016	College Rd	District 4 (South County)	Install sidewalk on one side of the street		Active Transportation Plan	10	30	5	20	20	**85**
SC014	College Rd	District 4 (South County)	Short term: Class III long distance rural route		Active Transportation Plan	20	30	5	0	20	**75**
SC019	E. Lake Ave (SR-152) - Watsonville city limits to Carlton/Casserly	District 4 (South County)	Class II buffered or Class IV separated bikeway	Caltrans	Active Transportation Plan	20	30	5	20	20	**95**
SC017	E. Lake Avenue between Holohan Road and school driveway	District 4 (South County)	Retrofit eastern sidewalk/path to be Class I shared-use path. Paint red curb on E. Lake Avenue outside of school driveway.	Caltrans	Complete Streets to Schools Plan - Lakeview MS	10	30	10	0	20	**70**
SC018	E. Lake Avenue between Wagner Avenue and Holohan Road	District 4 (South County)	Install high visibility crosswalks across Beverly Drive (both approaches) and Bridge Street.		Complete Streets to Schools Plan - Lakeview MS	20	30	0	0	20	**70**

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SC034	Holohan Rd	District 4 (South County)	Short term: Class II bike lanes		Active Transportation Plan	20	30	10	0	20	**80**
SC035	Holohan Rd	District 4 (South County)	Long term: Class I multi-use path		Active Transportation Plan	0	30	10	20	20	**80**
SC036	Holohan Rd at Airport Bl	District 4 (South County)	Install bicycle signals, no right on red signage, and high-visibility bicycle crossings. Consider intersection protection, curb extensions, or pedestrian refuge island		Active Transportation Plan	10	30	10	0	20	**70**
SC037	Holohan Rd at East Lake Ave	District 4 (South County)	Install bicycle signals, no right on red signage, and high-visibility bicycle crossings. Consider intersection protection, curb extensions, or pedestrian refuge island. Install pedestrian countdown signal heads at each traffic signal with lead pedestrian intervals		Active Transportation Plan + Complete Streets to Schools Plan - Lakeview MS	10	30	10	0	20	**70**
SC038	Holohan Road	District 4 (South County)	Install sidewalk on Holohan Road between Laken Drive and E. Lake Avenue. Paint high visibility crosswalk across Laken Drive (both intersections)		Complete Streets to Schools Plan - Lakeview MS	10	10	0	20	20	**60**
SC039	Holohan Road between Green Valley Road and Lake Avenue	District 4 (South County)	Repair speed feedback sign. Install school zone signage and pavement markings as appropriate.		Complete Streets to Schools Plan - Lakeview MS	20	30	5	0	20	**75**
SC040	Lakeview Rd	District 4 (South County)	Class III long distance rural route		Active Transportation Plan	20	30	0	0	20	**70**
SC042	Murphy Crossing	District 4 (South County)	Install Class II bicycle lanes		2040 Regional Transportation Plan	20	0	0	20	15	**55**
SC043	Pajaro River Levee Path	District 4 (South County)	Class I multi-use path, including connection to West Beach St	Army Corps of Engineers, Private Property	Active Transportation Plan	0	30	5	20	20	**75**
SC045	Paulsen Rd	District 4 (South County)	Study options for sidewalk or shared use path between 162 Paulsen Road and Green Valley Road		Active Transportation Plan	20	20	5	20	20	**85**
SC044	Paulsen Rd	District 4 (South County)	Class III long distance rural route		Active Transportation Plan	20	20	0	0	20	**60**
SC046	Paulsen Rd at Trembley Lane	District 4 (South County)	Conduct crosswalk warrant. If warranted, install marked crosswalk with curb extensions		Active Transportation Plan	20	0	5	20	20	**65**
SC058	West Riverside Dr	District 4 (South County)	Study options to install sidewalk on north side of street between 280 W Riverside and Industrial Rd.	Caltrans	Active Transportation Plan	10	30	0	20	15	**75**
SC057	Whiting Rd	District 4 (South County)	Class III long distance rural route		Active Transportation Plan	20	0	0	0	20	**40**
BL001	Central Ave	District 5 (Ben Lomond)	Install sidewalk on south side of street between Fillmore Ave and Love Creek Road		Active Transportation Plan	10	10	5	20	0	**45**
BL002	Fillmore Ave	District 5 (Ben Lomond)	Install sidewalk on east side of the street		Active Transportation Plan	10	10	5	20	0	**45**
BL003	Glen Arbor Rd	District 5 (Ben Lomond)	Install sidewalk or path between Pine and Newell Creek. Install crosswalk at Madrone Ave. Explore feasibility of extending sidewalk south of Newell Creek.		SR-9/SLV Complete Streets Corridor Plan + Active Transportation Plan	10	20	10	20	0	**60**

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BL004	Glen Arbor Rd	District 5 (Ben Lomond)	Class III long distance rural route		Active Transportation Plan	20	20	10	0	0	**50**
BL005	Glen Arbor Rd between Mill St and Pine St	District 5 (Ben Lomond)	Install Class I multi-use path on north side of the street.		SR-9/SLV Complete Streets Corridor Plan	10	0	10	20	0	**40**
BL006	Highland Park	District 5 (Ben Lomond)	Install Class I multi-use path on west edge of Highlands Park paralleling SR-9		SR-9/SLV Complete Streets Corridor Plan	10	0	10	20	0	**40**
BL007	Love Creek Rd	District 5 (Ben Lomond)	Install sidewalk on west side of street between SR-9 and Central Ave		Active Transportation Plan	10	0	5	20	0	**35**
BL008	Main St	District 5 (Ben Lomond)	Install sidewalk on one or both sides of the street between Mill St and Sunnyside Ave. Install shade trees between Mill St and SR-9.		SR-9/SLV Complete Streets Corridor Plan	10	20	5	20	0	**55**
BL009	Mill St	District 5 (Ben Lomond)	Fill sidewalk gaps on both sides of street		SR-9/SLV Complete Streets Corridor Plan	10	10	10	20	0	**50**
BL010	Mill St at Main St	District 5 (Ben Lomond)	Install curb extensions with upgraded curb ramps		Active Transportation Plan	20	10	5	20	0	**55**
BL011	Quail Hollow	District 5 (Ben Lomond)	Class III long distance rural route		Active Transportation Plan	20	20	5	0	0	**45**
BC001	Bear Creek Rd	District 5 (Boulder Creek)	Class III long distance rural route		Active Transportation Plan	10	30	0	0	0	**40**
BC002	Downtown Boulder Creek	District 5 (Boulder Creek)	Install alternate signed bike route w/ sharrows starting on SR-9 and SR-236 to direct cyclists to E Lomond/Railroad/Middleton for northbound trips and Pine/Boulder St/Grove St for southbound trips		Active Transportation Plan	20	30	10	0	0	**60**
BC007	Forest St	District 5 (Boulder Creek)	Install sidewalks between Pine and SR-9		SR-9/SLV Complete Streets Corridor Plan	20	30	5	20	0	**75**
BC003	Lomond St	District 5 (Boulder Creek)	Install sidewalk with shade trees on one side of street from SR-9 to Laurel St		SR-9/SLV Complete Streets Corridor Plan	10	30	10	20	0	**70**
BC004	Middleton Ave	District 5 (Boulder Creek)	Install sidewalk on one side of the street between SR-9 and Junction Park to connect to SR-9 sidewalk.		Active Transportation Plan	10	20	5	20	0	**55**
BC005	Pine St	District 5 (Boulder Creek)	Install sidewalk between Lomond St to SR-236		SR-9/SLV Complete Streets Corridor Plan	10	30	5	20	0	**65**
BC006	West Park Ave	District 5 (Boulder Creek)	Install sidewalk with shade trees on north side of street between SR-9 and library		SR-9/SLV Complete Streets Corridor Plan	20	30	10	20	0	**80**
BD001	Pacific Street	District 5 (Brookdale)	Install sidewalk on both sides of the street between SR-9 and 121 Pacific Ave. to connect to SR-9 sidewalk. Consider marked crosswalk across Pacific at SR-9.		Active Transportation Plan	20	20	5	20	0	**65**
FE001	Conference Dr	District 5 (Felton)	Class III long distance rural route		Active Transportation Plan	20	20	5	0	0	**45**
FE002	East Zayante	District 5 (Felton)	Class III long distance rural route		Active Transportation Plan	10	30	0	0	0	**40**
FE003	El Solyo Heights/Hacienda	District 5 (Felton)	Class II bicycle lanes between middle school and SR-9		SR-9/SLV Complete Streets Corridor Plan	20	0	10	20	0	**50**

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FE004	El Solyo Heights/Hacienda	District 5 (Felton)	Install sidewalk or shared use path between middle school and SR-9		SR-9/SLV Complete Streets Corridor Plan	10	0	10	20	0	**40**
FE025	Felton (location not defined)	District 5 (Felton)	Study options for bicycle and pedestrian access from SR-9 to Fall Creek State Park.		Active Transportation Plan	20	30	10	0	0	**60**
FE006	Felton Empire	District 5 (Felton)	Install sidewalk and shade trees between SR-9 and Cooper/Gushee. Short term: install sharrows between SR-9 and Cooper/Gushee.		SR-9/SLV Complete Streets Corridor Plan	20	30	10	20	0	**80**
FE007	Felton Empire at Gushee St/Cooper St	District 5 (Felton)	Install curb extensions to shorten crossing distance on Felton Empire. Install lighting. Analyze dome rumble strips to slow eastbound traffic speeds on Felton Empire before the curve		SR-9/SLV Complete Streets Corridor Plan + Active Transportation Plan	20	30	10	20	0	**80**
FE025	Graham Hill Road	District 5 (Felton)	Install sidewalk from NE corner crosswalk to Metro stop #2559 (Graham Hill Rd and Covered Bridge Rd northbound), incl. shade trees		SR-9/SLV Complete Streets Corridor Plan	20	30	10	20	0	**80**
FE008	Graham Hill Road	District 5 (Felton)	Install sidewalk on south side of the street between SR-9 and Roaring Camp Railroad.		Active Transportation Plan	10	30	10	20	0	**70**
FE009	Graham Hill Road at SR-9	District 5 (Felton)	When bike lane is installed, install bike box on Graham Hill Road to allow bicyclists to turn left onto SR-9		SR-9/SLV Complete Streets Corridor Plan	20	30	10	0	0	**60**
FE010	Gushee St	District 5 (Felton)	Install sidewalk on east side of Gushee St from Russell Ave to Felton Empire Road, including shade trees.		SR-9/SLV Complete Streets Corridor Plan	10	30	10	20	0	**70**
FE012	Gushee St	District 5 (Felton)	Class II bicycle lanes between Hihn St and Felton Empire		SR-9/SLV Complete Streets Corridor Plan	20	30	10	20	0	**80**
FE011	Gushee St	District 5 (Felton)	Update and widen sidewalk on west side of Gushee St from Hihn St to Felton Empire Rd, incl. shade trees. Long term - extend sidewalk to Russell		SR-9/SLV Complete Streets Corridor Plan	10	30	10	20	0	**70**
FE013	Gushee St at Hihn St	District 5 (Felton)	Install high-visibility crosswalks on up to four legs of intersection.		SR-9/SLV Complete Streets Corridor Plan	20	10	10	0	0	**40**
FE014	Gushee St at Kirby St	District 5 (Felton)	Install marked crosswalks. Evaluate for rectangular rapid flashing beacon		Active Transportation Plan	20	30	10	0	0	**60**
FE015	Gushee/Laurel/Valley/ Redwood	District 5 (Felton)	Include 'Alternate Route' signage starting on SR-9 to direct cyclists to Redwood Dr.		Active Transportation Plan	20	30	5	0	0	**55**
FE016 SV008	Hacienda Way	District 5 (Felton)	Install Class I multi-use path El Solyo Heights Dr to Brackney Rd via Hacienda Way. Not within County ROW, formalize footpath on private property west side		SR-9/SLV Complete Streets Corridor Plan	0	0	10	20	0	**30**
FE017	Hacienda Way	District 5 (Felton)	Replace pedestrian bridge between Hacienda Way and elementary school campus		SR-9/SLV Complete Streets Corridor Plan	0	0	10	20	0	**30**
FE018	Hihn St	District 5 (Felton)	Class II bicycle lanes		SR-9/SLV Complete Streets Corridor Plan	20	10	10	20	0	**60**
FE019	Hihn St	District 5 (Felton)	Install sidewalk with shade trees both sides on Hihn St from SR-9 to Gushee St		SR-9/SLV Complete Streets Corridor Plan	10	10	10	20	0	**50**

REC #	LOCATION	DISTRICT + AREA	RECOMMENDATION	COUNTY JURISDICTION (UNLESS NOTED)	SOURCE	IMPLEMENTATION	SAFETY	COMMUNITY IDENTIFIED NEED	CONNECTIVITY & ACCESS	EQUITY	TOTAL SCORE
FE026	Kirby St	District 5 (Felton)	Fill gaps in Kirby St sidewalk from SR-9 to Gushee		SR-9/SLV Complete Streets Corridor Plan	20	30	10	20	0	**80**
FE020	Lakeview Dr	District 5 (Felton)	Class III long distance rural route		Active Transportation Plan	20	30	0	0	0	**50**
FE021	Plateau Dr	District 5 (Felton)	Install sidewalks on both sides of street between SR-9 and Gushee St.		SR-9/SLV Complete Streets Corridor Plan	10	10	5	20	0	**45**
FE022	Redwood Dr	District 5 (Felton)	Class III long distance rural route		Active Transportation Plan	20	30	0	0	0	**50**
FE023	Russell Ave	District 5 (Felton)	Install sidewalks on both sides of street between SR-9 and Gushee St.		SR-9/SLV Complete Streets Corridor Plan	10	0	5	20	0	**35**
FE024	San Lorenzo Ave	District 5 (Felton)	Class III long distance rural route		Active Transportation Plan	20	20	0	0	0	**40**
SV001	Between Brook Knoll Elementary and Sims Road, approximately 400 feet south of Brook Knoll Drive (in vacant property)	District 5 (Scotts Valley)	Work with property owner to install Class I shared-use path	Private property	Complete Streets to Schools Plan - Brook Knoll	20	0	10	20	0	**50**
SV003	Brook Knoll Drive	District 5 (Scotts Valley)	Repair/widen sidewalk on south side of street. Work with property owners to keep sidewalk clear of debris		Complete Streets to Schools Plan - Brook Knoll	10	0	5	0	0	**15**
SV024	Conference Dr	District 5 (Scotts Valley)	Install Class I shared use path to connect two segments of Conference Drive		Active Transportation Plan	10	30	5	20	0	**65**
SV007	Graham Hill Rd 1 (south) - Santa Cruz city limits to Park Ave	District 5 (Scotts Valley)	Long term: Class I multi-use path or Class II bike lanes where Class I is not feasible		Active Transportation Plan	0	30	10	20	20	**80**
SV024	Graham Hill Rd 1 (south) - Santa Cruz city limits to Park Ave	District 5 (Scotts Valley)	Short term: Class III long distance rural route		Active Transportation Plan	20	30	10	0	20	**80**
SV008	Graham Hill Rd 2 (north - Felton) - Park Av to SR-9	District 5 (Scotts Valley)	Class II enhanced bicycle lanes		Active Transportation Plan	20	30	10	0	20	**80**
SV009	Graham Hill Road at Treetop Drive	District 5 (Scotts Valley)	Improve connection between west end of crosswalk and hiking trail. Conduct signal warrant. If warrant is not met, install pedestrian hybrid beacon across Graham Hill Road. Install speed feedback sign near this intersection.		Complete Streets to Schools Plan - Brook Knoll	10	0	10	0	0	**20**
SV010	Graham Hill Road south of Treetop Drive	District 5 (Scotts Valley)	Close sidewalk gap on east side of Graham Hill Road, connecting to Graham Hill Plaza, Nepenthe Drive, and Sims Road		Complete Streets to Schools Plan - Brook Knoll	10	0	10	20	0	**40**
SV011	La Madrona Drive	District 5 (Scotts Valley)	Class III long distance rural route		Active Transportation Plan	20	30	10	0	20	**80**
SV012	Lockwood Lane	District 5 (Scotts Valley)	Install sidewalk or shared use path between Graham Hill Rd and Scotts Valley city limits		2040 Regional Transportation Plan	10	0	5	20	0	**35**
SV014	Mt Hermon Rd 1 (south) - Scotts Valley city limits to Conference Dr.	District 5 (Scotts Valley)	Long term: Class IV separated bikeway or Class I multi-use path		Active Transportation Plan	20	10	10	20	0	**60**

REC #	LOCATION	DISTRICT + AREA	RECOMMENDATION	COUNTY JURISDICTION (UNLESS NOTED)	SOURCE	IMPLEMENTATION	SAFETY	COMMUNITY IDENTIFIED NEED	CONNECTIVITY & ACCESS	EQUITY	TOTAL SCORE
SV013	Mt Hermon Rd 1 (south) - Scotts Valley city limits to Conference Dr.	District 5 (Scotts Valley)	Short term: Class II bike lanes		Active Transportation Plan	20	10	10	0	0	**40**
SV016	Mt Hermon Rd 2 (north) - Conference Dr to Graham Hill Rd	District 5 (Scotts Valley)	Long term: Class IV separated bikeway or Class I multi-use path		Active Transportation Plan	10	30	10	20	0	**70**
SV015	Mt Hermon Rd 2 (north) - Conference Dr to Graham Hill Rd	District 5 (Scotts Valley)	Short term: Class II bike lanes		Active Transportation Plan	10	30	10	0	0	**50**
SV018	Pasatiempo Drive	District 5 (Scotts Valley)	Move sidewalk to south side of the street and install marked crosswalks to create pedestrian path of travel between park and ride lot and SR-17 bus stop near Plymouth/El Rancho. Install curb extensions and/or pedestrian median islands to reduce pedestrian crossing distances.	Caltrans	Active Transportation Plan	10	20	0	20	0	**50**
SV020	Sims Rd	District 5 (Scotts Valley)	Class III long distance rural route		Active Transportation Plan	20	0	10	0	0	**30**
SV021	Sims Road between Graham Hill Road and La Madrona Drive	District 5 (Scotts Valley)	Install sidewalk		Complete Streets to Schools Plan - Brook Knoll	0	0	10	20	0	**30**
SV022	Treetop Drive at Oak Knoll Drive	District 5 (Scotts Valley)	Install additional stop sign for westbound traffic to increase visibility of stop.		Complete Streets to Schools Plan - Brook Knoll	20	0	5	0	0	**25**
SV023	Treetop Drive/Brook Knoll Drive between Graham Hill Road and Sims Road	District 5 (Scotts Valley)	Install speed feedback sign. Install traffic calming measures.		Complete Streets to Schools Plan - Brook Knoll	20	0	10	0	0	**30**

APPENDIX D
PROJECT COST ESTIMATES

Street name	Project Limits (if null, data is for the entire street)	Area	Short-term Rec. Project #	Short-term Recommendation	Long-term Rec. Project #	Long-term Recommendation	Notes	Corridor Length (miles)	Short Term Cost Estimate	Long Term Cost Estimate
17th Av 1 (north)	Soquel Av-Capitola Rd	Live Oak	LO004	Class II enhanced bicycle lanes	LO004	Class II enhanced bicycle lanes		0.69	$267,030.00	$267,030.00
17th Av 2 (south)	Capitola Rd- Portola Dr	Live Oak	LO005	Class II enhanced bicycle lanes	LO005	Class II enhanced bicycle lanes		0.95	$367,650.00	$367,650.00
26th Ave		Live Oak	LO016	Traffic-calmed residential streets	LO016	Traffic-calmed residential streets		0.50	$396,969.70	$396,969.70
30th Av 1 (south)	Portola to East Cliff	Live Oak	LO017	Traffic-calmed residential streets	LO017	Traffic-calmed residential streets		0.53	$424,000.00	$424,000.00
30th Av 2 (north)	Capitola Rd to Portola	Live Oak	LO018	Class II enhanced bicycle lanes	LO018	Class II enhanced bicycle lanes		0.95	$367,650.00	$367,650.00
38th Av		Live Oak	LO020	Traffic-calmed residential streets	LO021	Class II enhanced bicycle lanes		0.73	$584,000.00	$282,510.00
40th Av	Soquel Ave to Capitola City Limits	Live Oak	LO139	Class III long distance rural route	LO139	Class III long distance rural route		0.10	$3,325.00	$3,325.00
41st Av 1 (north)	Soquel Dr- Capitola City Limits (near Hwy 1)	Live Oak	LO023	Class II buffered or Class IV separated bikeway	LO023	Class II buffered or Class IV separated bikeway	Cost estimate is for buffered bike lane	0.22	$684,990.00	$684,990.00
41st Av 2 (south)	Melton St- East Cliff Dr	Live Oak	LO024	Class II enhanced bicycle lanes	LO024	Class II enhanced bicycle lanes		0.48	$185,760.00	$185,760.00
7th Av		Live Oak	LO028	Class II enhanced bicycle lanes	LO028	Class II enhanced bicycle lanes		1.65	$638,550.00	$638,550.00
Airport Blvd	Watsonville city limits - Holohan Rd	South County	SC001	Class II enhanced bicycle lanes	SC002	Class IV separated bikeway	Coordinate improvements with City of Watsonville	0.29	$112,230.00	$116,000.00
Amesti Rd		South County	SC003	Class III long distance rural route	SC004	Class I multi-use path		3.74	$130,900.00	$5,610,000.00
Bear Creek Rd		SLV	BC001	Class III long distance rural route	BC001	Class III long distance rural route		9.32	$326,365.06	$326,365.06
Bonita Dr (east)	San Andreas Rd- Freedom Blvd	South County	A.RDM001	Traffic-calmed residential streets	A.RDM002	Install Class II bike lanes in uphill direction and sharrows on downhill		1.34	$1,072,000.00	$176,880.00
Branciforte Dr		Scotts Valley	SV002	Class III long distance rural route	SV002	Class III long distance rural route		5.16	$180,691.48	$180,691.48
Bridge St/Paper Mill Rd		Soquel	SOQ44	Traffic-calmed residential streets	SOQ44	Traffic-calmed residential streets		0.10	$80,000.00	$80,000.00
Brommer St	Arana Gulch - Capitola city limits	Live Oak	LO035	Class II enhanced bicycle lanes	LO036	Class IV separated bikeway		1.70	$657,900.00	$680,000.00
Browns Valley Rd		Corralitos	CO010	Class III long distance rural route	CO010	Class III long distance rural route		3.30	$115,500.00	$115,500.00
Buena Vista Dr		South County	SC008	Class III long distance rural route	SC008	Class III long distance rural route		4.72	$165,200.00	$165,200.00
Cabrillo College Dr 1 (east)	Soquel Dr - Twin Lakes Church	Aptos	AP002	Class II enhanced bicycle lanes	AP002	Class II enhanced bicycle lanes		0.30	$116,100.00	$116,100.00
Cabrillo College Dr 2 (west)	Twin Lakes Church- Park Ave	Aptos	AP003	Class IV bidirectional separated bikeway	AP003	Class IV bidirectional separated bikeway		1.41	$564,000.00	$564,000.00
Capitola Ave	Soquel Dr to Capitola city limits	Soquel	SOQ001	Class II enhanced bicycle lanes	SOQ001	Class II enhanced bicycle lanes		0.23	$88,834.09	$88,834.09
Capitola Rd		Live Oak	LO042	Class II buffered or Class IV separated bikeway	LO042	Class II buffered or Class IV separated bikeway	Cost estimate is for buffered bike lane	1.41	$545,670.00	$545,670.00
Carlton		South County	SC012	Class III long distance rural route	SC012	Class III long distance rural route		3.26	$114,114.58	$114,114.58
Casserly		South County	SC013	Class III long distance rural route	SC013	Class III long distance rural route		3.63	$127,203.79	$127,203.79
Cement Plant Rd		Davenport		Conduct feasibility study to install Class I multi-use path		Conduct feasibility study to install Class I multi-use path	Cost of study only	1.14	$50,000.00	$50,000.00
Center Av		Aptos	SEA001	Traffic-calmed residential streets	SEA001	Traffic-calmed residential streets		0.34	$272,000.00	$272,000.00
Chanticleer Av		Live Oak	LO049	Class II enhanced bicycle lanes	LO049	Class II enhanced bicycle lanes		1.35	$522,450.00	$522,450.00
Club House Dr		Rio Del Mar	RDM003	Class III long distance rural route	RDM003	Class III long distance rural route		1.77	$61,950.00	$61,950.00
College Rd		South County	SC014	Class III long distance rural route	SC015	Class II bike lanes		0.69	$24,150.00	$91,080.00
Commercial Way		Live Oak	LO141	Class III long distance rural route	LO141	Class II bike lanes		0.12	$4,200.00	$15,840.00
Conference Dr		SLV	FE001	Class III long distance rural route	FE001	Class III long distance rural route		0.24	$8,239.58	$8,239.58
Coolidge Dr		UCSC	UCSC002	Class IV separated bikeway	UCSC002	Class IV separated bikeway		1.63	$653,787.88	$653,787.88
Corcoran Av		Live Oak	LO052	Traffic-calmed residential streets	LO052	Traffic-calmed residential streets		0.41	$328,000.00	$328,000.00
Corralitos Rd		South County	CO002	Class II bike lanes	CO003	Class I multi-use path		1.81	$238,920.00	$2,715,000.00
East Cliff Dr 1 (west)	7th Av-12th Av	Live Oak	LO055	Class II enhanced bicycle lanes	LO055	Class II enhanced bicycle lanes		0.55	$212,850.00	$212,850.00
East Cliff Dr 2	12th Av- Portola Dr	Live Oak	LO056	Class II enhanced bicycle lanes	LO056	Class II enhanced bicycle lanes		0.32	$123,840.00	$123,840.00
East Cliff Dr 3 (east)	Portola Dr-41st Ave	Live Oak	LO057	Class II enhanced bicycle lanes	LO057	Class II enhanced bicycle lanes		1.68	$650,160.00	$650,160.00
East Lake Ave (Hwy 152)	Watsonville city limits to Carlton/Casserly	South County	SC019	Class II buffered or Class IV separated bikeway	SC019	Class II buffered or Class IV separated bikeway	Cost estimate is for buffered bike lane	0.37	$141,370.07	$141,370.07
East Zayante		SLV	FE002	Class III long distance rural route	FE002	Class III long distance rural route		7.24	$253,491.48	$253,491.48
Eaton Street	Murray St bridge to 7th Ave	Live Oak	LO065	Class II enhanced bicycle lanes	LO065	Class II enhanced bicycle lanes		0.28	$108,360.00	$108,360.00
El Dorado Av 1 (north)	Capitola Rd-Harper St	Live Oak	LO066	Traffic-calmed residential streets	LO066	Traffic-calmed residential streets		0.17	$136,000.00	$136,000.00
El Dorado Av 2	Harper St- Brommer St	Live Oak	LO067	Traffic-calmed residential streets	LO067	Traffic-calmed residential streets		0.20	$160,000.00	$160,000.00
El Dorado Av 3 (south)	Brommer Street - Edmar Ln	Live Oak	LO068	Traffic-calmed residential streets	LO068	Traffic-calmed residential streets		0.17	$136,000.00	$136,000.00
El Rancho Dr		Scotts Valley	SV004	Class III long distance rural route	SV004	Class III long distance rural route		2.69	$94,150.00	$94,150.00
Empire Grade		SLV	NC001	Class III long distance rural route	NC001	Class III long distance rural route		15.82	$553,603.22	$553,603.22
Empire Grade	Heller to Highview	UCSC	UCSC006	Class IV separated bikeway or Class I multi-use path	UCSC006	Class IV separated bikeway or Class I multi-use path	Cost is for Class IV separated bikeway	0.71	$284,015.15	$284,015.15
Eureka Canyon		South County	SC020	Class III long distance rural route	SC020	Class III long distance rural route		9.02	$315,599.91	$315,599.91
Felton Empire		SLV	FE005	Class III long distance rural route	FE005	Class III long distance rural route		3.68	$128,861.65	$128,861.65
Freedom Blvd 1 (west)	Bonita Dr to Mariner	South County	A.RDM003	Class II enhanced bicycle lanes	A.RDM003	Class II enhanced bicycle lanes		1.01	$390,870.00	$390,870.00
Freedom Blvd 2 (west)	Sabina Way to Valencia	South County	A.RDM004	Maintain and expand existing Class I Class I multi-use path	A.RDM004	Maintain and expand existing Class I Class I multi-use path		0.70	$1,046,022.73	$1,046,022.73
Freedom Blvd 3 (east)	Valencia Rd to Watsonville City limits	South County	SC021	Class II bike lanes	SC022	Class I multi-use path		6.30	$831,600.00	$9,450,000.00
Glen Arbor Rd		SLV	BL004	Class III long distance rural route	BL004	Class III long distance rural route		1.69	$59,108.24	$59,108.24
Glen Canyon		Scotts Valley	SV005	Class III long distance rural route	SV005	Class III long distance rural route		2.99	$104,767.99	$104,767.99
Graham Hill Rd 1 (south)	Santa Cruz city limits - Park Ave	SLV	SV006	Class III long distance rural route	SV007	Class I multi-use path or Class II where Class I is not feasible		5.00	$175,000.00	$7,500,000.00
Graham Hill Rd 2 (north - Felton)	Park Av- Hwy 9	SLV	SV008	Class II enhanced bicycle lanes	SV008	Class II enhanced bicycle lanes		0.47	$181,890.00	$181,890.00
Green Valley Rd 1 (south)	Watsonville city limits - Behler Road	South County	SC025	Class I multi-use path	SC025	Class I multi-use path		0.71	$1,065,000.00	$1,065,000.00
Green Valley Rd 2 (north)	Behler Rd - Pioneer Road	South County	SC026	Class I multi-use path	SC026	Class I multi-use path		1.86	$2,790,000.00	$2,790,000.00
Hames Rd		South County	CO008	Class III long distance rural route	CO008	Class III long distance rural route		0.52	$18,200.00	$18,200.00
Harper St		Live Oak	LO073	Traffic-calmed residential streets	LO073	Traffic-calmed residential streets		0.74	$592,000.00	$592,000.00
Hazel Dell Road		South County	SC033	Class III long distance rural route	SC033	Class III long distance rural route		3.64	$127,463.64	$127,463.64
Helen Ave		Live Oak	LO138	Class II in uphill direction	LO138	Class II in uphill direction		0.11	$7,260.00	$7,260.00
Holohan Rd		South County	SC034	Class II bike lanes	SC035	Class I multi-use path		1.50	$198,000.00	$2,250,000.00
Jose Av		Live Oak	LO076	Traffic-calmed residential streets	LO076	Traffic-calmed residential streets		0.38	$304,000.00	$304,000.00
La Madrona Drive		Scotts Valley	SV011	Class III long distance rural route	SV011	Class III long distance rural route		0.68	$23,906.72	$23,906.72
Lake Av/5th Ave		Live Oak	LO078	Class II enhanced bicycle lanes	LO078	Class II enhanced bicycle lanes		0.35	$135,450.00	$135,450.00

Lakeview Dr		SLV	FE020	Class III long distance rural route	FE020	Class III long distance rural route		2.38	$83,250.28	$83,250.28
Lakeview Rd		South County	SC040	Class III long distance rural route	SC040	Class III long distance rural route		2.38	$83,300.00	$83,300.00
Larkin Valley Rd	Watsonville city limits - San Andreas Road	South County	SC041	Class III long distance rural route	SC041	Class III long distance rural route		5.06	$177,100.00	$177,100.00
Maciel Av 1 (south)	Capitola Rd- Encina Dr	Live Oak	LO081	Traffic-calmed residential streets	LO081	Traffic-calmed residential streets		0.14	$112,000.00	$112,000.00
Maciel Av 2 (north)	Encina Dr- Mattison Ln	Live Oak	LO082	Traffic-calmed residential streets	LO082	Traffic-calmed residential streets		0.19	$152,000.00	$152,000.00
Main St		Soquel	SOQ003	Class II enhanced bicycle lanes	SOQ003	Class II enhanced bicycle lanes		1.42	$549,540.00	$549,540.00
Mar Monte		La Selva Beach	LSB001	Class III long distance rural route	LSB001	Class III long distance rural route		1.33	$46,640.15	$46,640.15
Mar Vista Dr		Aptos	AP005	Traffic-calmed residential streets	AP005	Traffic-calmed residential streets		0.94	$752,000.00	$752,000.00
Mattison Ln		Live Oak	LO085	Traffic-calmed residential streets	LO085	Traffic-calmed residential streets		0.97	$776,000.00	$776,000.00
Mt Hermon Rd 1 (south)	Scotts Valley city limits - Conference Dr.	SLV	SV013	Class II bike lanes	SV014	Class IV separated bikeway or Class I multi-use path	Long term cost is for Class IV	0.26	$34,320.00	$104,000.00
Mt Hermon Rd 2 (north)	Conference Dr- Graham Hill Rd	SLV	SV015	Class II bike lanes	SV016	Class IV separated bikeway or Class I multi-use path	Long term cost is for Class IV	1.96	$258,720.00	$784,000.00
North Plymouth St		Scotts Valley	SV017	Class III long distance rural route	SV017	Class III long distance rural route		0.61	$21,387.78	$21,387.78
North Rodeo Gulch		Live Oak	LO087	Class III long distance rural route	LO087	Class III long distance rural route		5.51	$192,778.41	$192,778.41
Opal Cliff Dr		Live Oak	LO088	Traffic-calmed residential streets	LO088	Traffic-calmed residential streets		0.66	$528,000.00	$528,000.00
Pajaro River Levee Path	Includes connection to W Beach St	South County	SC043	Class I multi-use path	SC043	Class I multi-use path		8.51	$12,765,000.00	$12,765,000.00
Park Av (south)	Capitola City Limits - Soquel Dr	Aptos	AP009	Class II enhanced bicycle lanes	AP010	Class IV separated bikeway		0.32	$123,840.00	$128,000.00
Paulsen Rd		South County	SC044	Class III long distance rural route	SC044	Class III long distance rural route		1.43	$50,050.00	$50,050.00
Pioneer Rd		South County	SC047	Class III long distance rural route	SC047	Class III long distance rural route		1.29	$45,150.00	$45,150.00
Playa Bl		La Selva Beach	LSB002	Traffic-calmed residential streets	LSB002	Traffic-calmed residential streets		0.45	$360,000.00	$360,000.00
Porter St (north)	Soquel Drive to Paper Mill Drive	Soquel		None	SOQ007	Class IV separated bikeway		0.18		$71,893.94
Porter St (south)	Capitola City limits to Soquel Drive	Soquel	SOQ008	Class II enhanced bicycle lanes	SOQ009	Class IV separated bikeway		0.29	$112,567.16	$116,348.48
Portola Dr 1 (west)	East Cliff Dr-26th Ave	Live Oak	LO095	Class II enhanced bicycle lanes	LO095	Class II enhanced bicycle lanes		0.70	$270,900.00	$270,900.00
Portola Dr 2 (east)	26th Av- Cliff Dr	Live Oak	LO096	Class II enhanced bicycle lanes	LO096	Class II enhanced bicycle lanes		1.09	$421,830.00	$421,830.00
Quail Hollow		SLV	BL011	Class III long distance rural route	BL011	Class III long distance rural route		2.17	$75,931.44	$75,931.44
Redwood Dr		SLV	FE022	Class III long distance rural route	FE022	Class III long distance rural route		0.88	$30,714.49	$30,714.49
Rio del Mar Blvd 1 (south)	Aptos Beach Dr- Murray Ave	Rio Del Mar	RDM012	Class III long distance rural route	RDM012	Class III long distance rural route		1.01	$35,350.00	$35,350.00
Rio del Mar Blvd 2 (north)	Murray Av - Soquel Dr	Rio Del Mar	RDM013	Class IV separated bikeway	RDM013	Class IV separated bikeway		0.35	$140,000.00	$140,000.00
Rodriguez St		Live Oak	LO100	Class II enhanced bicycle lanes	LO100	Class II enhanced bicycle lanes		0.77	$297,990.00	$297,990.00
San Andreas Rd 1 (north)	Larkin Valley- Seawind Rd	South County	SC048	Class II bike lanes	SC048	Class II bike lanes		2.19	$289,080.00	$289,080.00
San Andreas Rd 2 (south)	Seawind Rd- West Beach St	South County	SC049	Class II bike lanes	SC049	Class II bike lanes		5.97	$788,040.00	$788,040.00
San Lorenzo Ave		SLV	FE024	Class III long distance rural route	FE024	Class III long distance rural route		0.66	$23,018.47	$23,018.47
Seacliff Dr / Broadway		Aptos	SEA003	Traffic-calmed residential streets	SEA003	Traffic-calmed residential streets		2.10	$1,680,000.00	$1,680,000.00
Sims Rd		SLV	SV020	Class III long distance rural route	SV020	Class III long distance rural route		0.53	$18,550.00	$18,550.00
Soquel Av 1 (west)	Santa Cruz city limits (near La Fonda Ave) - Soquel Drive	Live Oak	LO105	Class II buffered or Class IV separated bikeway	LO105	Class II buffered or Class IV separated bikeway	Recommendations for each segment pending results of Soquel Drive protected bikeway/congestion mitigation study. No short-term estimates - project in progress	0.45		$1,040,850.00
Soquel Av 2 (east)	Soquel Dr.. -Gross Rd	Live Oak	LO106	Class II enhanced bicycle lanes	LO106	Class II enhanced bicycle lanes		1.32	$510,840.00	$510,840.00
Soquel Dr 1 (west)	7th Av - 41st Ave	Live Oak	Projects in progress	Class II buffered or Class IV separated bikeway	LO108	Upgrade sections of buffered bike lane to raised separated bikeway	Recommendations for each segment pending results of Soquel Drive protected bikeway/congestion mitigation study. No short-term estimates - project in progress	1.33		$3,076,290.00
Soquel Dr 2	41st Av - Atherton Ave	Live Oak	Projects in progress	Class II buffered or Class IV separated bikeway	SOQ011	Upgrade sections of buffered bike lane to raised separated bikeway	Recommendations for each segment pending results of Soquel Drive protected bikeway/congestion mitigation study. No short-term estimates - project in progress	1.99		$4,602,870.00
Soquel Dr 3	Atherton Dr - State Park Dr	Aptos	Projects in progress	Class II buffered or Class IV separated bikeway	AP016	Upgrade sections of buffered bike lane to raised separated bikeway	Recommendations for each segment pending results of Soquel Drive protected bikeway/congestion mitigation study. No short-term estimates - project in progress	1.46		$3,376,980.00
Soquel Dr 4	State Park Dr - Spreckels Dr	Aptos	AP017	Class II buffered or Class IV separated bikeway	AP018	Upgrade sections of buffered bike lane to raised separated bikeway	Recommendations for each segment pending results of Soquel Drive protected bikeway/congestion mitigation study. No short-term estimates - project in progress	0.35		$809,550.00
Soquel Dr 5 (east)	Spreckels Dr - Freedom Blvd	Aptos	RDM017	Class II enhanced bicycle lanes	RDM018	Class II buffered or Class IV separated bikeway	Cost estimate is for buffered bike lane	2.52	$975,240.00	$975,240.00
Soquel San Jose Rd 1 (south)	Paper Mill Rd- Dawn Ln	Soquel	SOQ016	Class II enhanced bicycle lanes	SOQ022	Class IV separated bikeway		0.34	$131,580.00	$136,000.00
Soquel San Jose Rd 2	Dawn Ln- Rancho Soquel Dr	Soquel	SOQ017	Class II bike lanes	SOQ017	Class II bike lanes		0.70	$92,400.00	$92,400.00
Soquel San Jose Rd 3	Rancho Soquel Dr -Summit Rd	Soquel	SOQ018	Class III long distance rural route	SOQ018	Class III long distance rural route		9.96	$348,753.79	$348,753.79
Spreckels Dr		Aptos	AP027	Class III long distance rural route	AP028	Install Class II bike lanes in uphill direction and sharrows on downhill		0.48	$16,800.00	$63,360.00
State Park Dr 1 (north)	Soquel Dr- Hwy Slip lanes (north)	Aptos	AP030	Class II enhanced bicycle lanes	AP031	Class IV separated bikeway	Include dashed green lanes at on-ramps	0.13	$50,310.00	$52,000.00
State Park Dr 2	Hwy slip lanes (north)- Slip lane from overpass to Cabrillo Hwy	Aptos	AP033	Class II enhanced bicycle lanes	AP032	Class IV separated bikeway	Include dashed green lanes at on-ramps	0.09	$34,830.00	$36,000.00
State Park Dr 3	Slip lane from overpass to Cabrillo Hwy- Hwy slip lanes (south)	Aptos	AP034	Class II enhanced bicycle lanes	AP035	Class IV separated bikeway	Include dashed green lanes at on-ramps	0.10	$38,700.00	$40,000.00
State Park Dr 4 (south)	Hwy slip lanes (south) to Center Ave	Aptos	AP036	Class II enhanced bicycle lanes	AP037	Class IV separated bikeway		0.13	$50,310.00	$52,000.00
Sumner Av		Rio Del Mar	RDM019	Traffic-calmed residential streets	RDM019	Traffic-calmed residential streets		2.31	$1,848,000.00	$1,848,000.00
Thurber Ln	Soquel to Helen Ave	Live Oak	LO112	Class II enhanced bicycle lanes	LO112	Class II enhanced bicycle lanes		0.57	$220,252.84	$220,252.84
Thurber Ln	Helen Ave to Kenny Ave	Live Oak	LO113	Class II bike lanes	LO113	Class II bike lanes		0.43	$56,125.00	$56,125.00
Thurber Ln	Kenny Ave to Winkle Ave	Live Oak	LO114	Class III long distance rural route	LO114	Class III long distance rural route		0.33	$11,653.41	$11,653.41
Trout Gulch Rd	Soquel Drive to Valencia Rd	Aptos	AP039	Class II enhanced bicycle lanes	AP039	Class II enhanced bicycle lanes		0.48	$185,760.00	$185,760.00
Valencia Rd		Aptos	AP041	Class III long distance rural route	AP041	Class III long distance rural route		2.19	$76,650.00	$76,650.00
Varni Rd		South County	SC054	Class III long distance rural route	SC054	Class III long distance rural route		0.83	$29,050.00	$29,050.00
West Beach Rd	Watsonville city limits - Rio Boca Rd	South County	SC055	Class II bike lanes	SC056	Class I multi-use path		2.75	$363,000.00	$4,125,000.00
Whiting Rd		South County	SC057	Class III long distance rural route	SC057	Class III long distance rural route		0.64	$22,400.00	$22,400.00

#	LOCATION	AREA	DRAFT REC	Cost
GEN001	1.General Recommendation	All	Remove or relocate sidewalk obstructions (lamp posts, utility boxes, etc.) or expand sidewalk widths to maintain ADA accessibility.	N/A
GEN002	1.General Recommendation	All	Install sidewalk on residential streets as needed based on slope, nearby destinations, vulnerable populations, and location on active connectors. Include upgrades to meet current ADA standards.	N/A
LO001	17th at Capitola Rd	Live Oak	Install bicycle signals, no right on red signage, and high-visibility bicycle crossings. Consider intersection protection, curb extensions, or pedestrian refuge island.	$ 313,400.00
LO002	17th at East Cliff Dr/Portola Dr	Live Oak	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider removing slip lanes and installing intersection protection, curb extensions, or pedestrian refuge island.	$ 289,400.00
LO003	17th at Soquel Ave	Live Oak	Install bicycle signals and high visibility bicycle crossing. Install bike box at Soquel Ave westbound approach. Consider removing marked crosswalk across Soquel Ave (no sidewalk on north side).	$ 33,000.00
LO006	17th Avenue (east side) in front of auto shop (between Kinsley Street and Simpkins Swim Center driveway)	Live Oak	Raise sidewalk to be even with rest of the sidewalk	$ 272,727.27
LO007	17th Avenue at Brommer Street	Live Oak	Install lead pedestrian interval	$ 50,000.00
LO008	17th Avenue at Felt Street	Live Oak	Install curb extensions to provide more sidewalk space on northeast and northwest corners. Explore using landscaped area to add pedestrian space at northwest corner. Install signage to explain scramble crossing. Study potential for designated left-turn signal phase in/out of school.	$ 100,000.00
LO009	17th Avenue at Harper Street	Live Oak	Install high-visibility crosswalks on all four legs of intersection. Install curb extensions at southwest and northeast corners to reduce crossing distance on Harper Street. Install rectangular rapid flashing beacon.	$ 176,000.00
LO010	17th Avenue at Ledyard Trucking facility	Live Oak	Restripe crosswalk across driveway	$ 4,000.00
LO011	17th Avenue at Rodriguez Street	Live Oak	Consider traffic circle	$ 195,000.00
LO012	17th Avenue at Simpkins Swim Center entrance	Live Oak	Install curb extension on north side to narrow driveway entrance/exit. Long term: install marked crossing across 17th to connect rail trail segments	$ 50,000.00
LO013	17th Avenue between Brommer and Simpkins Driveway	Live Oak	Relocate retaining wall to widen sidewalk on west side of street	$ 403,409.09
LO014	17th Avenue between Kinsley Street and Brommer Street	Live Oak	Install speed feedback sign	$ 10,000.00
LO015	17th Street at Merrill Street	Live Oak	Install curb extensions on all corners.	$ 200,000.00
LO125	26th Ave	Live Oak	Install sidewalk on one side of street.	$2,226,136.36
LO019	30th Ave	Live Oak	Install sidewalks on both sides of street between Capitola Rd and East Cliff Drive.	$ 3,124,431.82
LO022	38th Ave	Live Oak	Install sidewalk on one side of the street between East Cliff Dr and Garden Street	$ 1,491,477.27
LO025	41st Ave	Live Oak	Install sidewalk on east side of 41st between Portola and Opal Cliffs Drive	$ 623,863.64
LO115	41st Ave	Live Oak - North of Hwy 1	Install sidewalk on west side of 41st between Soquel Drive and Cory St	$ 937,500.00
LO026	5th Ave + 6th Ave	Live Oak	Consider future traffic traffic calming study for neighborhood between Lake Ave and 7th Ave	$ 50,000.00
LO027	7th at Capitola Rd	Live Oak	Install bicycle signals, no right on red signage, and high-visibility bicycle crossings. Consider intersection protection, curb extensions, or pedestrian refuge island.	$ 313,400.00
LO029	7th Ave at Brommer St	Live Oak	Install green backed sharrows through 7th Ave intersection to direct cyclists to enter path from Brommer Street west of 7th Ave. Coordinate with Harbor on striping west of 7th Ave and City of Santa Cruz to update signage. Consider location for bicycle counter.	$ 5,000.00

LO030	7th Ave at East Cliff Dr	Live Oak	Install green lane treatments at East Cliff turning onto 7th Ave	$ 5,000.00
LO031	7th Ave at Eaton	Live Oak	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Upgrade curb ramps to current ADA standards. Install bike box on western leg of intersection.	$ 125,400.00
LO032	7th Ave at Soquel Ave	Live Oak	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Add additional marked crosswalk and remove pedestrian barriers	$ 43,700.00
LO033	Alice Street at Corcoran Avenue	Live Oak	Upgrade existing crosswalk to high visibility. Install high-visibility crosswalk across Corcoran Avenue. Install sidewalk/path between apartment complex driveway and new crosswalk. Conduct stop sign warrant in northbound direction or consider rectangular rapid flashing beacon at new crossing. Trim vegetation on northwest corner	$ 102,090.91
CO001	Amesti Road	Corralitos	Maintain closed area as shared use path and consider pedestrian-scale lighting. Install traffic calming measures on either side of closure between Browns Valley and Varni Rd.	Cost not known at this time
SOQ021	Anna Jean Cummings Park	Soquel	Construct Class I path or Class IV facility + sidewalks to connect Soquel Drive and Soquel San Jose Road when new roadway is constructed.	$ 693,181.82
AP001	Aptos School Road Crosswalk	Aptos	Install landing on east side of crosswalk to staircase. Install advance yield lines at crosswalk. Consider rectangular rapid flashing beacon. Repaint Slow School markings	$ 112,000.00
AP047	Aptos Street	Aptos	Convert to one-way between Soquel Drive and Bernal St to install westbound Class IV separated bikeway. Install sharrows between Bernal St and Trout Gulch Rd	$ 15,151.52
AP046	Aptos Wharf Rd	Aptos	Install sidewalk on one side of street.	$135,795.45
SC005	Arroyo Drive/Mark Ave/Hathaway Ave	South County	Install neighborhood traffic calming measures. Work with neighborhood to determine exact locations	50,000
SV001	Between Brook Knoll Elementary and Sims Road, approximately 400 feet south of Brook Knoll Drive (in vacant property)	Scotts Valley	Work with property owner to install Class I shared-use path	$ 113,636.36
RDM001	Bonita Drive at Rio Del Mar Boulevard/Clubhouse Drive/ Loma Prieta Drive	Rio Del Mar	Short term: Reconfigure intersection to shorten crossings and improve pedestrian access. Install sidewalks on southern side of the intersection to connect to sidewalk on Clubhouse Drive	$ 1,500,000.00
RDM002	Bonita Drive at Rio Del Mar Boulevard/Clubhouse Drive/ Loma Prieta Drive	Rio Del Mar	Long term: Consider roundabout	$ 1,500,000.00
LO034	Bostwick Lane - west	Live Oak	Install slotted speed humps. Remove bollards in pathway entrances to school. Install red curb to improve visibility at parking lot entrance and exit	$ 30,000.00
SC006	Bowker Road between Calabasas Road and Buena Vista Drive	South County	Install slotted speed humps	$ 30,000.00
SC007	Bradford Road at Calabasas Road	South County	Install curb extensions at all corners. Refresh crosswalks	$ 158,000.00
LO037	Brommer St at 30th	Live Oak	Install high-visibility bicycle and pedestrian crossings.	$ 36,000.00
LO038	Brommer St at El Dorado	Live Oak	Redesign southeast corner of intersection to increase pedestrian visibility and straighten crosswalk. Install pedestrian scale lighting and rectangular rapid flashing beacon.	$ 138,000.00
LO039	Brommer Street	Live Oak	Consider marked crosswalk across Brommer St at Lisa Lane or Darlene Drive.	$ 4,000.00
LO040	Brommer Street	Live Oak	Fill sidewalk gaps to ensure complete sidewalk on both sides of the street.	$ 2,853,977.27
LO041	Brommer Street at Chanticleer Avenue	Live Oak	Install curb extensions on all corners	$ 200,000.00
SV003	Brook Knoll Drive	Scotts Valley	Repair/widen sidewalk on south side of street. Work with property owners to keep sidewalk clear of debris	$ 909,090.91
LO142	Brookwood Dr	Live Oak	Study options to create bicycle/pedestrian connection to City of Santa Cruz on Brookwood Drive.	$ 50,000.00

SC009	Buena Vista Drive between Freedom Boulevard and Calabasas Road	South County	Install sidewalk on north side of roadway	$ 1,540,056.82
SC010	Calabasas Road at Barbara Way	South County	Install curb extension at northeast corner	$ 50,000.00
SC011	Calabasas Road between Buena Vista Drive and Bradford Road.	South County	Install second bike lane stripe to separate parking aisle and bike lane on north side of road. Install "no stopping/bike lanes" signs to south side of road	$ 55,650.00
SOQ020	Capitola Ave	Soquel	Ensure 5' bike lane between Wilder Dr and Hwy 1	$ 4,000.00
LO043	Capitola Rd at 30th Ave	Live Oak	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island	$ 309,400.00
LO044	Capitola Rd at Jose Ave	Live Oak	Install pedestrian median island	$ 100,000.00
LO045	Capitola Road	Live Oak	Consider marked crosswalk with pedestrian median island and rectangular rapid flashing beacon across Capitola at Maciel Ave or Hawthorne Way	$ 164,000.00
LO046	Capitola Road at Chanticleer Avenue	Live Oak	Install curb extensions on all corners. Install lead pedestrian interval and No Right on Red LED blank-out signs during school pick-up/drop-off times	$ 400,850.00
LO047	Capitola Road between 17th Avenue and Chanticleer	Live Oak	Repair sidewalk and work with property owners to clear debris. Relocate utility poles/cabinet if possible	$ 349,431.82
LO048	Capitola Road Extension	Live Oak	Install sidewalk on both sides of the street.	$ 1,875,000.00
DA002	CEMEX property	Davenport	Study options to construct shared use path through CEMEX property to connect New Town with Marine View Ave, as outlined in CEMEX reuse plan	$ 50,000.00
SEA002	Center Ave at North Ave	Seacliff	Install high-visibility bicycle and pedestrian crossings.	$ 18,000.00
BL001	Central Ave	Ben Lomond	Install sidewalk on south side of street between Fillmore Ave and Love Creek Road	$ 724,431.82
LO124	Chanticleer Ave adjacent to Live Oak Elementary	Live Oak	Study options to redesign parking to remove bike lane obstructions.	N/A
LO050	Chanticleer Ave at Santa Cruz Branch Rail Line	Live Oak	Consider at-grade trail crossing at Chanticleer	$ 56,818.18
LO116	Chanticleer Ave between Soquel Dr and Hwy 1	Live Oak - North of Hwy 1	Fill sidewalk gaps to ensure complete sidewalk on one or both sides of the street	$ 511,363.64
LO051	Chanticleer Avenue at Live Oak Elementary driveway	Live Oak	Remove one additional angled parking space to improve visibility when exiting the school driveway	N/A
RDM004	Clubhouse Dr	Rio Del Mar	Install standard sidewalk on one side of the street.	$7,784,659.09
SC016	College Road	South County	Install sidewalk on one side of the street	$1,534,090.91
LO117	Commercial Way	Live Oak - North of Hwy 1	Fill sidewalk gaps on north side of the street	$ 944,318.18
SV024	Conference Drive	Scotts Valley	Install Class I shared use path to connect two segments of Conference Drive	$ 1,500,000.00
UCSC001	Coolidge Dr	UCSC	Install sidewalk on both sides of the street or other safe pedestrian access between High Street and Hagar Drive.	$3,794,318.18
UCSC003	Coolidge Drive at Hagar Drive	UCSC	Install protected roundabout, protected intersection, or other improvements which prioritize transit access and bike/pedestrian safety.	$ 1,300,000.00
UCSC004	Coolidge Drive at Ranch View Way	UCSC	Install protected roundabout, protected intersection, or other improvements which prioritize transit access and bike/pedestrian safety.	$ 1,300,000.00
LO053	Corcoran Ave	Live Oak	Install sidewalk on both sides of the street	$ 3,409,090.91

LO054	Corcoran Avenue at Portola Drive	Live Oak	Install curb extension on northeast corner. Upgrade crosswalk across Corcoran Avenue to high visibility	$ 54,000.00
CO004	Corralitos Rd at Freedom Blvd	Corralitos	Upgrade crosswalk to high-visibilty	$ 4,000.00
CO005	Corralitos Rd at Hames/Browns Valley/Eureka Canyon	Corralitos	Install high-visibility bicycle and pedestrian crossings and ADA upgrades	$ 63,000.00
RDM005	Dolphin Drive at Pinehurst Drive	Rio Del Mar	Install curb extension on both legs of the existing crosswalk. Remove stop lines on either side of crosswalk and replace with yield lines in appropriate locations	$ 104,000.00
LO126	Dominican Hosptial campus	Live Oak	If parcel is redeveloped, look into potential for new sidewalk and ADA upgrades on Dominican Way and Hospital Drive.	Cost not known at this time
LO118	Dover Dr	Live Oak - North of Hwy 1	Install sidewalk on one side of the street	$ 337,500.00
BC002	Downtown Boulder Creek	Boulder Creek	Install alternate signed bike route w/ sharrows starting on Hwy 9 and Hwy 236 to direct cyclists to E Lomond/Railroad/Middleton for northbound trips and Pine/Boulder St/Grove St for southbound trips	$ 23,200.76
SC017	E. Lake Avenue between Holohan Road and school driveway	South County	Retrofit eastern sidewalk/path to be Class I shared-use path. Paint red curb on E. Lake Avenue outside of school driveway.	$ 315,340.91
SC018	E. Lake Avenue between Wagner Avenue and Holohan Road	South County	Install pedestrian bridge over Corralitos Creek on east side of existing bridge. Install high visibility crosswalks across Beverly Drive (both approaches) and Bridge Street.	$ 12,000.00
LO058	East Cliff Drive	Live Oak	Install sidewalk on one side of the street between 7th Ave to 32nd Ave	$ 5,999,147.73
LO059	East Cliff Drive	Live Oak	Install rectangular rapid flashing beacons at all uncontrolled crosswalks	$ 600,000.00
LO060	East Cliff Drive at Moran Lake	Live Oak	Install wayfinding signage to direct cyclists to shared use path. Install sharrows between Moran Lake and Palisades	$ 1,700.00
LO061	East Cliff Drive between 32nd and 41st	Live Oak	Re-evaluate path of travel for westbound cyclists on East Cliff Drive bike path	$ 50,000.00
LO062	Eaton St	Live Oak	Add segment of buffered/protected bike lane at the curve in the westbound bike lane between Lake Ave and Murray St. Could use space from existing striped median.	$ 10,757.58
LO063	Eaton St	Live Oak	Study options to install sidewalk on north side of street between Lake Ave-7th Ave.	$ 50,000.00
LO143	Eaton Street at Lake Ave	Live Oak	Study options to install ramp connection between MBSST, Harbor, and Eaton Street.	$ 50,000.00
LO069	El Dorado Ave	Live Oak	Fill sidewalk gaps to install complete sidewalk on one side of the street	$ 1,086,647.73
LO070	El Dorado Avenue at railroad tracks	Live Oak	Long term: Install path and rail crossing between El Dorado Avenue and Simpkins parking lot	$ 139,204.55
FE004	El Solyo Heights/Hacienda	Felton	Install sidewalk or shared use path between middle school and Hwy 9	$ 639,204.55
FE003	El Solyo Heights/Hacienda	Felton	Class II bicycle lanes between middle school and Hwy 9	$ 18,750.00
UCSC005	Empire Grade	UCSC	Install sidewalk or shared use path on east side of street between Heller and Highview	$ 3,153,409.09
AP004	Estates Drive and Borregas Drive	Aptos	Install Class III bike route road markings and signage. Install traffic calming measures.	$ 51,974.43
LO071	Felt Street between 17th Avenue and Paget Avenue	Live Oak	Install second bike lane stripe to separate parking aisle and bike lane on north side of road. Install no stopping/bike lanes signs on south side of road	$ 30,450.00
FE025	Felton (location not defined)	Felton	Study options for bicycle and pedestrian access from SR-9 to Fall Creek State Park.	$ 50,000.00
FE006	Felton Empire	Felton	Install sidewalk and shade trees between SR-9 and Cooper/Gushee. Short term: install sharrows between SR-9 and Cooper/Gushee.	$ 163,131.82
FE007	Felton Empire at Gushee St/Cooper St	Felton	Install curb extensions to shorten crossing distance on Felton Empire. Install lighting. Analyze dome rumble strips to slow eastbound traffic speeds on Felton Empire before the curve	$ 128,000.00
BL002	Fillmore Ave	Ben Lomond	Install sidewalk on east side of the street	$ 372,443.18
BC007	Forest Dr	Boulder Creek	Install sidewalks between Pine and Hwy 9	$27,272.73
A.RDM005	Freedom Blvd at Bonita Dr	Aptos/Rio Del Mar	Consider slip lane removal. Install high-visibility pedestrian crossing.	$ 254,000.00

SC023	Freedom Blvd at Buena Vista	South County	Study options to install roundabout, curb extensions, or pedestrian refuge island.	$ 250,000.00
A.RDM006	Freedom Blvd at Soquel Dr	Aptos/Rio Del Mar	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island. Modify slip lane to improve pedestrian visibility.	$ 310,400.00
A.RDM007	Freedom Boulevard	Aptos/Rio Del Mar	Install sidewalk on south side of Freedom between Bonita Drive and Soquel Drive	$ 477,272.73
SC024	Freedom Boulevard between Bowker Road and Airport Boulevard	South County	Close sidewalk gaps on south side of street between Bowker and Buena Vista, and both sides of street between Buena Vista and Airport.	$ 4,129,261.36
BL003	Glen Arbor Rd	Ben Lomond	Install sidewalk or path between Pine and Newell Creek. Install crosswalk at Madrone Ave. Explore feasibility of extending sidewalk south of Newell Creek.	$ 1,708,545.45
BL005	Glen Arbor Rd between Mill St and Pine St	Ben Lomond	Install shared use path on north side of the street.	$ 291,477.27
FE008	Graham Hill Road	Felton	Install sidewalk on south side of the street between Hwy 9 and Roaring Camp Railroad.	$ 1,704,545.45
FE025	Graham Hill Road	Felton	Install sidewalk from NE corner crosswalk to Metro stop #2559 (Graham Hill Rd and Covered Bridge Rd northbound), incl. shade trees	$234,375.00
FE009	Graham Hill Road at Hwy 9	Felton	When bike lane is installed, install bike box on Graham Hill Road to allow bicyclists to turn left onto Hwy 9	$ 6,000.00
SV009	Graham Hill Road at Treetop Drive	Scotts Valley	Improve connection between west end of crosswalk and hiking trail. Conduct signal warrant. If warrant is not met, install pedestrian hybrid beacon across Graham Hill Road. Install speed feedback sign near this intersection.	$ 928,750.00
SV010	Graham Hill Road south of Treetop Drive	Scotts Valley	Close sidewalk gap on east side of Graham Hill Road, connecting to Graham Hill Plaza, Nepenthe Drive, and Sims Road	$ 852,272.73
SC027	Green Valley Road at Amesti	South County	Install high-visibility bicycle crossings. Consider slip lane removal.	$ 260,000.00
SC028	Green Valley Road at Arroyo Drive	South County	Shift crosswalk at Dalton Lane to Arroyo Drive to provide access to County park. Install rectangular rapid flashing beacon.	$ 66,000.00
SC029	Green Valley Road at Hathaway	South County	Install curb extensions to shorten crossing distance on Hathaway.	$ 100,000.00
SC030	Green Valley Road at Minto Road	South County	Install high-visibility bicycle crossing.	$ 5,000.00
SC031	Green Valley Road at Pioneer	South County	Install green backed sharrows on Green Valley through intersection. Consider reconfiguring intersection to reduce turning speed from Green Valley to Pioneer and increase visibility for drivers turning from Pioneer onto Green Valley.	$ 250,000.00
SC032	Green Valley Road from Holohan to Mesa Verde Dr	South County	Install rectangular rapid flashing beacons at uncontrolled crossings. Study installation of new marked crosswalks between Behler Road and Mesa Verde. Include rectangular rapid flashing beacon at any new marked crosswalk.	$ 180,000.00
FE010	Gushee St	Felton	Install sidewalk on east side of Gushee St from Russell Ave to Felton Empire Road, including shade trees.	$ 1,595,297.73
FE011	Gushee St	Felton	Update and widen sidewalk on west side of Gushee St from Hihn St to Felton Empire Rd, incl. shade trees. Long term - extend sidewalk to Russell	$ 712,027.27
FE012	Gushee St	Felton	Class II bicycle lanes between Hihn St and Felton Empire	$ 31,250.00
FE013	Gushee St at Hihn St	Felton	Install high-visibility crosswalks on up to four legs of intersection.	$ 16,000.00
FE014	Gushee St at Kirby St	Felton	Install marked crosswalks. Evaluate for rectangular rapid flashing beacon	$ 76,000.00
FE015	Gushee/Laurel/Valley/Redwood	Felton	Include 'Alternate Route' signage starting on Hwy 9 to direct cyclists to Redwood Dr.	$ 28,503.79
FE016	Hacienda Way	Felton	Install multiuse path El Solyo Heights Dr to Brackney Rd via Hacienda Way. Not within County ROW, formalize footpath on private property west side	Cost not known at this time
FE017	Hacienda Way	Felton	Replace pedestrian bridge between Hacienda Way and elementary school campus	Cost not known at this time

CO006	Hames at Pleasant Valley	Corralitos	Install bots dots at intersection of Hames/Pleasant Valley to prevent left-turning vehicles from cutting the turn	$ 1,000.00
CO007	Hames Rd	Corralitos	Install sidewalk between Corralitos Rd and Rancho Corralitos mobile home park. Corralitos to Blake is also a high-priority segment.	$1,892,045.45
SC057	Harkins Slough	South County	Study options to install bike/pedestrian trail over Harkins Slough and Gallighan Slough to connection Harkins Slough Rd to Santa Cruz Branch Rail Line	$ 50,000.00
LO072	Harper Street	Live Oak	Study options to construct shared use path over Rodeo Gulch to connect Harper Street and Childers Lane.	$ 50,000.00
LO074	Harper Street at Chanticleer Avenue	Live Oak	Install curb extensions on northeast and southwest corners to narrow crossing distance across Harper Street	$ 100,000.00
SOQ002	Heart of Soquel Park Trails	Soquel	Study options to install shared use path between Bargetto Winery and Heart of Soquel Park, as identified in Soquel Village Plan	$ 50,000.00
RDM006	Hidden Beach County Park	Rio Del Mar	Study options to construct formal bicycle and pedestrian connection between Hidden Beach parking lot and Sumner Drive	$ 50,000.00
BL006	Highland Park	Ben Lomond	Install shared use path on west edge of Highlands Park paralleling Hwy 9	$ 269,886.36
FE019	Hihn St	Felton	Install sidewalk with shade trees both sides on Hihn St from Hwy 9 to Gushee St	$ 341,509.09
FE018	Hihn St	Felton	Class II bicycle lanes	$ 5,000.00
SC036	Holohan Rd at Airport Bl	South County	Install bicycle signals, no right on red signage, and high-visibility bicycle crossings. Consider intersection protection, curb extensions, or pedestrian refuge island	$ 313,400.00
SC037	Holohan Rd at East Lake Ave	South County	Install bicycle signals, no right on red signage, and high-visibility bicycle crossings. Consider intersection protection, curb extensions, or pedestrian refuge island. Install pedestrian countdown signal heads at each traffic signal with lead pedestrian intervals	$ 513,400.00
SC038	Holohan Road	South County	Install sidewalk on Holohan Road between Laken Drive and E. Lake Avenue. Paint high visibility crosswalk across Laken Drive (both intersections)	$ 340,386.36
SC039	Holohan Road between Green Valley Road and Lake Avenue	South County	Repair speed feedback sign. Install school zone signage and pavement markings as appropriate.	$ 11,700.00
LO119	Howe St	Live Oak - North of Hwy 1	Fill sidewalk gap to ensure complete sidewalk on north side of Howe Ave	$ 124,431.82
A.RDM008	Huntington Drive at Wallace Avenue	Aptos/Rio Del Mar	Install curb extension on northeastern corner. Upgrade crossing to high visibility	$ 54,000.00
DA003	Hwy 1	Davenport	Install standard sidewalk or shared use path on north side of Highway 1 between Cement Plant Road and Marine View Ave. Install 'No Parking' signage	$ 495,168.18
NC002	Hwy 1	North Coast	Construct Segment 1 of the Monterey Bay Sanctuary Scenic Trail between the San Mateo County line and Waddell Beach parking.	$107,120
NC003	Hwy 1	North Coast	Construct Segment 2 of the Monterey Bay Sanctuary Scenic Trail between Waddell Beach parking and Scott Creek Beach Park.	$308,032
NC004	Hwy 1	North Coast	Construct Segment 3 of the Monterey Bay Sanctuary Scenic Trail between Scott Creek Beach Park and Davenport Landing Road.	$2,550,096
DA004	Hwy 1, Davenport Landing Road, and Santa Cruz Branch Rail Line	Davenport	Construct Segment 4 of the Monterey Bay Sanctuary Scenic trail between Hwy 1 at Davenport Landing Road and Hwy 1 at Cement Plant Road.	$2,685,424
LO075	Jami Lane at Alice Street	Live Oak	Upgrade crosswalk to high visibility	$ 4,000.00

LO077	Jose Avenue at Rodriguez Street	Live Oak	Install rectangular rapid flashing beacon	$ 60,000.00
FE026	Kirby St	Felton	Fill gaps in Kirby St sidewalk from SR9 to Gushee	$170,454.55
SV012	Lockwood Lane	Scotts Valley	Install sidewalk or shared use path between Graham Hill Rd and Scotts Valley city limits	$293,181.82
LO079	Lode St/Quartz St	Live Oak	Install new bike/ped connection from Lode and Quartz to Moran Trail, which connects to 30th	Cost not known at this time
BC003	Lomond St	Boulder Creek	Install sidewalk with shade trees on one side of street from Hwy 9 to Laurel St	$553,977.27
LO080	Lotman Drive	Live Oak	Install 'Bikes Ok' signage and bollard to prevent parking at path entrance.	$ 900.00
BL007	Love Creek Rd	Ben Lomond	Install sidewalk on west side of street between Hwy 9 and Central Ave	$ 375,000.00
LO083	Maciel Ave	Live Oak	Fill sidewalk gaps to ensure complete sidewalk on one side of Maciel Ave.	$ 741,477.27
BL008	Main St	Ben Lomond	Install sidewalk on one or both sides of the street between Mill St and Sunnyside Ave. Install shade trees between Mill St and Hwy 9.	$ 981,313.64
SOQ004	Main Street	Soquel	Study options to install mid-block crosswalk near commercial businesses on south side of Main St. Consider curb extensions and rectangular rapid flashing beacon. Consider extending sidewalk on east side of street between Porter St and Walnut Ave	$ 50,000.00
SOQ005	Main Street	Soquel	Install sidewalk on west side of the street between current sidewalk terminus at 3465 Main and Bargetto Winery	$166,193.18
AP006	Mar Vista Drive	Aptos	Explore opportunities to create pedestrian connection between the two sections of Mar Vista Drive north of Soquel Drive, through Water District property	Cost not known at this time
AP007	Mar Vista Drive	Aptos	Install continous sidewalk on one or both sides of street between Hwy 1 and Soquel Drive	$581,250.00
AP045	Mar Vista Drive	Aptos	Install sidewalk on one or both sides of street between McGregor and Seacliff Dr., including drainage improvements.	$1,277,556.82
LO084	Mattison Lane	Live Oak	Study options to construct shared use path over Rodeo Gulch to connect Mattison Lane and Coffee Lane.	$ 50,000.00
LO120	Mattison Lane	Live Oak - North of Hwy 1	Study options to create connection between Mattison Lane and Chanticleer Ave on the north side of Hwy 1.	$ 50,000.00
LO121	Mattison Lane	Live Oak - North of Hwy 1	Install sidewalk on one side of Mattison Lane between Soquel Dr and Chanticleer, and between Soquel Drive and Good Shephard School.	$ 1,883,522.73
AP008	McGregor	Aptos	Coordinate with City of Capitola to install shared use path on one side of street between Park Ave and McGregor skate park.	Cost not known at this time
BC004	Middleton Ave	Boulder Creek	Install sidewalk on one side of the street between Hwy 9 and Junction Park to connect to Hwy 9 sidewalk.	$426,136.36
BL009	Mill St	Ben Lomond	Fill sidewalk gaps on both sides of street	$ 255,681.82
BL010	Mill St at Main St	Ben Lomond	Install curb extensions with upgraded curb ramps	$ 200,000.00
RDM021	Moosehead Dr or Treasure Island Dr/Aptos Beach Dr	Rio Del Mar	Study options to install Class II bike lanes on Moosehead Dr and/or Treasure Island Dr/Aptos Beach Drive between Spreckels Dr and Rio Del Mar beach.	$ 50,000.00
LO086	Moran Lake Park shared use path	Live Oak	Study options to improve shared use path, including improved access to path entrance for people on bikes.	$ 50,000.00
SC042	Murphy Crossing	South County	Install Class II bicycle lanes	$ 84,375.00
SV019	North Plymouth St	Scotts Valley	Install sidewalk between Emeline St. and bus stop at Pasatiempo overpass.	$1,593,750.00
DA005	Ocean Street	Davenport	Install sidewalk between METRO bus stop and school entrance (adjacent to existing crosswalk)	$ 28,409.09
LO089	Opal Cliffs Drive	Live Oak	Install sidewalk on one or both sides of the street	$ 3,075,000.00
BD001	Pacific Street	Brookdale	Install sidewalk on both sides of the street between Hwy 9 and 121 Pacific Ave. to connect to Hwy 9 sidewalk. Consider marked crosswalk across Pacific at Hwy 9.	$ 174,454.55

AP011	Park Ave	Aptos	Install green conflict markings to connect bike lane segments at Cabrillo College Drive and Soquel Drive intersections	$ 20,000.00
AP012	Park Ave at Hwy 1 off-ramp	Aptos	Install curb extension at north side of crosswalk across freeway offramp on the east side of Park Ave.	$ 50,000.00
SV018	Pasatiempo Drive	Scotts Valley	Move sidewalk to south side of the street and install marked crosswalks to create pedestrian path of travel between park and ride lot and Hwy 17 bus stop near Plymouth/El Rancho. Install curb extensions and/or pedestrian median islands to reduce pedestrian crossing distances.	$ 401,465.91
LO090	Paul Minnie Avenue at Bostwick Lane	Live Oak	Conduct stop sign warrant.	$ 1,700.00
LO091	Paul Minnie Avenue between Rodriguez and Soquel Ave	Live Oak	Install S1-1 with W16-9P School Advance Crossing signs as appropriate	$ 3,400.00
SC045	Paulsen Road	South County	Study options for sidewalk or shared use path between 162 Paulsen Road and Green Valley Road	$50,000.00
SC046	Paulsen Road at Trembley Lane	South County	Conduct crosswalk warrant. If warranted, install marked crosswalk with curb extensions	$ 104,000.00
SOQ006	Pedestrian entrance/pathway off Porter Street at Paper Mill Road	Soquel	Install landing at west end of crossing. Reconfigure east side of crossing to create additional pedestrian space. Install pedestrian-scale lighting at crosswalk and along pathway	$ 128,000.00
BC005	Pine St	Boulder Creek	Install sidewalk between Lomond St to Hwy 236	$596,590.91
RDM008	Pinehurst Drive at Greenbrier Drive	Rio Del Mar	Install curb extensions on all legs of crosswalks. Install high-visibility crosswalk across Pinehurst Drive on south side of intersection. Install sidewalk using street ROW on east side of Pinehurst Drive between 901 Pinehurst Drive and pedestrian path to school drop-off loop entrance. Repair curb and gutter at northwest corner of intersection.	$ 323,318.18
RDM009	Pinehurst Drive at Pinehurst Way	Rio Del Mar	Remove gate/fencing at pathway entrance to school. Install curb extensions on all legs of crosswalks	$ 150,000.00
RDM010	Pinehurst Drive between Pinehurst Way and Clubhouse Drive	Rio Del Mar	Close sidewalk gaps. Install No Stopping Anytime (R26 (S)) signs in red zones	$ 366,454.55
FE021	Plateau Dr	Felton	Install sidewalks on both sides of street between Hwy 9 and Gushee St.	$ 340,909.09
LO092	Pleasure Point/Opal Cliffs	Live Oak	Consider future traffic traffic calming study for neighborhoods between Moran Lake and Capitola city limits	$ 50,000.00
SOQ028	Porter Street between Soquel Drive and Paper Mill Road	Soquel	Reconstruct sidewalks and close sidewalk gaps. Consider space for bike lanes in future reconfiguration of intersection.	$ 794,318.18
SOQ037	Portola at 26th Ave	Live Oak	Install rectangular rapid flashing beacon. Consider roundabout	$ 1,560,000.00
SOQ035	Portola at Clearwater Court	Live Oak	Consider relocating crosswalk at 21st Ave to Clearwater Court	$ 6,000.00
SOQ036	Portola Drive	Live Oak	Install sidewalk on one or both sides of the street between 41st - 47th Ave.	$ 1,991,761.36
SOQ033	Portola Drive at 24th Ave	Live Oak	Install rectangular rapid flashing beacon and pedestrian median island or curb extensions.	$ 160,000.00
SOQ010	Portola Drive at 41st	Live Oak	Conduct intersection analysis for options including traffic signal and roundabout. Consider slip lane removal. Install high-visibility bicycle and pedestrian crossings.	$ 50,000.00
RDM011	Rio Del Mar Blvd	Rio Del Mar	Install sidewalk on one or both sides of the street	$1,448,863.64
LO127	Rodriguez St	Live Oak	Install sidewalk on one side of the street between 7th Ave and Capitola Rd Extension	$779,829.55
LO101	Rodriguez Street at Paul Minnie Avenue	Live Oak	Install red curb to improve visibility at intersection.	$ -
LO102	Rodriguez Street between Jose Avenue and Paul Minnie Avenue	Live Oak	Fill sidewalk gaps	$ 643,465.91
FE023	Russell Ave	Felton	Install sidewalks on both sides of street between Hwy 9 and Gushee St.	$ 340,909.09
LSB003	San Andreas Road at Bonita Drive	La Selva Beach	Study options to facilitate left turn movements for cyclists from San Andreas to Bonita Drive	$ 50,000.00
LSB004	San Andreas Road at Playa Blvd	La Selva Beach	Study options to reconfigure intersection. Install high-visibility crosswalks on all legs	$ 66,000.00

AP013	Santa Cruz Branch Rail Line	Aptos	Construct Segment 11 of the Monterey Bay Sanctuary Scenic Trail between Capitola city limits and State Park Drive	$8,868,336
AP014	Santa Cruz Branch Rail Line	Aptos	Construct Segment 12 of the Monterey Bay Sanctuary Scenic Trail between State Park Drive and Rio Del Mar Boulevard.	$10,831,696
DA006	Santa Cruz Branch Rail Line	Davenport	Construct Segment 5 of the Monterey Bay Sanctuary Scenic Trail between Davenport and the Wilder Ranch parking lot.	$15,006,784
LO104	Santa Cruz Branch Rail Line	Live Oak	Construct Segment 10 of the Monterey Bay Sanctuary Scenic Trail between 17th Avenue and Capitola city limits	$9,707,440
LO103	Santa Cruz Branch Rail Line	Live Oak	Construct Segment 9 of the Monterey Bay Sanctuary Scenic Trail between Santa Cruz city limits and 17th Avenue	$11,914,384
NC005	Santa Cruz Branch Rail Line	North Coast	Construct Segment 6 of the Monterey Bay Sanctuary Scenic Trail between the Wilder Ranch parking lot and Santa Cruz city limits	$3,114,224
RDM014	Santa Cruz Branch Rail Line	Rio Del Mar	Construct Segment 13 of the Monterey Bay Sanctuary Scenic Trail between Rio Del Mar Boulevard and Cliff Drive/Hidden Beach	$3,306,112
RDM015	Santa Cruz Branch Rail Line	Rio Del Mar	Construct Segment 14 of the Monterey Bay Sanctuary Scenic Trail between Cliff Drive/Hidden Beach and Seascape Park	$2,079,872
SC050	Santa Cruz Branch Rail Line	South County	Construct Segment 15 of the Monterey Bay Sanctuary Scenic Trail between Seascape Park and the Manresa State Beach Railroad Bridge.	$4,735,680
SC051	Santa Cruz Branch Rail Line	South County	Construct Segment 16 of the Monterey Bay Sanctuary Scenic Trail between the Manresa State Beach Railroad Bridge and Buena Vista Drive.	$3,613,600
SC052	Santa Cruz Branch Rail Line or San Andreas Road	South County	Construct Segment 17 of the Monterey Bay Sanctuary Scenic Trail between Buena Vista Drive and Lee Road.	$19,961,888
RDM016	Seascape Blvd	Rio Del Mar	Fill sidewalk gap on south side of Seascape Blvd near Racquet Landing	$149,147.73
AP015	Siesta Drive	Aptos	Install standard sidewalks and fill sidewalk gaps along Siesta Drive. Trim back bushes and trees impeding on pedestrian pathway. Install lighting at the staircase and at crosswalk on Aptos School Road	$ 483,965.91
SV021	Sims Road between Graham Hill Road and La Madrona Drive	Scotts Valley	Install sidewalk	$ 2,342,045.45
LO107	Soquel Ave	Live Oak	Fill sidewalk gaps to ensure complete sidewalk on south side of street	$ 3,652,840.91
SOQ012	Soquel Dr at 41st Ave	Soquel	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island.	$ 303,700.00
AP019	Soquel Dr at Park Ave	Aptos	Install bicycle signals, no right on red signage, and high-visibility bicycle crossings. Consider removing slip lanes and installing intersection protection, curb extensions, or pedestrian refuge island.	$ 313,400.00
LO109	Soquel Dr at Paul Sweet Rd	Live Oak	Install bicycle signals, no right on red signage, and high-visibility pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island. When interchange is reconstructed, consider redesign of intersection to remove two slip lanes on south side of Soquel Drive (Hwy 1 on-ramp and right turn lane from Commercial Way).	$ 288,400.00
AP020	Soquel Dr at Perimeter Rd	Aptos	Install bicycle signals, no right on red signage, and high-visibility bicycle crossing. Consider intersection protection, curb extensions, or pedestrian refuge island.	$ 276,700.00

SOQ013	Soquel Dr at Porter St	Soquel	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island. Study options to reconfigure slip lane to increase pedestrian visibility.	$ 329,400.00
A.RDM009	Soquel Dr at Rio Del Mar Blvd	Aptos/Rio Del Mar	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island. When interchange is reconstructed, consider redesign of intersection to remove slip lane from Rio Del Mar Boulevard to eastbound Soquel Drive (south side of roadway).	$ 281,400.00
SOQ014	Soquel Dr at Robertson	Soquel	Install high-visibility bicycle and pedestrian crossings. Consider intersection protection, curb extensions, or pedestrian refuge island.	$ 268,000.00
LO110	Soquel Dr at Soquel Av	Live Oak	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider removing slip lane and installing intersection protection, curb extensions, or pedestrian refuge island. Install dashed green lane markings in conflict zones.	$ 285,700.00
AP021	Soquel Dr at State Park Dr	Aptos	Install bicycle signals, no right on red signage, and high-visibility bicycle and pedestrian crossings. Consider removing slip lanes and installing intersection protection, curb extensions, or pedestrian refuge island. Add marked crosswalk on 4th leg of intersection.	$ 313,400.00
LO.S.A001	Soquel Drive	Live Oak/Soquel / Aptos	Install sidewalk on both sides of the street between Soquel Ave. and Trout Gulch Road, and one side from Trout Gulch Road to Freedom Boulevard.	$6,202,272.73
AP022	Soquel Drive at Aptos Creek Bridge	Aptos	Short term: study options to remove sidewalk on south side of bridge and expand sidewalk on north side. Long term: replace bridge with design that includes bike lanes and sidewalk on both sides.	$50,000.00
AP023	Soquel Drive at Borregas Drive	Aptos	Install curb extensions on both sides of Borregas Drive crossing and upgrade crosswalk to high visibility. Refresh STOP pavement marking. Trim vegetation near stop sign. Install green bike lane conflict markings on Soquel at the bus stop and across Borregas Drive	$ 109,000.00
AP024	Soquel Drive at Calabria Street	Aptos	Install high visibility crosswalk across Calabria Street and install curb extension on eastern corner. Install pedestrian island in Soquel Drive crosswalk with mountable curb, push limit line back 5', and install 'Keep Clear' markings through intersection with Calabria. Install green bike lane conflict markings at the bus stop and across Calabria Street	$ 159,850.00
SOQ015	Soquel Drive at Daubeniss Avenue	Soquel	Install yellow high-visibility crosswalks. Install lead pedestrian intervals. Remove one pedestrian push button from northeast corner.	$ 116,000.00
LO122	Soquel Drive at Hwy 1	Live Oak - North of Hwy 1	When Hwy 1 bridge is reconstructed, install sidewalk on both sides of bridge.	$ 750,000.00

Sidewalk Intersection recommendations

AP025	Soquel Drive at Monroe Avenue	Aptos	Install rectangular rapid flashing beacon at existing crossing	$ 60,000.00
SOQ019	Soquel San Jose Road at Oneil Lane	Soquel	Install curb extensions at northeast and southwest corners. Install lead pedestrian intervals.	$ 300,000.00
AP026	Spreckels Dr	Aptos	Install sidewalk on one side of the street between Soquel Drive and Moosehead Drive.	$1,278,409.09
AP029	Spreckels Dr at Seacliff Dr	Aptos	Install curb extension to slow traffic turning from Seacliff Dr to Spreckels Dr. When sidewalk is installed, install marked crosswalks.	$ 58,000.00
NC006	SR-1	North Coast	Install pedestrian/bicycle overcrossing of SR 1 at the north end of the Panther/Yellowbank Beach parking lot	Cost not known at this time
SEA004	State Park Drive at Center St	Seacliff	Install high-visibility bicycle and pedestrian crossings. Consider roundabout.	$ 1,536,000.00
AP038	State Park Drive at Hwy 1	Aptos	Install dashed green conflict markings and 'yield to bikes' signage at freeway on/off-ramps	$ 23,400.00
RDM020	Sumner Ave	Rio Del Mar	Install sidewalk on one side of the street	$6,507,102.27
LO111	Thompson Ave	Live Oak	Construct sidewalk on one or both sides of the street on Thompson Ave	$ 974,147.73
LO123	Thurber Lane	Live Oak - North of Hwy 1	Install speed feedback sign	$ 10,000.00
SC053	Thurwacher Rd	South County	Install Class II bicycle lanes	$ 44,950.00
SV022	Treetop Drive at Oak Knoll Drive	Scotts Valley	Install additional stop sign for westbound traffic to increase visibility of stop.	$ 850.00
SV023	Treetop Drive/Brook Knoll Drive between Graham Hill Road and Sims Road	Scotts Valley	Install speed feedback sign. Install traffic calming measures.	$ 55,000.00
AP040	Trout Gulch Road between Cathedral Drive and Valencia Road	Aptos	Construct raised sidewalk on south side of Trout Gulch Road. Install school zone speed limit sign with flashing beacon	$ 1,225,056.82
AP042	Valencia Road/Trout Gulch Road	Aptos	Consider reconfiguring intersection to install traffic circle (STOP Controlled). Upgrade crosswalks to high visibility. Install advance yield lines prior to crosswalks. Upgrade curb ramps to be ADA-compliant. Refresh Slow School Xing pavement markings	$ 223,000.00
AP043	Valencia Street/Bernal Drive/Aptos Street	Aptos	Install sidewalk on one side of Aptos Street, Valencia Street, and Bernal Drive to provide pedestrian route between Soquel Drive and Aptos Village	$149,431.82
CO009	Varni Rd at Corralitos Rd	Corralitos	Evaluate for intersection improvements	$ 50,000.00
AP044	Vienna Drive	Aptos	Upgrade to formal sidewalk on west side of Vienna Drive	$1,586,363.64
BC006	West Park Ave	Boulder Creek	Install sidewalk with shade trees on north side of street between Hwy 9 and library	$ 128,140.91
SC058	West Riverside Dr	South County	Explore feasibility of installing sidewalk on north side of street between 280 W Riverside and Industrial Rd.	$1,978,977.27

Sidewalk Intersection recommendations

APPENDIX E
RESOURCE GUIDE

The following is a guide to more information on the plans, programs, and policies referenced in the Active Transportation Plan.

Chapter 1:

Vision Zero in Santa Cruz County
https://www.santacruzhealth.org/HSAHome/HSADivisions/PublicHealth/CommunityHealthEducation/CommunityTrafficSafetyCoalition/Projects/VisionZero.aspx

2040 Regional Transportation Plan
https://sccrtc.org/funding-planning/long-range-plans/rtp/2040-plan

Monterey Bay Sanctuary Scenic Trail Master Plan
https://sccrtc.org/projects/multi-modal/monterey-bay-sanctuary-scenic-trail/mbsst-master-plan

Highway 9/San Lorenzo Valley Complete Streets Corridor Plan
https://sccrtc.org/projects/streets-highways/hwy-9-plan/#draftreport

County of Santa Cruz General Plan/Local Coastal Program
https://www.sccoplanning.com/planninghome/sustainabilityplanning/generalplan.aspx

Aptos Village Plan
https://www.sccoplanning.com/Portals/2/County/userfiles/106/AVP%20Current.pdf

Pleasure Point Commercial Corridor Plan
https://www.sccoplanning.com/PleasurePointCommercialCorridor.aspx

Seacliff Village Plan
https://www.sccoplanning.com/Portals/2/County/Planning/policy/SVP%20Current.pdf?ver=cgVPszpZpv7CsxI9qfF_sQ%3d%3d

Soquel Village Plan
https://www.sccoplanning.com/Portals/2/County/Planning/policy/soquel_redo.pdf?ver=is6BVvBu_tIAnGbHoPBIXQ%3d%3d

County of Santa Cruz/City of Scotts Valley Complete Streets to Schools Plan
https://sccrtc.org/wp-content/uploads/2022/02/CountyScottsValleyCompleteStreetstoSchoolsPlan2019.pdf

City of Capitola Bicycle Transportation Plan
https://www.cityofcapitola.org/sites/default/files/fileattachments/community_development/page/2481/cap_btp_adopted_2_11.pdf

City of Santa Cruz Active Transportation Plan
https://www.cityofsantacruz.com/home/showpublisheddocument/60966/636353003776970000

City of Scotts Valley Active Transportation Plan
https://sccrtc.org/wp-content/uploads/2020/12/DRAFT_SVATP_v1_3.pdf

City of Watsonville Complete Streets to Schools Plan
https://www.cityofwatsonville.org/1715/Complete-Streets-Plan-Safe-Routes-to-Sch

City of Watsonville Trails and Bicycle Master Plan
https://www.cityofwatsonville.org/DocumentCenter/View/3207/Trails--Bicycle-Master-Plan-PDF?bidId=

UC Santa Cruz 2021 Long Range Development Plan
https://lrdp.ucsc.edu/2021/lrdp.html

Chapter 2:

County Road Bump Program
https://dpw.co.santa-cruz.ca.us/Home/TransportationRoads/TrafficEngineering.aspx

County Residential Street Lighting Program
https://dpw.co.santa-cruz.ca.us/Home/CSAs/ResidentialStreetLighting.aspx

Bicycle Traffic School
https://www.santacruzhealth.org/HSAHome/HSADivisions/PublicHealth/CommunityHealthEducation/CommunityTrafficSafetyCoalition/Projects/BikeTrafficSchool.aspx

Bicycle Wayfinding
https://sccrtc.org/projects/bike/bikesignage

Bike Helmet Distribution
https://www.santacruzhealth.org/HSAHome/HSADivisions/PublicHealth/CommunityHealthEducation/CommunityTrafficSafetyCoalition/Projects.aspx#BikeHelmetFit

Bike Smart
https://ecoact.org/bike-smart

Walk Smart
https://ecoact.org/walk-smart

Bike to Work/School Day
https://ecoact.org/bikemonth

E-Bike Rebates
https://ecoact.org/active-transportation/three-new-e-bike-rebate-programs-just-launched-in-santa-cruz-county-and-the-region-with-thousands-of-dollars-in-savings-possible

Employer Programs
https://ecoact.org/membership

Go Santa Cruz County
https://cruz511.org/goscc

Santa Cruz County Cycling Club
https://scccc.clubexpress.com/content.aspx

Street Smarts
https://www.cityofsantacruz.com/government/city-departments/public-works/traffic-engineering/streetsmarts-2766#:~:text=Street%20Smarts'%20mission%20is%20to,behavior%20of%20all%20three%20groups

Chapter 4:

County of Santa Cruz Sustainability Policy and Regulatory Update
https://www.sccoplanning.com/PlanningHome/SustainabilityPlanning/SustainabilityUpdate.aspx

Getting to the Curb: A Guide to Building Protected Bike Lanes that Work for Pedestrians
https://walksf.org/wp-content/uploads/2019/12/getting-to-the-curb-report-final-walk-sf-2019.pdf

County of Santa Cruz Design Criteria
https://www.dpw.co.santa-cruz.ca.us/Portals/19/pdfs/Design%20Crit/2021%20DESIGNCRITERIA.pdf?ver=5F6RwR2H0Mp9sewb4ha58A%3D%3D&timestamp=1639529979194

Bicycle Friendly Communities
https://www.bikeleague.org/community

Walk Friendly Communities
https://www.walkfriendly.org

Construction Safety Guidelines
https://www.santacruzhealth.org/Portals/7/Pdfs/CTSC/CONSTRUCTION%20SAFETY%20GUIDELINES%202015.pdf

Open Streets
https://www.scopenstreets.org

Bike to Work/School Day
https://ecoact.org/bikemonth

Bicycle Traffic School
https://www.santacruzhealth.org/HSAHome/HSADivisions/PublicHealth/CommunityHealthEducation/CommunityTrafficSafetyCoalition/Projects/BikeTrafficSchool.aspx

My Santa Cruz County Program
https://cconnect.santacruzcounty.us

Bicycle and Pedestrian Hazard Report Program
https://sccrtc.org/services/hazard-reports

Slow Streets
https://www.bikesantacruzcounty.org/slowstreets

Bicycle Wayfinding
https://sccrtc.org/projects/bike/bikesignage

Chapter 5:

Quick-Build Guide
https://www.calbike.org/our_initiatives/quick-build-bikeway-networks-for-safer-streets

Report Maintenance Issues on State Highways
https://csr.dot.ca.gov

APPENDIX F
PUBLIC COMMENTS

#	Public Comment	Response
1	"When talking about the growth and potential growth of active transportation it might be helpful to discuss the ridership impacts of the somewhat soon to be implemented ebikeshare program since JUMP ebikes had such high ridership. I would assume the new ebikeshare program will have high ridership in the urbanized county coastal areas. And will spur demand for improved bike infrastructure. Also the general growth of ebikes will do the same. And how a variety of organizations/public agencies are providing ebike rebates to reduce price barriers. And there are efforts to help low income come residents take advantage of ebike ownership and shared ebikes. For the SC Metro, there is a high demand for the 3 bike rack spaces on the bus that are often filled to capacity. Indicating a high demand for bike coupled with bus travel. "	Reference to ridership impacts of e-bikes and future bikeshare system added to Ch 1. E-bike rebate program added to Existing Programs section in Ch 2. County of Santa Cruz does not have jurisdiction over bicycle space on buses. Comment forwarded to Santa Cruz Metro.
2	My name is Murray Fontes and I'm with the City of Watsonville Public Works and Utilities Department. Unfortunately, when I reviewed the Plan with my work email, I told the survey that I was done before sharing my comments. I'm using my home email to input my comments. Please revise the Relationship to Other Plans section beginning on Page 8 to Downtown Watsonville Complete Streets Plan and Watsonville Vision Zero Action Plan 2021. Please revise Current Projects section beginning on Page 35 to include two Watsonville projects currently in design: the Harkins Slough Rd Pedestrian Bridge at Hwy 1 which includes improvements on the County portion of Harkins Slough Rd and the Lee Rd Trail project which includes improvements on the County portions of Lee Rd and Harkins Slough Rd. Watsonville supports those projects that improve pedestrian and bicycle connections between the City and the neighboring County as well as a corridor between the north and south county. This includes the proposed Rail Trail and the various roads that are within both the City and the County and are listed below. Airport Blvd SC001 & SC002 – Airport Blvd – Watsonville city limits to Holohan Rd East Lake Ave/Hwy 152 SC019 – E. Lake Ave (SR-152) – Watsonville city limits to Carlton/Casserly SC018 – E. Lake Ave between Wagner Ave and Holohan Rd Freedom Blvd SC009 – Buena Vista Dr between Freedom Blvd & Calabasas Rd SC021 & SC022 – Freedom Blvd 3 (east) – Valencia Rd to Watsonville City limits SC023 – Freedom Blvd at Buena Vista Green Valley Rd SC025 & SC026 – Green Valley Rd 1 (south) Watsonville city limits to Behler Rd Rail Trail SC050 – Santa Cruz Branch Rail Line Segment 15 SC051 – Santa Cruz Branch Rail Line Segment 16 SC052 – Santa Cruz Branch Rail Line Segment 17 Riverside Dr/Hwy 129 SC055 & SC056 – West Beach Rd – Watsonville city limits to Rio Boca Rd SC058 – West Riverside Dr between 280 W Riverside and Industrial Rd Trail Projects SC043 – Pajaro River Levee Path	Downtown Watsonville Complete Streets Plan and Watsonville Vision Zero Action Plan 2021 added to Coordination with Neighborhing Jurisdictions section of Ch 1. Harkins Slough bridge project and Lee Road trail added to Current Projects section in Ch 2. Project support noted.
3	District 2 - On both the Long Term and Short Term recommendations (maps 10a and 9a) there is no mention of pedestrian improvements on Mar Vista between McGregor and Searidge (RR tracks). Map 18 also does not include the detached sidewalk and the Programmatic Recommendations do not include this segment for improvements. There is only a Class 3 bike lane on Mar Vista. This is a missed opportunity. There will be increased demand on Mar Vista (which has high car speed) for improved pedestrian (and bike) access to/from the new Highway 1 overpass connecting the school/beach over Hwy 1. There is an existing NARROW <3' asphalt path from Sailfish to Searidge that is heavily used and will only get more use once the overpass is complete. PLEASE consider adding a full plan line and recommended improvements for Mar Vista between McGregor and Searidge. This segment is in desperate need of attention and the asphalt path is unsafe in its present state with tree roots and deterioration. This should be a prime candidate for a new sidewalk under the Safe Routes to School program improvements and I'm sure the reason it has not been included is that there is already a path in existence - it is just woefully inadequate and unsafe. It does not make sense to create this wonderful new overpass (Caltrans money) and then not have safe bicycle and pedestrian connections to this new overpass. Seacliff area has historically voted NOT to include sidewalks on streets, but this is much different as it is an EXISTING walk that is in dire need of replacement with a full-sized safe walk. So much could be done to improve both sides of Mar Vista with pedestrian improvements, designated parking, traffic calming measures, and/or bike lanes. Thank you for evaluating and considering these suggestions.	Sidewalk on Mar Vista between McGregor and Searidge is included in plan, see project #AP045. Traffic calming is also recommended for Mar Vista Drive.

#	Public Comment	Response
4	Page#172 RDM002 and pg 173 SEA004 Roundabouts. Not sold on roundabouts, there have been studies that say they increase safety for cars but decrease safety for cyclists. Here is one link https://cyclingtips.com/2021/03/roundabouts-suck-for-cyclists-heres-why/ This has not been addressed in District #2 projects but is really a continuing maintenance issue. Keeping bike lanes free of debris especially in more wooded areas and where down slopes connect with the shoulder of the road has become a safety hazard. Small eucalyptus acorns and leaves and branches are especially of concern for skinny wheel cyclists. Please set aside some monies for scheduled bike lane cleaning especially after storms and high wind events. One area of concern for my cycling is from Seascape and San Andreas to Manresa state park. I don't think this has ever been cleaned of debris. Some of the bike path is only 1-2 feet wide. Thank you	All recommendations, including roundabouts, are planning-level and require further analysis prior to implementation. Maintenance issues on County roadways can be reported using the My Santa Cruz County app, at https://cconnect.santacruzcounty.us/, or by filing a Bicycle and Pedestrian Hazard report: https://sccrtc.org/services/hazard-reports/
5	Please improve and widen the north side of Chanticleer Ave from Soquel Dr and build a sidewalk to the entrance of the new planned bike/ped bridge over Hwy 1. Thanks	Sidewalk of Chanticleer Ave between Soquel Drive and new bike/ped overcrossing is included in plan, see project #LO116.
6	PEOPLE DRIVE TOO FAST AS IT IS IN URBAN, UNINCORPORATED SANTA CRUZ COUNTY AND HIGHWAY IS TOO NARROW TO ADD A DECENT SIZE BIKE LANE. OFFERING FULL LANE BIKES WILL SET THE STAGE FOR WIDESPREAD BACK UP, ACCIDENTS, ROAD RAGE	The County maintains standards for minimum width of motor vehicle lanes. In most cases road widening or construction will be required to install Class I or Class II bicycle facilities in the future.
7	The Rail Trail, while important for the overall bicycle transportation network, has some flaws that need to be addressed. Most importantly, the now-completed Westside portion of the rail trail gives cars the right-away and gives bikes a stop sign. While this is a measure used to protect bicyclists from speeding through intersections recklessly, it is almost never followed. I'm a bicyclist that uses this trail every day on my commute to work and the grocery store. It is incredibly impractical and inefficient to force bicyclists to stop every 100-300 yards, and therefore very few actually stop. However, the cars, under the assumption that bicyclists will stop, tend to speed through these crossings. The best solution would be to remove the stop signs for bikes on the Rail Trail and replace them with "Watch for cars" signs, while giving cars a stop sign in both directions and signs that instruct drivers to look both ways for bikes. Another solution could be to implement roundabouts at these interections with green paint to calm traffic and denote that bikers have the right-of-way. These improvements could save lives in the unincorporated portions of the Rail Trail noted on pages 36 and 37. These improvements should also be implemented on all other rail trail segments, incorporated or not. I really appreciate the hard work put into this project. As someone who has recently moved from the Netherlands, I have been incredibly dismayed by the state of bicycle infrastructure in Santa Cruz County. My partner was hit by a semi-truck on her bike in Santa Cruz and miraculously survived. Please do everything in your power to reduce the need for cars, encourage bicycling, and make it as hard as humanly possible to drive fast or recklessly, especially in a pickup truck, through the streets where our children play and bike. The key is multi-faceted: separated bike lanes wherever possible, access to alternative transportation nearly everywhere, and disincentivising driving through traffic calming, taxes, and educational programs. Thank you.	Coastal Rail Trail design is outside of the scope of the Active Transportation Plan. Trail design is managed by local jurisdictions.
8	While cyclist and pedestrian safety should be the top concern, traffic conditions should also be taken into account. I have first hand experience of living in the area surrounding Portola dr. and 38th where the previous cyclist safety trial occurred. That plan completely caused traffic backups which increased pollution levels. Additionally it added an unneeded dedicated turn lane onto 38th. There was already a stop sign there so a dedicated turn lane made no sense. I believe in respect to this current plan there should be considerable thought given to whether making a change actually is needed. If it doesn't help traffic AND create a safe environment for cyclists/pedestrians then the plan should be redrawn.	The needs of drivers and bicyclists will be considered in future project designs.
9	On page 73, the map shows Segment 17 of the Coastal Rail Trail passing through the wetlands, but this conflicts with the amended MBSST that includes an alternative alignment, 17B, to run along San Andreas Road and W. Beach St. For accuracy, both 17A and 17B should be shown as potential solutions. 17B may well be the outcome to avoid significant environmental impacts.	Maps adjusted to show Segment 17B of the Coastal Rail Trail.

#	Public Comment	Response
10	My input will focus on the implementation of the passenger rail on the existing Santa Cruz Branch Line. The train is the responsible climate action to implement. It will be an asset to all pedestrians and bicyclists. It is an elegant partner and would create a healthy marriage in our transportation system. we MUST adopt the European model of relying on public transportation. The train will alleviate highway and surface street individual car rides. It will allow us to install more short bus routes and make public transportation more useful. Page 1 - is to create a network of biking and walking routes that connect key destinations within the county - Upgrade and insist on the maintenance of the the train tracks. Utilize this Santa Cruz branch line train so that one can bike and reach far parts of the county. p7 for future pedestrian facilities in unincorporated Santa Cruz County. - Future pedestrian facilities must rely on public transportation. We must use our tracks and provide our citizens with electric trolly zero emission transportation to act as the spine of all other public - buses and pedestrian, bike, and accessibility transportation - infrastructure. Vision Zero is a strategy for eliminating severe traffic injuries and fatalities while increasing safe, healthy, and equitable mobility, and it has been implemented in cities around the world. Vision Zero starts with - THE predictable nature of a train - it runs only on the tracks - will lessen injury. Pedestrians and bicyclists can easily anticipate the movement of a train, whereas cars are driven by individuals and are as inconsistent as we are. p 13 - nearly three-quarters of those drive alone to work. The train could remove some of these drivers and reduce our emissions. p19 - residents who do not live along these corridors have limited access to transit. - The train could provide the spine and the buses would act as branches. This could offer a much greater reach than the current bus routes do. 19 - buses on highway shoulders - THE buses are still at the mercy of car and the state of the highway. Trains have their established and unique path. It is unencumbered. p 37 In 2012, the Santa Cruz County Regional Transportation Commission purchased the Santa Cruz Branch Rail Line and began work on the Monterey Bay Sanctuary Scenic Trail Master Plan. BOTH the trail and rail are engineering wise - possible. p 51 Develop a vision for active transportation in Santa Cruz County: MUST include rail. We are fortunate to have the tracks in place. Funds have been allocated to upgrade them. This action will benefit ALL of our county surface transportation forms. p 63 increasing walking and bicycling to 8% of commute trips by 2030 and 15% TO DO this - we MUST adopt the European model of relying on public transportation. The train will alleviate highway and surface street individual car rides. It will allow us to install more short bus routes and make public transportation more useful.	Passenger rail is outside the scope of the Active Transportation Plan. See https://sccrtc.org/projects/rail/ for more information.
11	Page 35: I support Chanticleer and Mar Vista Highway 1 Bicycle and Pedestrian Overcrossings Page 36: I support Soquel Drive Buffered Bike Lanes & Congestion Mitigation Project Page 36-37: I support continuing to develop Coastal Rail Trail alongside tracks to ensure a future public transportation corridor Page 57-59: I support bike and pedestrian improvements at Green Valley Road and Portola Drive. Page 64: I would like to call attention to the fact that 37% of people "are physically unable to bike, are very uncomfortable biking, or are not interested in biking more" and any bike/pedestrian planning should not remove potential public transportation infrastructure! Pages 89-99: I support the proposed bicycle and pedestrian improvements/recommendations Page 100-104: Isupport these policy and program recommendations	Support noted. Needs of transit users will be considered in future project design.
12	I have not seen a plan to build any fencing on either side of the proposed pathways in this plan like I have seen in the Coastal Rail Trail plan. I am just commenting I don't like to see that type of fencing proposed because the narrow pathways could cause issues with dogs and people on the path who will have a hard time with other people walking toward them closely. In all of the photos I see of the Santa Cruz Active Transportation Plan linked here, there is space for people to step off the side of the path. In designing this plan, I hope everything can be kept as consistent as possible across the county in signage, including coloring, paint on the street, lights. I think this could help drivers who have limited or no experience as cyclists avoid hitting pedestrians and cyclists. Another consideration is how the sun obscures drivers' view at some times of day in some locations and how that could be compensated for.	Class I path design will be determined on a case-by-case basis. Fencing is not required in most cases.
13	Rail? what is happening to the train line and potential rail service?	Passenger rail is outside the scope of the Active Transportation Plan. See https://sccrtc.org/projects/rail/ for more information.
14	I cant walk very far,, i dont ride a bike but can. I would like to see the rail part of this plan continue. the historic roaring camp should stay maybe expand services. from davenport to monterey would be clean modern equipment. the rail should eventually connect with amtrak and to the new hi speed being built now . I would easily take the train from felton to lee rd in watsonville every day as i could virtually step off at my business front door . the whole plan looks excellent but i didn't see much about the train/rail system thanks Dave Dixon	Passenger rail is outside the scope of the Active Transportation Plan. See https://sccrtc.org/projects/rail/ for more information.
15	I support continuing to build the trail while leaving the tracks in place. I believe it is the fastest way to get our trail completed - and keeps our ability to develop clean mass transit in the future.	Coastal Rail Trail design is outside of the scope of the Active Transportation Plan.

#	Public Comment	Response
16	Page 18 lists La Selva Beach as inside and outside the growth boundary.	See Map 1. La Selva Beach is located within the rural services boundary.
17	Regarding speed limits (page 63), existing speed limits are fine. What we need is enforcement. However, this plan doesn't mention increased enforcement. Instead, it seems to suggest that lower speed limits will somehow fix things. I strongly disagree. If people drive at 50 mph on Green Valley Road, where the speed limit is 35 mph (page 56), and the speed limit is lowered to 30 mph, I don't think that will slow the speeders. It will just cause the rest of us to waste time at unnecessarily slow speeds or else to lose respect for speed limits.	Enforcement will be addressed through future Vision Zero task force. Information on enforcement added to Vision Zero recommendation on page 102: establishing a Vision Zero task force would include include law enforcement, public health, and public works staff. The task force would work to focus enforcement and engineering projects towards streets with the highest rates of severe collisions.
18	The plan seems comprehensive. I wonder if the high number of priority projects dilates the focus on projects that serve the highest number of users and that connect major origins to destinations. Also projects that connect gaps in bike and walking networks and address locations with high traffic collisions.	Decisions on project implementation will be based on several factors, including funding availability.
19	I want to make sure you are including rail in all the rail right of ways. Rail and Trail	Coastal Rail Trail design is outside of the scope of the Active Transportation Plan.
20	That file is massive. It's a rare individual who will have the time to read the whole thing and offer thoughts. If you actually do want public input, please focus more?	Comment noted.
21	Please get on a bike and ride some of these roads that you propose to have bikes routes on like, Freedom from Soquel to Corralitos, San Andreas, Glen Canyon from Branciforte to Mount Herman, and lastly Empire Grade. These do not have 5 feet of space, due to encroaching trash bins, overgrown plants, or occasional parked vehicles in bike lanes. Freedom Blvd is very unsafe with 45 mph traffic and cell phone use while driving. This is supposed to be a bike path. Please ride it to see how unsafe it is. I am a 70 year old woman who has biked for 23 years in the area. I still ride weekly so I am not uncomfortable on a bike but Freedom, Glen Canyon, Branciforte after Goss up to Mountain View, Empire Grade and Soquel San Jose are extremely risky. The least you could do on a busy road that is shared with cars, is put up some kind of barrier like you did on Water Street between Ocean and Branciforte. Again decision makers need to get out and bike these routes. Some major mistakes were made on the West Side Bike trail. No one who rides would have proposed some of these curbs or tight lane turns.	Routes recommended for Class I paths (Graham Hill Road, Freedom Boulevard, Corralitos Road, Green Valley Road) would require construction of new facilities separate from the existing roadway. Space for separated bicycle facilities is limited on rural roadways, and Class I paths were prioritized for key connectors between major destinations in the unincorporated county.
22	I am very excited to have a class 1 shared path for bikes snd walking. We walk and bike everyday	Support noted.
23	Too expensive, would hamper vehicle transportation, worsening already dreadful traffic and affecting the local economy, and wouldn't make me any more inclined to bike. If we want more equitable transportation, build bus and rail networks. NO to this plan!	Comment noted. Bus and rail service are outside the scope of the Active Transportation Plan.
24	We are eagerly awaiting the completion of the bicycle and pedestrian improvements (segment 12) from State Park Drive to Rio Del Mar Blvd. We expect to use it daily, weather permitting for both walking and cycling.	Comment noted.
25	While thorough, the data is >5 years old. I moved to Santa Cruz in 2017. I'm 64yo and I ride my ebike all the time, and each and every time, I'm scared stiff that I'm going to get hit by a car/truck. I think the County of Santa Cruz should do everything that they can to improve the safety of cyclists since I strongly believe that more and more people -- of all ages -- will be riding bicycles in Santa Cruz -- especially as gas prices continue to soar. My car will sit in my driveway for days and days because I do everything on my bike from grocery shopping to riding up to Wilder Ranch to hike. I think all businesses should be encouraged to provide bike stands that are in a safe area (particularly Safeway on 41st street. I also believe and will vote FOR the bike path being extended. I use the bike path all the time in West side because riding my bike on Mission is literally suicide. Santa Cruz is a perfect city to become the Model of what a city/county bike-friendly is -- I also walk all the time -- usually along the ocean streets. I absolutely love living in Santa Cruz -- yet I strongly believe -- and tell others -- that walking and riding a bike in Santa Cruz is extremely dangerous. In fact, many times, I carry a stick and wave it when cars and particularly trucks drive by me -- because one truck nearly hit my son when we were walking in Live Oak (there wasn't a sidewalk) so we were in the bike lane. Safety for pedestrians and cyclists is paramount for the County of Santa Cruz. There should be signs up as people come into SC stating that Santa Cruz IS PEDESTRIAN/CYCLIST FRIENDLY. PLEASE DRIVE WITH CAUTION!	Comments noted. Traffic signs must be compliant with the Manual of Uniform Traffic Control Devices.

#	Public Comment	Response
26	Still nothing connecting SLV to Santa Cruz. Are we supposed to walk/bike all the way around? Still not safe to use Hwy 9	Long-term recommendation for Class I path on Graham Hill Road included in plan, see project #SV007.
27	the draft plan is too long to review and give viable feedback. 200 pages is too much for someone like me (a local who doesn't know all the intricacies of the RTC nor other local issues, yet is concerned... Good luck!	Comment noted.
28	This is impossible to use and full of vague statements, observations and graphics that are completely irrelevant and waste my time. I want to know exactly what you are going to do. If you want to tell me why you estimated the benefit is greater than the cost, then do that. If you don't want to tell me, or if you didn't do it, then stop wasting my time with your obnoxious platitudes and generalizations.	Comment noted.
29	I was really hoping to see more attention given to rail service and potential connections with communities like Half Moon Bay and San Jose via rail to help alleviate traffic. These solutions are nice for local access but do nothing to curb the source of the majority of traffic, tourism. We saw during the pandemic just how much impact Santa Cruz's tourism has on our roads and a proven way to reduce that impact would be a restoration of mass transit services like rail. I hope this is taken into consideration and further reviewed. As a taxpayer, I'm disappointed by this proposal.	Passenger rail is outside the scope of the Active Transportation Plan. See https://sccrtc.org/projects/rail/ for more information.
30	I especially favor completing the rail trail (Monterey Bay Sanctuary Scenic Trail. I live close to the tracks and would make frequent use of this trail. I am most interested in segment 5, 9, 10 and 11. I favor keeping the rail line active for future use. NC005, LO050, LO103, LO104, AP013, DA006, DA004	Coastal Rail Trail design is outside of the scope of the Active Transportation Plan
31	While the CSCATPPI is great, it will be great to acknowledge the driving circumstances the county is on. To further improve said plan, it will be ideal to at the same time for the police department to continue its mission of maintaining safety on roads. Assure drivers are following the law and maintaining ethical practices on the wheel. Otherwise for the county to take into action consequences (such as tickets). As a result, people will understand the importance of proper driving otherwise negatively affecting their pockets. Wishing all best for the santa cruz community and to all its citizens and visitors.	Enforcement will be addressed through future Vision Zero task force. Information on enforcement added to Vision Zero recommendation on page 102: establishing a Vision Zero task force would include include law enforcement, public health, and public works staff. The task force would work to focus enforcement and engineering projects towards streets with the highest rates of severe collisions.
32	People are arguing about whether there will be bike lanes on San Andreas and West Beach Street. The text lists them on pp 174-175, but a map on pg 77 shows a path going through the wildlife preserve.	Maps adjusted to show Segment 17B of the Coastal Rail Trail.
33	I'm stunned and delighted by the thoroughness and readability of this report. A great blueprint for biking/walking in our county for the years to come.	Support noted.
34	Map 4A (pg 22) why is there a arterial connection shown within the Santa Cruz City Limits?	Text added to page 22 to clarify that Coolidge Drive is maintained by the County.
35	I support Class 1 bicycle and pedestrian projects. I am most interested in the Santa Cruz Rail corridor being converted into a Class 1 paved trail with 2 lanes for bicycle commuters, and another lane (3 lanes total) for walkers, strollers and such.	Coastal Rail Trail design is outside of the scope of the Active Transportation Plan
36	The ATP is written so poorly and over 200 pages long. It's pdf is not manageable for easy review of the material. Santa Cruz Public Libraries weren't given copies for the public to easily flip through the pages. Where is it available in PRINTED FORM?	The final Active Transportation Plan will be available in hard copy at public libraries in the unincorporated county.
37	I support high capacity commuter rail with dedicated bike cars connected to integrated bikeways	Passenger rail is outside the scope of the Active Transportation Plan. See https://sccrtc.org/projects/rail/ for more information.
38	Please don't continue the mistake made on Portola dr. My first awareness of Ecology Action, was the contempt shared by my neighbors on how they turned a major part of Portola into an unusable wreck. Please don't force people into a transportation mode that doesn't work for them. This plan prioritises the bike commuter, 3% a minority at the cost of safety, efficiency, and equitability of 72% of transportation that people CHOOSE.	The recommendation for Portola Drive was revised as the result of feedback on the temporary demonstration project, see Ch 3 for more information. The needs of drivers and bicyclists will be considered in future project designs.

#	Public Comment	Response
39	Regarding Map 16a, Sidewalk and Intersection Recommendations Live Oak. I would like to express my support for a crosswalk between Clearwater Ct and the Corcoran Lagoon Path. Many of us living in the Del Mar elementary area use Clearwater Ct -> Corcoran Path to access Corcoran beach because of the pedestrian access between Alice st and Clearwater Ct. The Portola crossing at Clearwater doesn't currently have a crosswalk and can be difficult especially during evening rush hour.	Support noted.
40	Keep the rail and trail! It's the most efficient method for moving people in our county and most in line with climate change goals! Also, would love to see more raised crosswalks. Page 60. Portola drive: I live down the street and drive and walk and walk on portola. Portola is too busy of a street to walk and bike comfortably even with the reduced lane during the project. If anything you should install separate bike lanes on east cliff where people normally ride bikes and walk. Page64: couldn't agree more. We need to lower speeds and I like raised crosswalks for this in key areas and also narrowing the streets and narrowing drivers' filed of vision. I also believe that if we are going to increase bike ridership and walking we need to stop aggressive drivers and have enforcement on loud modified mufflers on top of the changes proposed. Another helpful feature did not see mentioned with the crosswalk lights are the lights on the road the light up the crosswalk. Those work very well at making pedestrians visible and slowing cars.	Coastal Rail Trail design is outside of the scope of the Active Transportation Plan. Separated bikeways on East Cliff Drive are not feasible due to limited right-of-way. In-pavement flashing lights are not recommended in this plan due to maintenance issues.
41	It is awesome to see so many plans for projects in our county. To me it seems obvious that to make any of this possible will require us to put the plans for a commuter train on the shelf in order to complete so many ambitious projects. The rail trail should be built using the existing trestles and rail bed. This is the only way we will have a trail while we live. The active transportation plan should clearly state support for the interim trail plan promoted by YES Greenway. Don't be scared of the voices that insist we can have both trail and rail, stick up for the best trail possible. A beautiful, world-class trail that can be done quickly, at the lowest cost.	Coastal Rail Trail design is outside of the scope of the Active Transportation Plan
42	I'm all for more bike lanes! I live in Live Oak and the bike lanes looked good to me. Some of the proposed new sidewalks, I'm not sure how you'd fit them without making some of the streets one way (which might be ok in some places). Especially a bike lane around Schwann Lake on East Cliff would be amazing and I like the idea of connecting a bike path to Moran lake coming from the portola side.	Support noted. Design of new sidewalks will be determined on a project-by-project basis.
43	People walk and bike all over the San Lorenzo Valley—at great risk to life and limb. I often have to slow down for as long as a quarter mile when driving on highway 9 because there's no shoulder for walkers or cyclists and I can't safely pass them because of the lack of visibility. My street, West Park, in Boulder Creek is particularly popular. But it's crumbling and so badly pitted that I'm reluctant to bike on it and have fallen badly several times while walking. A half-block sidewalk near the library will do absolutely nothing. I'm also on the board of directors for a community art center on Mill Street in Ben Lomond. I see no need for the proposed "improvements" at Main and Mill.	Recommendations for sidewalk on West Park Ave and intersection improvements at Main St and Mill St were developed through the Hwy 9 Complete Streets Corridor Plan process.

#	Public Comment	Response
44	I apologize for not reference page numbers. I just had a couple of comments. I am curious if in the existing conditions, traffic counts are conducted on major streets during peak commute hours in particular during summer/ high-volume months. In the plan, I saw streets described as promoting pedestrian/bike traffic, but allowing vehicle traffic. (I forget the exact word for it). I live on the East side and commute to Downtown, so I am mainly thinking the east/west streets like capitola/brommer/Portola which were labeled as such. I think it would be interesting to understand counts of vehicles traveling during peak hours as I experience these streets to host heavy cross-county vehicle traffic. Similar to Soquel drive and highway 1. (There are only a couple of way to cross the San Lorenzo and the Harbor). I think this information is valuable in determining where bike/per path are best suited... Any Google maps image after 4 on a Friday shows how congested the County is, largely from commuters but also tourists. In a perfect world tourists would park in a large lot and bike around the County, but I do not think that is realistic. I am also curious if biker traffic rules education could be mandatory... I saw there was a class for bikers who received a citation, but not for the everyday bike user. I don't know how that would be regulated, but using County funds to develop a set network of transportation routes seems worthy or requiring users to be educated in the rules. I also saw the bike connect route from lode to Moran lake park. I understand this a espérate project altogether, but I would love to see Moran lake encourage pedestrian only. It is one of the few last areas where one can walk their dog or just stroll without looking out for bikers passing from behind (especially now that ebikes are common place). The trail already hosts bikers, and making it more accessible for bikers would be a shame. Perhaps adding bike locking areas at Lode or 30th Ave would encourage bikers to bike to the trail for pedestrian access. I also am curious on how ebikes are fitting into the transportation plan. They are operating at much higher speeds while using bike lanes and make it challenging to gauge their location as a driver. Have there been collisions reported that involve ebikes? As a bike commuter, I have found that the green paint method for delineating bike lanes very helpful. I also always used designated mixed-use paths whenever possible. A pedestrian path over the harbor or widened path on the south side of the bridge would be helpful. Perhaps remove the north sidewalk and shift the lanes over to provide a protected mixed-used path. When traveling west, a biker would use the left turn lane to lake Ave to access the path that would continue to the street light at seabright Ave. This would offer an easy interim until the rail/trail is constructed in that location. (I just realized this is City jurisdiction, but until you reach the harbor it is still County right?) I also think the condition of the bike lanes should be considered. For example, although there is a bike lane on east cliff from 17th Ave to Corcoran Lagoon and again from 26th Ave to Moran Lake, there are so many potholes and dips that it does not feel safe to bike in the lane. A pavement/bike lane survey for the existing conditions would be advised.	Available data on average daily vehicle trips was included in the analysis used to develop corridor recommendations. Laws regarding mandatory education for cyclists are outside of County of Santa Cruz jurisdiction. Comment regarding bicycle access in Moran Lake has been forwarded to County Parks. Murray Street bridge over the harbor is within the City of Santa Cruz and is outside of County jurisdiction. The Coastal Rail trail will provide an alternate route over the harbor, and this plan includes a recommendation for a connection between the Harbor and the Coastal Rail Trail. Maintenance issues on County roadways can be reported using the My Santa Cruz County app, at https://cconnect.santacruzcounty.us/, or by filing a Bicycle and Pedestrian Hazard report: https://sccrtc.org/services/hazard-reports/
45	Lest my comments be as opaque and difficult to interpret as the Active Transportation Plan, I will focus on the key "Infrastructure Recommendations" pages 84-87, and "Corridor Typologies" pages 65-72. The recommendations include a few that I highly support as being likely to increase safety the most: separated bikeways, speed bumps, raised crosswalks, neighborhood diverters, and protected intersections. There are a few that will decrease safety: chicanes/lateral shifts (drivers ignore them and drive straight through the bicycle lanes), curb extensions (force cyclists into car traffic lanes), and traffic circles and roundabouts (too much going on and drivers deprioritize cyclists). There are few things missing entirely from the document. The main thing needed to improve safety is consistent enforcement! Cars pull into bike lanes very frequently to "sidestep" traffic or just because drivers are mad that bikes can get places faster than cars can, but I have never seen anyone pulled over or ticketed for this dangerous behavior. The second most important thing that would help safety is to improve the deplorable condition of our roads. There are so many potholes and terribly uneven surfaces resulting from poor repairs that it is very difficult to ride straight and not be thrown all over the road. When repairs are done crews need to pay attention to doing a good job resurfacing the road. And in all the places where maintenance is never done...do it! Money spent on safe road surfaces would help a lot more than more green paint and speed signs.	Enforcement will be addressed through future Vision Zero task force. Information on enforcement added Vision Zero recommendation on page 102: establishing a Vision Zero task force would include include law enforcement, public health, and public works staff. The task force would work to focus enforcement and engineering projects towards streets with the highest rates of severe collisions. Maintenance issues on County roadways can be reported using the My Santa Cruz County app, at https://cconnect.santacruzcounty.us/, or by filing a Bicycle and Pedestrian Hazard report: https://sccrtc.org/services/hazard-reports/

#	Public Comment	Response
46	Very comprehensive. A few suggestions: 1. Need more protected Class 2 facilities. 2. No mention of moving parking lane into ROW so that parked cars can serve as buffers, with bikeways between parking lane and curb. 3. Would be good to have a timeline for the schedule of improvements. 4. Would be good to require a monitoring and reporting schedule...maybe a status report and countywide information presentation every two years?	Parking protected bike lanes are included as an option in Class IV separated bikeway typologies, see Ch 4. Project implementation will be determined by available funding, it is not possible to include a timeline for the schedule of improvements. Reporting on plan implementation will occur during annual Capital Improvement Program presentation to County Board of Supervisors.
47	Page 97 "Recommended Intersection Treatments" at Park Avenue and Hwy 1 onramp/offramp. All bike & pedestrian crossings at Highway 1 and Park Avenue are dangerous and need to be evaluated. This is a major corridor for students traveling to New Brighton Middle School. My 3 strongest recommendations are: 1. When pedestrians cross the Hwy 1 south onramp on the south side of Park Avenue, cars are turning right on green across the crosswalk while the walk signal is on. This intersection should not have pedestrians crossing the onramp at the same time that vehicles are entering the onramp. 2. Vehicles should not be permitted to drive straight across park avenue from the offramp and get back onto the onramp on the other side. The offramp should be left or right turn only. Drivers frequently exit Hwy 1, cross Park Avenue, and get back on highway 1. There is no logical or safe reason to do this and the only people doing this are in a hurry trying to skip traffic. Drivers taking this route frequently run the red light to cross park avenue and are traveling at a higher rate of speed to do so. 3. On the north side of Park Avenue by the Hwy 1 South Offramp, there is a storm drain in the bike lane with chipped concrete that makes it difficult to ride over safely. This forces cyclists to enter the traffic lane. If this concrete could be repaired, it would be much easier to ride over the storm drain and stay in the bike lane.	Comments #1 and #3: Park Avenue south of Hwy 1 and under Hwy 1 overpass is located in the City of Capitola and is outside of County jurisdiction. Comment #2 re: interchange design (cars driving straight from off-ramp to on-ramp) has been forwarded to Caltrans.
48	#1. Connect El Rancho Drive to Glen Canyon Rd with a pedestrian bike path. #2. Add pedestrian bike path under hwy 17 overpass on Glen Canyon Rd #3. Add a bus stop on Granite Creek exit-5 on Granite Creek Rd just past the stoplight & Santas Village Rd by stop light (on the start of the overpass). #4. Bike lockers in Soquel Village, and at major retail locations #5. Funding for a bus stop committee. #6 Funding to create a tri-county committee to have one bus pass and maybe share funding like the Bay Area Metropolitan Transportation Commission (MTC) = MTC is the transportation planning, financing, and coordinating agency for the nine-county San Francisco Bay Area. #6. What does it take to become a walkable/bikeable County? #7. a sidewalk on both sides of Soquel Dr between 41st ave & Robertson st.	#1. This project would require acquisition of private property. The Active Transportation Plan focuses on recommendations for existing County roadways. #2. Glen Canyon under Hwy 17 is located in City of Scotts Valley, outside of County jurisdiction. #3, 5, 6: Bus service is provided by Santa Cruz METRO, transit operations are outside of the scope of the Active Transportation Plan. #4. Recommendations for bike lockers included in plan, see Ch 4. #7. Recommendation for sidewalk on both sides of Soquel Drive between Santa Cruz city limits and State Park Drive is included in the plan, see project #LO.S.A001.
49	RE: Page 114, Rec#APO28: Can a sidewalk be provided, at least in the uphill direction? This is a very unsafe route (and the only route) for pedestrians to walk from Rio Del Mar Flats to Aptos Village. No page, no proposal: We need the flashing lights and raised crossing at the non-signaled (but marked) crossing where pedestrians access the Rancho Shopping Center on Soquel Drive between Spreckels and the traffic light at Aptos Rancho Road. Suggestion: Please work with the Nisene-Rio Gateway group who is trying to create a safer pedestrian path for travel between Rio del Mar and Aptos Village/Nisene Marks State Park. We really, really need this. There has already been one fatality along either Treasure Island or Aptos Beach Drive, where a pedestrian was seriously injured by a vehicle.	Sidewalk on Spreckels Drive is included in Active Transportation Plan, see project #AP026. Rectangular rapid flashing beacon is planned for crosswalk on Soquel Drive between Spreckels and Aptos Rancho Road - information added under Curent Projects in Chapter 2, see HSIP Crossing Improvements. Raised crosswalks are not recommended for arterial streets due to issues with emergency vehicles and buses.
50	Incredible work on a very important topic! My only recommendation is to add a short introductory paragraph before Map 11 on page 89. You may consider repeating or paraphrasing the first paragraph on page 83 before the maps of infrastructure recommendations. After reading through all the infrastructure recommendations examples, there needs to be a transition to the actual regional recommendations.	Ch 4 content reorganized so that the introduction on page 85 is right before the Recommendations by Region maps.

#	Public Comment	Response
51	"(Part 1) Add Class III bikeway (sharrows) on Commercial Way as a short-term project; add Class II (bike lanes) on Commercial Way as long-term project The middle portion of Commercial Way has bike lanes. The northwest bound bike lane should be extended to Soquel Drive. There appears to be room, except maybe not right at the intersection where only sharrows are currently possible. In the long-term, assuming some improvements or reconfigurations of this intersection occur, a bike lane should be added. Similarly, bike lanes should be completed from eastbound to Soquel Drive and an "Except for Bikes" sign should be added below the "Do Not Enter" sign at Soquel Drive. An REI store recently opened on Commercial Way which should attract more bike traffic and there is potential for further redevelopment on that street. Add a connecting Class I bike path from westbound Eaton Street at the curve down to the Harbor Path below. If one is cycling westbound from the Live Oak area on Eaton Street, there is currently no easy or direct way to access the pathways through the Harbor and avoid riding or walking over the Murray Street bridge. There is room between the road and railroad bridge to install such a connection. Change Graham Hill Road Santa Cruz city limits to Park Ave long term from Class I multi-use path to Class II enhanced bike lanes and recommend a study to determine best ways to improve bicycling on Graham Hill Graham Hill is both a major connection between Santa Cruz and Felton that, although steep at either end, is probably the easiest possible reliable route to ride between those destinations (Highway 9 is also steep, very narrow, and sometimes closed and the railroad corridor would require costly earthwork, if even possible, to add a bike path too). The middle part of Graham Hill is fairly level and a residential neighborhood that can support local bike trips not involving the climbs at either ends. For these reasons, Graham Hill has been included in plans for bike lanes since the 1970's. It is thus heartening to see that Graham Hill is the highest priority bike project in the Fifth District (Table 9) and that short-term Class III improvements are recommended. However, I am concerned that the recommendation for a long-term Class I path would further delay other improvements beyond Class III for decades given its expense and environmental challenges. I'm sure some analysis went into this recommendation and I recall some previous reviews of what would be best for Graham Hill, but given the challenges, I suggest adding an action item to study in depth how to best accommodate bikes on Graham Hill. Given the distance and the varying topography, road configurations, and existing shoulders and off-street facilities along the route, it might be that different treatments are recommended for different segments and that future projects be broken down into a few manageable segments. If there is room for more Class I path segments along Graham Hill on one side of the street, a bike lane should still be installed on the opposite side where there is room to prevent cyclists from having to cross back-and-forth across this busy street."	1. Short term recommendation for Class III facility and long-term recommendation for Class II bike lanes added for Commercial Way. 2. Project added to connect Coastal Rail Trail to Harbor, see project #LO143. 3. Language added to long term recommendation for Graham Hill Road: Class I path or Class II bicycle lanes where Class I path is not feasible. All recommendations will require further analysis.

#	Public Comment	Response
51	"(Part 2) Delete future for Empire Grade Class IV or Class I bikeway between Highview and Heller; instead add bike lanes on Empire Grade from Heller as far north as possible Empire Grade has adequate bike lanes between Highview and Heller. It would be very expensive and environmentally damaging to add a Class I path or Class IV separation. Plus, on the downhill, bikes can travel quite fast; their maneuverability would be limited on a shared two-way path or on a separated facility. Just north of Heller Dr. the University is planning substantial development with possible access onto Empire Grade. This segment of Empire Grade does not have bike lanes, but should any more development occur that has access onto Empire Grade, then bike lanes should be installed. Change Coolidge Drive from Class IV separated bike lane to Class II enhanced bike lanes in the long-term There does not appear room or need for a Class IV separated bike lane on all of Coolidge Drive as proposed. Also, the lower part of Coolidge Drive may warrant a different treatment than the upper part and the downhill from the uphill. Coolidge Drive already has an adequate Class II bike lane. Some enhancement may be warranted and feasible on the lower part where there is more cross traffic and bike traffic and on the uphill. But, for the downhill, cyclists should not be trapped inside some barriers as they need more room to maneuver and can go fairly fast. At the top of Coolidge Drive again some enhanced treatment may be desirable given the curve in the road and fairly narrow bike lane, but any widening might be prohibitively expensive and environmentally destructive. Given the many other pressing needs at UCSC and in the County for any bike lanes and the fact that Coolidge Dr already has bike lanes should make this a very low priority project. Clarify that the unrideable portions of Conference Drive need to be made into a Class I facility before it is then signed as a Class III long distance rural route. There are two projects listed for Conference Drive: "FE001 Conference Dr District 5 (Felton) Class III long distance rural route" and "SV024 Conference Dr District 5 (Scotts Valley) Install Class I shared use path to connect two segments of Conference Drive" To avoid confusion considered combining these into one project to say something like, "Conference Dr District 5 (Felton to Scotts Valley) Install Class I shared use path to connect two existing segments of Conference Drive and then treat entire length as Class III long distance rural route""	4. Class I or Class IV on Empire Grade between Heller and Highview was identified as a need by stakeholder committee members 5. Class IV on Coolidge Dr was identified as a need by stakeholder committee members. 6. Short term recommendation for Class III on Conference Dr is between Roaring Camp Rd and Graham Hill Rd only.
51	"(Part 3) Add signing, pavement markings, and traffic controls on Brookwood Drive to better prevent drivers from going the wrong way where the street becomes one-way Brookwood Drive in the County is two-way, but in the City it is only a narrow one way eastbound where cyclists share the lane with motor vehicles. It is a popular cycling connection. Cyclist can ride fairly fast on the downhill which then becomes a blind curve before opening up into the two-way County portion. Motorists who ignore the minimal "Road Ends" and "Do Not Enter" signing and continue to drive the wrong way on Brookwood can seriously endanger cyclists. Thus, on the County portion the following improvements should be included (such as on Map 16b): possible installation of a traffic spike system at the point where Brookwood ends being two-way; clearly indicating at the beginning of the road (at Paul Sweet) that the road is limited access for the cemetery, day care, and private driveways; moving the Do Not Enter Wrong Way sign closer to Paul Sweet; reconfiguring one of the driveways (such as the cemetery's) to be a turnaround; adding lane markings clearly showing the two-way portion of the street distinct from the one way (e.g., by installing a center line on the 2-way portion that disappears at the beginning of the one-way), installing chokers or other traffic calming devices along the two-way portion, especially at the end. For the long-term, the County should cooperate with the City and make the entirety of Brookwood Drive a two-way cycling route. Add a Class III bikeway on Treasure Island Drive/Aptos Creek Drive Treasure Island Drive to Aptos Creek Drive offers a more direct route to the beach from Spreckels Drive than other streets and has been in previous County bike plans for Class II bike lanes for decades. A project has never been implemented most likely because it would require removal of on-street parking. This route could still be enhanced if it is designated and improved to Class III. Along these lines, some citizens devised a plan to couple this route with Moosehead Drive. There would be less parking removal required if both streets were considered as a couplet (bike route south on one, north on the other) and only an uphill bike lane was installed. These and related concepts deserve more study, with the end result being at minimum installing a Class III route connecting Spreckels Drive to Rio Del Mar Boulevard through this part of Aptos."	7. Recommendation added to study connection to City of Santa Cruz via Brookwood Drive. 8. Recommendation added to study options to install Class II bike lanes on Moosehead Drive and/or Treasure Island/Aptos Beach Drive between Spreckels Drive and Rio Del Mar beach.

#	Public Comment	Response
51	"(Part 4) Add a short-term project to complete bike lanes on 41st Avenue from the Capitola city limits to Soquel Drive Most of 41st Avenue from the Capitola city limits to Soquel Drive has bike lanes except for the portion immediately adjacent to the city (by Home Depot and San Lorenzo Lumber). While the Draft plan calls for Class II buffered or Class IV separated bikeway along this entire segment, that is likely to be a long-term, expensive project. In contrast installing the missing bike lane should be a short-term high priority one. This long-term project gets 0 points for connectivity, but just completing bike lanes should rank very high for connectivity. Over the years, bike lanes have been incrementally added to 41st Ave This short segment (and a similar adjacent short segment in Capitola by the freeway ramps) is the last part of 41st without bike lanes. And, 41st is one of the busiest streets in the County. Elaborate the description for Pajaro River levee Class I bike path to include a beach connection The current River levee path's southern terminus is at Watsonville Slough. It is desirable and has been under consideration for many years to enable path users to continue to the beach. There are two options for doing so – either by crossing the Slough or going along the Slough back to Beach Street. The draft plan's description simply states "SCO43 Pajaro River levee path District 4 Class I multi-use bike path." An elaboration of this description should be added to include consideration of these options. Add dedicated staffing and citizen input as an implementation measure It will take some concerted effort to ensure that projects listed in this plan come to fruition and in a manner that satisfies its goals. Thus, it will be necessary to dedicate staffing to spend adequate time to seek grant funds and prepare concept drawings for each project in the plan. The latter needs to involve continued consultation with stakeholders who will use these facilities to ensure that the short descriptions in this plan get translated into final projects that are safe and convenient to walk or ride on. Thus, for example, the County could establish a specific active transportation planner and/or engineer position(s). It could also pledge to either always involve the RTC's bicycle committee in its prioritization of project funding requests and conceptualization of projects and/or create its own bike and pedestrian citizen advisory committee. Furthermore, whoever is assigned responsibility to carry out this plan should provide annual reports to the Board of Supervisors and citizens as to the progress being made."	9. Bike lane gap on 41st Avenue between Cory Street and Hwy 1 is City of Capitola jurisdiction. 10. Language added to recommendation for Pajaro River Levee Path to include connection to Beach Street, which is recommended for a Class I path to the beach. 11. Language added to implementation section regarding need for additional staff resources to implement this plan. Language added to implementation section that County staff brings designs for projects with bicycle and pedestrian component to the SCCRTC Bicycle Advisory Committee and Elderly & Disabled Technical Advisory Committee.
52	"(Part 1) Comments on Active Transportation Plan – March 23, 2022 My name is Toby Goddard. My wife, Kimberly, and I are long-time residents of Live Oak. We have actively sought for many years for Santa Cruz County to construct a safe walkway around Schwan Lake from 7th the 12th Ave to increase the pedestrian safety and connectivity between Live Oak and the City of Santa Cruz. This was a community-identified need that the previous County Redevelopment Agency was planning to build more than 20 years ago. It remains on the County's Capital Improvement Project list, and we are hopeful that this final segment of a larger project that included the very successful Twin Lakes Beachfront Project will someday be completed. This section remains designated as part of the original Monterey Bay Sanctuary Scenic Trail, for good reason. We participated at several stages in the development of this current plan, including direct communication with the consultant and County staff, through surveys, and virtual meetings. I have read over the draft plan and wish to submit some comments for your consideration. First, I want to say thanks for assembling this plan. I concur with the vision articulated on page 5, which is: "to create a network of biking and walking routes that connect key destinations within the county and are safe, comfortable, and accessible for community members of all ages, backgrounds, and abilities." I also appreciate that the plan recognizes and recommends, among all the competing needs, a sidewalk – or safe walking path – between 7th and 12th Avenues. (Map 16a. on page 94). No one disputes that this stretch is a very dangerous and scary gap for pedestrians to safely walk around in the bike path next to the road. Unfortunately, this project did not make the short list of top priority projects for District 1 on page 111. I understand not everyone's preferred improvement can rise to the top, but I do have some comments that might have affected how this project was ultimately ranked and rated by your team. "	Project scoring in the Active Transportation Plan does not determine the schedule of project implementation, and is meant as a tool for County staff and decision makers to match projects to grant funding sources and prioritize between projects. Sidewalk on East Cliff Drive between 7th and 12th is included in County's Capital Improvement Program (CIP), which identifies this segment as a distinct project. Projects already identified in the CIP have been noted in the Priority Project lists in Ch 5. Measuring current and/or projected bicycle and pedestrian use for each project was outside the scope of the Active Transportation Plan. Header infromation has been added to every page in Appendix C. Project cost estimates are planning level only and do not include the specific constraints of each project location.

#	Public Comment	Response
52	"(Part 2) My first comment regards the criteria selected for project prioritization that are listed on page 109. This page describes the five criteria and the points (or public values) assigned for each of hundreds of projects. It seems to me that one criterion not included was the level of use, like a traffic count. Doing so would have given greater weight to projects where there is potentially a lot of active transportation use over projects that benefit relatively few. Certainly, East Cliff Drive ranks as one of the busiest routes in the County, being a critical east-west connection. Some of the top-ranking projects have significantly lower level of activity. I believe that this plan should have taken level of use into account. Secondly, I want to comment on how the 7th to 12th Ave project was treated or packaged in the analysis. It shows up in Appendix C as LO058 and was titled "Install a sidewalk on one side of the street between 7th Ave to 32nd Ave". Somehow a choice was made to bundle the 7th to 12th project with a longer, separate pedestrian project extending from Portola Drive to 32nd Ave. As such, it was treated differently that bicycle-related projects LO055, LO056, and LO057, all of which are considered as smaller, separate or individual projects. It strongly affected the outcome because the LO058 project received the lowest ranking (Zero points) in the implementation criteria, which is a surrogate for cost. These two pedestrian segments, 7th to 12th Ave and Portola Drive to 32nd Ave, should be treated as separate projects for the purpose of costing, rating, and ranking. A smaller project would have cost less, and therefore might have ranked higher if it were treated separately. Coincidentally, the County considers these two pedestrian improvements to be separate projects in its current Capital Improvement Program. One constructive suggestion with formatting of Appendix C is to repeat the header on each page so that the criteria are visible above the project ratings at the top of every page, without having to scroll back and forth. Finally, I want to note an inconsistency between the Project Cost Estimate for LO058 included in Appendix D. On page 189, it lists the estimated cost for the entire sidewalk project from 7th to 32nd Ave as approximately $6,000,000. This amount is far lower than the current $12,000,000 estimate for just the 7th to 12th walkway listed in the County's CIP. We continue to believe that, even though there is a steep and challenging slope on portions of the road edge around Schwan Lake, a successful pathway could be built for considerably less. Your estimate of $6M for a much larger project seems to validate this opinion. We understand this new plan will be used to secure grants and improve active transportation in Santa Cruz County in the years to come. Even though the 7th to 12th Ave walkway did not make it to the final list of recommended projects, we are optimistic that it would be an important improvement to our area and quality of life, and would help meet the vision laid out at the beginning of this document. Accordingly, we hope the County will continue to put a high priority on seeking funds for the design and construction of this walkway. We think funding agencies would rate it favorably given its status as part of the Monterey Bay Sanctuary Scenic Trail.	See response above.
53	P. 99 and onward. Proposal to improve/add permanent pedestrian & bike path between Hidden Beach parking lot and Sumner. My primary concern is with the increasing popularity of e-bikes, whose riders unfortunately tend to speed in these areas. This proposed dedicated, improved cut-through would effectively turn Cliff Drive (which is the main connector road between Rio Del Mar and the Hidden Beach parking lot) into even more of an e-bike speedway and encourage large groups of other traditional bikers to use Cliff Drive as their thoroughfare to avoid the narrow stretch of Sumner. This poses many safety and other issues for residents on Cliff and the artery streets of this small neighborhood (which do NOT have sidewalks for pedestrian safety, so residents use the streets for walking), especially for the many families with young children and seniors who live here. Even now (without an improved cut-through connector) we are increasingly dealing with these alarming safety issues, especially during higher tourist season months when e-bikes use Cliff Dr. to access the ramp to Hidden Beach from the park. We should not turn Cliff Drive between Rio Del Mar and Hidden Beach parking lot/Sumner into a de facto primary artery for a long-distance bike route that would expose the usually quiet neighborhood to a permanent influx of biking groups, via speeding e-bikes or otherwise.	The goal of the Active Transportation Plan is to encourage more walking and biking. If a connection between Hidden Beach Park and Sumner Ave is implemented in the future, the County is open to addressing issues with speeding bicyclists if they occur as a result of this project. CHP is also a resource to assist with speed enforcement.
54	At page 63, the plan says, "the County of Santa Cruz will look for opportunities to reduce speed limits on county roadways." We don't need lower speed limits. We need enforcement of the existing speed limits. However, the plan is silent on enforcement.	Enforcement could be addressed through future Vision Zero task force. Information on enforcement added to Vision Zero recommendation on page 102: establishing a Vision Zero task force would include include law enforcement, public health, and public works staff. The task force would work to focus enforcement and engineering projects towards streets with the highest rates of severe collisions.

#	Public Comment	Response
55	There needs to be a crosswalk at Valencia road and Freedom Blvd	Uncontrolled crosswalks are not recommended on streets with 45mph speed limits. Low pedestrian activity at this intersection.
56	On page 91, adding bike lanes to hwy 9 through Ben Lomond will allow people to travel to SLV high easier. The more protected the better as people drive fast around the curves and it's a lot of blind curves. I think sidewalks through Glen Arbor neighborhood will also be extremely helpful as many walk through this neighborhood and there are hiking trails around quail hollow. Adding a bike lane there as well would enable people to avoid biking on hwy 9. I grew up in that neighborhood and there are a ton of youth there who would really benefit from a path that would help them get to school and reduce the school traffic. I currently live in Soquel and I am so excited to have a more protected bike lane on Soquel drive as it is a harrowing bike commute. Please consider adding a raised crosswalk in front of soquel elementary to make pedestrians more visible and drivers slow down.	Sidewalk recommended for Glen Arbor, see project #BL003. Bicycle lanes not recommended on Glen Arbor due to limited right of way. Raised crosswalks not recommended for emergency response routes and transit routes due to impacts on response times.
57	I would like to see the Amesti slide-out made safe, perhaps 4 ft wide to facilitate bikes, paved for bikes as well as residents there in case of emergency needs/escape.	Recommendation for Class I path would include width of at least 8 feet. Emergency access is outside the scope of the Active Transportation Plan.
58	Vision zero does not find Bikes and peds to be at fault. We all make mistakes. It should not cost our lives. Car speed is what kills us. There are few traffic calming elements in the plan and they are not described. The three foot law for passing a bike is not mentioned. There is only one sign in the county stating the three foot requirement.	Recommendations for traffic calming are described in Traffic Calmed Residential Streets Typology and shown in Corridor Recommendations maps. Information on 3-foot passing signage added to Long Distance Rural Routes Typology.
59	" Nobody parks there but maybe one or two cars sometimes and at the top only. I would definitively consider having bike lanes on Helen Ave. It has the width and would be a major improvement for residents up there as it would also connect with the bike lanes on Thurber Ln... bonus it would slow down drivers from Thurber Ln making a left turn to go up to Helen Ave. See the google maps link: https://www.google.com/maps/@36.9964179,-121.9758613,3a,81.3y,317.78h,81.27t/data=!3m7!1e1!3m5!1svQ95XGCrk8ldvA1k85Vqow!2e0!6shttps:%2F%2Fstreetviewpixels-pa.googleapis.com%2Fv1%2Fthumbnail%3Fpanoid%3DvQ95XGCrk8ldvA1k85Vqow%26cb_client%3Dmaps_sv.tactile.gps%26w%3D203%26h%3D100%26yaw%3D74.13859%26pitch%3D0%26thumbfov%3D100!7i13312!8i6656. "	Added recommendation for Class II bicycle lanes in uphill direction on Helen Avenue, see project #LO138.

#	Public Comment	Response
60	"(Part 1) From: Bryan Largay To: Ecology Action Date: 3/24/2022 RE: County of Santa Cruz Active Transportation Plan Thank you for the opportunity to provide comments on the current draft of the County of Santa Cruz Active Transportation Plan. It is so exciting to see all these concepts in once place, which collectively would revolutionize active transportation in our county. Congratulations on the good work organizing all the information. The comments below focus on the scores assigned to various projects, and I propose that incorrect scores were assigned to certain projects in the Active Transportation Plan Infrastructure Improvement Rating Matrix. I discuss specific projects below in relation to specific scoring criteria, however I want to provide three primary comments that are relevant to the ranking criteria as applied to all projects in the San Lorenzo Valley: Safety, Community Identified Need and Implementation. The 'Safety' score is based on a history of collisions within a short distance of the project. However, some projects represent very long, linear facilities, while other long, linear facilities are broken up into multiple projects. This creates inconsistency when scoring is applied. In cases I will describe below, in the San Lorenzo Valley, a series of projects are needed in some cases to create a bypass around a dangerous road segment (specifically State Route 9), but only some of those are near the site of a recent accident. Furthermore, the San Lorenzo Valley is so unsafe for bike and pedestrian use, that there are relatively few collisions because so few people dare to walk or bike in the area. For example, the San Lorenzo Valley Unified School District will not host 'bike to school day' because of concerns that they may be held liable when someone is injured biking along Highway 9. Similarly, Graham Hill Road, Glen Arbor, Felton Empire and Mount Hermon Road are absurdly unsafe for pedestrians and bicyclists under existing conditions. The 'Safety' score, as applied to San Lorenzo Valley projects, is deceptively low because so few people use active transportation. The low score assigned to some SLV projects suggests that these road segments are safe, and therefore do not warrant a project, when the opposite is true. I strongly encourage the use of an alternative methodology for assessing safety in situations such as these. For this reason, many of the SLV projects on these roads should receive the maximum of 30 points under Safety. Also, the scoring criterion 'Community Identified Need' is improperly applied for projects in the San Lorenzo Valley. This criterion ranks projects based on the number of comments the project received in earlier rounds of review of the ATP process. That criterion appears to consider only the presently planning process, while ignoring previous planning processes. The San Lorenzo Valley has undergone two major planning efforts separate from the ATP: the Highway 9 Corridor Plan and the SLV Trail Feasibility Study. Those multi-year efforts received extensive community participation, including thousands of comments on hundreds of projects. Each of the projects listed from the Highway 9 plan that is listed in the ATP received far more than five comments in support of them during those planning process. "	Project scoring in the Active Transportation Plan does not determine the schedule of project implementation, and is meant as a tool for County staff and decision makers to match projects to grant funding sources and prioritize between projects. The same evaluation criteria were applied to all projects to ensure scoring consistency, including safety and equity scores. Community identified needs scores for projects from the Highway 9 Corridors Plan were based on 'Public Support' scores in that plan. Community identified need scores were adjusted for several San Lorenzo Valley projects based on additional review of Highway 9 Corridors Plan public comments. See Ch 5 for updated High-Priority Projects list for District 5.

#	Public Comment	Response
60	"(Part 2) The ATP Plan should acknowledge and account for public participation in the planning processes that preceded the ATP Plan. For this reason, each of the projects with the source "SR-9/SLV Complete Streets Corridor Plan" should receive the maximum of 10 points under Community Identified Need. The ATP Plan fails to correctly identify several SLV projects as having originated in the "SR-9/SLV Complete Streets Corridor Plan". Most of the projects in Felton, Ben Lomond and Boulder Creek that are listed in the ATP were identified by more than five people in the "SR-9/SLV Complete Streets Corridor Plan" process. SLV residents generally don't distinguish between planning processes, and do not view each separate process as its own 'popular vote' election. Scoring projects based on whether they submitted comments to the ATP Plan when they recently commented on the SR-9/SLV Complete Streets Corridor Plan would be confusing and inconsistent with the intent of the scoring criteria of gaging community support, not counting votes. In addition to the comments above, which apply to numerous projects, I provide these comments for specific projects: Projects FE003 and FE004 are incorrectly scored with regard to safety. These projects should receive the maximum Safety score. Allowing students to avoid walking or biking on the shoulder of Highway 9 is very important with regard to safety. Each day 2000 students access the campuses that would be served by these facilities. There have been over 100 vehicle collisions in front of the school campus over the past ten years, including several pedestrian injuries and one fatality. Bus service is not available for families living within a mile of campus, but the situation is so unsafe that many families need to use a personal vehicle to drop off or pick up their students to keep them safe, which creates some of the longest traffic delays in the County on SR-9. These projects may warrant 10 points for equity, because hundreds of these students are eligible for free and reduced lunch, and the need to drop off and pick up students with a personal vehicle poses financial hardship for many families as it interrupts the workday. While this is not a designated disadvantaged community or poverty area, 10 equity points is justified for these reasons. Project FE006 is improperly characterized. Bike-ped access from SR-9 to the Fall Creek Unit of Henry Cowell State Park should be provided by connecting SR-9 to the Fall Creek trailhead at the end of Fall Creek Drive. There is no motor vehicle parking at this entrance, but there is no prohibition on bicycle parking or pedestrian access. Access to this location is highly feasible via either Cooper St – Farmer St or via Fall Creek Drive. Project should include signage. Implementation score of that project would be 20. Project FE007 is a very high priority for the community and has been identified with more than five comments in multiple plans and numerous community meetings. Community identified need should be 10. Project FE008 was identified by greater than five participants in the SR-9/SLV Complete Streets Plan. Community identified need should be 10. This is also a road segment where people avoid walking because of safety concerns. There are fewer accidents on this segment because people drive instead of walking in this area because it is so unsafe. Safety score should be 20. "	Project FE006 has been updated to remove the connection to Fall Creek and a new project, FE025, has been added: study options to provide bicycle/pedestrian access to Fall Creek State Park. All of the Connectivity and Access scores that were flagged received the full 20 points - headings have been added to each page in Appendix C to make the scores easier to read.
60	"(Part 3) Projects FE010, FE011, FE012, FE013 and FE014 were identified by greater than five participants in the SR-9/SLV Complete Streets Plan. Community Identified Need should be 10 for each of these. Each of these projects tie together with existing sidewalks and the Complete Streets Plan. Connectivity and Access scores should be 20. Each of these 'projects' are partial treatments of the same unsafe situation along SR-9. Each should receive a safety score of 30. Deteriorated condition of the sidewalk and disorganized parking forces pedestrians into the roadway, where they may be struck by vehicles turning right from Felton Empire onto Gushee. It is unclear why they are broken up, when other, much larger and less feasible projects are lumped together (e.g. Rail Trail Segment 17). Projects FE016 and FE017 provides an alternate route for bike and ped travel by students going to school to a segment of Highway 9 where bike ped accidents have occurred. Safety score for both should be 30. The alignment for FE016 has an existing trail, is largely on Caltrans Right of Way but is not in the SR9 corridor, providing an available partner. The private property segment has a willing landowner. This project is less constrained than other projects in the County Right of Way that are rated 10 under Implementation. This project should be scored 10 for implementation. FE018, FE019, FE021, FE023 were identified by greater than five participants in the SR-9/SLV Complete Streets Plan. Community Identified Need should be 10 for each of these. Connectivity and Access scores should be 20, because they each connect to existing, albeit deteriorated, facilities such as sidewalks along Highway 9 and bike friendly streets in neighborhoods. Each of these projects provides a bypass that addresses the unsafe situation on the parallel segment of Highway 9, which has produced multiple accidents within 250 feet. Each should receive a safety score of 30. Not only are these projects closely related to each other, but they are part of the same set of projects as Projects FE010, FE011, FE012, FE013 and FE014. They should all be combined into a single project, providing an alternative route for bike-ped travel to a dangerous part of Highway 9, as envisioned in the SR-9/SLV Complete Streets Plan. It is unclear why they are broken up, when other, much larger and less feasible projects are lumped together (e.g., Rail Trail Segment 17). Projects SV006, SV007 and SV008 would close gaps in existing infrastructure by connecting existing bike-ped facilities in Santa Cruz to existing facilities in Scotts Valley and Felton. The Connectivity and Access scores for these projects should be 20. "	See responses above.

#	Public Comment	Response
60	"(Part 4) Project FE001 Conference Drive is incorrectly characterized and should be combined with SV024. This project should be characterized as an alternative alignment of project SV016. It should receive maximum scores for Connectivity and Community Need. The Conference Drive alignment is more feasible than the SV016 alignment, and should score higher (implying a score of 20). This project would connect the two portions of Conference Drive that are presently closed to motor vehicles. This is the ideal route between Felton and Scotts Valley, where key services and transportation hubs are located. This project should receive the maximum score with regard to connectivity, because it would link these two communities. This project should receive the maximum score for safety because Conference Drive supports far lower motor vehicle volume, has far lower vehicle speeds, is less steep, and is more direct than the alternatives of Mount Hermon Road or Graham Hill Road. The constraint of the 'narrow bridge' is negligible because traffic volumes are so low. The project should receive a Community Identified Need score of 10, because it has been identified in previous planning efforts where it received broad support, including the SLV Trail Feasibility Study. The 'Implementation' score is rated low, however the costs of building this alignment are lower than building along an existing roadway because the trail would not have to be engineered to support motor vehicles. This alignment is far less constrained because the route is no longer used as a county road. The landslide that closed the road has been stable for over 20 years, and geotechnical considerations are significant but not insurmountable because the loads associated with bike and pedestrian travel are extremely low. The Implementation rating should be 10, because this project is comparable to a sidewalk. "	Project FE001 is distinct from project SV024; FE001 is signage and striping on Conference Drive and does not include a connection between the two segments. Project SV024 will require signficant engineering and construction and is not a low-cost project.
61	My heart goes out to the folks at the County, Ecology Action, and Bike Santa Cruz County who put this incredible plan together. I have been commuting by bike in Santa Cruz County since I went to Soquel Elementary and now I am bike commuting here with my kids. I am grateful for everything you do to help make biking and walking safer. One addition I would love to see in this report is discussion of bike lanes that are painted in the door zone of parked cars. A woman on a bicycle was nearly killed in Berkeley this winter when a car door opened in her path. Sadly, many doorings are fatal and examples can be found in the national news. Doorings aren't always reported in collision databases because the vehicle is not moving. But some studies show that doorings are one of the most common crashes. I would be grateful for any discussion you might add that could identify where these door zone bike lanes exist and what types of actions might be taken to fix them. My older daughter and I encounter several scary door zone bike lanes on our commute from Capitola to the Westside along Brommer (e.g. near Captain Crt). Since Brommer/Broadway is a major bike corridor it might make sense to prioritize this area for fixing dooring dangers. One solution to dooring that would be really nice to acknowledge in the report is removing street parking where there is not room for a bike lane to be outside of the door zone. The recent removal of parking at Soquel Drive near Main St is a great example of making room for bikes. Another solution you might write about is the white share arrows painted in the middle of the road where it is too narrow to fit a bike lane outside of the dooring zone. The sharrows are already shown in the report and connecting them with the dooring bike lane problem could be very helpful for people reading this report. A really safe example is the share arrows on my commute with my younger daughter from Capitola to Aptos on Monterey Ave. Another dooring solution you might acknowledge in the report is the possibility to create design standards that keep our bike lanes out of the dooring zone. These design standards could be implemented in the new Soquel Drive buffered bike lanes and also used to improve important bike corridors such as Brommer/Broadway. The Oakland standards could provide one approach, https://cao-94612.s3.amazonaws.com/documents/CS-1_BikeLaneWidths-NonMetered.pdf On another topic, I enjoyed reading about the plans for improving Highway 1 crossings. The Chanticleer and Mar Vista crossings are going to be incredible for our county. Another critical point that would be nice to see in the plan is the Park Ave / Highway 1 interchange. It might be worth considering that the pedestrian crossing of the Hw1-North exit is in dire need of a curb extension, the bike lanes going under HW1 don't have room for 3 feet of safe passing distance, and the approach to this intersection in a center bike lane with high speed passing traffic on both sides can be terrifying for all but the most experienced bicyclists. This might be a crossing worth prioritizing given the proximity to middle schools, elementary schools, skate/bike park, and a popular beach. Thank you for considering these comments. And thanks again for all you have done for safer streets! happy biking, Elliott Campbell	Information on providing sufficient bike lane width to keep cyclists out of the door zone has been added to Class II typologies in Ch 4. Curb extension at the Hwy 1 northbound off-ramp is included in the Active Transportation Plan, along with a long-term recommendation for Class IV separated bikeways on Park Ave - see project #AP011 and AP010. Bike lanes on Park Ave. under Hwy 1 overpass are located in City of Capitola and are outside of County jurisdiction.

#	Public Comment	Response
62	Overall, this is a good plan with much needed improvements to existing bike and pedestrian facilities countywide. A few clarifications and/or revisions would be helpful near the City of Watsonville, including (1) indicating how the County's ATP takes into consideration not only Watsonville's Trails & Bicycle Master Plan and Complete Streets to School Plan, but also the City's Vision Zero Action Plan, (2) revising Map 5b Bicycle Facilities - South County to show that only a short segment of the Pajaro River Level Trail next to the City's wastewater treatment plant is paved and so most of this segment between Highway 1 and Thurwacther Road should be identified as a "Class I Unpaved Shared-Use Path", (3) changing the short-term recommendation in Table 6 for SC055 to add a Class II buffered bike or Class IV separated bikeway along West Beach Street, (4) revising Map 9e Short Term Corridor Recommendations - South County to show a Class II buffered or Class IV separated bikeway along West Beach Street, (5) revising Map 20 Infrastructure Recommendations - South County to include a Class II buffered or Class IV separated bikeway along West Beach Street, and (6) revising Map 20 Infrastructure Recommendations - South County to provide a Class I Shared Use Path along the unpaved portion of the Pajaro River Levee Trail between Highway 1 and Thurwacther Road.	Watsonville Vision Zero Plan has been added to list of plans that were reviewed in Ch 1. Map 5b revised to show that the Pajaro Levee Path is currently unpaved. Map 20 revised to show Class I path recommendation for Pajaro River Path.
63	The plan for North County needs some additional details. Ongoing projects include sidewalk infrastructure in planning stages with CalTrans, RTC and SCC, between Felton and SLV schools. Totally support a Class I shared-use path for the use of students on foot, scooters, and bikes this entire route. Map 13. Insfrastructure Ben Lomond. Please consider a extension of sidewalk and traffic calming from Glen Arbor/Hwy 9 (South of Highland Park) around the sharp turn to connect to the rest of Glen Arbor. Map 14 - Felton. Extend shared use path from Felton along Highway 9 all the way to Lakeview (it is unclear in the project list if this distance is being recommended). Direct bike traffic up Lakeview to UCSC upper campus with signage. This is a popular route from Felton up and over campus to get to the West Side. Improvements could make this safer for young cyclists and more visible, especially as e-bikes become more common. Also recommend paved route from Felton covered bridge connecting to the back of Wild Roots grocery store with signage, paved route and lighting to make that route safer. This plan is a big effort and I hope it gets swiftly implemented and also helps to justify additional staffing resources for RTC and the County. Thank you! -Andre Duurvoort, Measure D Taxpayer Committee (District 5)	Recommendation to explore feasibility of sidewalk on Glen Arbor south of Newell Creek is included in Active Transportation Plan, see project #BL003. Recommendations for Highway 9 can be found in the Highway 9 Corridors Plan and are outside the scope of the Active Transportation Plan. Paths between Lakeview Drive and UCSC upper campus are not legal trails and should not be identified with new signage. Paved route exists between Covered Bridge Park and Wild Roots via Graham Hill Road and Covered Bridge Road. Covered Bridge Road is within CSA9A lighting program and residents can request street lighting along this route. See Existing Programs section of Ch 2 for more information.
64	Pg 27 (General Plan Street Types): Amesti between Varni and Browns Valley was changed to "Local Residential" 3 years ago as per Zac Friend. Appendix C, pg 170 and (CO002 and CO003): Consider changing the class I shared-use facility to short term. Steve Wiesner confirmed that the project is going to be included in the 2023 re-striping project of Corralitos Road, combining the two curbs on the western side of the road to create a 8 to 10 foot wider pedestrian/ bike path. Pg 99 and Appendix C, pg 170 (CO001): Consider installing traffic calming measures also on the segment between the southern closure of Amesti and Varni Road. This segment has high pedestrian traffic from the neighborhood residents to the 4-Corners Deli (intersection Varni/ Amesti) Pg 99: Corralitos Road does not show the projected shared-use path, Pg 99: Intersection treatment at Corralitos Rd/ Varni Road: consider installing a round-about (Steve Wiesner's idea). There is plenty of space, and the traffic is already backing up 1/2 mile on Varni during morning rush hour. Not in the plan, but necessary: bicycle/ pedestrian facility on Browns Valley Road between Corralitos Road and Amesti. This is a crucial connection between the Amesti neighborhoods to the Corralitos market and other community destinations. For questions please feel free to contact me any time: Peter Beckmann	Traffic calming recommendation for Amesti Road has been extended between closed portion and Varni Road. Roundabout is included as possible option in current recommendation to evaluate possible intersection improvements at Corralitos Rd and Varni Rd. Not feasible to install sidewalk on Browns Valley Road between Corralitos Rd and Amesti Rd. Recommendation for sharrows and signage on Browns Valley added to Active Transportation Plan.

#	Public Comment	Response
65	"Page 33 no mention of lack of sidewalks in D5 Collision data.....history tells us there is a very high percentage of ped or bicycle collisions that are never reported....suggest using ""reported"" in front of all collision data I like the vision statement (I'll have a comment on ""key destinations"" later) green conflict markings and enhanced class II lanes have been installed on Mt Hermon road by both Scotts Valley and the County from Lockhart Gulch, Conference Drive up to the sand plant private drive (class II already exists the rest of the way to Graham Hill road I could not locate Park Avenue on Graham Hill road??? There are NO curb ramps in downtown Ben Lomond that meet current ADA stds (where as Felton and B.C have been getting upgrades) Caltrans has installed a ""leading pedestrian interval"" in 2020 at Mill/Highway 9 after a pedestrian and pet were struck in the crosswalk crossing Highway 9...it has been well received and has made pedestrians much more visible to left turning motorists The No Right Turn on Red photo is not correct....there is signage at Mt. Hermon Graham Hill road that would illustrate proper symbol/text Mention is made of a ""stop light"" warrant on Graham Hill at Treetop....if we are referring to a traffic signal that would be the preferred term Personally, I think there are too many priority projects on Graham Hill Road and that Glen Arbor (Pine to Mill) should be a priority.....it is the alternate to Highway 9 due to 9 closures.....and over 19,000 ADT when used as an alternate My biggest concern is about pedestrian safety on Glen Arbor Road and Main Street in Ben Lomond...for 12 years the Ben Lomond community has identified the north side of Glen Arbor from Pine to Highway 9/Mill Street as our highest priority safety project for peds.... the downtown village of Ben Lomond (market, park, businesses) is the ""key destination"".....the sections of Glen Arbor near Newel, Madrone and Hign were discussed in past meetings but never rose to the top priority. The two block section from Pine to Highway 9/Mill gets flooded every winter, it connects the downtown directly to local streets with over 170 residences (based on google maps)...County Public Works recently listed this segment in the 2045 plan with a $1.5M price tag for sidewalks and drainage improvements. The Active Transportation Plan should recalculate the 40 pts and make it the no. 1 priority project for Ben Lomond. It is very unsafe. Main Street east side needs a sidewalk from Highway 9 to the Post Office (""destination"" near Suynnyside). Hundreds of pedestrians make this walk daily for postal services. This is the number 2 priority ped project on County roads in Ben Lomond. Sections of sidewalk already exist so it would be an infill project and would connect to the RRFB crossing Highway 9..."	Discussion of limitations of reported collisions included in plan, see page 40. Right turn on red photo has been updated. Language in map 15 changed from 'stop light warrant' to 'signal warrant'. Project scoring in the Active Transportation Plan does not determine the schedule of project implementation, and is meant as a tool for County staff and decision makers to match projects to grant funding sources and prioritize between projects.

#	Public Comment	Response
66	"(Part 1) First, the ATP should have been broken into geographic sections to facilitate easier review of the ATP and allow residents to give reaction to the plan. Expecting citizens to review 200 pages of definitions and plans throughout the county is a too much to ask before seeking input. My reaction to the ATP regarding Metro Routes on page 20, map 36 is that there should be a note that route 69A & 69W passes from State Park Drive to Watsonville without stopping anywhere to service communities. As a result, poor service is given in Rio del Mar, Seascape, La Selva Beach, San Andreas Road, Beach Road, Larkin Valley. Page 21 defines San Andreas Road as a collector, but defines collector streets as having speed limits from 25-to-35 mph. San Andreas Road is 40mph and 45mph for seven miles of its length, and 30mph only for 1/2 mile through La Selva Beach proper. Page 24 to Page 26, Table 2 and Map 4d - Defines ""Rural Connectors"" to have ""bi-cycle features for agricultural workers and long distance cyclists."" However, Beach Road and Bonita Drive both have no bike features and are shown on Map 4d as rural connectors. Both Beach Road and Bonita Drive are on the Pacific Coast Bike Route and should have at least minimal bike features such as bike lanes on the uphill elements, sharrows on the flat and downhill elements. Page 28 - there is a incorrect statement "" . . . San Andreas road have bicycle lanes to connect the communities of Aptos and Watsonville."" San Andreas ends at Bonita Drive where there are NO bike lanes, nor sharrows, now round-abouts to facilitate a safe bicy-cle turning and traffic calming from the 40mph roadway. San Andreas on the south ends a Beach Road which has no bike lane and is still a full mile from the Watsonville City Limits. Page 65 - Beach Road and Bonita Drive lack the bike infrastructure treatments such as ""share lane markings, or sharrows, and signage indicat-ing drivers will be sharing the lane."" Bonita Drive lacks ""advisory shoulders"" or traffic calming measures. Bonita Drive has NO sharrows, no paint to demarcate the right-hand edge of the motor vehicle lanes, and no round-a-bout at the San Andreas intersection to facilitate safe bicycle turns from the 40mph motorized traf-fic. Page 76 - I agree that Bonita Drive should be on the short term corridor recommendations for improve-ments. A round-a-bout at the San Andreas intersection would provide traffic calming and improved bike safety for all cyclists traveling from Watsonville to Aptos. Page 76, map 9d - The Freedom Boulevard Class 2 Shared Bicycle Lane (currently exisiting a Green Bike Lane) is unsafe for cyclists. The bike lane is over 200 feet long on a UPHILL slope whereby bicyclists are moving slowly. The motorized traffic is traveling the posted speed limit of 45mph. The motorized traffic is given a large, wide, sweeping righthand curve to enter the northbound Highway 1 on-ramp. The aforementioned large, wide, sweeping righthand curve also has a 10' shoulder that motorists use to give themselves a even wider turning radius. The entire intersection is not constructed as recommended in the Caltrans ""Safe Intersections Handbook."" The handbook recommends a extreme 90degree right hand turn onto the northbound Highway 1 on-ramp as a traffic calming measure to slow motorists as they interface with bicyclists. This is a woefully poor intersection that should be placed on the Short Term Corridor Recommendations. "	Pg 20: language on transit service to La Selva Beach, Rio Del Mar, etc. added to plan. Pg 21: Roadway definitions are approximate and do not determine speed limits. Urban speed classifications table updated to clarify that these are typical speeds. Pg 24-26: Roadway typologies describe goals for future facilities, not existing facilities. Pg 28: text added to clarify that there are no bicycle facilities on Beach St and Bonita Dr. Pg 65: Typologies are recommendations for future treatments, not a description of existing conditions. Pg 76: round-about included in current recom-mendation to evaluate options for intersection improvements. Pg 76: Opportunities to restripe Freedom Blvd interchange to improve safety for cyclists within current recom-mendation for Class II enhanced bike lanes. Comment regarding interchange design shared with Caltrans staff.

#	Public Comment	Response
66	"(Part 2) Page 77 - A bike bridge across Harkins Slough Road would provide a safe, car-free route for school children and agricultural workers from the Buena Vista Farm Labor Camp to access schools, jobs, and shopping. A bike bridge across Harkins Slough would provide another route from Watsonville to Aptos that would be shorter and safer than the existing Beach Road-San Andreas Road corridor at 40-45mph or the Freedom Boulevard corridor at 40-50mph. Page 77, Map 9e - The Pajaro River Bicycle/Pedestrian prefabricated bridge should be a priority on the Short Term Corridor Recommendations. The bridge would provide equity for residents of Watsonville to reach the closest park to them on the Monterey County side of the river, it would provide access to the town of Pajaro with its schools, jobs, and shopping. The existing route for residents and long distance bicyclists is through the dangerous Riverside Drive and Main Street intersection which is clogged with motorists and heavy trucking from the industrial and agricultural endeavors of the area. Page 77, Map 10a - A traffic calming round-a-bout at the intersection of Freedom Boulevard and Buena Vista Drive should be installed to slow traffic traveling 45mph coming into Freedom. This would also allow for bicyclists to safely make left turns from northbound Freedom Boulevard onto Buena Vista Drive. Page 97, Map 18 - The plan to convert Aptos Street to one-way from Soquel Drive to Bernall Street into a Class lV Bike Lane is not a good idea. It is highly doubtful that such a plan was put forth by the local residents nor bicyclists. Such a plan would cause bicyclists to travel across the on-coming bicycle traffic in order to reach the stoplights at Trout Gulch Road/Soquel Drive. Bicyclists would then need to ALWAYS dismount to activate the pedestrian crossing light, then they would need to bicycle in the Trout Gulch Road pedestrian crosswalk. And then they'd have to negotiate themselves through the pedestrians to get onto Trout Gulch Road, cross the railroad tracks (another hazard that this plan introduces), then make a right-turn onto Soquel Drive. All this for what???? It is a really baad idea. Oh yes, and what about the businesses on Aptos Road (Aptos BBQ)? Page 98, Map 19 - Improve the bike lane and the motor vehicle traffic intersection at Freedom Boulevard and Highway 1 northbound on-ramp. This intersection is NOT up to code as recommended in Caltrans Safe Intersection Handbook. It is very dangerous and poorly designed. Page 98, Map 19 - A round-a-bout at the intersection of Bonita Drive and San Andreas Road would greatly enhance bicycle safety while turning left from the 40mph San Andreas onto Bonita Drive. This is part of the Pacific Coast Bike Route. Also, during morning commuter traffic, drivers now exit northway, then make right turns onto Bonita Drive. The result for morning cyclists is that they not only have to venture into the northbound San Andreas 40mph traffic to execute their left turn onto Bonita Drive, but, then they need to wait there while commuters seeking a ""short-cut"" from Highway 1 travel southbound on San Andreas to make their right-hand turns onto Bonita Drive. This is a woefully unsafe situation. "	Pg 77: Bicycle/pedestrian bridge over Harkin's Slough added to project list. Bridge over Pajaro River is in City of Watsonville/Monterey County, not in County jurisdiction. Pg 77, map 10a: seeresponse above re: intersection of San Andreas/Bonita. Pg 97, Map 18: one-way configuration is recommended for last block of Aptos St only between Bernal and Soquel Drive. Sharrows recommended on Aptos St between Bernal St and Trout Gulch Rd. Pg 98, map 19: see response above re: Freedom Blvd interchange.
66	"(Part 3) Page 99, Map 20 - The closed area of Amesti Road used as a shared bike path should be made at least 4' wide. The current recommendations only mention lighting along this stretch. This is a wonderful short-cut for cyclists and pedestrians to reach Corrolitos Market without traveling along the relatively unsafe Varne Road route. Its improvement would demonstrate the RTC's commitment to bicycle/ped access. Page 99, Map 20 - the intersection of Freedom Boulevard/Buena Vista should be converted into a traffic calming round-about. The neighborhood to Freedom Boulevard interface has devolved to the point that people seldom walk or ride bikes because the motor vehicle traffic comes flying southbound from the ag fields into the community. A round-about would do wonders to improve the situation. Page 99, Map 20 - PgThe prefabricated bicycle/pedestrian bridge across the Pajaro River would allow equity in transportation to the pocket neighborhood on either sides of the Pajaro River. The Main Street and Riverside Drive intersection has NO bike lanes, heavy motor vehicle traffic at all times, and large semi-trucks hauling industrial and agricultural products. Page 99, Map 20 - Construct a bicycle/pedestrian bridge across Harkins Slough to connect from the farm labor camp to Pajaro High School. This connection would allow for bicyclists traveling from Watsonville to Aptos to have a shorter, safer, and mostly car-free connection. It has been suggested (by me) at Watsonville City Council meetings and was heartily endorsed, but with council members lamenting that the area was in the county's jurisdiction. "	Pg 99, map 20: recommendation for closed portion of Amesti is for Class I path, minimum width is 8'. Other comments: see responses above.

#	Public Comment	Response
67	(Part 1) Comments on draft Active Transportation Plan submitted March 21, 2022 Richard James AICP 831 535-9239 I authored the Sand City Sustainable Transportation Plan, prepared under a Sustainable Communities Grant, and adopted by the Sand City Council in December 2021. I'm an Aptos resident, and am happy to provide comments on the draft Active Transportation Plan (ATP) for Santa Cruz County. General Comments It was clear that the ATP covers the unincorporated County, but less clear as to whether it covers State highway facilities within the unincorporated County (Maps 9a to 10e don't show any improvements on State facilities, but Maps 11, 12, 13, 14, and 20 do). In places there seems to be a disconnect between Maps 9a through 10 e and Maps 11 through 20. The latter show improvements that are not included on the former. Understandably there are scale limitations to what can be illustrated on Maps 9a through 10e, but perhaps a reference symbol could be inserted on Maps 9a through 10e to indicate additional detail is provided on Maps 11 through 20. It is not clear why Maps 9a through 10e and Maps 11 through 20 are presented in separate sections, since they all convey desired improvements. The ATP would be improved with a text section addressing pedestrian improvements and connectivity. Most of the improvements I consider a priority for completing sidewalk gaps are included on Maps 11-20, but it would be beneficial to highlight completion of sidewalks as a priority somewhere in the text, and then direct readers to the improvements shown on Maps 11-20. For the record, I consider the following sidewalk gaps as critical for improvement: Soquel Drive from City of Santa Cruz to State Park Drive (underway); Soquel Drive from Aptos Creek Bridge to Rio del Mar Boulevard; Soquel Drive from Rio del Mar Boulevard to Freedom Boulevard, and Freedom Boulevard to Aptos High School; Trout Gulch Road from Aptos Village to Valencia School; Rio del Mar Boulevard from Aptos Beach Road to Cliff Drive (with Aptos Beach Road to Martin Drive very critical); Club House Drive from Rio del Mar Boulevard to Sumner Avenue; East Cliff Drive from 7th Avenue to 32nd Avenue (very critical); Chanticleer Avenue from State Route 1 to Sutter Surgery Center; and Portola Drive from 41st Avenue to Opal Cliffs Drive. Specific Comments Page 30 On Map 5a "Henry Cowell Service" appears to refer to Pipeline Road through Henry Cowell Redwoods State Park, a paved service road open to bicycles and part of the State Park trail system. This trail far exceeds the recommended slopes provided for Class 1 facilities in Caltrans' Highway Design Manual, Section 1003.1 (14). Page 31 On Map 5b the Class I bicycle path identified along Rio del Mar Boulevard far exceeds the recommended slopes for Class I facilities in Caltrans' Highway Design Manual, Section 1003.1 (14). Class I markings disappeared many years ago. Additionally, there is no possible transition for eastbound bicyclists to continue onto Rio del Mar Boulevard at the east end of the pathway near the gas station and State Route 1 off-ramps. This bicycle facility should be removed from the County's database and map of existing bicycle facilities. (See also text reference on Page 28). Page 31 On Map 5b the Class III routes on the remainder of Rio del Mar Boulevard, Seascape Boulevard, and Sumner Avenue, either do not exist, or have never been signed in the 30 years that I have lived in Aptos. Page 31 On Map 5b, Soquel Drive over Aptos Creek and at both railroad underpasses should be shown as being marked with sharrows; there are no bicycle lanes in these sections.	Added information to recommendations process section in Ch 4 to clarify process for recommendations on state highways. Added information to pg 73 to clarify where to find sidewalk, intersection, and spot treatment recommendations. Added information on sidewalk recommendations to recommendations process section in Ch 4. Pg 30: Pipeline Road is classified as alternate route, not a Class I path. Pg 31: Path on Rio Del Mar Blvd is identified in the Regional Transportation Commission (RTC) bicycle route map to direct less confident cyclists to preferred routes. There is opportunity to improve connections and signage to this path in the future. Class III alternate routes are identified by the RTC as preferred routes and are currently not designated with signage or sharrows. Edited data in map to show bike lane gaps on Soquel Drive near Aptos Creek Bridge.

#	Public Comment	Response
67	(Part 2) Page 35 Regarding the long-awaited bicycle/pedestrian bridge over State Route 1 at Chanticleer Avenue: this crossing will help achieve the goal of a lower traffic route and crossing to avoid the Soquel Drive over-crossing, but its utility will be severely limited by the difficulty bicyclists will face trying to cross to the other side of Soquel Drive (to Dominican Hospital and all of the related medical offices, for example). The left turn from Chanticleer Avenue onto Soquel Drive is very difficult in a car, and even more so on a bicycle. I suspect bicyclists will discover that cutting through the private Sutter parking lot to Commercial Way will be helpful, so that they can use the signal light at Mission Drive to cross Soquel Drive. However, a better solution would be to also construct a Class I path along the northern State Route 1 right-of-way to connect Chanticleer Avenue to 17th Avenue, and provide that connection to Mission Drive. Mission Drive already has Class II bicycle lanes approaching Soquel Drive. I note that a similar connection from Chanticleer Avenue to the northern segment of Mattison Lane is already suggested in the ATP (Map 16b). Page 70 I suggest adding to the description of shared use paths that they are frequently located outside of road rights-of-way. Page 74 On Map 9b, it appears that Coolidge Drive is shown in error, since it is on the UCSC campus and within the Santa Cruz city limits. This appears on several subsequent maps as well, including Map 15. Page 74 On Map 9b, I suggest that Glen Arbor Drive is an excellent candidate for traffic calming measures, since it serves a large residential area and is an alternative to State Route 9. Page 75 Map 9b shows an excellent network of bicycle facilities connecting the Live Oak areas to the Rail Trail. Page 75 On Map 9c, Porter Street south of Paper Mill Road should be planned for some type of urban bicycle facility, not rural route Class III. This street leads from the center of Soquel Village to Soquel High School and Anna Jean Cummings County Park. It appears a more appropriate improvement is proposed on Map 10c for long-term, but this seems like a critical short-term need. Page 75 On Map 9c, the connector from Chanticleer Avenue to 17th Avenue, described in my comments on Page 35, should be added, as should be the ATP-proposed connection to Mattison Lane. Page 75 On Map 9c, where Soquel Avenue ends at Gross Road, extend traffic-calmed or Class III treatment onto 40th Avenue to the Capitola City Limits (this connects with a planned City of Capitola improvement). Page 76 On Map 9d, the enhanced bike lane on Soquel Drive south of Freedom Boulevard is not necessary (this is a dead-end with limited traffic). Page 76 On Map 9d, the portion of Las Olas Road beyond the Seacliff State Park campground is a private gated road. Unless there is the potential for this road to be opened for public access (for example through a Coastal Commission action) that portion of the route should be removed. However, if there is the possibility that this gated road may be opened for public use, then a path should also be proposed to connect the end of it to the day use area beach access road at New Brighton State Beach (this is a distance of only about 750 feet). Page 76 On Map 9d, the Rio del Mar Boulevard Class II or Class IV treatment should extend the entire distance from Soquel Drive to at least Martin Drive. Rio del Mar Boulevard provides a connection to the Rail Trail (via Sumner Avenue) and access to the Polo Grounds County Park and Aptos Junior High School. A rural route Class III facility is not appropriate.	Pg 35: A marked crosswalk with RRFB across Soquel Dr at Chanticleer Ave. is included in the current Soquel Drive project to facilitate left turns for cyclists coming across the Chanticleer Bridge.Pg 74: Coolidge Drive is County maintained, language added to Ch 2 to clarify. Glen Arbor is recommended as Class III rural route, which includes traffic calming measures as a treatment option. Pg 75: Class II bike lanes on Porter St south of Paper Mill Rd are not feasible without right-of-way acquisition. Included as long-term project. See comment above re: connection to Chanticleer. Added Class III recommendation for 40th Ave between Soquel Ave and Capitola city limits. Pg 76: segment of Soquel Drive south of Freedom removed from map. Recommendation for Las Olas is State Parks right-of-way and was included in the recommendations list in error, it has been removed. Class II bicycle lanes are not feasible on Rio Del Mar Blvd due to limited right of way.

#	Public Comment	Response
67	(Part 3) Page 79 On Map 10b, I am pleased to see a proposed high-quality bicycle connection between the San Lorenzo Valley and Santa Cruz (Class I path along Graham Hill Road). A similar connection should be provided between Scotts Valley and Santa Cruz, perhaps using improvements on Lockewood Lane, to connect Scotts Valley to the proposed Graham Hill Road Class 1 path. Page 85 I suggest adding an automatic walk signal when the corresponding traffic signal turns green. This provides pedestrians the opportunity to cross if they are slightly too late to press the button in time. Page 90 On Map 12, all of State Route 9 should have bicycle lanes or at least as much shoulder width as possible, for the entire length of the highway. Between Felton and Boulder Creek, there should be a pedestrian pathway along State Route 9 when no close-by side street is available. Page 92 On Map 14, I strongly concur with the plan to re-connect the two segments of Conference Road. Page 93 On Map 15, refer to comments on Page 79. Page 94 On Map 16a, the connection between Chanticleer Avenue and 17th Avenue, described in my comments on Page 35, should be added. Page 97 On Map 18, add a bicycle/pedestrian bridge within the Aptos Creek Road right-of-way over Mangels Gulch entering Nisene Marks State Park. Page 100 In recognition of the County's often steep terrain and often-constrained rights-of-way, I suggest minimum 5-6 foot sidewalk and both sides of the street criteria be modified to apply within the urban services areas, and that rural areas be allowed greater flexibility. Likewise with the landscape strip requirement.	Pg 79: Scotts Valley Active Transportation Plan has recommendation for Class I path on Lockewood Lane. Pg 85: County will consider automatic walk signal on a project-by-project basis. Pg 90: Hwy 9 recommendations are adressed in Hwy 9 corridors plan, new recommendations for Hwy 9 are outside the scope of this plan. Pg 93: see comment above re: Soquel Dr crossing. Pg 97: Aptos Creek Road is State Parks right-of-way, outside of County jurisdiction. Pg 100: The Countywide Design Criteria are part of the Santa Cruz County Code and are updated through a separate process from the development of the Active Transportation Plan. However, the County's Sustainability Update proposes policies within the new General Plan Access + Mobility Element to update the Design Criteria to be consistent with the layered network approach as well as to incorporate best practices to support active transportation. You can see more here: https://sustainability-update-sccgis.opendata.arcgis.com/pages/transportation