



SAFE, CONNECTED, ENJOYABLE WALKING AND ROLLING IN SANTA CRUZ

# Active Transportation Plan (ATP)

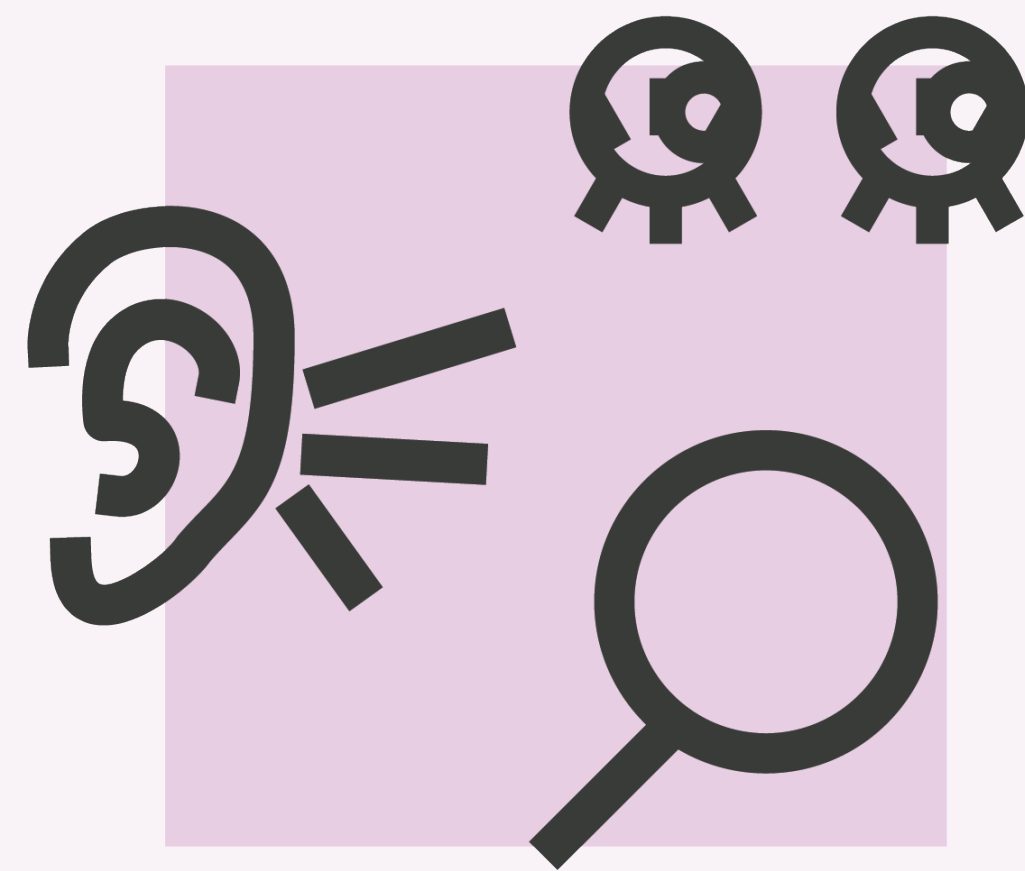
## ABOUT THIS PLAN

Crafting a network of safe and connected places where people can choose to easily walk, bike, and roll creates more vibrant spaces for all.

The current edition of the City of Santa Cruz Active Transportation Plan (ATP) was adopted in 2017. To keep up with the needs of the city and craft a vision of its thriving future, City of Santa Cruz staff are preparing an update to the ATP. At the core of the ATP update is a commitment to fostering a livable city: a place where people of all ages and physical abilities can access safe, convenient, and enjoyable ways of getting around. We'll tackle this work in three phases, involving the community and their voices as we go.



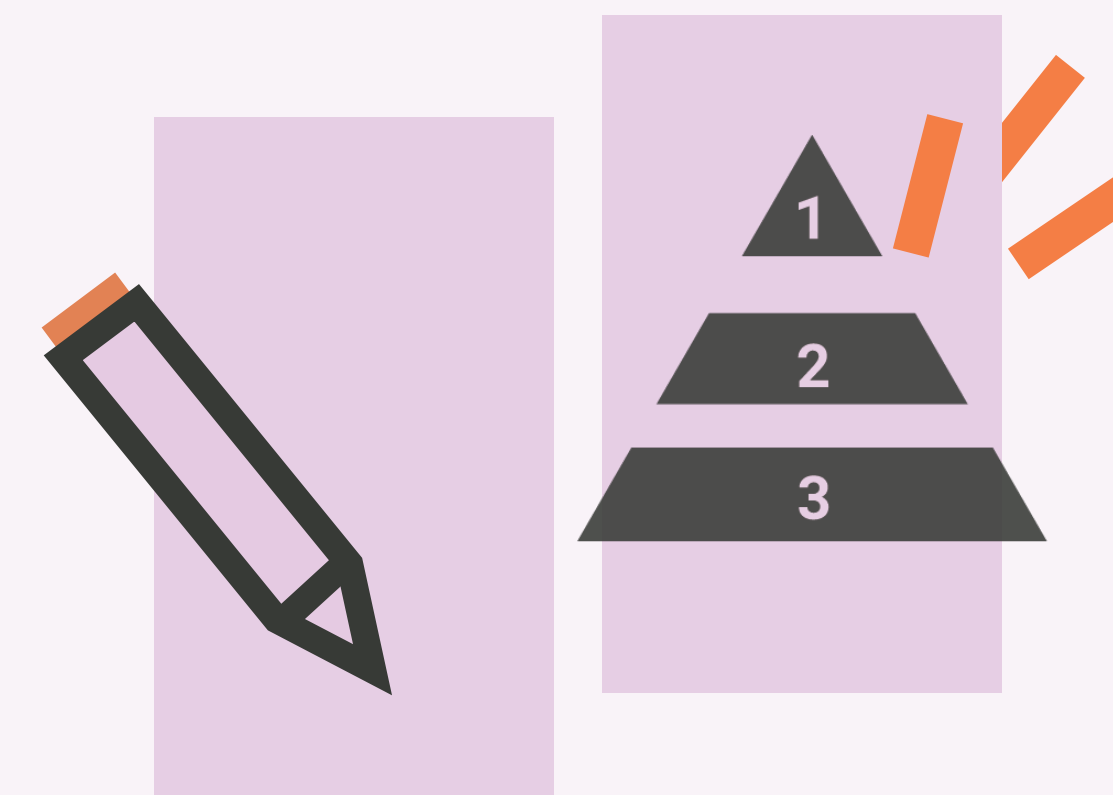
## PROJECT TIMELINE



### PHASE 1

Winter 2024 - Spring 2025

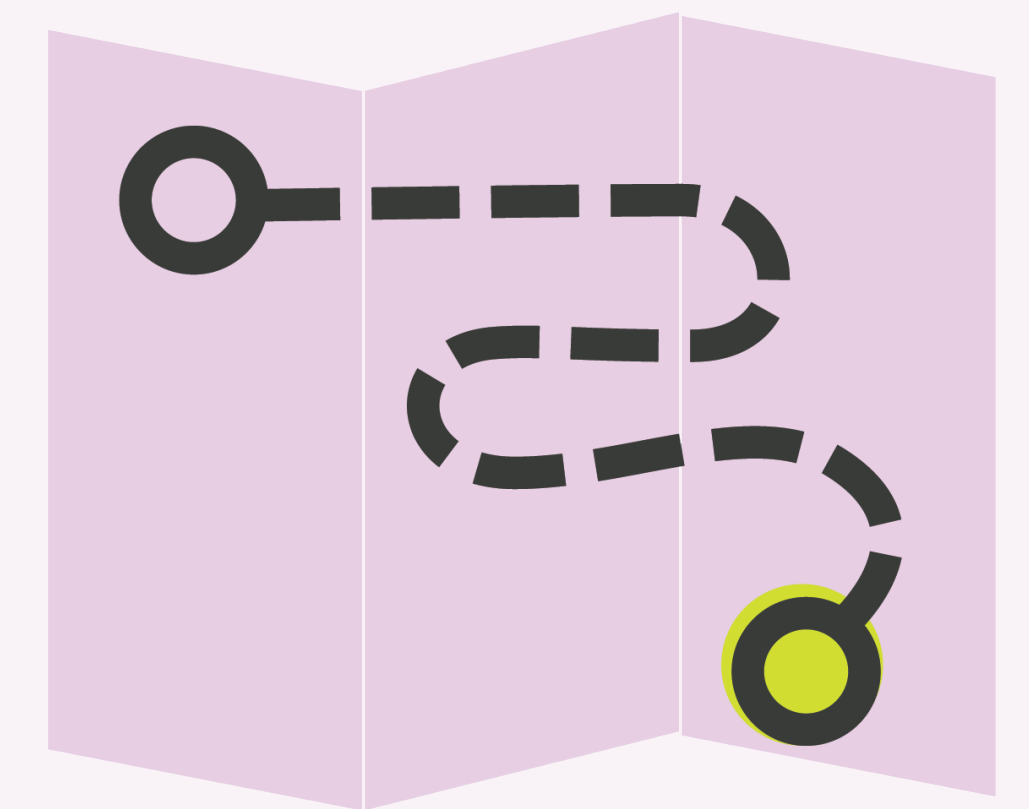
Existing Conditions and Needs Identification



### PHASE 2

Summer 2025

Draft Recommendations and Prioritization



### PHASE 3

Late 2025 - Spring 2026

Draft Plan

< WE ARE HERE >



ATP Update to City Council  
in April 2026

Learn more at:



LETSMODO.ORG/SCATP

TOOLE  
DESIGN





# PHASES 1 & 2 OUTREACH SUMMARY

## PHASE 1

WINTER 2024-SPRING 2025

Existing Conditions and Needs Identification



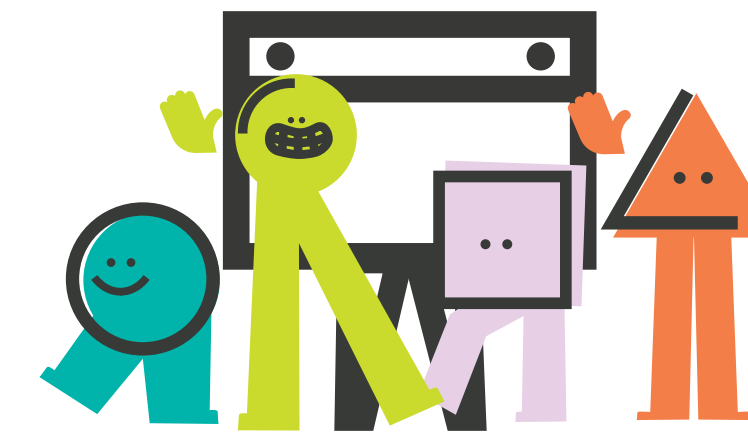
- 9** pop-up events throughout Santa Cruz engaging 129 people
- 9** meetings with principals of Santa Cruz City schools
- 6** focus group meetings prioritizing underserved populations



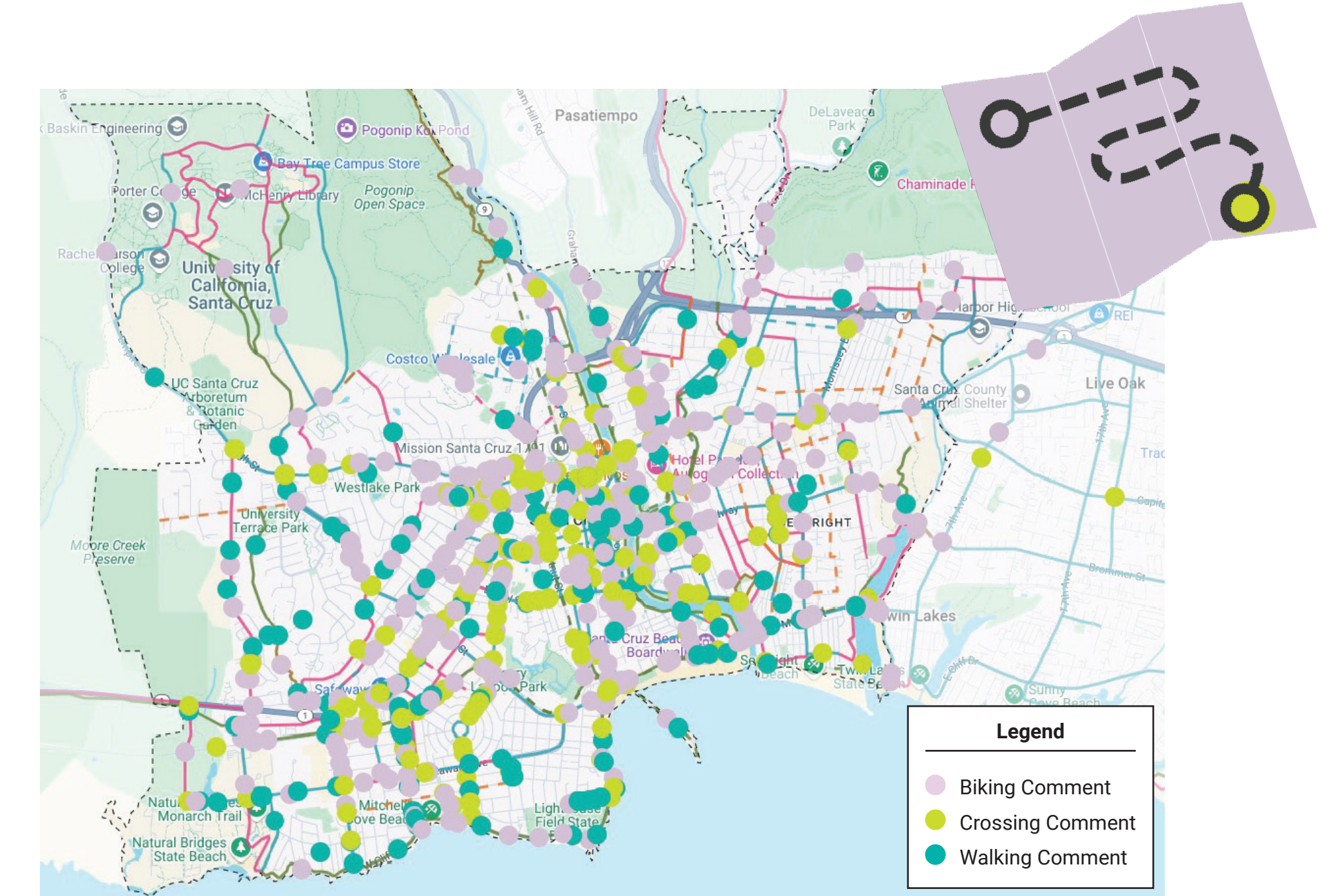
## PHASE 2

SUMMER 2025

Draft Recommendations and Prioritization



- 1** open house at the London Nelson Community Center
- 1** Technical Advisory Committee meeting with agency and technical staff
- 1** focus group meeting with bicycle, pedestrian, and transit advocates



**102** digital survey responses

**162** comments added to the interactive online map

- **74** related to crossings
- **55** related to biking
- **38** related to walking



## KEY TAKEAWAYS

### Pedestrian Improvements

- Improve maintenance and accessibility of crossings

### Bike Improvements

- Make neighborhood routes safe and slow
- Higher volume roads need more separation and protection

### E-Bike Usage

- Concerns with speed differential on shared use paths
- Desire for education programs for newer and/or younger riders

Learn more at:



[LETSMODO.ORG/SCATP](https://letsmodo.org/scatp)



**What is Bicycle Level of Traffic Stress (BLTS)?** BLTS assigns a road segment a score based on its comfort for people who are interested in riding a bike but are concerned about their safety. BLTS scores range from 1 to 4; 1 represents lowest rider stress and 4 represents the highest rider stress.

## COMPONENTS OF BLTS

Number of Lanes

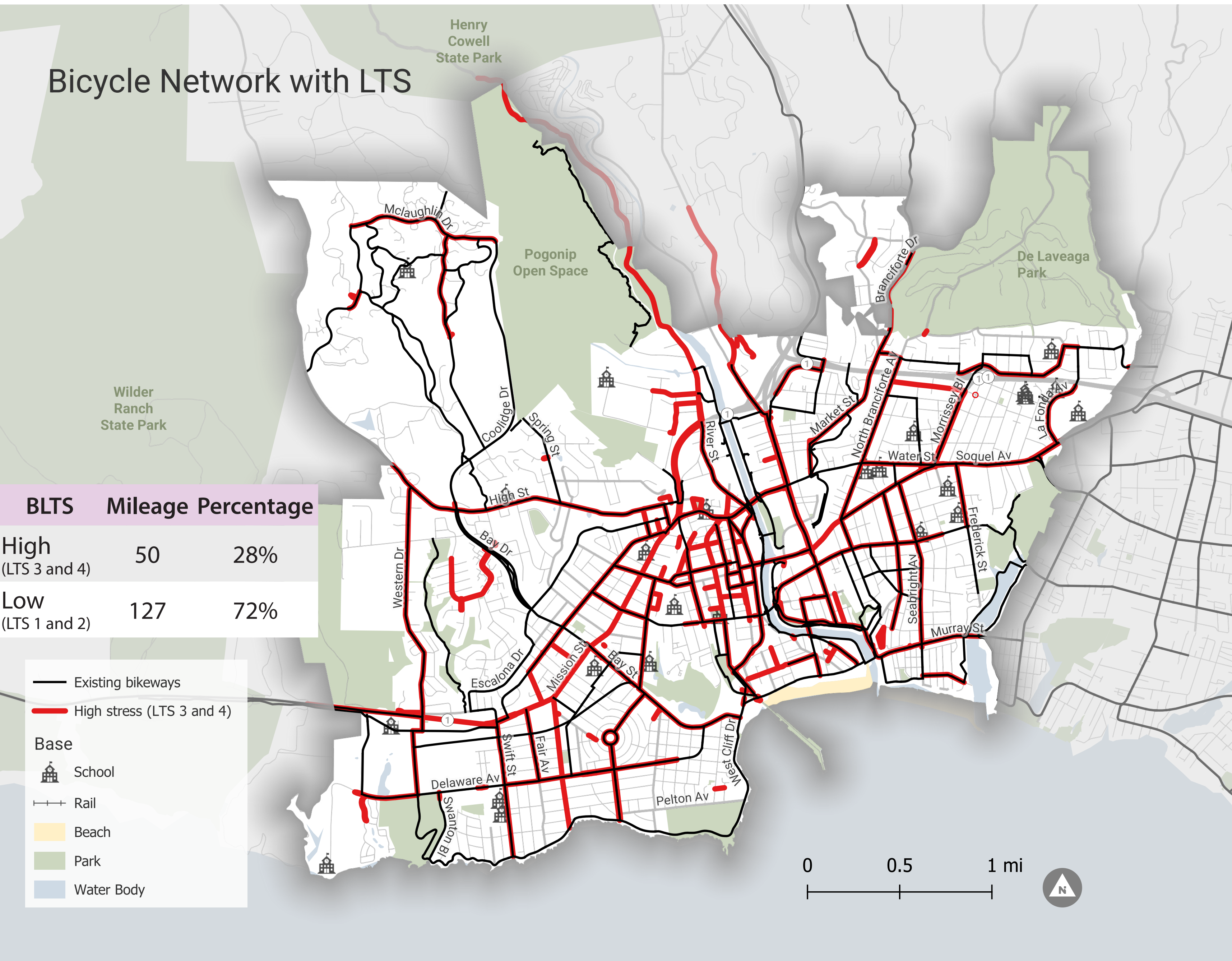
Traffic Volumes

Posted Speeds

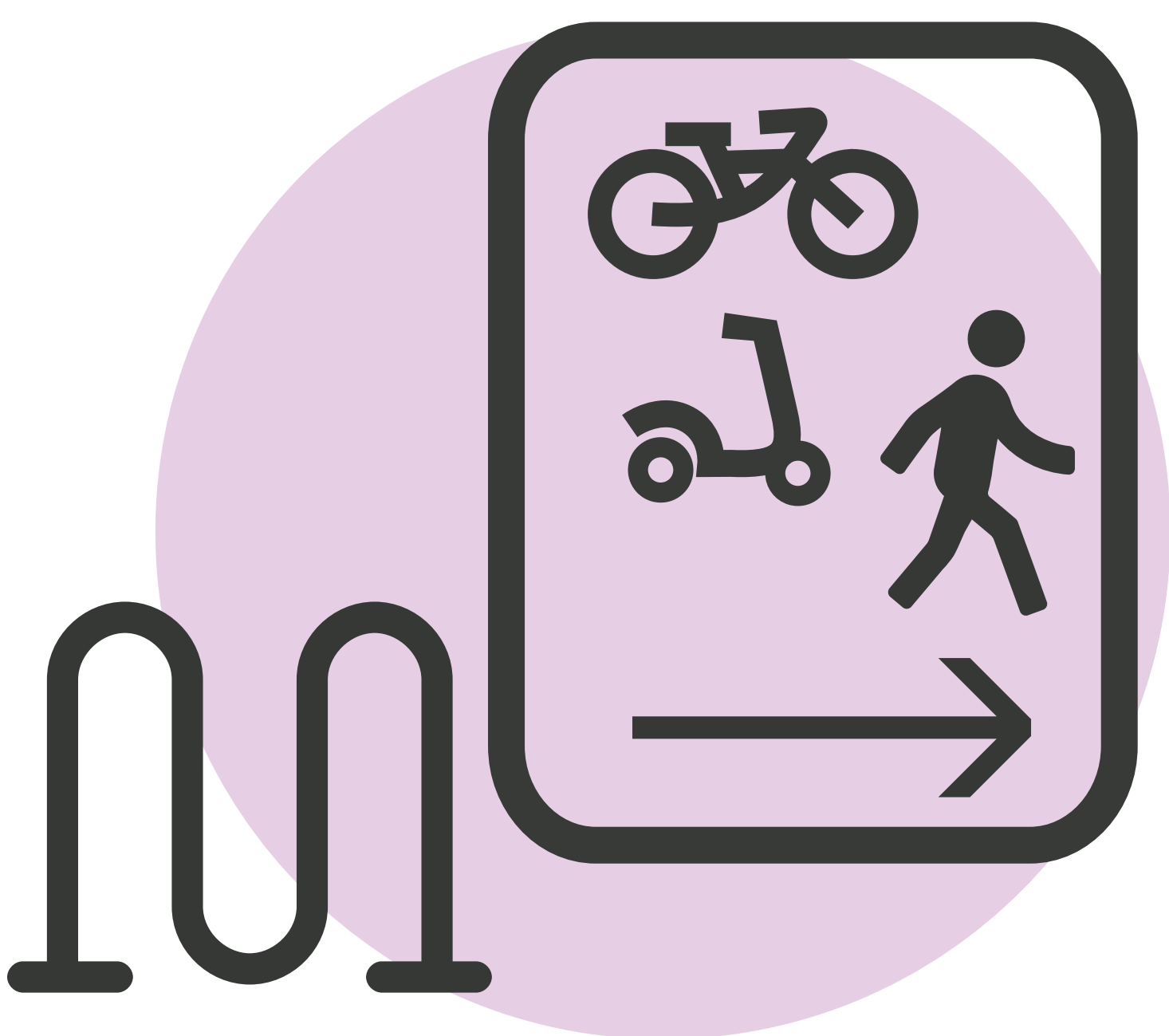
Presence, Type, and Width of Bicycle Facilities

Presence of Parking Lanes

## WHERE IS IT STRESSFUL TO RIDE A BIKE IN SANTA CRUZ?



## EXISTING BICYCLE FACILITIES



- 50.5 Miles of Bike Lanes
- 87 Miles of Bike Routes
- 22 Miles of Multi-use Paths

"Traffic is way too fast and space afforded to cyclists is way too small for safe riding."

"Even for an experienced, hard-charging biker, Soquel makes me nervous at times. I would not take my children biking on this road."

"I would love to see Santa Cruz have way better bike and pedestrian safety measures."

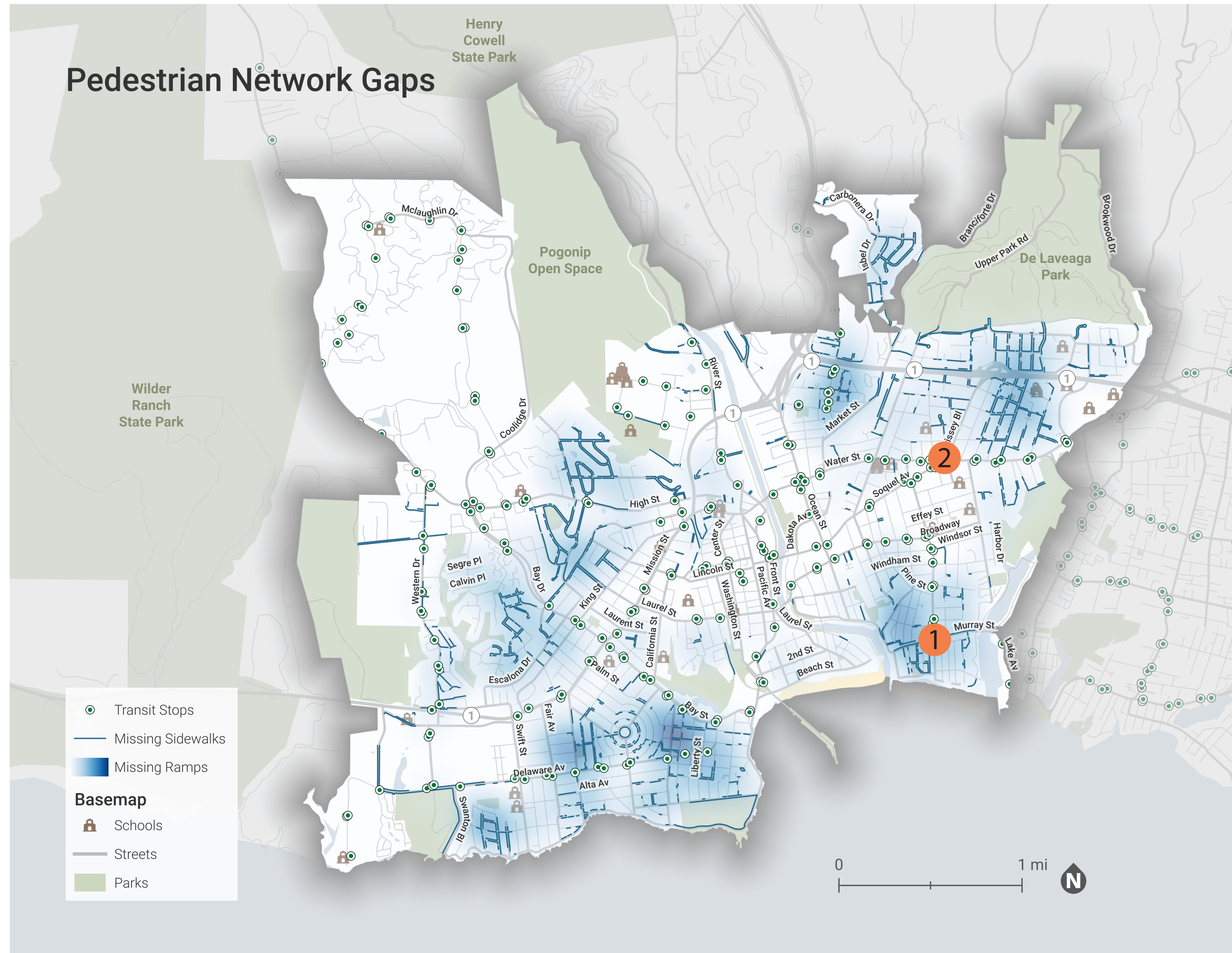


Learn more at:

LETSMODO.ORG/SCATP



**What is Pedestrian Level of Crossing Stress (PxLTS)?** PxLTS assigns an intersection a score based on its comfort for pedestrians. PxLTS scores range from 1 to 4; 1 represents lowest pedestrian stress and 4 represents the highest pedestrian stress.



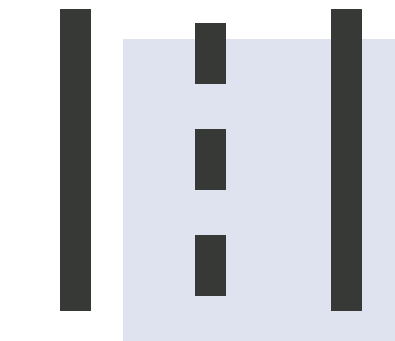
## COMPONENTS OF PXLTS



Traffic Volumes



Posted Speeds

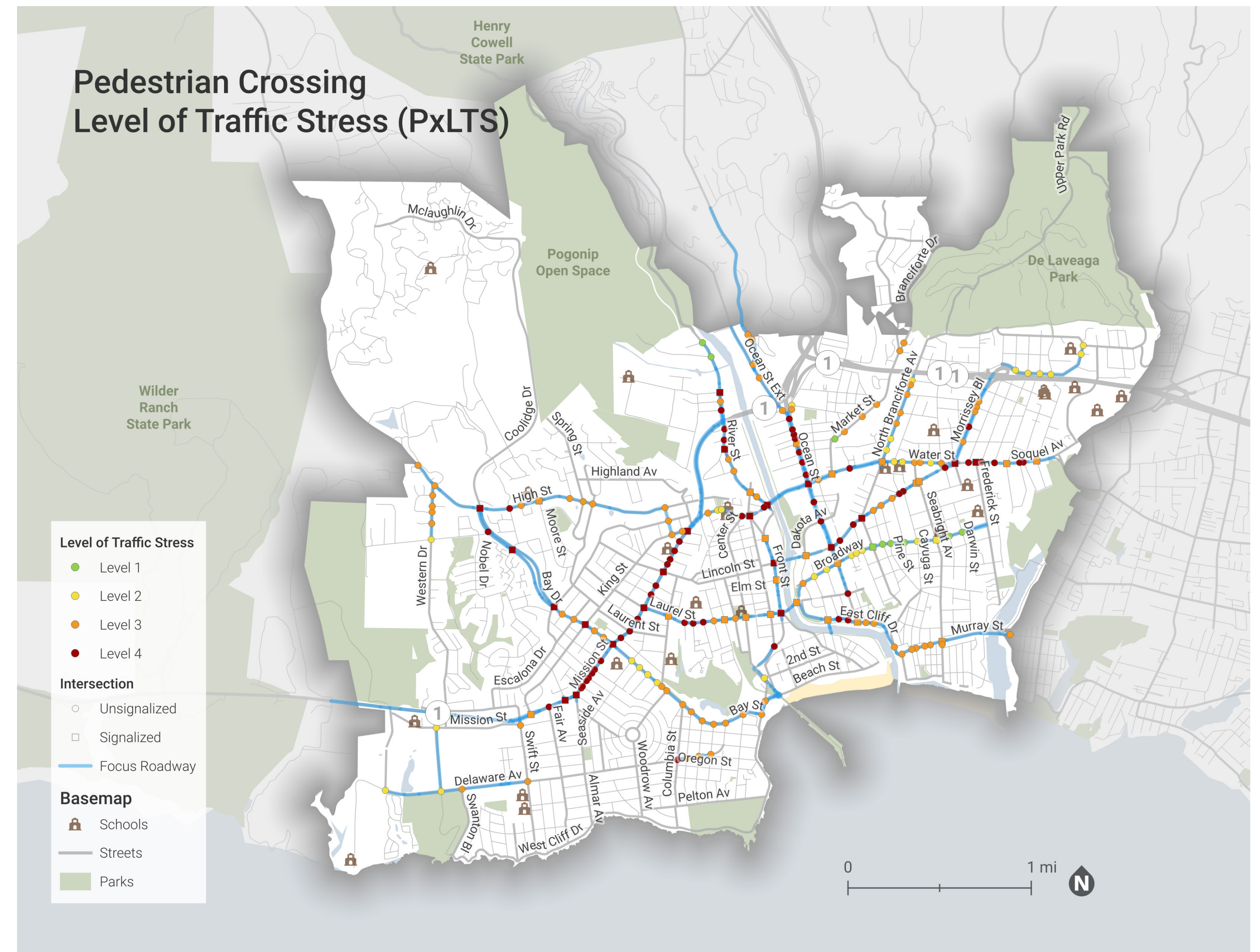


Number of Lanes



Presence of traffic control device, median refuge island, and/or crosswalk

## WHERE IS IT STRESSFUL TO CROSS THE STREET?



## PROJECTS IN DESIGN OR UNDER CONSTRUCTION

### 1: Murray St and Mott Ave

This intersection will receive **curb extensions, new crosswalk installations, and rectangular rapid flashing beacons (RRFBs)** to enhance pedestrian safety.

### 2: Soquel Ave and Poplar Ave

**Curb extensions and RRFBs** will be added to increase visibility and reduce crossing distances for people walking.

### 3: 88 intersections throughout the City

To improve intersection safety, red curbs will be painted near corners for **daylighting**. Flexible-post curb extensions will be added at 25% of corners, and 10% will get new **curb ramps** for accessibility.

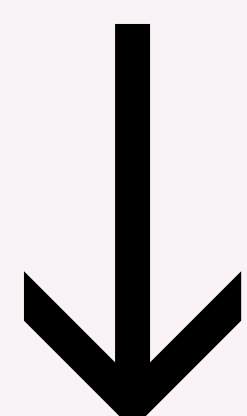


For more information on how this plan is meeting its goals, head to the goal's associated station!



## GOAL 1

Enhance safety and security for active transportation users.

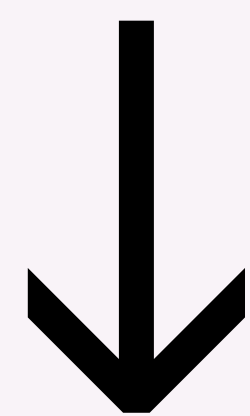


Go to  
**Station A!**



## GOAL 2

Build and maintain comprehensive bicycle and pedestrian networks.

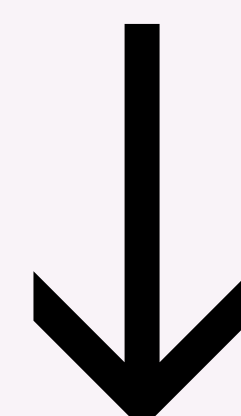


Go to  
**Station B!**



## GOAL 3

Continue progress and investments in active transportation.

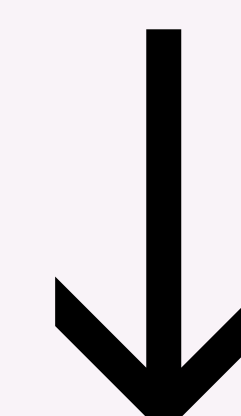


Go to  
**Station C!**



## GOAL 4

Provide education and encouragement.



Go to  
**Station D!**



Learn more at:



[LETSMODO.ORG/SCATP](https://letsmodo.org/scatp)

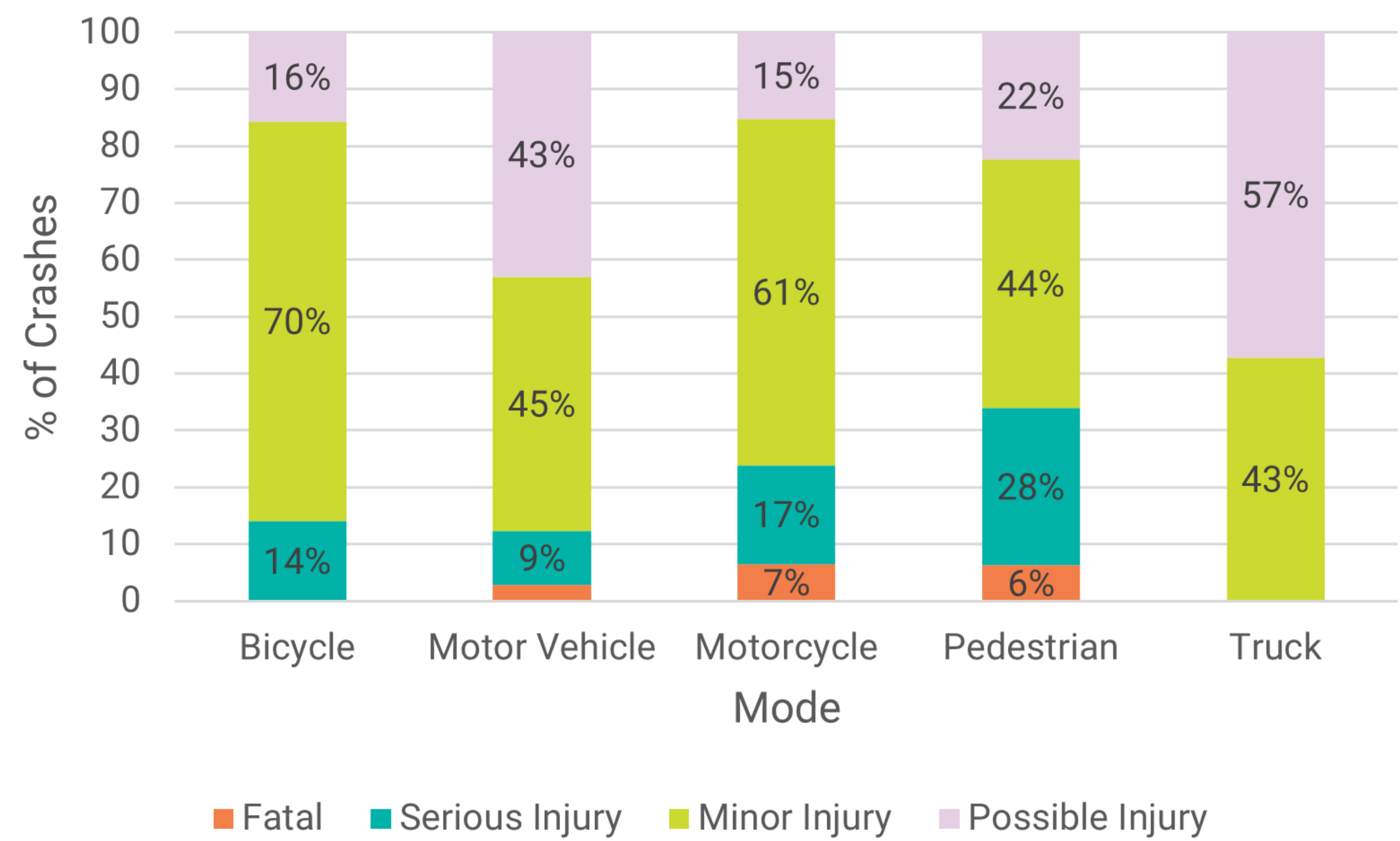


# A SAFETY ACTION PLAN

The Safety Action Plan is an update Santa Cruz’s 2021 Local Roadway Safety Plan (LRSP) that is being developed concurrently with the Active Transportation Plan update. The Safety Action Plan will include an analysis of crash data, propose projects to improve roadway safety, highlight safety focus areas, and support the City’s Vision Zero commitment. The following statistics summarize crashes from 2020-2024.

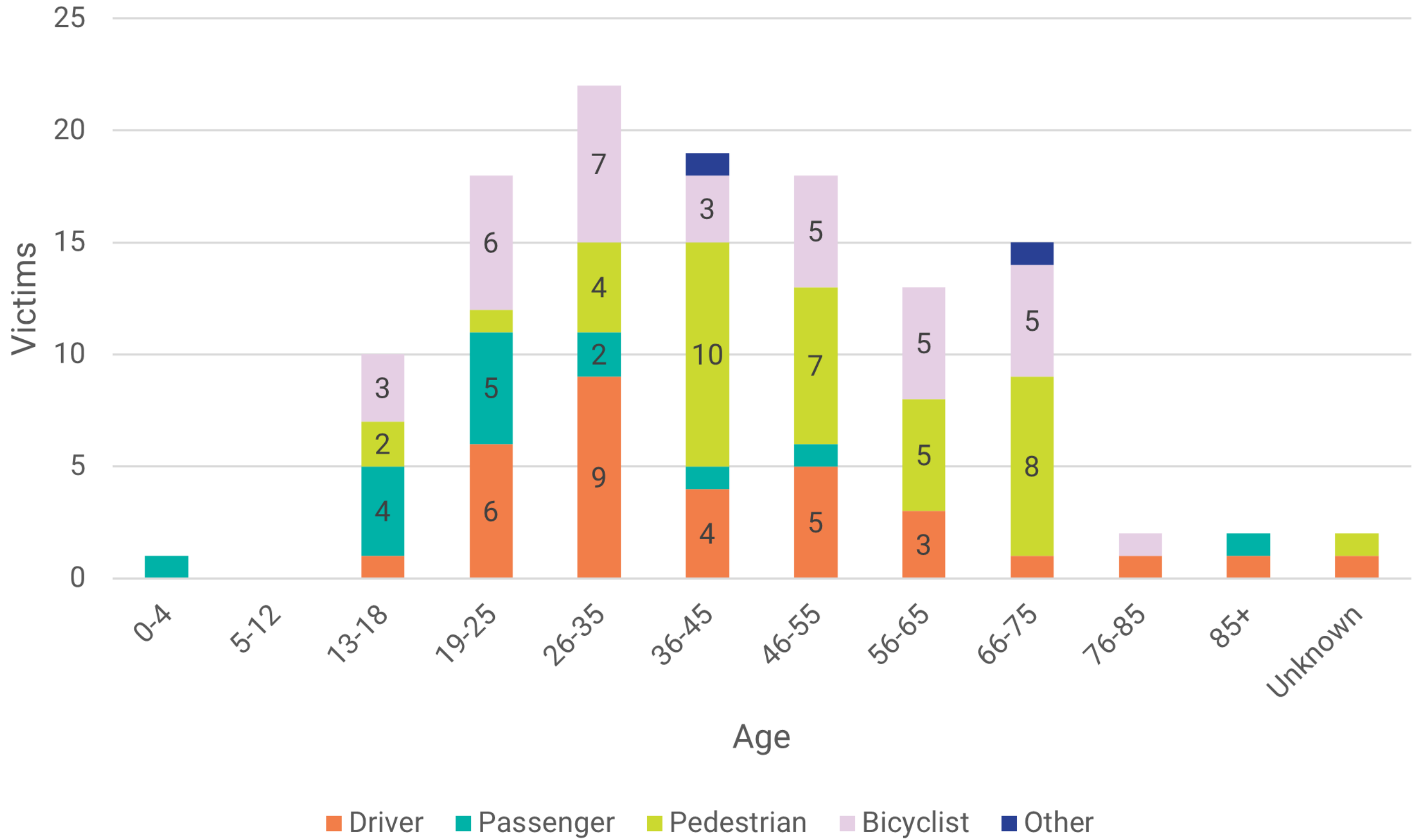
## CRASH TRENDS IN SANTA CRUZ

### Crashes by Mode & Severity

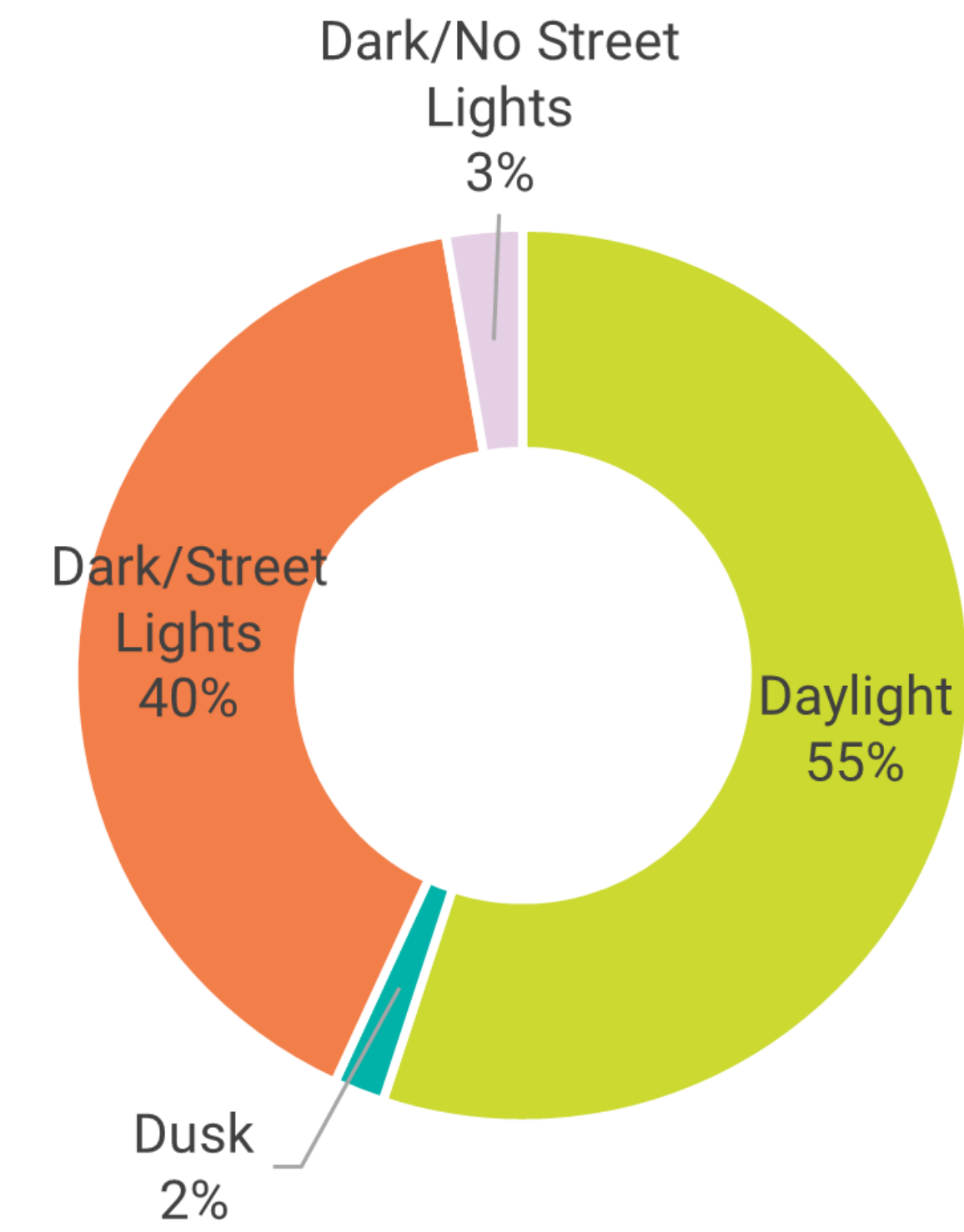


**FSI crashes** are crashes that resulted in a **serious or fatal injury**.

### FSI Victims by Age & Role



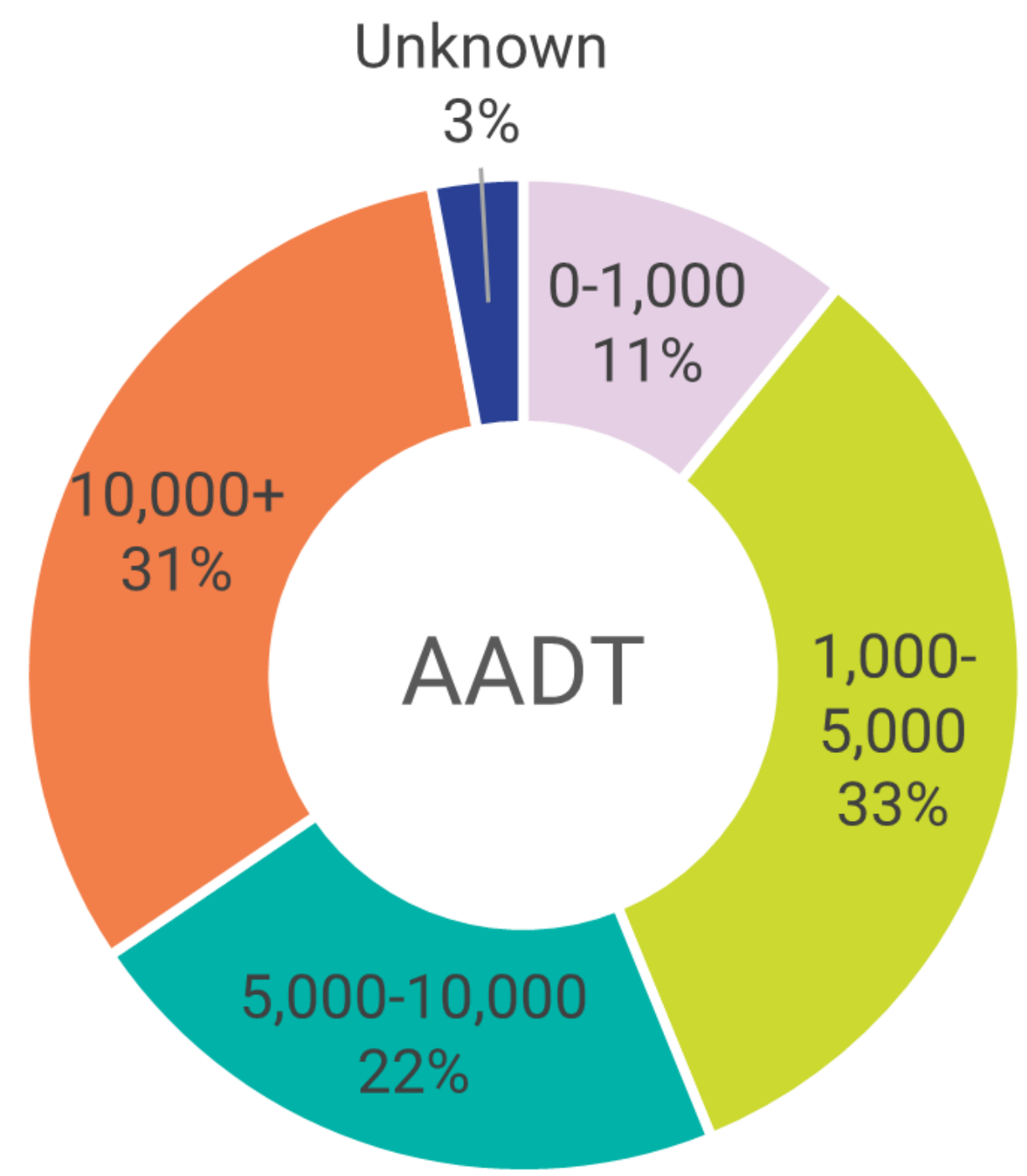
### FSI Crashes by Lighting



Most injury crashes **occurred in daylight (66%)**.

However, FSIs are disproportionately likely to occur in **dark conditions**.

### FSI Crashes by Vehicle Volumes



Only **15% of the city’s streets** have volumes above 5,000 cars per day...

but these streets are where **54% of FSI crashes** occur.

### FSI Crash Trends

#### Top 5 Crash Types:

1. Single vehicle and pedestrian (29%)
2. Hit object (16%)
3. Broadside (14%)
4. Overturned (13%)
5. Other (10%)

#### Top 5 Contributing Factors:

1. Unsafe speed (17%)
2. Pedestrian violation (17%)
3. Other (16%)
4. D/B. U. I. alcohol or drug (14%)
5. Improper turning (11%)

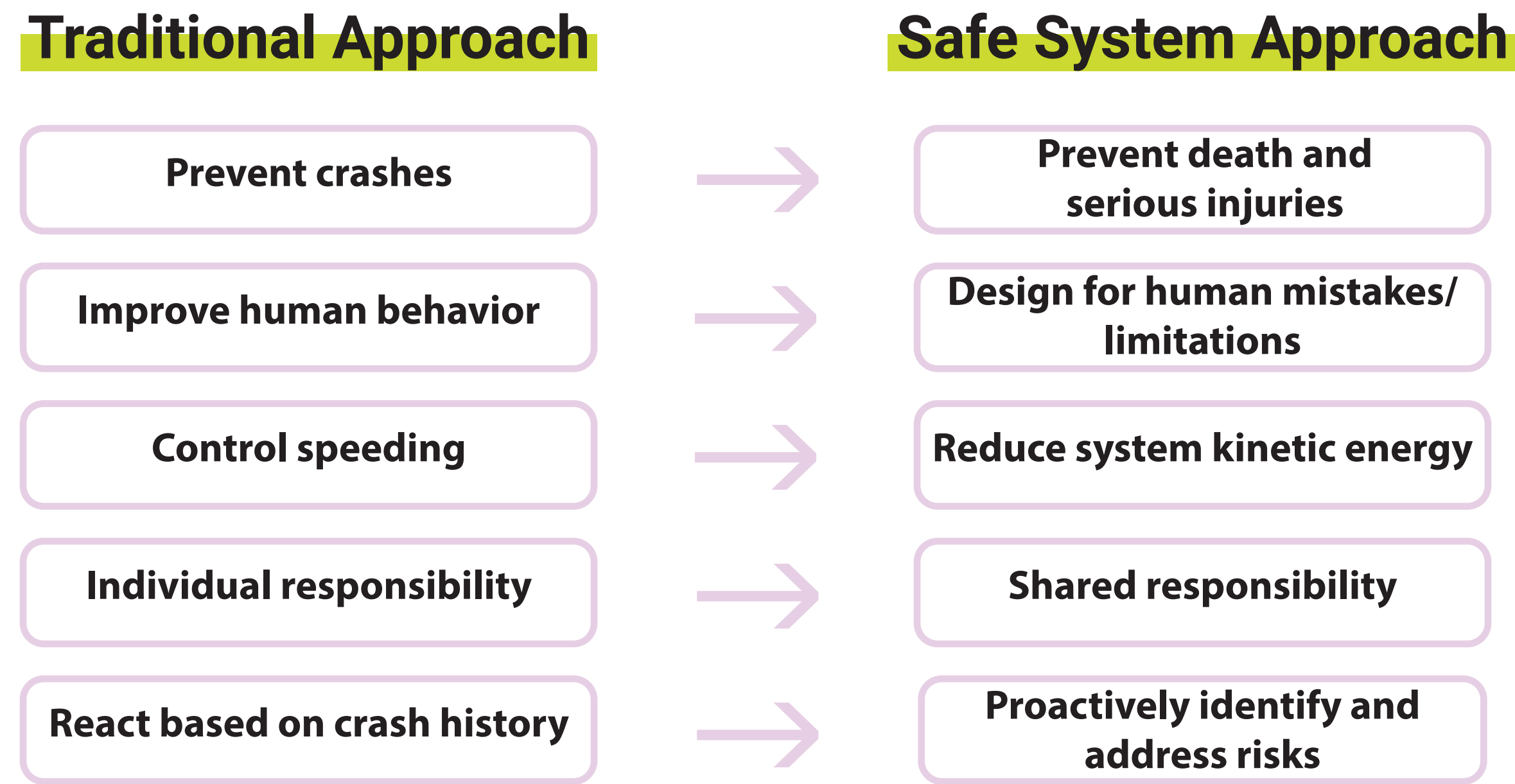


# A SAFETY ACTION PLAN

Below is information on the approach the City of Santa Cruz is taking to improve roadway safety, where bicycle and pedestrian crashes are occurring in the City, and some key takeaways from crash analyses that have been conducted.

## SAFE SYSTEM APPROACH

This framework aims to **eliminate fatal and serious injury (FSI) crashes** for all road users by accommodating human mistakes and keeping impacts on the human body at tolerable levels.



## KEY CRASH TRENDS

- 110 total FSI crashes

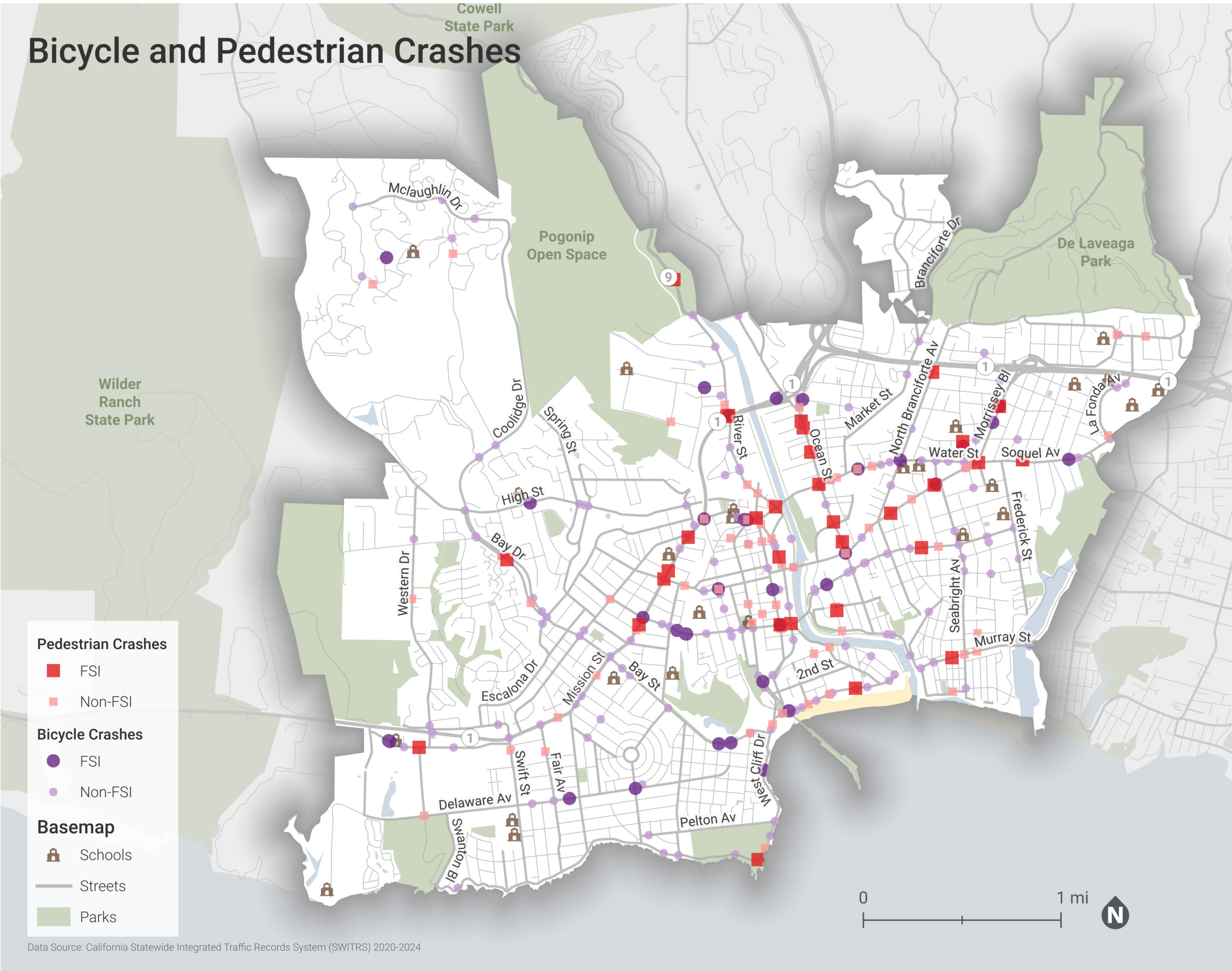
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2/3 involved a person walking or biking, despite most travel being done by motor vehicle
- 16% of the population are ages 60+

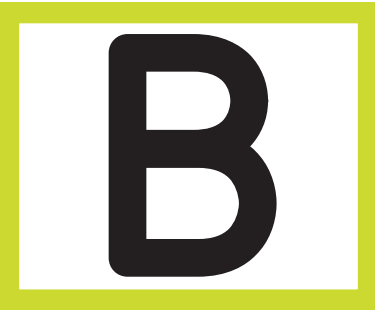
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24% of FSI crashes involving a bike or pedestrian involved someone aged 60+

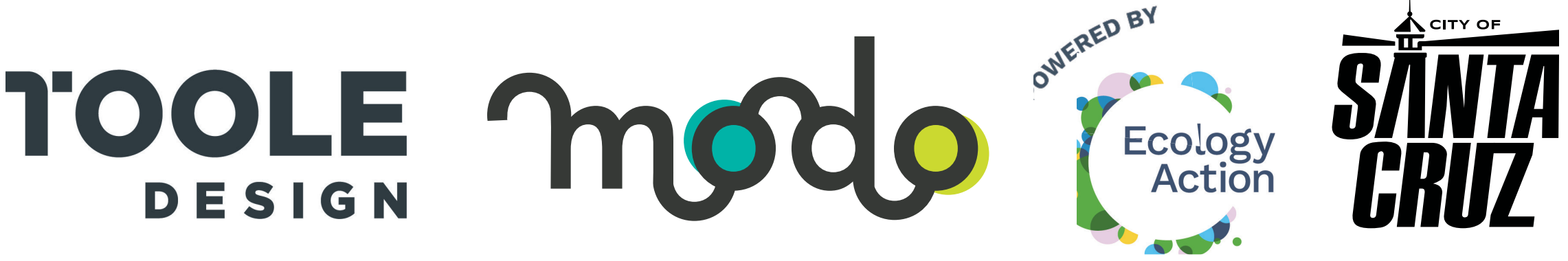
## WHERE ARE CRASHES OCCURING?





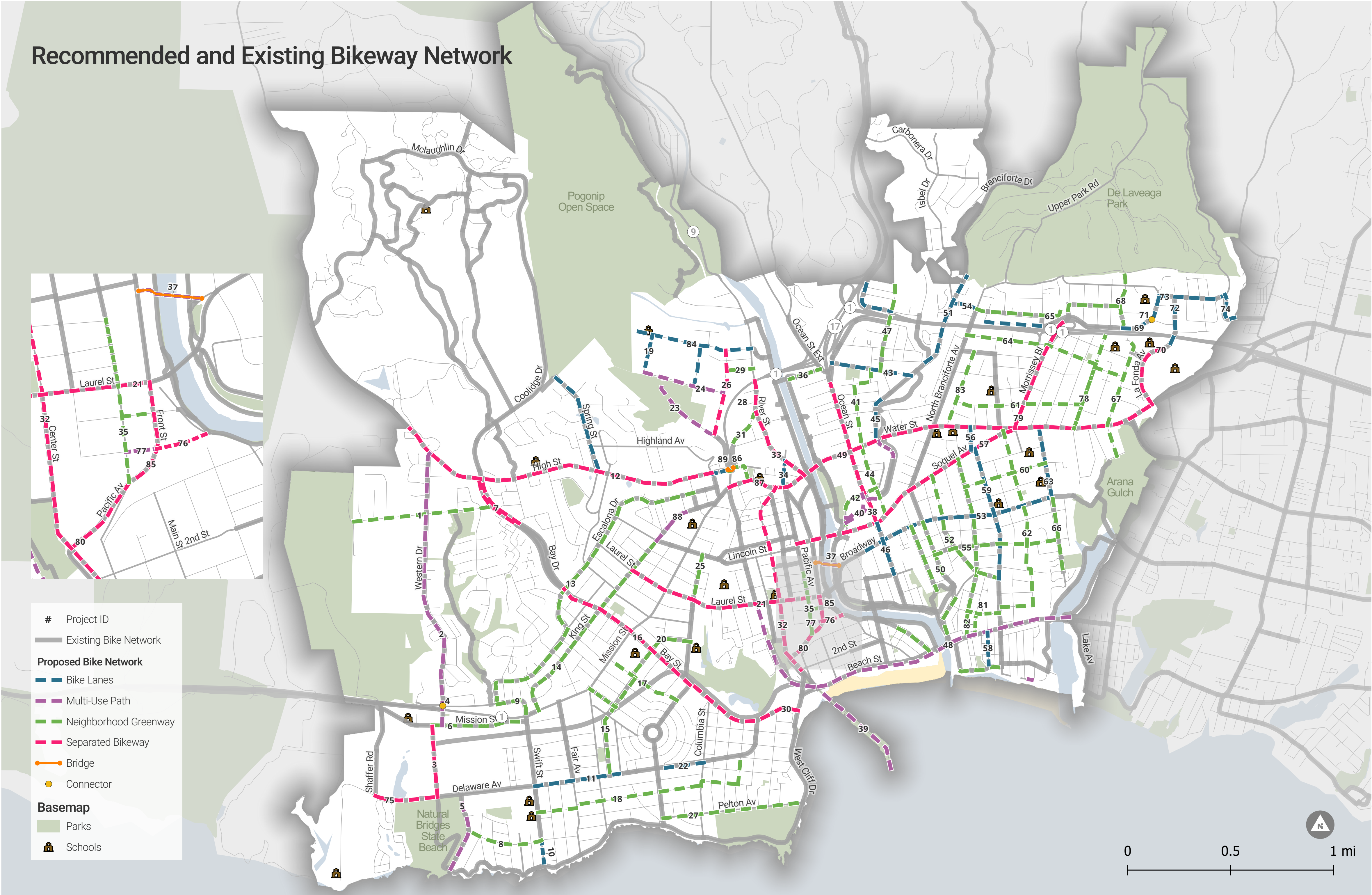


# BIKE NETWORK RECOMMENDATIONS

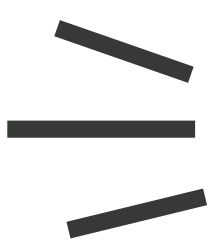


The Santa Cruz Active Transportation Plan update aims to achieve LTS 1 or 2 (low stress) throughout the bike network, separate bike and motor vehicle traffic on major streets, manage motor vehicle speeds, and facilitate safe crossings. The proposed bike facilities on the map below are included on the recommended project list and prioritized in the plan update.


## PROPOSED BICYCLE FACILITIES




Bikeway Facility	Mileage	% of Recommended Network
Neighborhood Greenway	18.1	42%
Separated Bikeway	12.6	30%
Multiuse Path	5.9	14%
Bike Lanes, including Buffered Bike Lanes	5.9	14%
Bridge	0.1	<1%
TOTAL	42.6	100%



"I'd love to bike [on Mission St], but it doesn't seem safe right now."



"A dedicated [two-way] bike path is needed on West Cliff."





# B BIKE FACILITIES

In California, bike facilities are categorized into four distinct classes:



## CLASS I:



Rail Trail

### Multi-Use Path

Off-street paths for bicyclists and pedestrians, adjacent to the roadway

## CLASS IV:



Beach Street

### Separated Bikeway

One-way or two-way bike lanes with a physical barrier between the bicyclist and traffic lanes (e.g., curb, bollards, planters, etc.)

### Grade-Separated Bikeway

Bike lanes located at sidewalk level or at an intermediate level between the roadway and sidewalk to separate the bicyclists from the pedestrians

## CLASS II:



Laurel Street

### Conventional Bike Lane

A painted lane within the street for one-way bicycle travel

### Buffered Bike Lane

Conventional bike lanes with an additional painted buffer separating the bike lane from the vehicle travel lane and/or parking lane

## CLASS III:



King Street

### Bike Route

Streets where bicycles share the road with vehicles, typically designated with sharrows (painted bike symbol with an arrow) and/or signs

### Neighborhood Greenway

Local streets enhanced with signage, traffic calming, and/or other treatments to prioritize bicycle travel and reduce traffic volumes and speeds

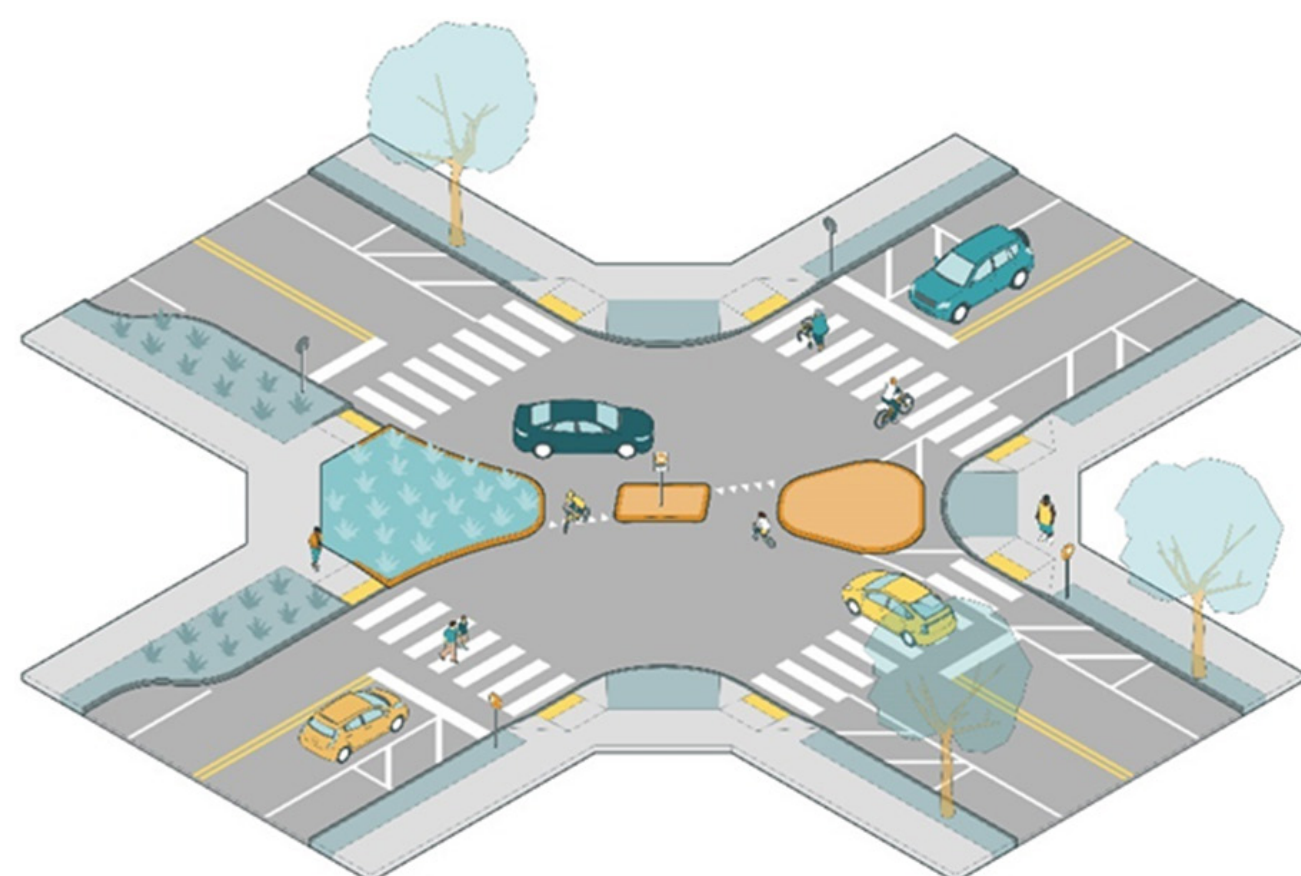


Neighborhood Greenways are local, traffic-calmed streets designed to give priority to people walking and biking. They use a variety of traffic calming treatments to reduce traffic speeds and volumes, and also make crossings safer.

## to reduce the number of vehicles...

### Partial traffic diverter

- Uses curb features at intersections to **limit through traffic**
- Redirects drivers to other routes while allowing walking and biking to continue



### Median diverter

- Uses a center divider to **restrict through vehicle movements** at intersections
- Discourages cut-through traffic and helps keep streets calmer



### Turn restrictions

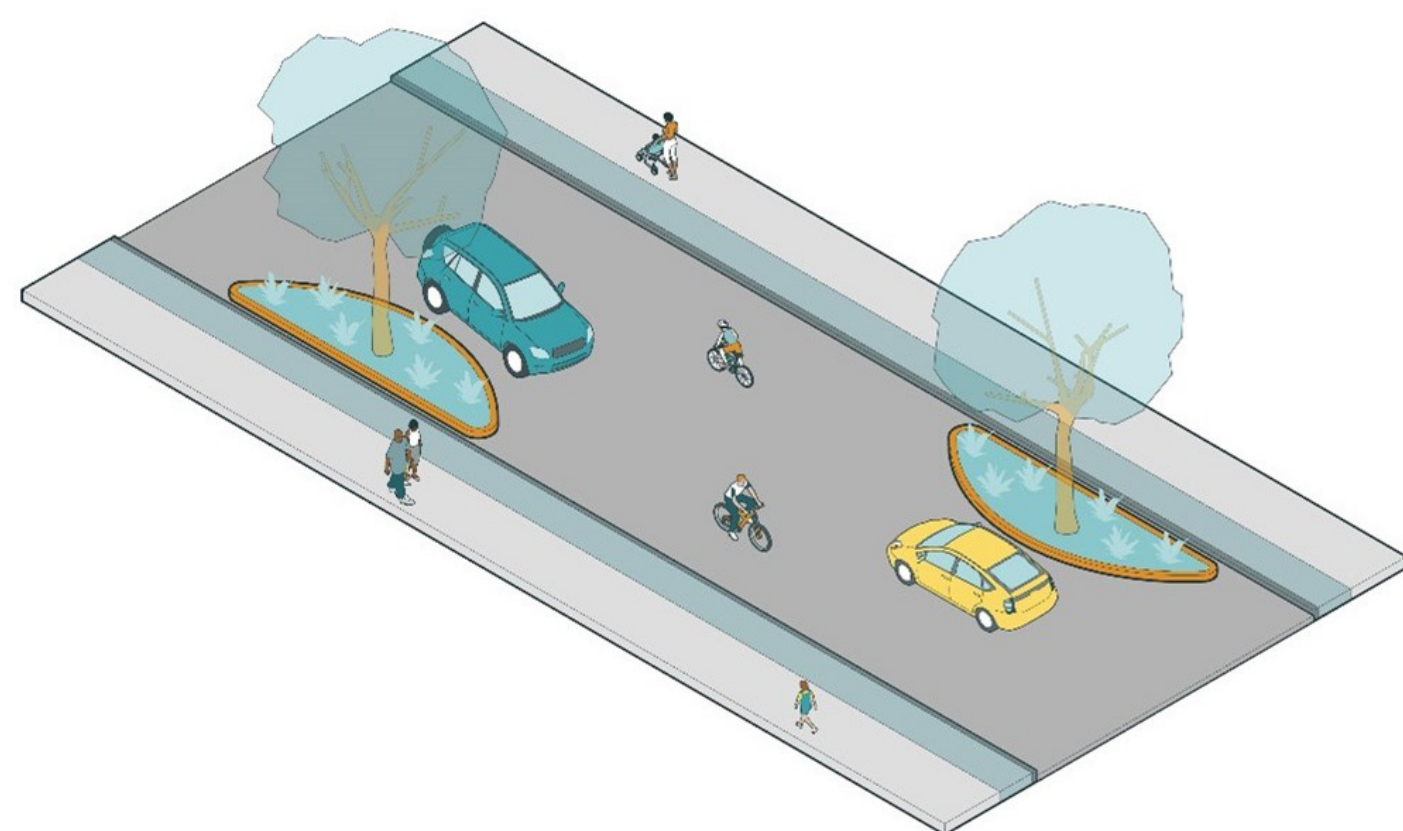
- **Limits certain turning movements** at intersections
- Reduces cut-through traffic while allowing vehicles to continue straight along the street



## to slow vehicles...

### Chicanes & pinch points

- Slow traffic by gently **shifting or narrowing** the travel lane
- Helps drivers slow down naturally



### Speed limit reduction

- Lowers the posted speed limit on a roadway
- May be paired **with street design changes** to help drivers slow down naturally



## EXAMPLE: KING STREET

King Street is a bike route in Santa Cruz that already has some of the features that characterize neighborhood greenways, including speed humps and traffic circles to slow vehicles.



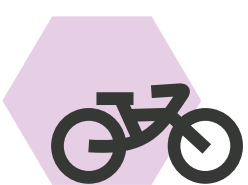


# B BIKE POLICY HIGHLIGHTS

These policies, or “how we do things”, were developed to support implementation of **low-stress and accessible** active transportation infrastructure for people biking.

## HOW WE DO THINGS

### Bicycle Facilities



- Key requirements and considerations for new and modified bicycle facilities:
- Facilities must be **low-stress (LTS 1 or 2)**.
  - On arterials, provide facilities **separated from motor vehicle traffic** or **shared-use paths**.
  - On arterials and collectors, **low-stress active transportation facilities** shall be prioritized over **on-street parking**.
  - On local streets, implement **neighborhood greenways** or **bike lanes**.



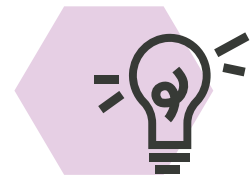
### Bike Parking



Update City code to allow private developers to pay a fee in lieu of providing required bike parking in constrained sites. The **fee would fund future public bike parking**.



### Riverwalk (A)



**Increase social safety along the Riverwalk** through environmental design, social outreach, and enforcement.



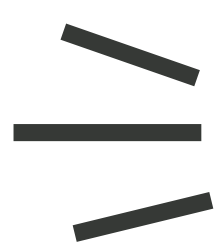
### Riverwalk (B)



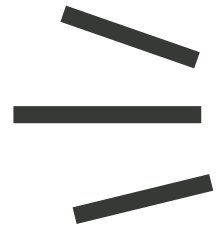
When new development or substantial redevelopment occurs on parcels with existing connections to the Riverwalk, those connections shall be upgraded to **publicly accessible, active modes connections** that utilize best practices in environmental design and accessibility.



## WHAT WE HEARD



*“The more separation from cars makes more types of bikers feel comfortable”*



*“E-bike education for young people”*

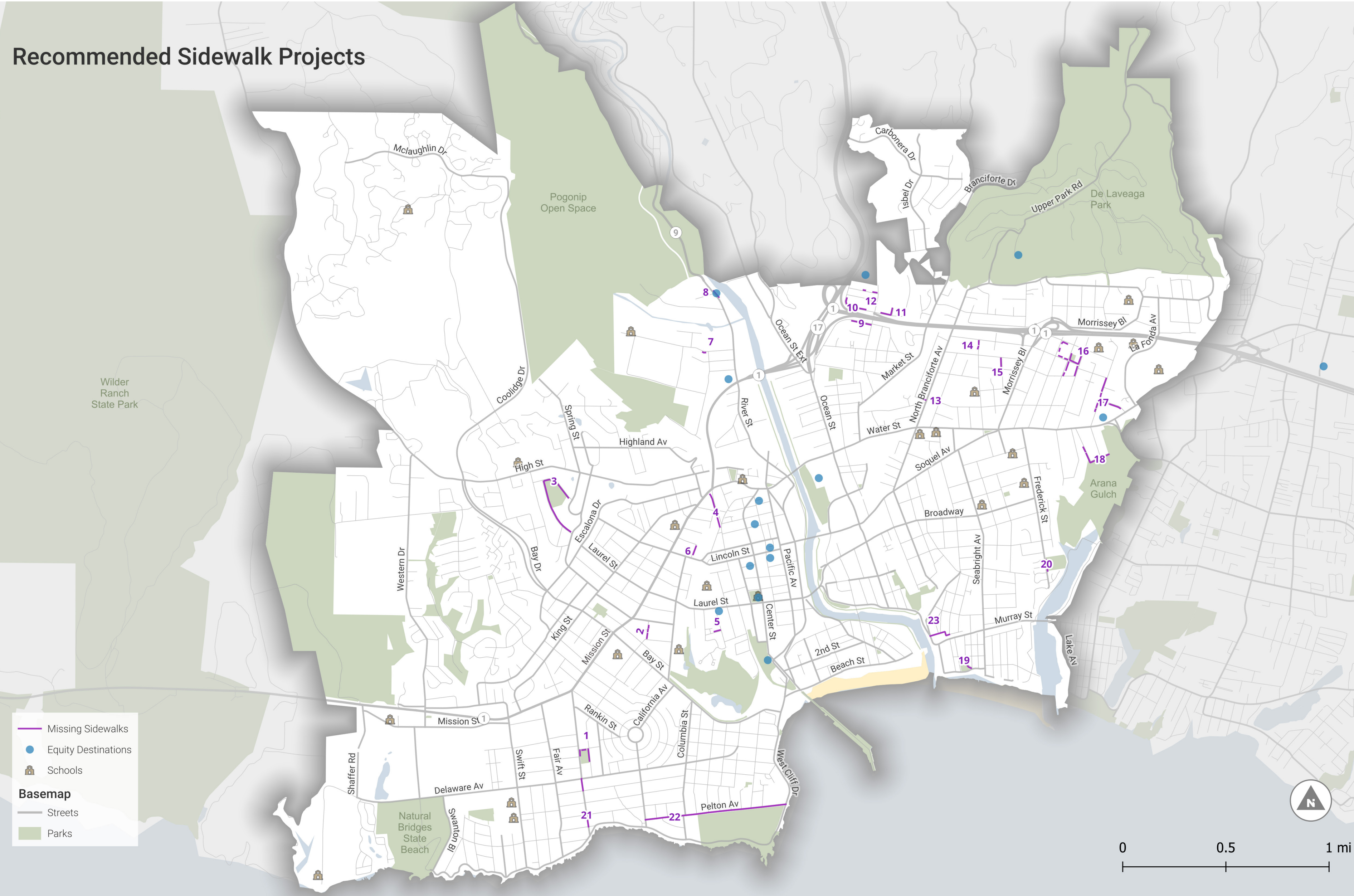




These recommendations focus on **filling in gaps in the sidewalk network** and **improving crossings** to create a safe and comfortable pedestrian network.

SIDEWALKS

Recommended sidewalk projects focus on **missing sidewalk segments** along park frontages or within ¼ mile of equity destinations and schools in order to provide a **continuous sidewalk on at least one side of the street**.





23  
Projects



3  
Miles of new sidewalks

CROSSINGS

This Plan Update **does not include location-specific crossing recommendations** like it does for bicycle facilities and sidewalks. There is currently not enough information about crosswalk and intersection conditions to make location specific crossing recommendations. The crossing recommendations below seek to address this gap.

- 1



Create and maintain a **GIS database for crossings**

The City will build and maintain a **database of existing pedestrian crosswalks and related features** like refuge islands and stop signs. This will help staff more efficiently plan for crossing improvements.
- 2



**Establish a guideline for spacing between crossings**

Providing frequent, comfortable crossings helps reduce conflicts between pedestrians and drivers. To ensure this, the City will use a crosswalk spacing guideline of 800 feet (approximately every two blocks), meaning the **distance between two marked crossings along a roadway should not exceed 800 feet**. Application of this guideline will include review by an engineer to allow for slight deviations based on context.
- 3



Standardize **safe and comfortable crossing treatments**

Crossing designs will follow established best practices to **improve visibility, reduce vehicle speeds, and minimize crossing distance**. Treatments will be selected based on roadway conditions such as speed, traffic volume, and number of lanes.



# B CROSSING TOOLIKIT

TOOLE  
DESIGN

modo

POWERED BY  
Ecology  
Action

CITY OF  
SANTA  
CRUZ

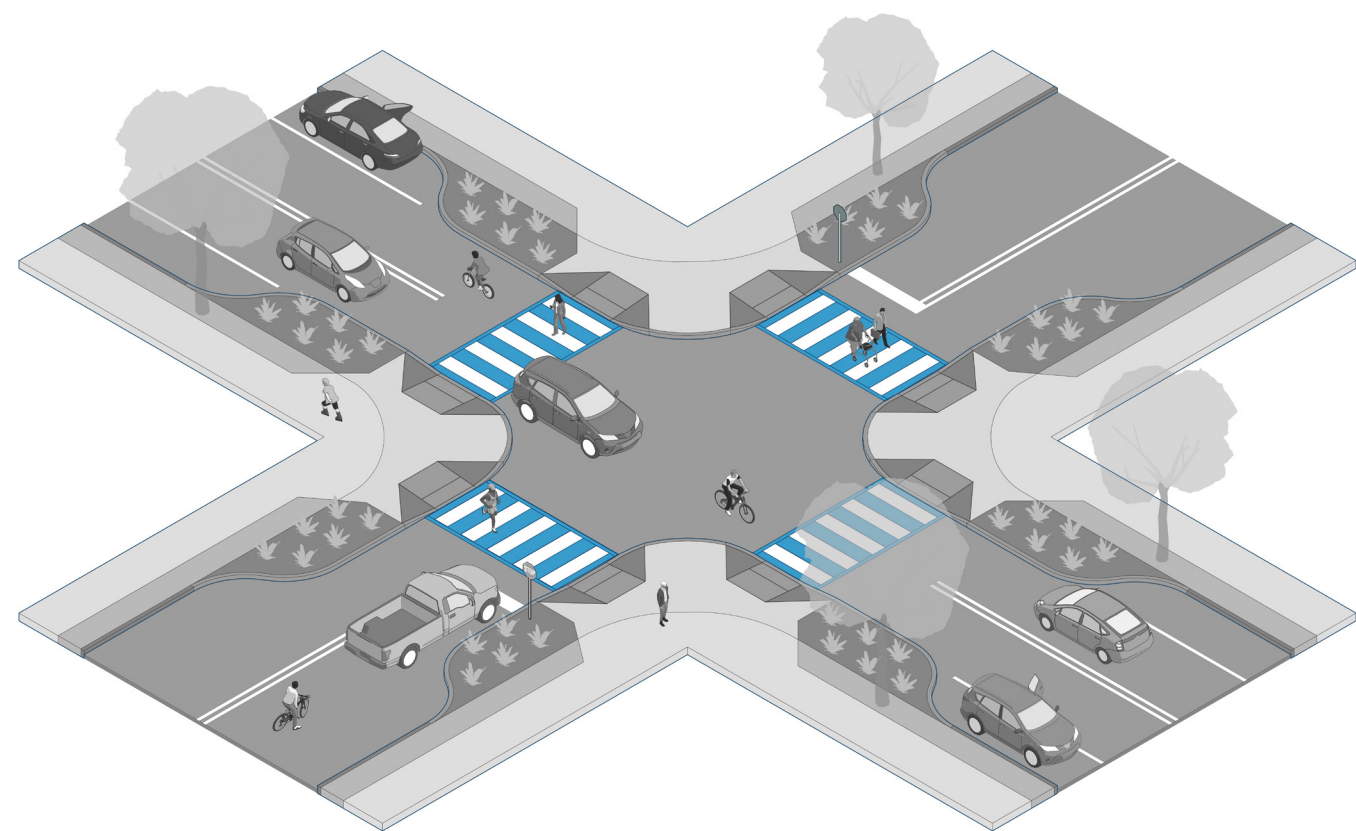
These crosswalk treatments follow established best practices to **improve visibility, reduce vehicle speeds, and minimize crossing distance**. When implemented, they make crossing safer and more comfortable for users.

## to improve visibility...

Making pedestrian crossings more visible is one of the most effective ways to improve safety and comfort for people walking. These help drivers better see pedestrians and recognize crossing locations, especially on busy streets and in areas with higher crash risk.

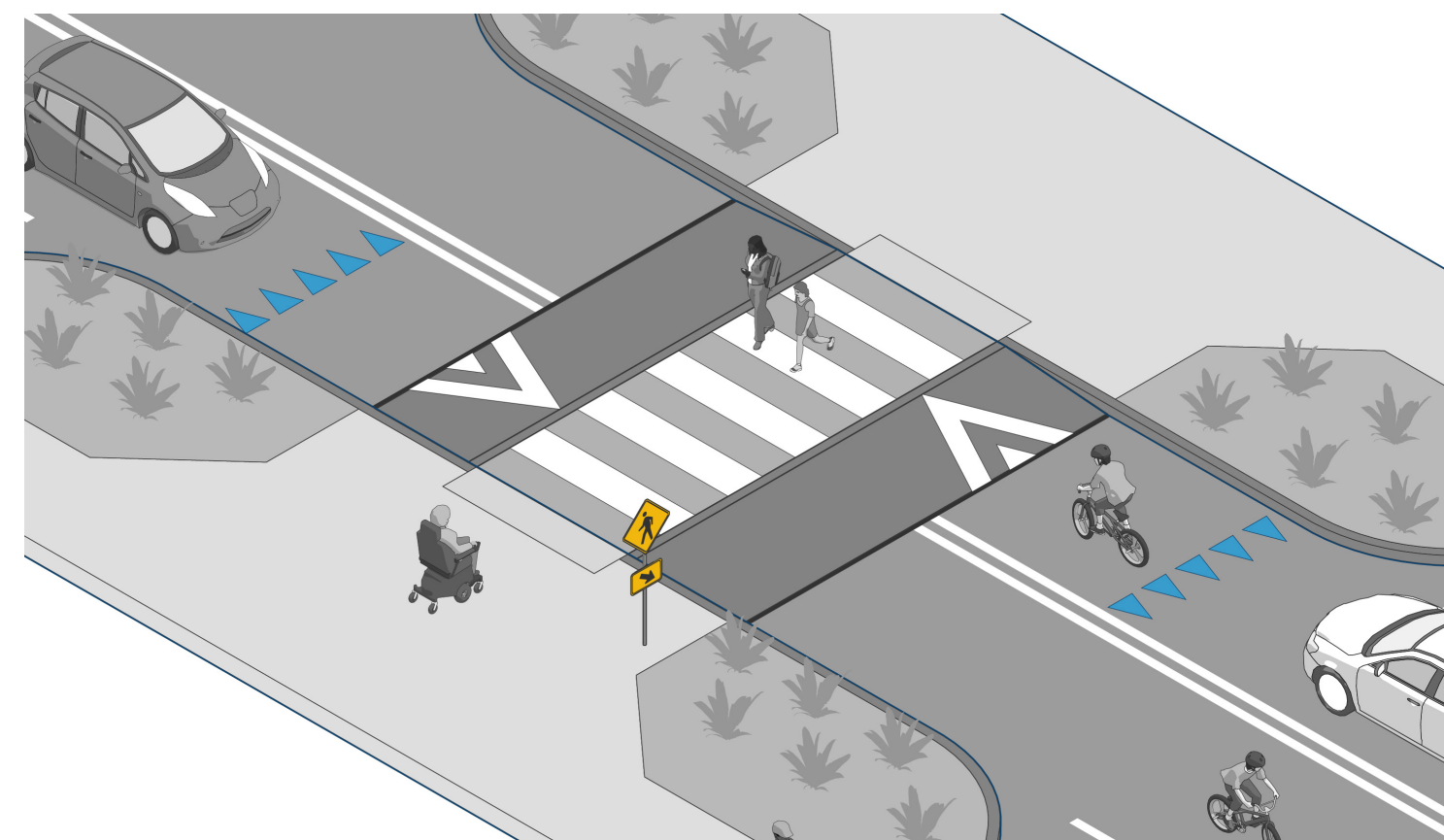
### Crosswalk Markings

Marked crosswalks make crossings more visible to drivers and may include signs, beacons, or raised features to improve safety.



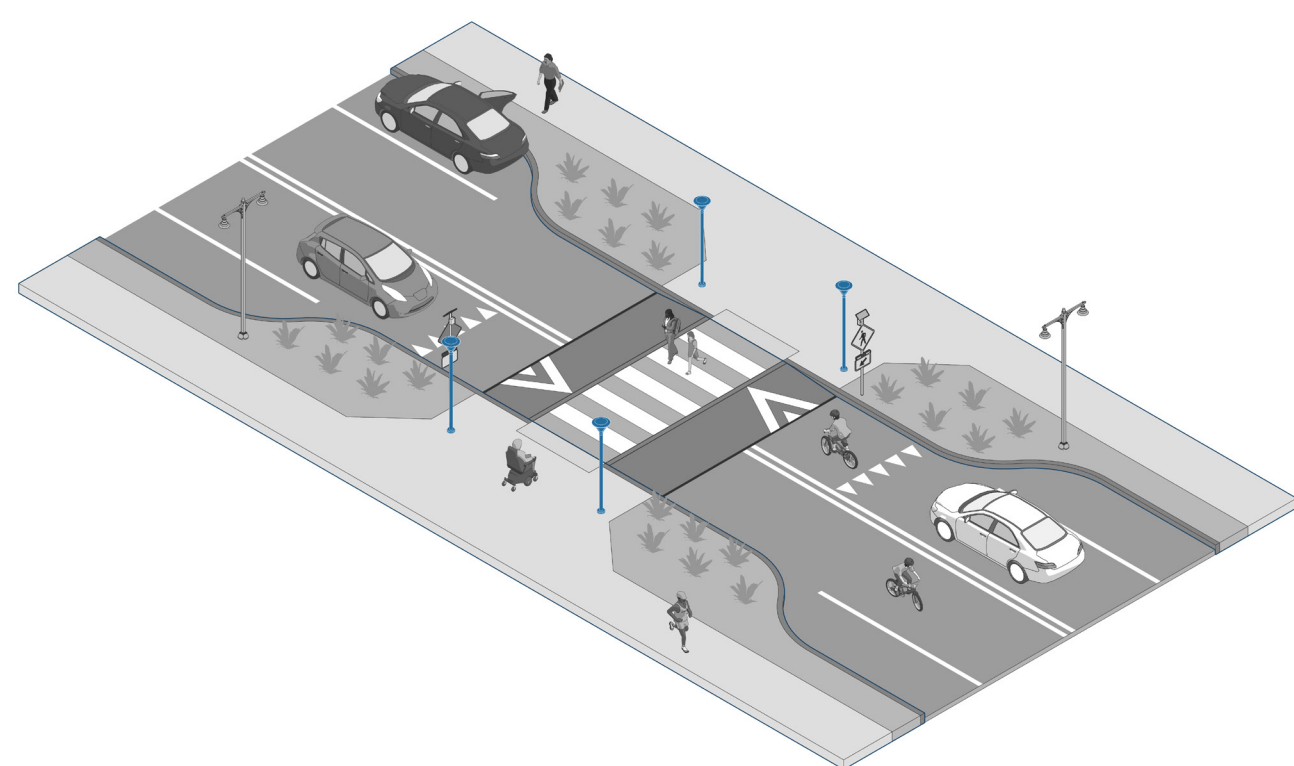
### Signage & Pavement Markings

Warning signage pavement markings like yield teeth and advance stop bars, alert drivers to the presence of crossings.



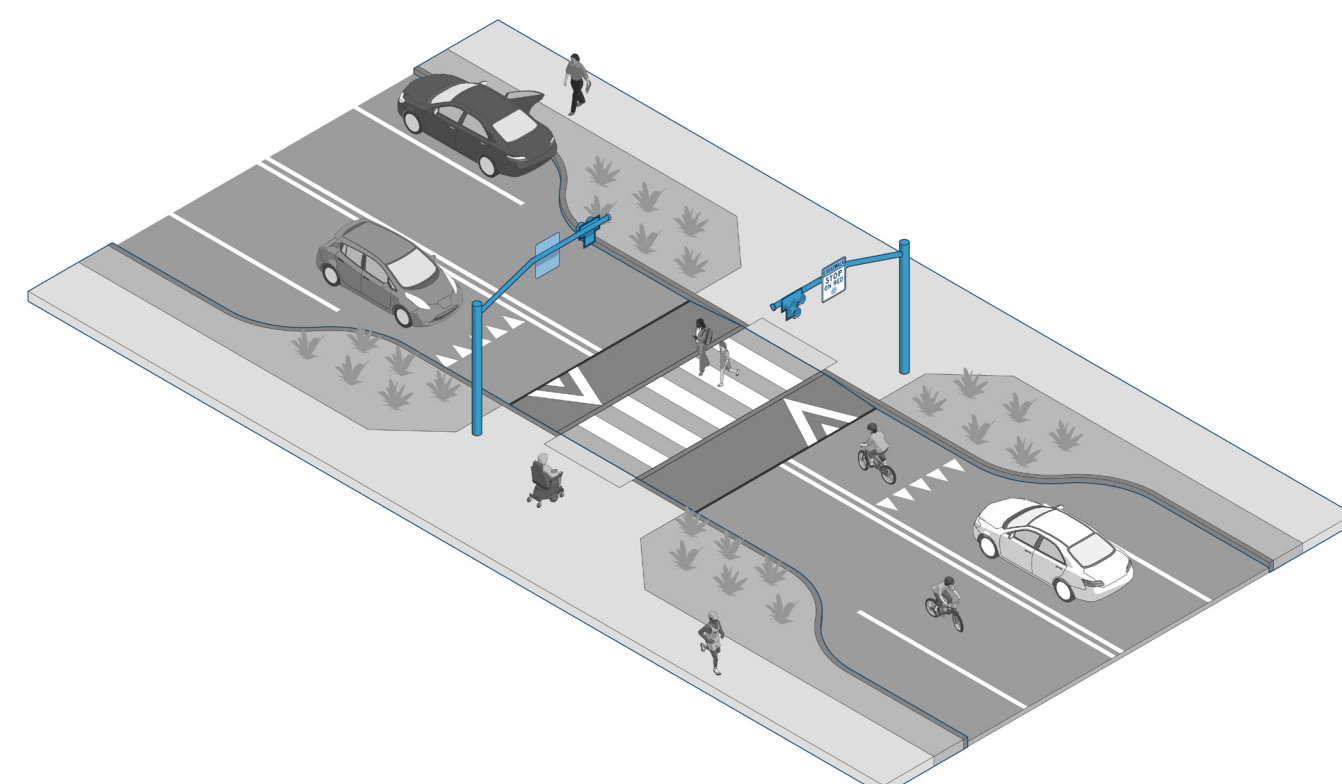
### Lighting

Pedestrian-scale lighting illuminates sidewalks and crossings at night or low-light conditions using light fixtures that are shorter than roadway-scale light fixtures.



### RRFBs & PHBs

Rectangular Rapid Flashing Beacons (RRFBs) use pedestrian-activated flashing lights to improve driver yielding at unsignalized crossings. Pedestrian Hybrid Beacons (PHBs) stop traffic on busy streets to provide a protected pedestrian crossing when needed.

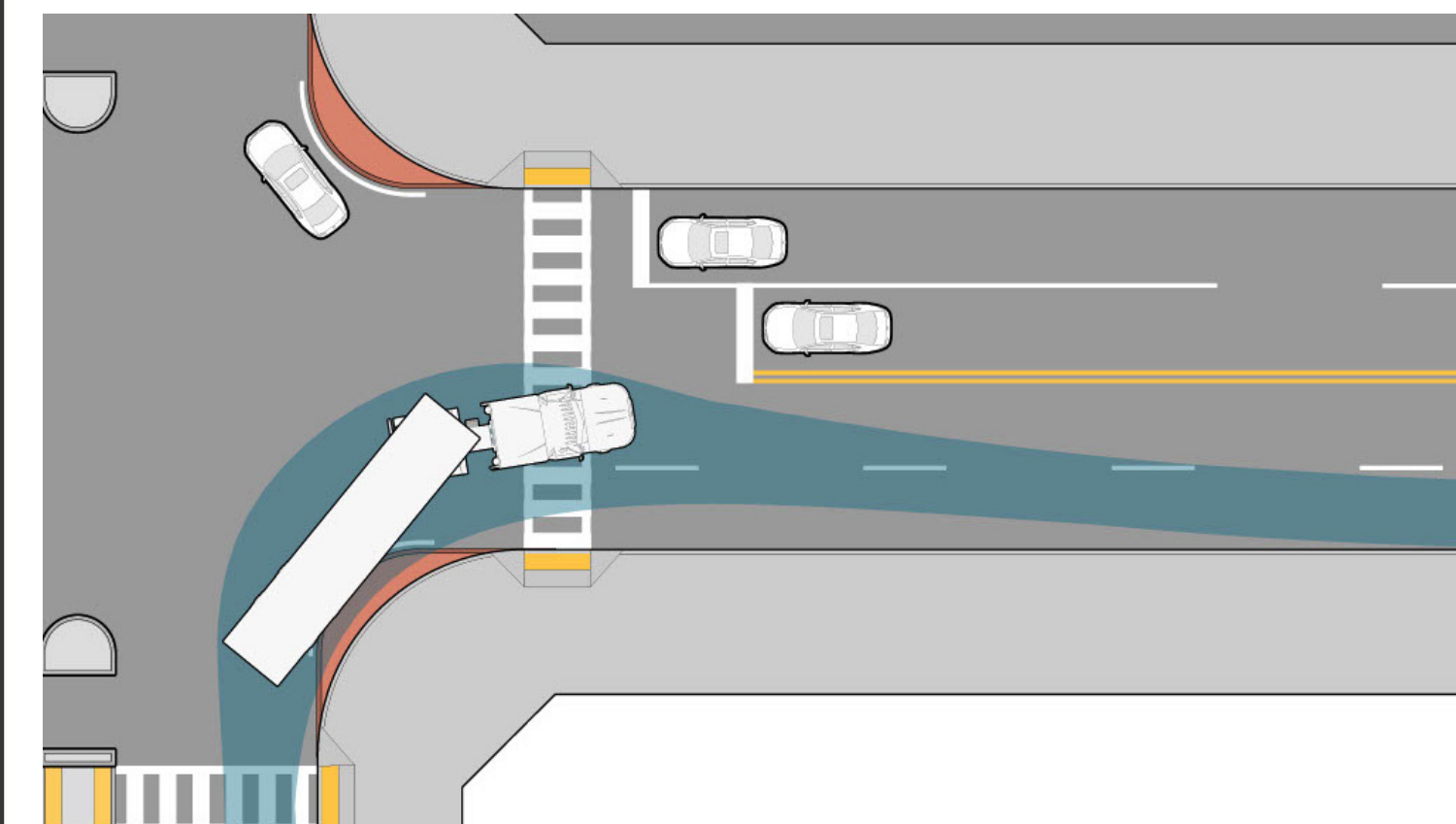


## to slow vehicles...

Slowing vehicle speeds at and near crossings can help improving pedestrian safety and comfort. These treatments use roadway design to naturally encourage slower driving speeds.

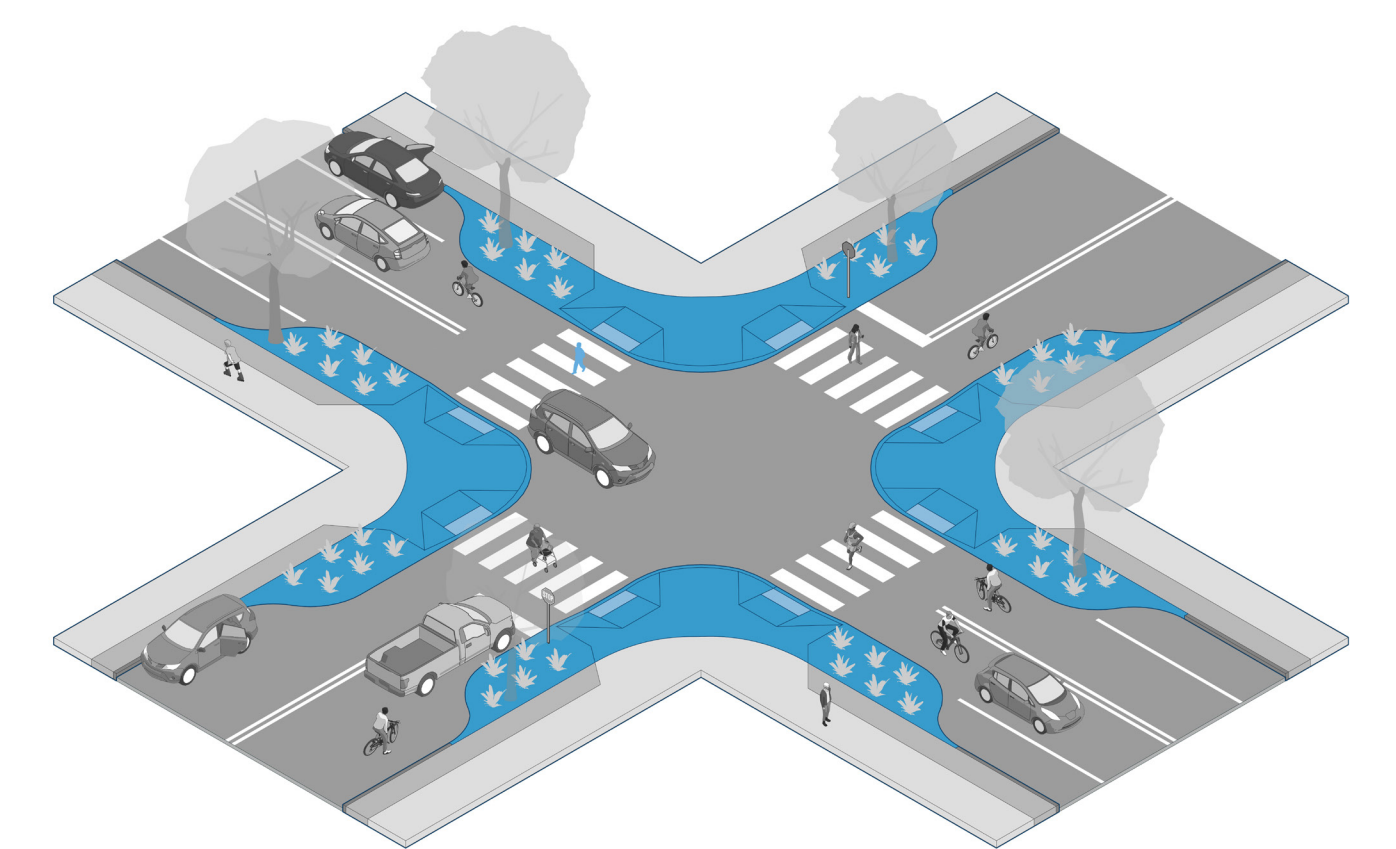
### Corners & Curb Radii

Smaller corner radii slow turning vehicles and shorten crossing distances by tightening intersection.



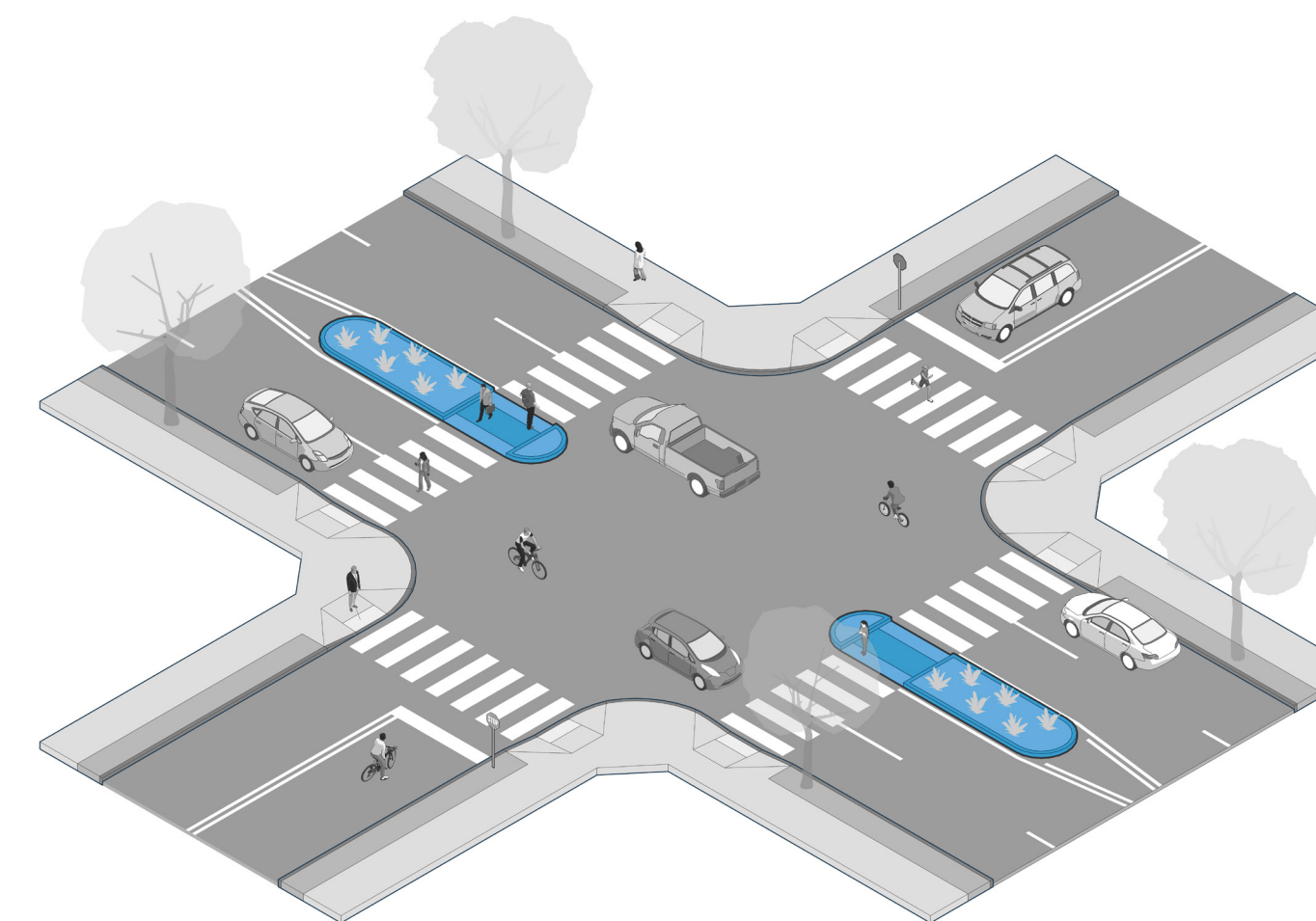
### Curb Extensions

Curb Extensions extend the sidewalk into the roadway to shorten crossings, improve visibility, and slow vehicular traffic.



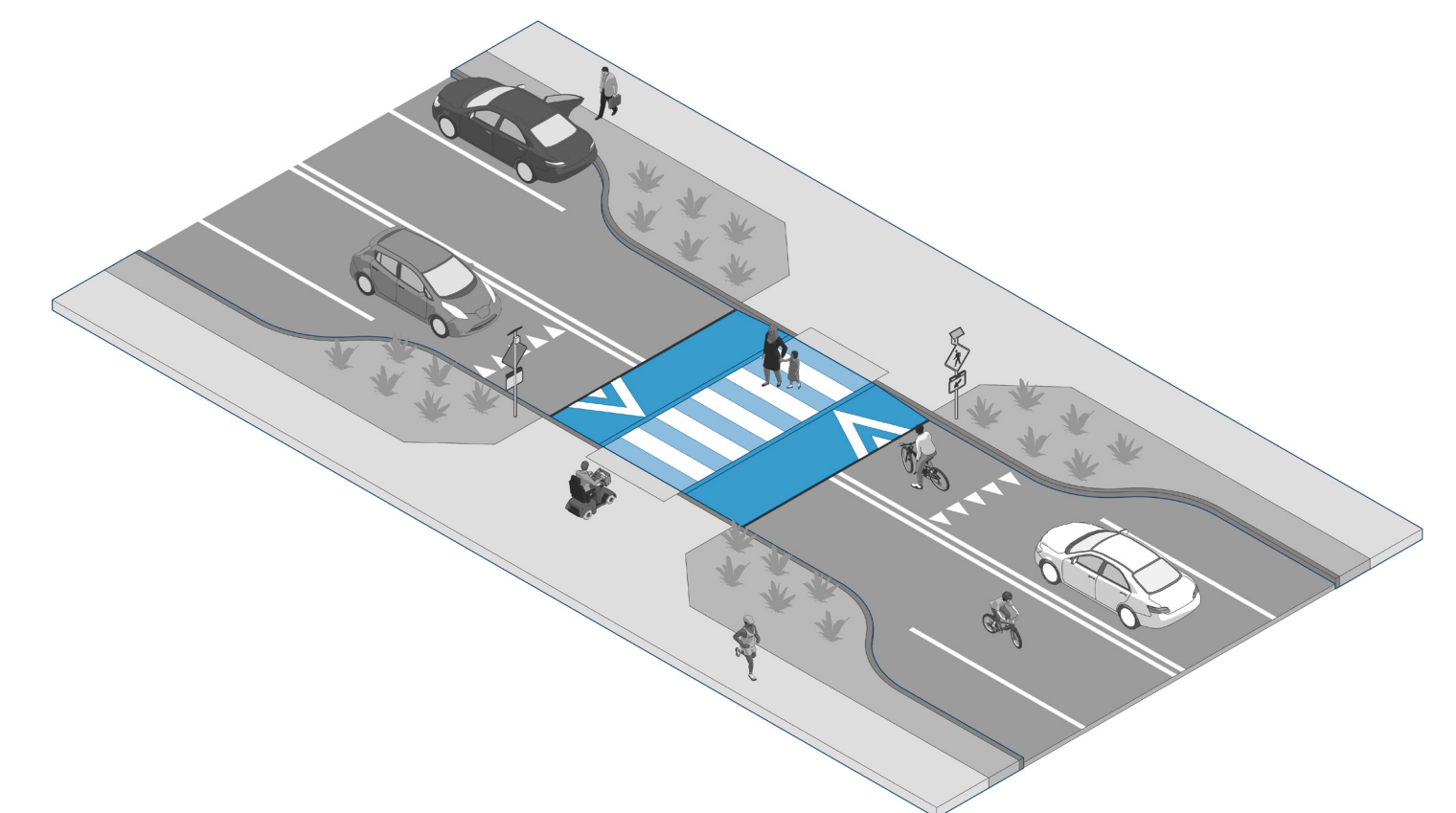
### Pedestrian Refuge Islands

Pedestrian Refuge Islands / Medians provide space that allows pedestrians to cross traffic in stages and reduces exposure to moving vehicles.



### Raised Crossings

Raised Crossings elevate the crosswalk to sidewalk level, using vertical deflection to slow vehicles and reinforce pedestrian priority at crossings.






# B PEDESTRIAN POLICY HIGHLIGHTS

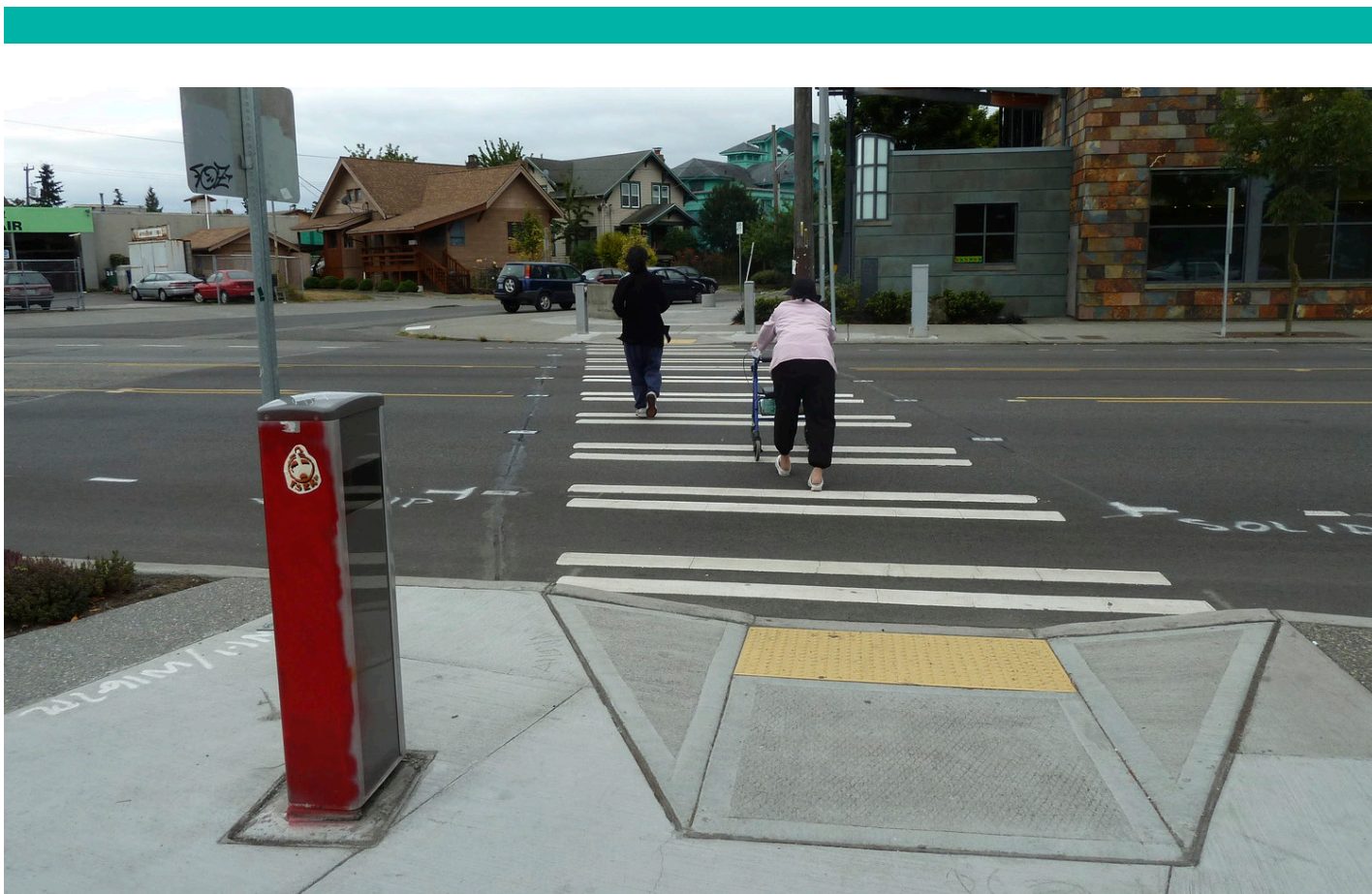
These policies, or “how we do things,” were developed to support implementation of **low-stress and accessible** active transportation infrastructure for people walking.

## HOW WE DO THINGS


### ADA Accessibility




Upgrade all **curb ramps, sidewalks, and driveways** (commercial and residential) to be ADA compliant over time. Prioritize upgrading curb ramps, sidewalks and driveways within 0.1 miles of equity destinations and schools.



### Crossings (A)



Strive to **reduce level of traffic stress** at all new or upgraded crossings by standardizing the use of safe and comfortable crossing treatments.




### Crossings (B)




Apply recommended **crosswalk spacing guidance** for arterials and collectors. Guidelines should consider **transit access and maintaining connectivity of the pedestrian network** (including multi-use trail crossings and sidewalk continuity in places where sidewalks may not be continuous on both sides of the street).



### Intersections (A)



**Prohibit Right Turn on Red** at signalized intersections. In locations with high pedestrian volumes and few right turns on red, post No Right turn on Red signs. At other locations, further study will be required to assess vehicle queuing and signal timing.



### Intersections (B)



Add **Leading Pedestrian Interval** to all signals to provide pedestrians lead time to cross before drivers can begin turning. Bicyclists and others using active modes (scooters, etc.) may also use Leading Pedestrian Interval.



### Sidewalks



Ensure continuous sidewalk exists on **at least one side of all street blocks** (excluding cul-de-sacs). Prioritize installing sidewalks along park frontage and within 0.25 miles of equity destinations and schools.



### Sidewalks Maintenance



**Property owners are responsible for maintenance** of sidewalks located along property frontage. To minimize the burden on moderate-to-low-income households, a **sidewalk maintenance loan program** may provide a matching grant or free financing repayment plan for those who qualify.

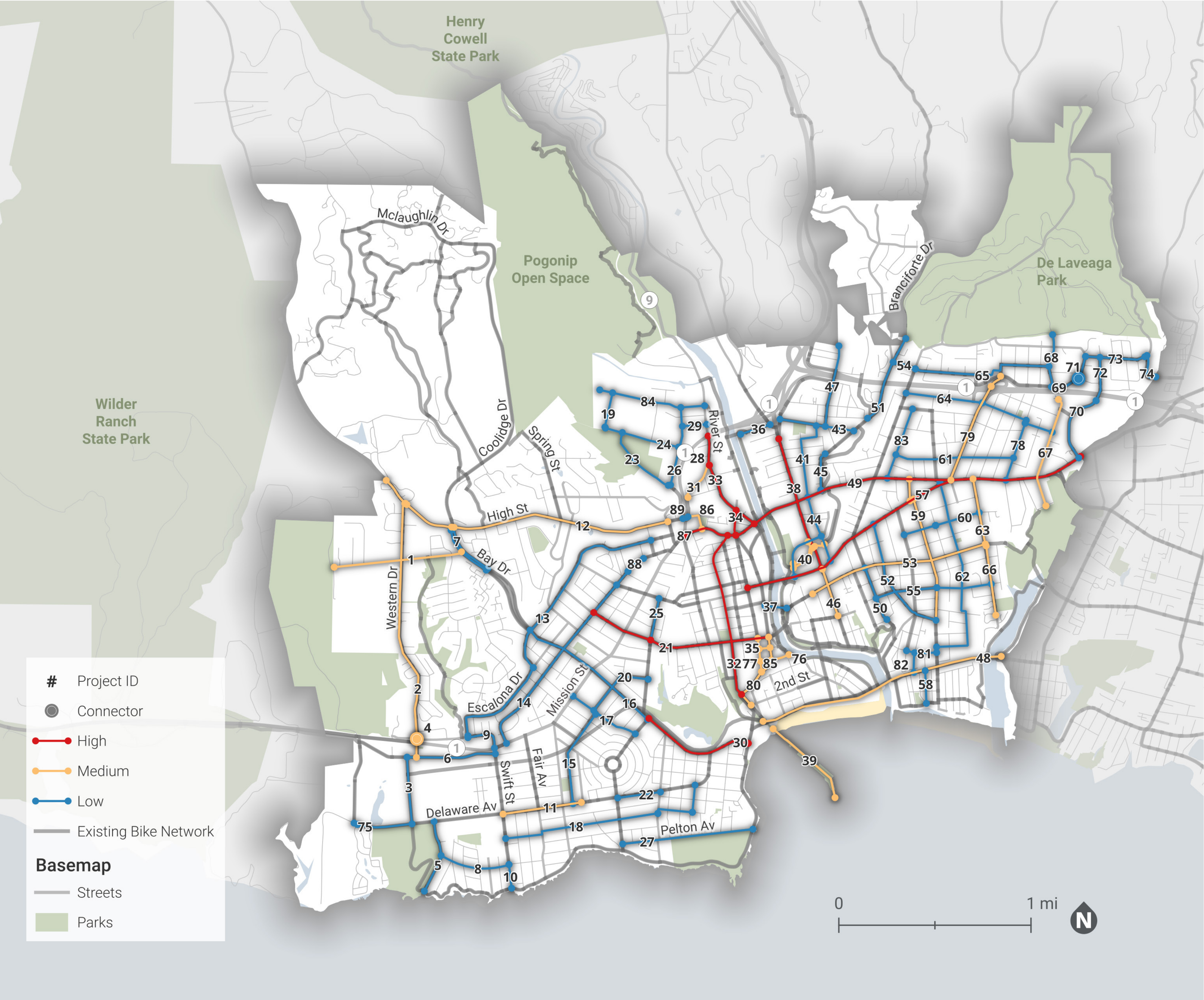




# C PRIORITIZATION

Because the full walking and biking network cannot be built overnight, the City must prioritize where to invest first. This process helps ensure projects are selected based on safety, access, and equity. Sidewalk projects have already been prioritized to provide better access to key destinations.

## PRIORITIZED BIKE PROJECTS



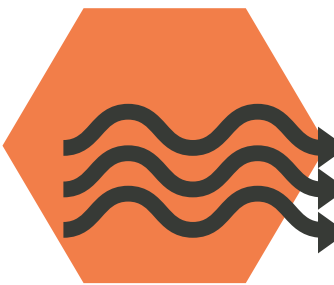
## HOW WERE PROJECTS PRIORITIZED?

Recommended bicycle projects were prioritized using a data-driven approach focused on safety, access, and equity. Safety was given the greatest weight based on input from City staff and the community.



### SAFETY (up to 40 points)

- Serious injury and fatal bicycle and pedestrian crashes (up to 20 points)
- Level of bicycle traffic stress (up to 20 points)



### ACCESS (up to 36 points)

- Connections to an equity destination (up to 12 points)
- Connections to a school or park (up to 12 points)
- Connections to a major employer (up to 12 points)



### EQUITY (up to 24 points)

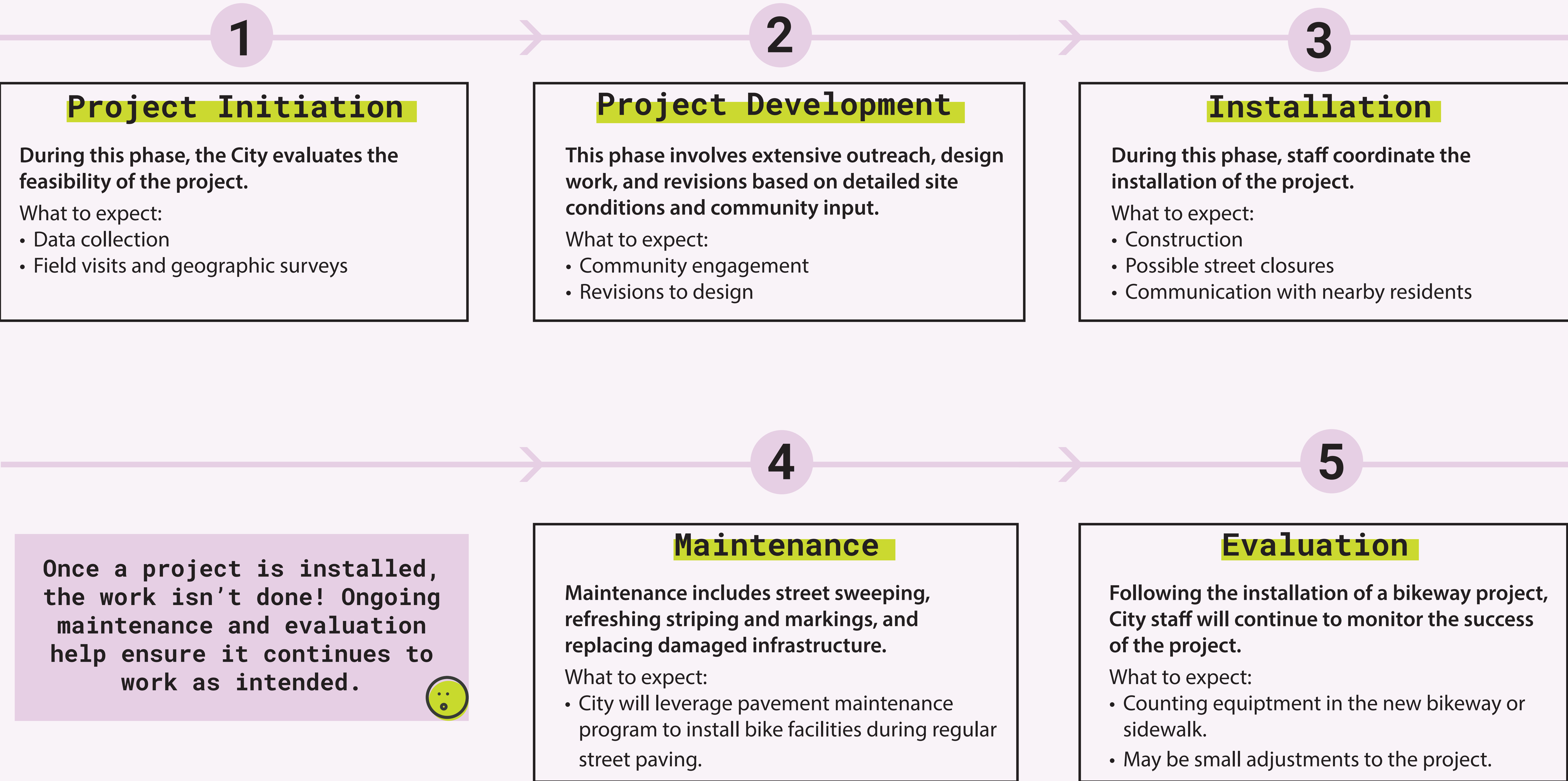
- Caltrans Transportation Equity Index (up to 24 points)



# C IMPLEMENTATION

All recommended projects must go through feasibility review, design, and funding before they can be built. Some projects take longer than others, but all follow the same general implementation process.

## TIMELINE



Once a project is installed, the work isn't done! Ongoing maintenance and evaluation help ensure it continues to work as intended.





# C MEASURING PROGRESS

TOOLE  
DESIGN

modo

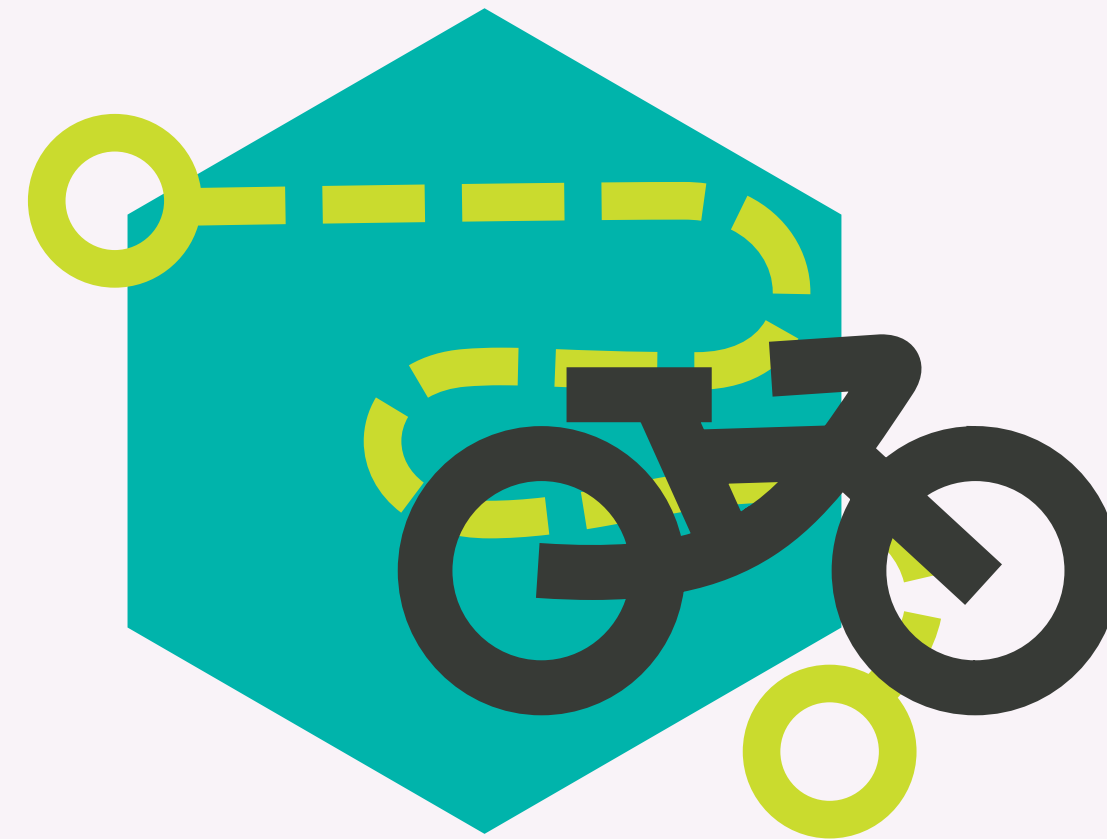


Monitoring plan implementation is an important step to evaluate whether the City is on track and will help identify additional resources or needs along the way. City staff will monitor progress toward the Plan Update's goals through the performance metrics below.



## GOAL 1

Enhance safety and security for active transportation users.



## GOAL 2

Build and maintain comprehensive bicycle and pedestrian networks.



## GOAL 3

Continue progress and investments in active transportation.



## GOAL 4

Provide education and encouragement.

### Performance Measures

#### INCREASE

- Number of publicly available secure bicycle parking spaces, including bicycle lockers, cages, indoor bike rooms

#### DECREASE

- Number of serious injury and fatal pedestrian crashes
- Number of serious injury and fatal bicycle crashes

#### MONITOR

- Number of illegal e-bikes (e-moto) impounded

#### INCREASE

- Miles of comfortable (BLTS 2 or better) roads
- Number of intersections with curb extensions or other physical daylighting measures

#### DECREASE

- Miles of missing sidewalks and number of missing curb ramps

#### INCREASE

- User counts on multiuse pathways and new separated bike lanes

#### MONITOR

- Track grant awards for bicycle and pedestrian projects

#### INCREASE

- Number / percentage of students reached by in-school bicycle and pedestrian safety education classes
- Number of bicycle parking permits with signed contracts issued at middle and high schools
- Number of adults reached by Ecology Action bicycle and pedestrian safety education classes



# D PROGRAMS

The plan includes both policies and programs that work together to support safer, more accessible walking and biking. Policies guide how decisions are made and how the City does its work, while programs are ongoing actions that require continued time and resources to encourage and support people walking and biking in Santa Cruz.

## Awareness

Launch a **multiuse path awareness campaign** to develop norms and expectations across the various groups who use these facilities.

- Implementation by:
- Ecology Action
  - City of Santa Cruz



## Counts Program

Install visible **bicycle and pedestrian counters** at strategic locations and establish a bicycle and pedestrian count program that includes regular analysis and reporting.

- Implementation by:
- City of Santa Cruz



## Wayfinding Program

Standardize access and wayfinding signage along multiuse paths.

- Implementation by:
- City of Santa Cruz



## Youth Biking Encouragement

Partner with local schools to offer bike repair clinics and group bike rides.

- Implementation by:
- Santa Cruz City Schools
  - Ecology Action



## E-Bike Education

Offer free adult and senior focused e-bike education.

- Implementation by:
- Ecology Action
  - City of Santa Cruz



Include an e-bike focus within middle and high school bicycle education curriculum.

- Implementation by:
- Santa Cruz City Schools
  - Ecology Action
  - City of Santa Cruz



Provide educational materials to e-bike vendors to distribute to customers at point-of-sale.

- Implementation by:
- City of Santa Cruz Public Works
  - Ecology Action



Require parking permits, safety education, and parent approval for students using e-bikes.

- Implementation by:
- Santa Cruz City Schools
  - Ecology Action

