

Figure D2: Screen shot from Survey, summer 2017

**May 31, 2017 Workshop**

A workshop held in Felton on May 31, 2017 was well attended and there was lively participation and discussion. Attendees were invited to give input at a series of stations modeled after the online survey. Input results are summarized below.



**What types of transportation improvements are needed in San Lorenzo Valley?**

**Overall Project Type Preferences**

Participants were asked about different types of possible transportation projects, features, or programs that might be used in San Lorenzo Valley (without specific locations identified). The list below presents the combined project type preferences from the online and paper surveys, as well as input received at a community workshop on May 31, 2017. Descriptions of these and other types of transportation features are provided in Appendix A *Complete Streets Improvements Toolkit*.

**Most popular types of projects/concepts:**

Participants identified the following as the types of transportation improvements (of list of types of projects also identified in the survey) they consider most needed in SLV.

- Trails, informal paths
- Pull outs/turnouts for passing or for stalled vehicles
- Crosswalks with controls to make them more visible
- Shared bicycle/pedestrian paths
- Passing and turning lanes
- Bicycle lanes
- Painted crosswalks

**Least popular/most disliked concepts:**

- Narrowed automobile lanes
- Roundabouts
- Bulb outs at intersections
- Raised crosswalks
- Increased CHP
- Cycle tracks

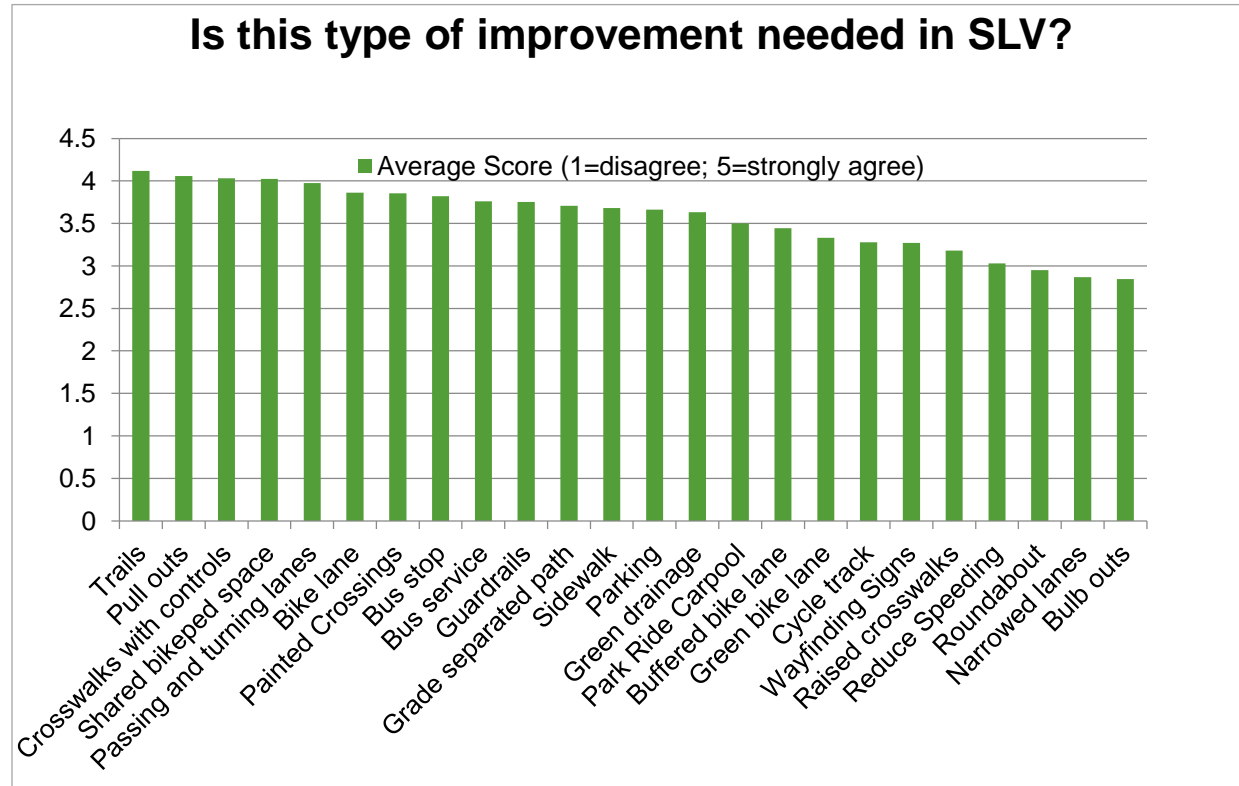
**Least Opposed:**

Slightly different from the types of projects that participants identified as the most needed, the least opposed/least controversial concepts, those with the fewest people saying they disagree or strongly disagree that item is needed were:

- Trails
- Pullouts
- Adding bus service
- Painted crosswalks
- Improving bus stops
- Guardrails

Figure D3 shows the online survey results for this question. Figure D4 breaks down the results from the online survey, paper surveys and public open house.

Figure D3: Survey Results - Transportation Improvement Type Preferences



Source: Santa Cruz County RTC. 2017.

Figure D4: Project Type Preferences - All Public Input

		Online Survey (Average Score*)	May 31 <sup>st</sup> Open House		Paper Surveys
			Like	Dislike	Most Critical – pick top 4
<b>Pedestrian Facilities</b>	<b>Shared Bike/Ped Space</b>	<b>4.02</b>	4	0	<b>9</b> Separated from cars
	Grade Separated Path	3.71	4	0	N/A
	Conventional Sidewalk	3.68	1	3	5
	<b>Trails (informal path)</b>	<b>4.12</b>	<b>14</b>	0	3
	<b>Crosswalk with Controls</b>	<b>4.03</b>	<b>9</b>	1	<b>5</b> Crosswalks more visible to cars
<b>Traffic Calming</b>	<b>Narrowed Lanes</b>	<b>2.87</b>	2	0	N/A
	<b>Raised Crosswalks</b>	<b>3.18</b>	<b>14</b>	2	N/A
	<b>Bulb out</b>	<b>2.85</b>	6	1	N/A
	<b>Colored/ Painted Crosswalk</b>	<b>3.85</b>	<b>8</b>	0	N/A
	<b>Reduced Speed/More CHP enforcement</b>	<b>3.03</b>	4	2	2
<b>Transit, Other</b>	Transit		4	0	1 (improve bus stops)
	Bus Service	3.76	4	0	0
	Park and Ride/ Carpool	3.5	3		N/A
	Parking	3.66	7	1	0
	Wayfinding Signs	3.27	3	1	N/A
	Bus Stops	<b>3.82</b>	0	0	0
<b>Bicycle Facilities</b>	<b>Bike Lane</b>	<b>3.86</b>	2	0	<b>9</b>
	Green Bike Lane	3.33	2	1	N/A

		Online Survey	May 31 <sup>st</sup> Open House		Paper Surveys
		Buffered Bike Lane	3.44	7	0
	<b>Cycle Track</b>	<b>3.28</b>	7	4	N/A
<b>Roadway/ Traffic Improvements</b>	Guardrails	3.75	5	0	1
	<b>Pull outs</b>	<b>4.06</b>	<b>6</b>	0	1
	<b>Passing and turning lanes</b>	<b>3.97</b>	<b>6</b>	0	N/A
	<b>Roundabouts</b>	<b>2.95</b>	5	1	N/A
	Green Drainage	3.63	5	0	N/A
	Intersection Improvements	N/A	N/A	N/A	2
	Maintain Roads/Fill Potholes	N/A	N/A	N/A	2
	Reduce Traffic Collisions	N/A	N/A	N/A	0
	Improve Traffic Flow	N/A	N/A	N/A	1

**Notes:**

\*Average Score (Is this improvement need in SLV? 1 = Strongly Agree, 2= Disagree, 3=Neutral, 4=Agree, 5=Strongly Agree.

N/A = Not Asked.

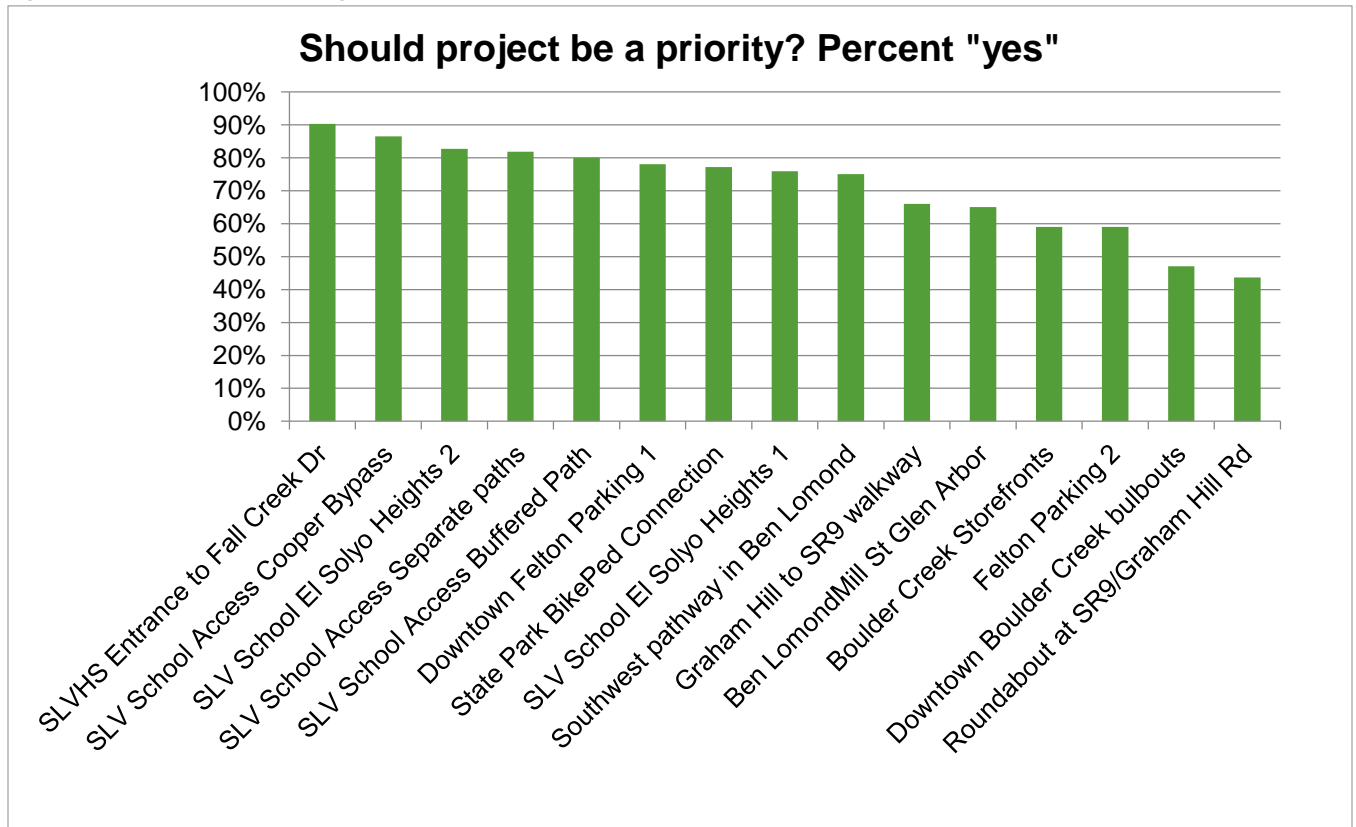
Highlighted = Most Popular, Grey =least popular/most disliked

**Source:** Santa Cruz County RTC, 2017.

**Should previously identified projects be priorities?**

Community members also provided input on a list of specific projects that were previously identified and asked if the project should be a priority. Projects to improve access to SLV schools were the top 5 priorities.

Figure D5: Prior Project Ranking

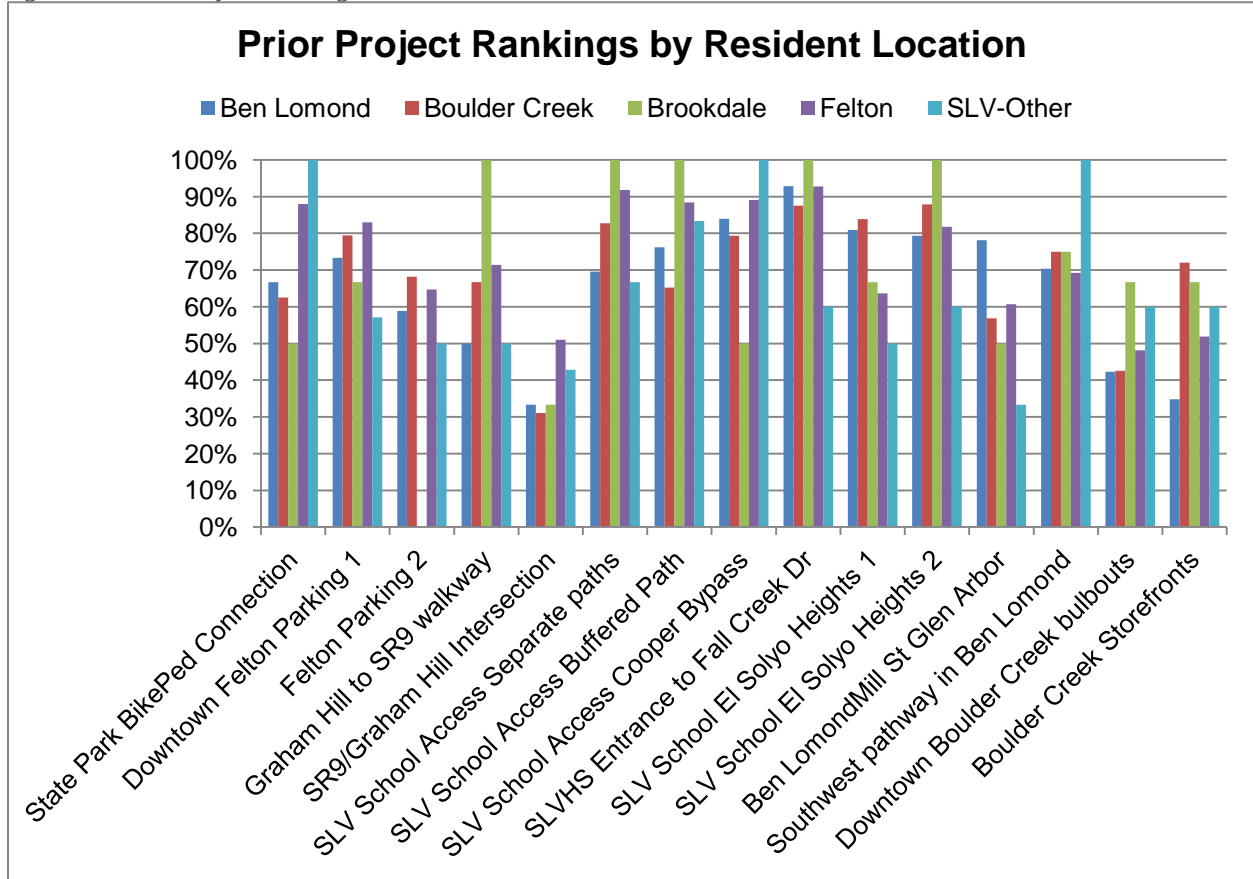


**Source:** Santa Cruz County RTC, 2017.

### Local Site-Specific Project Priorities

As would be expected, the percentage of residents saying that projects in the area they live should be priorities were higher than how they rated projects outside of the area where they live.

Figure D6: Prior Project Ranking



Source: Santa Cruz County RTC, 2017.

### Site-Specific Challenge Areas and Improvement Suggestions

Site-specific needs or improvement suggestions were made on maps through the online survey, at public meetings, and in paper surveys. Participants were asked to help identify areas in San Lorenzo Valley that are challenges and suggest possible solutions (projects). Participants could place marks on the map and add comments at locations throughout the study corridor. Participants placed nearly 900 markers on maps. In many instances, several people identified the same issue and suggested similar projects.

This mapped input is difficult to present in printed maps because it is so extensive, but it can be viewed in detail in the online input map available at this link: <http://arcg.is/10zf4v>. The online map includes input from the online survey, as well as input provided at the May 2017 workshop, stakeholder meetings, paper surveys, and via email.

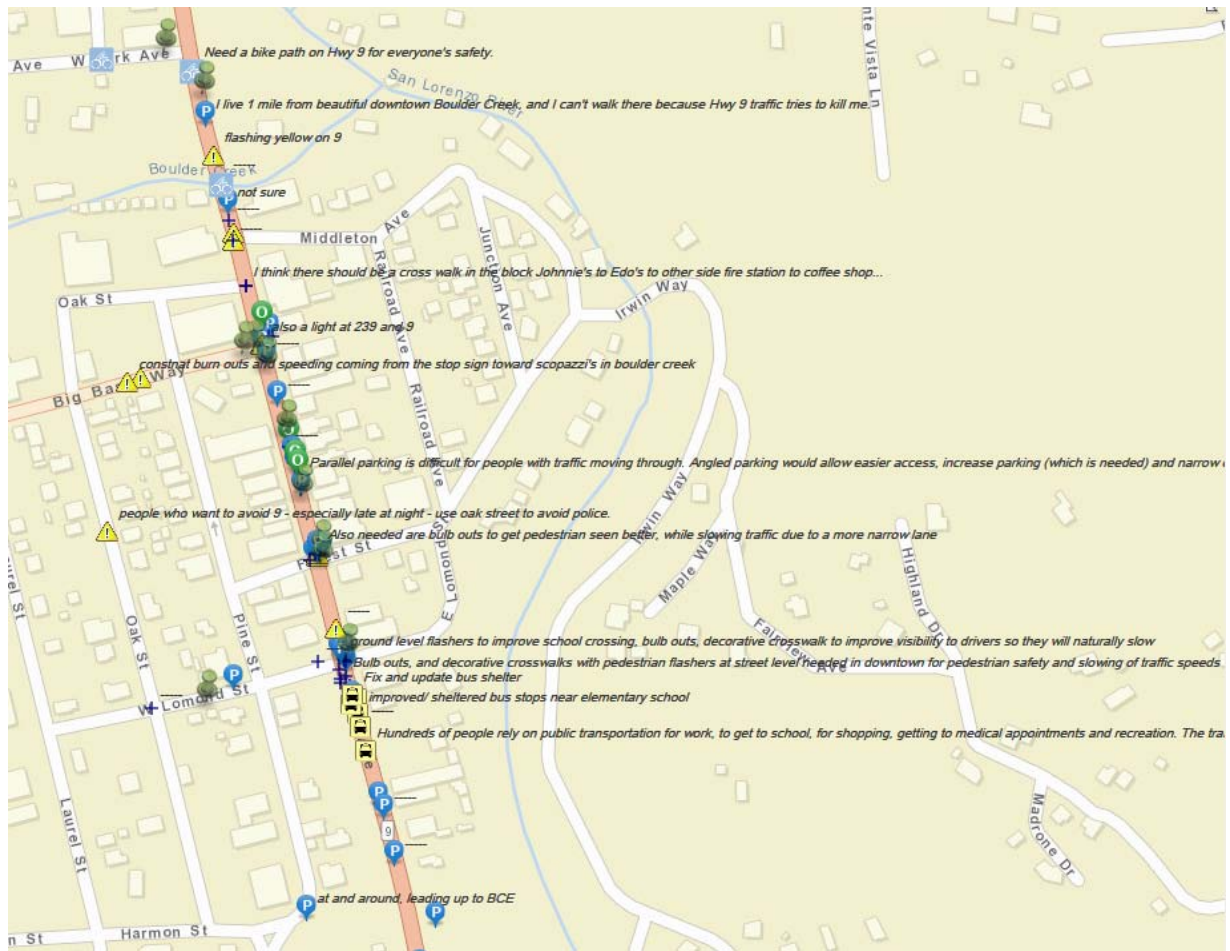


Figure D7: GIS Online Input Map Screenshot

## Building the Priority Projects List

The complete list of site-specific transportation suggestions for SLV are summarized in Appendix B *Identified Projects List*. RTC staff carefully reviewed and organized the collected site-specific input from the interactive map into a series of tables organized by regions. These draft project lists were reviewed against criteria for project priorities that also reflect public input. The list, criteria and draft priorities were then reviewed by the study technical oversight committee. A shorter list of priority improvement projects was developed, which were then discussed by focus groups and compared against criteria that reflected public input. The resulting priority projects are described in Chapter 3 *Priority Projects By Location*.

**Figure D8: Workshop Input on Draft Project Objectives**

<b>Goals</b>	<b>Objectives</b>	<b>Like</b>
<b>Increase Safety Along the Corridor</b>	<b>Traffic Calming</b>	<b>8</b>
	Reduce Crashes	3
	Intersection Safety Improvements	3
	Maintain Roadways	2
	Reduce Congestion	1
<b>Increase Pedestrian and Bicyclist Access and Safety along the Corridor</b>	<b>Better bicycling connections between town centers and schools</b>	<b>17</b>
	<b>Make it easier to walk or bike in town centers</b>	<b>16</b>
	<b>Better pedestrian connections between town centers and schools</b>	<b>11</b>
	Make it easier to cross Highway 9	5
	Improve health, especially for youth	5
	Bike lane full length of Highway 9 (Boulder Creek to Felton)	5
	One lane for cars, one lane for bicyclists before and after school	2 (2 disliked)
	Bike path connecting Conference to Mt. Hermon (SV to Felton)	1
	Walk/bike safely to Highland Park from Ben Lomond	1
	Bike path for kids downtown Ben Lomond to Schools	1
<b>Improve transit facilities, routes to transit, and transit options</b>	Transit stop area locations and amenities, including pathways to bus stops	3
	Access for people with limited mobility	3
	Regular transit to Lompico, Zayante, South Felton	3
	Rideshare/ school pools, vanpools, Lyft/Uber	2
	Transit and Paratransit Service	1
<b>Provide Economic Benefits</b>	<b>Greater flexibility in use of sidewalk/right of way near businesses</b>	<b>7</b>
	Maintain traffic flow and predictable travel lanes	4
	Better organized commercial parking/frontages and access/driveways	2
<b>Environmental Improvements</b>	<b>Maintain/enhance rural mountain character (Avoid urban type improvements)</b>	<b>9</b>
	<b>“Green” drainage to intercept and slow runoff</b>	<b>8</b>
	Have less pavement; preserve vegetation where feasible	4
	Reduce emissions	4
<b>Create a plan that can be realistically implemented</b>	<b>Capture maximum state, federal, and grant funding to leverage local measure funding</b>	<b>5</b>
	Identify priorities for Measure D 30-year revenues	4
	Pursue projects that can be implemented quickly (including “low hanging fruit” project types)	3
	Pursue projects that have greatest benefits per dollar	1
<b>Create a vision and blue print for the ultimate corridor future</b>	<b>Avoid piecemeal disconnected improvements – have a phase plan</b>	<b>6</b>
	Provide design guidelines that facilitate Caltrans incorporating multi-modal improvements into other project types (drainage, bridges, repaving, etc.)	2



**Figure D9: Workshop Input on Evaluation Criteria**

*Potential criteria identified as priorities*

Bike and Pedestrian Barriers	1
<b>Safety</b>	<b>10</b>
High Use/ Potential	0
Benefit to/ Impact on Adjacent Properties and Businesses	2
<b>Environmental Impacts</b>	<b>8</b>
Compliance with Standards	1
Constructability/Sustainability	0
Cost/Funding Availability	1

## D2 Other Focused Outreach

### November 7, 2017 School District Meeting

A meeting was held in November 2017 with the SLV Unified School District to focus on options for improving access to the schools. This meeting was preceded by a site walk including members of the project advisory group and the consultant team. Members of the public, representing school parents, also attended the meeting. The range of project ideas, including results from the workshop and survey, were presented and discussed, as well as specific issues and ideas for access and circulation on the school sites. School district staff had useful suggestions and information to refine and further prioritize projects to improve access at and to the schools. In Spring 2018, RTC and community members once again met with school representatives and presented specific concept ideas, which are discussed in Projects #9 – 11 in Chapter 3, *Priority Projects By Location*.

### Focus Group Meetings May 7 – 10, 2018

Following review of all project ideas and evaluation of about two dozen site specific projects that had been identified as priorities for implementation along the corridor, four focus group meetings were held in May 2018 to solicit feedback on those concepts. The following summarizes input received at those focus group meetings.

#### *Pedestrian and Bicycle Safety- Short/medium term priorities:*

- Encourage more of the relatively low-cost pedestrian activated safety beacons at major crossing points for pedestrians. Locations such as Henry Cowell Park entrance, Pacific St/Clear Creek in Brookdale, Lomond Street in Boulder Creek, Willowbrook Drive north of the schools, downtown Felton mid-block crossing, and SLV school entrance are priorities. Pedestrian Refuge Islands and curb extensions/bulb-outs also desired at all feasible locations, but particularly on village cores.
- Strong support for safer pedestrian and bicycling conditions from the southerly terminus of Glen Arbor Road/Highway 9 to the SLV school campus, as well as from the SLV School Campus to downtown Felton. Determine the feasibility of widening Highway 9 to add striped bicycle lanes and pathways.

- Though SLV residents strongly support maximum protection for the local coast redwoods, all stakeholder focus groups agreed that some redwood trees in the right-of-way could be removed to allow installation of pedestrian and bicycle facilities, especially to improve safety of children getting to school.
- Slowing speeding was identified as a priority for all users, but especially pedestrians and bicyclists. Focus groups favored speed radar feedback signs, as well as narrowing travel lanes with the addition of bulb-outs, angled parking, and bike lanes.
- Though there was support for bicycle facilities, in the face of limited right-of-way width the focus groups communicated that providing facilities for pedestrians was the priority.

Parking:

- Some attendees expressed interest adding diagonal parking on Highway 9 in downtown centers in order to maximize customer convenience and increase parking supply for the benefit of local businesses.
- Strong support for relocating, not removing, any parking that needs to be moved or changed for other improvements. Sidewalks and shade trees would encourage people to walk from more remote parking locations.
- Strong support for general parking plans for all the villages, including maximizing use of private parking lots through agreements with local businesses with large private lots.

Winterization, Slides and Emergency Storm Situations:

- In the winter, SLV can experience 8 feet of rainfall per year. Numerous slides and resulting road closures have occurred over the years cutting off access to schools and businesses and forcing lengthy detours and delays (up to an hour) for commuters, freight deliveries, emergency response and school access. Reinforcing hillsides, removing trees that are obvious hazards to pedestrians and motorists and improving rainfall runoff and conveyance systems were identified as priorities.

Felton

- Felton has the largest traffic volumes and the second largest population, but has some of the least built-out pedestrian infrastructure. Sidewalks with shade trees on Highway 9 to the end of the village and along Graham Hill Rd had strong support. Strong support also for increasing the number of marked crossings and enhancing the safety features at existing crossings, particularly the midblock crossing in front of the Wild Roots Market and the Graham Hill intersection.
- Improving the Graham Hill Rd/Highway 9 intersection was universally deemed to be a high priority, second only to improving access to the SLV Schools Campus (discussed below). Improving facilities for pedestrians and bicycles through the intersection as well as safely maximizing throughput for vehicles by extending storage lengths of turning lanes were identified as key components to intersection improvement.

SLV Schools Campus

- The highest priority projects for the entire corridor that need the greatest consideration are those closest to the school campuses in Felton. This is the essentially unanimous opinion of all participants in the planning process because of the traffic impacts that affect the entire corridor and the safety issues for the children. All the projects in that area are top tier in priority.
  - Addressing safety and the Highway 9 traffic jam around the schools will require improvements to both the Caltrans right of way and to circulation inside the school campuses.
  - Planning resources should be invested to work with the school district to improve internal circulation inside the school campuses in order to identify short, medium, and long-term plans that are the most feasible ways to improve safety and reduce congestion.

*Brookdale and Ben Lomond:*

- In Brookdale and Ben Lomond there are significant gaps in pedestrian facilities, especially between hotels and services. Residents and hotel guests want to walk along or cross Highway 9 to access services, however in each case redwood trees exist that result in very narrow walking conditions and visibility obstructions. Two redwood trees in particular have been identified in the community meetings as major obstacles to safe pedestrian travel. It is also apparent by the scars and loss of bark on these trees that they have been the subject of vehicles hitting them. Removal of these trees and/or realignment of striping away from the trees to attain safer pedestrian movements both day and night was supported by meeting attendees.
- In Ben Lomond, Highway 9 was improved and widened in the 1990s between the two bridges that cross the San Lorenzo River on the south and north ends of town. Development of a striping plan that provides for formal bike lanes in this stretch should be a short/medium priority.
- A left turn lane from Highway 9 to Highlands Park should also be a priority project.

*Boulder Creek:*

- Boulder Creek has a parking shortage. Exploration of diagonal parking serves as additional spots as well as “road dieting” to narrow the corridor to slow down speed.
- Boulder Creek character must be preserved. There is little desire for overhead lights - HAWK systems nor stoplights in village core.
- Support for planting which would provide shade for pedestrians on the eastside of Highway 9. Narrowing lanes and adding center islands in Highway 9, which could be planted with trees.
- Entrances to Boulder Creek from all areas needs to be slowed. Better signage and radar feedback signs at three town entrances, north and south on Highway 9 and from west on Highway 236.
- A stop sign just north of the Bear Creek/Hwy 9 intersection as you enter BC would help commuters and slow traffic.

- An additional crosswalk mid-town would prevent jay walking (between the intersections at 236 and 9, and Forest and 9).
- While most attendees like the concepts of bike lanes, pedestrian uses were identified as a higher priority, especially in Boulder Creek. Narrow entry points and steep hills make biking less attractive. It was suggested to narrow lanes to give greater ability for pedestrian/tree islands in center of the highway or added diagonal parking.

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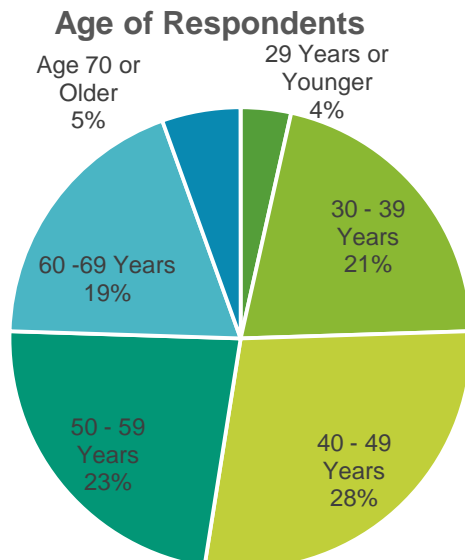
### Online Survey Metadata and Demographic Characteristics

MetroQuest - an interactive web-based survey tool was used to gather public input for the Phase 1 of this planning effort. During the survey period from June 7, 2017 to August 18, 2017 a total of 418 people participated in the online survey. The survey was shared via online newspapers ads, eNews, and social media. The survey sample was self-selected, meaning that individuals decided whether to access and complete the survey. It was possible for individuals to complete only a portion of the survey or to complete the survey more than once. Participants were not selected randomly, nor based on specific demographic characteristics, thus the survey results are not a statistically representative sample of San Lorenzo Valley residents.

In addition to providing input on transportation infrastructure and priorities, participants in the MetroQuest online survey were invited to provide information about their age, place of residence, car ownership, and employment status. Of total survey participants, about 60% provided the following demographic information:

**Age:** A majority of respondents were between the ages 40-49 years

Figure D10: Age of Survey Respondents



Source: Santa Cruz County RTC, 2017.

**Residence Location:**

Location where respondents live were self-identified from a list of choices and not based on addresses or U.S. Census designated areas.

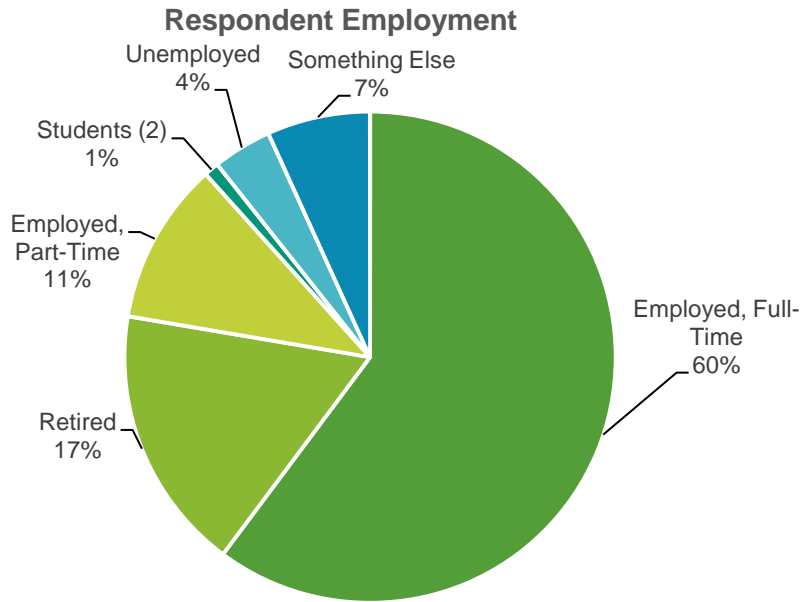
Figure D11: Residence Location

<b>Along the Highway 9 Corridor</b>		
Felton	34%	90
Boulder Creek	31%	82
Ben Lomond	20%	51
Brookdale	2%	5
Other Parts of San Lorenzo Valley	2%	5
<b>Outside of the Highway 9 Corridor</b>		
City of Santa Cruz	6%	16
Other Parts of Santa Cruz County	3%	7
Scotts Valley	2%	4
Santa Clara/San Mateo (Over the Hill)	0%	1

Source: Santa Cruz County RTC, 2017.

**Employment:** The majority of respondents were employed full-time. **Figure D12** shows the breakdown of employment.

Figure D12: Employment of Survey Respondents



Source: Santa Cruz County RTC, 2017.

**Modes of Transportation:** Respondents were asked how they usually (3 times a week or more) get around the San Lorenzo Valley. Respondents were able to provide multiple answers.

Figure D13: Participant Modes of Transportation

	<b>All Responses</b>		<b>Only use one Mode</b>	
	<b>Total</b>	<b>Percent</b>	<b>Total</b>	<b>Percent</b>
<i>Drive Alone</i>	225	88%	154	60%
<i>Bike</i>	37	15%	8	3%
<i>Walk</i>	67	26%	1	0%
<i>Bus</i>	10	4%	2	1%
<i>Carpool</i>	33	13%	11	4%
<i>Taxi/ Uber/Lyft/ etc.</i>	1	0%	0	0%

Source: Santa Cruz County RTC, 2017.