

Appendix E: Background Documents and Prior Community Input

As a first step in development of the Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan, the consultant team reviewed information from other planning documents and past community outreach. Sources of prior input that were reviewed for this planning effort include documented correspondence between area residents, RTC, and Caltrans, as well as various public outreach events. In 2013 a major public outreach effort was led by Supervisor Bruce McPherson of the Fifth District, which included a bus tour of Highway 9 with area residents and Caltrans and meetings with Town Plan committees, plus the SLV Marketing and Branding Committee.

Contents

- E1. Background Documents and Related Plans**
- E2. List of Prior Public Input Documents**
- E3. Summary of Issues and Related Sources**

E1. Background Documents and Related Plans

Below is an overview of documents, prior studies, and state, federal, regional, and local plans related to transportation planning, land use and sustainability which were considered in development of the Highway 9/SLV Plan.

Local Plans and Studies

San Lorenzo Valley Trail Feasibility Study

The San Lorenzo Valley (SLV) Trail Feasibility Study, completed in 2006, evaluated bicycle and pedestrian facility options between Boulder Creek (from the southern intersection of Highway 236 with Highway 9) and the city of Santa Cruz. It included an assessment of route options along Highway 9 in SLV, as well options along Highway 9, Graham Hill Road and potential use the Big Trees/Roaring Camp Railroad line between Santa Cruz and Felton. Areas north of the southern Hwy 236/Hwy 9 intersection in “downtown” Boulder Creek were not evaluated in this study.

The objectives of this study were to: 1) provide a thorough evaluation of the conditions, opportunities and constraints of constructing a continuous bicycle and pedestrian trail, or separate facilities, along the main study routes, or any identified alternative routes; 2) prepare conceptual improvement plans and cost estimates for the most feasible routes; and, 3) with public and agency input, prepare recommendations for trail improvements.

The study ultimately evaluated over 45 miles of potential trail routes, and conceptual plans and cost estimates were prepared for 29 miles of routes. This GIS-based study was

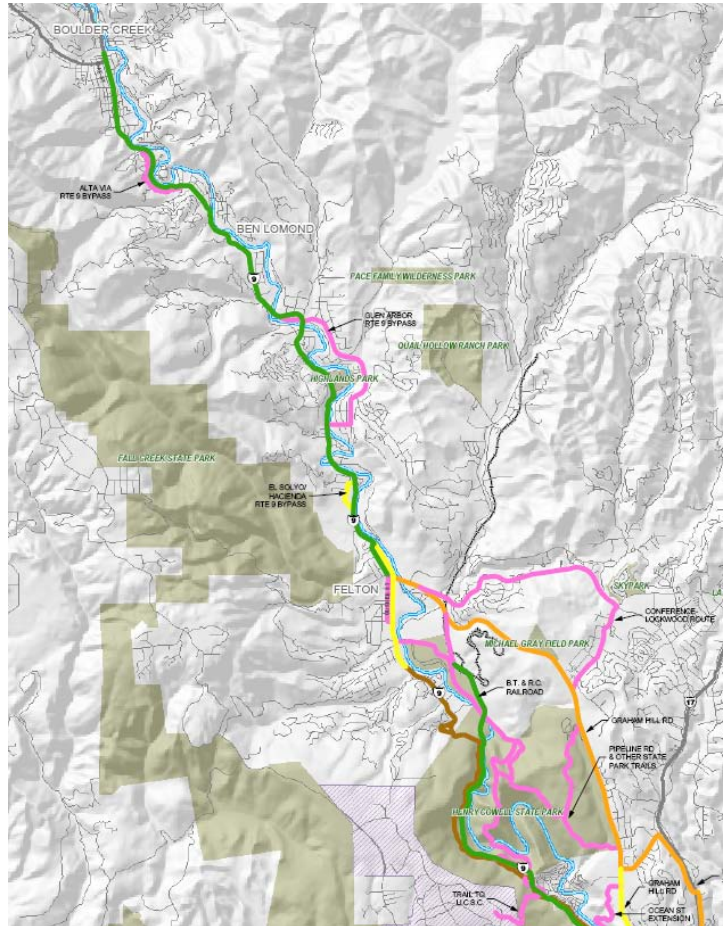


Figure E1: Map from 2006 SLV Trail study

supplemented by extensive field investigations and stakeholder agency and organization contact. Extensive public comments were received through the four community meetings held during the study, and in email and written comments received primarily during review of the draft report.

The Trail Study divided the highway and parallel routes into segments that were analyzed in detail. Ten segments overlapped the current study area from the edge of the Henry Cowell Redwoods State Park property at Glengarry Rd north to the southern Highway 236 intersection in Boulder Creek. Existing conditions in each segment were evaluated and classified by a set of opportunities and constraints typical to the study area, with a corresponding pair of existing conditions and improvement concept maps. Improvement cost estimates were derived from these concepts. The improvements and costs reflected an assessment of planning and environmental considerations, including natural and cultural resources, traffic and the then-current Town Plans for Felton, Ben Lomond, and Boulder Creek.

The maps used a graphic shorthand necessitated by the many miles of routes under study, but the GIS and analysis contain significant detail about site-specific conditions, including ROW and pavement width, entrances and parking, drainage facilities, crosswalks, traffic lanes and signals.

While the SLV Trail Study reflected comments received on the various routes and provides greater detail on potential constraints for bicycle and pedestrian facilities through SLV, it did not prioritize sections for construction.

Felton Town Plan

The Felton Town Plan, 1987 established design and development guidelines for the village center of Felton. The Town Plan has several pertinent policies potentially affecting any complete street improvements along Highway 9 and other roadways in the central business district.

Policies

- Circulation Improvement Policy 6: Change the existing 90-degree parking on Highway 9 to angled parking. This should occur at the same time as constructing wider sidewalks, wherever feasible, and constructing a left-turn lane. (See below.).
- Circulation Improvement Policy 7: Provide a middle left-turn lane in Highway 9 between Hihn Street and Graham Hill Road intersections by installing textured pavers and landscape islands at both ends of the turn lane.
- Pedestrian Circulation Improvement Policy 1: Widen sidewalks.
- Pedestrian Circulation Improvement Policy 2: Construct sidewalks and bike lanes on both sides of Graham Hill Road.

Highway 9 Design Plan

The schematic shown in Figure 4.1 of the Felton Town Plan shows one street configuration north of Kirby and another south of Kirby Street.

- Between Graham Hill Road and Kirby Street: 20' angled parking on both sides. To their interior a 12' wide back-out area on both sides that would have to double as the bike lane. To their interior two 12' wide travel lanes that are separated by a 12' wide left-turn lane.
- Between Kirby Street and Hihn Street: Angled parking is limited to the west side (on private property) behind a pedestrian walk that separates the parking spaces from the right-of-way. Sidewalk would also occur on east side. To the interior of the west sidewalk a 6' wide bike lane. To the interior of the eastside sidewalk, 12' wide parallel parking with a 6' wide bike lane. Therefore, a bike lane on each side. To the interior of the bike lanes, two 12' wide travel lanes that would be separated by a 12' wide left-turn lane.



Figure E2: Felton Town Plan, Felton Village Core Schematic

Ben Lomond Town Plan

The most pertinent policies in the Ben Lomond Town Plan have been implemented with the exception of providing bike lanes on Highway 9 through the village core. Rather, parallel parking spaces were provided in lieu of a designated bike lane. The reconfiguration of the north Mill Street/Highway 9 intersection would provide a safer connection for bicyclists at that location if a new trail route is aligned along Mill Street through the village core. The plan also included the following:

- Increase pedestrian use and amenities on Mill Street by “choking down” the street at the intersection of Mill Street and Main Street by expanding the width of sidewalks and providing street furniture at this intersection (diagram shows a large curb “bulb-out”).
- Provide angled parking on both sides of Mill Street in front of the River Park after the Mill Street/Highway 9 intersection realignment is completed. (Currently angled parking only occurs on the side of Mill Street adjoining the park at this location).
- Provide a pedestrian path (AKA “River Walk”) along the river between the south Highway 9 bridge and River Park. This would require a trail easement from private property owners and approval from Caltrans to construct a segment of the trail underneath the bridge (to connect with the opposite side of Highway 9).

Boulder Creek Town Plan

The Boulder Creek Town Plan contains the following specific to bicycle and pedestrian improvements:

- Bike lanes to be provided on both sides of Highway 9 in the “South Village” (section of “downtown” Boulder Creek between River Street and Harmon Street).
- Provide a separated pedestrian path along the segment of Highway 9 described above.
- Provide widened and separated sidewalks in the village core (“downtown” area north of Harmon Street).
- Provide bike lanes on Highway 9 north of the village core to Redwood School.

Highway 9 Design Plan.

The schematic of this plan is shown here. It shows one street configuration north of Harmon Street (village core) and another south of Harmon (“South Village”).

- “South Village”: A pathway on both sides that is separated from the roadway by a narrow landscape strip. The roadway includes two travel lanes and adjoining bike lanes on both sides. No widths are provided. No on-street parking is shown.
- Village Core: Sidewalks up against the buildings on both sides. To their interior angled parking. To their interior two travel lanes. Street trees would occur intermittently in the areas delineated for angled parking. No widths are shown for any of these uses.

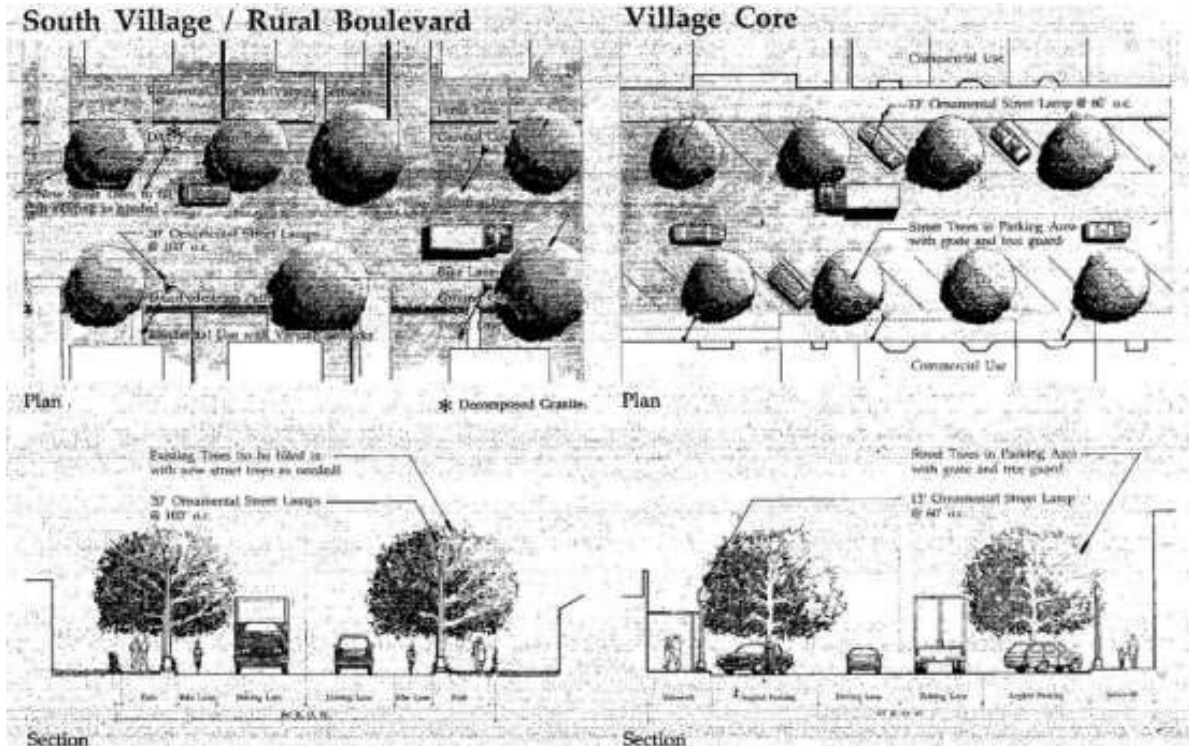


Figure E3: Boulder Creek Schematic Highway and Design Plan, Boulder Creek Town Plan

Santa Cruz County Parks Strategic Plan, 2018

Resulting from more than a year of community meetings and public input, the Santa Cruz County Parks Strategic Plan¹ establishes a vision and series of goals for the County Parks Department. While focused on park facilities, accessibility of parks was a key need identified by the community, and frequent comments about needs included safe pedestrian and bicycle routes to access parks, public transportation to parks and programs, shuttle services or other forms of transportation for people who need it (including seniors who no longer drive) to access parks and program. In regards to improving the parks system, creating and improving trail connections between parks ranked the highest overall at community meetings held in San Lorenzo Valley.

Sustainable Santa Cruz County Plan

The 2014 Sustainable Santa Cruz County Plan² describes the vision, guiding principles, and strategies that can lead to more sustainable development patterns in unincorporated areas of Santa Cruz County. A primary goal of the plan is to reduce greenhouse gas emissions, by integrate the County’s land use and transportation policies in a way that protects environmental resources, supports economic growth, and increases access to opportunity for all County residents. While the plan focuses on complete streets and infill development in Live Oak, Soquel, and Aptos, the Sustainable Santa Cruz County Plan provides examples of complete streets cross-sections



¹ Online at: <http://www.scparks.com/Home/Parks/StrategicPlan.aspx>

² For complete Sustainable Santa Cruz County Plan see: <http://www.sustainablesantacruzcounty.org/>

(Appendix A of Sustainable Santa Cruz County Plan) and treatments that can be drawn upon for SLV. In addition, many of the guiding principles, policies, and strategies are applicable to San Lorenzo Valley. Guiding principles include: focused development within existing urban areas; developing safe, reliable, and efficient transportation choices; open space and resource preservation; preserve and enhance unique community character; support economic vitality; expand housing options; inclusive decision-making; governmental coordination; and fiscal sustainability.

Santa Cruz County General Plan

The 1994 County General Plan³ includes several goals and policies to promote complete streets and increased safety in the Transportation and Circulation Element of the Plan. These goals are generally focused on a countywide basis, which are as follows:

- **Transportation System:** Provide a convenient, safe, and economical transportation system for the movement of people and goods, promoting the wise use of resources, particularly energy and clean air, and the health and comfort of residents.
- **Mode Choice:** Provide the public with choice in transportation modes on a well-integrated system.
- **Limit Increase in Auto Use:** Limit the increase in auto usage to minimize adverse impacts. Increase transit ridership, carpooling, vanpooling, walking and bicycling, etc.
- **Efficiency:** Provide for more efficient use of existing transportation facilities.
- **Regional Goals:** Meet the requirements of regional plans, such as the Congestion Management Program, Air Quality Management Plan and Regional Transportation Plan. Integrate planning for transportation, land use, and air quality goals.
- **Parking:** Manage parking supply to provide reasonably convenient parking for groups such as shoppers and visitors who are most sensitive to the parking supply levels, while encouraging alternatives to solo commuting and limiting impacts on neighborhoods.
- **Access:** Provide for the special transportation needs of the elderly and disabled.
- **Bikeway System:** Develop and implement a comprehensive bikeway system that promotes bicycle travel as a viable transportation mode and meets the recreation and travel needs of the citizens of Santa Cruz County.
- **Safety:** Reduce the number and severity of bicycle accidents. PageJ-4



³ Online at: <http://www.sccoplanning.com>

- Finance: Plan a system within the County's ability to finance and operate, distributing the costs of transportation system improvements equitably among Santa Cruz County and neighboring jurisdictions.
- Aesthetics: Minimize impacts on visual, historic, and archaeological resources.
- Coordination: Coordinate transportation improvements in area plans with the General Plan and LCP Land Use Plan and regional transportation plans.

The County of Santa Cruz is in the process of updating its Circulation Element, as such the goals, objectives and policies may be changed and new objectives and policies may be applicable.

Other Regional Transportation Plans

There are also other county and regionwide plans that are meant to help guide transportation and complete streets improvements, economic development, and sustainable planning within the SLV and the wider region. These plans and how they related to this SLV Complete Streets Corridor Transportation Plan are described in more detailed below.

Santa Cruz County Regional Transportation Plan.

The Regional Transportation Plan (RTP) includes several polices that promote increasing alternative modes of transportation county-wide. These polices have been adopted to implement the RTC Goal #2: "To increase Mobility by Providing an Improved and Multi-Modal Transportation System". The RTP Investment Program lists several projects planned by Caltrans and the County of Santa Cruz through 2040. It also includes a placeholder of \$10 million in Measure D funds to address priorities identified through this planning effort.

Santa Cruz METRO Bus Stop Guidelines

Santa Cruz METRO has established guidelines for the types of improvements allowed at their Bus Stops. METRO also has established guidelines for the levels of ridership necessary to gain additional Bus Stop Amenities. METRO's guidelines were incorporated into the Highway 9 Complete Streets Toolkit.

Santa Cruz County Economic Vitality Study

The two core values outlined in the County's 2014 Economic Vitality Study⁴: sustainability and community investment, directly align with the goals of this Highway 9 project. Two additional goals, Goal 2: Support Sustainable Development with Housing and Transportation Choices and Goal 6: Revitalize and Strengthen Town Centers and Commercial Areas are served by this deeper exploration into expanding active transportation options along the Highway 9 corridor and within neighboring communities. The Vitality Study emphasizes working with transportation partners to ensure that funding is "balanced" and includes local and regional-serving improvements like bike and pedestrian facilities, and complete streets (Goal 2.15). Under the banner of revitalizing town centers, the report includes a goal to "Work with Caltrans to manage Highway 9 in a manner that contributes to the economic success of Felton, Boulder Creek, Ben Lomond, and Brookdale businesses" including "streetscape improvements" (Goal 6.9.2). The study also identified parking supply and parking strategies as vital to support area businesses (Goal 6.9.3, 6.9.4).

Santa Cruz County Economic Development Vision and Strategy

This document⁵ projects a more developed Preliminary Economic Vitality Vision and accompanying Strategies and Actions for economic development efforts in 2015/2016 that build on the initial 2014 Economic Vitality Study. The goals of the Vision and Strategy are consistent with those from the 2014 study, while also developing a larger vision and guiding principles to support future economic sustainability and vitality and justify future investments and actions.

⁴ Santa Cruz County Economic Vitality Study online at::

<http://sccoplanning.com/PlanningHome/EconomicDevelopment/EconomicVitalityStrategy.aspx>

⁵ Santa Cruz County Economic Development Vision and Strategy available online at:

<http://sccoplanning.com/PlanningHome/EconomicDevelopment/EconomicVitalityStrategy.aspx>

Monterey Bay Area Complete Streets Guidebook

The Monterey Bay Area Complete Streets Guidebook⁶, adopted in 2013, is a toolkit designed to assist local jurisdictions in planning, designing and implementing complete streets projects. The Guidebook is based on best practices gathered from projects and reports released nationwide, and includes a project review checklist, and technical appendix. The Guidebook also includes “Measures of Effectiveness” (p. 25) for evaluating complete streets projects, which are helpful for developing performance measures for projects along Highway 9. Chapter 5 of the guidebook has design guidelines, including those for more rural roads.

Monterey Bay Area Metropolitan Transportation Plan and Sustainable Communities Strategy (MTP/SCS)

As mentioned above, the Monterey Bay Area Metropolitan Transportation Plan/Sustainable Communities Strategies (MTP/SCS)⁷ combines the transportation plans and policies of the three Monterey Bay counties into a regional plan. Led by the Association of Monterey Bay Area Governments (AMBAG) in close cooperation with cities and local agencies, Moving Forward: Monterey Bay 2035, is a fiscally-constrained plan for optimizing and expanding the regional transportation system over the next 20 years. Adopted in 2014, the current MTP/SCS includes regional goals and performance measures, growth projections and a financial plan. AMBAG is in the process of developing a technical update to the current 2035 MTP/SCS. The updated 2040 MTP/SCS is planned for adoption in June 2018.

Per California SB 375, the MTP seeks to better integrate land use and transportation planning and reduce greenhouse gases by adopting a Sustainable Communities Strategy for the region. In addition to including a Sustainable Communities Strategy in the MTP, AMBAG adopted a SCS Implementation plan or toolkit, described in more detail below.

AMBAG Sustainable Communities Strategy Toolkit

The Sustainable Communities Strategy Implementation Project (SCSIP)⁸ is a project designed to implement the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The project has developed a set of toolkits focusing on infill housing, transportation strategies, and economic development to achieve the goal of more sustainable development in the region. AMBAG is collaborating with cities to create general plan policies and local ordinances that would help implement the vision of the regionwide MTP/SCS.

The Transportation Measures Toolkit⁹ includes ways to implement SCS Transportation Measures within different “place types.” For the Highway 9 corridor, which falls primarily in the Non-Urban and Town place types, the most applicable Transportation Measures are: “Enhance Pedestrian Connections” and “Enhance Bicycle Connections.” The goals of this Highway 9 corridor project are directly responding to these area needs as outlined in the MTP/SCS.

Federal and State Documents and Plans

California Transportation Plan (CTP) 2040

The California Transportation Plan (CTP) 2040 provides concepts, strategies and performance measure for all modes on State Facilities. The vision from this Plan is, “California’s transportation system is safe, sustainable universally acceptable, and globally competitive. It provides reliable and efficient mobility for people, good and services, while meeting the state’s greenhouse gas emissions reduction goals and preserving the unique character of California’s communities (Caltrans, 2016). Several Goals and Policies from complement the efforts

⁶ Monterey Bay Area Complete Streets Guidebook online at: <https://sccrtc.org/projects/multi-modal/santa-cruz-county-complete-streets/monterey-bay-area-complete-streets-guidebook/>

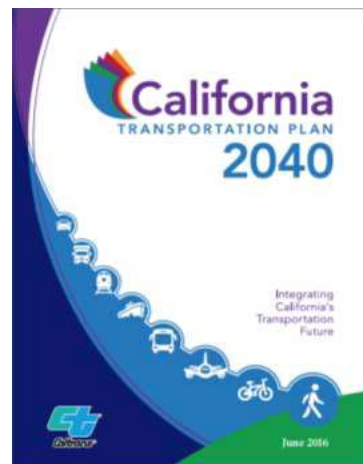
⁷ MTP/SCS online at: <https://ambag.org/programs-services/planning/metro-transport-plan>

⁸ More information, including toolkits here: <http://www.ambag.org/programs-services/planning/metro-transport-plan/sustainable-communities-strategy-implementation>

⁹ Toolkit online at: <http://www.ambag.org/programs/SCSIP/TransportationToolkitCutsheets.pdf>

of this Complete Streets Corridor Plan. Applicable Goals and Policies are listed below:

- Goal 1: Improve Multimodal Mobility and Accessibility For All People
- Goal 3: Support A Vibrant Economy
 - *Policy 3.3:* Seek Sustainable and Flexible Funding to Maintain and Improve the System
- Goal 4: Public Safety and Security
 - *Policy 4.1:* Reduce Fatalities, Serious Injuries, and Collisions
- Goal 5: Foster Livable And Healthy Communities And Promote Social Equity
 - *Policy 5.1:* Expand Engagement in Multimodal Transportation Planning and Decision Making
 - *Policy 5.2:* Integrate Multimodal Transportation and Land Use Development
- Goal 6: Practice Environmental Stewardship
 - *Policy 6.1:* Integrate Environmental Considerations in All Stages of Planning and Implementation
 - *Policy 6.3:* Reduce Greenhouse Gas Emissions and Other Air Pollutants
 - *Policy 6.4:* Transform to a Clean and Energy Efficient Transportation System



Caltrans Strategic Management Plan (CSMP)

The Caltrans Strategic Management Plan, 2015 – 2020, provides guidance for Caltrans’ duties, expectations and operations as while maintaining the State’s transportation system. Several Goals and Policies from complement the efforts of this Complete Streets Corridor Plan, applicable goals and policies are listed below.

GOAL 1: SAFETY & HEALTH

Objective 1.2: Reduce user fatalities and injuries by adopting a “Toward Zero Deaths” practice.

Policy 1.3: Provide Viable and Equitable Multimodal Choices Including Active Transportation

Objective 1.3: Promote community health through active transportation and reduced pollution in communities.

GOAL 3: SUSTAINABILITY, LIVABILITY, AND ECONOMY

Objective 3.1: PEOPLE: Improve the quality of life for all Californians by providing mobility choice, increasing accessibility to all modes of transportation and creating transportation corridors not only for conveyance of people, goods, and services, but also as livable public spaces.

Objective 3.2: PLANET: Reduce environmental impacts from the transportation system with emphasis on supporting a statewide reduction of greenhouse gas emissions to achieve 80% below 1990 levels by 2050.

District 5: 2015 District System Management Plan (DSMP)

The District System Management Plan (DSMP) is one part of District 5’s long range planning process. The DSMP describes the District’s vision for the how the transportation system within the district will be maintained managed and developed over the next 20 years and beyond. State Route – 9 or Highway 9 is considered a Major Collector, Minor Arterial, with conventional access control. Highway 9, is considered part of the National Highway System and the Interregional Road System for part of its route. Additionally, Highway 9 is eligible for to be established as a State Designated Scenic Highway Route.

This Plan, a more locally relevant document, discusses the classification of the roadway network within the district and identify future projects to be undertaken that will help achieve the goals and policies set by the Plan. The goals for the DSMP are based on the Caltrans Strategic Management Plan, which provides the goals and objectives for the State. Several Goals and Policies from complement the efforts of this Complete Streets Corridor Plan, Applicable Goals and Policies are listed below:

GOAL 1: SAFETY AND HEALTH: Provide a safe transportation system for workers and users and promote

health through active transportation and reduced pollution in communities.

Objective 1: Promote Safe Design for All Travelers.

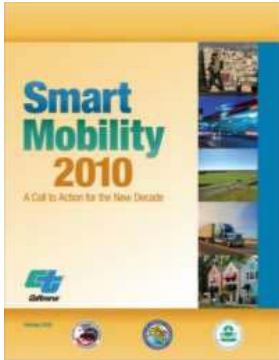
Objective 3: Support Active Modes of Transportation and Access to Transit.

GOAL 3: SUSTAINABILITY, LIVABILITY, AND ECONOMY: Make long-lasting, smart mobility decisions that improve the environment, support a vibrant economy and build communities, not sprawl.

Objective 1: Plan for Multi-modal Integration.

Objective 3: Sustain Environmental Excellence

Smart Mobility 2010: A Call to Action for the New Decade



The purpose of the Smart Mobility document is to provide guidelines, concepts, tools, and resources that respond to today’s transportation challenges. Smart Mobility, if incorporated in local planning process, ensures that people and freight move by emphasizing convenient and safe multi-modal travel, speed suitability, accessibility, management of the circulation network, and efficient use of land. Transportation challenges that the Smart Mobility Call to Action attempts to address is (1) the state mandate to find solutions to climate change, (2) the need to reduce per capita vehicle miles traveled, (3) demand for a safe transportation system that gets people and goods to their destinations, and (4) a transportation system that advances social equity and environmental justice.

Smart Mobility established six principles to consider when planning for the transportation improvements:

1. Location efficiency – Integrate Transportation and Land Use to achieve high levels of non-motorized travel and transit use, reduce vehicle trips and shorten average trip length while providing a high level of accessibility.
2. Reliable Mobility – Manage, reduce and avoid congestion by emphasizing multi-modal options and network management.
3. Health and Safety – Design, operate and manage the transportation system to reduce serious injuries and fatalities, promote active living, and lessen exposure to pollution.
4. Environmental Stewardship – Protect and enhance the State’s transportation system and its built and natural environment
5. Social Equity – Provide mobility for people who are economically, socially, or physically disadvantaged in order to support their full participation in society.
6. Economy – Invest in transportation improvements that support the economic health of the State and local governments, the competitiveness of California’s businesses, and the welfare of California residents

Many of the principles, performance measures, and ideas from the Smart Mobility Call to Action have been incorporated into the update to the 2040 CTP as well as the 2015 District 5 System Management Plan, discussed previously.

Main Street, California: A Guide for Improving Community and Transportation Vitality

The Main Street, California Guide provides guidelines for transportation improvement projects along Caltrans roadways that also function as the “Main Street” or downtown of the Town or City. Many of proposed design improvements for



Figure E4: SR 9 through Downtown Ben Lomond, used as example of environmental sustainability through landscaping (Main Street, California, Page 23)

automobiles, bicycles, pedestrians and transit, are shown in the SR9/SLV plan. The five guiding principles from the Main Street California Guide were incorporated into the proposed improvement projects particularly in the downtown areas of Felton, Ben Lomond and Boulder Creek.

The five guiding principles are:

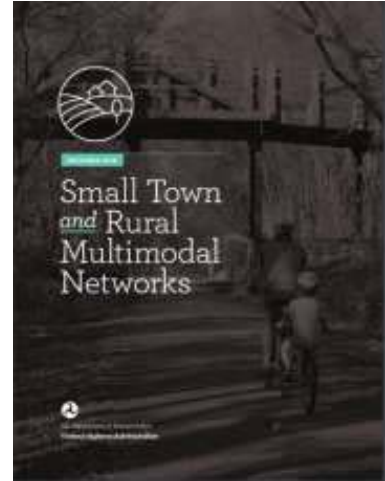
1. Flexibility in Design
2. Partnerships: Caltrans, Communities & Stakeholders
3. Main Streets for All
4. Livable Main Streets
5. Sustainable Main Streets

Small Town and Rural Multimodal Networks

Small Town and Rural Multimodal Networks provides a design resource and examples of best practices when making improvements in small towns and rural communities. This guide created by the Federal Highway Administration list ideas to provide safe, accessible, comfortable, and active travel for people of all ages and abilities.

The intentions for this guide are to:

1. Provide a bridge between existing guidance on bicycle and pedestrian design and rural practice.
2. Encourage innovation in the development of safe and appealing networks for bicycling and walking in small towns and rural areas.
3. Provide examples of peer communities and project implementation that is appropriate for rural communities.



State Route (SR) 9 Transportation Concept Report (TCR)

Caltrans provides Transportation Concept Reports (TCR) for all of the routes in the State Highway System. The purpose of the TCR is to provide the status of the highway on several performance measures, provide a 20 – 25+ year concept on how the corridor should operate, and identify possible improvements to achieve those operating conditions across all modes. Additionally, the TCR provides the basis for evaluating local government and developer request for highway improvements and mitigation for local development.

The TCR splits State Route 9 in 3 segments:

- SR 1 (PM 0.046) to Graham Hill Road (PM 5.640),
- Graham Hill Road (PM 5.640) to south junction of SR 236 (PM 13.307), and,
- South junction of SR 236 (PM 13.307) to SR 35 (PM 27.094).

The Study Corridor covers PM 4.600 – PM 13.307, which are incorporated in Segments 1 and 2. In all segments existing and future Highway 9 is considered a conventional 2-lane highway. Data from the TCR was incorporated into the mapping efforts to show existing and future traffic conditions.

Towards an Active California: State Bicycle & Pedestrian Plan, 2017

Caltrans worked with a diverse group of stakeholders and the public to develop *Toward an Active California*, a bike and pedestrian plan that guides the planning and development of non-motorized transportation facilities and maximize the use of future investments on the State Highway System and other state facilities. The plan is expected to lead to improved connections between the State’s bicycle and pedestrian facilities with the network of local and regional roads, public transit, and intercity and passenger rail.



Caltrans As-Builts and ROW Maps

In the absence of a full survey, Caltrans As-builts and right-of-way maps dating back to the 1960s were used to establish existing roadway dimensions and right-of-way widths.

Programming Documents - Current and Scheduled Improvement Projects

Once projects are designated funding they are typically listed in budgeted and programming documents. These documents are regularly amended as funding becomes available for specific projects. These include the following documents.

State Highway Operation and Protection Program (SHOPP)

The SHOPP is focused on maintenance, system preservation (e.g. repaving, drainage, etc), and meeting state and federal mandates within the state right-of-way. SHOPP transportation infrastructure projects on state highways include:

- Central Drainage & Erosion Control: Drainage System upgrades and slope stabilization at inlets and outlets
- Bridge replacements
- Highway Preservation: projects that address bridge preservation, roadway and roadside preservation and operations improvements.
- Collision Reduction and Emergency Projects: Projects that address collision reduction, mandates (including storm water mandates) and emergency projects.
- Minor Projects: Smaller SHOPP projects (less than \$1.25 million) that reduce/enhance maintenance efforts by providing minor operational, pavement rehab, drainage, intersection, electrical upgrades, landscape, and barrier improvements.
- Operational and Safety: shoulder widening, bus turnouts, and turn lanes

The list of planned highway projects in Caltrans District 5 is available online at:

<http://www.dot.ca.gov/dist05/projects/pdf/d5sop.pdf>

Santa Cruz County Capital Improvement Program

The Santa Cruz County Capital Improvement Program,¹⁰ prepared by the County Department of Public Works in conjunction with the Administrative and Planning Departments, is a 5-year financing implantation plan for roads and parks¹¹ capital improvements within the unincorporated county. The document also identifies unprogrammed projects (projects with no funding source identified in the coming five years). The CIP includes several projects along the Highway 9 corridor. Much of the funding in recent years has been focused on storm damage and other disaster recovery projects.

Regional and Metropolitan Transportation Improvement Program (RTIP and MTIP)

The Santa Cruz County Regional Transportation Commission (SCCRTC) and Association of Monterey Bay Area Governments (AMBAG) prepare programming documents showing which projects have been awarded regional, state and federal funds. The RTIP and links to the MTIP are online at: www.sccrtc.org/rtip.

Measure D 5-year Plans

Each year, following a public hearing, the RTC updates the 5-year plan showing how it plans to use Measure D funds, including funds designated for San Lorenzo Valley (SLV) Highway 9 corridor improvements. The plans are posted online at: www.sccrtc.org/move. The County of Santa Cruz selects projects for the county's direct allocation of Measure D funds for projects in the unincorporated areas of the county, including SLV, as part of its annual Capital Improvement Program (see below).

E2. List of Prior Public Input and Planning Documents

- A. Supervisor Bruce McPherson Summary Letter, Oct 7, 2013
- B. Comments by Hal Anjo on Supervisor Bruce McPherson Summary Letter, Oct 28, 2013
- C. San Lorenzo Valley Town Committees Current Issues/Projects, December 5, 2013
- D. Supervisor Bruce McPherson Nov 8 Meeting Outcomes Letter, December 10, 2013
- E. San Lorenzo Valley Highway 9 Committee Issues list

¹⁰ See complete document here: <http://www.dpw.co.santa-cruz.ca.us/Portals/19/pdfs/2016-17Proposed-CIP.pdf>

¹¹ Including roadside betterment and drainage projects.

- F. 2040 Regional Transportation Plan (RTP): San Lorenzo Valley Projects List
- G. Memo “Opportunities to improve safety near the highway 9 schools” sent to Adam Fukushima, Caltrans, from Bryan Largay, SLV Walking and Bike Path Team, November 13, 2012
- H. Email “Bike and Ped improvements for Hwy 9” from Bill Lebon to Cory Caletti, RTC, May 13, 2007
- I. Email “Public Works Sponsorship for Hwy 9 improvements” from Bill Lebon to John Presleigh, County Public Works, July 2, 2007.
- J. Email, “Re: Caltrans”, Bill Lebon to Cory Caletti, with attachments “South Felton Neighbor Letter,” “Questionnaire,” and “Statement of Need,” June 25, 2007
- K. RTP Summary of public comments related to Highway 9
- L. SLV/SR9 Priority Projects document
- M. South Felton Neighbor Letter (attachment from Bill Lebon on email “J”)
- N. Statement of Need (attachment from Bill Lebon email “J”)

E3. Summary of Previously Identified Issues

Note: Letters after each project or issue reflect sources of community input listed in E2 above.

Felton

- 1. Bike and pedestrian paths from Felton to the San Lorenzo Valley High School and Elementary school. - See E, G, K, L, M
- 2. Improve pedestrian access through Felton with trails and sidewalks downtown. -See E, K, L
- 3. Widen and extend sidewalks on Highway 9 from Graham Hill Road to Hihn Street by making parking diagonal. – See A, E, K, L
- 4. Need safer crosswalk on Highway 9 at New Leaf, and possibly a “keep clear” zone so cars can exit and enter New Leaf parking lot while waiting for the light Change. -See E, L
- 5. As an alternative to 4, consider a stop light at New Leaf crossing pedestrian safety but also make safer exit of cars from New Leaf lot onto Highway 9. -See E
- 6. Diagonal parking for safer backing out in commercial areas. – See A, B, E, L
- 7. Better bike and pedestrian paths through town to Henry Cowell Park entrance. Crosswalk at Henry Cowell Park (M) – See A, E, K, L
- 8. Improve Metro stop near SLV High – See A, B, C, D, E, K
- 9. South Felton -25 mph extended from Felton to HC Park, shoulder widened along east side to accommodate bikes and parallel parking, hiking and equestrian trails along the highway – See M
- 10. El Solyo Heights – G, K

Ben Lomond

- 1. Route 9 Main Street crosswalk add warning devices such as in pavement flasher to overhead beacons to actively alert drivers to pedestrians crossing, install additional electrolier and convert to LED lights on Route 9. - See A, B, C,D, E, L (*Crossover issue with the BC Ped/Safety/Traffic Flow Committee*)
- 2. Install a new pathway on the south side of Route 9 from the Quality Inn /bridge southerly to the Mill Street crosswalk. This should include removal of one or more redwood trees to provide sufficient width. -See E, L (*Crossover issue with the BC Ped/Safety/Traffic Flow Committee*)
- 3. Conduct an engineering speed study on Route 9 in the current 30 MPH zone in downtown (this should closely examine the number of businesses that are now active in this stretch and reported crashes). - See E, L
- 4. Overhead street name signs on the traffic signal, replace any existing street name signs with outdated smaller fonts with FHWA required large fonts. – See A, B, C, D (Boulder Creek), E, L

Boulder Creek

- 1. The right for businesses to do sidewalk/storefront improvements along Hwy 9. – See A, B, D, E

(Crossover issue with the BC Land Use & Community Aesthetics Committee)

2. Create outdoor eating/seating areas on sidewalks along Highway 9. – See A, B, C, D E (providing seating would require encroachment permit from Caltrans) *(Crossover issue with the BC Land Use & Community Aesthetics Committee)*
3. Bulb-outs at crosswalks in town at Mountain, Lomond and Forest Streets and Highway 236. *(Crossover issue with the BC Ped/Safety/Traffic Flow Committee)* – See A, D, E
4. Street lights-downtown Boulder Creek. – See A, E
5. Metro stop improvements – See A, B, C, D, E