PART I: General Project Information

1. **Project Title:** Bean Creek Road Rehabilitation, City/County limit to Bluebonnet Lane

2. **Total Funding Requested:** $200,000  
   **Total Project Cost:** $222,000

3. **Implementing Agency:** City of Scotts Valley

4. **Sponsoring Public Agency that has Master Agreement with Caltrans:** same

5. **This is priority number 2 of 2 projects submitted.**

6. **Project summary:** Stabilization, rehabilitation and overlay of failing portions of Bean Creek Road as well as overlay or slurry seal of remaining portions from Bluebonnet Lane, .6 miles to the City/County boundary line.

7. **Project Description/Scope:** Bean Creek Road is a local/rural from Scotts Valley Drive extending from Scotts Valley Drive .6 miles to the City/County boundary and continuing 2.7 miles to the intersection of Glenwood Drive in the County of Santa Cruz.

   The portion from Scotts Valley Drive to Bluebonnet Lane is fronted by Scotts Valley Middle School and medium high density residential. This portion was widened to add bicycle lanes and sidewalk, and overlaid using various grant funds in 2009.

   Bluebonnet Lane to the City/County limit is .6 miles of 22', 2 lane road fronting medium high density residential and the 220 unit Montevalle Senior Mobile Home Park. The roadway becomes rural serving several low density residential parcels to the City limit. Beyond the City limit the roadway continues rural in nature serving low density County residential parcels to its intersection with Glenwood Drive.

   Bean Creek Road is heavily used by recreational cyclists as well as a more limited number of pedestrians again as recreation because of its rural, forested nature. Recent complaints by both communities about the poor condition of the roadway surface have raised the priority by the City for rehabilitation. City Council discussed the concerns at the City Council Meeting on October 16, 2013 with input from residents submitted by staff. They directed staff to proceed to seek funds for rehabilitation of the roadway.

8. **Regional Transportation Plan (RTP) Project Number:** SV – P27  
   a. Project costs are identified as ☑ “Constrained”

9. **Project Cost by Mode:** 95% Road Rehab; 5% new bike facility

10. **Project Location and Limits or Service Area:** Attached  
    a. **Project Length:** .6 miles  
    b. **Complete Street Design Type:** Local Subdivision Street/Local
c. **Provide information on existing and projected conditions/context for projects on roadways**

<table>
<thead>
<tr>
<th></th>
<th>Existing</th>
<th>With project (write “N/C” if no change)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Functional classification of this road, as defined by FHWA?*</td>
<td>10cal/Rural</td>
<td>N/C</td>
</tr>
<tr>
<td>Right-of-way width</td>
<td>40</td>
<td>N/C</td>
</tr>
<tr>
<td>Roadway pavement width</td>
<td>22</td>
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</tr>
<tr>
<td># of automobile lanes</td>
<td>NB/EB: 1 SB/WB: 1</td>
<td>NB/EB: 1 SB/WB: 1</td>
</tr>
<tr>
<td>2-Way Center Turn Lane (Yes/No)</td>
<td>No</td>
<td>N/C</td>
</tr>
<tr>
<td>Sidewalks (none, one side or both?)</td>
<td>None</td>
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<tr>
<td>Sidewalk width</td>
<td>N/A</td>
<td>N/C</td>
</tr>
<tr>
<td>Landscaping (Yes/No)</td>
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<td>N/C</td>
</tr>
<tr>
<td>On-Street Parking (Yes/No)</td>
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</tr>
<tr>
<td>Shoulder width</td>
<td>0-4 Feet</td>
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<tr>
<td>Bike lane width</td>
<td>Class III</td>
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<tr>
<td>Intersections (Signalized/unsignalized)</td>
<td>1 Unsignalized</td>
<td>N/C</td>
</tr>
<tr>
<td>Pavement condition (poor, fair, good)</td>
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<td>New</td>
</tr>
<tr>
<td>Posted speed limit</td>
<td>25</td>
<td>25</td>
</tr>
<tr>
<td>Traffic Volumes</td>
<td>1,500</td>
<td>2,000 ADT at 2017</td>
</tr>
<tr>
<td>Transit Route/Stops (Yes/No)</td>
<td>No</td>
<td>N/C</td>
</tr>
<tr>
<td>Truck Route (Yes/No)</td>
<td>No</td>
<td>N/C</td>
</tr>
<tr>
<td>Are accommodations for seniors, disabled, and youth/students sufficient? (Yes/No)</td>
<td>No</td>
<td>N/C</td>
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</table>

11. **Project Schedule:**

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<thead>
<tr>
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<th>Month/Year</th>
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<tbody>
<tr>
<td>Begin Environmental (PA&amp;ED) Phase</td>
<td>01/01/14</td>
</tr>
<tr>
<td>Circulate Draft Environmental Document</td>
<td>Document Type (ex. EIR)</td>
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<tr>
<td>End Environmental Phase (PA&amp;ED Milestone)</td>
<td>03/01/14</td>
</tr>
<tr>
<td>Begin Design (PS&amp;E) Phase</td>
<td>06/01/14</td>
</tr>
<tr>
<td>End Design Phase (complete PS&amp;E)</td>
<td>9</td>
</tr>
<tr>
<td>Begin Right of Way Phase</td>
<td>N/A</td>
</tr>
<tr>
<td>End Right of Way Phase (Right of Way Certification Milestone)</td>
<td>N/A</td>
</tr>
<tr>
<td>Request Authorization to Proceed with Construction (completion of all prior tasks)</td>
<td>10/01/14</td>
</tr>
<tr>
<td>Award Contract</td>
<td>03/01/15</td>
</tr>
<tr>
<td>End Construction Phase (Construction Contract Acceptance Milestone)</td>
<td>06/01/15</td>
</tr>
<tr>
<td>End Closeout Phase (Closeout Report)</td>
<td>07/01/15</td>
</tr>
</tbody>
</table>

12. **Contact** Person/Project Manager Name: Majid Yamin  
   Telephone Number: 831-438-5854 E-mail: myamin@scottsvally.org
PART II
Project Benefits

1. Generally, what are the benefits of this project?  
Rehabilitate a roadway that due to its current condition discourages use by cyclists as well as pedestrians.

2. How many travelers will be directly served by this project per day?  **2,000**
   a. ADT volumes:  **1,500**
   b. Other (e.g. avg. number of people directly served/day; number of users of facility/day; TDM-direct participants)  **De minimus**
   c. For projects with bike, ped, transit, or TDM elements – Number of people expected to shift from automobile to alternative mode **De minimus (average per day)**
   d. Source(s) used to develop estimates shown above: City traffic counts

3. Who are the primary travelers served/targeted by project?
   - Commuters
   - Recreational users
   - Visitors
   - Youth
   - K-12 Students
   - College Students
   - Low income
   - Seniors
   - Disabled
   - Other__________________________
   a. Briefly describe indirect beneficiaries of the project, if any:

4. What are the key destinations served by this project and distance (in approximate feet) from project/facility?
   - Employment centers 4752 feet
   - Senior centers 1600 feet
   - Senior housing 0 feet
   - K-12 Schools 2112 feet
   - Groceries/Services 2640 feet
   - Retail/Commercial center ______feet
   - Transit centers 1584 feet
   - Visitor destination ______feet
   - Parks/recreational area 2112 feet
   - Civic/public facilities 1590 feet
   - Other Library
   a. Are there other planned transportation and/or land use projects that could affect circulation in the project area in the future?  Yes, the City Town Center project is in the development design phase. The Town Center boarders the proposed rehabilitation project and the additional users will also benefit.
   b. Are planned (future) land use projects anticipated to increase travel demand through project area?  (Mark yes or no for each mode)
      - Car:  Yes [x] No
      - Transit:  Yes [x] No
      - Truck/Goods:  Yes [x] No
      - Bike:  Yes [x] No
      - Pedestrian:  Yes  [x] No

5. What travel condition(s) are improved or impacted as a result of the proposed project design?
   - Safety: Improves transportation safety
      - There are currently perceived safety/speeding issues in the project area
   -[x] Project will reduce fatal and/or injury collisions
☐ There is a history of collisions in the project area
  o Number of severe injury or fatal incidents in project area in past 10 years _____________
    (Source? e.g. http://tims.berkeley.edu __________________)

☐ Improves safety for which modes: ___________________________________

☐ Reduces potential for conflict between cyclists and/or pedestrians and vehicles

☐ Safety improved for youth, vulnerable users (pedestrians/bicyclist), and transportation disadvantaged (low income, seniors, disabled, minority status)

☐ Provides access to emergency services

☒ System Preservation: Preserves existing transportation infrastructure/facilities or services
  o Pavement: Current PCI of road <30. Projected PCI with project 80
  o Why is this location/facility a priority for preservation, especially over other facilities? (e.g. is project part of a pavement management plan) Cycling community expressed concerns about pavement condition.

☐ Reduces Vehicle Miles Traveled (VMT)

☐ Improves multimodal Level of Service

☒ Increases walking
  ☒ There are currently lacking/insufficient pedestrian facilities
  ☐ Improves connectivity, fills gap in sidewalk/pedestrian path network
    ☐ Reduces distance to walk trip between neighborhood and key destination
  ☐ Adds new sidewalks or paths on: ☐ one or ☐ both sides of the street
  ☐ Widens sidewalk path of travel for current and projected pedestrian volumes
  ☐ Adds missing curb ramps
  ☐ Upgrades facility to meet ADA accessibility requirements, implement ADA Implementation Plan
  ☐ Reduces pedestrian crossing distance
  ☐ Adds pedestrian signal heads
  ☐ Adds pedestrian-actuated traffic signals or automatic pedestrian cycles
  ☐ Adds audible countdown at intersection
  ☐ Adds pedestrian-level lighting
  ☐ Adds high visibility crosswalks
  ☐ Adds illumination at crosswalks
  ☐ Other crosswalk enhancements
  ☐ Adds median safety islands
  ☐ Minimizes driveways
  ☐ Adds wayfinding signage
  ☐ Adds shade trees (Street trees)
  ☐ Adds planter or buffer strips
  ☐ Adds benches or other types of seating

☒ Increases bicycling
  ☐ There are currently lacking/insufficient bicycle facilities
  ☐ Improves connectivity, fills gap in bicycle network
  ☐ Reduces distance to bike trip between neighborhood and key destination
  ☐ New Class I bicycle path
  ☐ New Class II bicycle path
☐ Shared-Lane Marking (Sharrow)
☐ New Bicycle boulevard
☐ Widens bicycle lanes from ____ feet to ____ feet wide
☐ Widens outside lanes or improve shoulders
☐ Adds bicycle actuation at signals (i.e., loop detectors and stencil or other means to make signals responsive to bicycles)
☐ Adds bicycle box at intersection
☐ Adds color-treated bicycle lane
☐ Adds floating bicycle lane
☐ Adds signs, signals and pavement markings specifically related to bicycle operation on roadways or shared-use facilities
☐ Adds route/wayfinding signage
☐ Adds long-term bicycle parking (e.g., for commuters and residents)
☐ Adds short-term bicycle parking
☐ Increases public transit usage
☐ Reduces air pollution
☐ Improves travel time reliability of the transportation system. Which modes? _______________
☐ Improves efficiency of the transportation system. Which modes? _______________
☐ Reduces total traffic congestion
☐ Reduces disparities in safety and access for people who are transportation disadvantaged due to age, income, disability or limited English proficiency
☐ Improves the convenience and quality of trips
☐ Increases ecological function (such as: ○ increases tree canopy; ○ improves habitat; ○ improves water quality; ○ reduces storm water runoff; ○ enhances sensitive areas)

6. Will project result in the elimination or reduction of an existing bike path or sidewalk? Will the proposed project sever or remove all or part of an existing pedestrian or bicycle facility or block or hinder pedestrian or bicycle movement? ☐ Yes ☐ No.
   a. Was the facility being removed, modified, or replaced previously funded through the RTC? ☐ Yes ☐ No

7. Complete Streets Implementation/Design. Given the street design and existing and future conditions, please complete the following (for projects on roadways). (See the Monterey Bay Area Complete Street Guidebook for more information, definitions.)
   a. Describe how this project is consistent with the guidebook: As a roadway rehabilitation project within the existing public right of way, the project is exempt from CEQA. As such the project is also exempt from the complete streets act.

   Considerations of the complete streets act were incorporated however, by including the perspectives of all stakeholders including cyclists, pedestrians and seniors in the senior housing fronting the project.

   It is also consistent with local policies and has considered adjacent land uses and meeting the needs of all users of the roadway.

   b. Is the project area a candidate for the following?
      - Road Diet (3 or more lanes, but ADT <20,000, bicycle collisions) ☐ Yes ☐ No
• Traffic Calming: □ Yes ☒ No
• Roundabout: □ Yes ☒ No
• Transit/Bike/Ped Prioritization at Intersection: □ Yes ☒ No
• Transit-Oriented Development/Transit Corridor (15 min. headways): □ Yes ☒ No
• Neighborhood Shared Street: □ Yes ☒ No
• Pedestrian Place: □ Yes ☒ No

c. Is the complete streets cross section/design for this type of street (as recommended in the Guidebook) supportable for this project? ☒ Yes □ No
   If not, explain why:
   □ Lack of ROW width
   □ Insufficient Funding
   □ Trees/environmental constraints
   □ Existing Structures

d. Have alternative designs been considered? □ Yes ☒ No

e. What refinements of the cross section/design were needed?
   • Removed/partial zones (Guidebook Ch. 5) for:
     □ Pedestrians □ Bicyclists □ Landscaping □ Vehicles □ Parking
   • Considered alternative routes/locations for:
     □ Pedestrians □ Bicyclists □ Landscaping □ Vehicles □ Parking

f. Exemptions to Complete Streets (refer to Ch. 6 of the Guidebook)
   • Is the project exempt from accommodating certain users? □ Yes ☒ No
   • Is the cost excessively disproportionate to the need or probable use? □ Yes ☒ No
   • There is a documented absence of current and future need? □ Yes ☒ No
   • Other Categorically exempt and within existing right of way.

8. Describe the public input plan for this project.
The senior mobile home housing has been included as well as the cyclist community. All stakeholders expressed the need for improving the condition of the roadway to make it more appropriate for cyclists and pedestrians.

9. Stakeholder Outreach: Which stakeholder groups have already provided input, or will be asked to provide input in future, on project scope and design?

<table>
<thead>
<tr>
<th>Group</th>
<th>Provided input</th>
<th>Will seek input</th>
<th>Group</th>
<th>Provided input</th>
<th>Will seek input</th>
</tr>
</thead>
<tbody>
<tr>
<td>Neighborhood Group</td>
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<td></td>
<td>Transit Agency</td>
<td></td>
<td></td>
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<tr>
<td>Business Association</td>
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<td></td>
<td>Adjacent jurisdictions</td>
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<td>School</td>
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<td>Environmental Groups</td>
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<td>Property Owners</td>
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<td></td>
<td>Transportation</td>
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<tr>
<td>Bicycle Committees</td>
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<td></td>
<td>Disadvantaged</td>
<td></td>
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<tr>
<td>Pedestrian Committee</td>
<td></td>
<td></td>
<td>Senior Group</td>
<td></td>
<td>Yes</td>
</tr>
</tbody>
</table>

Have specific changes been requested by stakeholders? □ Yes ☒ No

10. Describe project readiness/deliverability: The project is exempt from CEQA and within the existing public right of way. Scotts Valley City Council considered the project on October 16, 2013 and directed funding be sought for the project. The matching funds were approved.
### Capital Projects

**Project Budget & Funding Plan**

**PART III**

<table>
<thead>
<tr>
<th>Phase of Work</th>
<th>1/4/15</th>
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<th>7/1/15</th>
<th>1/4/15</th>
<th>Total</th>
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<tbody>
<tr>
<td>ROS: Construction</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>ROS: Design (PSE)</td>
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<td>ROS: ROW</td>
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</tbody>
</table>

**Notes:**
- Round figures to the nearest thousand dollars.
- Do not calculate automatically; fill in electronically if electronic file is used.
- Amounts should be expended for each project phase in each fiscal year by funding source.

### A. Cost/Funding Summary

**Bean Creek Road Rehabilitation**

**Completed both sections: A. "Cost/Funding Summary" and B. "Detailed Cost Estimate"**

**Table:**

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>N/A</th>
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<tr>
<td>2020</td>
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</table>

**Sources (Specify fund source type - e.g. STIP):**
- Funds Requested from STIP:
- Funds Requested from Local (Local TDA, etc.):
**PART III**  
**Project Budget & Funding Plan**  
**CAPITAL PROJECTS**  
**B. "Detailed Cost Estimate"**

**Project Title:** Bean Creek Road Rehabilitation

<table>
<thead>
<tr>
<th>Item No.</th>
<th>Environmental Studies and Permits</th>
<th>Engineer's Estimate</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td></td>
<td>$1,000</td>
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<tr>
<td>2</td>
<td>Plans, Specifications, and Estimate</td>
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</table>

**RIGHT OF WAY**

**TOTAL RIGHT OF WAY COMPONENT COST** $7,000

**CONSTRUCTION (update items to match actual items for project)**

<table>
<thead>
<tr>
<th>Item Description</th>
<th>Quantity</th>
<th>Units</th>
<th>Unit Cost</th>
<th>Total</th>
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<tbody>
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<td>SF</td>
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<td>Remove &amp; replace localized failed areas</td>
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<td>Traffic stripes, pavement markers and markings</td>
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**SUBTOTAL CONSTRUCTION ITEMS** $195,000

**CONTINGENCY** $20,000

**TOTAL CONSTRUCTION COST** $215,000

**Total Cost** $222,000
Figure 1
Bean Creek Road Looking North

Figure 2
Southbound Drainage Failure

Figure 3
Southbound Roadway Failure

Figure 4
City/County Limits

EXISTING PROJECT
ATTACHMENT 2