Appendix E: Bicycle and Pedestrian Conditions Maps

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Bicycle and Pedestrian Conditions Maps

Guide to Bicycle and Pedestrian Conditions Maps

For a Complete Streets study the focus is typically finding a better balance between accommodation of motor vehicles, and accommodation of bicyclists and pedestrians. This is certainly the case in the SLV Highway 9 corridor. Physical conditions occurring within the study corridor are quite variable and complex. For the purpose of this study, typical conditions were defined to categorize existing conditions along the routes and the constraints for providing more space for bicyclists and pedestrians. Similar to traffic level-of-service descriptions, they are organized A to F, A representing areas where access space or facilities are good (though not perfected), and F being the most constrained condition for adding bicycle or pedestrian improvements or other improvements that require additional space (i.e. turn lanes or bus stops). These conditions categories are described in the following pages.

Table 1: Key for Typical Existing Conditions

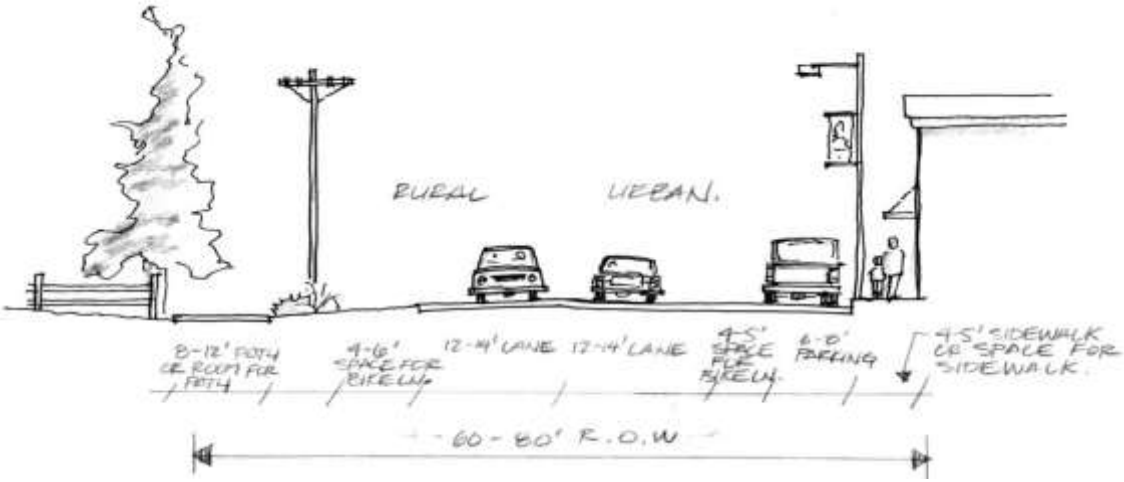
Letter	Color on Maps	Represents
A –		Areas with adequate existing bike and pedestrian access
B –		Areas with relatively level topography, few barriers to creating/improving bike and pedestrian access
C –		Areas with moderate topography, but significant adjacent trees, and/or private use and improvement barriers
D –		Areas with steep topography immediately adjacent to the roadway
E –		Area with steep topography immediately adjacent to the roadway and adjacent trees, and/or private use and improvement barriers
F –		Areas with major retaining walls close to the roadway

A – Areas with existing bike and pedestrian access

These areas have at least 8' shoulders with adjacent unobstructed area for pedestrians, or shoulders wide enough to be designated as Class 2 bike lanes (4' to 6') and existing sidewalk or paved pedestrian path. Some barriers such as utility poles, trees, signs, and driveways would have to be addressed to complete or formalize these improvements. This condition often occurs in or near the center of the business districts.

South Felton, looking south

Downtown Boulder Creek looking north

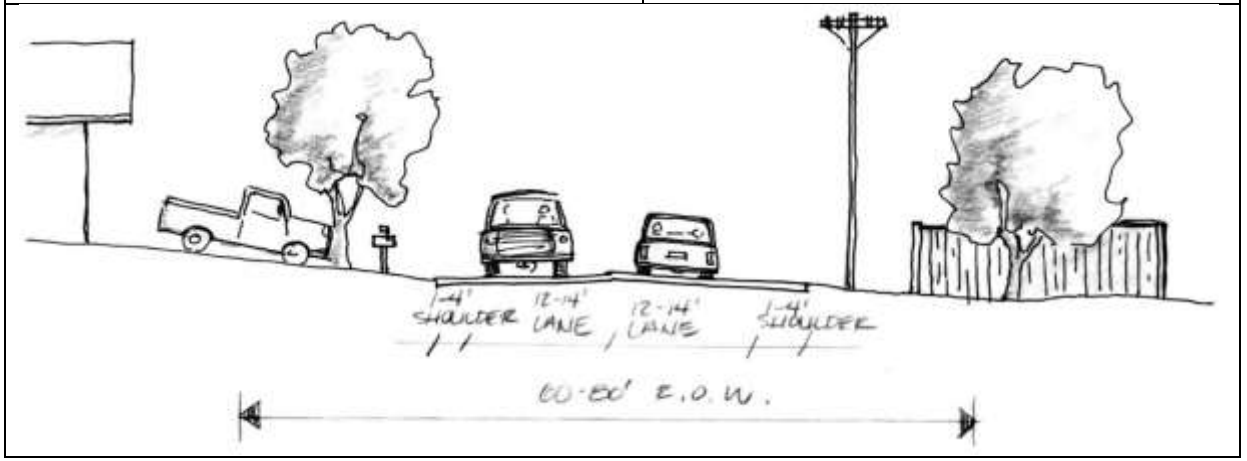


B – Areas with relatively level topography, few barriers to creating/improving bike and pedestrian access

Typically, on at least one side, there is room to widen the highway and/or construct a separate pedestrian path with some minor grading and drainage structure addition/improvement, though some barriers such as utility poles, drainage ditches, trees, and driveways would have to be addressed. This condition generally occurs on the outskirts of the towns.

Ben Lomond

Southern Boulder Creek

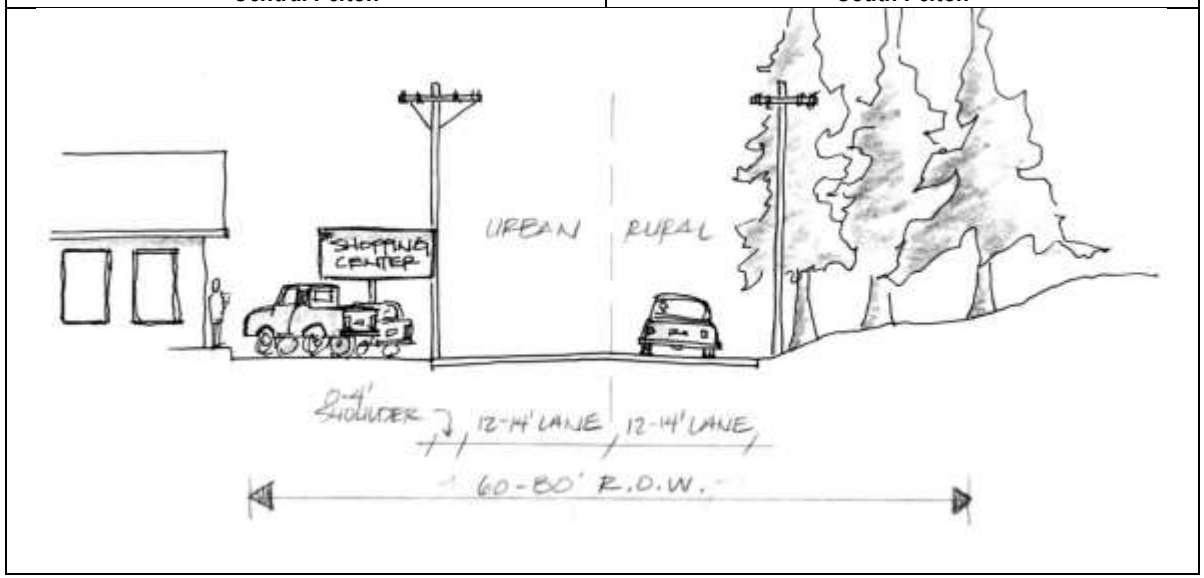


C – Areas with moderate topography, but significant adjacent trees, and/or private use and improvement barriers

This type includes residential or commercial areas where the structures, parking, and improvements have been established close to the roadway, or State Park or other areas where mature trees (typically redwoods) are adjacent to the roadway, so that widening the highway, providing a separate Class 1 trail, or providing a sidewalk or path would require redesign or re-arrangement of the site. A common condition is conflict with residential, or more commonly commercial parking that uses the highway right-of-way for head-in and pull-out.

Central Felton

South Felton

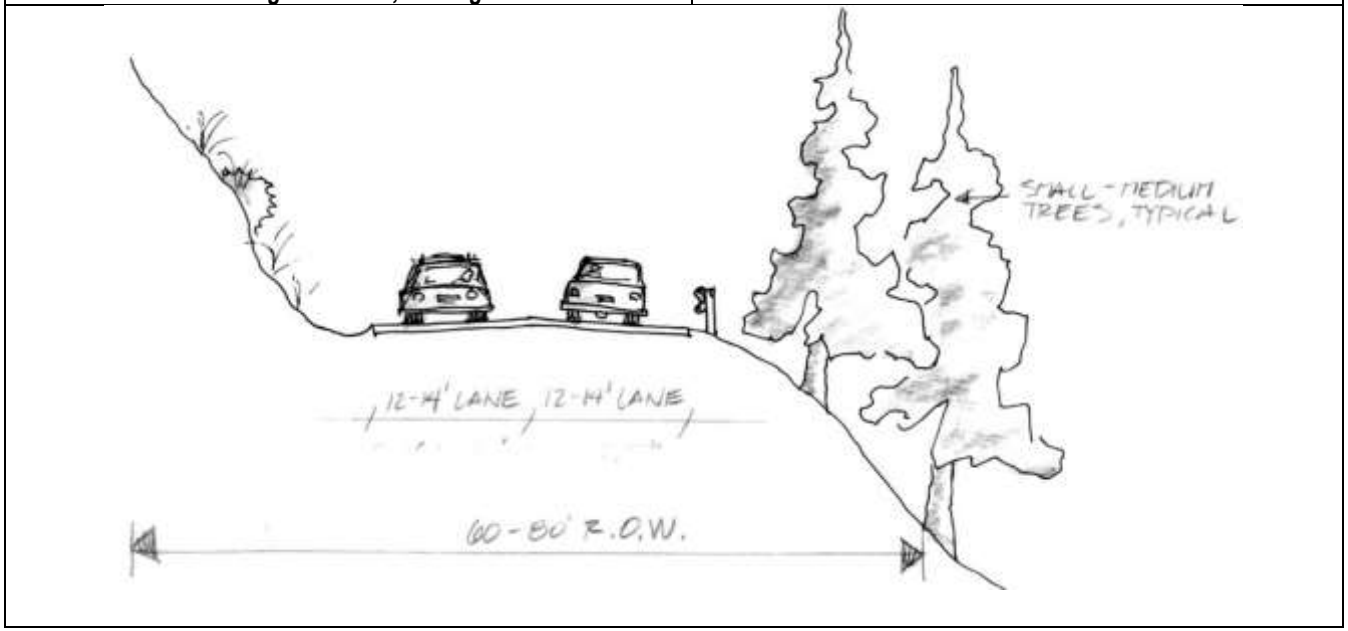


D – Areas with steep topography immediately adjacent to the roadway

This condition is typical of many areas between the towns and much of the northern study area. There is no flat ground upon which to widen or create space for bikes and pedestrians. Retaining walls or some type of cantilevered structure would be necessary to create the needed room.

South of Highland Park, looking north

View south toward Fall Creek Road

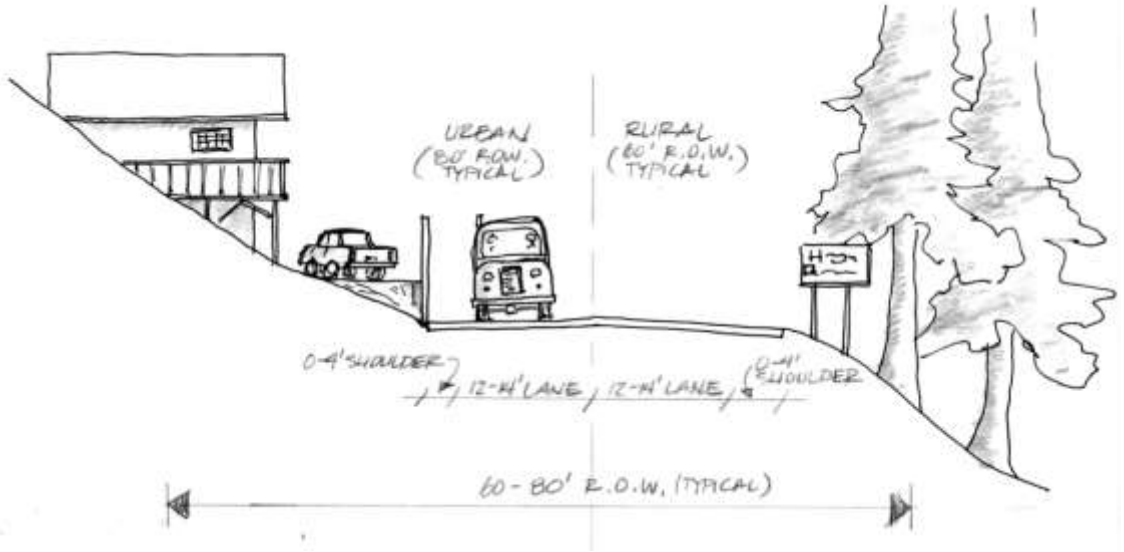


E – Area with steep topography immediately adjacent to the roadway and adjacent trees, and/or private use and improvement barriers

This condition occurs north of Graham Hill Road and in other locations in the corridor. Here there are significant construction requirements, such as new or added retaining walls, plus significant potential impact on adjacent structures, trees, driveway access, etc. that would constrain widening or adding pedestrian facilities.

Hwy 9 north of Graham Hill Road, looking north

Hwy 9 north of Graham Hill Road, looking south

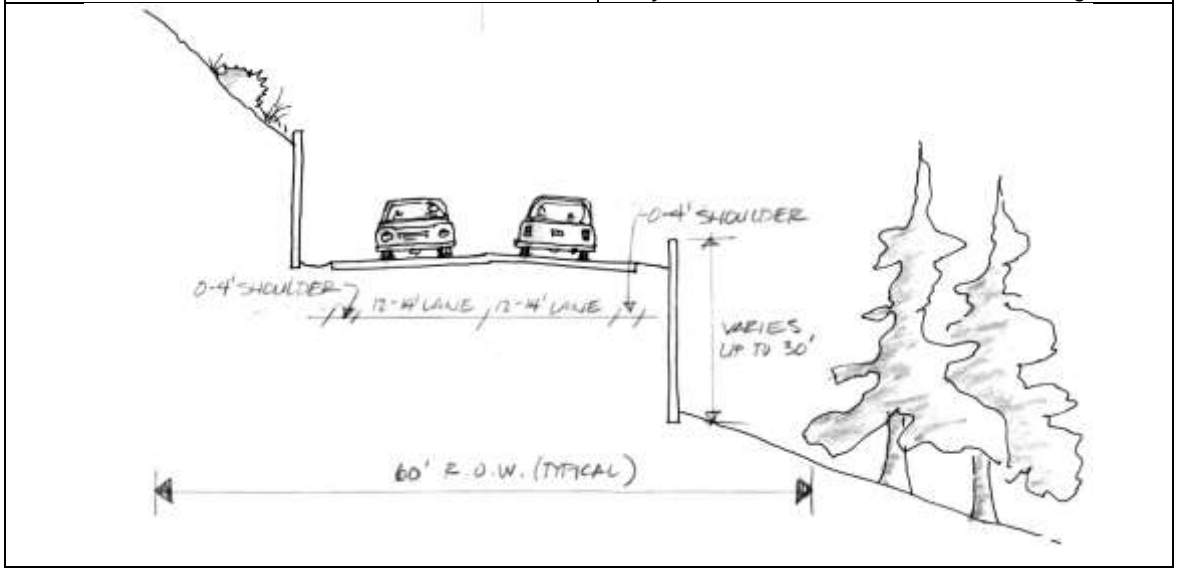


F – Areas with major retaining walls close to the roadway

In these areas the highway surface is many feet above or below the top of the adjacent slope. Creation of additional room to widen or add a trail would require the complete reconstruction of the wall or addition of a parallel structure to support the trail.

Between Felton and schools

Hwy 9 at lower Glen Arbor Road, looking north



An overview of conditions, moving south to north (consistent with Caltrans mile post numbering) is presented below:

The constraint conditions (A-F) along the segment are listed in lineal feet for each side of the road (west and east are generalized directions; in some cases west is south and east is north)

Segment 1 – South Felton, Henry Cowell State Park Boundary to Big Trees Park Road. This segment is suburban in character. It begins at approximately Highway 9 Post Mile 4.6 where the highway leaves Henry Cowell State Park and ends at the State Park entrance road (Big Trees Road). Initially there is a sharp curve over a creek that presents serious slope and tree constraints. Then the highway enters flatter terrain in a residential area where there is generally room to widen the highway or create a separate path, but not both. The significant constraints include trees, fences, utility poles, and on the west side, embankments and drainage ditches.

Total segment length: 6898 feet

Conditions:

West	East
B 1892	B 2978
C 1294	C 275
E 3712	E 2685

Segment 2 – Central Felton, Big Trees Park Road to Graham Hill Road. This segment is straight and in relatively flat terrain. The southern half is primarily residential, while the northern half includes the central business district of Felton. This segment generally has adequate shoulders for bikes, though not striped for bike lanes. Pedestrian access is informal and discontinuous, with barriers created by trees, fences, utility poles and signs. Parking areas and driveways merge with each other and the highway shoulder, particularly in the commercial area, leaving no designated safe space for pedestrians.

Total segment length: 3333 feet

Conditions:

West	East
A 280	B 2189
B 2590	C 1268
C 463	

Segment 3 – North Central Felton, Graham Hill Road to Clearview Place. This segment is straight but in more sloping terrain than Segment 6. It is constrained by a series of immediately adjacent residences and retaining walls on the west side that leave only about 3 feet of shoulder and no separate walkway space. Some of these walls are at the frontage of an apartment building and four single family structures. The east side of the highway also has 3-4 foot shoulders due to businesses and residences in close proximity to the highway with steep slopes down, but these constraints diminish in the northern half of this segment. Because it serves as a primary route for school students and residents from the north

to bus stops and the town center, and experiences heavy traffic, this segment should be a high priority for improvement. An alternative, mentioned in the Felton Town Plan, is to route pedestrian traffic along Cooper Street.

Total segment length: 2049 feet

Conditions:

West	East
A 124	C 1087
C 452	E 963
E 395	
F 1078	

Segment 4 – North Felton, Clearview Place to Glen Arbor Road. This segment features San Lorenzo Valley Elementary School, Middle School, and High School in the central portion on the west side. It is similar to Segment 7 in terms of retaining walls at the schools, but generally has wider shoulders and fewer constraints to improvement. The significant constraints include Fall Creek Bridge and the retaining walls at the school frontage; the twin bridges around Post Mile 7.8 that feature 3 to 4' sidewalks but virtually no shoulder, and a dense stand of redwoods adjacent to the road at Post Mile 7.5.

Total segment length: 7107 feet

Conditions:

West	East
B 1481	B 2189
C 4713	C 2802
F 913	F 330

Segment 5 – Glen Arbor Road/South Ben Lomond to Highlands Park. This short segment features very steep terrain and sharp curves in close proximity to the river. It would be extremely challenging and expensive to widen or create a path.

Total segment length: 1792 feet

Conditions:

West	East
E 1682	D 483
F 110	E 849
	F 461

Segment 6 – Highlands Park to Hillside Avenue. This segment passes through more gentle topography in a suburban/rural residential setting that generally offers some room for widening and/or a separate path, though there are at least 2 constrained spots. A better bicycle and pedestrian connection to Highlands Park has been mentioned as a priority in Committee meetings.

Total segment length: 3978 feet

Conditions:

West	East
B 1604	B 1162
C 2015	C 2817
D 359	

Segment 7 – Central Ben Lomond, Hillside Avenue. The south end of this segment passes through the central business district of Ben Lomond. To the north are residential areas. The terrain consists of gentle slopes and the highway is straight or has wide sweeping curves. The shoulders are relatively wide and sidewalks exist on the west side between Mill Street and Main Street. The paved shoulder often blends in to the parking and access for roadside business. There is ample room for improvements through most of the area, though utility poles, fences, and some trees create constraints, and there is a narrow section around Post Mile 9.6.

Total segment length: 5595 feet

Conditions:

West	East
A 880	B 4185
B 3121	C 1410
C 1595	

Segment 8 – South Brookdale. This segment passes through steep terrain and has sharp curves. It is a low density residential area, or undeveloped due to steep slopes. The highway is close to the river at the north end, with steep drop-offs and one apparent recent slope failure. This segment would be challenging to widen or create a separate path.

Total segment length: 3497 feet

Conditions:

West	East
B 206	B 218
C 402	C 280
D 2890	E 2050
	F 948

Segment 9 – Central Brookdale to Pacific Street. This road straightens out and the terrain is less steep through this short segment, however it is densely developed with older residences and commercial uses, primarily on small lots. Though the terrain offers opportunity for widening or a separate path, there are many redwood trees and private improvements close to the road that present constraints. Because of the residential population, and tourist activity centered around the historic Brookdale Lodge, improvements may be desirable in this area.

Total segment length: 1911 feet

Conditions:

West	East
C 1715	C 1911
D 196	

Segment 10 – North Brookdale at Pacific Street to South Boulder Creek. This segment is similar to segment 12, with steep slopes and close proximity to the river in the southern portion, however there is room for improvements in the north central portion.

Total segment length: 4373 feet (w) 4354 feet (e) Conditions:

West	East
C 1544	C 1525
D 1718	D 842
E 1111	E 852
	F 557

Segment 11 – Boulder Creek. This segment passes through relatively flat terrain and the road straightens out. The shoulders are narrow in the southern portion, but there is room to widen or create a separate path except that there are many adjacent utility poles, fences, and ditches and low embankments on the west side. In some cases there are informal paths or walkway space. The northern portion of this segment consists of the central business district of Boulder Creek. North of River Street there are wide shoulders, most of which is taken up by parallel parking, and sidewalks along the storefronts. The central portion has narrower shoulders and discontinuous space for pedestrians off the shoulder due to encroaching fences, signs, and some embankments.

Total segment length: 4750 feet (w) 5272 feet (e) Conditions:

West	East
A 1833	A 1146
B 1454	B 3158
C 1201	C 523
D 262	D 445

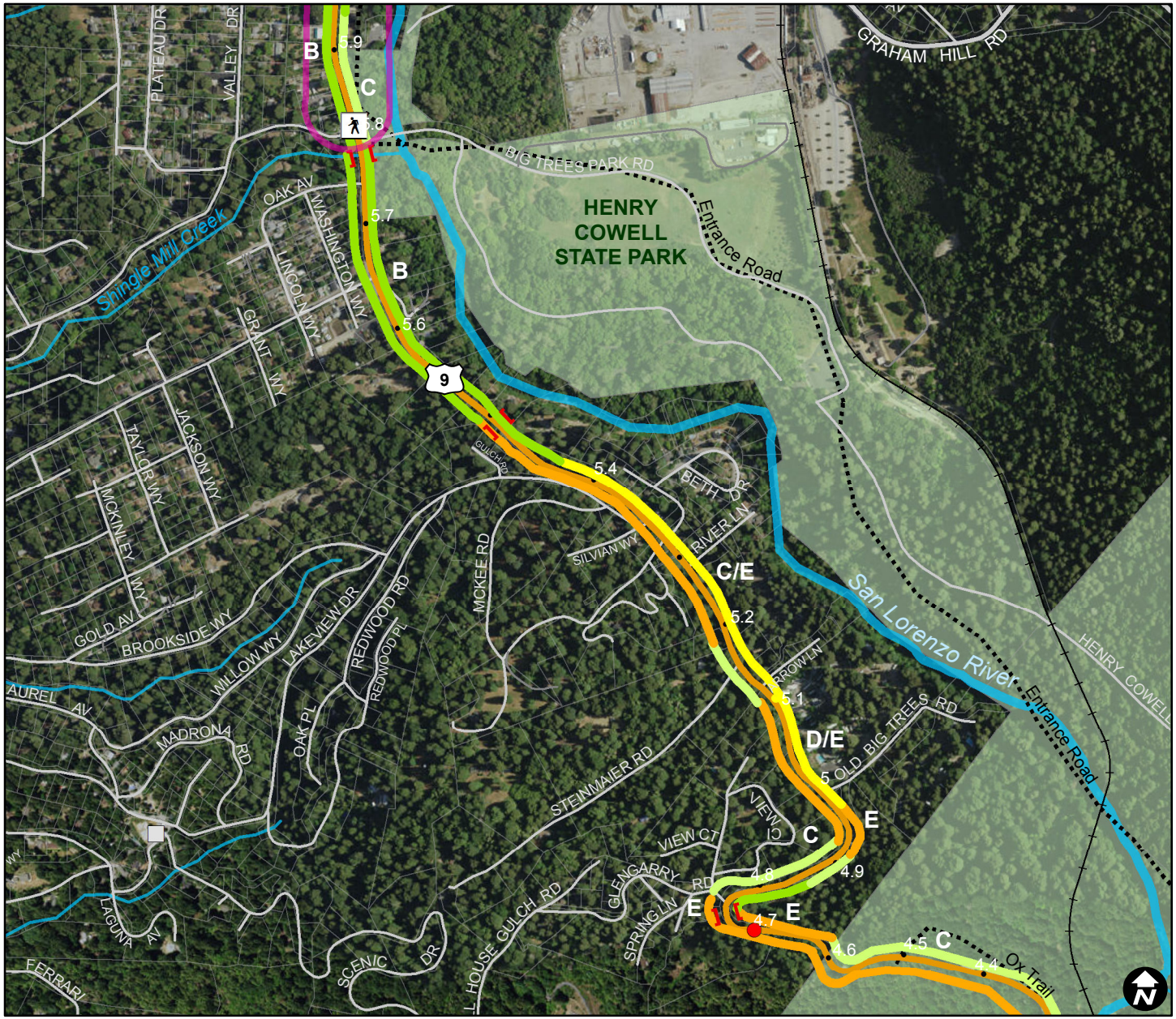
Segment 12 – Boulder Creek to Northern Intersection of Highway 9 and Highway 236

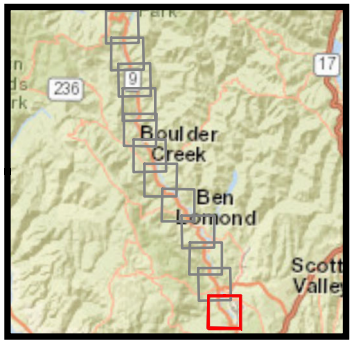
The northern portion of the project area is mountainous redwood forest with fewer connecting roads than the other portions of the study area. Much of the adjacent land includes a series of rural residential neighborhoods, including Wildwood, Rices Junction, Redwood Grove, Riverside Grove, and San Lorenzo Park. A few small commercial businesses dot this stretch, at least one school – Ocean View Charter, and a YMCA camp.

Total segment length: 36,960 feet (approximately)

Bicycle and Pedestrian Conditions Maps

The bicycle and pedestrian conditions maps are on the following pages.





Condition

- A
- B
- C
- D
- E
- F
- Bus stop
- crosswalk
- South limit of study
- Bridge/Culvert

Kimley»Horn

TrailPeople

1,000 '

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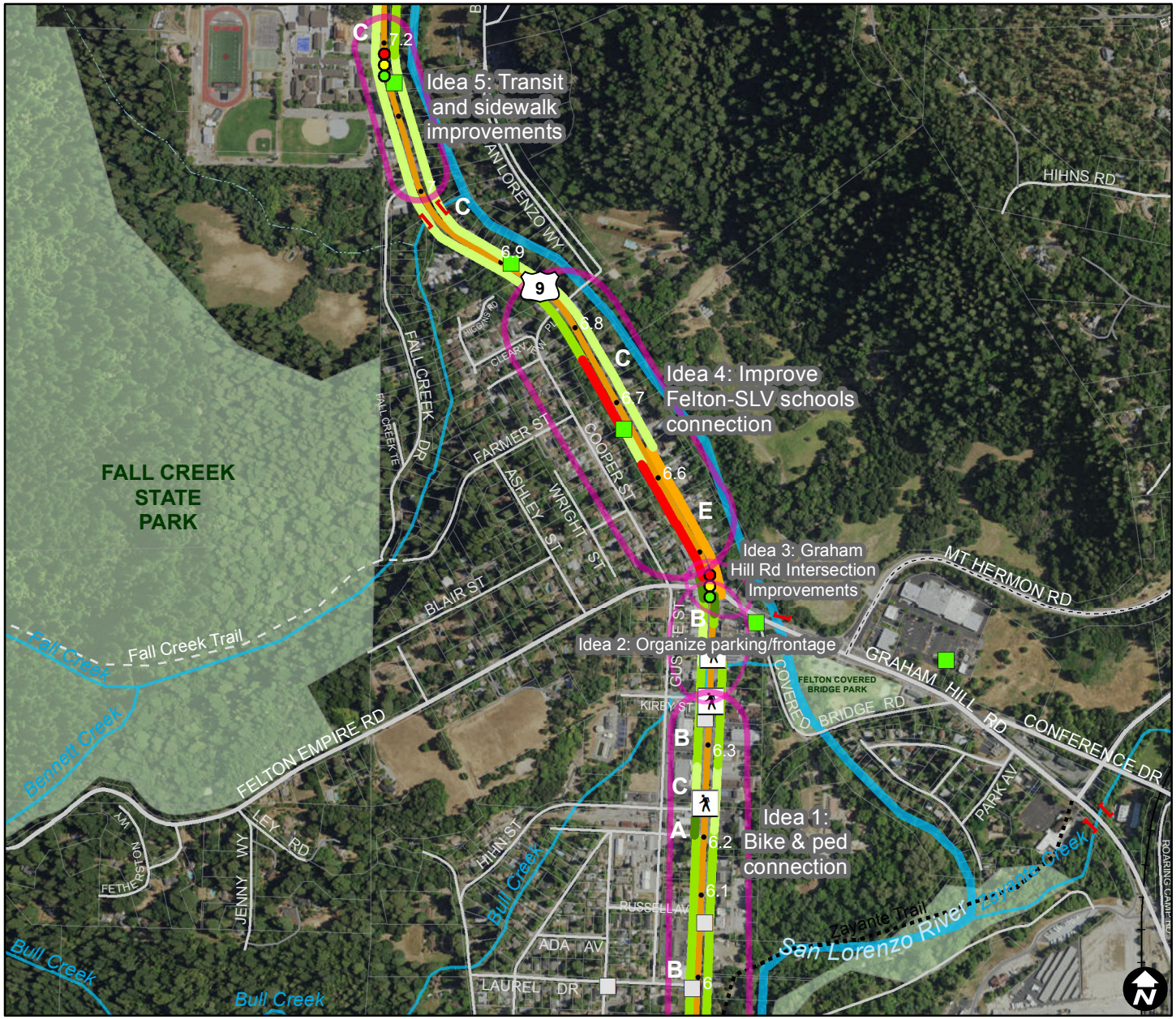

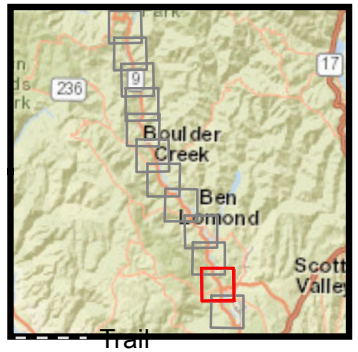

Condition

- A
- B
- C
- D
- E
- F

- Bus Rt 35, 30 min headway
- Bus stop
- crosswalk
- traffic signal
- Bridge/Culvert

Kimley»Horn

TrailPeople

1,000 '

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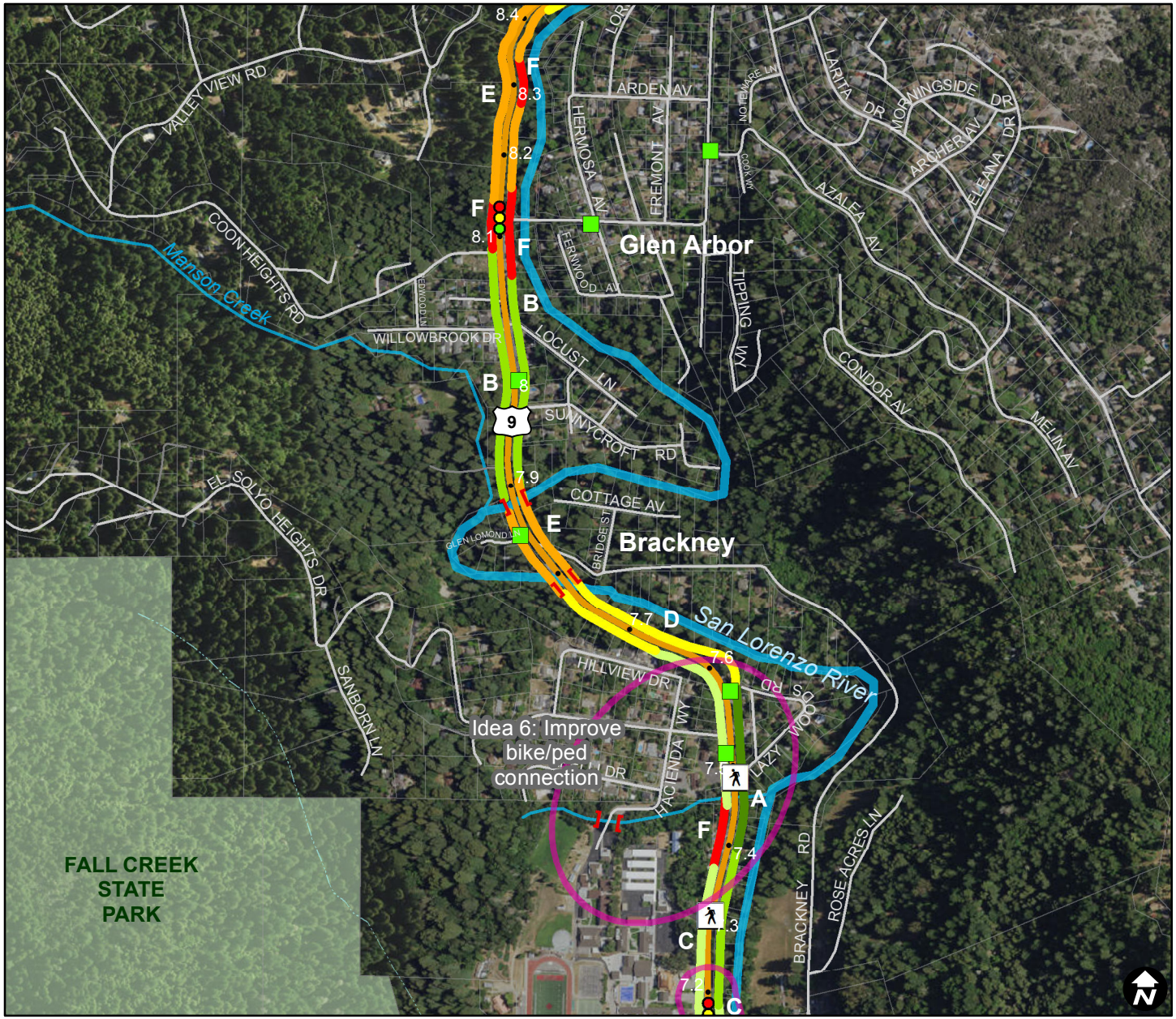

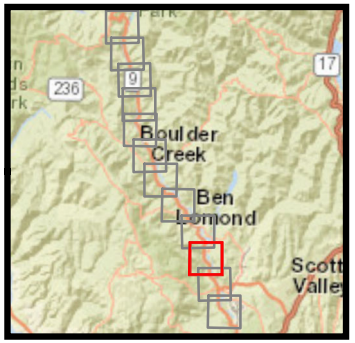

Condition

- A
- B
- C
- D
- E
- F

- Bus Rt 35, 30 min headway
- crosswalk
- traffic signal
- Bridge/Culvert

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TrailPeople

1,000 '

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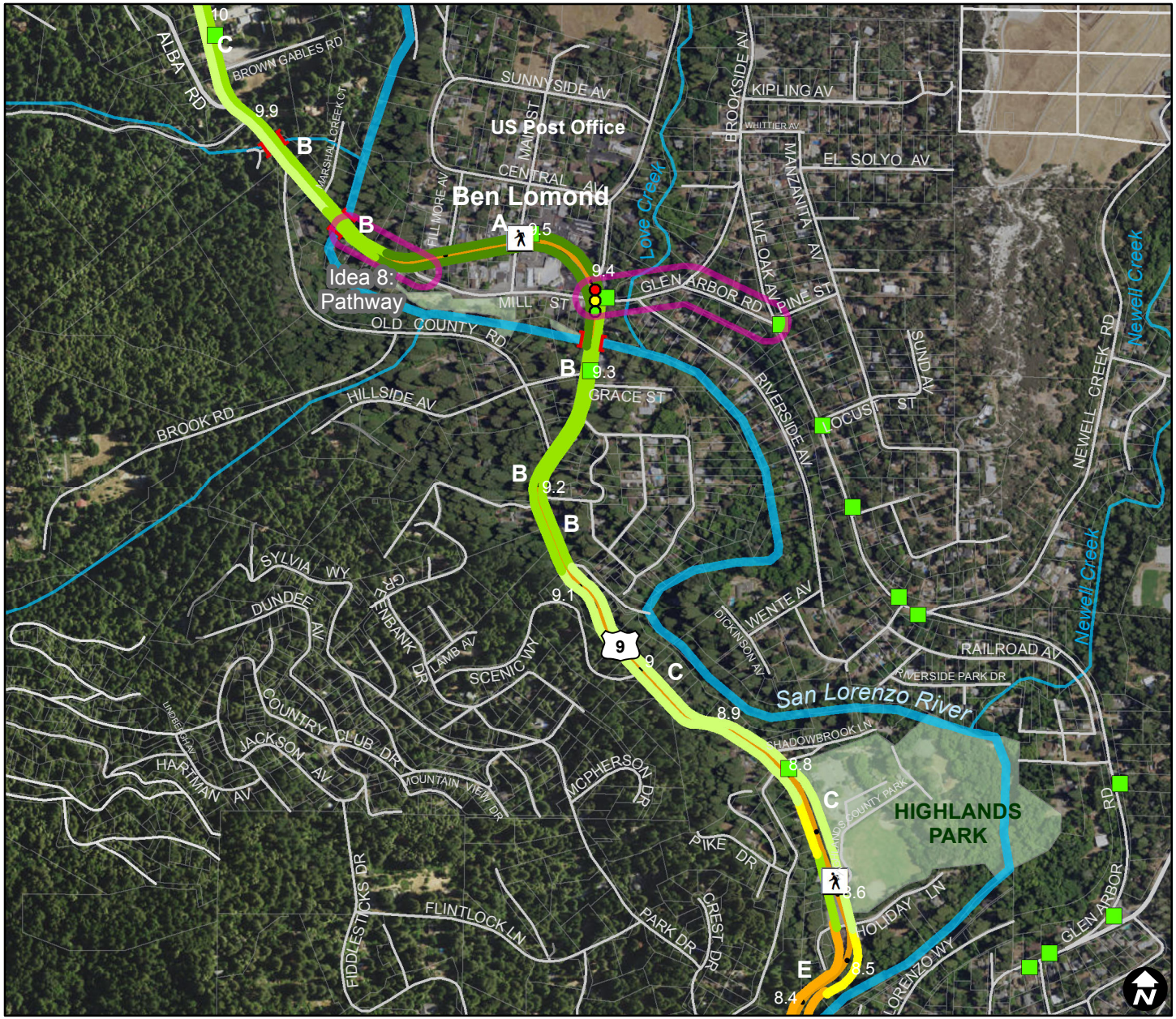

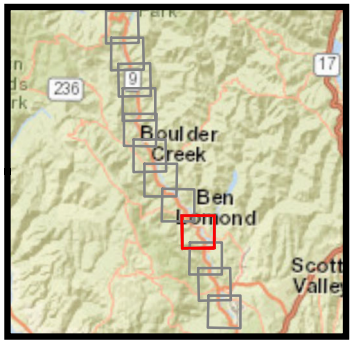

Condition

- A
- B
- C
- D
- E
- F

- Bus Rt 35, 30 min headway
- crosswalk
- traffic signal
- Bridge/Culvert

Kimley»Horn

TrailPeople

1,000 '

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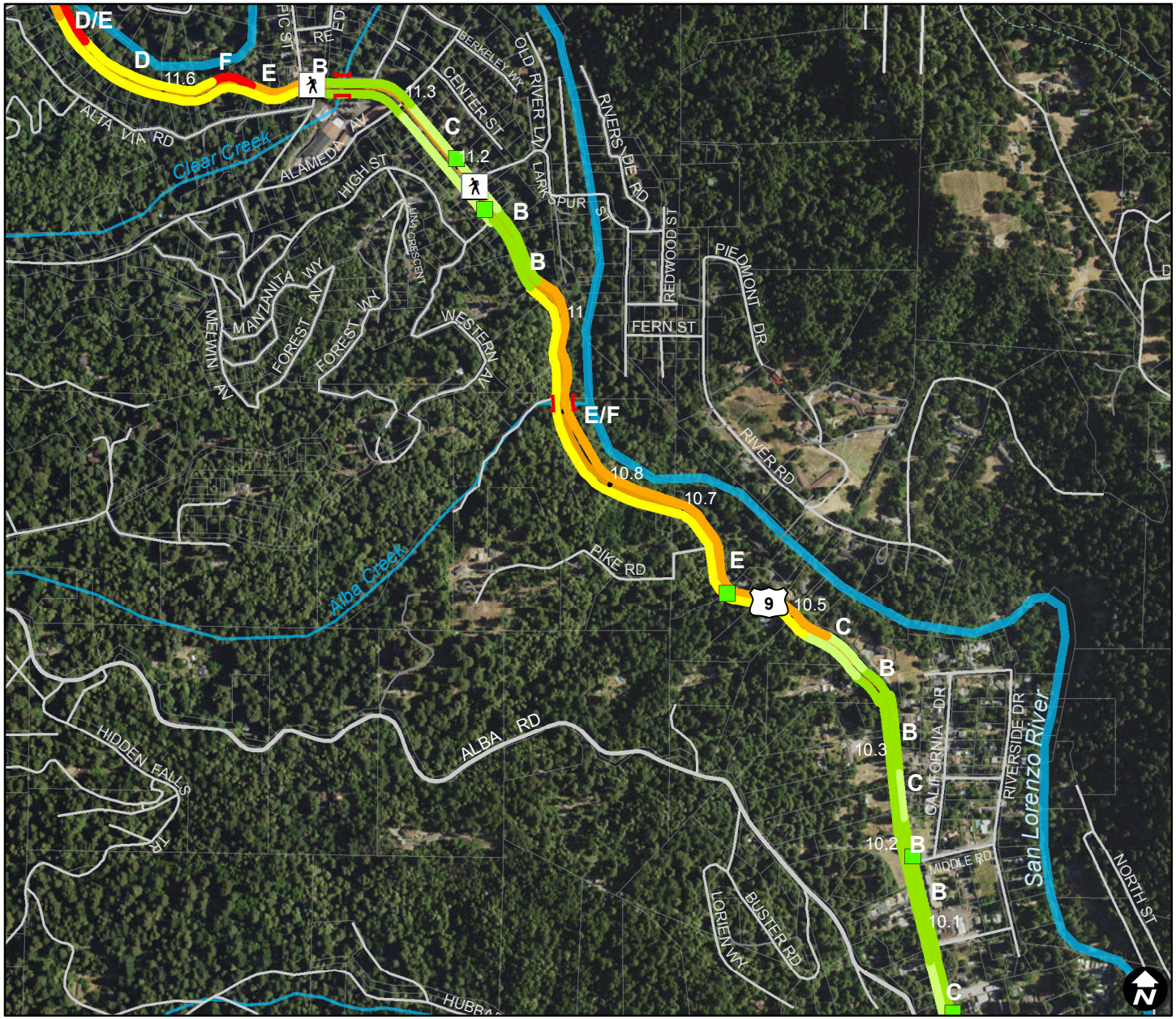

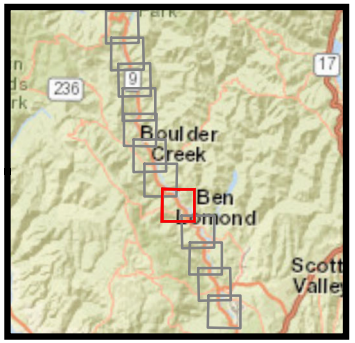

Condition

- A
- B
- C
- D
- E
- F

Bus Rt 35, 30 min headway

crosswalk

Bridge/Culvert

Kimley»Horn

TrailPeople

1,000 '

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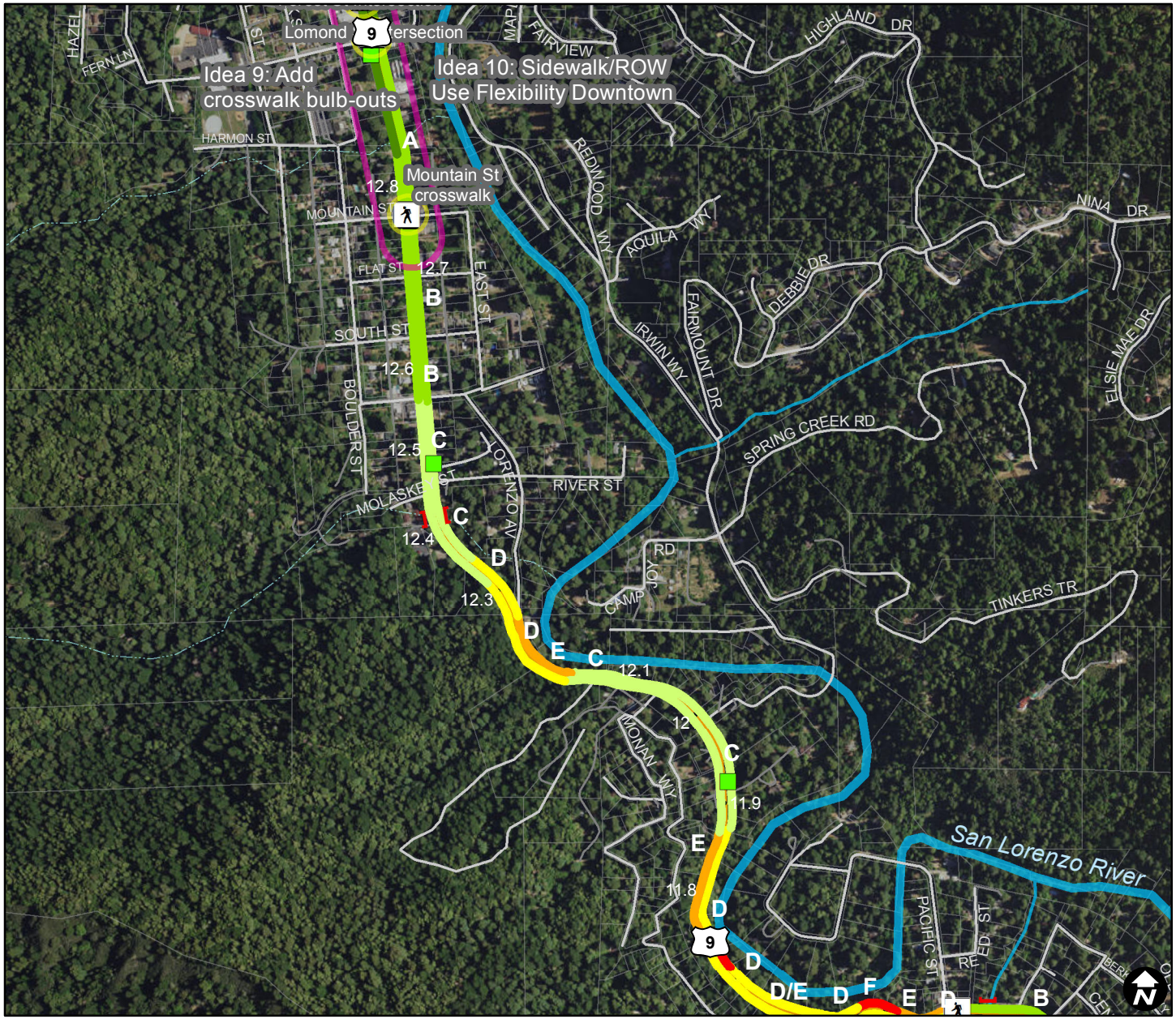

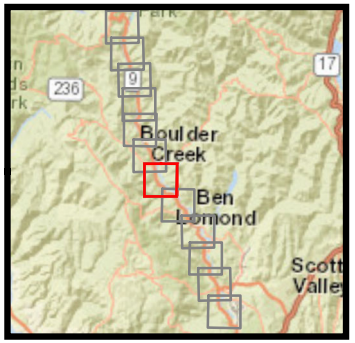

Condition

- A
- B
- C
- D
- E
- F

Bus Rt 35, 30 min headway

crosswalk

Bridge/Culvert

Kimley»Horn

TrailPeople

1,000 '

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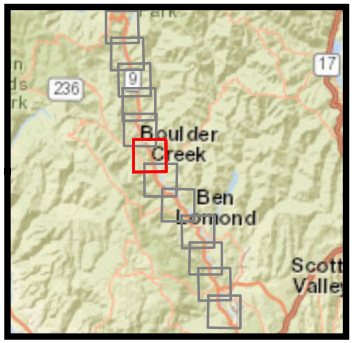

Condition

- A
- B
- C
- D
- E
- F

- Bus Rt 35, 30 min headway
- 4 way stop
- crosswalk
- Bridge/Culvert

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TrailPeople

1,000 '

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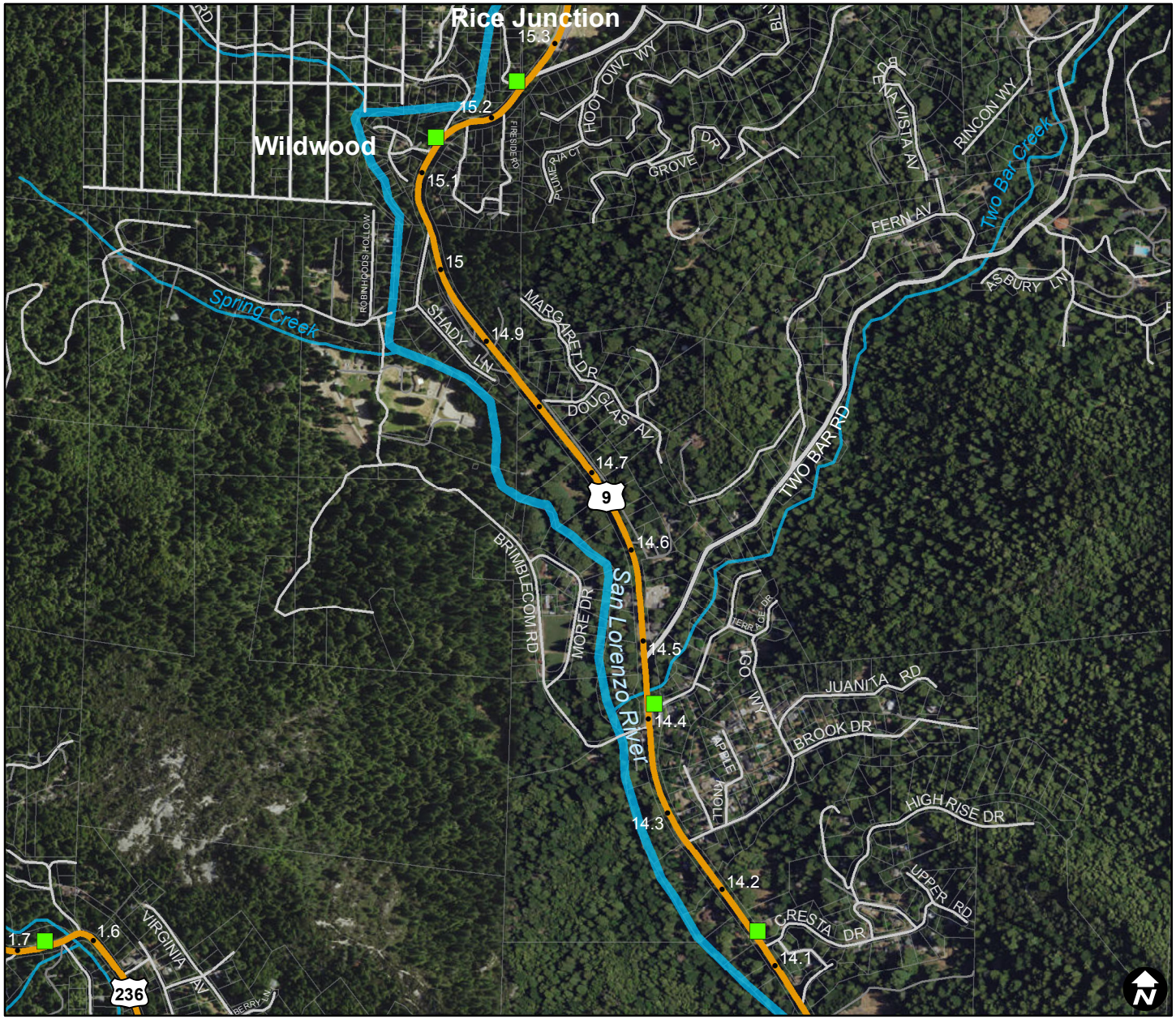

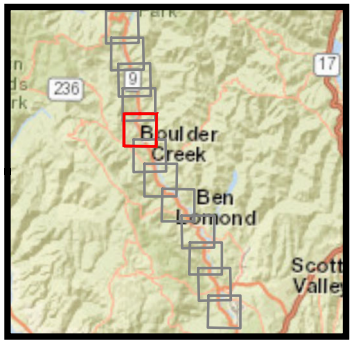

Condition

- A
- B
- C
- D
- E
- F

Bus Rt 35, 30 min headway

Kimley»Horn

TrailPeople

1,000 '

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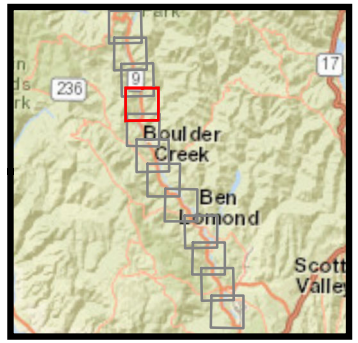

Condition

- A
- B
- C
- D
- E
- F

Bus Rt 35, 30 min headway

crosswalk

Kimley»Horn

TrailPeople

1,000 '

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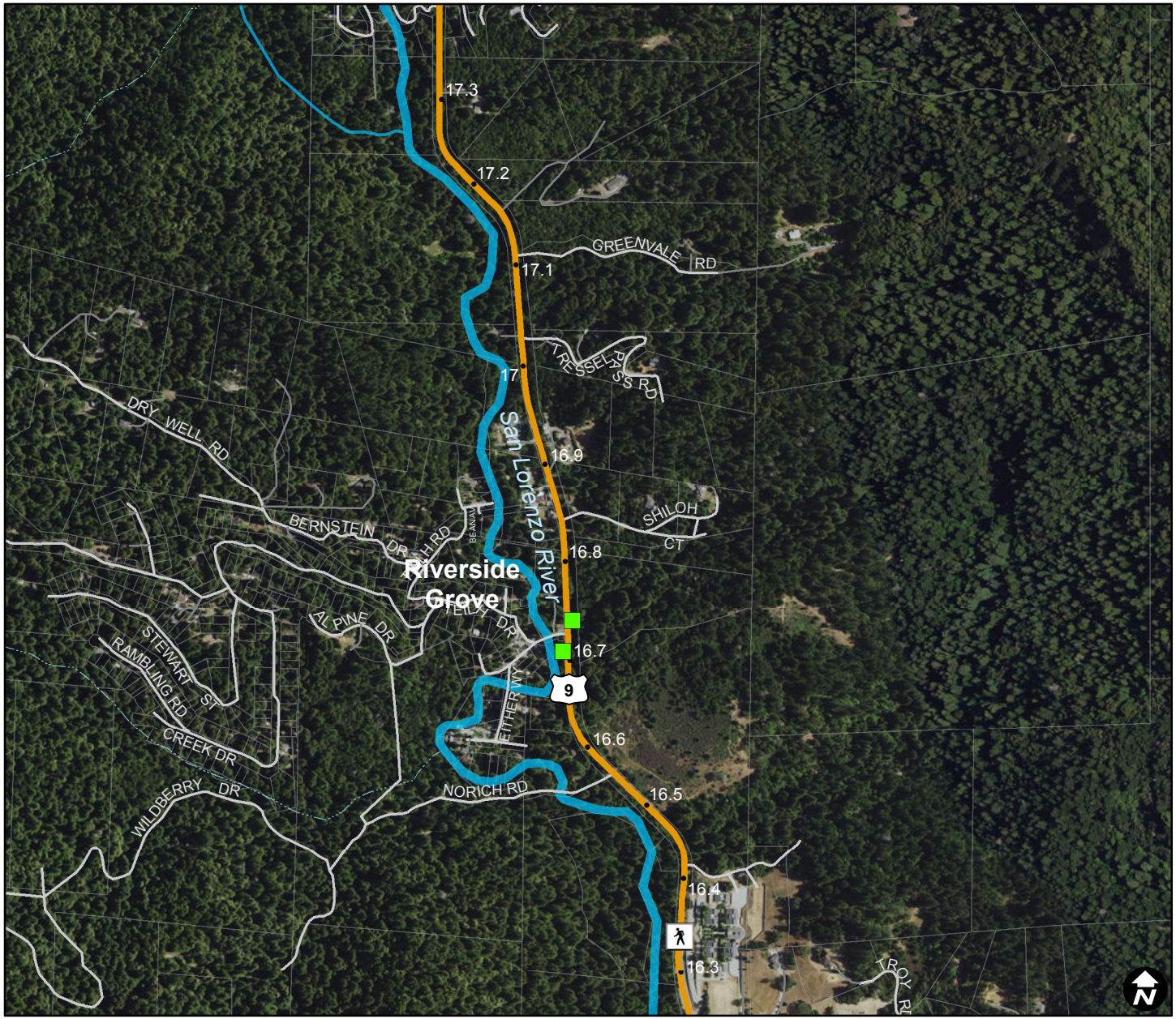

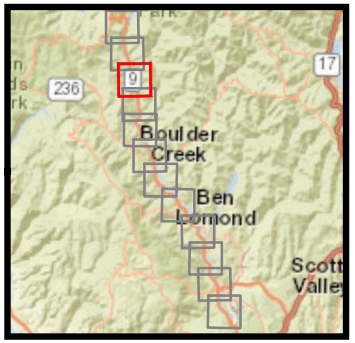

Condition

- A
- B
- C
- D
- E
- F

Bus Rt 35, 30 min headway

crosswalk

Kimley»Horn

TrailPeople

1,000 '

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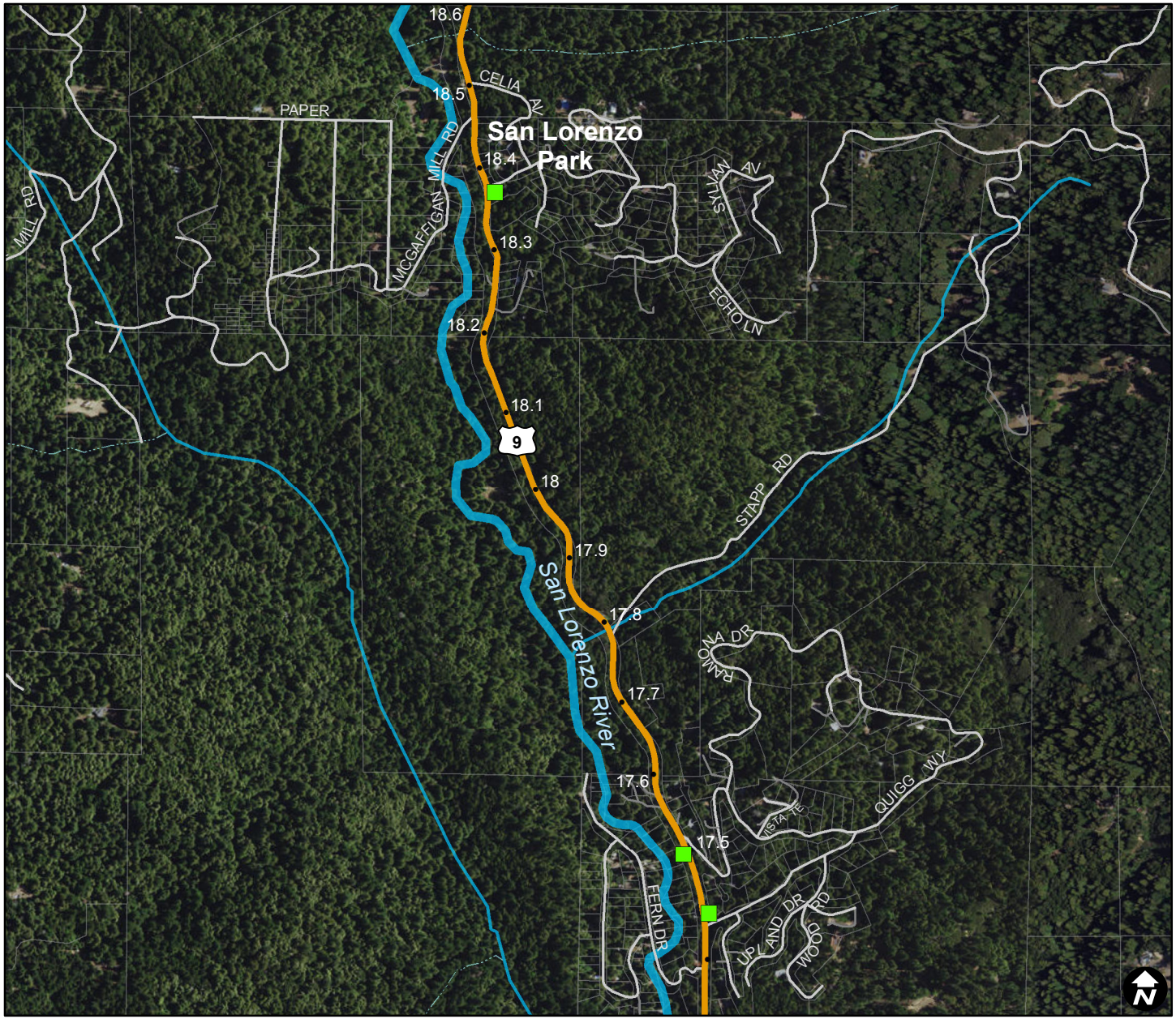

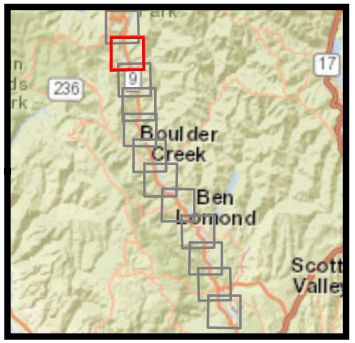

Condition

- A
- B
- C
- D
- E
- F

Bus Rt 35, 30 min headway

Kimley»Horn

TrailPeople

1,000 '

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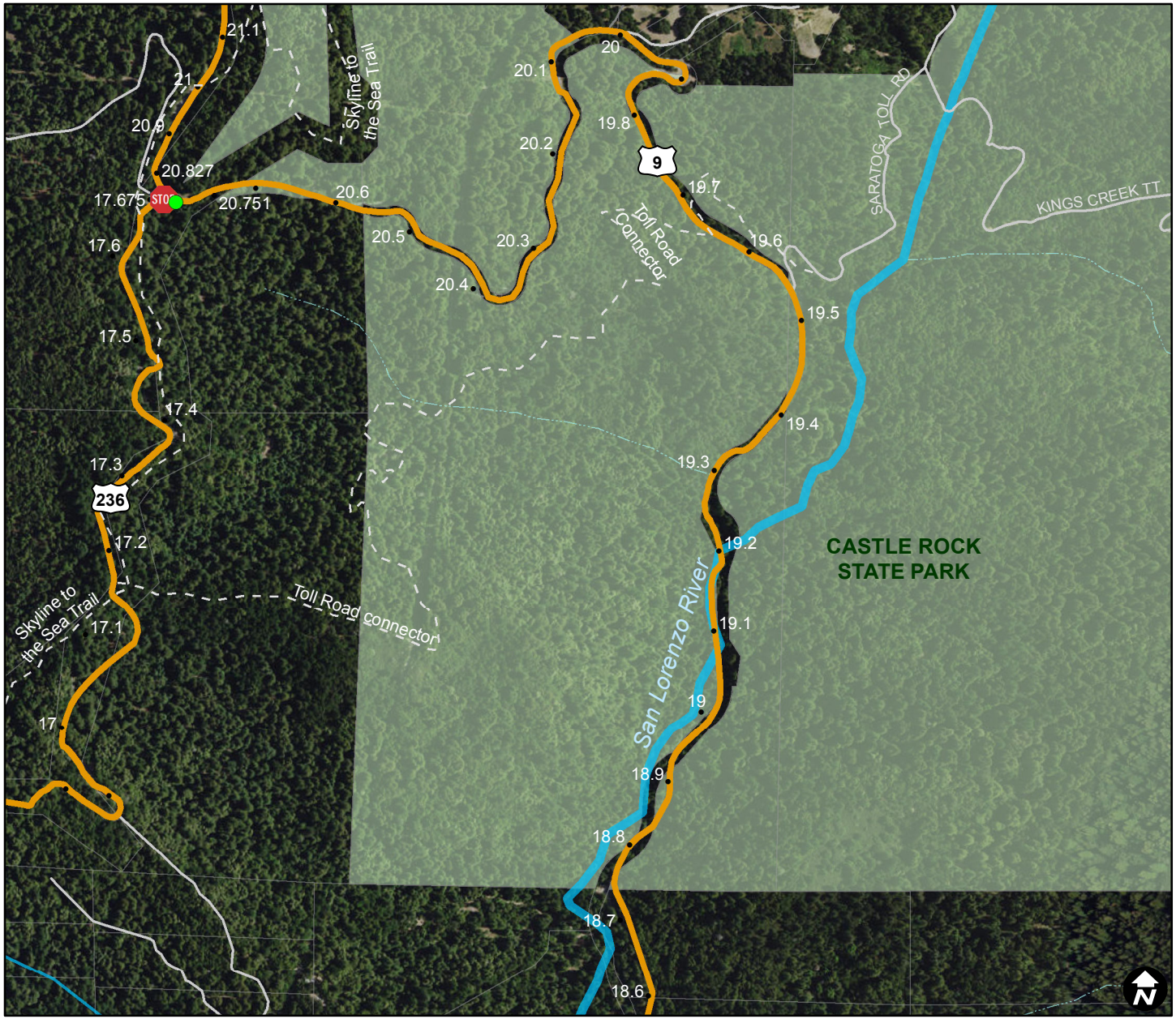

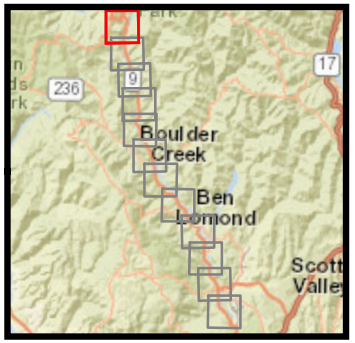

Trail

Condition

- A
- B
- C
- D
- E
- F
- STOP 4 way stop
- North limit of study

Kimley»Horn

TrailPeople

1,000 '

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