



**Santa Cruz County Regional  
Transportation Commission's  
BICYCLE ADVISORY COMMITTEE**

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**AGENDA**

**Monday, February 11, 2019**

**6:00 pm to 8:30 pm**

**RTC Office  
1523 Pacific Ave  
Santa Cruz, CA 95060**

**COMMITTEE MEMBERSHIP**

<u>Member</u>	<u>Alternate</u>	<u>Representing</u>
Grace Voss	Janneke Strause	District 1
Shea Johnson	Casey Beyer	District 2
Peter Scott	Will Menchine	District 3
Anna Kammer	Vacant	District 4
Rick Hyman	Theresia Rogerson	District 5
Mike Moore	Vacant	City of Capitola
Matt Farrell	Bruce Sawhill	City of Santa Cruz
Richard Masoner	Vacant	City of Scotts Valley
Murray Fontes	Drew Rogers	City of Watsonville
Amelia Conlen, Chair	Kira Ticus	Ecology Action
Leo Jed	Jim Langley	Comm. Traffic Safety Coalition

The majority of the Committee constitutes a quorum for the transaction of business.

1. Call to Order
2. Introductions
3. Announcements – RTC staff
4. Oral communications – members and public

*The Committee will receive oral communications during this time on items not on today's agenda. Presentations must be within the jurisdiction of the Committee, and may be limited in time at the discretion of the Chair. Committee members will not take action or respond immediately to any Oral Communications presented, but may choose to follow up at a later time, either individually, or on a subsequent Committee agenda.*

5. Additions or deletions to consent and regular agendas

## CONSENT AGENDA

*All items appearing on the consent agenda are considered to be minor or non-controversial and will be acted upon in one motion if no member of the Committee or public wishes an item be removed and discussed on the regular agenda. Members of the Committee may raise questions, seek clarification or add directions to Consent Agenda items without removing the item from the Consent Agenda as long as no other committee member objects to the change.*

6. Approve draft minutes of the December 11, 2018 Bicycle Advisory Committee meeting
7. Accept summary of hazard reports
8. Accept correspondence:
  - a. from staff to the County of Santa Cruz regarding Conference Drive
  - b. from Peter Stanger to the Bicycle Advisory Committee regarding San Andreas Road at Bonita Drive.

## REGULAR AGENDA

9. Draft Highway 9/San Lorenzo Valley Complete Streets Corridor Plan – Brianna Goodman, RTC Transportation Planner
10. Bike Secure Program Discussion – Cory Caletti, RTC Sr. Transportation Planner
11. Crowdsourced Near-miss Collision Data Collection – Anais Schenk, RTC Transportation Planner
12. Updates related to Committee functions – Committee members (oral updates)
13. Adjourn

**NEXT MEETING: Note that the April meeting will be cancelled.** Instead the Committee will participate in an orientation day for all members. The next Bicycle Committee meeting is scheduled for June 10, 2019 from 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

### HOW TO REACH US

*Santa Cruz County Regional Transportation Commission  
1523 Pacific Avenue, Santa Cruz, CA 95060  
phone: (831) 460-3200 / fax (831) 460-3215  
email: [info@sccrtc.org](mailto:info@sccrtc.org) / website: [www.sccrtc.org](http://www.sccrtc.org)*

### AGENDAS ONLINE

*To receive email notification when the Bicycle Committee meeting agenda packets are posted on our website, please call (831) 460-3209 or email [aschenk@sccrtc.org](mailto:aschenk@sccrtc.org) to subscribe.*

### ACCOMMODATIONS FOR PEOPLE WITH DISABILITIES

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**SERVICIOS DE TRADUCCIÓN/TRANSLATION SERVICES**

*Si gusta estar presente o participar en esta junta de la Comisión Regional de Transporte del condado de Santa Cruz y necesita información o servicios de traducción al español por favor llame por lo menos con tres días laborables de anticipo al (831) 460-3200 para hacer los arreglos necesarios. (Spanish language translation is available on an as needed basis. Please make advance arrangements at least three days in advance by calling (831) 460-3200.)*

**TITLE VI NOTICE**

*The RTC operates its programs and services without regard to race, color and national origin in accordance with Title VI of the Civil Rights Act. Any person believing to have been aggrieved by the RTC under Title VI may file a complaint with RTC by contacting the RTC at (831) 460-3212 or 1523 Pacific Avenue, Santa Cruz, CA, 95060 or online at [www.sccrtc.org](http://www.sccrtc.org). A complaint may also be filed directly with the Federal Transit Administration to the Office of Civil Rights, Attention: Title VI Program Coordinator, East Building, 5th Floor-TCR, 1200 New Jersey Ave., SE, Washington, DC 20590.*

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**Santa Cruz County Regional  
Transportation Commission's**

**BICYCLE ADVISORY COMMITTEE**

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**DRAFT MINUTES**

**Monday, December 8, 2018  
6:00 pm to 8:30 pm**

**RTC Office  
1523 Pacific Ave  
Santa Cruz, CA 95060**

1. Call to Order: Chair, Amelia Conlen called the meeting to order at 6:00 pm.
2. Introductions

**Members Present:**

Amelia Conlen, Bike-to-Work, Chair  
Grace Voss, District 1  
Janneke Strause, District 1 (Alt.)  
Shea Johnson, District 2  
Peter Scott, District 3  
Will Menchine, District 3 (Alt.)  
Anna Kammer, District 4  
Rick Hyman, District 5  
Theresa Rogerson, District 5 (Alt.)  
Michael Moore, City of Capitola  
Richard Masoner, City of Scotts Valley  
Murray Fontes, City of Watsonville  
Drew Rogers, City of Watsonville (Alt.)  
Leo Jed, CTSC

**Staff:**

Guy Preston, Executive Director  
Anais Schenk, Transportation Planner  
Rachel Moriconi, Sr. Transportation Planner  
Tommy Travers, Transportation Planning Technician

**Guests:**

Matt Farrell, nomination pending  
Kathy Jaggi, member of the public  
Will Spangler, member of the public

**Unexcused Absences:**

**Excused Absences:**

Casey Beyer, District 2 (Alt.)  
Jo Fleming, City of Scotts Valley (Alt.)  
Jim Langley, CTSC (Alt.)  
Kira Ticus, Bike-to-Work (Alt.)

**Vacancies:**

District 4 – Alternate  
City of Santa Cruz – Voting and  
Alternate  
City of Capitola – Alternate

3. Announcements – Staff announced that 1) the groundbreaking for the San Lorenzo River trestle trail project would be held on January 10th, 2) that the final Highway 1 EIR/EA has been approved by Caltrans and FHWA, and 3) that RTC was entering into contract for construction of the Countywide Bicycle Signage Project.
4. Oral communications – Members discussed holding some of the committee meetings in South County.
5. Additions or deletions to consent and regular agendas - none

### **CONSENT AGENDA**

A motion (Masoner/Fontes) was made to approve the consent agenda. Will Menchine asked for a correction for the draft October minutes prior to approving. The motion to approve the agenda with the requested edit to the October minutes passed unanimously with members Conlen, Voss, Johnson, Scott, Kammer, Hyman, Moore, Masoner, Fontes, and Jed voting in favor.

6. Approve draft minutes of the October 8, 2018 Bicycle Advisory Committee meeting
7. Approve recommendation for new Bicycle Advisory Committee nominations
8. Accept summary of hazard reports
9. Accept correspondence from the Bicycle Advisory Committee to the County of Santa Cruz

### **REGULAR AGENDA**

10. "Meet & Greet" with new RTC Executive Director – Guy Preston, RTC Executive Director, provided an overview of his background. Members discussed committee input on long-range plans and TDA projects requesting that the Committee have a more opportunity to weigh in on projects when they are earlier in the pipeline. Members also requested the RTC help facilitate "orphan" bicycle improvements, defined as projects that get stalled or put on the backburner because they are under the jurisdiction of an agency that is not equipped to make transportation improvements or projects that cross jurisdictional boundaries. Members also requested more attention for Watsonville and the San Lorenzo Valley.
11. Legislative Update – Rachel Moriconi, RTC Senior Transportation Planner, introduced and discussed the RTC's annual Legislative Program for the federal and state levels. She noted that the legislative program focuses on: local, state and federal funding sources, fair funding for small counties, local control, priority projects, streamlining of project delivery, Complete Streets, safety policies, and reauthorization of the Federal Transportation Act. Members discussed bicycle commuter benefits, local internet sales tax collection and an improved protocol for local jurisdictions to improve arterial state highways. Members requested that the Legislative Program address potential bicycle incentives or environmental disincentives for infill development, laws to make it easier for local jurisdictions to lower speed limits, and other legislation to increase bicycle safety, and opposition to the loss of local control over automated vehicles. This item was for information only. Ms. Moriconi requested that members email any additional comments by January 4, 2019.

12. Cruz511 Update – Anais, RTC Transportation Planner, summarized the RTC’s Cruz511 program, discussed the current challenges of the program, and future needs. She stated the need to collect and manage transportation data, focus on automation and shared mobility innovations, and add a commute manager to Cruz511’s services, or “mobility as a service,” platform. She announced that there will be a Request for Proposals (RFP) released in early 2019 for these services. She discussed the bicycle benefits, including bike-sharing, and decreased vehicle miles travelled that such a platform can administer and facilitate. Members discussed programs that could be incorporated: “bike buddy” matching, bike hazard reporting and resolution, and transit real time information. Members discussed the prospects of public adoption of trip routing in Cruz511 versus other platforms. Members requested staff share with the committee the effects on bicycle safety of pending legislation around automated vehicles. This item was for information only.
13. Updates related to Committee functions – A motion (Hyman/Leo) was made to form an ad-hoc committee to study and comment on the RTC’s Highway 9 / San Lorenzo Valley Plan, and members Hyman and Rogerson expressed interest. The motion passed unanimously with members Conlen, Voss, Johnson, Scott, Kammer, Hyman, Moore, Masoner, Fontes, and Jed voting in favor. Members discussed recent improvements on Green Hills Road in Scotts Valley and requested that staff share a proposal for reconfiguring the intersection of Mt. Hermon Road and Conference Drive with County Public Works.
14. Adjourn – 8:06 pm

**NEXT MEETING:** The next Bicycle Committee meeting is scheduled for February 11, 2019 from 6:00pm to 8:30pm at the RTC office, 1523 Pacific Ave, Santa Cruz, CA.

Minutes respectfully prepared and submitted by:  
Tommy Travers, Transportation Planning Technician

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Hazard Report

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
01/29/19	Walker St. / Harkins Slough bridge	N/A	Watsonville	Debris on shoulder or bikeway	Walker St. / Harkins Slough bridge in Watsonville I reported this earlier today 01/29/19 I wanted to add a photo- Also, not sure it's exactly urgent. Somewhere between minor and urgent. I can get around it, but I think if it was in the 'traffic lane' the city would be right on top of it. Thanks again	Watsonville PW, Maria Esther Rodriguez	01/30/19	<b>1/31/19 Maria Esther Rodriguez:</b> Hello Mr. Flanders, Thank you for letting us know. We will send staff out to make sure this area is cleaned up. Sincerely, Maria Esther Rodriguez
01/29/19	left blank	left blank	left blank	Debris on shoulder or bikeway	Hi- Broken glass and RUSTY NAILS on both sides of the bridge since Friday. I've asked about sweeping this area at least every other week. It's a popular place to toss bottles. If the nails were on one side only, I'd say it might be accidental but..... They swept Westridge yesterday and it almost never needs it. Thanks--Peter	N/A	N/A	<b>SEE ENTRY ABOVE 1/29/19</b>

Hazard Report

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
01/19/19	Van Ness Ave	N/A	Santa Cruz	Other	Someone at approximately 2am this morning stole my black red n white 24 gear set trek bike (its also got front and back disk brakes). The bike was bought in Maine and i do not think there is a serial code for it. But there is a tiny sticker that says mojo in the lower middle interior near the high gear set. If you can please help cuz this has been my transportation to work for nearly 6 months now. The picture provided is the closest look of the bike theme. The mojo sticker is tiny but noticable if you look at the high gear set area. Ill give anyone whatever they want if they find this bike as i really dont have money or anything else for transportation	N/A	01/21/19	<b>1/22/19 Joanna Edmonds RTC:</b> Hi Matthew, We are sorry to hear about your stolen bike! Have you filed a police report? If not, you should file a report as soon as possible online with the Santa Cruz Police Department at <a href="http://www.cityofsantacruz.com/government/city-departments/police/report-a-crime/online-police-reporting-system">http://www.cityofsantacruz.com/government/city-departments/police/report-a-crime/online-police-reporting-system</a> . You will need to provide a description of your bike, bicycle license number and/or serial number. If you are not sure what your serial number is, it will be recorded on your bicycle license paperwork and bike shops may include this information on the receipt at time of purchase. You may also want to make a post in the Facebook group “Stolen Bikes of Santa Cruz,” including a description and photo of your bike. If your bike was not licensed and it is recovered or if you purchase a new bike, you can license a bike online with the City of Santa Cruz at <a href="http://www.cityofsantacruz.com/government/city-departments/police/permits-and-forms/bicycle-license-registration">http://www.cityofsantacruz.com/government/city-departments/police/permits-and-forms/bicycle-license-registration</a> . It is highly recommended that you license any bikes you own, as it aids the police in returning recovered bikes to their rightful owners. Best of luck, Joanna

## Hazard Report

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
01/10/18	Aptos Rancho Rd.	Soquel Drive	Aptos	Bike: Traffic signal problem	There is a free-standing traffic signal prompt with a sign that say's: Bikes Press Button To Activate Signal (or something to that effect). You can push the button until the cows come home and it'll never activate the signal. It's dead. Cyclists must leave the traffic lane and go to the sidewalk to get the "walk" signal activated with the button that pedestrians have which is on the traffic signal's structure. I submitted this earlier, and still it stays broken. How hard is it to fix a problem that only affects bicyclists? The stand-alone traffic signal activator at this location for bikes is dead. Please remove it or fix it.	DPW	01/10/19	<b>1/11/19 Marilyn Raffaelli:</b> Good morning. I am in receipt of your email reporting the bicycle traffic light at Aptos Rancho Road and Soquel Drive. I will be forwarding it to our Traffic Engineering team for their review and response. Thank you for taking the time to contact us.
12/27/18	6100 Soquel Ave	Mattison Lane	Santa Cruz	Bike: Debris on shoulder or bikeway	Broken glass in bike lane, northbound at 6100 Soquel Avenue, almost across the street from Carpet One, debris stretches for a few feet. Thank you!	DPW	12/28/18	<b>12/28/18 Victoria Walker:</b> Thank you for letting us know. I have sent a crew member out to clean up the glass at 6100 Soquel Ave. Victoria Walker Brommer Yard Dispatch <b>12/28/18 Marilyn Raffaelli:</b> Good afternoon Joanna, I am in receipt of your email and will be forwarding it to our Road crew at the Brommer maintenance yard (831-477-3999) for their review and response. Thank you for taking the time to contact us.
12/24/18	Soquel Drive	Aptos Rancho Road	Aptos	Bike: Traffic signal problem	Across the street from Safeway and directly in front of County Bank of Santa Cruz Aptos branch. There is no sensor strip in the street to activate the light for cyclist. Rather, it is necessary to push the "pedestrian" button to cross the street. However, upon pressing the button to activate the "walk" signal and green light, the signal won't operate. I have tried it on three different occasions now, and it just doesn't work. I either have to wait for a car to activate the streetlight, or just run the red light.	DPW	12/26/18	

## Hazard Report

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
12/24/18	San Andreas Road	Camino Al Barranco	La Selva Beach	Bike: Debris on shoulder or bikeway	Camino Al Barranco at San Andreas Road. The bike lane just south of Los Barrancos (toward La Selva Beach) is filled with debris from the eucalyptus trees nearby. The bike lane is now so filled with eucalyptus debris that only 1' of the bike lane (closest to the motorized traffic) is usable. This is a problem as there is a double yellow line separating the opposite motorized traffic lanes, so the the motorists prefer to break the law and drive too close to bicyclists (less than 3') or break the law and drive over the double yellow line into oncoming traffic, rather than slow down and stay behind the cyclists trying to avoid the eucalyptus debris in the unkempt bike lane.	DPW	12/26/18	<b>12/26/18 Jana Vargas:</b> Good morning, I am in receipt of your email and will be forwarding it to our Road crew at the Brommer maintenance yard (831-477-3999) for their review and response. Thank you for taking the time to contact us.
12/23/18	Branciforte Avenue	Broadway	Santa Cruz	Bike: Traffic signal problem	South Branciforte Ave @ Broadway; southbound lane north of intersection. traffic signal doesn't turn green for bicycles; sensor not working	Jim Burr	12/26/18	Jim on vacation until 1/2/19
12/20/18	500 High St	Between Storey and Laurent	Santa Cruz	Bike: Plant overgrowth or interference	How are you all, Around 500 High St., both above and below that address , the bushes Are overgrown into the bike lane. This is heading north towards campus. They just need their quarterly trim. Thank you and happy holidays!	Jim Burr	12/26/18	Jim on vacation until 1/2/19
12/16/18	Bean Creek Rd	Between Kings Village Road and Redwood Way	Scotts Valley	Bike: Rough pavement or potholes	Bean Creek Road, portion inside Scotts Valley City Limits, north of Monte Valle Mobile Home Park. Roadway is badly potholed and cracked. Hazard is greatest for northbound traffic because road is a curving descent in the shade, so it is hard to see and avoid damaged pavement.	Daryl Jordan, Frank Alvarez, Trish McGrath	12/17/18	

## Hazard Report

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
12/14/18	Sims Rd	Graham Hill Rd	Santa Cruz	Bike: Traffic signal problem	Below is a report I sent almost a year ago about a stop light sensor at a fairly dangerous intersection that doesn't detect bicycles. No one ever responded, and the problem has not been fixed. --- Forwarded message --- From: Mather White <mather.white@gmail.com> Date: Fri, 27 Apr 2018 13:55:41 -0700 Subject: Sims Rd & Graham Hill Rd: sensor detects WB>SB bicycles, but light doesn't change correctly To: dpwweb@santacruzcounty.us The specific sequence is: 1) I ride my bicycle on Sims Rd WB, down the center of the left-turn lane, up to limit line, facing Graham Hill Rd, and stop. 2) The sensor detects my bicycle, and the light very briefly stops traffic in both directions on Graham Hill Rd. *** But the left turn signal in front of me NEVER turns allows me to go, even if I wait several minutes, unless there's a left-turning car waiting behind me. *** 3) Within about 2-3 seconds, the light allows Graham Hill traffic to proceed, without having given me a chance to turn left.	DPW	12/14/18	12/14/18 Marilyn Raffaelli: I am in receipt of your email regarding the traffic light at Graham Hill and Sims Road. I will be forwarding your report out to our Traffic Engineering division for their review. Thank you for taking the time to contact us.
12/13/18	Glen Canyon Rd	Between Green Hills and Mil	Santa Cruz	Bike: Plant overgrowth or interference	<a href="https://goo.gl/maps/yoitFFb21NK2">https://goo.gl/maps/yoitFFb21NK2</a> Sight lines are inadequate for bicycle safety. It was utterly stupid to ever include this stretch of road on any bicycle map.	DPW	12/13/18	12/14/18 Marilyn Raffaelli: I am in receipt of your email regarding striping on Glen Canyon Road. I will be forwarding your report out to our Brommer maintenance yard (831) 477-3999 for their review. Thank you for taking the time to contact us.
12/12/18	Chestnut St	Between Lincoln and Walnut	Santa Cruz	Bike: Rough pavement or potholes	Intersections of Chestnut St with Lincoln and Walnut in Santa Cruz. Significant ruts/holes in pavement adjacent to RR tracks at both intersections. Hazard for cyclists turning from or onto Chestnut, and even a possible trip hazard for pedestrians crossing Chestnut. I didn't mark it as urgent, but it's gotten worse over the years. Perhaps signage/markings until repaired?	Jim Burr	12/13/18	

## Hazard Report

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
11/28/18	3751 N Main St	Cherryvale/Geln Haven Rd.	Soquel	Bike: Plant overgrowth or interference	North Main St., Soquel at guardrail right before Cherryvale/Glen Haven Rd. It may not look like much, but the plant branches reaching over the guard rail are poison oak and swipe passing cyclists. The alternative is for cyclists to ride in the roadway itself on a dangerous curve.	DPW	11/28/18	
11/28/18	4489 Soquel Ave	Between 17th and Chanticleer	Santa Cruz	Bike: Debris on shoulder or bikeway	Broken glass in bike lane, northbound, close to Staples at 4489 Soquel Ave. I was able to avoid broken glass yesterday, Wedn. 27th but wasn't able to file this report until today Thursday as I do not have easy access to the internet, so I don't know if you had other reports in the meantime and were able to clean up the debris... Thank you!	DPW	11/28/18	<p><b>11/28/18 Marilyn Raffaelli:</b> Good afternoon Sandrine, I am in receipt of the issue regarding broken glass on Soquel Avenue. I will be forwarding your issue to our Brommer maintenance yard 831-477-3999. Thank you for taking the time to report this issue. <b>12/7/18 Sandrine Georges:</b> As of this morning, Friday Dec 7th 2018 nothing has been removed and green broken glass is still there, I was able to avoid it because I was careful just in case it was still there and I was right, which saved me from a flat tire I'm sure... As a trained cyclist (CyclingSavvy) I chose to stop instead of trying to navigate heavy traffic but not everyone might do the same and might see the broken glass at the last second, veer and jump into traffic... I hope no... Here's the approximate location, bike lane, northbound, very close to Staples, perhaps a bit earlier than this location. Am also providing a screen capture from GoogleMaps for guidance. Please, this urgently need your attention. <b>12/10/18 Marilyn Raffaelli:</b> I am again forwarding your concern to our Brommer yard (831-477-3999) for their review. <b>12/10/18 Victoria Walker:</b> I dispatched the litter crew out to that area this morning. They could not find any broken glass. I am hoping that this means it has already been cleaned up but if not please let me know. Thank you.</p>
11/26/18	208 Natural Bridges Drive	Between Mission St Ext and Delaware	Santa Cruz	Bike: Debris on shoulder or bikeway	Broken glass in the bike lane on the westside of the road.	Jim Burr	11/27/18	11/27/18 Jim Burr: Report has been forwarded to the correct City crew(s) and will be addressed.

Hazard Report

Date	Location	Cross Street	City	Reported Hazards	Additional Comments	Forwarded To	Forwarded Date	Response
11/13/18	8028 Soquel Drive	Aptos Creek Rd	Aptos	Bike: Debris on shoulder or bikeway, Vehicles or objects blocking sidewalk, Other	Bike Lane in front of Aptos Village Garage, This business seems to have a issue with bikes. They have regularly blocked the bike lane with the bumpers of vehicles extending into the bike lane. Now they have escalated their "war" on bikes by using a leaf blower to scatter debris onto the bike lane on a regular basis (every few days). I stopped to NICELY request that they stop blowing debris onto the bike lane and the response was that they had a oak tree that dropped leaves and acorns onto their asphalt work surface so they had to blow it away. When I asked that they not blow it onto the bike lane, the worker offered me the leaf blower to blow it elsewhere.	DPW	11/13/18	11/16/18 Misty Dawn Scott: Good afternoon Pete, I am in receipt of your issue on Soquel Drive. I will be forwarding your report out to our Brommer maintenance yard (831) 477-3999.  Thank you for taking the time to report this issue.
11/09/18	Natural Bridges Dr.	Delaware Ave.	Santa Cruz	Bike: Debris on shoulder or bikeway	Lots of broken glass in the bike lane on the westside of the road. There is also a fair amount of gravel and debris in the bike lane on the east side of the road near the construction staging area.	Jim Burr	11/09/18	11/13/18 Jim Burr: This report has been forwarded to the correct City crews and will be addressed.

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**From:** [Russell Chen](#)  
**To:** [Anais Schenk](#)  
**Subject:** RE: RTC Bicycle Advisory Committee Request for Information  
**Date:** Friday, December 14, 2018 9:56:18 AM  
**Attachments:** [image009.png](#)  
[image010.png](#)  
[image011.png](#)  
[image012.png](#)  
[image001.png](#)

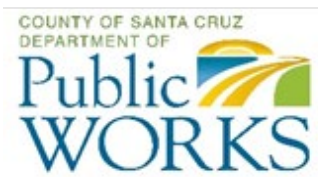
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Hi Anais,

Thank you for providing your concern and the conceptual striping plan. I believe it warrants some consideration when we restripe the roadway. I spoke to our Operations engineer who handles the repaving throughout the County, and he said that we plan on repaving that portion of Mt Hermon in about 2-3 years. I believe that will be an appropriate time to look at adjusting the striping on Mt Hermon at Conference Dr.

As far as Conference Drive, there are no plans to develop it into an alternative route. Less than half of Conference Drive is County maintained.

Russell



Russell Chen  
Traffic Division  
701 Ocean Street, Room 410  
Santa Cruz, CA 95060  
(831) 454-2160

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**From:** Anais Schenk <aschenk@sccrtc.org>  
**Sent:** Wednesday, December 12, 2018 5:20 PM  
**To:** Russell Chen <Russell.Chen@santacruzcounty.us>  
**Subject:** RTC Bicycle Advisory Committee Request for Information

Hi Russell,

A member of the public has approached the Bicycle Advisory Committee with a concern regarding the intersection of Mount Hermon Road and Conference Drive. His concern is about the visibility and safety of cyclists as they approach Conference Drive and pedestrians crossing at the intersection due to topography, the two lanes on the northwest approach and the sight distance of motorists. I think he recognizes that this is not a huge priority but would like the County to consider some changes as outlined in the attached materials which were provided to the Bicycle Advisory Committee. Before taking any further action the Committee wanted to know if this was on the County's radar, if there are planned improvements at this intersection, or if the County would be willing to make these improvements as part of a future maintenance project. Please let me know how I can respond to the Committee's inquiry.

Incidentally there was a lengthy conversation about Conference Drive as a potential alternative route to Mount Hermon. The Committee mentioned that in the past this was a project but was dropped for reasons unknown to them. Can you please provide more information about that as

well?

Regards,  
Anais



**Anais Schenk**, AICP, Transportation Planner

**Santa Cruz County Regional Transportation Commission**

1523 Pacific Avenue | Santa Cruz, CA 95060

Main Office 831.460.3200 | Direct 831.460.3209



***For real-time traffic visit [Cruz511.org](http://Cruz511.org) #KnowBeforeYouGo***

**From:** [REDACTED]  
**To:** [Anais Schenk](#)  
**Cc:** [REDACTED]  
**Subject:** Re: Mount Hermon Road at Conference Drive  
**Date:** Monday, December 17, 2018 10:17:28 AM  
**Attachments:** [image002.png](#)  
[image003.png](#)  
[image004.png](#)  
[image005.png](#)

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It is what I was hoping for since the project alone would not be considered high on anyone's priority. I am quite pleased with where we are on this and I'm sorry not to have made the meeting. There are a couple other issues pertaining to safety and operations on Mt. Hermon Road that I can address with the County that also have impact on user safety (bikes, pedestrians and motorists).

First is the merge from two lanes to one in the downhill grade in the EB direction near Locatelli Lane. The merge arrow is too close to the bottom of the grade and curve and has resulted in many vehicles being forced right or left for last minute maneuvers. The median warning sign is constantly being replaced.

Second is the lack of regular bike lane maintenance (discussed this with Rick). It would be good to see sand and gravel swept out of the bikelanes after heavy storms. Often the 5' bike lane is reduced to one or two feet of the striped lane. Ideally, the City of Scotts Valley would enter into a friendly maintenance agreement to have the County sweeper continue its sweeping path up to Lockwood Lane in Scotts Valley before making the U-turn to return toward Felton.

Third is the unsafe U-turns being made in the WB direction at Covenant Lane....a high speed stretch of Mt. Hermon Road on a curve with limited sight distance and reaction time

I will address these with the County, but feel free to pass this email on to the County Traffic Engineer. What I think this points out is that there can be a comprehensive review on our County bike corridors and low cost safety and operational enhancements can be implemented time of sealing or repaving. This is how we accomplished the Class 2 bikeway and safety improvements on Mt. Hermon Road at Lockhart Gulch in Scotts Valley.

On December 17, 2018 at 9:20 AM Anais Schenk <[aschenk@sccrtc.org](mailto:aschenk@sccrtc.org)> wrote:

Good Morning Jim,

I hope this email finds you well. I know that you have been working with Rick

on your concerns about the striping of Mount Hermon at Conference Drive. Rick brought it up with the Committee at our meeting on December 10<sup>th</sup> and they directed staff (me) to coordinate with the County to see if they would address change the striping next time they do maintenance at that intersection. I emailed County staff and they said that the intersection is scheduled for repaving within 2-3 years and that point in time would be the appropriate time to look at adjusting the striping. I realize that isn't complete closure on this issue for you, but it sounds like they will consider it.

Regards,

Anais



**Anais Schenk**, AICP, Transportation Planner  
**Santa Cruz County Regional Transportation Commission**  
1523 Pacific Avenue | Santa Cruz, CA 95060

Main Office 831.460.3200 | Direct 831.460.3209  
***For real-time traffic visit [Cruz511.org](http://Cruz511.org)***  
***#KnowBeforeYouGo***

**From:** [REDACTED]  
**To:** [Anais Schenk](#)  
**Subject:** Letter to Bicycle Advisory Committee  
**Date:** Tuesday, January 29, 2019 11:20:46 AM

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re: San Andreas Road at Benita Drive

Hello Anais and Bicycle Advisory Committee members,

On a daily basis the intersection of San Andreas Road at Benita Drive gets more dangerous for cyclists. I know that I've written to you before about this intersection, but with no end in-sight for the traffic congestion on Highway 1, the impact upon that intersection by commuters seeking to cut moments off their trip has made this matter urgent to me.

The problem could be somewhat mitigated with signage alerting motorists that cyclists must merge into the motorized traffic lane to make the left turn when traveling northwest. Better yet, a left-turn pocket to safely wait (out of traffic approaching from behind) while waiting to complete a left turn would help. I have been honked at when attempting to make a left turn. I have been passed on my right side by motorists not willing to wait behind me while attempting to make a left turn. I have even been passed on my **left side** while in the traffic lane with my left hand extended to make the left turn.


The problem is further aggravated by the need to wait for the on-coming traffic coming down from Highway 1. With the freeway permanently gridlocked during the ever-enlarging commute hours, motorists exit northwest bound Highway 1 to then "short-cut" down San Andreas and make a right turn onto Benita.

That in-turn leaves me waiting in the San Andreas northwest bound motorized traffic lane for the "short-cutters" to approach and then complete their right turn onto Benita. While waiting, I literally have 40mph traffic behind me, and 40mph traffic approaching in front of me. It's not safe! (And do you really think any adult would let their kid bicycle from La Selva or Seascapes to Aptos High, or Aptos Junior High to reach their nearby school through this hazardous intersection?)

I would like to see traffic signs to alert motorists approaching the intersection of bicyclists. I would like to see a buffered left turn pocket to wait while completing the left turn. Most of all, I'd like to see a stop sign for San Andreas traffic in both directions at the intersection to slow traffic and ensure safety at the intersection.

I invite and urge you to come see this intersection. I'd appreciate your help to make it safer.

Thank you,  
Peter Stanger



**TO:** Bicycle Advisory Committee

**FROM:** Brianna Goodman and Rachel Moriconi, Transportation Planners

**RE:** Draft Highway 9/San Lorenzo Valley Complete Streets Corridor Plan – Public Comment Period Open

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## **RECOMMENDATIONS**

Staff recommends that the Bicycle Committee provide input on the draft Highway 9/San Lorenzo Valley Complete Streets Corridor Plan.

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## **BACKGROUND**

Highway 9 is the primary travel corridor through San Lorenzo Valley. It serves as the “Main Street” and economic center for the towns of Felton, Ben Lomond, Brookdale, and Boulder Creek, and as an interregional arterial connecting Silicon Valley and Santa Cruz. San Lorenzo Valley community members, the County of Santa Cruz, Santa Cruz Metropolitan Transit District, Caltrans, the RTC and other stakeholders have identified significant transportation deficiencies along the corridor. Since state, federal, and local revenues are severely constrained, a comprehensive plan is needed to help coordinate and prioritize transportation investments for this important corridor.

The Santa Cruz County Regional Transportation Commission (RTC) was awarded a Sustainable Communities Transportation Planning Grant (FTA 5304) of \$249,000 from Caltrans to prepare a complete streets corridor transportation plan for the Highway 9-San Lorenzo Valley corridor and the RTC also committed Measure D and local funds to the plan. The consultant team of Kimley-Horn and Trail People was hired to prepare the plan, with oversight provided by RTC, Caltrans, Santa Cruz METRO, and County of Santa Cruz staff.

## **DISCUSSION**

The draft *Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan* was released for public review on January 17, 2019. The draft plan identifies, evaluates and prioritizes the most critical and cost effective transportation improvements in the corridor. The Executive Summary is attached ([Attachment 1](#)). This multimodal plan focuses on safety for pedestrians, bicyclists and motorists; access to schools, businesses, and bus stops; traffic operations, pavement conditions, drainage and other needs in this important travel corridor.

The corridor plan includes:

- Information on existing conditions and infrastructure gaps;
- Answers to questions about what can be done within Caltrans’ right-of-way;

- Conceptual complete street designs that may be used to facilitate subsequent design, environmental review, and construction of priority infrastructure projects;
- Data, evaluation, analysis of conceptual projects;
- Summary of public outreach and input;
- Prioritization of transportation projects that can be implemented in the short-term and longer term to address transportation challenges on the corridor.

This corridor-specific plan will facilitate implementation of priority projects. The plan will be used as a stepping stone to secure funding for priority investments, which may include using Measure D funds designated for the area as match. The plan is expected to be used by Caltrans, the County of Santa Cruz, and developers when identifying complete streets and other transportation components to incorporate into other capital projects, as feasible. It also provides a framework for partnering with Caltrans to implement investments that promote complete streets, implement sustainable communities strategies, and improve multi-modal access, connectivity, safety, security, system preservation, economic vitality, and environmental quality.

### Summary of Corridor Priorities

After evaluation of previous outreach efforts, collision data, traffic conditions, land uses, Metro on-boarding data, gaps in existing infrastructure, and review of over 800 suggestions from members of the community, staff and the project oversight team identified 34 priorities for implementation in the short and longer term. Priorities include:

- Walking and biking facilities: adding sidewalks, pathways, bike lanes, and other facilities through town centers and near SLV High/Middle/Elementary Schools (SLV Schools Campus)
- Increase safety for pedestrians crossing Highway 9, including traffic calming methods to slow auto speeds in town centers
- Intersection modifications along Highway 9 to improve traffic flow and safety for all users including at Graham Hill Road, Highway 236, and Bear Creek Road, as well as turn and merge lanes at several other intersection locations
- Improving transit stop access and facilities and exploring alternate transit service options
- Reorganization of the SLV Schools Campus site access for all users to improve safety and traffic throughput
- Improving organization of roadside parking and expanding availability of parking in town centers.

### Public Outreach

The community is encouraged to review the draft plan and provide feedback. The RTC is seeking public input on the draft plan through open houses in Felton and Boulder Creek (January 31 and February 6), news releases, neighborhood social media groups,



community calendars, emails to approximately 500 people that have signed up for eNews on the plan, and the RTC's webpage and newsfeed. Flyers on the plan and public open house were also distributed at multiple venues. The project team will also be soliciting input through an online survey and at RTC advisory committee meetings this month.

**Bicycle Advisory Committee members are encouraged to review and provide input on the draft plan. Input received by February 15, 2019 will be considered for incorporation into the final plan. A public hearing was held during the February 7 RTC meeting.**

- Written comments can also be submitted via an online comment form (available from [www.sccrtc.org/slvplan](http://www.sccrtc.org/slvplan)) or via [email](mailto:slvplan@sccrtc.org) to: [slvplan@sccrtc.org](mailto:slvplan@sccrtc.org), or by postal mail to the RTC office.

In addition to current outreach, this plan builds upon past outreach and planning efforts and incorporates input received by over 400 people during phase 1 of the Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan. Staff and the consultant team also met with Caltrans, Santa Cruz METRO, the County of Santa Cruz public works and planning departments, San Lorenzo Valley Unified School District staff, community organizations and community leaders to solicit input on transportation needs and project concepts along the corridor. Focus groups provided input on draft implementation priorities in 2018.

#### Next Steps

Staff will be working with the project team to address public comments and make updates for the final plan document.

#### **SUMMARY**

Caltrans awarded the RTC a planning grant to prepare a complete streets plan for the Highway 9 corridor through San Lorenzo Valley (SLV). The draft plan identifies, evaluates, and prioritizes transportation concepts that improve safety, access to schools, businesses, and bus stops, and traffic operations. The RTC is currently soliciting input on the draft plan and a public hearing has been scheduled to receive comments during this meeting. Comments submitted by February 15, 2019 will be considered during development of the final plan.

#### Attachments:

- 1) Executive Summary
- 2) Fact Sheet
- 3) Draft Highway 9/SLV Complete Streets Corridor Plan (*available electronically on the RTC website – [www.sccrtc.org/slvplan](http://www.sccrtc.org/slvplan)*)

## Executive Summary

### Highway 9/San Lorenzo Valley Complete Streets Corridor Plan

Shaped by community input about transportation challenges that San Lorenzo Valley residents currently face and desires for the future, the **Highway 9/San Lorenzo Valley Complete Streets Corridor Plan** (SR9/SLV Corridor Plan) is a planning study that provides a vision, guiding principles, and realistic strategies to improve how people get around San Lorenzo Valley.

This complete streets corridor plan focuses on the section of Highway 9 which serves as the “Main Street” and economic center for the villages of Felton, Ben Lomond, Brookdale, and Boulder Creek, as well as connecting county maintained roads (**Figure ES1**). Priorities identified in the plan improve safety for pedestrians, bicyclists and motorists; improve access to schools, businesses, residences, and transit; and improve traffic operations throughout this travel corridor.

This is a “Complete Streets” plan, which means it is focused on planning, designing, operating, and maintaining transportation facilities that improve mobility for all users, including motorists, pedestrians, bicyclists, transit vehicles, and truckers, as appropriate to the function and context of the facility. A well-designed complete street does not just work better; it *feels* better, particularly for pedestrians and cyclists, and it *looks* better, with enhanced aesthetics and amenities that complement the setting and adjacent uses.

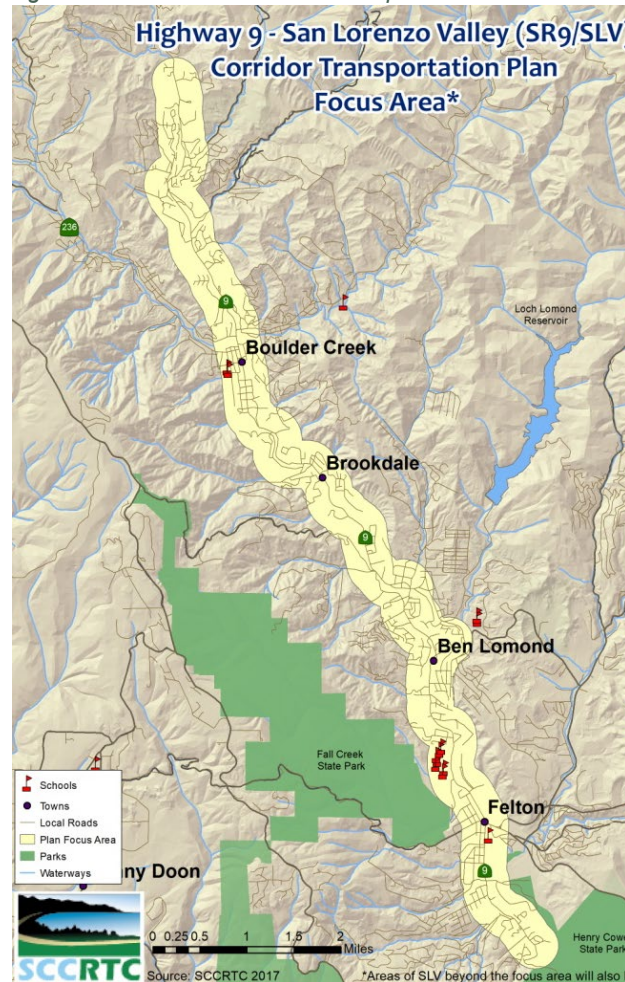
### Existing Conditions

This mountainous area of Santa Cruz County has narrow curving roadways frequently impacted by steep terrain, high collision rates, significant gaps in bicycle and pedestrian facilities, limited transit service, traffic backups at a number of choke points, as well as pavement, drainage, and other assets in disrepair.

**Daily traffic volumes:** Highway 9 is used by over 16,000 vehicles between Ben Lomond and Boulder Creek and over 21,000 vehicles each day between Felton and Ben Lomond, with use expanding with tourism and special event traffic during summer months. (see **Figure ES 2**)

**Traffic choke points:** While traffic volumes through SLV are relatively low compared to other state highways and major arterials in Santa Cruz County, during peak travel periods motorists regularly experience moderate to severe backups through the village cores, in front of SLV Elementary, Middle and High Schools (SLV Schools Campus) just north of Felton, and at major

Figure ES 1: Corridor Plan Area Map



intersections, including the Highway 9/Graham Hill Road intersection in Felton and Highway 9/Bear Creek Road intersection in Boulder Creek.

*Figure ES 2: Average Daily Traffic Volumes on Highway 9*

Post Mile	Location Description – HIGHWAY 9	Daily Traffic Volume
5.64	FELTON, north of SAN LORENZO AVENUE	7600
6.46	FELTON, south of GRAHAM HILL ROAD	12,100
6.46	FELTON, north of GRAHAM HILL ROAD	20,800
8.11	BEN LOMOND, south of GLEN ARBOR ROAD	19,600
9.71	BEN LOMOND, SAN LORENZO RIVER BRIDGE	15,200
11.3	BROOKDALE, north of ALAMEDA AVENUE	11,400
13.04	BOULDER CREEK, south of SOUTH JCT. RTE. 236	12,000
13.24	South of BEAR CREEK ROAD	17,700
13.24	North of BEAR CREEK ROAD	10,700
20.86	North of WATERMAN GAP, NORTH JCT. RTE. 236	2800

*Source: Caltrans Traffic Census Program, 2017*

**Collisions:** There have been a number of significant collisions in the past decade in SLV. Leading causes of injury and fatal collisions from 2013 to 2017 involved unsafe speed or improper turning. Residents are justly concerned about speeding on roadways throughout SLV, especially near schools, residential and commercial areas. The narrow curving right-of-way and close proximity to buildings, fences, and trees meant nearly 40% of all collisions 2013-2017 were “hit object” collisions, rather than a collision between two vehicles. Impaired driving from alcohol or drugs is also a significant challenge. California Highway Patrol (CHP) is responsible for traffic enforcement through SLV, though officers are responsible for covering very large areas.

**Walking:** While there are some pedestrian facilities (sidewalks, paths, and crosswalks) in village centers, the rural nature of the area has left most pedestrians outside of the village cores walking in dirt along the shoulders of Highway 9 and on local roads. Especially as more vehicles use the roads, more formalized separation of pedestrians is desirable. Many existing sidewalks in village cores are not compliant with the latest accessibility (Americans with Disabilities Act or ADA) standards. Narrow roadways, pinched by hillsides, gullies, and trees make construction of walking paths between town centers difficult.

**Bicycling:** While there are no dedicated bicycle lanes or paths along Highway 9 or local roads in SLV, the highway is regularly used by bicyclists commuting through and between town centers, cyclists accessing parks, as well as recreational cyclists, sometimes traveling the entire length of Highway 9 from Santa Clara County/Saratoga to Santa Cruz. Where shoulders exist, cyclists often use that space, but otherwise are sharing the road surface with motorists.

**Transit:** SLV is served by three public bus routes, school buses, as well as paratransit services for seniors and people with disabilities offered by Santa Cruz METRO and Community Bridges Lift Line. Santa Cruz METRO’s three bus routes have an average monthly ridership of approximately 40,000.

*Figure ES 3: Downtown Felton looking north*



*Credit: SCCRTC*



## Goals and Objectives

The primary purpose of the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan is to create an actionable short-term and longer-term multi-modal complete streets corridor plan that addresses transportation challenges for all modes of transportation along the Highway 9 corridor through San Lorenzo Valley (generally Felton to Boulder Creek) and within the village cores. In evaluating potential transportation projects, the project team considered how well projects address objectives identified by the community. Chapter 1: *Introduction* provides greater detail on objectives and criteria used to evaluate priority projects.

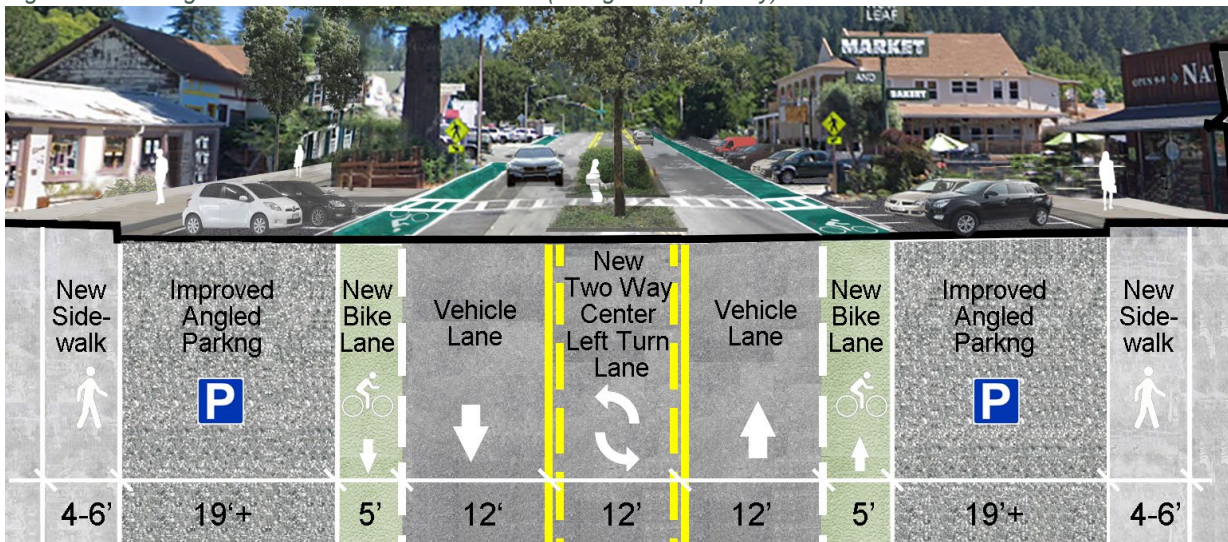
### Project Objectives

- Safety
- Pedestrian Access and Connectivity
- Bike Access and Connectivity
- Sustainability/Reduce emissions and vehicle miles traveled (VMT)
- Traffic Flow for Vehicles
- System Preservation/Maintenance
- Transit Connectivity
- Economic Vitality
- Town Character Compatibility
- Public Support
- Ease of Implementation, including cost and available funding
- Anticipated Use Level

## Implementation Priorities

In recognition that funding for transportation projects is limited, the Highway 9/San Lorenzo Valley Complete Streets Corridor Plan prioritizes transportation investments that improve multi-modal transportation access and connectivity, safety and security, operations, economic vitality and environmental quality through San Lorenzo Valley. In order to identify priorities, the project team (SCCRTC, Caltrans, County Public Works, County Planning, Santa Cruz Metro, and consultants) reviewed existing conditions (collisions, facilities, traffic volumes, etc), conducted extensive community outreach, and considered information from other relevant documents and past community input. After reviewing hundreds of project ideas and challenge areas, the project team developed a consolidated list of a priority projects. The team then evaluated how well those projects address goals and primary objectives and solicited stakeholder feedback on project components. The overall vision for the corridor, including corridor-wide priorities and sample cross sections (see **Figure ES4**), are included in Chapter 2.

Figure ES4: Village Core Enhanced Cross Section (Design concept only)



Source: Trail People; photo: Google Streetview

**Priority Projects:** Chapter 3: *Priority Projects by Location* identifies priority projects along the corridor. A more exhaustive list of ideas and concepts for SLV are included in Appendix B: *Identified Projects List*. A range of potential short- and longer-term infrastructure modifications in these areas are described in Chapter 3: **Figures ES 5 to ES 8** show these priority projects, split according to mode of transportation. Based on how well the priority projects meet objectives listed above, some of the highest priorities for the corridor include the following.

- SLV Schools Campus Circulation: Improving traffic flow and bike and pedestrian access to SLV Elementary, Middle, and High Schools has consistently been identified as one of the highest priority for SLV. (Projects 9 and 10)
- Highway 9/Graham Hill Road Intersection: redesign intersection to improve circulation, pedestrian, and bicycle access through the intersection. (Project 8)
- Felton: Pedestrian, roadway and parking modifications (Projects 4, 6, and 7)
- Ben Lomond: Multimodal improvements in the village core (Project 14)
- Brookdale crosswalk safety improvements (Project 20)
- Boulder Creek sidewalk and crosswalk improvements (Projects 23 and 25)
- Corridor-wide priorities: roadway maintenance, speed reduction, increase transit service, increase number of turnouts, add lighting at crosswalks, and wider shoulders for bicycles

Discussion on how these projects were determined to be the highest priorities can be found in Chapter 4: *Project Evaluation and Implementation Plan*.

### How this Plan will be Used

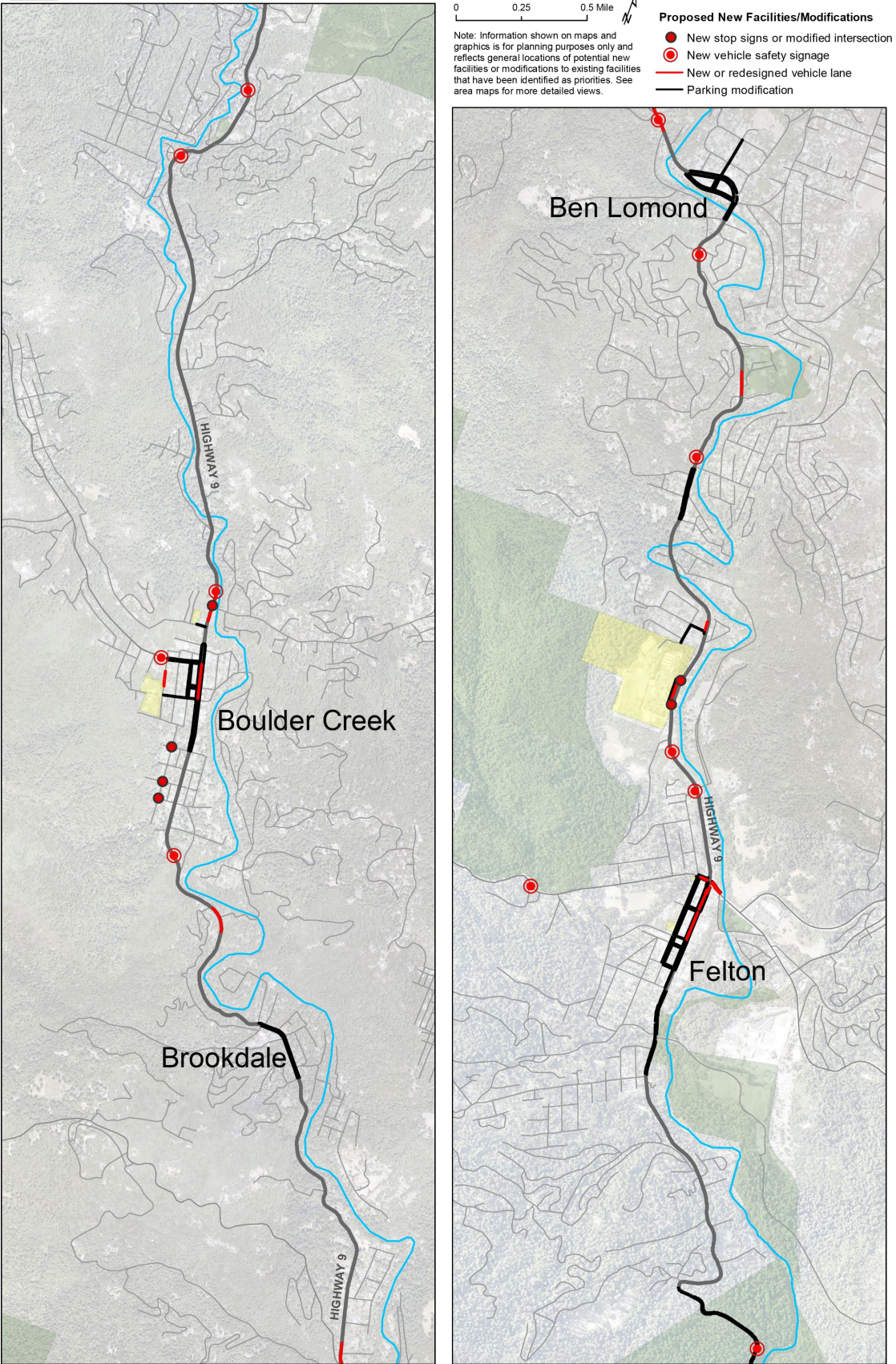
This Complete Streets Corridor Plan will be used to guide and coordinate transportation investments along the Highway 9 corridor through SLV. It serves as a resource for Caltrans, County Public Works, County Planning, the Regional Transportation Commission (RTC), SLV Unified Schools District (SLVUSD), residents and businesses to use to improve this transportation corridor. It prioritizes infrastructure projects (Chapter 4: *Project Evaluation and Implementation Plan*); shows preferred roadway cross sections for town centers, suburban areas and rural areas which can be used as a framework for future updates to infrastructure in areas not identified in the priority projects (Chapter 2: *Corridor Vision*); includes a “toolkit” illustrating a range of potential transportation facility modifications, projects, and programs and answers questions about what can be done within Caltrans’ right-of-way (Appendix A: *Complete Streets Improvements Toolkit*); and identifies potential funding sources, including opportunities to use \$10 million of Measure D revenues earmarked for the area to leverage other local, state and federal funds (Chapter 4: *Project Evaluation and Implementation Plan* and Appendix C: *Funding Opportunities*).



While it is anticipated that many projects will be implemented independently, as other transportation and non-transportation projects are implemented along the corridor, public and private entities are expected to consider and incorporate complete streets components and concepts identified in this corridor plan. This may include Caltrans maintenance, operational, and preservation projects (SHOPP), new land use developments, or major infrastructure modifications.



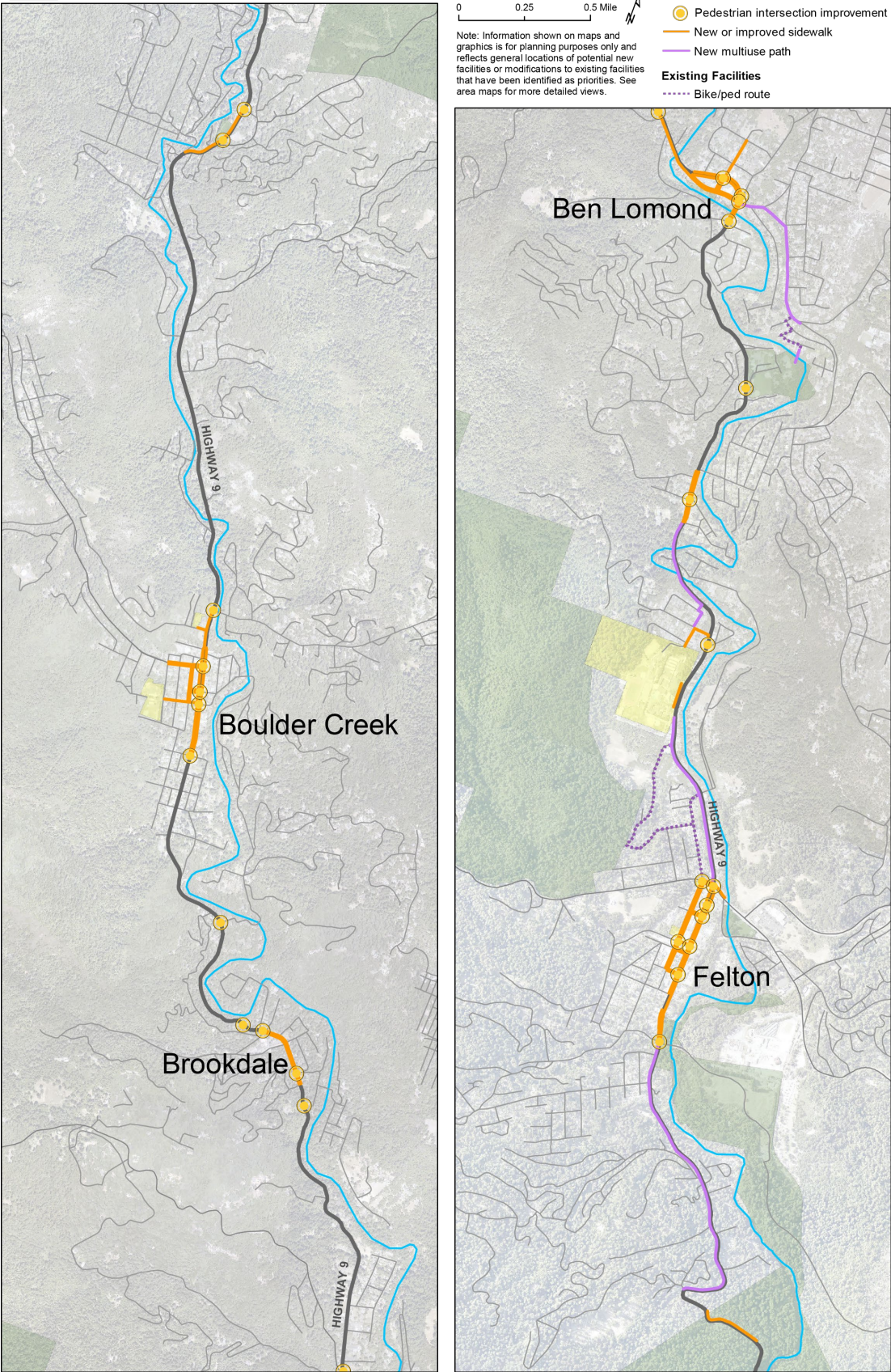
Figure ES 5: Auto Priority Projects



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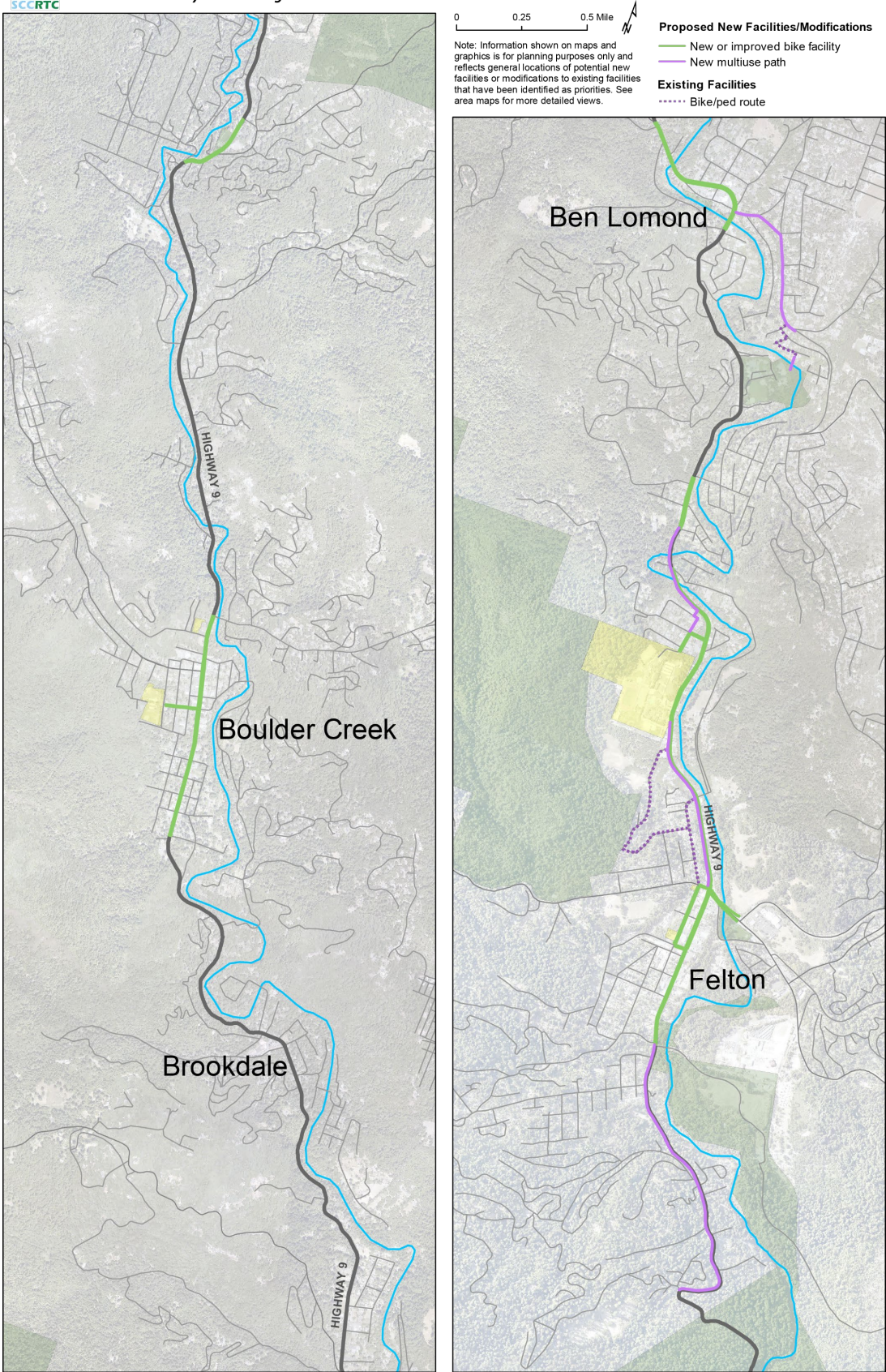
Figure ES 6: Pedestrian Priority Projects



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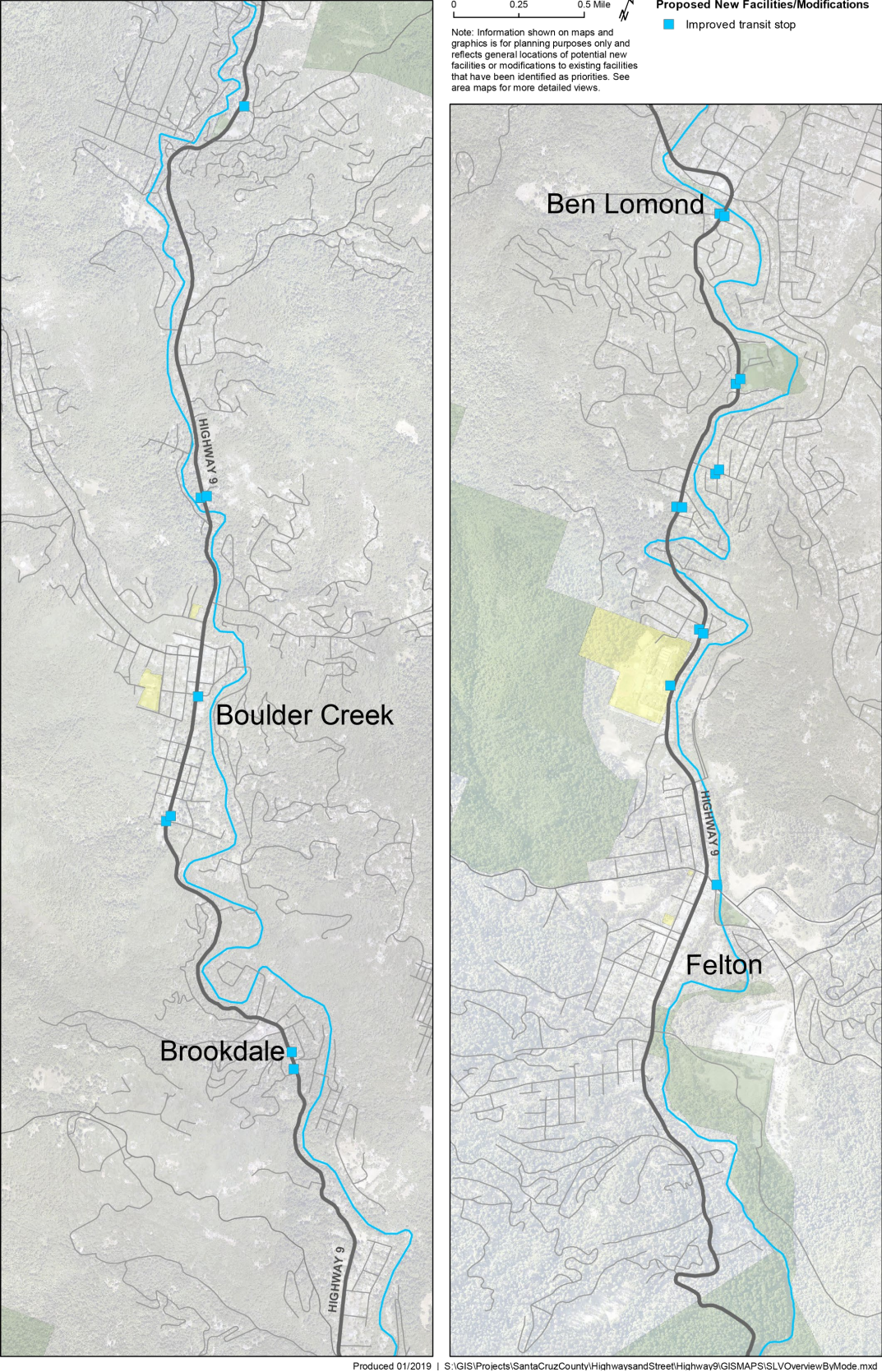
Figure ES 7: Bicycle Priority Projects



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Figure ES 8: Transit Priority Projects







## Highway 9 - San Lorenzo Valley Complete Streets Corridor Plan

[www.sccrtc.org/slvplan](http://www.sccrtc.org/slvplan)

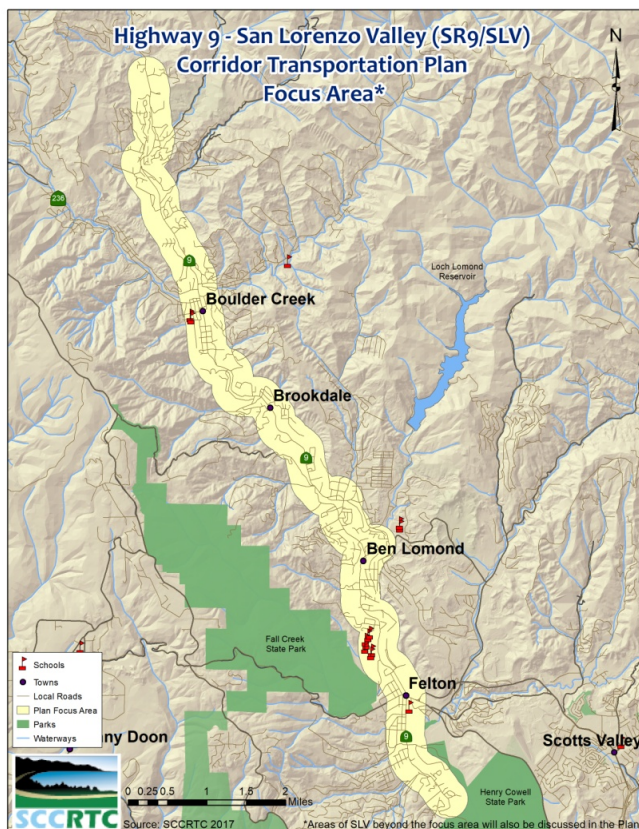
### Project Summary

A complete streets corridor plan is being prepared for Highway 9 and connecting county roads through the San Lorenzo Valley (SLV) that identifies, prioritizes, and enables implementation of the most critical and cost effective transportation projects. This mountainous roadway serves as the “Main Street” and economic center for the towns of Felton, Ben Lomond, Brookdale, and Boulder Creek and as an interregional arterial connecting Silicon Valley and Santa Cruz. This plan focuses on safety for pedestrians, bicyclists and motorists; access to schools, businesses, and bus stops; traffic operations, pavement conditions, drainage and other needs in this travel corridor.



### Why is this plan needed?

A comprehensive multimodal transportation plan is needed to evaluate and prioritize transportation projects that can be implemented in the short and mid-term to address challenges on the corridor, especially since state, federal, and local revenues are severely constrained.



This comprehensive plan for Highway 9 through San Lorenzo Valley:

- Builds on past public input and planning activities
- Documents existing conditions
- Identifies infrastructure gaps
- Identifies potential modifications to village cores to reduce speeding, increase parking, and create safer pedestrian walking and crossing facilities
- Defines preferred roadway designs that include sidewalks, bike lanes, etc. for a variety of location types to expand safe pedestrian and bicycle access on the entire corridor
- Answers questions about what can be done within Caltrans' right-of-way
- Provides data, evaluation, and public deliberation to make informed decisions
- Identifies priorities, including for voter-approved [Measure D](#) funds designated for the corridor.



This corridor-specific plan will be a stepping stone to securing funding for priority investments and provide a framework for partnering with Caltrans to implement investments that address community concerns, improve multi-modal safety, access, connectivity, economic vitality and environmental quality, and improve the condition of existing infrastructure (e.g. fill potholes). The plan includes conceptual complete street designs to provide transportation facilities for all users, including pedestrians, bicyclists, and transit users, and will be used to facilitate subsequent design, environmental review and construction of improvements.

## Public Outreach

San Lorenzo Valley residents, businesses, community groups, parents and school administrators regularly express concerns about Highway 9. Meetings held since 2013 have accentuated the need for a comprehensive plan. Building upon past public outreach efforts, community meetings were held in October 2016 and May 2017 and an online survey solicited input during summer 2017. Focus groups of stakeholders for each village and the schools campus were held in Spring 2018. The community is encouraged to now provide input on the draft plan, available online at: [www.sccrtc.org/slvplan](http://www.sccrtc.org/slvplan).

## Major Milestones

- Corridor Travel Analysis and Needs Assessment: Included review of existing and projected future conditions and identification of potential projects (investment options) that improve access, mobility, safety, and operations.
- Community members provided input on the Draft Phase 1 Report, identified specific challenge areas, and provided input on some of the specific ideas previously prioritized by the community.
- Evaluation and Prioritization of Investment Options. Evaluation criteria were used to analyze the degree to which different projects/investments would address challenges and advance goals for the corridor. This analysis resulted in an implementation plan that prioritizes short-term and longer-term projects and concepts.
- Corridor Plan: The final plan is expected to reflect community consensus on investment priorities. *The draft plan is available for public review online at [www.sccrtc.org/slvplan](http://www.sccrtc.org/slvplan).*
  - Let us know what you think! Send comments to SCCRTC: [slvplan@sccrtc.org](mailto:slvplan@sccrtc.org) or 1523 Pacific Avenue, Santa Cruz, CA 95060 by February 15, 2019 for consideration in the final plan. Or share your input during an open house or other meetings (dates and locations online).

## Project Team

The Santa Cruz County Regional Transportation Commission (RTC) is the lead agency for this project, implemented in partnership with Caltrans, the County of Santa Cruz, Santa Cruz Metropolitan Transit District (METRO), residents, businesses, schools, and other stakeholders. The consultant team of Kimley-Horn and TrailPeople assisted in preparation of the plan.



*This planning effort is funded through a \$249,000 Caltrans' Sustainable Communities Transportation Planning Grant (FTA 5304) and local funds.*



**Sign up** for the Highway 9 E-news list or submit comments on the corridor by contacting:  
Santa Cruz County Regional Transportation Commission (SCCRTC)  
1523 Pacific Ave, Santa Cruz, CA 95060  
831-460-3200 [slvplan@sccrtc.org](mailto:slvplan@sccrtc.org)  
[www.sccrtc.org/slvplan](http://www.sccrtc.org/slvplan)