

Appendix B: Identified Projects List

The following is a list of all the transportation challenges and ideas for San Lorenzo Valley which were identified by members of the public, stakeholders, and the Highway 9/SLV plan project team. While Chapter 3 of the plan identifies priority projects and concepts, this more comprehensive list of projects and ideas is expected to also be considered, especially when projects are implemented in the SLV. Caltrans, the County of Santa Cruz Public Works and Planning Departments, Santa Cruz Metropolitan Transit District (METRO), the school district, developers and others should evaluate and consider incorporating these ideas into other projects when feasible. A map of project ideas/challenge areas identified during Ph. 1 public outreach is at: <http://arcg.is/1iTSaL>. **Any additional ideas identified during public review of the draft plan were incorporated into this list.**

Overview of key challenges in the San Lorenzo Valley (SLV)

(Note: Location-specific issues listed later in document)

- Safety for all modes
 - Vehicles speeding, a major concern especially in town centers and near schools.
 - Narrow and curvy road in mountainous area, shoulders very narrow or non-existent in some sections, resulting in road sharing challenges (esp. bike/auto)
 - More safe pedestrian crossings needed near destinations and transit stops
 - Significant injury and fatal collisions
 - Need improved lighting and visibility for pedestrians, especially at crossings
 - Sight distances are limited
 - Guard and bridge rail replacements are needed
 - Improved drainage is needed to improve safety and minimize storm water runoff into San Lorenzo River Watershed
 - Insufficient passing lanes and turnouts.
- Gaps in bicycle and pedestrian facilities along the corridor
 - No continuous sidewalks or pathways, including through town centers; gaps in ADA-compliant pedestrian facilities; limited pedestrian crossings; obstacles for pedestrians. Pedestrians walking in dirt or shoulders along the highway. 2018/19 SHOPP includes installing accessible pedestrian signals at various locations (EA Project Identifier 1G160 0514000118)
 - Existing infrastructure for bicyclists is not adequate to accommodate safe, convenient access. Bicycle lanes, bicycle parking, green paint at intersections, and other bike facilities are either incomplete or completely missing in many sections of the corridor. Lack of facilities and signage between town centers. Many drivers concerned about sharing the road, especially coming upon bicyclists around blind corners.
 - Lack of safe routes for walking or biking to San Lorenzo Valley High School, Middle School, and Elementary School in Felton and Boulder Creek Elementary School. Students walking in the shoulder, dirt paths, or store parking lots along the highway.
 - Shoulders should be widened for non-formalized bike/ped space wherever feasible, maintain 14' lane width where no bicycle lane can be accommodated.
- Infrequent or lack of transit service
 - Limited bus service and service cuts.
 - Lack of accessible facilities providing safe paths to walk or bike to public bus stops.

- Upgrades are needed to bus stops, including facilities to provide shelter from weather.
- Growing paratransit needs for seniors and people with disabilities.
- Consider alternatives to fixed route public bus service – e.g. microtransit; dial-a-ride;
- last/first multi-mile challenges
- Need more staple style bicycle racks, at bus stops and elsewhere
- Corridor Operations: Speeding, left turn access, driveways, traffic jams through commercial and school zones, intersections, and limited passing lanes and turnouts all present operational challenges.
- Challenges implementing relatively small projects in the state right-of-way, such as streetscape projects in main street sections, pedestrian-friendly street lighting, street furniture, installation of new bicycle racks, and bus stop upgrades.
- System preservation and drainage, especially as this area is subject to heavy rains and storm water runoff into the San Lorenzo River Watershed. Much of the current asphalt is degrading rapidly and striping is severely faded
 - i. Hwy 9 from Hwy 1 to Fall Creek Drive, storm water improvements (in 2018 SHOPP)
 - ii. Hwy 9 from Hwy 1 to Pacific St, Brookdale: Pavement, drainage improvements, sign panel replacement (2025 SHOPP)
 - iii. Hwy 9 from Hwy 1 to Grove St, Boulder Creek: Storm water mitigation (in 2024 SHOPP)
 - iv. Hwy 9 from Holiday Lane (Highland Park) to County line: Storm water improvements (2021 SHOPP)
- Preservation of historic, cultural and environmental assets, including wildlife, trees, parks.
- Access to businesses and jobs along the corridor, to support economic vitality and address issues related to parking, ingress and egress.
- Funding needs are more than double available revenues.

Corridor-wide Project Priorities

1. Projects that reduce auto speeds, especially when entering towns or densely populated areas, along straightaways, and near schools
2. Increase transit service and add benches at transit stops
3. Add bike lanes wherever feasible on Hwy 9
4. Add walkways wherever feasible, especially in town centers and near schools
5. Add more turnouts on Hwy 9
6. Upgrade streetlight, add higher visibility crosswalks

Location-Specific Challenges and Project Ideas

Parentheses reflect number of times participants mentioned an item during Phase 1 outreach in the MetroQuest and paper surveys and at meetings. This list also includes priorities identified in past outreach and planning efforts, including meetings held in 2013.

State Park South: Golf Club Drive to Glengarry Road

Key Issues:

- Parking spillover at Ox Trail parking lot: Increasing popularity of the Garden of Eden swimming hole means small designed parking lot fills quickly and undersigned parking on

highway shoulders creates hazards for drivers and pedestrians (approx. 37.031310, -122.064324 to 37.030837, -122.060858)

- Illegal bike trail dumps onto Hwy 9 at blind curve (approx. 37.030410, -122.059364)
- No bicycle facilities or space for cyclists throughout section, motorists don't give 3 feet

A. Pedestrian Facility Priorities:

1. Pedestrian walkway facilities
 - a) Hwy 9 curve just south of Ox Trail parking lot (1)
 - b) Hwy 9 Felton to Santa Cruz (1)
 - c) Hwy 9 at Paradise Park entrance (1)
 - d) Hwy 9 near Vernon/Golf Club Drive (1)
2. Pedestrian crossing facilities
 - a) Hwy 9 just south of Ox Trail parking lot – install crosswalk (1)

B. Bicycle Facility Projects

1. Bicycle facilities – bike path, lane, etc. to separate bicycles and autos to increase cyclist and motorist safety
 - a) Hwy 9 at Ox Trail parking lot – secure bicycle parking (2)
 - b) Hwy 9 through Henry Cowell State Park – make bicycling illegal (1)
 - c) Hwy 9 Felton to Santa Cruz – bike facilities (6)
 - d) Hwy 9 RR crossing to Paradise Park exit road – bike facilities (4)
2. Shared bicycle and pedestrian facilities
 - a) Complete shoulder or bike lane to 4 ft on both sides, complete sidewalk on both sides (see *2006 SLV Trail Feasibility Study*)
 - b) Rail trail along Roaring Camp railroad tracks (2)
 - c) Hwy 9 Paradise Park to Golf Club Dr (3)

C. Roadway Projects:

1. Improve line of sight/blind curve
 - a) Hwy 9 at Glengarry (1)
2. Pavement Conditions
 - a) Hwy 9 at railroad tracks crossing (1)
3. Other roadway projects
 - a) Hwy 9 at Ox Trail Parking lot – make parking outside of designated parking lot illegal (1)
 - b) Hwy 9 at Ox Trail Parking lot – current undersigned parking lot spillover dangerous, vehicles and those parking them in roadway (2)
 - c) Hwy 9 throughout Henry Cowell State Park – White lane markings currently uneven and lanes vary in width, restripe (1)
 - d) Hwy 9 north of vista point, repair storm damage (in 2020 SHOPP)
 - e) Hwy 9 south of Paradise Park, repair storm damage (in 2020 SHOPP)

D. Auto Safety

1. Speed limit enforcement
 - a) Hwy 9 at Powder Creek Trestle (37.007150, -122.044479) – Reduce speed limit on narrow viaduct (2)
2. Flashing warning lights
 - a) Hwy 9 south of Glengarry – warn southbound drivers that they are approaching the Ox Trail parking lot (1)
 - b) Hwy 9 at (37.030410, -122.059364) – Illegal bike trail merges onto Hwy 9 here

- (1)
3. Other auto safety
 - a) Hwy 9 south of Glengarry and north of Golf Club Drive – signs reminding drivers of 3-foot buffer law for passing cyclists (1)
 - b) Guardrails on northbound Hwy 9 Santa Cruz to Felton

E. Transit and other ideas:

1. Provide transit service
 - a) Transit service down Hwy 9 to Santa Cruz (1)
 - b) Roaring Camp train tracks – work towards passenger service to Santa Cruz (2)

Felton: Glengarry Road to Graham Hill Road

Key Issues:

- Hwy 9 and Graham Hill intersection: multiple issues. Inadequate bike/ped facilities, more storage space need (right turn lane on northbound 9, center/left turn lanes on Graham Hill. Timing of light doesn't allow enough time for northbound 9 or west/southbound Graham Hill, northbound Graham Hill timing still inadequate for traffic volumes. Roundabout one of many treatments suggested.
- Lack of accessible sidewalks – all downtown Felton, including ped access to new library at Hihn and Gushee
- Heavily used midblock crossing between Graham Hill and Kirby dangerous and ignored by motorists
- Motorists turning into/out of New Leaf and other downtown parking areas blocking traffic flow or entering traffic lane unsafely – suggestions include center turn lane and realignment of parking
- Unsafe/poor visibility crosswalks or lack of crosswalks throughout Felton
- Lack of bicycle facilities throughout Felton
- Crosswalk at Hwy 9 and Redwood Dr – Crosswalk heavily used by park visitors and often ignored by motorists. The crosswalk is on the wrong side of the intersection – moving it to the south side of Redwood Dr would line up with Henry Cowell entrance and allow peds to avoid blind curve. Redesigned roadside parking needed to allow safe space for persons exiting their parked vehicles and walking into the park, better ped egress into park needed.
- Speeding in residential areas outside downtown core, especially south Felton

A. Pedestrian Facility Priorities:

1. Pedestrian walkway facilities
 - a) Felton Empire from Hwy 9 to Fall Creek entrance (2)
 - b) Graham Hill from Mount Hermon to Roaring Camp entrance – Pedestrian walking facilities (RTC Observations)
 - c) Hwy 9 Felton Empire to Russell – New sidewalks. No sidewalks in Felton, small portions that exist not accessible (9, Felton Town Plan)
 - d) Hwy 9 – Sidewalks throughout downtown to include shade trees/landscaping (Felton Town Plan)
 - e) Gushee St between Felton Empire and Hihn St – updated sidewalk for new library (1)
 - f) Hwy 9 between Russell and Laurel – add sidewalks to area around Farmer's

- Market at 120 Russell Ave (2)
- g) N Big Trees Road at Hwy 9 – extend paved area on north side of Henry Cowell entrance to allow space for walkers (1)
- 2. Pedestrian crossing facilities
 - a) Felton Empire at Cooper – Traffic calming, flashers at school route to library (9)
 - b) Hwy 9 at Graham Hill – Signal timing and missing crosswalk on north side of intersection make crossing this intersection on foot difficult/slow, pedestrians should have precedent over cars and be allowed to cross on all 4 sides *high rate of bike/ped collisions* (5)
 - c) Graham Hill at Covered Bridge Road South – increased visibility (2)
 - d) Hwy 9 midblock crossing between Graham Hill and Kirby – increased visibility/flashers/traffic calming *high rate of bike/ped collisions* (6)
 - e) Hwy 9 midblock crossing between Graham Hill and Kirby – move crosswalk south ~20' to create space cushion for peds when vehicles are turning left exiting New Leaf, add pedestrian refuge island (RTC observations, Felton Town Plan)
 - f) Hwy 9 at midblock crossing between Graham Hill and Kirby – get rid of crosswalk (1)
 - g) Hwy 9 at Kirby – increased visibility/flashers/traffic calming for St Lawrence School (5)
 - h) Hwy 9 between Kirby and Hihn – add midblock crossing (2)
 - i) Hwy 9 at Plateau – Install crosswalk (2)
 - j) Hwy 9 at Russell – Install crosswalk, including flashers/traffic calming (4)
 - k) Hwy 9 at Laurel – Install crosswalk, including visibility/flashers/traffic calming (1)
 - l) Hwy 9 downtown Felton – curb jaywalking (1)
 - m) Hwy 9 downtown Felton – add more crosswalks (1)
 - n) Hwy 9 downtown Felton – improve visibility of all crosswalks (2)
 - o) Hwy 9 at Redwood Drive – Move current crossing location off of blind curve at north side of intersection to line up with Henry Cowell entrance (south side of Hwy 9/Redwood intersection). Drivers currently do not stop for this crossing – increased signage/restriping/flashers (18)
 - p) Hwy 9 at San Lorenzo – Install crosswalk (1)
 - q) Hwy 9 at Gail – Install crosswalk (1)
 - r) Hwy 9 at Steinmaier – Install crosswalk (1)
- B. Bicycle Facility Projects
 - 1. Bicycle facilities – bike path, lane, etc. to separate bicycles and autos to increase cyclist and motorist safety
 - a) Bicycle parking in the downtown core (Felton Town Plan)
 - b) Hwy 9 at Graham Hill – improved bicycle facilities at intersection (5)
 - c) Felton Empire at Love (1)
 - d) Graham Hill at Covered Bridge Rd (2, Felton Town Plan)
 - e) Graham Hill at Mount Hermon intersection (1, Felton Town Plan)
 - f) Hwy 9 at Kirby (2)
 - g) Hwy 9 throughout downtown Felton (5)
 - h) Hwy 9 San Lorenzo to Lakeview (2)
 - i) Hwy 9 downtown Felton to Glengarry (11)
 - j) Hwy 9 Old Big Trees to Glengarry – possible to put bike facilities on park land (3)
 - 2. Shared bicycle and pedestrian facilities

- a) Hwy 9 throughout downtown Felton – shared multiuse path separated from autos (2)
- b) Hwy 9 between Laurel and Redwood – shared multiuse path separated from autos for those accessing Henry Cowell State Park (7)
- c) Hwy 9 between San Lorenzo and Lakeview – shared multiuse path (4)

C. Roadway Projects:

- 1. Widen bridge to allow bike/ped space in addition to auto space
 - a) Hwy 9 over Shingle Mill Creek (2)
 - b) Hwy 9 over Gold Gulch Creek (1)
- 2. Improve line of sight/blind curve
 - a) Hwy 9 at Lakeview Ave (3)
 - b) Hwy 9 across from Felton Guild – telephone pole too close to travel lane (1)
- 3. Pavement Conditions
 - a) None identified in plan outreach process
- 4. Intersection/turn improvements
 - a) Roundabout at Graham Hill and Hwy 9, make sure large enough for semis (8)
 - b) Hwy 9 at Graham Hill – change signal timing, not enough time for cars traveling northbound on Hwy 9 (1)
 - c) Graham Hill at Hwy 9 – two left turn lanes from Graham Hill onto southbound Hwy 9, one for through traffic and one for those going to businesses (1)
 - d) Graham Hill at Hwy 9 – provide alternative route for vehicles heading from Hwy 17 to Hwy 9 north (1)
 - e) Graham Hill at Hwy 9 – Second lane for vehicles turning right onto northbound 9, to match 2 lanes turning left from southbound 9 to Graham Hill (RTC observations)
 - f) Felton Empire at Hwy 9 – Separate left turn lane onto Hwy 9 northbound from straight/right movement (1, Felton Library CEQA Mitigation)
 - g) Graham Hill at Mt Hermon – roundabout (1)
 - h) Hwy 9 between Felton Empire and Kirby – northbound Hwy 9 needs longer right turn lane onto Graham Hill Rd, vehicles currently driving in shoulder to create informal right turn lane starting at New Leaf crosswalk (2, RTC observations)
 - i) Hwy 9 between Felton Empire and Kirby – southbound Hwy 9 needs left turn lane into New Leaf parking lot and keep clear area in front of parking lot entrance, current arrangement dangerous and causes congestion throughout town (3, RTC observations)
 - j) Hwy 9 between Felton Empire and Kirby – southbound Hwy 9 left turn into New Leaf parking lot illegal during commute hours (1)
 - k) Hwy 9 between Felton Empire and Kirby – Close southbound Hwy 9 left turn into 6272 Hwy 9 (Taqueria Vallarta), too close to intersection (1, RTC observations)
 - l) Graham Hill Rd at Mount Hermon – remove free right onto Mount Hermon Road, replace with pedestrian bulb-out (Felton Town Plan)
 - m) Graham Hill Rd at Mount Hermon, northbound– Increase storage capacity for right hand lane, which becomes right turn lane onto Highway 9 at next light (RTC observations)
 - n) Graham Hill from Hwy 9 to Mount Hermon – Change timing of lights during commute hours to maximize traffic flow from southbound Mount Hermon to northbound Hwy 9 (4)
 - o) Graham Hill from Hwy 9 to Mount Hermon – Change timing of lights during

commute hours to allow more cars coming up Graham Hill from Santa Cruz to get through (1)

- p) Mount Hermon at Graham Hill – Create more storage capacity for vehicles turning right onto Graham Hill (1)
 - q) Hwy 9 Graham Hill to Hihn – Center left turn lane in business core of Felton (Graham Hill to Hihn) so cars don't drive around into space currently used by bikes/peds (3, Felton Town Plan)
 - r) Zayante at Graham Hill – No right turn on red (for those turning right onto Graham Hill), keep intersection clear signage/enforcement (1)
 - s) Graham Hill at Zayante – widen bridge, right turn lane onto Zayante (1, DPW)
 - t) Hwy 9 at Redwood – Left turn pocket into Henry Cowell State Park (1)
 - u) Hwy 9 at Redwood/N Big Trees – stop sign for crosswalk (2)
5. Other roadway projects
- a) Felton Empire at Cooper – Add storm drain culvert, grading, ditches (2)
 - b) Graham Hill at 6440 Graham Hill – remove sick Redwood tree, widen to allow longer straight and left turn lanes (2)
 - c) Hwy 9 at Graham Hill – Current parking in front of businesses in southwest quadrant of intersection (6287 Hwy 9 and north) dangerous: cars back into vehicles turning left from Graham Hill (1)
 - d) Mount Hermon Rd, intersection with Graham Hill – Lengthen right turn pocket for right turn lane which feeds into right turn onto Highway 9, where queuing already occurs up the hill and around the curve (RTC observations)
 - e) Graham Hill Rd westbound, east of Mt Hermon intersection (in front of Felton Faire) – Add second through lane on shoulder, where queuing for right lane (and right turn onto Highway 9) already occurs (RTC observations)
 - f) Hwy 9 between Felton Empire and Kirby – current parking design unsafe, vehicles backing into/driving alongside oncoming traffic (3)
 - g) Hwy 9 Graham Hill to Kirby – Downtown core needs more parking spaces or a cooperative agreement with nearby lots (Felton Town Plan)
 - h) 2 spaces directly south of downtown public deck in blind spot for oncoming cars, consider removing (RTC observations)
 - i) Hwy 9 between Felton Empire and Kirby – Angled parking, perpendicular parking means vehicles frequently backing up different directions and backing up into each other, bikes/peds (3, RTC observations, Felton Town Plan)
 - j) Hwy 9 Redwood to Laurel – Redesign roadside parking to allow safe space for those exiting their parked vehicles (6)
 - k) Hwy 9 from North Big Trees (Henry Cowell entrance) through perimeter of park near Santa Cruz – Improve parking design and safety throughout state park property along Hwy 9, especially at Ox Trail parking/Garden of Eden (2)
 - l) Hwy 9 anywhere speed limit under 35 mph – NACTO guidelines of 11-foot travel lanes (1)
 - m) Hwy 9 at Old Big Trees Rd – Straighten curve (1)

D. Auto Safety

1. Speed limit enforcement

- a) Felton Empire at Ashley, near library and route from schools (3)
- b) Hwy 9 at Plateau – reduce speed limit (1)
- c) Hwy 9 Laurel to Redwood – Go back to previous higher speed limit (1)
- d) Hwy 9 Laurel to Redwood – Enforce new speed limit (1)
- e) Hwy 9 at Lakeview Ave – Reduce speed limit/traffic calming (3)
- f) Hwy 9 between Old Big Trees Rd and Glengarry – Reduce speed limit (1)

2. Other auto safety
 - a) Hwy 9 throughout downtown Felton – plant Sycamore street trees close to travel lanes for traffic calming (2)
 - b) Hwy 9 throughout downtown Felton – motorists driving into shoulders (currently used by bikes/peds) to go around vehicles making left turns (1)
 - c) Hwy 9/Graham Hill intersection – red light enforcement (1, RTC observations)
 - d) Laurel Dr at Valley – Speed bumps to slow fast downhill traffic near preschool (1)
 - e) Redwood Drive at Valley - Speed bumps to slow fast downhill traffic (1)
 - f) Hwy 9 between Laurel and Redwood – Post no U-Turn allowed signs for those parking outside of the Henry Cowell entrance (1)
 - g) Hwy 9 at Redwood Drive – Enforcement of pedestrian right-of-way at crosswalk (2)
 - h) San Lorenzo between Jefferson and Washington - Speed bumps to slow fast downhill traffic (3)
 - i) Hwy 9 at Old Big Trees Rd – Travel lane and shoulder too wide – cars pass illegally here (1)

E. Transit and other ideas:

1. Provide transit service
 - a) Lompico/Zayante – Increase transit frequency beyond the two trips per day provided for schoolchildren (1)
 - b) South Felton bus route – Increase transit frequency beyond the two trips per day provided for schoolchildren (1)
 - c) Extend south Felton bus service to Old Big Trees Rd (1)
 - d) Metro 35 route - divert into downtown Felton core (Felton Town Plan)
2. Pedestrian lighting in downtown core (Felton Town Plan)

Schools: Graham Hill Road to Brackney Road

SLV High School, Middle School & Elementary access

Key Issues:

- Traffic congestion/backups during school pick-up and drop-off times
- Challenges turning across Highway 9 (to/from driveways, school entrances, and side streets)
- Automobile speeds near schools
- Lack of pedestrian walkways
- Challenges walking across Highway 9
- Lack of bicycle lanes and paths

A. Pedestrian Facility Priorities:

1. Pedestrian walkways *(67+5 focused specifically on this section; dozens of other comments suggested walkways for the entire Hwy 9 corridor, which would include this section)*
 - a. Schools may be willing to grant easement along west side of Hwy 9 for pathway – would need fence to prevent public access to schools (school mtg)
 - b. Tear down existing retaining walls along west side Hwy 9 at SLV Schools campus, rebuild farther back, shift highway to east and restripe for bike/ped space on west side (school mtg)

- c. Westside Hwy 9: High School Entrance to Fall Creek (5)
 - d. Westside Hwy 9: Fall Creek to Clearview Place (7)
 - e. Alternatives to Hwy 9:
 - i. Fall Creek or Clearview to downtown Felton (Felton Empire) intersection (1)
 - 1. Clearview to Cooper – make formal ped access/path (1)
 - ii. Farmer St. to Fall Creek – make formal ped access/path (1, school mtg consensus was Fall Creek to Farmer St too out of the way)
 - f. Westside Hwy 9 – south of Fall Creek to Graham Hill (15)
 - g. Westside Hwy 9 –Elementary School to High School entrances (11)
 - h. Hacienda - formalize path from 7301 Hwy 9 to footbridge along Hacienda and Capelli – shortcut to bus stop near El Solyo (school mtg)
 - i. Westside Hwy 9 – Brackney to El Solyo (5)
 - i. Alternative: Formalize Hillview Dr. Trail, add lighting/fencing, easement may be possible along 511 Hillview Dr property of Brian Stanford (1, school mtg)
 - j. Pedestrian walkways on eastside of Hwy 9 from Felton along businesses (1)
 - k. Pedestrian facilities to Glen Arbor neighborhoods (school mtg)
2. Pedestrian crosswalks (improve/make more visible/add)
- a. High School entrance (improve crossing) – (9)
 - b. Elementary school entrance (4)
 - c. Hwy 9/Clearview/San Lorenzo (3)
 - d. 6500 block of Hwy 9 (3)
- B. Bicycle Facility Projects
- 1. Add bikeway (path, bike lane, etc.), so bikes not sharing auto lanes entire area along Highway 9 (42)
 - a. Widen shoulders
 - i. Mark shoulders as bicycle lanes
 - b. Prevent cars from parking in/blocking shoulders (1)
 - c. Green bike lanes in front of schools/driveways (1)
 - d. Shared bike/ped path (1)
 - 2. Add “share the road” signs through area (1)
 - 3. Build combined bike and pedestrian paths from downtown Felton to the San Lorenzo Valley High School and Elementary school (7)
 - 4. Use Highway 9 to Fall Creek to Cooper as bicycle route (Clearview too steep) (1)
 - 5. Bicycle facilities to Glen Arbor neighborhoods (school mtg)
- C. Roadway Projects:
- 1. Hwy 9 north of El Solyo: Improve sight lines (4)
 - a. Blind curve coming from the north makes exit from El Solyo risky; All of the Jr. High traffic dumps out here and there is a blind curve to the north, leading to some pretty daring left-hand turns.
 - b. Add flashing light to improve safety
 - 2. Hwy 9 @ Brackney Rd –space to turn on/off Highway (4)
 - a. People trying to get off of Hwy 9 have to slow to a stop to make the turn or make a U-turn; autos entering Hwy 9 from Brackney can't see NB lane and have to upturn or make dangerous entry due to lack of visibility or cars coming too fast; the bridges are too narrow and the corner entering the first bridge at Brackney is

- dangerous. Too many cars drive up the curb.
3. Hwy 9 near Brackney Bridge: Repair road, widen road, improve sight lines/straighten curve (6)
 - a. Widen shoulders
 4. Entrance modifications: All schools
 - a. Redesign all entrances and driveway locations, modify circulation through tri-school site – schools willing to look at modifying internal driveways/roadways (school mtg)
 - i. Enter only at one location – would require long left turn pocket
 - ii. Move exit to another location
 - iii. Add more exits? Including another exit from senior's parking lot
 - iv. One-way circulation through tri-school campus?
 - b. Auxiliary lanes for school area – separate through traffic on Hwy 9 from school traffic, see Jamie Helmer diagram (school mtg)
 - c. Narrowing lanes and shoulders near schools is not recommended – new teen drivers, logging trucks, buses, etc. make recovery zones important (school mtg)
 5. Middle School Entrance: Consider adding capacity to middle school drop off facilities, students currently getting dropped off at elementary or HS drop off areas (school mtg)
 - a. 2 lanes on El Solyo Heights at Hwy 9 – dedicated right and left (school mtg)
 - b. Install signage on El Solyo Heights directing to middle school (school mtg)
 - c. Create partnership/formalize use of parking lot at 7301 Hwy 9 for drop off location (school mtg)
 6. Elementary School Entrance: Improve entrance (3)
 - a. Add traffic/stop light – esp. for cars turning left, light green for highway traffic except during school hours (school mtg)
 - b. Turning left from elementary onto northbound 9 dangerous – turn pocket/longer merge lane needed (school mtg)
 - c. Design second drop-off location, school possibly building new staff parking lot below existing elementary lot along north side of elementary entrance. ADA accessibility on slope would be a challenge (school mtg)
 - d. More elementary traffic entering via Hacienda (would require new back entrance) - install signal at El Solyo? (school mtg)
 7. High School Entrance: Improve entrance (3)
 - a. Longer left turn lane at the stop light.
 - b. Improve signal timing, including impact on side streets (school mtg)
 - c. Create partnership/formalize use of parking lot at 6869 Hwy 9 for drop off location (school mtg)
 - d. Short-term/easy option: Remove dumpsters west of HS bus stop and re-stripe parking and circulation on existing blacktop (school mtg)
 - e. Right turn only exit from south of bus stop (senior's parking lot) - ensure no conflict with peds walking to school or buses (school mtg)
 8. Add lane/school bypass lane from Elementary to High School – to separate school traffic and through traffic (either on Hwy 9 or through campuses) (7)
 - a. Longer right turn lane/space
 - b. Longer left turn lanes
 - c. Redesign parking lots/ drop-off & pick-up zones
 - d. Grade separate school entrances
 - e. Resign circulation on campuses to keep cars off Highway 9
 - f. Elementary/Middle School circulation/parking lots:
 - i. *Middle school kids getting dropped off at elementary school parking lot. Has school district studied how lots are used and possibly redesign?*

9. Hwy 9: Schools to Graham Hill - Add center turn lane for businesses (3)
10. Cooper St from Farmer St to Felton Empire – grading and maintenance of culverts/ditches, add sidewalks (1)

D. Auto Safety

1. More CHP enforcement through school zone (5)
 - a. Cars parking on shoulders (school mtg)
 - b. Speeding between schools (school mtg)
2. Reduce speeds - Move/add School speed limit signs and flashing lights (2)
 - a. Signs are hard to see. Need more and better placement.
 - b. Move 30 mph speed limit sign (currently at Fall Creek) north and/or reduce speed limit for all traffic traveling through school zone to max. 30 mph (1)
3. Reduce speed limit - to 25 mph, Brackney to Clearview (school mtg)

E. Transit and other ideas:

1. School TDM programs to encourage carpooling, biking, walking, bus (3)
 - a. School pool, vanpools, etc. - currently no school buses for high school students
 - b. Currently no school buses serving neighborhoods between Glen Arbor and Russell Ave, though there are few viable walk/bike alternatives
2. Transit
 - a. Redesign bus stop at school (1)
 - b. More frequent transit service (3)
 - c. Shelter for bus stop on east side of Hwy 9 @ High School
 - d. Metro bus ridership incentives
 - e. Continue K-8 school bus service
3. Other
 - a. Modify school bell times (school mtg) Busses in and out 3 times. Current times:
 - i. High school 7:55 am – 2:50 pm, major traffic issue is morning (½ students stay late for after school activities)
 - ii. Middle school 8:05 am – 2:20 pm
 - iii. Elementary school 8:20 – 2:20 or 3 pm

Input Received on Six Specific Project Ideas Near Schools (Tab 4 of Summer 2017 online survey)

Community members were asked if a few specific projects previously identified in community meetings (pre-2016) should be priorities. *Percentage reflect the percent of survey participants who said “yes” project should be a priority for limited funds. Comments/possible challenges identified in this section of the survey.*

SLVHS Entrance to Fall Creek Dr	Transit and sidewalk access improvements at SLV school entrance and sidewalk south to Fall Creek Drive. Lower cost, could be done in near term.	90%
<ul style="list-style-type: none"> • Comments: crosswalk north of school needs improvement also 		
SLV School Access Cooper Bypass	Improve bicycle and pedestrian connection to SLV schools from central Felton: Cooper/Clearview/Fall Creek Bypass	86%
<ul style="list-style-type: none"> • Possible Challenges: public access on Clearview, which currently is a “private” road 		
SLV School Access Separate paths	Improve bicycle and pedestrian connection to SLV schools from central Felton: Separate Class I path on west side	82%

- Possible Challenges: private property, cost, potential conflicts between bikes and pedestrians if shared Class 1 facility.

SLV School Access Buffered Path	Improve bicycle and pedestrian connection to SLV schools from central Felton along Highway 9. Narrow lanes and add buffered bike (and pedestrian) lane on west side	80%
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- Possible Challenges: space/right-of-way, cost

SLV School El Solyo Heights 2	Improve bicycle and pedestrian connection from schools north to El Solyo Heights Drive: Bypass via El Solyo Heights Drive/Hacienda Way	83%
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- Comments: Refine to go over bridge, then to Hillview, then to existing path from empty lot to Highway 9 at the first of the twin bridges.
- Suggestions: Focus improvement on number of kids that might use it. How many students will this serve?
- Address school congestion, this project only addresses bike/ped facilities
- Concerns: Respect property rights of homeowners in this neighborhood

SLV School El Solyo Heights 1	Improve bicycle and pedestrian connection from schools north to El Solyo Heights Drive: Add a sidewalk or path on west side above/behind the existing retaining wall	76%
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Schools to Ben Lomond: Brackney Road to Old County Road

Key Issues:

- Lack of bicycle and pedestrian access, particularly to Highland Park, retail area south of Glen Arbor (crossing), and to the SLV schools
- Need for bicycle facilities on Glen Arbor to avoid Hwy 9
- No pedestrian egress to bus stops
- Intersection improvements for Shadowbrook/Park

A. Pedestrian Facility Priorities:

1. Pedestrian walkway facilities

a) Hwy 9:

- Rowardennan Dr – elevated walkway (1)
- Scenic to Park Way (1)
- Highland Park entrance to Ben Lomond (1)
- Sidewalk/path on east side outside guardrail between Glen Arbor Rd South and Highlands Park (see *2006 SLV Trail Feasibility Study*)
- north of Glen Arbor (2)
- just south of Coon Heights (2)
- near Sunnycroft Rd (2)

b) Glen Arbor Rd:

- north of Newell Creek (2)
- at Arden (1)
- near Lorenzo Wy (2)
- near Hermosa Ave – no ped egress to bus stops (1)
- connecting to backside of Highland Park over San Lorenzo River (2)

c) Park Way: Parallel to Hwy 9 – pedestrian egress possible off Hwy 9 (1)

d) Love Creek Road: Hwy 9 to Brookside Ave (1)

e) Widen Glen Arbor-Newell Creek Bridge with sidewalk (1)

2. Pedestrian crossing facilities
 - a) Hwy 9 at Park Way (1)
 - b) Hwy 9 at Willowbrook Dr – many peds cross here to access convenience store at 7970 Hwy 9 *high rate of bike/ped collisions* (10)
 - c) Hwy 9 at Sunnycroft Rd (1)
 - d) Glen Arbor Rd at Pine St (1)
 - e) Glen Arbor at Brookside Ave (1)
- B. Bicycle Facility Projects
 1. Bicycle facilities – bike path, lane, etc. to separate bicycles and autos to increase cyclist and motorist safety
 - a) Bicycle facilities Ben Lomond to schools (3)
 - b) Hwy 9 at Scenic Way (5)
 - c) Hwy 9 north of Highland Park entrance (3)
 - d) Hwy 9 at Holiday (2)
 - e) Hwy 9 just north of Glen Arbor (4)
 - f) Hwy 9 just south of Coon Heights (1)
- C. Roadway Projects:
 1. Intersection/turn improvements
 - a) Glen Arbor and Newell Creek – all way stop sign (1)
 - b) Hwy 9 at Scenic – Queue detection warning light, left turn pocket (1)
 - c) Hwy 9 at Park Way/Shadowbrook Rd – center turn lane (1)
 - d) Hwy 9 at Park Way / Shadowbrook Rd – signalized intersection (1)
 - e) Hwy 9 at Highland Park – center turn lane (1)
 - f) Hwy 9 at Glen Arbor – right turn lane from northbound Hwy 9 to Glen Arbor (2)
 2. Other roadway projects
 - a) Hwy 9 bridge north of Brackney Rd – bridge too narrow for modern cars, widen (1)
 - b) Hwy 9 between Ben Lomond and schools – one lane for vehicle traffic, one lane for bicycle and pedestrian traffic (1)
 - c) Railroad Dr – fix drainage (1)
 - d) Riverside Park Dr – fix drainage/repave (1)
 - e) Hihn Rd – Connect through to Mt Hermon (1)
- D. Auto Safety
 1. Speed limit enforcement
 - a) Newell Creek Rd just above Glen Arbor (1)
 - b) Hwy 9 Shadowbrook Rd to Highland Park (2)
 - c) Hwy 9 straightaway north of Glen Arbor (2)
 - d) Glen Arbor at Azalea Ave (2)
 2. Flashing warning lights
 - a)
 3. Other auto safety
 - a) Reduce speed limit between Locust/Willowbrook and Glen Arbor (1)
 - b) Hwy 9 at Shadowbrook – Traffic hazard when autos pass over double yellow to go around bicyclists in lane (1)
 - c) No parking signs Glen Arbor to Highland Park (1)
- E. Transit and other ideas:
 1. Provide transit service
 - a) SLV transit service too slow and often doesn't arrive on time (1)

2. Restore previous transit service
 - a)
3. Improve transit stop
 - a) Glen Arbor at Azalea Ave – benches/shelters (1)

Ben Lomond: Old County Road - Marshall Creek Court

Key Issues:

- More/more visible pedestrian crossing facilities
- Expansion of pedestrian facilities
- Auto speeding

A. Pedestrian Facility Priorities:

1. Pedestrian walkway facilities
 - a) Hwy 9 at 37°05'22.5"N 122°05'35.2"W - Remove redwood trees very close to southbound travel lane to allow space for peds, or create path around (4)
 - b) Hwy 9 from Ben Lomond to Highland Park (2)
 - c) Hwy 9 throughout Ben Lomond - Upgrade ADA ramps with truncated domes (1)
 - d) Hwy 9 throughout Ben Lomond – Fill gaps in sidewalk, extend past both ends of Mill St (Ben Lomond Town Plan)
 - e) Hwy 9 – Sidewalks throughout downtown to include shade trees/landscaping (Ben Lomond Town Plan)
 - f) Main St – sidewalks needed to post office (1, Ben Lomond Town Plan)
 - g) Main St – Fill gaps between Hwy 9 and Mill St (Ben Lomond Town Plan)
 - h) Mill St – Fill gaps in pedestrian facilities, add landscaping (Ben Lomond Town Plan)
2. Pedestrian crossing facilities
 - a) Hwy 9 at Fillmore Ave – add crosswalk (1)
 - b) Hwy 9 at Main St – more visible flashers, in ground flashers (1)
 - c) Hwy 9 downtown Ben Lomond – more than 2 crosswalks needed (2)
 - d) Mill St at Main St – bulb-outs, speed table crosswalk (Ben Lomond Town Plan)
 - e) Love Creek Rd at Hwy 9 – Marked crosswalk with bulb-outs (Ben Lomond Town Plan)
 - f) Hwy 9 at Mill St/Glen Arbor – improved crossings (2)
 - g) Hwy 9 at Hillside Ave – crosswalk needed for bus stops (4)
3. Other pedestrian
 - a) Finish conversion from HPSV lighting to pedestrian scale LED lighting (1)

B. Bicycle Facility Projects

1. Bicycle facilities – bike path, lane, etc. to separate bicycles and autos to increase cyclist and motorist safety
 - a) Mill St – bike facilities (1)
 - b) Hwy 9 – green lanes from bridge south of Glen Arbor to bridge south of Marshall Creek (1, Ben Lomond Town Plan)
2. Shared bicycle and pedestrian facilities
 - a) Glen Arbor –Newell Creek Road to Hwy 9 (2)

C. Roadway Projects:

1. Intersection/turn improvements

- a) Hwy 9 throughout Ben Lomond – hard to turn left onto 9 from perpendicular streets (1)
 - b) Hwy 9 at Love Creek Rd -
 - c) Hwy 9 at Mill St/Glen Arbor – convert signal to roundabout (1)
 2. Other roadway projects
 - a) Mill St – bike lanes, left turn pockets, merge lanes, intersection improvements (2040 RTP)
 - b) Hwy 9 and Fillmore Ave – Re-route Mill St to align northern intersection with Hwy 9 with Fillmore Ave (Ben Lomond Town Plan)
 - c) Hwy 9 through Ben Lomond – narrow travel lanes to slow drivers (1)
 - d) Hwy 9 north of Mill St N and south of Mill St S – Entry islands (Ben Lomond Town Plan)
 - e) Hwy 9 across from Fire Station - Remove planted areas between parking spaces for “safety pullouts” (2)
 - f) Hwy 9 in front of Fire Station – add parking (1)
 - g) Hwy 9 at Love Creek Rd – One-way entry to Love Creek Rd from Hwy 9 northbound, pedestrian island in front of 9400 Hwy 9/Valley Churches United, with speed table at crosswalk (Ben Lomond Town Plan)
 - h) Glen Arbor – bike lanes, transit turnouts, left turn pockets, merge lanes, intersection improvements, chip seal (2040 RTP)
- D. Auto Safety
1. Speed limit enforcement
 - a) Reduce speed limit in Ben Lomond CBD to 25 mph (2)
 2. Flashing warning lights
 - a) Hwy 9 south of Ben Lomond – Northbound warning approaching town/radar feedback sign (2)
 3. Other auto safety
 - a) Hwy 9 at Marshall Creek – Illegal passing northbound, traffic enforcement
- E. Transit and other ideas:
1. Provide transit service
 - a) Roads other than Hwy 9 – Provide transit service up major roads perpendicular to Hwy 9 (1)

Ben Lomond to Brookdale: Marshall Creek Court - Western Avenue

Key Issues:

- No bicycle facilities
- No pedestrian facilities
- Intersection improvements at Alba/ Hubbard Gulch
- Speeding on straightaways
- Storm slip out not yet repaired

A. Pedestrian Facility Priorities:

1. Pedestrian walkway facilities
 - a) Sidewalk/path on east side SR-9 Hubbard Gulch Rd to Middle Rd (see *2006 SLV Trail Feasibility Study*)
 - b) Hwy 9 Brookdale to Ben Lomond (2)
 - c) Hwy 9 at California Dr – address [unspecified] pedestrian hazard (1)
 - d) Hwy 9 at Hubbard Gulch, *high rate of bike/ped collisions* (1)

B. Bicycle Facility Projects

1. Bicycle facilities – bike path, lane, etc. to separate bicycles and autos to increase cyclist and motorist safety
 - a) Hwy 9 Brookdale to Ben Lomond – bike facilities (11)
 - b) Class I path on west side SR-9 Middle Rd to Western Ave (see *2006 SLV Trail Feasibility Study*)

C. Roadway Projects:

1. Pavement Conditions
 - a) Hwy 9 at curve just north of Pike Rd - Pothole repair (1)
2. Intersection/turn improvements
 - a) Hwy 9 at Hubbard Gulch/Alba Rd – Reconfigure turn area striping, currently confusing, bad line of sight (2)
3. Other roadway projects
 - a) Hwy 9 from Western Ave to Pike Rd – Fix storm damage and return to two-way traffic (3)
 - b) Hwy 9 slide to be repaired with sidehill viaduct and crib wall (in 2018 SHOPP)
 - c) Hwy 9 curve just south of Pike Rd – restripe/rumble strip to keep vehicles in lane (1)

D. Auto Safety

1. Speed limit enforcement
 - a) Hwy 9 – Brookdale to Ben Lomond (1)
 - b) Hwy 9 - Straightaway north of Alba Rd (2)

Brookdale: Western Avenue to Pacific Street

Key Issues:

- Very few opportunities for pedestrians to safely cross – Only two crosswalks, which are poorly marked and/or on blind curves
- No stop lights or stop signs to slow through traffic
- No sidewalks
- Inadequate transit service
- All traffic types (pedestrian, bike, auto) expected to increase when hotel reopens

A. Pedestrian Facility Priorities:

1. Pedestrian walkway facilities
 - a) Hwy 9 Pacific St to Larkspur St – ADA compliant ped facilities (6)
 - b) Hwy 9 Larkspur St to Western Ave – add ped facilities (1)
2. Pedestrian crossing facilities
 - a) Hwy 9 at Pacific St – more visible crosswalk, flashing warning lights and RRFB for well used sidewalk on blind curve (14)
 - b) Hwy 9 at Pacific St – Cut down redwood tree blocking view of pedestrians in crosswalk (1)
 - c) Hwy 9 at Cascade St (Berkeley Way) – crosswalk needed (1)
 - d) Hwy 9 at Larkspur St – more visible crosswalk (9)

e) Hwy 9 at Western – add crosswalk (3)

B. Bicycle Facility Projects

1. Bicycle facilities – bike path, lane, etc. to separate bicycles and autos to increase cyclist and motorist safety
 - a) Hwy 9 south of Alameda Ave (2)

C. Roadway Projects:

1. Improve line of sight/blind curve
 - a) Hwy 9 north of Pacific St – Including mirrors, brush clearing (2)
2. Pavement Conditions
 - a) Hwy 9 at Western Ave – Fix potholes (1)
3. Intersection/turn improvements
 - a) Hwy 9 at Western Ave – Signalize/improve intersection for autos and peds (3)

D. Auto Safety

1. Speed limit enforcement/traffic calming (3)
 - a) Hwy 9 north of Pacific St – Increase safety as vehicles enter town southbound – reduce speed limit, flashers warning approaching town (3)
2. Flashing warning lights
 - a) Hwy 9 at crossings in Brookdale (3)
3. Other auto safety
 - b) Hwy 9 at Berkeley Way – Vehicles turning left at blind corner over double yellow (1)

E. Transit and other ideas:

1. Provide transit service
 - a) Brookdale stop – increase transit service (2)
2. Improve transit stop
 - a) Brookdale bus stop at Pacific St – move shelter back from roadside (1)

Brookdale to Boulder Creek: Pacific to Street River Street

Key Issues:

- No bicycle facilities
- Hwy 9/ Irwin Wy intersection needs improvement – speeding, blind, left turn pocket
- No pedestrian facilities

A. Pedestrian Facility Priorities:

1. Add pedestrian walkway facilities (4)

B. Bicycle Facility Projects

1. Bicycle facilities – bike path, lane, etc. to separate bicycles and autos to increase cyclist and motorist safety
 - a) River St to Brookdale (8)
2. Shared bicycle and pedestrian facilities
 - a) Class I path on west side (see 2006 SLV Trail Feasibility Study)
 - b) River St to Brookdale (4)

- c) Hwy 9 curve south of Lorenzo Ave (1)

C. Roadway Projects:

- 1. Improve line of sight, especially at blind curves
 - a) Hwy 9 – Lorenzo Ave to Irwin Way (3)
- 2. Intersection/turn improvements
 - a) Hwy 9 at Irwin Wy - Center turn lane (2)

D. Auto Safety

- 1. Other auto safety
 - a) Hwy 9 south of Irwin – reduce speed limit (2)
 - b) Hwy 9 south of Lorenzo Ave – make bicycling on Hwy 9 illegal (1)

Boulder Creek: River Street to Bear Creek Road

Key Issues:

- Speeding/reckless driving in town center, including at stop sign
- Pedestrian crossings unsafe – additional visibility/safety measures recommended at all intersections
- Safe Routes to Schools: Boulder Creek Elementary access from 9/Lomond bus stop and to San Lorenzo Museum
- Restore previous transit service, esp. evening service
- No pedestrian access to Boulder Creek library
- No bicycle facilities

A. Pedestrian Facility Priorities:

- 1. Pedestrian walkway facilities
 - a) Summary Priorities: Bike/ped facilities from Lorenzo St to Boulder Creek Library and Bear Creek Road
 - b) Hwy 236 at Country Club-West Hilton/East Hilton – ADA sidewalks (1)
 - c) Hwy 236 at Fallen Leaf Drive (1)
 - d) Hwy 236 at Ridge Dr. (1)
 - e) Hwy 236 Laurel St to Hwy 9 with street trees (RTC observations, Boulder Creek Town Plan)
 - f) Hwy 9 (west side) Lorenzo St to W Park, W Park to Library (1, Boulder Creek Town Plan)
 - g) Hwy 9 gaps in sidewalk/non ADA-compliant sidewalks throughout downtown Boulder Creek [West Park to 12465 Hwy 9] (4)
 - h) Hwy 9 throughout Boulder Creek – widen sidewalks, add planters/trees (1)
 - i) Hwy 9 from West Park Ave to Flat St – Sidewalks with shade trees and pedestrian scaled lighting (Boulder Creek Town Plan)
 - j) Bike/ped facilities to Boulder Creek Elementary: West Lomond St, Laurel St, Pine St, Oak St, Boulder St – sidewalks on roads leading to Boulder Creek Elementary – especially from bus stop at Hwy 9 and West Lomond (2, BCBA/BCEPTA)
 - k) Flat St – Boulder St to Hwy 9 – add ped facilities (1)
 - l) Forest St – Fill gaps in ped facilities, add street trees (Boulder Creek Town

- Plan)
- m) Pine St – Sidewalks with street trees 236 to Lomond St (Boulder Creek Town Plan)
- n) Hwy 9 Lomond St to Lorenzo Ave – add sidewalks (3)
- o) Extend town sidewalks to River St (BC Ped Safety Report)
- 2. Pedestrian crossing facilities
 - a) Hwy 9 at Middleton Ave – add crosswalk (1)
 - b) Hwy 9 at 236, Forest, and Lomond – install context sensitive lighting, double acorn lamppost suggested (BC Ped Safety Report)
 - c) Hwy 9 and Hwy 236 – 4-way stop not heeded, increased visibility/bulbouts/flashers (15)
 - d) Hwy 9 at 236 – Bulbouts for crosswalk south leg of intersection (Hwy 9), consider ped island for west leg of intersection (236) (RTC observations)
 - e) Vehicles coming to stop within crosswalk – move crosswalks in, create limit line (RTC observations)
 - f) Hwy 9 at 236 – add crosswalk on north leg of crosswalk, peds currently jaywalking from transit stop (RTC observations)
 - g) Hwy 9 at 236 and Lomond – bulb-outs (Boulder Creek Town Plan)
 - h) Hwy 236 at Oak St – add crosswalk (1)
 - i) Hwy 9 between Hwy 236 and Forest St – add midblock crossing (1)
 - j) Hwy 9 and Forest St – bulb outs/flashers (8)
 - k) Hwy 9 and Lomond St – Flashers, bulb outs, flashing signs for school crosswalk *high rate of bike/ped collisions* (12)
 - l) Hwy 9 between Lomond and Mountain St – mid-block crossing near 12980 Hwy 9 (2)
 - m) Hwy 9 between Lomond and Harmon – brush clearing, ped egress area cleanup (BC Ped Safety Report)
 - n) Hwy 9 and Mountain St – more visible crosswalk, flashers (7)
 - o) Hwy 9 and Flat St – Increased visibility (1)
 - p) Hwy 9 and South St – Crosswalk, increased visibility (3, BC Ped Safety Report)
 - q) Hwy 9 crosswalk to Hwy 9 and River St bus stop (2)
 - r) Hwy 9 and River St – Install crosswalk (1)
 - s) Hwy 9 and Lorenzo Ave – Install crosswalk (1)
 - t) Hwy 9 through Boulder Creek – Bear Creek Rd to Lorenzo Ave – more visible crosswalks, bulb outs, flashing signs, on street flashers (20) [Forest Way, East Lomond, Mountain St., South St. and mid-block, Flat Street, West Grove, River Street, Lorenzo Ave.]
 - u) Hwy 9 and Lomond, 236, Lorenzo, Forest - ADA compliant intersection treatments (BC Ped Safety Report)
 - v) Hwy 9 throughout Boulder Creek – mid-block crossings (1)
- B. Bicycle Facility Projects
 - 1. Bicycle facilities – bike path, lane, etc. to separate bicycles and autos to increase cyclist and motorist safety
 - a) Hwy 236 – to Big Basin (3, Boulder Creek Town Plan)
 - b) West Park Ave, Hwy 9 to Oak Ave – alternative to Hwy 236 (1)
 - c) Hwy 9 through downtown Boulder Creek – Bear Creek Rd. to River St (7, Boulder Creek Town Plan)
 - d) Bicycle facilities on Lomond St between Highway 9 and Boulder Creek Elementary

- e)
- 2. Shared bicycle and pedestrian facilities
 - a) Hwy 9 from 12465 Hwy 9 (Boulder Creek Community Church) to Lomond St (1)
- C. Roadway Projects:
 - 1. Improve line of sight/blind curve
 - a) Hwy 236 at Bracken Brae Bridge (1)
 - b) Hwy 9 at Hwy 236 – Poor visibility around corner of 13225 Hwy 9 (Johnny's Super) (1)
 - c) Bear Creek Rd at Hwy 9 (RTC observations)
 - 2. Pavement Conditions
 - a) Bear Creek Rd near Oak Rd (2)
 - b) Hwy 9 at Lomond intersection (BC Ped Safety Report)
 - c) Laurel St between 236 and W Lomond – Repair drains, rebuild edges of road (BCBA/BCEPTA)
 - d) Hwy 9 from Pacific St Brookdale to Sylvan Ave north of Boulder Creek – New pavement, drainage improvements (in 2025 SHOPP)
 - 3. Intersection/turn improvements
 - a) Oak St at West Lomond – Roundabout for elementary traffic (1)
 - b) Hwy 9 throughout downtown Boulder Creek – Add center left turn lane (2)
 - c) Hwy 9 at Lorenzo St – Center left turn lane or raised median to prevent left turns (3)
 - d) Hwy 9 at Hwy 236 intersection improvements
 - a. Signalized intersection (4)
 - b. Roundabout (2)
 - c. Bike/ped (see above)
 - d. Remove parking spot within intersection on east side (RTC observations)
 - e. Widen entrance to parking lot on east side of intersection – vehicles enter very slowly so as not to bottom out/catch curb cuts (RTC observations)
 - e) Hwy 9 at Forest St – 4-way stop (2)
 - f) Hwy 9 at West Lomond – 4 way stop or other method to address traffic backup and crossing danger for Boulder Creek Elementary (5)
 - g) Mountain at Boulder, South at Boulder, Grove at Boulder – no stop signs in either direction, add stop signs to roads that intersect Boulder (BCBA/BCEPTA)
 - h) Hwy 9 at River St – 4-way stop (1)
 - i) No stops signs on eastside of downtown Boulder Creek to help turning left onto Hwy 9 southbound; add center refuge space on Highway 9
 - j) Highway 236 at Redwood Ave traffic calming and mirror on sign to make it easier for people turning left onto Highway 236 from Redwood Ave
 - 4. Other roadway projects
 - a) Bear Creek Rd – Abandoned vehicle prevention and cleanup (1)
 - b) Bear Creek Rd – Add turnouts, restripe and sign existing turnouts (2)
 - c) Bear Creek Rd near Orman Rd – Storm damage repair (1)
 - d) Hwy 9 throughout Boulder Creek – Angled parking to increase parking availability/safety and narrow overly wide street (2, Boulder Creek Town Plan)
 - e) Throughout downtown core – increase availability of parking (Boulder Creek Town Plan)

D. Auto Safety

1. Speed limit enforcement
 - a) Hwy 236 near Pine St (2)
 - b) Oak St – vehicles cutting through residential streets to avoid highway 9 traffic (1)
 - c) Hwy 9 throughout Boulder Creek (4)
 - d) Hwy 9 throughout Boulder Creek – increase speed limit to 30 (1)
2. Flashing warning lights
 - a) Hwy 236 southbound near Redwood Ave – warning approaching town/ radar feedback sign (2)
 - b) Hwy 9 southbound south of Bear Creek Rd - warning approaching town/ radar feedback sign (3)
 - c) Hwy 9 northbound south of River St – warning approaching town/radar feedback sign (4)
3. Other auto safety
 - a) Bear Creek Rd – Reckless driving traffic enforcement (1)
 - b) Hwy 9 at Hwy 236 – Reckless driving traffic enforcement at intersection (14)
 - c) Hwy 9 throughout Boulder Creek – Reckless driving enforcement (3)
 - d) Hwy 9 throughout Boulder Creek – Jaywalking enforcement (1)
 - e) Lomond St from Hwy 9 to Boulder Creek Elementary – no parking or permit parking to allow more space for vehicles to access BCE and provide space for peds (BCBA/BCEPTA)

E. Transit and other ideas:

1. Restore previous transit service
 - a) Restore transit to Big Basin State Park in summer (1)
 - b) Restore evening service up Hwy 236 (1)
 - c) Increase transit service up Hwy 236 (1)
 - d) Restore service to Boulder Creek, including evening service (5)
 - e) Add transit service to Saratoga, Cupertino, and the Sunnyvale Caltrain station (1)
 - f) Add central transit center in Boulder Creek, in coordination with Santa Clara VTA (1)
2. Improve transit stop
 - a) All Boulder Creek bus stops – add benches (3)
 - b) Shelters for Hwy 9/236 stops (Stop ID 1236 and 2515) (BC Ped Safety Report)
 - c) Hwy 9 at Lomond – Repair/update bus shelter (2)
 - d) Hwy 9 at Mountain – lack of sidewalks at bus stops, no crosswalk on side of intersection with bus stops (1)
 - e) Hwy 9 at River St – move bus stop north, away from blind curve (1)

Rural North: Bear Creek Road to Teilh Drive

Key Issues:

- Speeding: vehicles leave open forest and enter more densely populated areas without slowing down
- No bicycle facilities
- No pedestrian facilities
- Safe pedestrian crossings needed near destinations (Mountain Store, Garrahan Park)

- Transit service cuts acutely felt in this section

A. Pedestrian Facility Project Ideas:

1. Pedestrian walkway facilities
 - a) Around Mountain Store – Pool Dr (1)
 - b) Hwy 9 Spring Creek Rd to Douglas Ave (1)
 - c) Hwy 9 around Two Bar Rd (2)
 - d) Hwy 9 near Cresta Dr (2)
 - e) Hwy 9 near Monaco Ln (1)
 - f) Hwy 9 Riverdale Blvd to Bear Creek Rd (6)
2. Pedestrian crossing facilities
 - a) At Sylvan Ave (1)
 - b) At Shadeland Rd: YMCA camp entrance (1)
 - c) At Buck Knoll Rd (2)
 - d) At Pool Dr – Mountain Store, incl. flashers (1)
 - e) At Garrahan Park – Kings Creek Rd, incl. flashers (1)
 - f) At Bear Creek Rd (1)

B. Bicycle Facility Projects

1. Bicycle facilities – bike path, lane, larger shoulder, or something to separate bicycles and autos to increase cyclist and motorist safety
 - a) Hwy 9 Mitchell Dr to Bear Creek Rd (Boulder Creek Town Plan)
 - b) Hwy 9 Teilh Dr to Mitchell Dr (3)
 - c) Hwy 9 North and south of Pool Dr – Mountain Store (3)
 - d) Hwy 9 curve just south of Spring Creek Rd (2)
 - e) Hwy 9 near entrance to Two Bar Rd (5)
 - f) Hwy 9 Cresta Dr to Riverdale Blvd (4)
 - g) Hwy 9 Riverdale Blvd to Bear Creek Rd (6)
2. Shared bicycle and pedestrian facilities –respondents that were either ambivalent about infrastructure choices or recognize that there isn't room for separated facilities
 - a) Bear Creek Road (2)
 - b) Hwy 9 bridge over creek north of Stapp Rd (1)

C. Roadway Projects:

1. Widen bridges to allow bike/ped space in addition to auto space
 - a) Hwy 9 San Lorenzo River just south of Saratoga Toll Road (1)
 - b) Hwy 9 bridge over creek just north of Stapp Road (1)
 - c) Hwy 9 bridge over Kings Creek to be replaced (in 2021 SHOPP)
 - d) Hwy 9 bridge over San Lorenzo River just north of Riverdale Blvd to be replaced (in 2021 SHOPP)
2. Improve line of sight/blind curve
 - a) Hwy 9 Old County Hwy (1)
 - b) Hwy 9 at Pleasant Way, left turn lane, straighten sharp curve (4)
 - c) Hwy 9 at Juanita Woods Rd (1)
3. Pavement Conditions
 - a) Hwy 9 at Kings Creek – potholes, erosion (1)
 - b) Two Bar Rd just east of Hwy 9 intersection – drainage, culvert flooding (1)
 - c) Bear Creek at Mayfair – pothole repair (1)
 - d) Hwy 9 from Boulder Creek to County line – New pavement, drainage improvements, sign replacement (in 2024 SHOPP)
4. Intersection/turn improvements

- a) Intersection improvements at Hwy 9 and Bear Creek Rd – turn lanes/flashing lights/roundabout, especially for cars entering Hwy 9 from Bear Creek (4)
- b) Hwy 9 at Bear Creek – left turn pocket, merge pocket (RTC observations)
- 5. Other roadway projects
 - a) Hwy 9 between 236 and Saratoga Toll Rd – restore roadway facilities on hairpin curve (in 2016 SHOPP)
 - b) More clearly marked turnouts north of Boulder Creek (1)
 - c) New main entrance to Castle Rock State Park on Hwy 9 (1)
 - d) From Hwy 35 junction to 3.3 miles south: widen shoulders, replace guardrails, centerline rumble strips (in 2018 SHOPP)
 - e) Hwy 9 at Spring Creek Rd – restore roadway facilities (in 2020 SHOPP)
 - f) Bear Creek Rd - Bike lanes, transit turnouts, left turn pockets, merge lanes, intersection improvements, chip seal (2040 RTP)
 - g) Bear Creek Rd – clearly marked turnouts (1)

D. Auto Safety

- 1. Speed limit enforcement
 - a) Hwy 9 within Castle Rock State Park (1)
 - b) Hwy 9 Teilh Dr to Mitchell Dr (4)
 - c) Hwy 9 Norich Rd to Shadeland Rd – elementary and 2 summer camps (3)
 - d) Hwy 9 at Brookside Dr (1)
- 2. Flashing warning lights
 - a) Hwy 9 Norich Rd to Shadeland Rd – speeding, elementary/summer camps (2)
- 3. Other auto safety
 - a) Rumble strips around elementary school @ Norich Rd for speeding (4)
 - b) Bear Creek Rd: Reflectors at road boundary, lighting (1)
 - c) Add more turnouts on Bear Creek Rd

E. Transit and other ideas:

- 1. Provide transit service
 - a) Hwy 9 at Saratoga Toll Rd (1)
- 2. Restore previous transit service
 - a) North of Mountain Store – Teilh Dr to Buck Knoll Rd (5)
 - b) Boulder Creek to Mountain Store (4)
 - c) Hwy 9 at Monaco Ln (2)
- 3. Improve transit stop
 - a) Stop at Pleasant Way needs shelter (1)
 - b) Crosswalk to stop at Brookside Dr (2)

Outside Project Area

A. Pedestrian Facility Project Ideas:

- 1. Pedestrian walkway facilities
 - a) Walkways from Boulder Creek to Stapp Rd along Hwy 9
- 2. Shared bicycle and pedestrian facilities
 - a) Path from Felton to UCSC through Pogonip
 - b) Path from Boulder Creek to Scotts Valley

B. Bicycle Facility Projects

- 1. Bicycle facilities
 - a) Dedicated path(s) that takes cyclists away from Hwy 9 from Felton to Santa Cruz (see *2006 SLV Trail Feasibility Study* which evaluated trail along rail

- corridor, Graham Hill Road, and Highway 9, among other routes)
 - 2. Shared bicycle and pedestrian facilities
 - a) Path from Felton to UCSC through Pogonip
 - b) Path from Boulder Creek to Scotts Valley
- C. Bonny Doon:
- 1. Transit:
 - a. Expand transit service and frequency to Bonny Doon
 - b. Operation transit service to Rancho del Osos at Waddell Creek to allow for hiking from Big Basin State Park Headquarters to seashore.
- D. Lompico/Zayante:
- 1. Transit:
 - a. Access to bus stops is difficult, with no paths
 - b. Increase transit service frequency to Lompico and Zayante, more than just during school times/school term
 - 2. Auto:
 - a. Auto safety concerns near Lompico Rd/Zayante Road/Sylvan Way area
 - b. Add left turn lane from Northbound E Zayante To Quail Hollow Rd
 - c. Replace bridge at E Zayante and Quail Hollow Rd
 - d. Install a right turn lane on Graham Hill Rd onto Zayante Rd.
 - e. Enforce no turn on red light at Graham Hill Rd/Zayante Rd. intersection and post do not block intersection/keep clear space for traffic flow
 - 3. Multiuse:
 - a. Convert E Zayante Rd unused rail line to get a paved trail for pedestrians and bikes
 - b. Improve Graham Hill Rd/Zayante Rd. intersection for pedestrians
- E. Mt. Hermon
- 1. Connect Conference Rd to Mt Hermon Rd for bicyclists
- F. South of Felton:
- 1. Graham Hill Road:
 - a. Reduce congestion on Graham Hill, especially during commute hours, do not add any new traffic lights.
 - b. Add bicycle facilities
 - 2. Highway 9
 - a. Create off street trail for bicycles
 - b. Reduce speeding, especially near Paradise Park and park access points
 - 3. Rail: add passenger rail service from Felton to Santa Cruz