

## Appendix D: Corridor Plan Public Input

### Contents

1. Corridor Plan Public Input
2. Summary of Public Comment on Draft Plan
3. Summary of Updates from Draft Plan
4. Examples of Outreach on Draft Plan
  - a. Website
  - b. Flyer
  - c. News Article
  - d. Social Media Posts
  - e. eNews Releases
5. Comments Received on Draft Plan - *online at* [www.sccrtc.org/slvplan](http://www.sccrtc.org/slvplan)
  - a. Minutes from February 7, 2019 public hearing
  - b. Letters received during public comment period
  - c. Emails received during public comment period
  - d. Comments received during Open Houses
  - e. Online Survey results



concepts were modified for the final document. The following is a summary of some of the public outreach.

### **January 31, 2019 and February 6, 2019 Open Houses**

Public Open Houses were held in Felton on January 31, 2019, and in Boulder Creek on February 6, 2019. These events were well attended. Attendees were invited to give input at a series of stations. Input results are summarized below.



### **Corridor-Wide Improvement Type Preferences**

Participants were asked about different types of possible transportation projects, features, or programs that might be used in the San Lorenzo Valley (without specific locations identified). Descriptions of these and other types of transportation features are provided in Chapter 2 and Appendix A. Participants identified the following as the types of transportation improvements they consider most needed in the SLV.

- Crossing Facilities – Safety enhancements at crosswalks such as:
  - Ladder striping and signage
  - Pedestrian activated flashers (RRFB)
  - Pedestrian refuge islands
  - Bulb-outs (curb extensions)
- Speed Reduction
  - Radar speed feedback signs
  - Narrowed lanes
  - Curb extensions/bulb-outs
  - Pedestrian island refuges
  - Village gateway signs to encourage speed reduction
- Bicycle Facilities
  - Bike lanes in village cores
  - Wider shoulders outside of villages where residents are biking and walking
- Walking Facilities
  - Update existing sidewalks to current ADA standards

- Add more sidewalks in villages, on Highway 9, and on side streets
- Paths on one side of the road where ROW (right-of-way) is constrained
- Emergency Preparation
  - Projects that improve drainage, removal of dangerous trees, hillside reinforcement
  - Emergency warning system to alert drivers of potential hazards or detour routes

### Located Priority Projects

While there was generally support for all of the priority projects, implementation priorities varied among participants. For instance, improving pedestrian safety between Graham Hill Road and the Schools Complex in Felton (Project 9) was identified as the highest priority at the Felton Open House and among online survey respondents who live in or travel most in Ben Lomond and Felton, however the highest priority at the Boulder Creek Open House was Project 23: Boulder Creek Crosswalk Improvements. Unsurprisingly, residents of Boulder Creek prioritized projects in Boulder Creek and north of the Felton School complex over those in Felton. Figure D2 shows weighted scores for projects that participants at each open house identified as their top 5 priorities.

**Figure D2: Open House Project Rankings (of those rated as priority #1-5)**

Project/Concept	PROJECT RANK (weighted score)	
	Boulder Creek	Felton
1) Henry Cowell State Park Access and Parking	13	5
2) Southern Felton Neighborhood Bike and Walking Paths	0	14
3) Felton to Henry Cowell Bike and Walking Connection	16	7
4) Downtown Felton Crosswalks	14	3
5) Downtown Felton Bike and Walking Connections for New Library	18	8
6) Downtown Felton Pedestrian Walking Facilities	0	12
7) Downtown Felton Roadway, Parking, and Bicycling Improvements	0	6
8) Highway 9 and Graham Hill Rd Intersection Redesign	12	9
9) Pedestrian and Bicycle Connection from SLV Schools Campus to Felton	17	1
10) SLV Schools Campus Site Access	11	2
11) North SLV Schools Pedestrian and Bicycle Connections (to Brackney)	4	4
12) Willowbrook Dr Area Multimodal Improvements & Glen Arbor Bike/Ped Connection	15	21
13) Pedestrian & bicycle connections from Ben Lomond to Highland Park	19	22
14) Ben Lomond Crosswalk and Transit Improvements	21	15
15) Mill St and Glen Arbor Rd Pedestrian Improvements	23	10
16) Ben Lomond Downtown Core Multiuse Improvements	23	11
17) Pedestrian and Bicycle Connections from Mill St to Alba Rd	22	13
18) Hubbard Gulch/Alba Rd Operational Improvements	23	28
19) Brookdale Pedestrian Walking Facilities	10	25
20) Brookdale Crosswalk Improvements	9	20
21) Irwin Way/Highway 9 Intersection Improvements	2	17
22) Boulder Creek Elementary Neighborhood Multimodal Improvements	8	24
23) Boulder Creek Crosswalk Improvements	1	16
24) Parking and Bicycle Facilities in Downtown Boulder Creek	6	18
25) Sidewalk and Storefront Improvements in Downtown Boulder Creek	7	23
26) Pedestrian and Bicycle Connections to BC Library and Bear Creek Rd	3	27
27) Highway 9/Bear Creek Road Intersection Improvements	5	19
28) Pedestrian & Bike Improvements at Garrahan Park and Mountain Store	20	26



### **Draft Plan Online Survey**

A total of 243 people participated in an online survey, which was open from January 29, 2019 to February 15, 2019. Participants were asked to provide input on the draft plan and rank priority projects in each area – Felton (Projects 1 – 8), Ben Lomond (Projects 13 – 18), Brookdale (Projects 19 – 21), Boulder Creek (Projects 22 – 28), and the SLV Schools Campus (Projects 9 – 12), based on where they travel most. All participants were also asked which of 10 projects they considered the top 5 projects. Significant input results are summarized below. Not surprisingly, results varied significantly depending on where an individual traveled most. Survey demographic and metadata information is provided at the end of this section.

In the Felton area (Projects 1 – 8), participants identified the following as the top 4 most important:

- Project 7: Downtown Felton Roadway, Parking, and Bicycling Improvements (65%)
- Project 3: Felton to Henry Cowell Bike and Walking Connection (63%)
- Project 2: Southern Felton Neighborhood Bike and Walking Paths (59%)
- Project 8: Highway 9 and Graham Hill Rd Intersection Redesign (50%)

In the Ben Lomond area (Projects 13 – 18), participants identified the following projects as the top 3 most important:

- Project 13: Pedestrian and bicycle connections from Ben Lomond to Highlands Park (66%)
- Project 16: Ben Lomond Downtown Core Multiuse Improvements (66%)
- Project 14: Ben Lomond Crosswalk and Transit Improvements (59%)

In the Brookdale area (Projects 19 – 21), 4 participants identified the following as the top 2 most important:

- Project 19: Brookdale Pedestrian Walking Facilities (75%)
- Project 20: Brookdale Crosswalk Improvements (75%)

In the Boulder Creek area (Projects 22 – 28), participants identified the following as the top 4 most important:

- Project 23: Boulder Creek Crosswalk Improvements (92%)
- Project 27: Highway 9/Bear Creek Rd Intersection Improvements (79%)
- Project 25: Sidewalk and Storefront Improvements in Downtown Boulder Creek (56%)
- Project 28: Pedestrian and Bicycle Improvements at Garrahan Park and Mountain Store (46%)

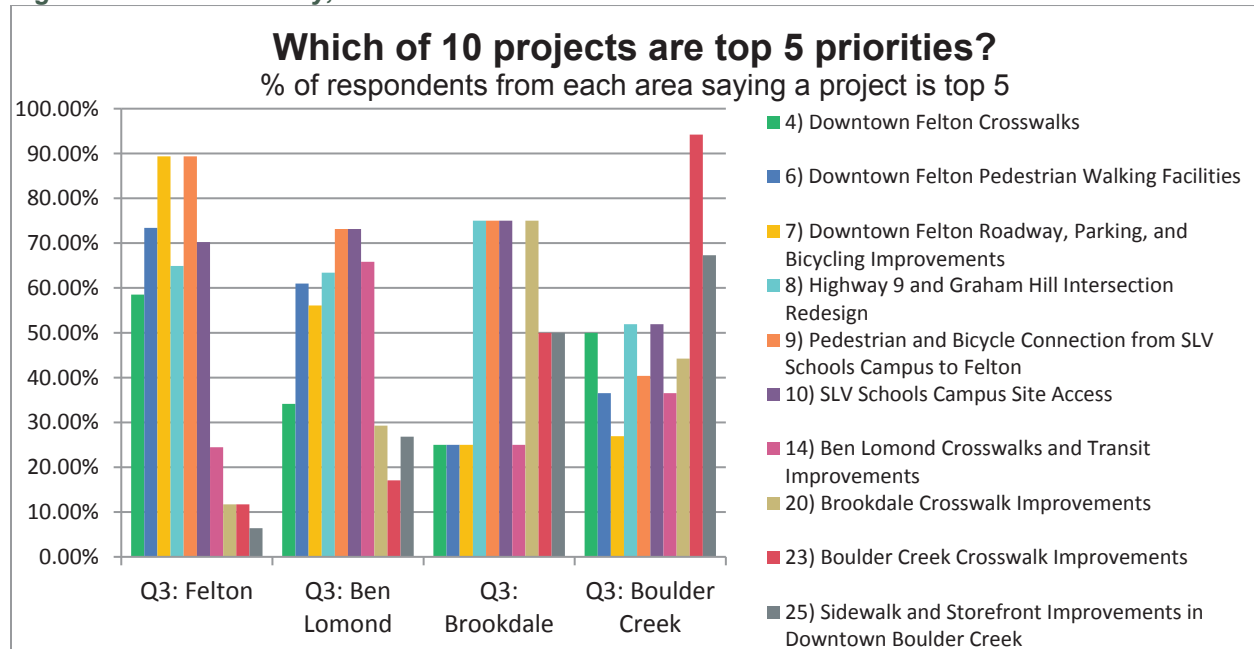
In the SLV Schools Campus area (Projects 9 – 12), participants (all areas) ranked priority projects in the following order (from most important to least important):

- Project 9: Pedestrian and Bicycle Connection from SLV Schools Campus to Felton
- Project 10: SLV Schools Campus Site Access
- Project 11: North SLV Schools Pedestrian and Bicycle Connections (to Brackney Rd)
- Project 12: Willowbrook Dr Area Multimodal Improvements and Glen Arbor Bike/Ped Connection

Of 10 projects identified, based on feasibility and community need, collectively participants identified the following priority projects as the top 5 most important (results based on where people travel most is broken out Figure D3):

- Project 9: Pedestrian and Bicycle Connection from SLV Schools Campus to Felton (72%)
- Project 10: SLV Schools Campus Site Access (66%)
- Project 7: Downtown Felton Roadway, Parking, and Bicycling Improvements (64%)
- Project 8: Highway 9 and Graham Hill Rd Intersection Redesign (61%)
- Project 6: Downtown Felton Pedestrian Walking Facilities (60%)

**Figure D3: Online survey, 2019**

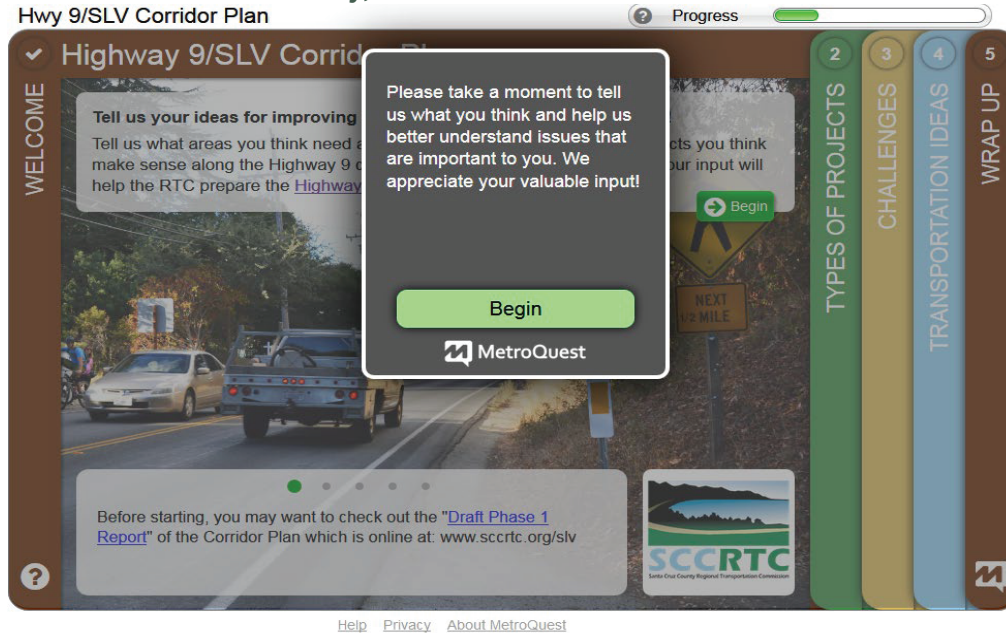


## B. Input During Plan Development – 2016-2018

### Online Survey

A total of 418 people participated in an online planning survey, which was open from June 7, 2017 to August 18, 2017. Participants identified locations along the corridor that are transportation challenges, provided input on a range of general types of transportation infrastructure and programs, and provided input on project ideas that had been identified as priorities in 10 prior years of public discussions. Significant input results are summarized below. Survey demographic and metadata information is provided at the end of this appendix.

**Figure D4: Screen shot from Survey, Summer 2017**



### May 31, 2017 Workshop

A workshop held in Felton on May 31, 2017 was well attended and there was lively participation and discussion. Attendees were invited to give input at a series of stations modeled after the online survey. Input results are summarized below.



## **What types of transportation improvements are needed in the San Lorenzo Valley?**

### **Overall Project Type Preferences**

Participants were asked about different types of possible transportation projects, features, or programs that might be used in the San Lorenzo Valley (without specific locations identified). The list below presents the combined project type preferences from the online and paper surveys, as well as input received at a community workshop on May 31, 2017. Descriptions of these and other types of transportation features are provided in Appendix A: *Complete Streets Improvements Toolkit*.

### **Most popular types of projects/concepts:**

Participants identified the following as the types of transportation improvements (of list of types of projects also identified in the survey) they consider most needed in the SLV.

- Trails, informal paths
- Pull outs/turnouts for passing or for stalled vehicles
- Crosswalks with controls to make them more visible
- Shared bicycle/pedestrian paths
- Passing and turning lanes
- Bicycle lanes
- Painted crosswalks

### **Least popular/most disliked concepts:**

- Narrowed automobile lanes
- Roundabouts
- Bulb-outs at intersections
- Raised crosswalks
- Increased CHP
- Cycle tracks

### **Least Opposed:**

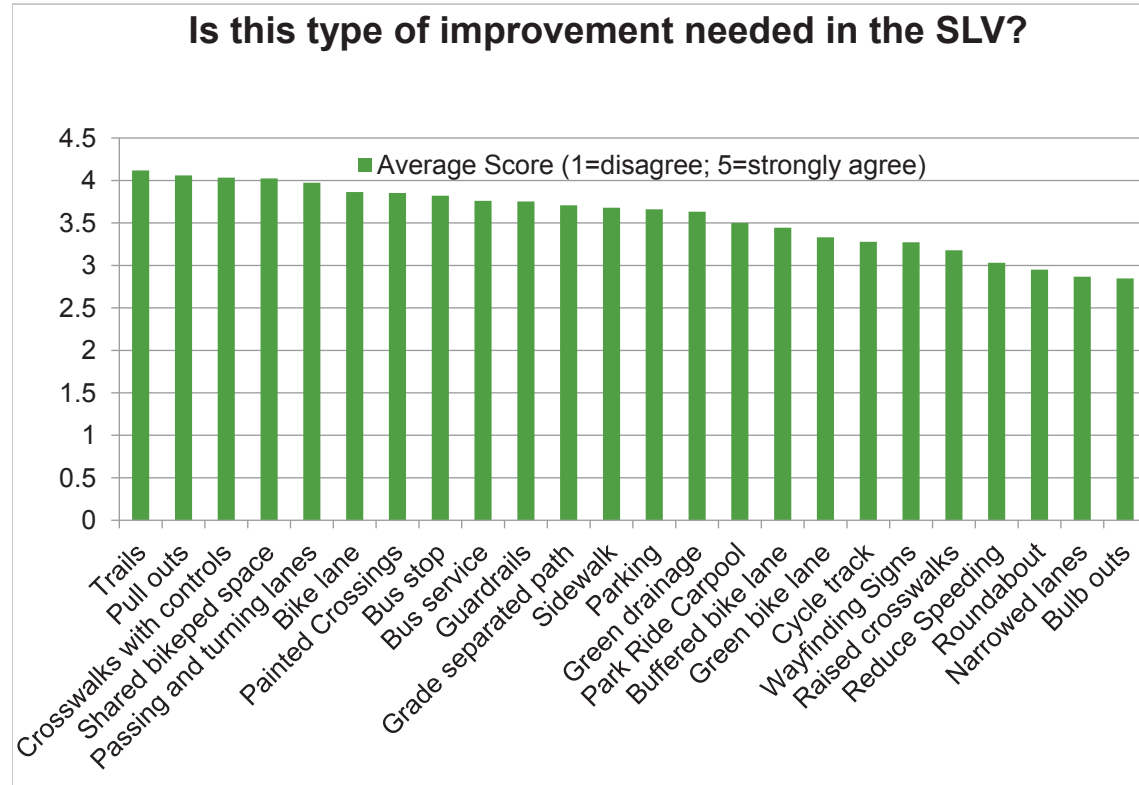
Slightly different from the types of projects that participants identified as the most needed, the least opposed/least controversial concepts, those with the fewest people saying they disagree or strongly disagree that item is needed were:

- Trails
- Pullouts
- Adding bus service
- Painted crosswalks
- Improving bus stops
- Guardrails



**Figure D5** shows the online survey results for this question. **Figure D6** breaks down the results from the online survey, paper surveys and public open house.

**Figure D5: Survey Results - Transportation Improvement Type Preferences**



Source: Santa Cruz County RTC, 2017

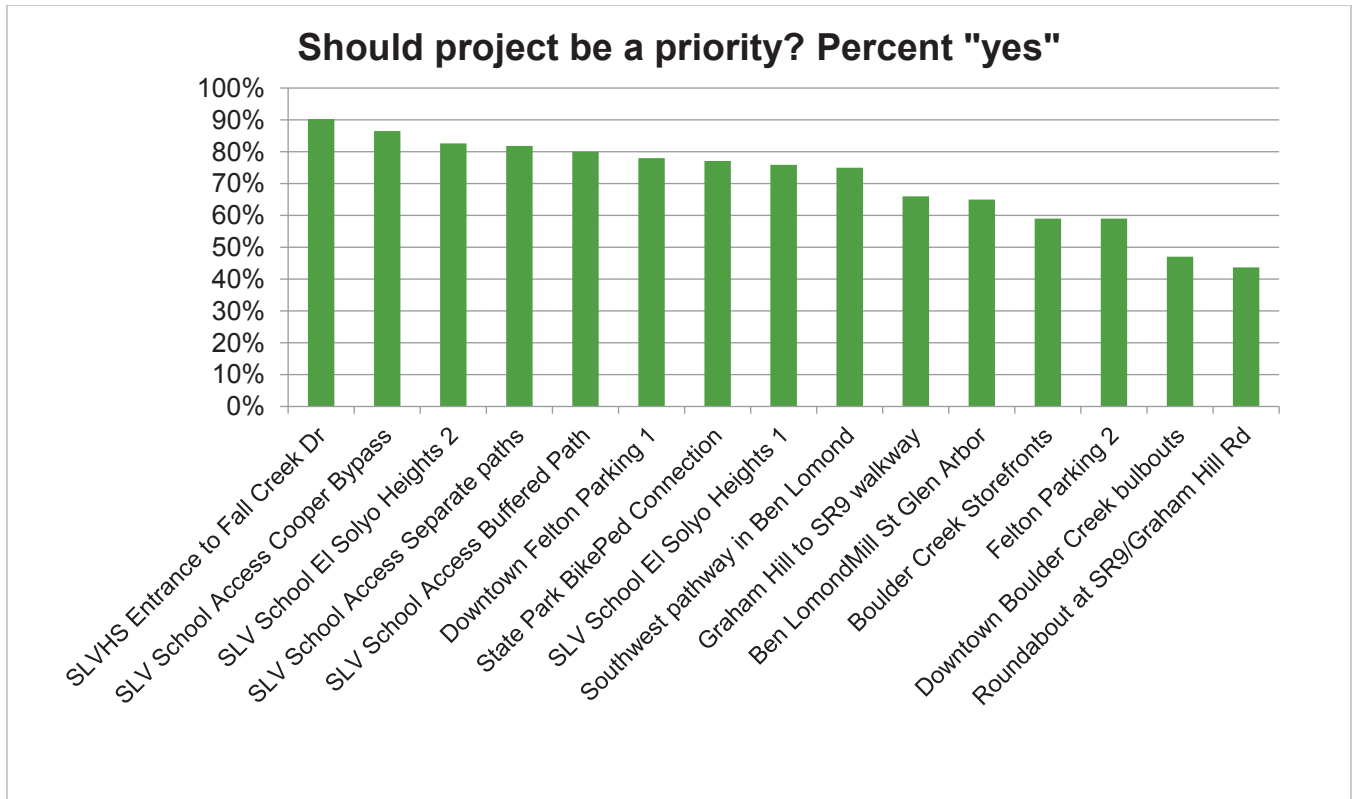
Figure D6: Project Type Preferences - All Public Input

		Online Survey (Average Score*)	May 31 <sup>st</sup> Open House		Paper Surveys
			Like	Dislike	Most Critical – pick top 4
Pedestrian Facilities	Shared Bike/Ped Space	4.02	4	0	9 Separated from cars
	Grade Separated Path	3.71	4	0	N/A
	Conventional Sidewalk	3.68	1	3	5
	Trails (informal path)	4.12	14	0	3
	Crosswalk with Controls	4.03	9	1	5 Crosswalks more visible to cars
Traffic Calming	Narrowed Lanes	2.87	2	0	N/A
	Raised Crosswalks	3.18	14	2	N/A
	Bulb-out	2.85	6	1	N/A
	Colored/ Painted Crosswalk	3.85	8	0	N/A
	Reduced Speed/More CHP enforcement	3.03	4	2	2
Transit, Other	Transit		4	0	1 (improve bus stops)
	Bus Service	3.76	4	0	0
	Park and Ride/ Carpool	3.5	3		N/A
	Parking	3.66	7	1	0
	Wayfinding Signs	3.27	3	1	N/A
	Bus Stops	3.82	0	0	0
Bicycle Facilities	Bike Lane	3.86	2	0	9
	Green Bike Lane	3.33	2	1	N/A
	Buffered Bike Lane	3.44	7	0	N/A
	Cycle Track	3.28	7	4	N/A
Roadway/ Traffic Improvements	Guardrails	3.75	5	0	1
	Pull outs	4.06	6	0	1
	Passing and turning lanes	3.97	6	0	N/A
	Roundabouts	2.95	5	1	N/A
	Green Drainage	3.63	5	0	N/A
	Intersection Improvements	N/A	N/A	N/A	2
	Maintain Roads/Fill Potholes	N/A	N/A	N/A	2
	Reduce Traffic Collisions	N/A	N/A	N/A	0
	Improve Traffic Flow	N/A	N/A	N/A	1
<b>Notes:</b> *Average Score (Is this improvement need in SLV? 1 = Strongly Agree, 2= Disagree, 3=Neutral, 4=Agree, 5=Strongly Agree. N/A = Not Asked. Highlighted = Most Popular, Grey =least popular/most disliked Credit: Santa Cruz County RTC, 2017					

### Should previously identified projects be priorities?

Community members also provided input on a list of specific projects that were previously identified and asked if the project should be a priority. Projects to improve access to the SLV schools were the top 5 priorities.

**Figure D7: Prior Project Ranking**

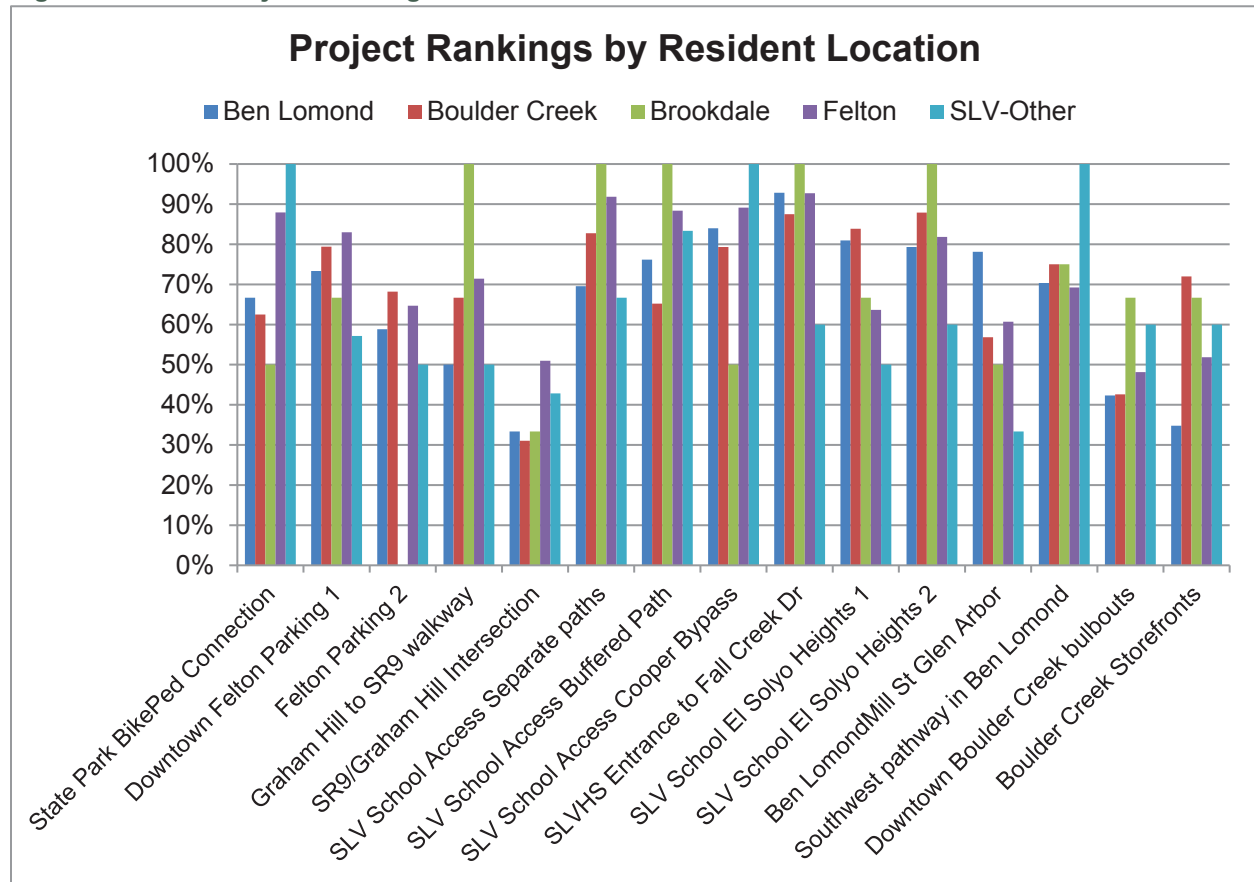


Credit: Santa Cruz County RTC, 2017

### Local Site-Specific Project Priorities

As would be expected, the percentage of residents saying that projects in the area they live should be priorities was higher than how they rated projects outside of the area where they live.

**Figure D8: Prior Project Ranking**



Credit: Santa Cruz County RTC, 2017

### Site-Specific Challenge Areas and Improvement Suggestions

Site-specific needs or improvement suggestions were made on maps through the online survey, at public meetings, and in paper surveys. Participants were asked to help identify areas in the San Lorenzo Valley that are challenges and suggest possible solutions (projects). Participants could place marks on the map and add comments at locations throughout the study corridor. Participants placed nearly 900 markers on maps. In many instances, several people identified the same issue and suggested similar projects.

This mapped input is difficult to present in printed maps because it is so extensive, but it can be viewed in detail in the online input map available at this link: <http://arcg.is/10zf4v>. The online map includes input from the online survey, as well as input provided at the May 2017 workshop, stakeholder meetings, paper surveys, and via email.



**Figure D9: GIS Online Input Map Screenshot**



Source: SCCRTC, 2017

### **Building the Priority Projects List**

The complete list of site-specific transportation suggestions for the SLV are summarized in Appendix B *Identified Projects List*. RTC staff carefully reviewed and organized the collected site-specific input from the interactive map into a series of tables organized by regions. These draft project lists were reviewed against criteria for project priorities that also reflect public input. The list, criteria, and draft priorities were then reviewed by the study technical oversight committee. A shorter list of priority improvement projects was developed. These projects

were then discussed by focus groups and compared against criteria that reflected public input. The resulting priority projects are described in Chapter 3 *Priority Projects By Location*.

**Figure D10: Workshop Input on Draft Project Objectives**

Goals	Objectives	Like
Increase Safety Along the Corridor	<b>Traffic Calming</b>	<b>8</b>
	Reduce Crashes	3
	Intersection Safety Improvements	3
	Maintain Roadways	2
	Reduce Congestion	1
Increase Pedestrian and Bicyclist Access and Safety along the Corridor	<b>Better bicycling connections between town centers and schools</b>	<b>17</b>
	<b>Make it easier to walk or bike in town centers</b>	<b>16</b>
	<b>Better pedestrian connections between town centers and schools</b>	<b>11</b>
	Make it easier to cross Highway 9	5
	Improve health, especially for youth	5
	Bike lane full length of Highway 9 (Boulder Creek to Felton)	5
	One lane for cars, one lane for bicyclists before and after school	2 (2 disliked)
	Bike path connecting Conference to Mt. Hermon (SV to Felton)	1
	Walk/bike safely to Highland Park from Ben Lomond	1
	Bike path for kids downtown Ben Lomond to Schools	1
Improve transit facilities, routes to transit, and transit options	Transit stop areas & amenities, including paths to bus stops	3
	Access for people with limited mobility	3
	Regular transit to Lompico, Zayante, South Felton	3
	Rideshare/ school pools, vanpools, Lyft/Uber	2
	Transit and Paratransit Service	1
Provide Economic Benefits	<b>Greater flexibility in use of sidewalk/right of way near businesses</b>	<b>7</b>
	Maintain traffic flow and predictable travel lanes	4
	Better organized commercial parking/frontages and access/driveways	2
Environmental Improvements	<b>Maintain/enhance rural mountain character (Avoid urban type improvements)</b>	<b>9</b>
	<b>“Green” drainage to intercept and slow runoff</b>	<b>8</b>
	Have less pavement; preserve vegetation where feasible	4
	Reduce emissions	4
Create a plan that can be realistically implemented	<b>Capture maximum state, federal, and grant funding to leverage local measure funding</b>	<b>5</b>
	Identify priorities for Measure D 30-year revenues	4
	Pursue projects that can be implemented quickly (including “low hanging fruit” project types	3
	Pursue projects that have greatest benefits per dollar	1
Create a vision and blue print for the ultimate corridor future	<b>Avoid piecemeal disconnected improvements, have a phased plan</b>	<b>6</b>
	Provide design guidelines that facilitate Caltrans incorporating multi-modal improvements into other project types (drainage, bridges, repaving, etc.)	2

<b>Figure D11: Workshop Input on Evaluation Criteria</b>	
<b>Potential criteria identified as priorities</b>	
Bike and Pedestrian Barriers	1
<b>Safety</b>	<b>10</b>
High Use/ Potential	0
Benefit to/ Impact on Adjacent Properties and Businesses	2
<b>Environmental Impacts</b>	<b>8</b>
Compliance with Standards	1
Constructability/Sustainability	0
Cost/Funding Availability	1

Credit: SCCRTC, May 31, 2017 workshop

## 2. Other Focused Outreach

### November 7, 2017 School District Meeting

A meeting was held in November 2017 with the SLV Unified School District to focus on options for improving access to the schools. This meeting was preceded by a site walk including members of the project advisory group and the consultant team. Members of the public, representing school parents, also attended the meeting. The range of project ideas, including results from the workshop and survey, were presented and discussed, as well as specific issues and ideas for access and circulation on the school sites. School district staff had useful suggestions and information to refine and further prioritize projects to improve access at and to the schools. In Spring 2018, RTC and community members once again met with school representatives and presented specific concept ideas, which are discussed in Projects 9 – 11 in Chapter 3 *Priority Projects By Location*.

### Focus Group Meetings May 7 – 10, 2018

Following review of all project ideas and evaluation of about two dozen site specific projects that had been identified as priorities for implementation along the corridor, four focus group meetings were held in May 2018 to solicit feedback on those concepts. The following summarizes input received at those focus group meetings.

#### Pedestrian and Bicycle Safety- Short/medium term priorities:

- Encourage more of the relatively low-cost pedestrian activated safety beacons at major crossing points for pedestrians. Locations such as Henry Cowell Park entrance, Pacific St/Clear Creek in Brookdale, Lomond Street in Boulder Creek, Willowbrook Dr north of the schools, downtown Felton mid-block crossing, and the SLV school entrance are priorities. Pedestrian Refuge Islands and curb extensions/bulb-outs also desired at all feasible locations, but particularly in town centers.
- Strong support for safer pedestrian and bicycling conditions from the southerly terminus of Glen Arbor Rd/Highway 9 to the SLV school campus, as well as from the SLV School

Campus to downtown Felton. Determine the feasibility of widening Highway 9 to add striped bicycle lanes and pathways.

- Though SLV residents strongly support maximum protection for the local coast redwoods, all stakeholder focus groups agreed that some redwood trees in the right-of-way could be removed to allow installation of pedestrian and bicycle facilities, especially to improve safety of children getting to school.
- Slowing speeding was identified as a priority for all users, but especially pedestrians and bicyclists. Focus groups favored speed radar feedback signs, as well as narrowing travel lanes with the addition of bulb-outs, angled parking, and bike lanes.
- Though there was support for bicycle facilities, in the face of limited right-of-way width the focus groups communicated that providing facilities for pedestrians was the priority.

Parking:

- Some attendees expressed interest in adding diagonal parking on Highway 9 in downtown centers in order to maximize customer convenience and increase parking supply for the benefit of local businesses.
- Strong support for relocating, not removing, any parking that needs to be moved or changed for other improvements. Sidewalks and shade trees would encourage people to walk from more remote parking locations.
- Strong support for general parking plans for all the villages, including maximizing use of private parking lots through agreements with local businesses with large private lots.

Winterization, Slides and Emergency Storm Situations:

- In the winter, the SLV can experience 8 feet of rainfall per year. Numerous slides and resulting road closures have occurred over the years cutting off access to schools and businesses and forcing lengthy detours and delays (up to an hour) for commuters, freight deliveries, emergency response and school access. Reinforcing hillsides, removing trees that are obvious hazards to pedestrians and motorists and improving rainfall runoff and conveyance systems were identified as priorities.

Felton

- Felton has the largest traffic volumes and the second largest population but has some of the least built-out pedestrian infrastructure. Sidewalks with shade trees on Highway 9 to the end of the village and along Graham Hill Rd had strong support. Strong support also for increasing the number of marked crossings and enhancing the safety features at existing crossings, particularly the midblock crossing in front of the Wild Roots Market and the Graham Hill intersection.
- Improving the Graham Hill Rd/Highway 9 intersection was universally deemed to be a high priority, second only to improving access to the SLV Schools Campus (discussed below). Improving facilities for pedestrians and bicycles through the intersection as well



as safely maximizing throughput for vehicles by extending storage lengths of turning lanes were identified as key components to intersection improvement.

#### SLV Schools Campus

- The highest priority projects for the entire corridor that need the greatest consideration are those closest to the school campuses in Felton. This is the essentially unanimous opinion of all participants in the planning process because of the traffic impacts that affect the entire corridor and the safety issues for the children. All the projects in that area are top tier in priority.
  - Addressing safety and the Highway 9 traffic jam around the schools will require improvements to both the Caltrans right of way and to circulation inside the school campuses.
  - Planning resources should be invested to work with the school district to improve internal circulation inside the school campuses in order to identify short, medium, and long-term plans that are the most feasible ways to improve safety and reduce congestion.

#### Brookdale and Ben Lomond:

- In Brookdale and Ben Lomond there are significant gaps in pedestrian facilities, especially between hotels and services. Residents and hotel guests want to walk along or cross Highway 9 to access services, however in each case redwood trees exist that result in very narrow walking conditions and visibility obstructions. Two redwood trees in particular have been identified in the community meetings as major obstacles to safe pedestrian travel. It is also apparent by the scars and loss of bark on these trees that they have been the subject of vehicles hitting them. Removal of these trees and/or realignment of striping away from the trees to attain safer pedestrian movements both day and night was supported by meeting attendees.
- In Ben Lomond, Highway 9 was improved and widened in the 1990s between the two bridges that cross the San Lorenzo River on the south and north ends of town. Development of a striping plan that provides for formal bike lanes in this stretch should be a short/medium priority.
- A left turn lane from Highway 9 to Highlands Park should also be a priority project.

#### Boulder Creek:

- Boulder Creek has a parking shortage. Exploration of diagonal parking serves as additional spots as well as “road dieting” to narrow the corridor to slow down speed.
- Boulder Creek character must be preserved. There is little desire for overhead lights - HAWK systems nor stoplights in town center.

- Support for planting which would provide shade for pedestrians on the eastside of Highway 9. Narrowing lanes and adding center islands in Highway 9, which could be planted with trees.
- Entrances to Boulder Creek from all areas needs to be slowed. Better signage and radar feedback signs at three town entrances, north and south on Highway 9 and from west on Highway 236.
- A stop sign just north of the Bear Creek/Highway 9 intersection as you enter Boulder Creek would help commuters and slow traffic.
- An additional crosswalk mid-town would prevent jay walking (between the intersections at 236 and 9, and Forest and 9).
- While most attendees like the concept of bike lanes, pedestrian uses were identified as a higher priority, especially in Boulder Creek. Narrow entry points and steep hills make biking less attractive. It was suggested to narrow lanes to give greater ability for pedestrian/tree islands in center of the highway or added diagonal parking.

#### **SLV Schools Campus Survey: Spring/Summer 2018**

- In spring/summer 2018, a web-based survey was utilized to gather information from people traveling to the SLV Schools Complex in Felton. A total of 127 people participated in the online survey. Participants were asked questions about transportation challenges and provided input on project ideas that had been identified as priorities for the SLV Schools Campus area. Almost 80% of the respondents were either parents or guardians of a student or were faculty or staff at one of the SLV schools. For daily travel to the SLV Schools Campus, 77% of respondents reported that they traveled to the campus by family vehicle, with only the driver and students in their family in the vehicle. The distance traveled to get to the SLV Schools Campus varied, with 29% travelling less than 2 miles, 29% travelling between 2 and 4 miles, and 39% travelling more than 4 miles.
- Respondents reported that the most challenging parts of entering or exiting the SLV Schools Campus were exiting the elementary school, exiting El Solyo Heights, turning into the elementary school, and exiting the high school. The transportation goals that were ranked the highest for the area around the SLV Schools Campus were: improving ability to enter and exit the campus by car, improving traffic flow for vehicles driving past the schools, improving access to/past the schools for people walking, and improving access to/past the schools for people riding bicycles. The options for getting students to school by walking or biking that were identified as the most critical were a multiuse path for people walking or biking with a barrier providing physical separation from motor vehicles and an informal asphalt path for people walking or biking. More than 85% of respondents indicated that they would like to see pedestrian activated flashing lights (RRFBs) to alert drivers to stop at pedestrian crossing.
- The schools survey sample was self-selected, meaning that individuals decided whether to access and complete the survey. It was possible for individuals to complete only a portion of the survey or to complete the survey more than once. Participants were not selected

randomly, nor based on specific demographic characteristics, thus the survey results are not a statistically representative sample of San Lorenzo Valley residents.

## Survey Metadata

### 2019 Online Survey Metadata and Demographic Characteristics

Survey Monkey, a web-based survey tool, was used to gather public input on the draft plan and priority projects. During the survey period from January 29, 2019 to February 15, 2019, from a total of 243 people participated in the online survey. Links to the survey were shared via online newspapers ads, eNews, and social media. The survey sample was self-selected, meaning that individuals decided whether to access and complete the survey. It was possible for individuals to complete only a portion of the survey or to complete the survey more than once. Participants were not selected randomly, nor based on specific demographic characteristics, thus the survey results are not a statistically representative sample of San Lorenzo Valley residents.

In addition to providing input on transportation infrastructure and priorities, participants in the Survey Monkey online survey were invited to provide information about their age, place of residence, and primary and secondary modes of transportation. All but one of the total survey participants provided the following demographic information:

#### Age:

• Under 18:	0.41%	1 respondent
• 18-24:	1.23%	3 respondents
• 25-34:	9.05%	22 respondents
• 35-44:	18.11%	44 respondents
• 45-54:	23.87%	58 respondents
• 55-64:	25.93%	63 respondents
• 65+:	21.4%	52 respondents

#### Location travel most:

• Felton:	51.65%	125 respondents
• Ben Lomond	19.83%	48 respondents
• Brookdale	1.65%	4 respondents
• Boulder Creek	26.86%	65 respondents

#### Transportation Mode:

##### Primary mode of transportation

• Drive Alone	78.9%
• Carpool	10.55%
• Bike	5.91%
• Walk	3.38%
• Take the bus	1.27%

##### Secondary mode of transportation

• Walk	34.88%
• Carpool	26.51%
• Drive Alone	24.19%
• Bike	12.56%
• Take the bus	1.86%

Credit: Santa Cruz County RTC, 2019

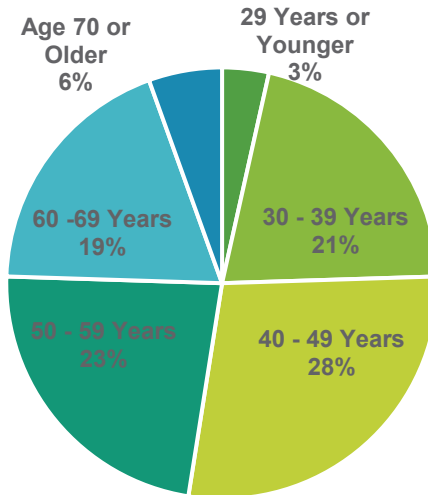
## 2017 Online Survey Metadata and Demographic Characteristics

MetroQuest, an interactive web-based survey tool, was used to gather public input for Phase 1 of this planning effort. During the survey period from June 7, 2017 to August 18, 2017 a total of 418 people participated in the online survey. The survey was shared via online newspapers ads, eNews, and social media. The survey sample was self-selected, meaning that individuals decided whether to access and complete the survey. It was possible for individuals to complete only a portion of the survey or to complete the survey more than once. Participants were not selected randomly, nor based on specific demographic characteristics, thus the survey results are not a statistically representative sample of San Lorenzo Valley residents.

In addition to providing input on transportation infrastructure and priorities, participants in the MetroQuest online survey were invited to provide information about their age, place of residence, car ownership, and employment status. Of total survey participants, about 60% provided the following demographic information:

**Age:** A majority of respondents were between the ages 40-49 years

**Figure D12: Age of Survey Respondents**



Credit: Santa Cruz County RTC, 2017

### Residence Location:

Location where respondents live was self-identified from a list of choices and not based on addresses or U.S. Census designated areas.

**Figure D13: Residence Location**

<b>Along the Highway 9 Corridor</b>		
Felton	34%	90
Boulder Creek	31%	82
Ben Lomond	20%	51
Brookdale	2%	5
Other Parts of the San Lorenzo Valley	2%	5
<b>Outside of the Highway 9 Corridor</b>		

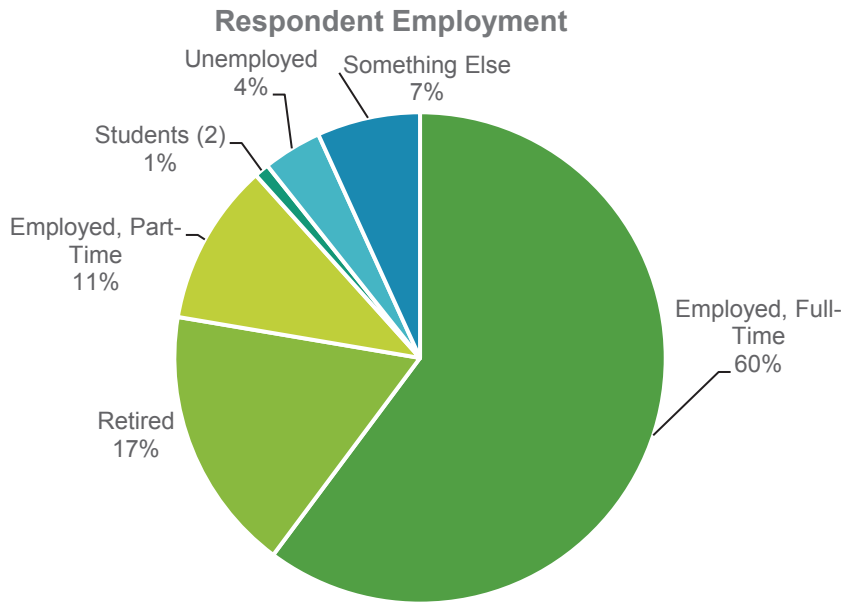


City of Santa Cruz	6%	16
Other Parts of Santa Cruz County	3%	7
Scotts Valley	2%	4
Santa Clara/San Mateo (Over the Hill)	0%	1

Credit: Santa Cruz County RTC, 2017

**Employment:** The majority of respondents were employed full-time. **Figure D13** shows the breakdown of employment.

**Figure D14: Employment of Survey Respondents**



Credit: Santa Cruz County RTC, 2017

**Modes of Transportation:** Respondents were asked how they usually (3 times a week or more) get around the San Lorenzo Valley. Respondents were able to provide multiple answers.

**Figure D15: Participant Modes of Transportation**

	All Responses		Only use one Mode	
	Total	Percent	Total	Percent
Drive Alone	225	88%	154	60%
Bike	37	15%	8	3%
Walk	67	26%	1	0%
Bus	10	4%	2	1%
Carpool	33	13%	11	4%
Taxi/ Uber/Lyft/ etc.	1	0%	0	0%

Credit: Santa Cruz County RTC, 2017

## **Summary of Public Comments on the Draft Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan**

The following is a summary of comments the Santa Cruz County Regional Transportation Commission (RTC) received on the draft *Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan*. Input was received by the RTC via emails, letters, comment forms, an online survey, and at several meetings held from January 17, 2019 to February 15, 2019. All of the emails, comment letters, and forms, as well as the survey results, were posted on the RTC website and available to the RTC board. Appendix D of the plan also summarizes public input over the past several years that was used to draft the plan. While the following summary does not include every unique comment, additional information is included in the final document in response to most comments and questions received during the comment period. Answers to some questions and comments are beyond the scope of this plan and would not be explored until detailed analysis occurs in later phases, including project-level environmental review and design engineering.

### **General Summary of Comments**

- Comments received ranged from strong support for the *Highway 9/SLV Complete Streets Corridor Plan* (plan) in its entirety, to support of certain project types or projects in a specific location, to voicing concerns about potential impacts or certain aspects of projects analyzed, to opposition to any modifications, including bicycle and/or pedestrian facilities, and other comments in between.
- Most respondents expressed general support for concepts and priorities identified in the plan (such as additional bicycle and pedestrian facilities, enhanced crosswalks, improved or additional parking facilities, increased maintenance of the existing system, improved transit facilities, increased enforcement to reduce speeding, and traffic flow improvements), though many provided specific design suggestions or modifications to some specific locations.
- Concerns expressed by those opposed to specific improvements or projects identified in the plan often focused on pedestrian and bicyclist safety, impacts on local businesses and tourism, impacts to private property and privately maintained roads, traffic flow impacts, light pollution, and tree preservation along the Highway 9 corridor.

### **Points of Disagreement**

Conflicting comments were received regarding several proposals in the draft plan. For all of the projects and concepts in the plan, additional analysis will be needed to determine feasibility of the concepts and any alternatives. In some instances, additional community input will be needed to explore opportunities for consensus.

#### **Corridor-wide**

- While adding sidewalks, bicycle facilities and various safety measures were regularly identified as among the highest priorities, several people expressed concerns about

diminishing the rural feel of the SLV; associating sidewalks, ADA ramps, bulb-outs, flashing beacons, street lights, and wider shoulders/bicycle lanes as more urban.

- Wider shoulders: While many people advocated for wider shoulders, concerns were also expressed that wider shoulders, even if for pedestrians and bicycles, could result in vehicles driving faster.
- Lane and shoulder widths: There was also some disagreement on whether standard lane and shoulder widths or more narrow lanes would be preferable, especially if it increases space for cyclists and pedestrians. There was also some disagreement whether incremental/piecemeal widening and new bike or pedestrian facilities were preferable to consistent widths for both auto and active transportation facilities.
- Lighting: While lighting at pedestrian crossings and other intersections in SLV, including flashing beacons, was identified as a safety need by many community members, several people have expressed concerns about light pollution and potential impacts on wildlife.
- Parking: While any businesses expressed interest in increasing parking supply in town centers and bicyclist groups expressed support for back-in angled parking, some community members expressed opposition to diagonal parking.
- Tree removal: Several community members requested removal of trees and vegetation that they consider a hazard or that result in narrower shoulders or travel lanes, while other community members expressed strong opposition to removing any trees.

#### Boulder Creek

- Parking vs. bicycle lanes: There was some disagreement on whether parking or bicycle lanes should be prioritized through the town center, especially if there is insufficient space for both. For instance, the Boulder Creek Business Association identified pedestrian facilities and added parking as a higher priority than bicycle lanes; the RTC Bicycle Committee recommended adding parking only “where it will not conflict with bike lanes” (Project 24).
- Parking vs. wider sidewalks: Some businesses expressed interest in opportunities to widen sidewalks through the town center in order to allow for outdoor seating, while others expressed preference for angled parking.
- Bear Creek Rd/Highway 9 Intersection: While most community members expressed support for modifications to the intersection, there was some disagreement on what type of modifications to make at Bear Creek Rd. Input included support and opposition to any stop signs, 2-way stop, 3-way stop, a roundabout, flashing lights, or a traffic light.

#### **Implementation Priorities** (Chapters 3 and 4)

While there was generally support for the list of 34 priority projects, implementation priorities varied among participants. For instance, improving pedestrian safety between Graham Hill Rd and the Schools Complex in Felton (Project 9) was identified as the highest priority at the Felton Open House and among online survey respondents who live in or travel most in Ben Lomond and Felton. However, priorities in Boulder Creek and among the other projects varied.

Unsurprisingly, residents of Boulder Creek prioritized projects in Boulder Creek and north of the Felton School complex over those in Felton.

### **Corridor-wide Priorities** (Chapters 2 and 4)

#### **Corridor Priority A – Safety Measures: reduce speeding, reduce collisions, and improve safety for all users in the SLV Corridor**

Comments received discussed reducing the speed of vehicles traveling through corridor, prioritizing traffic calming and pedestrian safety improvements, support for complete streets elements such as curb extensions, pedestrian refuge islands, high visibility crosswalks, lighting, and lane markings that will slow traffic, requests for a gateway sign to Ben Lomond installed near Fillmore Ave and Mills St N in a landscaped island (as recommended in the town plan), requests to add medians in downtowns where possible, the addition of directional signs with “Nameoftown #miles” at key intersections (lit if feasible with solar powered lights that are photocell controlled), a suggestion for rumble strips on the center lane divider, requests to reduce speed limits in Ben Lomond and Brookdale to 25 mph, and adding RRFBs to any/all of the crosswalks on Highway 9.

#### **Corridor Priority B – SLV Corridor Transit and Travel Demand Management**

Comments received included support for micro-transit, more protected bus shelters, and increased bus service, a request for METRO to use the Clipper system (single fare payment system connected with the Bay Area), a recommendation to add bike parking to bus stops and make rental bikes/bike share available, a request for a transit center in Boulder Creek that coordinates with Santa Clara Valley Transportation Authority (VTA), and a request for a transit bus from the SLV to the Saratoga, Cupertino, and/or Sunnyvale Caltrain stations (7 am – 9 am, 5 pm – 7 pm on weekdays).

#### **Corridor Priority C – Bicycle Facilities or Separated Paths along Highway 9 and Highway 236**

Comments received included:

- Concerns that 4-foot bike lanes are too narrow (preference for Caltrans standards or to reduce lane widths)
- Requests for buffered bike lanes where possible (even for short segments)
- Adding bike boxes at signalized intersections and green back bike legends in traffic lanes
- Support to make Highway 9 bike-friendly, requests to provide sharrows in the roadway wherever bike lanes are not feasible and to add “Bicycles May Use Full Lane” signage
- Support for bike improvements as described in the draft plan
- Opposition to some multi-use paths
- Request to include a cross section of the proposed multi-modal path
- Recommendation to add text that whenever roadwork occurs, any possible shoulder widening should occur
- Request that if there is not enough room for a bike lane in both directions on a roadway but room for one bike lane, the plan should specify that the lane be installed in the uphill direction

- Request that where there are not, or until there are, adequate shoulders for cyclists, add a recommendation to stencil sharrows on the roadway and post bicycles “may use full lane” and “pass 3 ft min” signs
- Request that where there is such a sidepath and insufficient room for a bike lane on the opposite side of the road as well, that non-sidepath side of the highway should contain signing (e.g., bikes may use full lane), markings (e.g., sharrows), etc. that indicates the presence of cyclists.
- Request to prepare an overall bike lane striping project that aggregates all of the bike lane proposals that can be immediately accomplished with pretty much striping alone (i.e., with only minor construction work) and installing these lanes under one contract
- Request to employ temporary installations or demonstration projects in order to build support for and help advance projects in the Plan
- Request to prioritize routes that will get students safely to school while providing options for parents who choose not to drive

#### Corridor Priority D – Increase the number of turnouts along Highway 9

Comments received included support for adding passing lanes and turnouts, adding dotted center lines where it is safe to pass, widening sections to two lanes for passing, widening shoulders beyond what the draft plan calls for, paving and improved maintenance of turnouts, and adding turnouts and turn-arounds sufficient for transit buses, bulldozer carriers, water-tenders, and semi-trucks.

#### Corridor Priority E – Pedestrian Safety Lighting and other Visibility Improvements along Highway 9

Comments received included requests for additional lighting at key intersections and at night on west Highway 9 in Boulder Creek between Redwood Keg Liquor (E Lomond St) and Travis Tree Professionals (between Middleton Ave and W Park Ave), adding lighting at intersections where the road is narrow and cannot be widened; to use motion sensitive or on-demand lights (only those approved by International Dark-Sky Association (IDA)); to add RRFBs to any/all of the crosswalks along Highway 9; and adding a daylight headlight section/safety corridor (with 4 signs – northbound in Paradise Park, northbound and southbound in Felton, and southbound in Boulder Creek); and opposition to adding any lighting in the corridor.

#### Corridor Priority F – Roadway Maintenance

Comments received included requests for improved maintenance of roadways and turnouts, concerns; concerns about abandoned vehicles along Highway 9 and Bear Creek Rd, requests for the Sheriff or CHP to clean up graffiti and trash on the side of Highway 9 and Bear Creek Rd, and concerns about potholes in turnouts.

#### Corridor Priority G – Emergency Preparedness and Resiliency

Comments received included:

- Requests for development of evacuation and emergency response plans and more involvement from Santa Cruz County Office of Emergency Services (OES), CHP, Santa

Cruz County Fire Chief's Association, Cal Fire "CZU" Felton Area, affected volunteer fire districts (especially Boulder Creek, Ben Lomond, Felton), Santa Cruz City Fire Department, and the Santa Cruz County Sheriff's Department;

- Concerns with narrowing roadways at intersections (which will make it too narrow for large vehicles, logging trucks, evacuation routes for fire safety, and road repairs);
- Opposition to 11-foot lanes and concerns with how the width of traffic lanes would affect emergency evacuations;
- Requests for tree removal, especially on evacuation routes or if fire hazards;
- Request for adequate lighting and signage for corridor use as an evacuation route;
- Request to include pedestrian safety signs and surface mounted flexible stakes that can be driven over if needed instead of bulb-outs, especially at Highlands Park, which is a hub for disaster response.

### **Priority Projects** (Chapters 3 and 4)

#### **Project 1: Henry Cowell State Park Access and Parking**

Comments received included support and opposition to plans to restrict and/or organize parking near Ox Trail and along Highway 9 south and input that access and parking should be considered and addressed in coordination with State Parks.

#### **Project 2: Southern Felton Neighborhood Bike and Walking Paths**

Comments received discussed pedestrian access to the Henry Cowell entrance from the north and south, downtown Felton, and the school bus stop in front of the Big Foot Museum in Felton; requests to shore-up the hillside on the Oak Dr side above Shingle Mill Creek, and support for a southern neighborhood bike and walking connection to the Henry Cowell entrance that includes a multi-use sidepath.

#### **Project 3: Henry Cowell State Park to Downtown Felton Bike and Pedestrian Connection Improvements**

Comments received discussed concerns with pedestrian safety at the barrier at Shingle Mill Creek, requests to connect the Redwood Dr crossing with Oak Ave, requests for wider shoulders on the east side of Highway 9 at Russell and bike lanes from Laurel Dr to the Henry Cowell entrance, concerns that the plan does not help access from "Big Foot Hill," Oak Ave and south, support for an RRFB at the Henry Cowell entrance, and support for bike/ped improvements from the Henry Cowell entrance to downtown Felton, specifically a sidepath on the east side of Highway 9 and bike lanes between Laurel Dr and the Henry Cowell entrance.

#### **Project 4: Downtown Felton Crosswalks**

Comments received discussed support for the RRFB at Wild Roots in downtown Felton, a request to install "Keep Clear" markings near the driveway for the restaurant on the southeast corner of Highway 9 and Graham Hill Rd, and suggestions for speed bumps on Felton Empire Rd before the blind curve uphill from the Cooper St/Gushee St crosswalk.



Project 5: Downtown Felton Bicycle and Walking connections near Library

Comments received included support for bulb-outs at Gushee/Felton Empire and a request for drainage improvements at Gushee St and Plateau Ave.

Project 6: Downtown Felton Pedestrian Walking Facilities

Comments received included a suggestion to reduce the width of angled parking to 18 ft. in order to add sidewalks or bike lanes.

Project 7: Downtown Felton Roadway, Bicycle, and Parking Improvements

Comments received included a request for wider bike lanes over increased parking, increased bike access from Santa Cruz to the SLV on Highway 9 and Graham Hill Rd, support for improvements in Downtown Felton including bike lanes with green treatments at conflict zones and back-in angled parking, a suggestion to reduce the width of angled parking to 18 ft. to add sidewalks or bike lanes, concerns about back-in angled parking at grade, and the suggestion to have diagonal parking like Highway 130 at Alum Rock Village between Stewart and Manning in San Jose.

Project 8: Highway 9 and Graham Hill Rd Intersection Redesign

Comments received included requests for wider shoulders on Graham Hill Rd for bikes and pedestrians, the addition of bike boxes, green lanes, and signals that prioritize pedestrian crossing at intersections, increased bike access from Santa Cruz to the SLV on Highway 9 and Graham Hill Rd, support for widening bike lanes and green lane treatments, and a request from the County of Santa Cruz that improvements either incorporate and/or be designed so as not to interfere with restriping eastbound Felton Empire Rd as one left lane and one through/right lane (required as mitigation for new Felton library).

Project 9: Bike/Pedestrian Connections to San Lorenzo Valley Schools Campus from Felton/Graham Hill Rd and Felton-Empire

Comments received discussed:

- Requests to prioritizing safe bike and pedestrian access between SLV schools, downtown Felton, and the new library
- Requests to prioritize pedestrian facilities from Graham Hill Rd to schools on Highway 9
- Support for improving bike/ped access from the SLV Schools Campus south to Fall Creek Rd in the short-term, with a mid-term connection to Cooper St
- Suggestion to add flashers or speed bumps prior to the downhill curve before the crosswalk at Felton-Empire Rd and Gushee St/Cooper St
- Support for a multi-use path on the west side of Highway 9 from the SLV schools to Fall Creek Dr (short-term) and Clearview Place (mid-term)
- Maintenance required if additional pedestrian, bicyclist, and vehicle traffic along Fall Creek Dr and Farmer St

- Extra space where garbage cans are put out and block the shoulder, requests for pedestrian traffic to be separated from Highway 9
- Adding a two-way center turn lane for traffic turning from southbound Highway 9 between San Lorenzo Way to Graham Hill Rd
- Requests for reflective bumps or a barrier along Highway 9 shoulders between Fall Creek Dr and SLV High School

Two alternatives for SLV Schools access were submitted by a member of the public:

(1) Bypass through east side of SLV Schools Campus:

- Repair footbridge at Hacienda Way
- Construct path between SLV Elementary and Highway 9
- Path exit to Fall Creek Dr, onto Farmer St and Cooper St and then into town
- Challenge is the path through bus school entrances

(2) Bypass through west side of SLV Schools Campus

- Hacienda Way up to existing service road on the north side of the soccer field
- Path on west side of soccer field connecting to other service road
- Connects to Fall Creek Dr as in (1)

#### Project 10: San Lorenzo Valley Schools Campus Site Access

Comments received included support for improvements at the SLV Schools Campus, especially the access road and improved traffic flow and bus pull-off, a suggestion to put parking on only one side of the lot to increase flow, a request to add a no-right turn light and sign for the southbound Highway 9 entrance to SLV High School, and support for widening in front of the SLV Schools Campus to allow the addition of bike lanes with green lane treatments at conflict zones.

#### Project 11: North San Lorenzo Valley Schools Bike/Pedestrian Connections

Comments received included requests to repair and reopen the footbridge behind SLV Elementary, support for the enhanced trail bypass of Highway 9 via Hacienda Way connecting to Brackney Rd, support for bike/ped access from the SLV Schools Campus north to Hacienda Way with a formalized path to Brackney Rd, requests for a crosswalk with lights and a signal at El Solyo Heights, a request for a right turn lane on El Solyo Heights to Highway 9 with a merging lane on Highway 9, and support for crosswalk safety and bike/pedestrian access at the SLV Schools Campus; opposition to moving northbound bus stop to Lazy Woods.

Two alternatives for SLV Schools access were submitted by a member of the public (see Project 9 above for details of each alternative).

#### Project 12: Willowbrook Dr Commercial Area Multimodal Improvements and Glen Arbor Bike/Ped Connection

Comments received included support for a well-marked crosswalk (like Main St and Highway 9 in Ben Lomond) at Highway 9 and Willowbrook Dr and suggestion that the crosswalk at Willowbrook Dr and Highway 9 to be a top 10 priority.

### Project 13: Bike/Ped Connections from Ben Lomond to Highlands Park

Comments received included opposition to bike/ped connection to backside of Highlands Park over San Lorenzo River, requests to build a multiuse path directly on Highway 9 rather than along Glen Arbor, suggestions that facilities on Highway 9 be a high priority, questions about how this project would fit with the long-term vision from the Ben Lomond Town Plan, support for the draft plan's recommendation for bus stops, crosswalks, and turn lanes at the entrance to Highlands Park, and support for the addition of an RRFB at the entrance to Highlands Park.

### Project 14: Ben Lomond Crosswalks and Transit Improvements

Comments received included:

- Request for a crosswalk at Fillmore Ave and Highway 9 with at least one bulb-out on the west side of Highway 9
- Request to move the Glen Arbor bike path to the eastside of the road
- Request to add a pedestrian flasher at Main St and Highway 9 crosswalk
- Request for a crosswalk across Highway 9 at Casa Nostra (Miles St/Hillside Ave) in Ben Lomond
- Support for crosswalks at Mill St/Glen Arbor Rd, Hillside Ave/Highway 9, and Fillmore Ave/Highway 9
- Support for a crosswalk on the south leg of the Mill St/Highway 9 traffic signal
- Support for a crosswalk at the intersection with Hillside Ave transit stops including concrete pads, benches, and shelters
- Support for installation of a Ben Lomond village gateway crosswalk on the east side of Fillmore Ave/Highway 9 with a bulb-out
- Support for past practices in Boulder Creek and Felton where multiple, successive crosswalks exist across Highway 9
- Request to square up the Main St crosswalk and the request to include an offset crosswalk as a potential alternative.

### Project 15: Mill St and Glen Arbor Rd Pedestrian Improvements

Comments received included opposition to a walkway on the south side of Glen Arbor Rd and concerns regarding right-of-way, requests for a walking path along Glen Arbor Rd from Highway 9 to Pine St on the north side, a request for enhanced crossings at Brookside and Pine, a low retaining wall, and pedestrian scale lighting, and a longer-term project to extend the walkway on Glen Arbor Rd from Pine St to Newell Creek Rd with a crosswalk at Madrone Ave.

### Project 16: Ben Lomond Downtown Core Multiuse Improvements

Comments received included support for sidewalks and pedestrian improvements from Scarborough Lumber to the Post Office and Sunnyside Ave along Main St, support for better lighting, bike lane striping, better intersection markings, filling gaps in sidewalks, and reducing speed to 25 mph through Ben Lomond, support for green bike markings at intersections, support for new walkways and striping improvements in front of Henflings, the Fire Department,

and Love Creek Rd, support for a sidewalk on Highway 9 to Scarborough Lumber, support for filling sidewalk gaps on Main St and Mill St west of Highway 9 between N. Mill St and Main St as shown in the draft plan, and a proposal to extend the walkway through the Love Creek Rd/Highway 9 intersection to the existing traffic signal rather than mid-block on Love Creek Rd as in the draft plan.

Project 17: Pedestrian and Bicycle Connections from Mill St to Alba Rd

Comments received included requests to prioritize a walkway from Quality Inn in Ben Lomond into the downtown area on the west side of Highway 9 (between N. Mill St and San Lorenzo River bridge), a request to remove the tree in Caltrans right of way between San Lorenzo River bridge and N. Mill St, a request to shift the striping to the east where possible to make more space for bikes/peds on the west side of Highway 9, a request to add lighting along this section of roadway, and a suggestion to add a bike path on one side and pedestrian (multiuse) path on the other side of Highway 9 from Brookdale to Ben Lomond.

Project 18: Hubbard Gulch/Alba Rd Operational Improvements

Comments received included opposition to a crosswalk at Alba Rd in Ben Lomond due to limited sight distance and limited demand, concerns with the feasibility of the project due to limited right-of-way, sight restrictions, and utility poles, support for restriping the turn/merge pockets to comply with current Caltrans standards, support for studying a crosswalk at California Dr and Highway 9, and a request to create a safe walking path along Love Creek Rd from Highway 9 to the intersection of Love Creek Rd and Brookside Ave.

Project 19: Brookdale Sidewalks

Comments received included a suggestion to add a bike path on one side and pedestrian path on the other side from Brookdale to Ben Lomond, a request to move the bus stop at Pacific in Brookdale a few feet south by the redwood tree, concerns with safety due to redwood trees near roadway, support for sidewalks from Larkspur extension and Western Ave to school bus stop, and request for a walkway along Highway 9 in Brookdale due to increased visitors at Brookdale Lodge.

Project 20: Brookdale Crosswalk Improvements

Comments received included support for a RRFB at Pacific St, requests to remove the redwood tree that blocks view at Pacific St, support for a pedestrian crossing at Pacific St and Clear Creek Rd, and concerns with safety due to the redwood trees near roadways.

Project 21: Irwin Way and Highway 9 Intersection Improvements

Comments received included requests to make the Irwin Way intersection a top priority and concerns about light pollution.

Project 22: Boulder Creek Elementary Neighborhood Multimodal Improvements

Comments received discussed concerns with the bike lane on Lomond St conflicting with school parking and being too steep for children to ride bikes up, requests for speed bumps in Boulder Creek Elementary neighborhood, requests for pedestrian-scale lighting at the intersections near Boulder Creek Elementary on Laurel St and Lomond St, opposition to bike lanes in Boulder Creek, requests to prioritize safe routes to school for cyclists and pedestrians, and requests to prioritize pedestrian and driver safety improvements over bicycle improvements to downtown Boulder Creek.

Project 23: Boulder Creek Crosswalk Improvements

Comments received included support for an RRFB at Forest St, opposition to any RRFBs, requests to improve signage at stop signs at Highway 9 and Highway 236 intersection, requests to prioritize pedestrian and driver safety improvements over bicycle improvements in downtown, concerns regarding bulb-outs in downtown Boulder Creek blocking the right-hand turn lane from southbound Highway 9 to Highway 236, the need for pedestrian scale lighting at the crossing at Highway 9 and Highway 236, support and opposition to a traffic signal at Highway 9 and Highway 236, and support and opposition to bike lanes, sharrows and green lanes in Boulder Creek.

Project 24: Parking Improvements and Bicycle Facilities in Downtown Boulder Creek

Comments received included support and opposition to bike lanes in Boulder Creek; opposition to a two way center turn lane; support and opposition to pedestrian islands and trees in median; requests to unbundle bike lanes in Tier II and III, make bike lanes a higher priority, eliminate the choice between bike lanes and angled parking, remove bike lanes to make room for pedestrian refuge islands and back-in angled parking, to not have bike lanes up against parking; support for sharrows and "Share the Road" signage for bikes instead of bike lanes; a request for the County to pave shoulders on side streets to increase parking, prioritize pedestrian and driver safety improvements over bicycle improvements to downtown, and support to add diagonal parking, reduce angled parking width to 18' to add sidewalks or bike lanes, and support for back-in angled parking with tree wells and pedestrian islands in downtown Boulder Creek.

Project 25: Sidewalk and Storefront Improvements in Downtown Boulder Creek

Comments received included support and opposition to back-in angled parking, a request to preserve the pistons and rings on the sidewalks that have historical significance, request for a pedestrian walkway and/or bike trail along Highway 236 from Big Basin to downtown Boulder Creek, and request to widen the road on west Highway 9 in Boulder Creek between Redwood Keg Liquor (E Lomond St) and Travis Tree Professionals (between Middleton Ave and W Park Ave) for a pedestrian foot path or sidewalk, separation between traffic and pedestrians and add lighting at night.

**Project 26: Pedestrian and Bicycle Connections to the Boulder Creek Library, Bear Creek Rd, and Big Basin State Park**

Comments received discussed widening the road on west Highway 9 in Boulder Creek between Redwood Keg Liquor (E Lomond St) and Travis Tree Professionals (between Middleton Ave and W Park Ave) for pedestrian foot path or sidewalk, the need for curb/gutter/sidewalks, separation between traffic and pedestrians and add lighting at night, the need for a crosswalk at West Park Ave and Highway 9, requests for speed feedback signs at the intersections of Highway 9 and West Park Ave, Highway 236, and River St, and support for the project as described in the draft plan.

**Project 27: Highway 9/Bear Creek Rd Intersection Improvements**

Comments received discussed the need for a crosswalk at West Park Ave and Highway 9 (library access), support for the project as described in the draft plan, opposition to a stop sign on southbound Highway 9 at Bear Creek Rd, adding a bike box on northbound Highway 9 for turning on to Highway 236, support for a 3-way stop at Bear Creek Rd and Highway 9, the need for improved sight lines at Bear Creek Rd and Highway 9, concerns about pedestrian safety at Bear Creek Rd and Highway 9, support for a traffic light at Bear Creek Rd and Highway 9, support for a crosswalk on northbound Highway 9 and a crosswalk southbound at Bear Creek Rd, and requests for red or yellow flashing lights at Bear Creek Rd and Highway 9.

**Project 28: Bicycle/Pedestrian Improvements at Garrahan Park and Mountain Store**

Comments received discussed opposition of bulb-outs at Garrahan Park.

**Comments made for areas Outside of the Project Area**

Comments received discussed support for a cyclist dedicated path that takes cyclists away from Highway 9 from Felton to Santa Cruz, a request for a bike/pedestrian path from Felton to UCSC through Pogonip, the need for walkways from Boulder Creek to Stapp Rd along Highway 9, and a request for a bike/pedestrian path from Boulder Creek to Scotts Valley.



## **Summary of Updates and Other Changes**

### **Final Highway 9/ San Lorenzo Valley (SLV) Complete Streets Corridor Plan**

The following is a summary of changes that have been made to the *Highway 9/San Lorenzo Valley (SLV) Complete Streets Corridor Plan* based on comments and questions received on the draft plan during the comment period. This list reflects significant modifications to the document. Minor edits, including those of grammatical or clarifying nature, were also made, but are not listed below. No major modifications were made to Chapter 1, Appendix C, or Appendix F.

#### **Executive Summary**

- List of priorities updated based on public input
- Table ES 5 list of projects and concepts added
- Maps updated

#### **Updates to Chapter 2: Corridor Vision**

##### **Preferred Roadway Cross Sections**

- Text added to clarify that where feasible bicycle and pedestrian facilities should be wider than minimum 4-foot standards, especially in residential and commercial areas
- Cross Section images (figures) were updated to clarify widths and range of widths (vehicle lane, shoulder, sidewalk, etc.)

##### **Rural Cross Section: Wider Shoulders**

- Text added to clarify that Caltrans' defined ideal minimum shoulder width is 4 feet, though 5- to 8-foot shoulders are preferable in the San Lorenzo Valley in segments used by pedestrians and cyclists
- Text added to reflect bicycle community request that if constraints prohibit shoulder widening to the minimum, any shoulder widening that can be installed should be added

##### **Suburban Cross Section**

- Text added to note that bicycle lane and sidewalk widths should be increased when feasible or adjusted to meet requirements of the *California Highway Design Manual (HDM)*
- Text added to note that sidepaths require separation from the adjacent roadway, which could include grade separation, earth, flexible posts, inflexible posts, inflexible barriers, or on-street parking

##### **Corridor Priority A – Safety Measures:**

- Changed name of this section from “Reducing Speeding” to “Safety Measures”
- Text added regarding:
  - Reducing collisions and improving safety for using all modes of transportation is the highest priority for the SLV community
  - List of sample safety “countermeasures” added, including information on speed feedback signs or trailers, speed limits, roadside barriers to reduce crash severity, widening shoulders, enhanced signing and pavement markings, enhanced delineation

treatments (e.g. pavement markings) and pavement friction, vegetation removal/trimming, public education to reduce distracted and impaired driving

- Near-term Caltrans projects planned for the corridor

#### Corridor Priority B – Transit and Travel Demand Management

Text added regarding:

- School bus service
- Paratransit service for seniors and people with disabilities
- Alternative transportation service models such as microtransit and community transit, expanded transit services

#### Corridor Priority C – Bicycle Facilities or Separated Paths

Text added regarding:

- Options if insufficient space for bike lanes or wider shoulders in both directions, including widening shoulders in uphill direction, adding signage about passing bicycles, sharrows
- Rental bicycle/bikeshare and electric bicycle programs
- Systemwide bicycle facilities identified as priorities: bicycle boxes and green lanes at intersections and driveways and bicycle parking

#### Corridor Priority D – Turnouts

- Added text that where possible, turnouts should be sufficient for transit buses, bulldozer carriers, water tenders, and semi-trucks. Fire departments and/or CalFire should be consulted regarding fire water turnouts

#### Corridor Priority E – Pedestrian Safety Lighting and other Visibility Improvements

- Added suggestions regarding daylight headlight signs

#### Corridor Priority F – Roadway Maintenance

- Split Priority F – Roadway Maintenance, Emergency Preparedness, and Resiliency into two new priorities: Priority F – Roadway Maintenance and Priority G – Emergency Preparedness and Resiliency
- Added additional information on maintenance, including vegetation removal, culverts, paving turnouts, street-sweeping; and funding shortfalls and backlog of repairs
- Added examples of planned maintenance projects

#### Corridor Priority G – Emergency Preparedness and Resiliency

- Split out from Priority F
- Added text regarding:
  - Dynamic LED signs, low frequency advisory radio messages or other ways to alert motorists to changing travel conditions
  - Evacuation route and emergency management plans

### **Updates to Chapter 3: Priority Projects by Location**

#### **Project 1: Henry Cowell State Park Access and Parking**

- Noted access and parking will need to be considered and addressed in coordination with State Parks

#### **Project 2: Southern Felton Neighborhood Bike and Walking Paths**

- Added text regarding:
  - New community request to evaluate adding crosswalk near San Lorenzo Ave, and also that sight distance will need to be evaluated for any crosswalks in the area
  - Need for coordination with State Parks

#### **Project 3: Henry Cowell State Park to Downtown Felton Bike and Pedestrian Connection Improvements**

- Added additional feasibility considerations and language added to clarify location of sidepath and need for coordination with State Parks
- Added text specifying that crosswalk at Redwood Dr undergoing evaluation as part of a successful 2018 HSIP grant

#### **Project 4: Downtown Felton Crosswalks**

- Information added that one of the crosswalks was identified in a successful 2018 HSIP grant

#### **Project 6: Downtown Felton Pedestrian Walking Facilities**

- Added text regarding the addition of shade trees, benches, tree wells, and other aesthetic features

#### **Project 7: Downtown Felton Roadway, Bicycle, and Parking Improvements**

Added text regarding:

- Consideration of “keep clear” markings at high-traffic driveways
- Increased bicycle parking in the downtown core
- Balancing different uses requiring additional analysis during the design phase

#### **Project 8: Highway 9 and Graham Hill Rd Intersection Redesign**

- Added tiers to reflect the potential order if phased implementation is necessary due to funding or other constraints
- Text added regarding:
  - Possible modification to current driveway access and parking
  - Pedestrian priority signals that allow pedestrian to begin walking before cars receive a green light
  - County Planning anticipates the lane restriping on Felton Empire Rd will take place ahead of other intersection improvements

Project 9: Bike/Pedestrian Connections to San Lorenzo Valley Schools Campus from Felton/Graham Hill Rd and Felton-Empire

- A pedestrian fatality occurred at this location after the draft plan was published. Due to increased community interest in accelerating this already high-priority project in light of the fatality, additional meetings were held with Caltrans and County Public Works, the project description was updated extensively with a range of additional information and safety improvement options, and initial Measure D funding was allocated to begin the project development process
- Images added, including photos and new figure
- Text added regarding the west side of Highway 9 being more preferable for pedestrian facilities so users from the school do not need to cross the highway, and that this alignment may require shifting or narrowing auto travel lanes
- *SLV Schools Campus to Fall Creek Dr Multiuse Path*: Text added that maintenance agreement may be required for Farmer St
- *SLV Schools Campus to Felton Empire Rd via Highway 9*:
  - Text added regarding potential near-term options, challenges, and class 1 path options
  - Cross-section of pedestrian path above retaining wall figure added
  - Text modified to reflect community requests for construction in nearer term

Project 10 –San Lorenzo Valley Schools Campus Site Access

Added text regarding:

- Evaluation of a “no right turn on red” sign at the High School entrance
- A signal light for southbound traffic on Highway 9 to reduce conflicts with cars exiting campus
- Limiting drop-off/pick-up parking to one side of the Elementary School parking lot to increase traffic flow
- Community suggestions regarding bridge replacement on north side of schools and a possible alternate school bypass

Project 11: North San Lorenzo Valley Schools Bike/Pedestrian Connections

- Added information about potential feasibility constraints (sight lines and right-of-way) that may affect right turn pocket or merge lanes options at Highway 9/EI Solyo intersection
- Added information on alternative improvements suggested by community members regarding:
  - Crosswalk locations
  - Stop light at EI Solyo Heights intersection
  - Location of northbound bus stop

Project 12: Willowbrook Dr Commercial Area Multimodal Improvements and Glen Arbor Bike/Ped Connection

- Added text regarding bicycle parking at businesses

Project 13: Bike/Ped Connections from Ben Lomond to Highlands Park

- Added text regarding:
  - Bike lanes/shoulder widening on Highway 9 from Highlands Park to Ben Lomond
  - Walking or multiuse path on Highway 9 from Highlands Park to Ben Lomond
  - Analysis of RRFB for crosswalk at Highlands Park entrance
  - Potential constraints: roadway realignment, drainage and utilities, trees, guardrails and retaining walls
- Bridge over the San Lorenzo River to connect Glen Arbor Rd to Highlands Park eliminated from the priority project list due to several practical challenges
- Text regarding bike and pedestrian facilities on Glen Arbor Rd modified

Project 14: Ben Lomond Crosswalks and Transit Improvements

Added text regarding:

- Consideration of off-set crosswalks at Main St and Highway 9
- Adding bulb-outs to potential new crosswalk at Hillside Ave

Project 15: Mill St and Glen Arbor Rd Pedestrian Improvements

Added text regarding:

- Updated location of sidepath to Brookside/Pine
- Potential long-term project involving a walkway on the north/east side of Glen Arbor Rd from Brookside to Newell Creek Rd with a crosswalk at Madrone Ave

Project 16: Ben Lomond Downtown Core Multiuse Improvements

- Changes to Tier I – added text regarding new walkways and striping on Love Creek Rd to the Mill St S/Glen Arbor Rd S signal, and also regarding evaluation of options to redesign Highway 9/Love Creek Rd/Glen Arbor Rd intersection
- Changes to Tier II – added lighting component. Moved sidewalks on Main St between Highway 9 and Mill St to Tier IV
- Changes to Tier III – Moved bike/ped facilities from Hillside Ave to San Lorenzo bridge to Tier V
- Added new Tier IV: Sidewalks on Main St and Mill St south and west of Highway 9
- Added new Tier V: Add sidewalks and bike lanes on Highway 9 from Hillside Ave to the San Lorenzo River bridge
- Text added regarding:
  - Including shade trees, benches, tree wells, and other aesthetic features
  - Keeping informal parking and perpendicular parking near fire department

Project 17: Pedestrian and Bicycle Connections from Mill St to Alba Rd

Added text indicating facilities should extend to the Quality Inn first before continuing to Alba Rd, also added shifting vehicle lanes over to Possible Alternative Improvements

#### Project 18: Hubbard Gulch/Alba Rd Operational Improvements

Added text clarifying location of potential new crosswalk nearer to transit stops and located within better line-of-sight

#### Project 19: Brookdale Sidewalks

Added text regarding:

- Sidewalks could be built on one or both sides, as feasible
- Including shade trees, benches, tree wells, and other aesthetic features, consistent with *Caltrans' Main Street-California (2013)*

#### Project 20: Brookdale Crosswalk Improvements

- Due to community input emphasized need for tree at Clear Creek crosswalk to be removed
- Added text regarding:
  - Additional crosswalk safety upgrade options, including RRFB
  - Crosswalk north of Pacific St/Clear Creek Rd is undergoing evaluation as part of a successful 2018 HSIP grant

#### Project 21: Irwin Way and Highway 9 Intersection Improvements

Added reduce collisions to goal of project, and added text referencing community concern regarding excess light pollution

#### Project 22: Boulder Creek Elementary Neighborhood Multimodal Improvements

- Added text regarding:
  - Traffic calming features outlined in Priority A
  - Prevention of delivery trucks parking in center turn lanes on Highway 9
  - Speed humps/bumps and lighting on streets near the elementary school
  - Description of previous work done by the County near the elementary school
- Deleted bicycle facilities on Lomond St between Highway 9 and Boulder Creek Elementary, due to narrow right-of-way. Added text indicating Laurel may be analyzed as an option for bicycle facilities in the future.

#### Project 23: Boulder Creek Crosswalk Improvements

Added text regarding:

- Stop sign visibility and pedestrian scale lighting at Highway 9 and Highway 236 crosswalk
- A new crosswalk suggestion on Highway 236 at Oak St
- Discussion of midblock pedestrian crossings desired by the community and their possible reception by Caltrans
- Desire for landscaped medians, preserving historic rural character, and designing for truck/bus turning radii
- Crosswalk at Forest St undergoing evaluation as part of a successful 2018 HSIP grant



Project 24: Parking Improvements and Bicycle Facilities in Downtown Boulder Creek

Added text regarding:

- Clarifying there is right-of-way width enough for bike lanes, or angled parking, but not both, and that the community will need to decide their priorities during the next design phase
- Project goal of increasing safety by narrowing travel lanes and slowing vehicle speeds
- Sharrows and signage directing bicycle traffic to side streets as additional options
- Methods to discourage delivery trucks from parking in center turn lane to deliver, and instead delivering to rear doors of businesses
- Modifying two-way center left turn lane proposed in draft plan to left turn pockets with median islands, per business community request

Project 25: Sidewalk and Storefront Improvements in Downtown Boulder Creek

Added text regarding:

- Adding shade trees, benches, tree wells, and other aesthetic features, consistent with *Caltrans' Main Street-California (2013)*
- Including bicycle parking through commercial area
- Widening sidewalks could impact other options for the right-of-way, such as angled parking or bike lanes
- Referencing the 1992 Boulder Creek Specific Plan when considering tree placement
- Retaining historic pistons and rings along sidewalks

Project 26: Pedestrian and Bicycle Connections to the Boulder Creek Library, Bear Creek Rd, and Big Basin State Park

Added text regarding:

- Potential extension of the West park pedestrian facilities to Ridge Dr as a long-term project
- New project components on Highway 236, including:
  - Traffic calming when entering Boulder Creek
  - Traffic calming near the Country Club, particularly near the transit stops
  - Analysis of stop sign on Highway 236 at Hilton Dr

Project 27: Highway 9/Bear Creek Rd Intersection Improvements

Added text regarding:

- Additional options for slowing vehicle speeds on Highway 9 and increasing throughput from Bear Creek Rd, such as a 3-way stop, a roundabout, or a traffic light, as well as new feasibility considerations for these options

## **Project 28: Bicycle/Pedestrian Improvements at Garrahan Park and Mountain Store**

Added text regarding:

- Additional options to increase safety for pedestrians crossing at Pool Dr, such as an RRFB
- Crosswalk at Pool Dr undergoing evaluation as part of a successful 2018 HSIP grant

## **Updates to Chapter 4: Project Evaluation & Implementation**

- Added summary text that slowing traffic, improving pedestrian access and reducing crashes (auto, pedestrian, and bicycle) were the highest priorities identified by community members
- Several projects moved between near-, short-, medium-, and longer-term priorities based on community input
- Text added regarding potential interim implementation options near schools
- Additional information and graphics added regarding the implementation process, including information on Caltrans and County process, and actions that should be considered during implementation of projects
- Under Funding Opportunities Overview: additional text added regarding the State Highway Operation and Protection Program (SHOPP)

## **Updates to Appendix A: Complete Streets Improvements Toolkit**

- Information added regarding:
  - Speed limits
  - Pedestrian lanes
  - Pedestrian corrals in median islands
  - Sidepaths
  - Safe routes to schools education programs
  - Walking school bus and bicycle train
  - Bike and walk to school day
  - Paratransit
- Text added that truck and bus turning radii will need to be considered in intersections and in lane width design

## **Updates to Appendix B: Identified Projects**

Additional project ideas and challenge areas identified by community members added to this full list of ideas

## **Updates to Appendix D: Public Input**

- Text added summarizing public outreach and input received on the Draft Plan
- Summary of Public Comment on Draft Plan added
- Summary of Updates from Draft Plan added
- Examples of Outreach on Draft Plan added
- Comments received posted

## **Updates to Appendix E: Background Documents and Prior Community Input**

Examples of Caltrans projects supporting complete streets since 2014 added

EN ESPAÑOL ↗



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#### Streets & Highways

Highway 1 Corridor  
Program

Highway 1  
Environmental  
Documents

Mar Vista  
Bicycle/Pedestrian  
Overcrossing

Bus-on-Shoulder  
Project

41st-Soquel Aux  
Lanes & Bike/Ped  
Crossing

Soquel-Morrissey Aux  
Lanes

Highway 17

Highway 9 Plan

Highway 1-17  
Interchange Widening

Other Highways

#### Bicycle

#### Pedestrian

#### Rail

Rail Inquiries and  
Requests

Operating Agreement

Passenger Rail

Rail Service Studies

Rail Line Purchase  
Due Diligence

#### Trails

Monterey Bay Sanctuary  
Scenic Trail

MBSST Master Plan

Final Environmental  
Impact Report

City of Santa Cruz Coastal  
Rail Trail Project

North Coast Rail Trail

#### Bus Projects

#### Multi-Modal

Unified Corridor Study

Visualizing Sustainable  
Transportation

Santa Cruz County  
Complete Streets

Monterey Bay Area  
Complete Streets  
Guidebook

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

### [Draft Plan Document](#)

On this page:

- [Plan Overview](#)
- [Plan Area](#)
- [Why Needed?](#)
- [Draft Plan](#)
- [Public Outreach/Get Involved](#)
- [Project Team](#)

### Current Activities:

- The project team is working to incorporate community input and comments that were submitted into the final plan.
- [Sign Up](#) for Hwy 9/SLV Plan updates



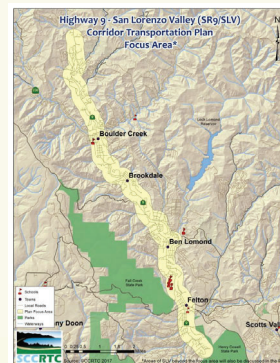
### Plan Overview

RTC is working with the community to prepare a complete streets plan for Highway 9 and connecting county roads through San Lorenzo Valley (SLV). The plan will identify, prioritize, and enable 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. The plan will focus 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. [[printable Fact Sheet](#)]

### Plan Area

This transportation planning effort focuses on the section of Highway 9 that connects the towns of Felton, Ben Lomond, Brookdale, and Boulder Creek and parallel and connecting streets, roadways, and paths. Areas beyond the focus area are also considered in the plan, but not the focus of the plan.

[Back to Top](#)



[Click to enlarge map](#)

### Why is this plan needed?

A comprehensive multimodal transportation needs assessment and evaluation of a range of options to address transportation challenges is needed to identify and prioritize transportation investments for this important corridor, especially since state, federal, and local revenues are severely constrained. This comprehensive plan for Highway 9 through San Lorenzo Valley will:

- Build on past public input and planning activities
- Document existing conditions
- Identify infrastructure gaps
- Answer questions about what can be done within Caltrans' right-of-way
- Provide data, evaluation, analysis, and public deliberation to make informed decisions
- Prioritize transportation projects that can be implemented in the short and mid-term to address transportation challenges on the corridor.
- [Measure D](#), which was approved by voters in November 2016, includes \$10 million specifically earmarked for high priority transportation projects along the Highway 9 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 promote complete streets, implement sustainable communities strategies, and improve multi-modal access, connectivity, safety, security, system preservation, economic vitality and environmental quality. The plan includes conceptual complete street designs and will be used to facilitate subsequent design, environmental review and construction of improvements.

STARS

Legislative Activities

[Back to Top](#)

## Draft Plan

The Draft Highway 9/San Lorenzo Valley Complete Streets Corridor Plan is available below. Comments on the draft plan were due February 15, 2019. The project team is working to incorporate community input and comments into the final document.

- |  |   |
|--|---|
| <ul style="list-style-type: none"> <li>■ <a href="#">Full document without appendices</a></li> <li>■ <a href="#">Executive Summary</a></li> <li>■ <a href="#">Front Cover and Table of Contents</a></li> <li>■ <a href="#">Chapter 1: Introduction</a></li> <li>■ <a href="#">Chapter 2: Corridor Vision</a></li> <li>■ <a href="#">Chapter 3: Priority Projects</a></li> <li>■ <a href="#">Chapter 4: Project Evaluation and Implementation Plan</a></li> </ul> | <ul style="list-style-type: none"> <li>■ <a href="#">All appendices</a></li> <li>■ <a href="#">Appendix A: Complete Streets Improvements Toolkit</a></li> <li>■ <a href="#">Appendix B: Identified Projects List</a></li> <li>■ <a href="#">Appendix C: Funding Opportunities</a></li> <li>■ <a href="#">Appendix D: Public Input</a></li> <li>■ <a href="#">Appendix E: Background Info</a></li> <li>■ <a href="#">Appendix F: Corridor Existing Conditions</a></li> </ul> |
|--|---|

[Back to Top](#)

## Public Outreach/Get Involved

Written comments were due February 15, 2019 on the Draft Highway 9/SLV Plan.

Community members are encouraged to stay involved in this project and sign up to receive periodic updates on the plan here: <https://sccrtc.org/about/esubscriptions/>, by emailing [info@sccrtc.org](mailto:info@sccrtc.org), or by calling 831-460-3200.

- To **report urgent** maintenance, signage or other challenges on Highway 9 – fill out the Caltrans Customer Service Request form: <https://csr.dot.ca.gov/>
- To report maintenance or other issues on county roads – contact County Public Works: <http://dpw.co.santa-cruz.ca.us/ReportProblem.aspx> or submit a request using Santa Cruz County's free mobile app [Citizen Connect](#).

Building upon past public outreach efforts, the project team gathered input from hundreds of San Lorenzo Valley residents, businesses, community groups, parents and school administrators throughout development of the draft plan at open houses and over a dozen meetings, as well as surveys focused on this plan. Input provided on the draft plan will be used to finalize the plan.

Outreach has included:

- Community open houses: Jan 31, 2019 in Felton and Feb 6 in Boulder Creek on the Draft Hwy 9 / SLV Plan; May 31, 2017 in Felton on the Phase 1 report; and October 11, 2016 at the SLV Performing Arts Complex at SLV High School.
- Public Hearing on the Draft Plan at the Feb 7, 2019 RTC meeting.
- Surveys: hundreds of community members helped identify transportation challenge areas and provided input on priorities and what types of projects might make sense for improving transportation in San Lorenzo Valley (SLV).



[Back to Top](#)

## Project Team

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

*This planning effort is funded through a Caltrans Sustainable Communities Transportation Planning Grant (FTA 5304), Measure D and other local funds.*

[Back to Top](#)

## RTC Contact

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(831) 460-3200





# HWY 9 / SLV COMPLETE STREETS CORRIDOR PLAN

## COMMUNITY OPEN HOUSES

Help prioritize transportation  
improvements in the  
San Lorenzo Valley

*Share  
your  
input!*

### FELTON

Community Hall  
6191 Highway 9  
January 31st  
6 - 7:30 pm

### BOULDER CREEK

Elementary School  
Multi-Purpose Room  
400 W. Lomond St.  
February 6th  
6 - 7:30 pm

### PUBLIC HEARING

Scotts Valley City Council Chambers  
1 Civic Center Drive, Scotts Valley  
February 7th, 9:30 am

**SCCRTC**

Santa Cruz County  
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<https://sccrtc.org/slvplan>

**JANUARY 28**  
**FUN AT WORK DAY**



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## Plan for Hwy 9 improvements open for comment

By Patrick Dwire

Last week the Santa Cruz County Regional Transportation Commission posted the “Draft Highway 9 — San Lorenzo Valley Corridor Transportation Plan” on its website and is soliciting public comment before the plan becomes final.

More than 18 months in preparation, the draft “Hwy. 9/SLV Complete Streets Corridor Plan” provides a catalog of proposed projects along the roadway as well as a comprehensive, long-term “vision” for the coordination these projects, all aimed at improving “multi-modal access and connectivity, safety and security, operations, economic vitality and environmental quality,” according to the report.

With Hwy. 9 serving as the “main street” in the communities of Felton, Ben Lomond, Brookdale and Boulder Creek, some residents have been advocating for “traffic calming” devices, more turn-outs and more safety beacons for crosswalks for many years. Others residents have resisted earlier town planning efforts and roadside improvements they saw as “over-urbanizing” the small towns they wanted to see preserved as rural and mostly undeveloped.

“The fact is we have urban levels of traffic, and the challenge is to figure out the best ways to keep it comfortable and increase safety,” said Brianna Goodman, transportation planner for the RTC. According to the draft report, more than 16,000 vehicles a day travel the highway between Ben Lomond and Boulder Creek and more than 21,000 vehicles go between Felton and Ben Lomond, and those numbers do not include the “bulge” of special event and tourism traffic during summer months.



Highway 9 in Downtown Felton.

Photo courtesy of RTC

The plan notes the total population of the four towns served by Hwy. 9 has increased from 9,273 in the 2000 census to 17,443 in 2017 — an increase of 88 percent — with data showing about 77 percent of workers driving alone to work. Felton seems particularly hard hit with 122 percent increase the amount of time it takes to get to work since the 2000 census.

The plan details projects proposed from the entrance to Henry Cowell State Park just south of Felton all the way to the Mountain

HWY 9, CONTINUED ON PAGE 4

## SLV Water District bans glyphosate — permanently

By Patrick Dwire

Last week, in the third meeting of the Board of Directors of the San Lorenzo Valley Water District since the “challenging slate” was elected as the board’s majority, the board voted 4-1 for a permanent ban on the use of glyphosate pesticides by the district, keeping a campaign promise that remained controversial right up to the board’s vote.

“The residents in our district have spoken — they do not want glyphosate ... and

we don’t really know the true effects of glyphosate — how it will affect all the little creatures in sensitive habitat,” said Louis Henry, the newly appointed board chair.

Glyphosate is the key ingredient in Roundup and other products produced by the Monsanto Company. The previous board of directors made the controversial decision in 2017 that the risk of invasive species completely overrunning native species in the sensitive Sand Hills habitat, particularly French and Portuguese Broom and acacia, warranted the limited, careful-

ly prescribed use of the pesticide.

That decision was supported by some local environmental scientists who claimed some endangered species in the sand hills could be lost if the invasive broom and acacia was not treated with glyphosate — in controlled and carefully crafted application. Many district residents strongly disagreed, and maintained the use of glyphosate is a greater risk to people and the water supply than the invasive species in the sand hills, which should be controlled







Santa Cruz County  
Regional Transportation Commission



Hello,

San Lorenzo Valley (SLV) residents and businesses are invited to share their ideas for improving the Highway 9 corridor between Felton and Boulder Creek at an upcoming **open house on Wednesday, May 31, 2017 from 5:00-7:00 p.m. at Felton Community Hall** (6191 Hwy 9, Felton). **Come share your ideas!**

## Highway 9/SLV Transportation Corridor Plan: Open House - May 31

Building on prior studies and input that SLV residents have provided over the past several years regarding transportation facilities along and near Highway 9 in the San Lorenzo Valley, the **Santa Cruz County Regional Transportation Commission (SCCRTC)**, working with Caltrans, Santa Cruz METRO, the County of Santa Cruz, Supervisor Bruce McPherson, and transportation consultants, is creating an **action plan to implement a range of projects** that address community concerns and priorities along this important travel corridor.

To ensure that the [Highway 9/San Lorenzo Valley Corridor Plan](#) is a true community-based plan, the RTC is currently seeking feedback on the first phase:

- Goals, objectives and criteria to be used to evaluate project ideas;
- A toolkit of different types of possible transportation projects along the corridor; and
- A few site-specific ideas previously identified by the community.

The May 31 open house will include interactive tables where community members can share their ideas and help identify locations that need attention along Highway 9 and connecting streets, roads, and pathways.

This includes sharing ideas on how to improve safety for motorists, pedestrians, and bicyclists; improve access to schools, businesses, and bus stops; intersection and other roadway projects that improve traffic flow; bicycle lanes, paths, sidewalks; maintenance, improved drainage, parking, and other needs in Felton, Ben Lomond, Brookdale, and Boulder Creek.

**Participants can drop by anytime between 5:00 p.m. and 7:00 p.m. to participate in the activities. At 6:00 pm there will be a presentation** on the plan, as well as updates from Supervisor Bruce McPherson, Caltrans and County Public Works on storm damage repairs.

Because funding is limited, it will not be possible to implement all of the projects identified by the community. This action plan will help prioritize projects that can be constructed in the short and mid-term using funding approved by the voters as part of Measure D, and other local, state, and federal funding opportunities. This fall the project team will return to the community for input on the draft corridor plan.

More information is available at [www.sccrtc.org/slv](http://www.sccrtc.org/slv), by emailing [info@sccrtc.org](mailto:info@sccrtc.org) or calling 831-460-3200. The Phase 1 report and an online survey will also be available soon on the [project webpage](#).



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

Santa Cruz County Regional Transportation Commission  
email: [info\[at\]sccrtc.org](mailto:info@sccrtc.org)  
phone: 831.460.3200

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Santa Cruz County  
Regional Transportation Commission



Hello,

San Lorenzo Valley (SLV) residents and businesses are invited to [take a survey](#) to provide input on the Highway 9/SLV Corridor Plan: [Draft Phase 1: Report](#) and share ideas for improving the Highway 9 corridor between Felton and Boulder Creek, including connecting county roads and paths.

## Highway 9/SLV Corridor Plan

### Take the Survey

Building on prior studies and input that SLV residents have provided over the past several years regarding transportation facilities along and near Highway 9 in the San Lorenzo Valley, the **Santa Cruz County Regional Transportation Commission (SCCRTC)**, working with Caltrans, Santa Cruz METRO, the County of Santa Cruz, Supervisor Bruce McPherson, and transportation consultants, is creating an **action plan to implement a range of projects** that address community concerns and priorities along this important travel corridor.

The RTC is currently seeking feedback on the first phase of the [Highway 9/San Lorenzo Valley Corridor Plan](#). The survey asks residents to:

- Provide input on which types of transportation projects make sense in SLV; and

- Provide input on a few site-specific ideas previously identified by the community.

Thank you to everyone that attended and provided input at the May 31 open house at Felton Community Hall.

Because funding is limited, it will not be possible to implement all of the projects identified by the community. This action plan will help prioritize projects that can be constructed in the short and mid-term using funding approved by the voters as part of Measure D, and other local, state, and federal funding opportunities. This fall the project team will return to the community for input on the draft corridor plan.

More information, including the Draft Phase 1 Report and survey link, is available at [www.sccrtc.org/slv](http://www.sccrtc.org/slv), by emailing [info@sccrtc.org](mailto:info@sccrtc.org) or calling 831-460-3200.



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

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